REPORT

# Proposed 86-bedroom Care Home, Land North of Lavant Drive, Havant, PO9 2AW

Travel Plan

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|---|---|
| Client: | Perseus Land and Development |
| Reference: | PC8878-HAS-XX-XX-RP-R-0002 |
| Status: | Final/P02 |
| Date: | 20 July 2026 |

by Haskoning

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# 1 Introduction

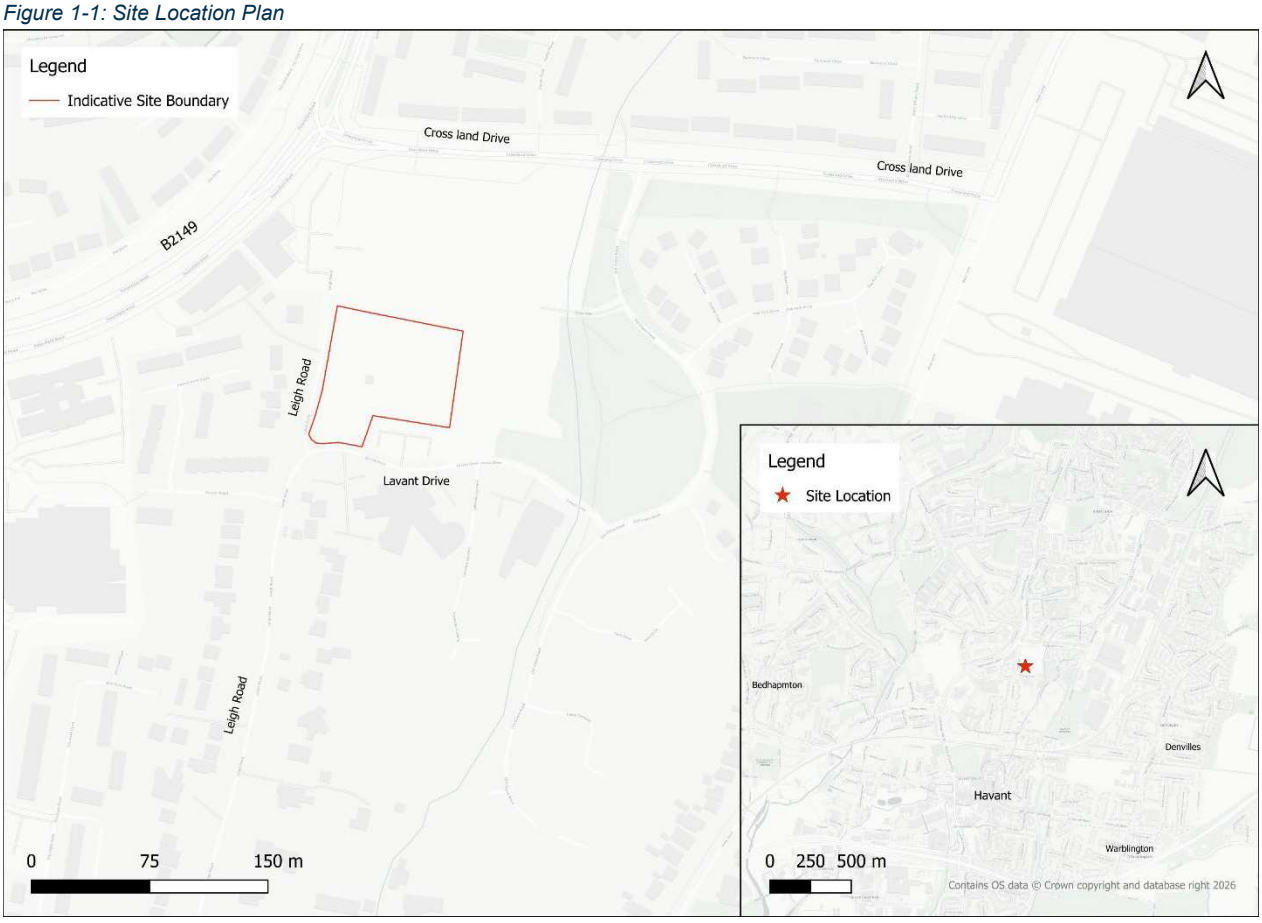
## 1.1 Preamble

1.1.1 This Travel Plan (TP) has been prepared by Integrated Transport Planning (ITP), Haskoning's UK-based transport consultancy, on behalf of Perseus Land and Developments Limited (the 'Applicant'), in association with the proposed development of a 86-bed care home development on Land North of Lavant Drive, Havant, PO9 2AW (herein referred to as the 'Site').

