HAVANT BOROUGH COUNCIL
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South Africa Lodge

Green Travel Plan

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Appendices: -

1. Public transport map
2. Area map indicating pedestrian access to site, bus stops, cycling links and taxi ranks/offices
3. Site layout indicating car parking, car share bays, bike stands, motorbike parking and buggy parking/charging.

1.0 INTRODUCTION

1.1 This Green Travel Plan sets out a plan for reducing the length and number of motorised journeys, as well promoting alternative modes of transport to the private car. Following this introduction, it will review the organisation's approach to the plan, examine policy, objectives of the plan and current transport facilities before reviewing proposed actions and measures to put into effect the objectives of the plan. It will then detail the communication strategy for promoting the plan, consider targets and discuss monitoring the performance of the plan.

Description of the site.

1.2 The site is located on the north side of Stakes Road, just east of Waterlooville Town Centre, with ready access to public bus routes – Appendix 1 – For a fuller description of the site the reader is referred to the supporting statement, accompanying the planning application.

1.3 A map of the local area (appendix 2) indicates:

- Pedestrian access to the site and nearby facilities
- The nearest bus routes including location of bus stops
- Local taxi ranks
- Cycling links

1.4 The site layout (Appendix 3) shows: -

- Location of cycle parking facilities on site for staff and visitors
- Motorcycle parking
- Location of car share parking bays for staff

Need for the Travel Plan

1.5 As part of the consultation response on the earlier applications for the removal of condition 3 on 99/56387/9 and 07/56837/15 Havant Borough Council requested a Travel Plan. The Travel Plan has therefore been produced to accompany the re-submission of these applications. It should be noted that the need for a travel plan is also promoted by policy see further below.

Site Audit

1.6 Residents – there will be a maximum of 97 residents.

1.7 Existing staff – South Africa Lodge employ 53 staff in total as it is a 24/7 operation but the maximum daytime staffing is as follows:

- Manager x 1
- Matron x 1
- Administrator x 3

- Carers
  - 18 on duty (day) + 4.5 Nurses (8-2 shift in Dairy Lodge)
  - 12 on duty (night) + 3 Nurses

- Domestics 4 cleaners (8-3 pm)
- Domestics 2 laundry staff

- Catering staff
  - 1 Chef
  - 1 Kitchen Assistant

- Visitors
  - Health visitors 1-2 a day
  - Patient visitors – It is difficult to predict numbers and varies unpredictably. However most visits tend to be made early evening and weekends usually about 30 (more on Bank Holidays and weekends)

- The approximate maximum travel time by staff to work at the Home is around 30 minutes.

Car Parking

1.8 There are 26 existing car parking spaces.

1.9 It is found that not all the spaces are used.

Food and deliveries

1.10 Food: all food will be sourced from local suppliers wherever possible. South Africa Lodge has a policy of supporting local businesses.

1.11 Deliveries and servicing: The servicing requirements of the building will be low.

- Food: panel van 3 times a week.
- Stationary: transit type van, 1 delivery per month.
- Care Products: panel van, 1 delivery per month.
- Clinical waste: panel van 1 per week.
- Refuse collection: 1 per week.

1.12 These service vehicles can access the site easily from the existing access.

2.0 BACKING OF SENIOR MANAGEMENT/THE ORGANISATION

2.1 The management at South Africa Lodge is fully committed to promoting a reduction in private car use and increasing awareness of alternative modes of transport to and from the site.

2.2 The senior administrator at the home will take on the role of Travel Plan Co-ordinator.

2.3 The Travel Plan Co-ordinator will take responsibility for the travel plan and will input into the staff recruitment process, add sustainable travel information on publicity materials and on the website. The Coordinator, as senior administrator will have the ability to influence site management practices.

2.4 The Travel Plan Coordinator will contact the appropriate person at Hampshire County Council to advise that work has commenced on delivering the travel plan.

2.5 It should be acknowledged that there is no single or quick fix solution for developing and implementing a successful Travel Plan. However, the key to a successful plan is understanding and "taking ownership" by staff and, to a lesser extent, visitors of the plan and the reasons behind it. Plan initiatives need to be set in the context of the wider objectives, and be seen to apply even-handedly at all levels in the staff hierarchy. Targets should be realistic, achievable and progress should be measurable.

