



B R I G H T P L A N

**OAK VIEW NURSING HOME, 47-49
BEACH ROAD, HAYLING ISLAND**

PROPOSED EXTENSION

Framework Travel Plan

Prepared on Behalf of
English Oak Care Homes

PMGL/18/4482s

27 November 2019



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PLANS

Plan 01 Accessibility Plan



1 INTRODUCTION

- 1.1.1 This Framework Travel Plan (FTP) has been prepared by Bright Plan on behalf of English oak Care Homes to support a planning application for a proposed first floor extension to an existing nursing home at 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 encourage staff to use sustainable travel methods as an alternative to private car use. Building on the accessible nature of the site, this TP sets out a number of 'hard' infrastructural and 'soft' information-led initiatives, which would be implemented prior to the opening of the new building.
- 1.1.3 In developing this Travel Plan, Bright Plan has reviewed relevant national and local guidance including the National Planning Policy Framework (2018), HHC "guide to development related travel plans" (January 2009), NFDC's Local Plan. In addition, the production of this TP meets the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credit TRA5: Travel Plan, as well as contributing towards TRA1: Public Transport Accessibility, TRA2: Proximity to Amenities, TRA3: Cyclist Facilities and TRA4: Maximum Car Parking Capacity.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan is a package of measures tailored to the needs of an individual site and aimed at promoting greener, cleaner travel choices by reducing reliance on the use of the private car. The development 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, including financial savings.
- 1.2.2 Travel Plans are introduced predominantly for regular journeys, such as journeys to or from work and help to raise awareness of the impacts of travel decisions. In some instances, it is not practical to achieve modal shift from single occupancy car to a more sustainable mode, however by promoting existing transport options and providing a range of alternatives, there are opportunities for individuals to contribute to improving the local environment and their own personal health and well-being.
- 1.2.3 In addition, the key lifetime event of starting a new job represents an ideal opportunity for new staff to evaluate their travel patterns and behaviour, particularly if this is combined with the provision of relevant / up-to-date travel information.
- 1.2.4 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; and
 - vi. provide a more vibrant community to live in.
- 1.2.5 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; and
- iv. help create a place which is better to live in, work in and visit and which attracts investment.

1.2.6 For developers, a TP can:

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

1.2.7 The "Life Cycle" of a Travel Plan

1.2.8 A Travel Plan is an evolving strategy and process, which requires continuous input and monitoring, as well as commitment from staff. Figure 1.1 below illustrates the "life-cycle" of the Travel Plan from its inception, through to the implementation and monitoring stages.