1.1.2 The Site is located on land to the north of Lavant Drive in Havant and is currently largely undeveloped. The surrounding area comprises a mix of healthcare, community, residential and commercial land uses, including adjacent NHS facilities and associated car parking areas.

1.1.3 Lavant Drive provides connection to Leigh Road and the wider local highway network, with onward links to the B2149 and strategic routes beyond. The Site is considered to be located within a sustainable location, with access to local services, facilities and public transport provision within the wider area. The location of the Site is illustrated in **Figure 1-1**.

*Figure 1-1: Site Location Plan*




1.1.4 The Site falls within the administrative boundary of Havant Borough Council (HBC), which acts as the local planning authority (LPA), while Hampshire County Council (HCC) is the local highway authority (LHA).

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### Development Proposals Overview

1.2.1 The proposed development comprises the construction of a care home (within use Class C2) with access, car parking, landscaping and other associate works. The care home is intended to provide a range of care services, including residential, nursing and dementia care, within a purpose-built facility.

1.2.2 The development is proposed to be arranged over a mix of two, two-and-a-half and three storeys, and will be supported by on-site car parking, including accessible spaces, together with a dedicated ambulance drop-off area. Access to the Site would be taken from Lavant Drive.

## 1.3 Report Basis and Relevant Guidance

1.3.1 This TP has been prepared to support a full planning application for the proposed 86-bed care home development at the Site. This TP has been developed in parallel with a Transport Assessment (TA) that has been prepared by ITP in association with the proposed development.

1.3.2 HCC's 'A Guide to Development Related Travel Plans', published in April 2025, states that a travel plan would be required for residential applications with 100 or more households. However, the Council reserves the right to request a TP '*for any proposals which do not exceed these thresholds but which will generate significant amounts of movement, in line with NPPF paragraph 118'*.

1.3.3 This TP will focus on the movement of staff to and from the proposed care home development, providing a comprehensive strategy for encouraging sustainable methods of travel. Therefore, given the workplace focus, this TP has been provided with reference to the guidance provided by HCC[1], published in April 2025.

1.3.4 Further to the above, this TP has been prepared with consideration of the requirements set out in BREEAM UK New Construction 2025 (Version 7), which establishes a recognised framework for assessing the sustainability performance of new developments. In particular, the Tra01 requirements set out the need for a site-specific TA and TP to be prepared at an early stage to inform design and promote sustainable travel. This TP has been developed in line with this approach, drawing on the findings of the TA and providing a framework of measures, targets and monitoring arrangements to encourage sustainable travel and reduce reliance on private car use.

## 1.4 Travel Plan Purpose

1.4.1 A TP is a package of measures designed to promote travel to and from the Site by sustainable modes of transport, thereby reducing reliance on private car usage. TPs are site-specific and tailored to the individual requirements of the type of development and intended users of the Site.

1.4.2 A successfully implemented TP can offer substantial gains towards the sustainable transport objectives of central and local government, helping to provide:

- Reductions in car usage, particularly influencing levels of single-occupancy car travel; and
- Improved road safety and personal security, particularly for pedestrians and cyclists.

[1] *https://www.hants.gov.uk/transport/developers/travelplans/assessment*

1.4.3 This FTP provides a source of information about the purpose, preparation and implementation of the sustainable travel-related proposals associated with the proposed development. This FTP has been prepared in accordance with the principles of the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), as well as guidance contained within the HCC's 'A Guide to Development Related Travel Plans' document (2025).