3.0 POLICIES: NATIONAL, REGIONAL, LOCAL, COMPANY/ORGANISATION

3.1 The Government encourages Local Planning Authorities to promote the widespread use of Green Travel Plans to encourage sustainable travel. PPS1 outlines how the planning system can promote and facilitate sustainable and inclusive patterns of urban and rural development through managing the pattern of development to reduce the need to travel. The supplement to PPS1: Planning and Climate Change seeks to lower carbon emissions, while PPG13 seeks to reduce journeys, reduce reliance on the motor car and promotes the use of travel plans.

3.2 The South East Spatial Plan also seeks to reduce travel patterns and carbon emissions. Policy CC1 seeks to reduce greenhouse emissions, Policy CC2 aims to reduce the need to travel and Policy CC3 promotes a reduction in the uses of resource through changes in behaviour by organisations and individuals. In addition Policy T1 attempts to rebalance the transport system in favour of sustainable modes, which is reinforced by Policy T2 and Policy T5 promotes travel plans.

3.3 The Core Strategy of the Local Development Framework seeks under Policy CS1 to promote health and well-being, including increased cycling. Under policy CS16 encouragement is given to the use of public transport, while Policy CS20 seeks to reduce, manage and invest in transport, as well as reducing congestion, promoting better use of the existing transport system and improving the range of transport modes accessible to users of the site. More detailed policies are given under Policy DM11, which encourages opportunities to increase integration of sustainable travel modes and the availability of non-motorised modes, and under Policy DM12, which seeks to mitigate travel impacts by amongst other things, requiring a green travel plan.

4.0 OBJECTIVES OF THE TRAVEL PLAN

4.1 The principal objective of the plan is to reduce reliance on motorised journeys and to encourage walking, cycling and public transport use for travelling to and from the site.

4.2 The benefits of encouraging this objective are: -

- Employees:
  - healthier to walk or cycle.
  - Predictable journey times
  - Cheaper to use collective transport
- Organisation:
  - less congestion on and around site,
  - healthier workforce, which increases morale and productivity
  - improved organisational image
- Community:
  - less pollution
  - reduction in potential noise and disturbance from car movements
  - less non-renewable resource use

5.0 CURRENT TRANSPORT PROVISION AND FACILITIES TO/AT THE SITE

5.1 Walking: the centre of Waterlooville is fully served with public footpaths. Walking is a realistic option for any staff or residents families living in Waterlooville.

5.2 Cycling: the centre of Waterlooville is fairly busy, however work will be undertaken on preparing safe cycle routes. Cycle parking will be provided as part of the development.

5.3 Public Transport: Waterlooville is well served by local buses and coaches to the nearby larger conurbations of Portsmouth and Havant.

5.4 There is no train station in Waterlooville.

5.5 Taxis: there are at least ten local taxi firms in Waterlooville

5.6 Cars: the site has a provision of 26 spaces. The site is easily accessible from the centre of Waterlooville. There is also parking available in the centre.

6.0 PROPOSED ACTIONS AND MEASURES TO ACHIEVE THE OBJECTIVES

6.1 Staff will be encouraged to use the most appropriate method of travel to achieve this depending on how far they live from the Home.

6.2 Within the half-hour travel time envelope, the Travel Plan- Coordinator will suggest staff modes of travel based on individual circumstance in the following order of preference: -

- Walking
    - Staff that travel sustainably will be offered a free emergency ride home.

- Cycling
    - The Travel Plan Coordinator will consider setting up a Cycle to Work Scheme www.dft.gov.uk/ogr/sustainable/cyclino/cycletoworkschemeimplementat5732
    - The business will consider signing up for the cycle to work guarantee, www.cycletoworkauarantee.org.uk

- Public Transport — bus, taxi
    - The Travel Plan Coordinator will investigate offering staff season ticket loans for public transport tickets.

- Cars/other vehicles
    - Priority car parking will be given to staff that car share, marked bays close to the entrance for those that bring passengers. These bays will be indicated on the site layout.

6.3 A site travel guide will be promoted giving bus times, taxi contacts and potential car sharing. This will include the Appendices 1 & 2 from this travel plan.