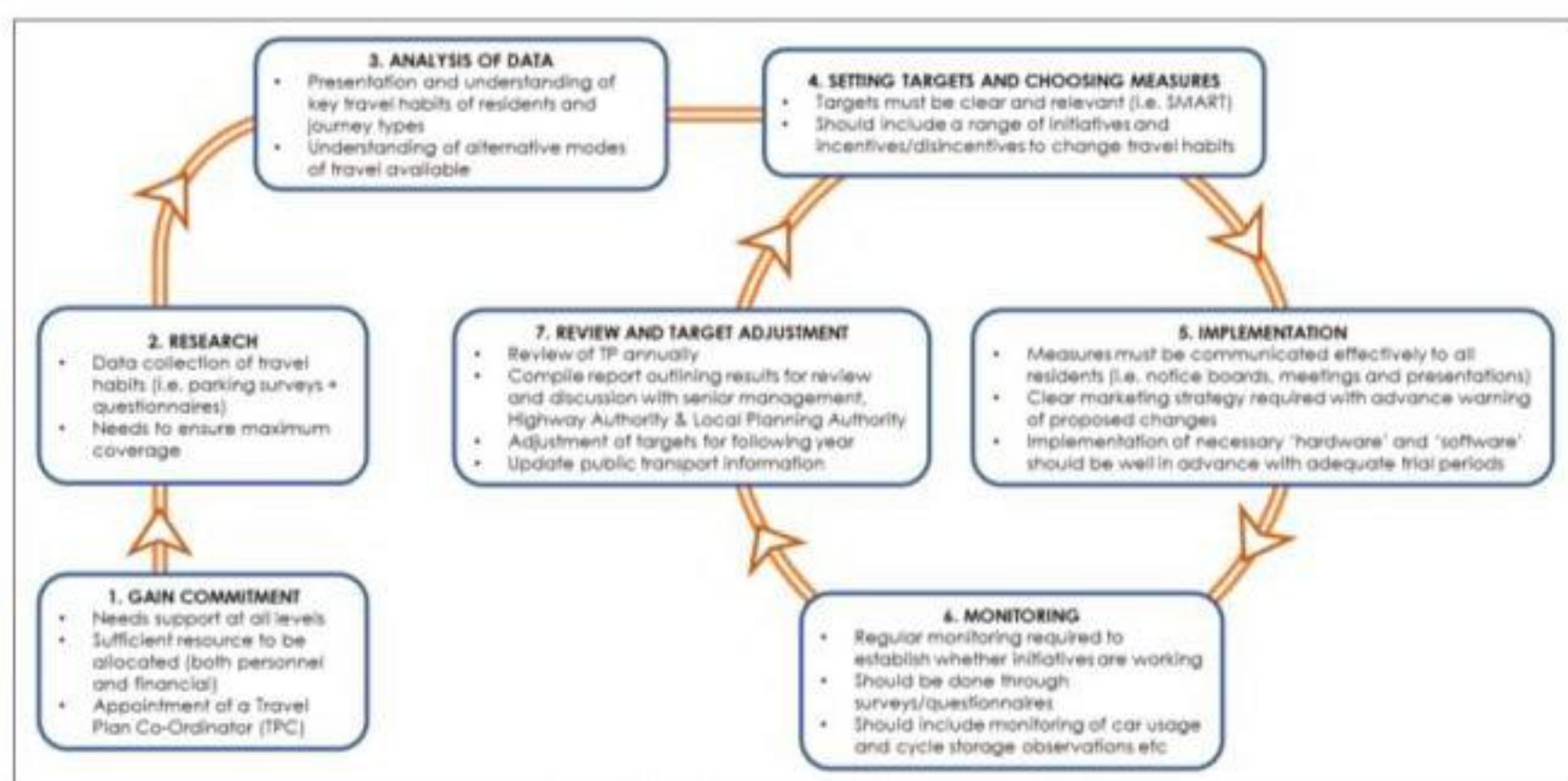


Figure 1.1: Travel Plan 'Life Cycle'

1.2.9 As illustrated by **Figure 1.1**, there are 7 principal stages required to effectively implement a Travel Plan. These are discussed in greater detail within the relevant sections of this document.

1.3 Travel Plan Coordinator

1.3.1 One aspect that will be vital to the success of the Travel Plan is the role of Travel Plan Coordinator (TPC). The role of the TPC is imperative to the success of the Travel Plan and is further discussed in Section 6 of this report.

2 SITE DESCRIPTION AND ACCESSIBILITY CREDENTIALS

2.1 Introduction

- 2.1.1 This section reviews the existing provision of pedestrian, cyclist and public transport infrastructure, situated within the vicinity of the site.

Site Description

- 2.1.2 The existing site encompasses an area of 0.2ha currently occupied by the existing nursing home. The site is bordered by the A3023 Beach Road to the east, residential properties to the north and south, and a recreation ground to the west. The existing site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Site Location

2.2 Site Accessibility

Pedestrian Accessibility

- 2.2.1 Pedestrian access to the site is currently served from c.2m wide footways flanking either side of the A3023 Beach Road. The footway connects 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 2.2**.



Footway Flanking Beach Road



Zebra Crossing

Figure 2.2: Pedestrian Infrastructure in the Vicinity of the Site

- 2.2.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Providing for Journeys on Foot' (2000) states that the average length of a journey on foot is 1km. It further recommends a preferred maximum walking distance of 2km for commuting journeys. As shown on **Plan 01**, a wide range of local services and amenities, including local bus stops, are situated within 1km of the application site and are therefore accessible on foot.