1.4.4 The overall objective of this FTP is to reduce the number of private car trips to/ from the proposed development and to achieve more sustainable travel patterns at the Site, by increasing the use of active modes of travel to/ from the development.

## 1.5 Structure of Report

1.5.1 Following this section, this FTP is structured as follows:

- **Section 2** describes the accessibility of the development by sustainable transport modes;
- **Section 3** sets out the baseline travel patterns at the Site;
- **Section 4** sets out the objectives and primary targets of the TP;
- **Section 5** outlines the measures to be implemented to achieve the set targets;
- **Section 6** provides an overview of TP monitoring and review;
- **Section 7** describes the Action Plan detailing the provisional timetable for actions; and
- **Section 8** summarises and concludes this report

# 2 Site Baseline Conditions

## 2.1 Overview

2.1.1 The Site is currently undeveloped and is located on land to the north of Lavant Drive, approximately 0.5km north of Havant Rail Station. A site location plan is provided in **Figure 1-1**.

2.1.2 The immediate surrounding area comprises a mix of healthcare, community, residential and commercial land uses. Oak Park Community Clinic, an NHS facility, is located immediately to the south of the Site on the opposite side of Lavant Drive. The Site is also bordered to the south by a car park associated with the adjacent community clinic.

2.1.3 Vehicular access to the Site is available from Lavant Drive, which forms the principal local access route in the vicinity of the Site. Lavant Drive provides onward connection to Leigh Road, which in turn connects to Petersfield Road (B2149) and the wider local highway network.

2.1.4 It is also noted that land to the north and east of the Site benefits from planning permission for the Havant Health and Well-Being Campus (ref: APP/15/00303). The approved development comprises an 80-bed nursing home, 51 affordable extra care units, 48 supported living units and associated community hub facilities.

## 2.2 Accessibility by Walking

2.2.1 It is widely recognised that walking is the most important mode of travel at the local level and has the potential to replace short journeys[2], particularly for trips below 2km.

2.2.2 The Chartered Institution of Highways and Transportation (CIHT, 2015) identifies that approximately 80% of journeys shorter than one mile are made wholly on foot. The Department for Transport's walking and cycling statistics also indicate that the average walking trip length in England is approximately 1.7km[3]. Given this is an average, for some, it will be acceptable to walk more than 1.7km.

2.2.3 Accordingly, 1km and 2km walking catchments have been prepared for the Application Site and are presented in **Figure 2-1**. The walking catchments demonstrate that the Site is located within walking distance of a range of local services, facilities and public transport connections within Havant.

2.2.4 A summary of local services and facilities within walking distance of the Application Site is provided in **Table 2-1**. These have been identified having regard to the BREEAM accessibility methodology. As shown, a range of healthcare, community, leisure, education, food and convenience-related facilities are available within approximately 1.3km of the Site. These include Oak Park Community Clinic, Parkway Centre, Havant Health Centre, Horizon Havant, Havant Post Office, Havant Park, local food outlets, primary schools and access to cash facilities.

2.2.5 Given the proposed care home use, it is acknowledged that some residents may have limited mobility and may be less likely to undertake independent walking trips. However, the availability of nearby healthcare, community, leisure and town centre facilities is beneficial for staff, visitors and more mobile residents.