6.4 The following resources will be promoted to staff and visitors:

- Real time bus information.
- Local bus timetables and ticketing information.
- Local cycle maps and information.
- Free car share matching service.
- Free walking route journey planner.

- Havant Borough Council (HBC) and Hampshire County Council (HBC) Travel Information.
- Blue Badge information .
- Senior and Disabled Persons Bus Pass information.

7.0 COMMUNICATION STRATEGY

7.1 Dissemination: The travel plan measures will be disseminated to staff and visitors, by newsletter, notice boards, and welcome packs for staff and visitors.

7.2 Content: These will contain information that HBC and HCC are able to provide. Including posters, leaflets and timetables for display on notice boards / display units in communal areas. Leaflets will be developed to summarise the site specific sustainable travel options.

7.3 On Recruitment: Each member of staff will be provided with personalised travel plan information covering their individual journeys. The travel plan co-ordinator will show each member of staff, when they are offered employment at the site, how they can access their place of work in a sustainable manner.

7.4 Visitors: Sustainable travel options will be indicated on noticeboards and drawn to visitors' attention on initial visits to the Home. The senior staff will take the opportunity to discuss this with visitors where appropriate.

8.0 TARGETS

8.1 Targets will be agreed with Hampshire County Council (HCC)

8.2 The travel plan will ultimately:

- Set targets for proportion of occupiers, visitors coming by car, public transport and walking (e.g. national guidance suggests that modal split targets of 10% to 20% reduction in employee car use is achievable).
- Specify dates by which the targets will be achieved.
- Specify a timetable for each of the measures proposed.

8.3 The target will not be any higher than an agreed percentage of employees' journeys to work to be by single occupancy car journeys, and an agreed percentage of visitors to arrive at the development by private car.

8.4 The targets will reflect the location of the site, whilst recognising the need for staff to work 24 hours (buses do not operate 24hours a day), and that some visitors may themselves have restricted mobility.

8.5 Once the development is implemented, in approximately 6 months, travel modes will be analysed to check potential for change.

8.6 Targets are to be set within 6 months of the planning permission being granted and agreed with HCC.

8.7 Once any potential for change has been established a timescale for change will be proposed.

8.8 Once set, the targets will aim to be achieved within 3 years of the planning permission. Once the targets have been achieved the level of single occupancy car journeys to work, and visitor car journeys, will aim to be maintained at the agreed level, or reduced further. The Travel Plan Co-ordinator will not omit or change the agreed targets without prior consultation with HCC.

9.0 MONITORING

9.1 An initial Travel Plan survey will be undertaken within 3 months of the planning permission and annually thereafter. The intention is to provide Surveys to HCC on an annual basis.