Cycle Accessibility

- 2.2.3 The National Cycle Route no.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. In addition, local cycle routes provide cycle access along the southern coast and throughout Hayling Island. The local cycle routes are shown on **Plan 01**.
- 2.2.4 The CIHT's publication 'Cycle Friendly Infrastructure' (1996), suggests that reasonably fit individuals can comfortably cycle a distance of 8km to workplace destinations. Havant and Portsmouth (via the Hayling Ferry) are therefore accessible from the site by cycle.

Accessibility by Bus

- 2.2.5 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 which provide regular services to Havant, Purbrook and Eastoke. Details of the services are provided in **Figure 2.3**.

Service	Route Summary	Typical Frequency	Hours of Operation
30	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 05:39 – 21:15 Sat: 06:08 – 21:15 Sun: 08:20 – 19:50
31	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 06:20 – 22:37 Sat: 07:10 – 22:37 Sun: 09:42 – 19:12

Figure 2.3: Bus Services Available from Local bus Stops

Accessibility by Train

- 2.2.6 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 Southampton, Portsmouth, Chichester, Barnham, Brighton, Horsham, London Victoria, 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
Portsmouth	Havant – Fratton – Portsmouth	12 min	6 every hour
Chichester	Havant – Emsworth – Southbourne – Chichester	13 min	5 every hour
Barnham	Havant – Emsworth – Southbourne – Chichester – Barnham	21 min	5 every hour
Southampton	Havant – Cosham – Fareham – Swanwick – Southampton Central	40 min	2 every hour
Horsham	Havant – Chichester – Horsham	48min – 1hr 1min	3 every hour
Brighton	Havant – Chichester – Worthing – Shoreham-by-Sea – Brighton	1hr 5min – 1hr 11min	2 every hour
London Waterloo	Havant – Petersfield – Haslemere – Guildford – Woking – London Waterloo	1hr 17min – 1hr 33min	3 every hour
London Victoria	Havant – Chichester – Horsham – Crawley – Gatwick Airport – London Victoria	1hr 43min – 1hr 51min	5 every hour

Figure 2.4: Services Available from Havant Railway Station

Accessibility by Ferry

- 2.2.7 The Hayling Island – Eastney ferry crossing is situated c.2.6km to the west of the site, providing convenient pedestrian/cycle access to Portsmouth. A summary of Hayling Ferry service is provided in **Figure 2.5**.

Day	Typical Frequency	Operating Hours
Monday – Friday	1 every 30min	06:45 – 18:45
Saturday – Sunday	1 every hour	08:45 – 18:30

Figure 2.5: Hayling Island Ferry Service

2.3 Staff Travel Survey

- 2.3.1 To establish the modes of transport used by staff when travelling to and from the existing nursing home, information has been obtained from the operators of the nursing home. The mode share of existing staff is shown in **Figure 2.6**.

Mode of Transport	Number of Staff	Percentage
Car (Driver)	2	11%
Car (Dropped off)	5	28%
Cycle	2	11%
Walk	6	33%
Dropped off/ Walk	3	17%
Total	18	100%

Figure 2.6: Staff Travel Survey Results

- 2.3.2 It is identified that only 11% of staff currently drive to the site, and that the majority of staff walk 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 to number of bedrooms from 40 to 51 bedrooms (increase of 9 residents). The proposals would have no material impact on the existing access arrangements.

3.2 Vehicle Access

- 3.2.1 Vehicle access to the site would be served from the existing vehicle crossovers adjoining the A3023 Beach Road.

3.3 Pedestrian Access

- 3.3.1 Primary pedestrian access to the site would continue to be served from the southern access point. The northern access would additionally serve as a secondary pedestrian access for staff.

3.4 Car and Cycle Parking Provision

Car Parking

- 3.4.1 The nursing home provides 12 on-site parking spaces within 2 car parks. There are additional opportunities for visitors to park on the local road network in the vicinity of the site.

Cycle Parking

- 3.4.2 The site would provide 3 long stay cycle parking spaces and 16 short stay cycle parking spaces in accordance with HBC's cycle parking standards. Staff cycle parking would be provided within a secure, sheltered cycle stores to the south of the building. Visitor cycle parking would be provided by Sheffield stands situated in the car parks.