*Figure 2-1: Walking accessibility catchment*

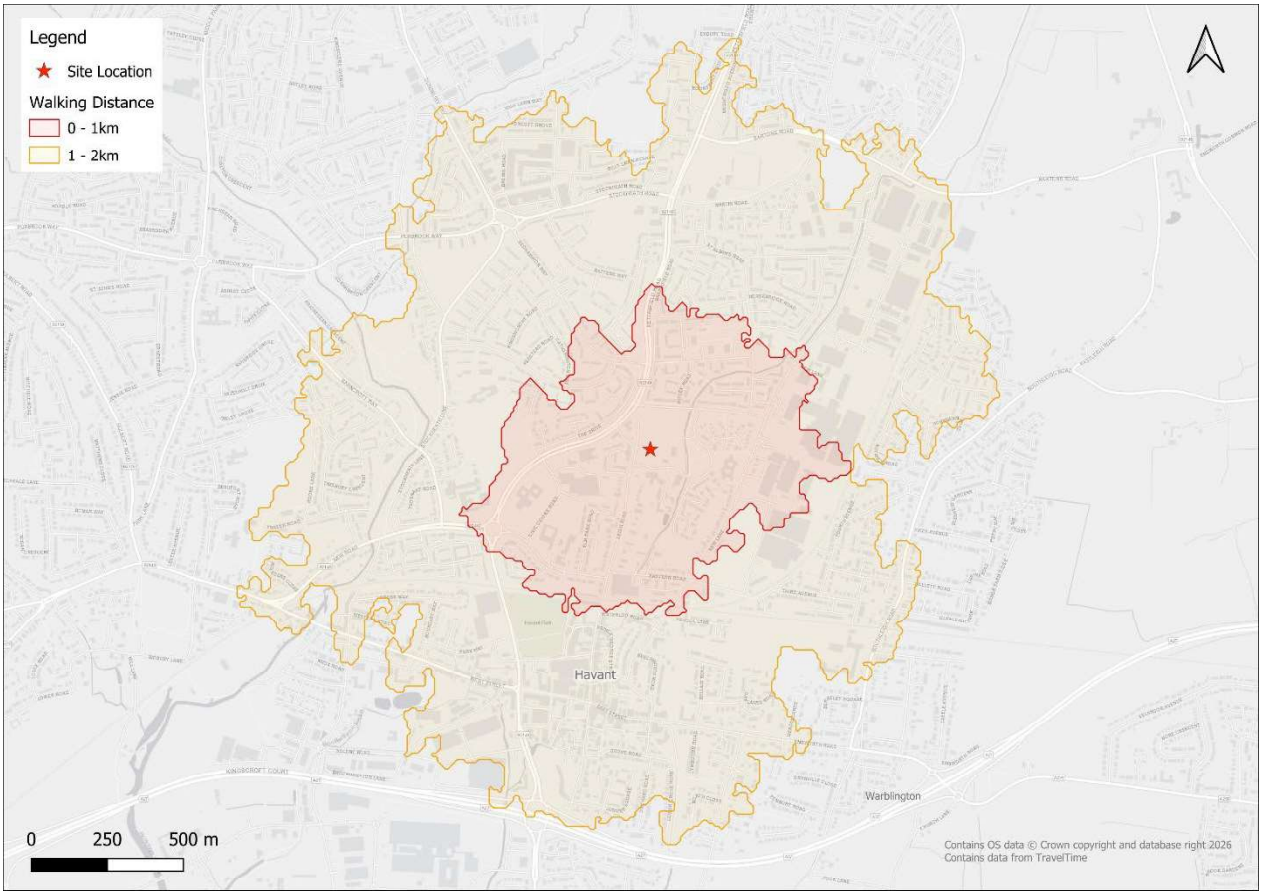



*Table 2-1: Summary of local facilities within walking distance from the application site*

| Service Type | Service Name | Address | Approximate Walk Distance (m) |
|---|---|---|---|
| Food outlet – Takeaway | Messy Chef Havant | 3 Market Parade, Havant PO9 1PY | 800 |
| Pub | Heron | Petersfield Rd, Havant PO9 2EN | 900 |
| Food outlet – Takeaway | Pizza Hut Havant | 32 Market Parade, Havant PO9 1QF | 800 |
| Postal facility | Havant Post Office | 25 Market Parade, Havant PO9 1PY | 800 |
| Pharmacy | Octapharm | Havant PO9 2AZ | 800 |
| Primary school | St Alban's Primary School | St. Albans Rd, Havant PO9 2JX | 800 |
| | Fairfield Infant School | 11 Fairfield Rd, Havant PO9 1AY | 900 |
| Outdoor open space | Havant Park | Havant PO9 1QF | 900 |
| Doctor's surgery | Oak Park Community Clinic | 8 Lavant Dr, Havant PO9 2AW | 100 |
| | Parkway Centre | 51 Leigh Rd, Havant PO9 2BF | 350 |
| | Havant Health Centre | Civic Centre Rd, Havant PO9 2AY | 800 |