9.2 This will record:

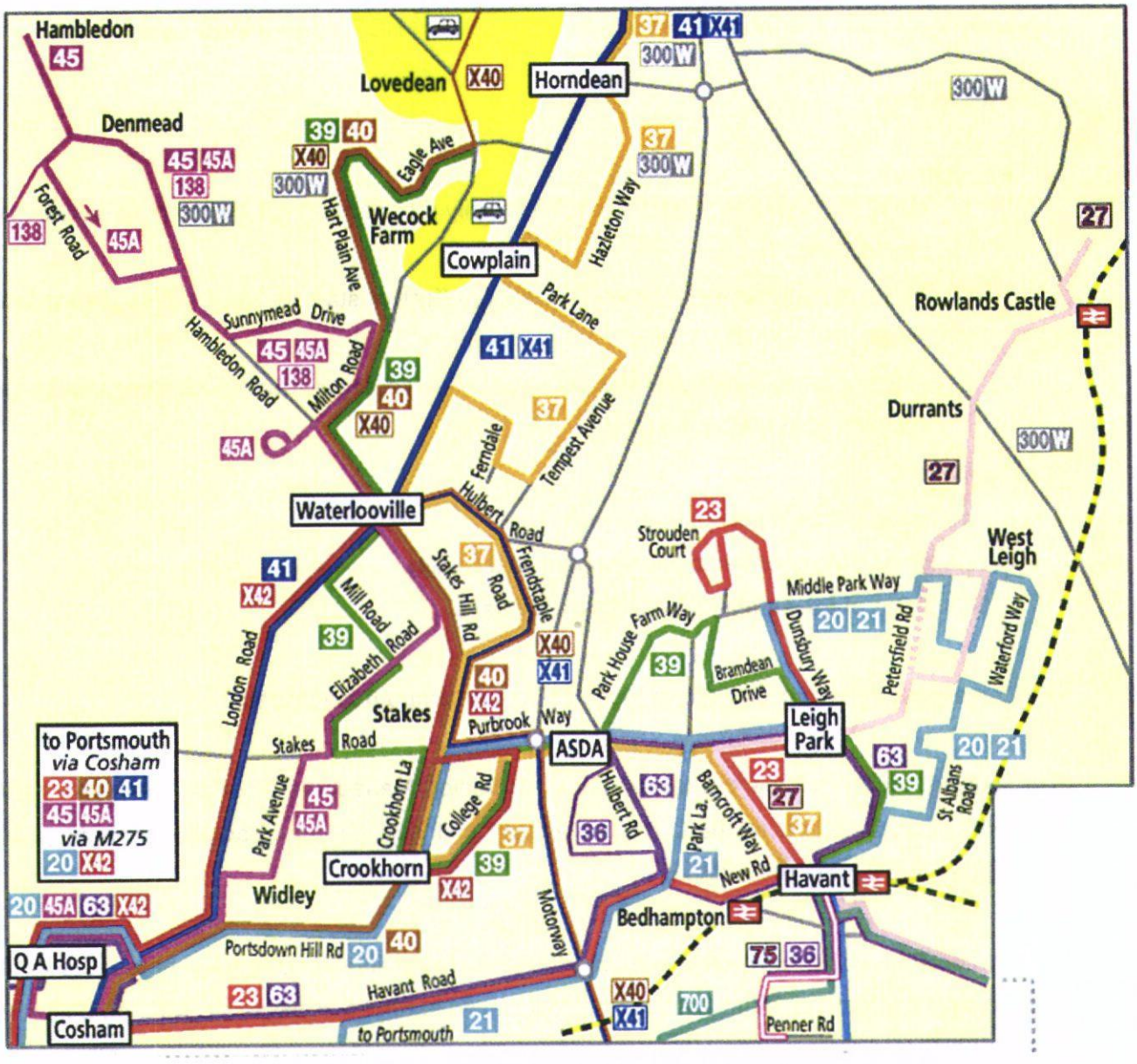
- For staff
  - Mode of travel tied to staff type. To identify if certain groups travel more sustainably than others
  - Mode of travel by shift time. To identify effect of start and stop times on mode of travel.
  - Mode of travel related to distance from site. To see if more effort needs to be put into recruiting staff more locally.
- For visitors
  - Mode of travel tied to time of visit
  - Mode of travel related to any potential disability
  - Mode of travel related to distance from site

9.3 The travel plan coordinator will be responsible for carrying out the surveys.

9.4 The survey report will be made available to Senior Management, employees and Local Authority and will set out all the survey data (staff and visitors), any proposed changes to the travel plan, and the annual action plan.

9.5 The Action Plan will contain an annual programme of measures designed to help achieve the travel plan targets on travel modal share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved over the next 12 months.

Appendix 1


Hambledon
45
Denmead
45 45A
138
300 W
Forest Road
138
45A
Lovedean
X40
Horndean
37 41 X41
300 W
300 W
39 40
X40
300 W
Eagle Ave
Hart Plain Ave
Wecock Farm
Cowplain
37
300 W
Hazleton Way
27
Rowlands Castle
Sunnymead Drive
Hambledon Road
45 45A
138
Milton Road
39
40
X40
45A
41 X41
Park Lane
37
Ferndale
Tempest Avenue
Durrants
300 W
27
Waterlooville
Hulbert Road
23
Strouden Court
West Leigh
41
X42
Mill Road
Stakes Hill Rd
37
Road
Frendstaple
Middle Park Way
20 21
Dunsbury Way
Petersfield Rd
Waterford Way
39
Elizabeth Road
X40
X41
Park House Farm Way
39
Bramdean Drive
London Road
40
X42
Stakes
Purbrook Way
Leigh Park
to Portsmouth
via Cosham
23 40 41
45 45A
via M275
20 X42
Stakes Road
ASDA
63
39
20 21
St Albans Road
Park Avenue
45
45A
Crookhorn La
College Rd
37
39
X42
Hulbert Rd
63
36
Park La.
Barncroft Way
23
27
37
21
New Rd
Havant
Crookhorn
Widley
20 45A 63 X42
Motorway
Bedhampton
Q A Hosp
Portsdown Hill Rd
20
40
75 36
23 63
Havant Road
X40
X41
700
Penner Rd
Cosham
to Portsmouth
21