3.5 Staff Requirements

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



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

Figure 3.1: Existing and Anticipated Number of Staff on Site

- 3.5.2 The proposed development is expected to result in a maximum of 16 staff on site in the morning, and a maximum of 18 staff during the afternoon.



4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

- 4.1.1 It is now widely accepted that it is not possible to build our way out of congestion. Instead the approach has to be to reduce the need to travel by increasing travel choice.
- 4.1.2 Research has shown that modal shift is most effective when targeting regular journeys, which are short in length, such as the daily commute. In addition, it is known that once travel patterns of individuals have been established it is more difficult to encourage them to change. A vital element is therefore to encourage new staff to consider the benefits of using sustainable transport prior to starting a new job by providing information (i.e. public transport timetables and walk/cycle route maps) and incentives.
- 4.1.3 The overall aim of this Travel Plan therefore 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.
- 4.1.4 This is most effectively achieved through the provision of clear and concise information, including:
- i. routing, timetable and ticketing information for bus and train services;
 - ii. cost data comparing public transport and private car journeys;
 - iii. the health benefits of walking and cycling, safety advice and recommended routes; and
 - iv. details of Liftshare.com.
- 4.1.5 Without such information, the car is often perceived to be the easiest travel option, even if from a cost and duration of journey perspective this may not be the case. Similarly, if staff are unaware of the availability of local services then they may choose to travel a greater distance than they need to, which would undoubtedly impact upon their modal choice.
- 4.1.6 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 new staff within national travel awareness events such as 'Bike, Walk and Liftshare' week.

4.2 Targets

- 4.2.1 Targets are important since they give the Travel Plan direction from its inception, providing a measurable goal to aim for. 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 Travel Plan has or will achieve can be made.

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 11% following the proposed development.



5 MEASURES AND INITIATIVES

5.1 Introduction

- 5.1.1 To assist in achieving these targets this section considers the Travel Plan initiatives that will be introduced, refined and expanded upon during the initial 5-year life of the TP.
- 5.1.2 As with any Travel Plan, it is important to identify a range of measures which will actively encourage staff to travel by alternatives to the private car for a variety of journey purposes. It is also necessary to ensure that selected measures are appropriate to the site's location, having regard to the existing provision of transport infrastructure/ services within the surrounding area.
- 5.1.3 The implementation of 'hard' measures relate to the provision of on-site facilities to support sustainable travel behaviour. 'Soft' measures generally involve the distribution of travel information including health and financial benefits for staff.

5.2 Measures and Initiatives

Travel Information

- 5.2.1 Research has demonstrated that modal shift away from single occupancy vehicles to more sustainable forms is more effective when targeting regular journeys, which are short in length. Furthermore, the lifetime event of starting a new job which is of relevance to new staff of the site, represents a change in the situational context, providing a 'window of opportunity' for enabling previous habitual travel behaviour (i.e. private car use) to be reconsidered.
- 5.2.2 When this is combined with the provision of information on sustainable alternatives (e.g. public transport timetables and walking/cycling maps), it is likely that staff will be more preconceived to changing their travel behaviour towards the use of sustainable modes such as public transport, walking and cycling.
- 5.2.3 In order to raise awareness of the TP and associated measures, information pertaining to all sustainable travel modes will be provided within information packs for new staff as well as on notice boards installed on-site. 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. Local walking and cycling route maps;
 - iv. Map showing the location of the nearest bus stops / rail station and up-to-date bus and rail service timetables;
 - v. Information about Hampshire's multi-modal journey planning website: <https://myjourneyhampshire.com/journeyplanner/>;
 - vi. Details of local facilities / services within the surrounding area; and
 - vii. Contact details of the appointed Travel Plan Co-ordinator.



- 5.2.4 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.