[2] *Guidelines for Providing for Journeys On Foot, Institute of Highways and Transportation (2000)*
[3] *NTS0303 (2024) – Average value taken for categories 'Walk' and 'Walks of a mile or more'*

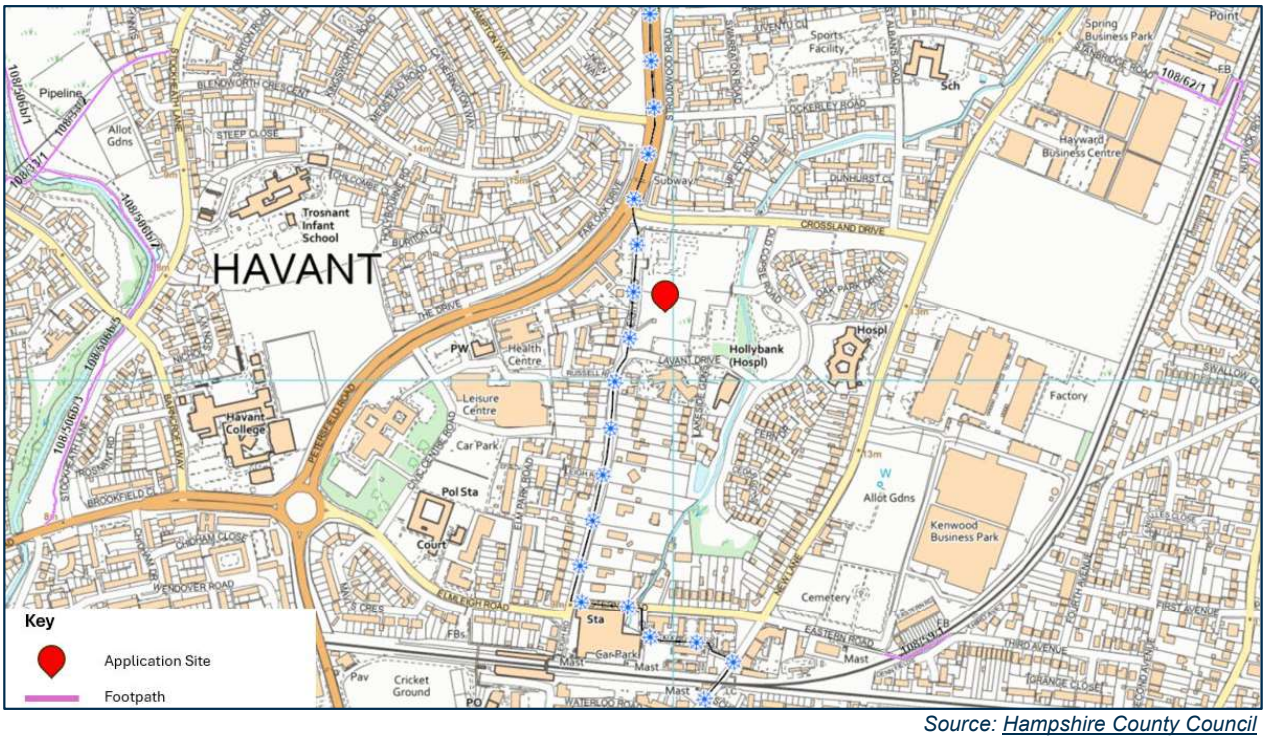
| Service Type | Service Name | Address | Approximate Walk Distance (m) |
|---|---|---|---|
| Recreation or leisure facility | My Fitness Hub | 5 Hayward Business Centre, PO9 2NL | 1000 |
| Recreation or leisure facility | PureGym Havant | Central Retail Park, PO9 1HH | 1100 |
| Community facility | Horizon Havant | Havant Leisure Centre, PO9 2AY | 650 |
| | Leigh Park Centre | Dunsbury Way, Leigh Park, PO9 5BG | 1300 |
| Access to ATM / Cash | Nationwide Building Society | 20 West St, Havant PO9 1PQ | 1100 |