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Hampshire County Council

You are here → zip bus priority corridor homepage



- ZIP Bus Priority Corridor homepage
- About the route
- About bus stops and buses
- Virtual tour of the route
- Accessibility
- CCTV camera network
- Sustainability
- FAQs
- Contacting us

Welcome to the ZIP Bus Priority Corridor Information pages

A priority bus service between Clanfield and Gunwharf Quays.



The ZIP route widens your transport choice, provides improved connections with the Solent Transport network (which is being developed as part of Transport for South Hampshire), and offers a high quality alternative to the car.

Bus Route 41 has been branded 'ZIP', and you will see this logo on the bus stops and shelters along the route between Clanfield and Portsdown Hill. Our aim is to provide a reliable, safe, clean and frequent bus service that will help to reduce the thousands of car journeys made into and out of Portsmouth every day. Bus operator First has purchased a new fleet of buses, complete with the unique white, purple and green ZIP livery.

Construction commenced in autumn 2001 and the scheme was completed in autumn 2008. On these pages you will find information about the route and the facilities it offers, together with a clickable route map.

Designed with the future in mind.



Between 2004 and 2020 it is predicted that nationally there will be a 40% increase in traffic, so we need alternative transport solutions to ensure that busy urban areas don't become gridlocked.

Councils throughout the country are being given tough targets by the Government to increase public transport use, reduce congestion and increase housing. To accommodate this growth we must provide a transport infrastructure that can cater for the growing numbers of residents.

Designed with the future in mind, the ZIP Bus Priority Corridor is part of Hampshire County Council's Local Transport Plan 2006-2011. It is the result of a quality bus partnership between Hampshire County Council, Portsmouth City Council, Havant Borough Council and the bus operator First.

ZIP is a registered Trade Mark in the name of Hampshire County Council, Portsmouth City Council and First Hampshire & Dorset.

Related links

- **Highway pages**
  For links to general HCC pages on street lighting faults, pot holes, other roadworks
- **Traffic information or a direct link to live information from the ROMANSE ZIP corridor CCTV Cameras**
- **Hantsweb cycling pages**
  For details of off-road cycle routes and safe routes in urban areas throughout the county.
- **Transport for South Hamphire**
  For details of further transport network developments in South Hampshire.

txt4times

- **txt4times - use your mobile phone to find out arrival times of the next 3 buses**
- **STOPWATCH Real Time Bus Information**
  Want to look up the times of the next four ZIP buses?
  Use the link above and select Area=A3, Service=41, time period, direction.
- **Link to Zip 41 time table**

Contacts

www.traveline.info For all timetable information, please call Traveline on 0871 200 2233

ZIP bus stops in Havant and CCTV in Waterlooville Tel: 023 92474174 email: **customer.services@havant.gov.uk**

ZIP bus stops in East Hants, CCTV, kiosks and all highway enquiries Hampshire County Council Contact Centre Tel: 0845 603 5633 email: **roads@hants.gov.uk**