Car Sharing

- 5.2.5 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.
- 5.2.6 To encourage staff members to car share with one another, a staff car sharing scheme would be created for the site. This will allow members of staff who live close to one another to easily arrange car sharing to and from work.
- 5.2.7 The operator would also be encouraged to guarantee a ride home to staff who car share in emergency situations.
- 5.2.8 In addition, www.liftshare.com (the UK's largest car share database) will be promoted. 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.
- 5.2.9 Liftshare is the UK's largest car share database with over 400,000 registered members. Liftshare operates over 1200 car share schemes around the UK. Typically, around 45% of registered members regularly car share, often as part of their journey to and from work.
- 5.2.10 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 5 miles, an individual can potentially save in the order of £350 per annum if travelling within a standard sized vehicle (i.e. between 1.4 and 2.0 litres).

Public Transport

- 5.2.11 To promote the use of existing public transport services, up-to-date and relevant timetable / route map information would also be sought from bus operators and displayed on on-site noticeboards. This would include a list of services and destinations available from local stops.
- 5.2.12 Bus service information for the 'Barley Mow' stops would be provided, listing available destinations, typical journey times and frequencies, and information for links to Totton railway station.
- 5.2.13 Information would be provided detailing public transport fares including a cost comparison with car travel.
- 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 an interest-free loan facility to enable employees to purchase bus or rail annual season tickets through monthly deductions from their salaries.



Walking and Cycling

- 5.2.16 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for short journeys (i.e. less than 2 kilometres in length) to be undertaken by car, thus reducing the level of traffic on the surrounding highway network.
- 5.2.17 To encourage travel on-foot, information on local walking routes, including approximate journey times, will be promoted together with events linked to annual national travel awareness campaigns such as 'Walk-to-Work Week'.
- 5.2.18 To encourage travel by cycle, information about the Hampshire's cycle journey planner which provides turn-by-turn route information for quiet, fast, and balanced routes would be provided, including promotion of campaigns such as 'Bike Week'.
- 5.2.19 Information would also be provided for free health apps such as Strava, Endomondo, MapMyWalk etc.
- 5.2.20 Staff members may be eligible to purchase a bicycle through the 'cycle-to-work' scheme. Details of adult cycle training courses would be provided to help those with a lack of confidence and safety concerns to encourage staff to consider cycling as a viable method of travelling to work.

5.3 On-Site Infrastructure

- 5.3.1 In accordance with local planning policy, secure and sheltered cycle storage would be provided. The provision of secure storage will increase the likelihood of staff using their bicycles. Further information about cycle routes and storage facilities at other local destinations will be displayed on the on-site noticeboards.
- 5.3.2 In addition, on-site bike maintenance equipment, including puncture repair kits and bike pumps, would be provided for use by employees.

5.4 Effectiveness of Travel Plan Measures

- 5.4.1 The measures and initiatives detailed above would reduce the level of car use associated with the site, consequently increasing the use of sustainable modes and achieving the target set. However, the list is not exhaustive and the appointed TPC is encouraged to investigate other potential initiatives, especially those which would reduce the number of trips made by car.

5.5 Remedial Measures

- 5.5.1 In the event that the Travel Plan 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; and
 - ii. Provide increased funding to the Travel Plan Co-ordinator for the purposes of organising initiatives in conjunction with national travel awareness events.
- 5.5.2 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 of the report 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 Travel Plan. This includes carrying out biennial (i.e. end of Years 1, 3 and 5) staff travel surveys, ensuring up to date travel information is displayed and communicating with Hampshire County Council's (HCC) Travel Plan Officer. The TPC would be appointed 3 months prior to first occupation of the site.
- 6.2.2 The Travel Plan Co-ordinator would be responsible for undertaking the following key tasks:
- i. On-going promotion / marketing of the TP and associated measures including the preparation of travel information to be presented to employees;
 - ii. Provide a basic personal journey planning service for employees;
 - iii. Organising the implementation of travel surveys to be undertaken on a biennial basis, following the establishment of baseline travel patterns and behaviour;
 - iv. Preparing annual TP Monitoring reports highlighting the main results of each survey; and summary of measures enacted over previous year and resources expended on the Travel Plan;
 - v. Acting as the main point of contact for staff, HCC's Travel Plan Officer, and other relevant stakeholders.
- 6.2.3 To ensure effective communication between staff and other internal / external stakeholders, the contact details of the Travel Plan Co-ordinator including telephone number and e-mail address will be displayed on on-site noticeboards.