2.2.6 The local area benefits from pedestrian infrastructure, including footways on Lavant Drive and onward routes towards Leigh Road, Civic Centre Road, Havant town centre and Havant Rail Station. Crossing opportunities are available in the vicinity of the Site, including dropped kerbs outside the existing parking facility. Lavant Drive also benefits from physical traffic calming measures, including raised table-top crossings and chicanes, which assist in managing vehicle speeds and improving conditions for pedestrians. The existing pedestrian infrastructure also supports the principles of BREEAM's inclusive design requirements.

2.2.7 A review of the local Public Rights of Way (PRoW) network indicates that there are footpaths located within the wider vicinity of the Site, as shown in **Figure 2-2**. These include routes to the west of the Site, in the vicinity of the Hermitage Stream corridor, together with routes to the east and south-east of the Site near the Southleigh Road / Eastleigh Road area.

2.2.8 While these routes do not directly abut the Site, they provide additional opportunities for pedestrian movement and recreational walking within the surrounding area.

*Figure 2-2: PRoW network in the vicinity of the application site*




*Source: Hampshire County Council*

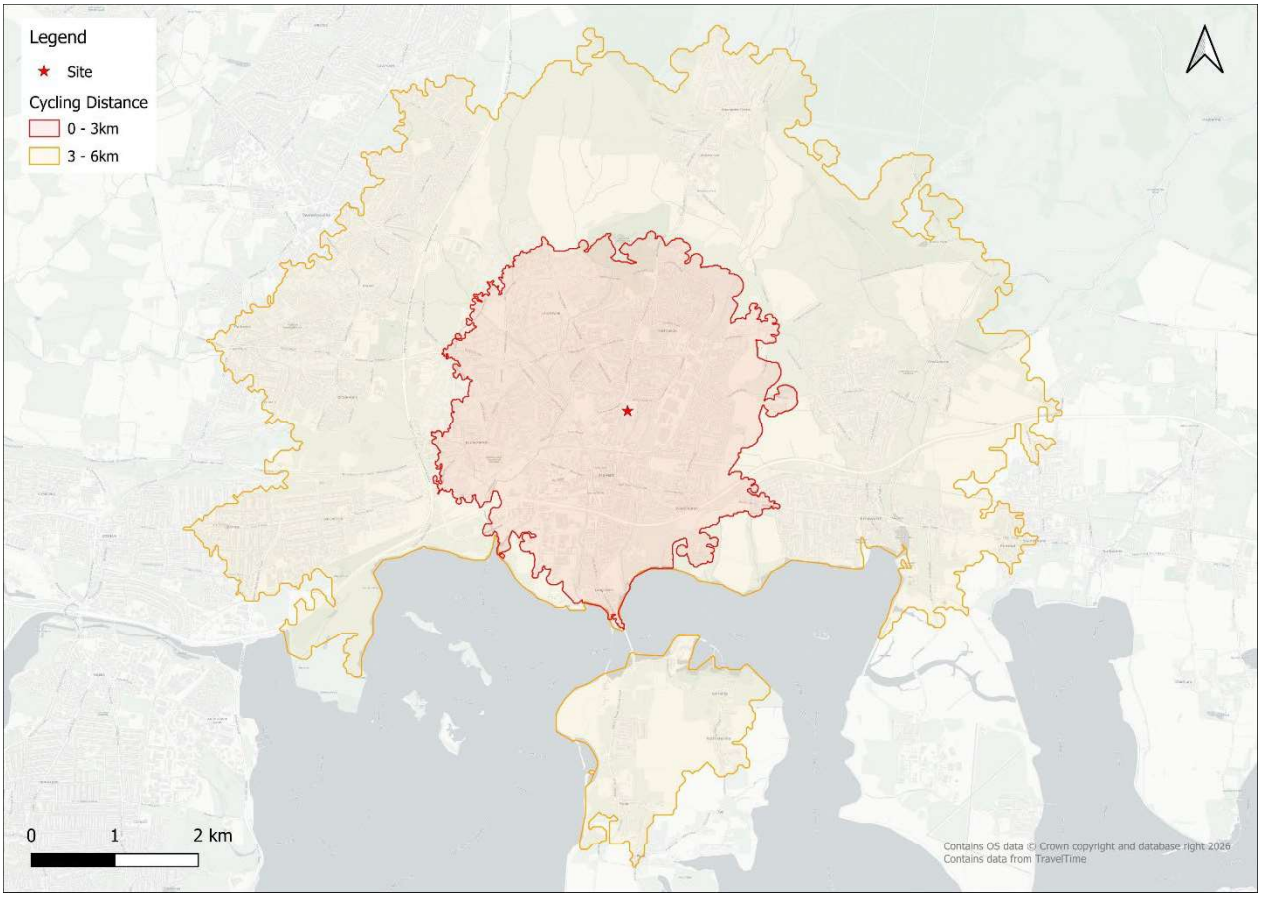
## 2.3 Accessibility by Cycling

2.3.1 The Department for Transport's 'Walking and Cycling Statistics, England 2023' publication identifies that the average length of cycle journeys in England is 3.3 miles[4] (5.3km). It should be noted that 5.3km represents the average distance for cycle journeys, and as such, some people will be prepared to cycle further distances.

2.3.2 Accordingly, 3km and 6km cycle catchments have been prepared for the Application Site and are presented in . The 3km cycle catchment covers Havant town centre, Leigh Park, Bedhampton, Denvilles, Warblington and parts of Langstone. The 6km cycle catchment extends further across the wider Havant urban area, including parts of Emsworth, Waterlooville, Purbrook, Farlington and northern Hayling Island.