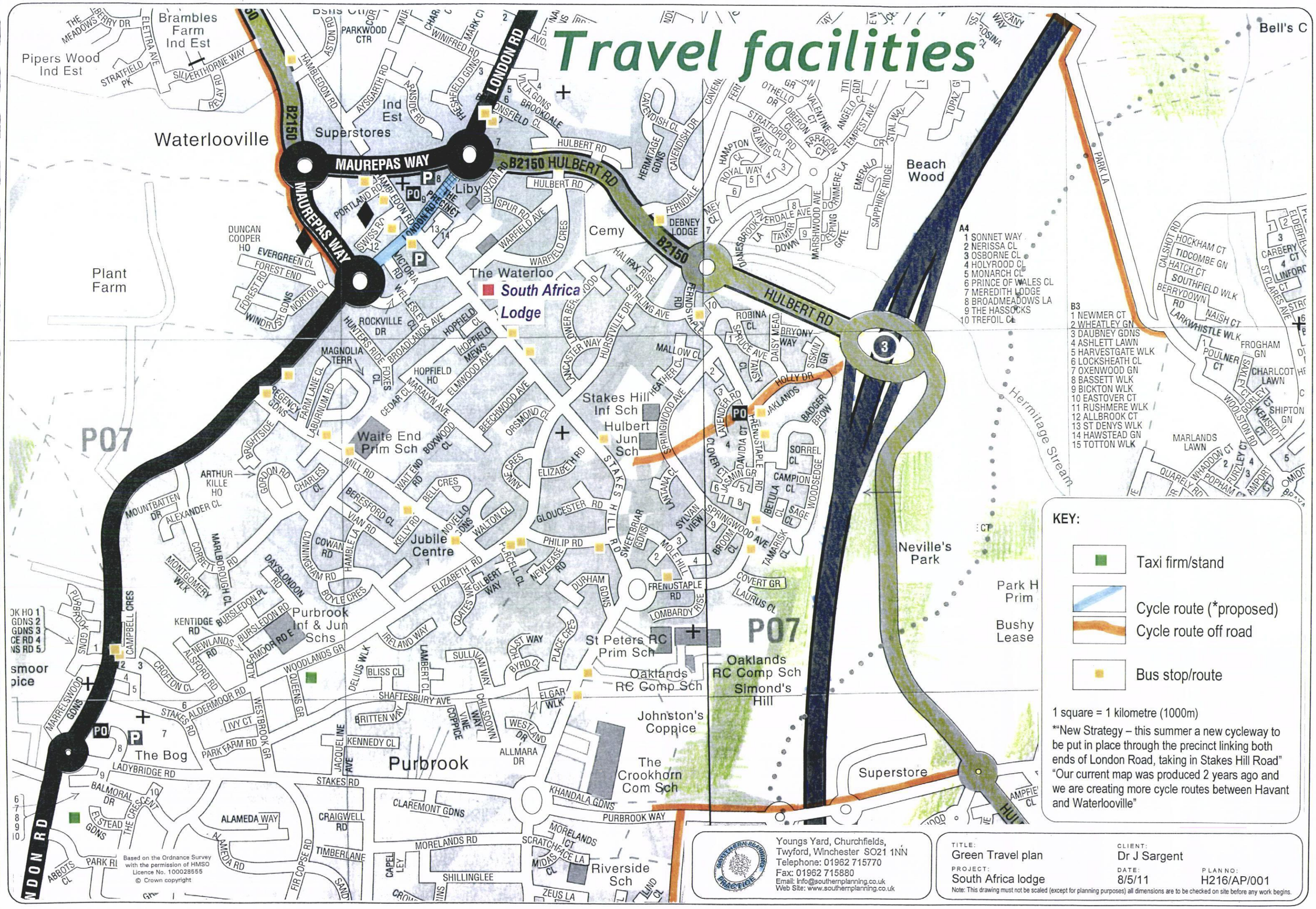
ZIP Service enquiries First Customer Services Tel: 0870 010 6022

Hampshire County Council

Havant First transforming travel

Appendix 2

Travel facilities



KEY:

- Taxi firm/stand
- Cycle route (*proposed)
- Cycle route off road
- Bus stop/route

1 square = 1 kilometre (1000m)

*"New Strategy – this summer a new cycleway to be put in place through the precinct linking both ends of London Road, taking in Stakes Hill Road" "Our current map was produced 2 years ago and we are creating more cycle routes between Havant and Waterlooville"

Based on the Ordnance Survey with the permission of HMSO Licence No. 100028555 © Crown copyright