6.3 Monitoring and Review

- 6.3.1 In accordance with HCC's Workplace Travel Plan guidance, the TP will be monitored on a biennial basis for an initial 5-year period. A baseline staff travel survey will be undertaken with follow up surveys being undertaken on the anniversary of the baseline survey. Data gathered from the surveys will be used to inform future mode share targets.
- 6.3.2 The staff travel surveys will be comprised of a number of questions relating to travel patterns (i.e. travel modes, distance and journey times). Respondents to the survey will also be requested to provide their comments on existing TP measures as well as suggest potential improvements. To ensure a reasonable level of response, a paper version of the travel surveys will be distributed to each member of staff.
- 6.3.3 The Travel Plan Co-ordinator will update the TP and compile a Monitoring Report on a biennial basis. The report will outline the results of the annual review and incorporate the findings of on-going monitoring undertaken through the proceeding period. A copy of the report will be issued to HCC's Travel Plan Officer for comment and discussion as well as being filed for records.



- 6.3.4 To maintain the emphasis of the TP it is suggested that the results of the monitoring / review process are communicated to all staff. This could be done by displaying data on a noticeboard, including an article in a local 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.

6.4 Action Plan

- 6.4.1 An action plan is presented below in Figure 6.1, highlighting relevant measures, timescales and the individuals responsible for ensuring the co-ordination / implementation of the TP.

Measures	Timescales
Appoint Travel Plan Co-ordinator to oversee the implementation of sustainable travel measures	Upon acceptance of Travel Plan
Install on-site cycle parking	2 months prior to opening of extension
Install notice boards displaying up-to-date and relevant travel information within the main reception areas of the student accommodation building.	2 months prior to opening of extension
Conduct baseline staff travel surveys.	Within the first 3 months of occupation of extension
Update TP with mode share targets and submit to HCC's Travel Plan Officer for review.	Within the first 6 months of occupation of extension
Conduct second staff travel survey.	On the second anniversary of the baseline survey
Prepare TP Monitoring Report and submit to HCC Travel Plan Officer.	Within 3 months of undertaking the second survey
Continue to conduct travel surveys.	Biennial basis for a minimum 5-years