2.3.3 All of the local facilities identified in **Table 2-1** are located within an acceptable cycle distance of the Site. Cycling therefore has the potential to provide a realistic travel option for staff and visitors, particularly those living within Havant and the surrounding urban area.

*Figure 2-3: Cycling Accessibility Catchment*




2.3.4 The Site is located within cycling distance of Havant Rail Station and Havant Bus Station, providing opportunities for cycle trips to connect with onward rail and bus services. This is particularly relevant for staff and visitors who may choose to combine cycling with public transport for longer journeys.

2.3.5 The wider Havant area benefits from an established cycle network, including local on-road and off-road routes. Havant Borough has launched an interactive cycle map in 2025[5] which can be used to plan journeys to key destinations. A copy of the latest published cycle map is also presented in **Appendix A**.

2.3.6 National Cycle Network (NCN) Route 22 is present in within the immediate vicinity of the Site, passing via Leigh Road, which borders the Site to the west. The route provides a west-north cycle connection through Havant, with onward links towards Rowlands Castle and Petersfield to the north, and Portsmouth to the west.

## 2.4 Accessibility by Public Transport

### *Accessibility by Bus*

2.4.1 The nearest bus stops to the Application Site are The Parkway Centre and Old Copse Road bus stops, both of which are located within walking distance of the Site. The Parkway Centre bus stops are served by bus services 20 and 39, while the Old Copse Road bus stops are served by bus service 20.

2.4.2 Additional bus stops are available within the wider 1km walking catchment of the Site, including the Havant College bus stops. These stops are served by a wider range of bus services, including services 22, 23, 27, and 37. These services provide further connections to the wider Havant area and surrounding settlements.

2.4.3 The availability of bus stops within the walking catchment of the Site provides opportunities for staff and visitors to access the proposed development by public transport. A summary of bus stops accessible from the Site along with approximate service frequencies is provided in **Table 2-2**.