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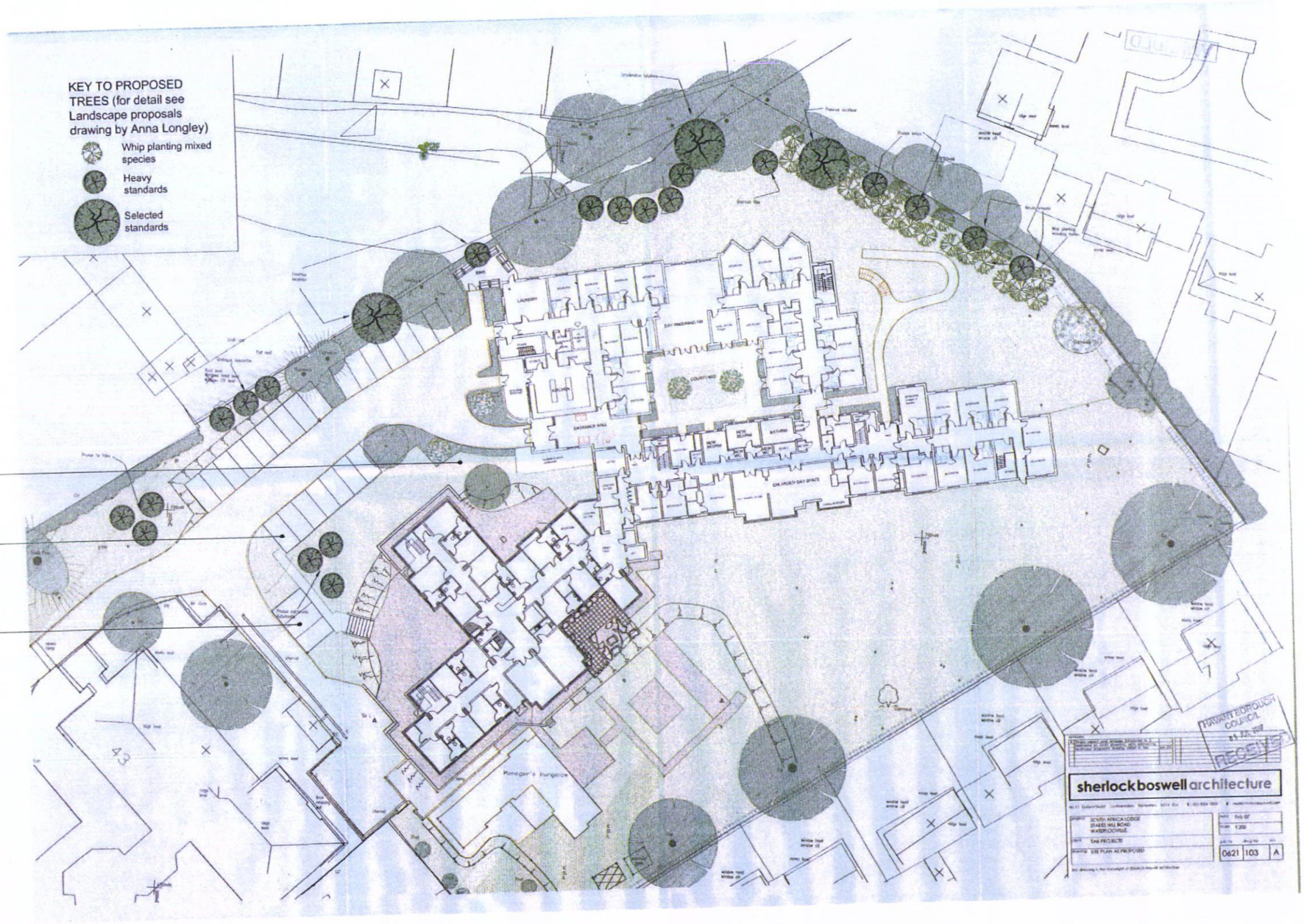
TITLE: Green Travel plan
CLIENT: Dr J Sargent
PROJECT: South Africa lodge
DATE: 8/5/11
PLAN NO: H216/AP/001

Note: This drawing must not be scaled (except for planning purposes) all dimensions are to be checked on site before any work begins.

Appendix 3


KEY TO PROPOSED TREES (for detail see Landscape proposals drawing by Anna Longley)
Whip planting mixed species
Heavy standards
Selected standards
Area for cycle stands
Motorcycle bay
Parking spaces allocated for car share
Manager's Bungalow
HAVANT BOROUGH COUNCIL
RECEIVED
sherlockboswell architecture
0621
103
A