Figure 6.1: Action Plan



PLANS

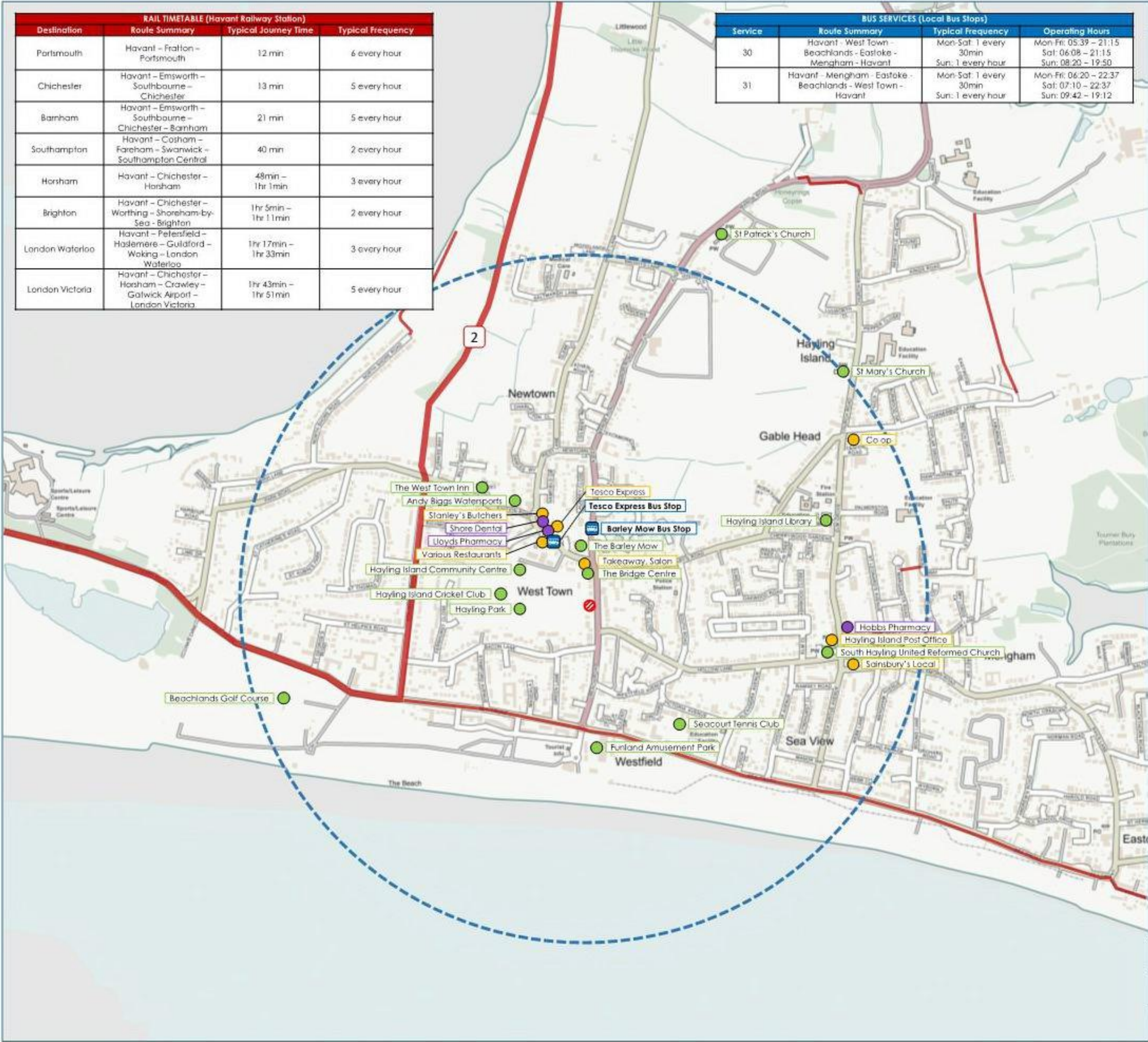
Plan 01 Accessibility Plan

RAIL TIMETABLE (Havant Railway Station)			
Destination	Route Summary	Typical Journey Time	Typical Frequency
Portsmouth	Havant - Fratton - Portsmouth	12 min	6 every hour
Chichester	Havant - Emsworth - Southbourne - Chichester	13 min	5 every hour
Barnham	Havant - Emsworth - Southbourne - Chichester - Barnham	21 min	5 every hour
Southampton	Havant - Cosham - Fareham - Swanwick - Southampton Central	40 min	2 every hour
Horsham	Havant - Chichester - Horsham	48min - 1hr 1min	3 every hour
Brighton	Havant - Chichester - Worthing - Shoreham-by-Sea - Brighton	1hr 5min - 1hr 11min	2 every hour
London Waterloo	Havant - Petersfield - Haslemere - Guildford - Woking - London Waterloo	1hr 17min - 1hr 33min	3 every hour
London Victoria	Havant - Chichester - Horsham - Crawley - Gatwick Airport - London Victoria	1hr 43min - 1hr 51min	5 every hour

BUS SERVICES (Local Bus Stops)			
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: 05:39 - 21:15 Sat: 06:08 - 21:15 Sun: 08:20 - 19:50
31	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	Mon-Sat: 1 every 30min Sun: 1 every hour	Mon-Fri: 06:20 - 22:37 Sat: 07:10 - 22:37 Sun: 09:42 - 19:12

LEGEND

-  SITE LOCATION
-  RAIL STATION
-  RAILWAY
-  BUS STOPS
-  NATIONAL CYCLE ROUTE
-  LOCAL CYCLE ROUTE
-  1KM ISOCHRONE
-  2KM ISOCHRONE
-  RETAIL
-  LEISURE
-  HEALTH CARE
-  INDUSTRIAL



BRIGHT PLAN

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Client: English Oak Care Homes

Project: Oak View Nursing Home, 47-49 Beech Road, Hayling Island

Title: Accessibility Plan

Scale: NTS Date: August 19 Drawn By: EJD Checked By: ALB

Plan No: Plan 01 Job No: 4482 Rev: -