*Table 2-2: List of bus stops accessible from the Site*

| Bus Service | Route Description | Bus Stops Served | Walk Time to Bus Stop | Approximate Frequency |
|---|---|---|---|---|
| 20 | Havant Bus Station – Portsmouth The Hard Interchange | The Parkway Centre | 4 minutes | Monday to Saturday: every 20 minutes during daytime. Sunday: every 30 minutes. |
| | | Old Copse Road | 6 minutes | |
| 39 | Havant Bus Station – Wecock Blackbird Close | The Parkway Centre | 4 minutes | Monday to Saturday: every 15 minutes during daytime, Sunday: every 30 minutes. |
| 22 | Havant Bus Station – Leigh Park – Warren Park | Havant College | 14 minutes | Monday to Saturday: every 15 minutes during daytime. Sunday: every 20 minutes during the daytime. |
| 23 | Havant Bus Station – Southsea South Parade Pier | Havant College | 14 minutes | Monday to Saturday: every 10 minutes during the daytime. Sunday: every 15 minutes during the daytime. |
| 27 | Rowlands Castle – Havant – Emsworth | Havant College | 14 minutes | Monday to Friday only: four services per day in each direction. |
| 37 | Havant – Waterlooville – Petersfield | Havant College | 14 minutes | Monday to Friday: hourly during the daytime. Saturday: every 90 minutes. |

[4] *NTS0303 (2024)*
[5] *Havant interactive cycle map - Interactive Mapping Homepage*

### *Accessibility by Rail*

2.4.4 The closest rail station to the Site is Havant Railway Station, which is located approximately 800m to the south of the Site. The station can be accessed on foot in approximately 10 minutes via the local pedestrian network.

2.4.5 Havant Railway Station is served by Southern and South Western Railway services. Southern services provide connections to destinations including Portsmouth & Southsea, London Victoria and Brighton. South Western Railway services provide connections to destinations including London Waterloo and Portsmouth Harbour.

2.4.6 The availability of both bus and rail services within walking distance of the Site supports the overall accessibility of the proposed development by public transport.

## 2.5 Public Transport Accessibility Index

*2.5.1* **Appendix B** of this document presents a calculation of the public transport Accessibility Index for the Site. The Accessibility Index is defined by BREEAM to be a *"measure that provides an indicator of the accessibility and density of the public transport network at a point of interest (in the case of BREEAM, a building). The index is influenced by the proximity and diversity of the public transport network and the level or frequency of service at the accessible node."*

2.5.2 This assessment makes use of the BREEAM Accessibility Index Calculator, with the following public transport nodes included in the assessment:

- Node 1: The Parkway Centre, 350m walk distance – bus route 20 and 39; and
- Node 2: Old Copse Road, 500m walk distance – bus route 20.
- Node 3: Havant Railway Station, 480m walk distance – average frequency of 12 trains per hour.

2.5.3 Only bus services with a regular daytime service and located within 650m walk of the Site have been included in the calculation. In addition, railway stations located within 1,000m of the main entrance were considered and rail services operating during the inter-peak period were reviewed to assess the frequency.

2.5.4 The assessment identifies that the Site achieves an Accessibility Index score of **7.14**.

## 2.6 Age-Related Requirements for Site Access

2.6.1 The proposed development comprises an 86-bed care home and, as such, the access arrangements should have particular regard to the needs of older people, including residents with reduced mobility, visitors and care staff.

2.6.2 Existing pedestrian infrastructure is provided in the vicinity of the Site, including footways on Lavant Drive and onward pedestrian routes towards Leigh Road, Civic Centre Road, and Havant town centre.

2.6.3 The pedestrian environment in the immediate vicinity of the Site is supported by street lighting and physical traffic calming measures, including raised table-top crossings, which assist in managing vehicle speeds and improving conditions for pedestrians.

2.6.4 A pedestrian crossing is available outside the existing parking facility on Lavant Drive. The crossing is uncontrolled but is equipped with dropped kerbs and tactile paving to facilitate pedestrian movements.

2.6.5 A range of healthcare, community and local facilities are located within walking distance of the Site, including Oak Park Community Clinic, Parkway Centre, Havant Health Centre and Horizon Havant. Havant Rail Station and Havant Bus Station are also located within walking distance, providing wider public transport connections for staff and visitors.

## 2.7 Access by those with a Disability

2.7.1 The local pedestrian infrastructure in the vicinity of the Site is considered to support access by those with a disability. Uncontrolled pedestrian crossings with dropped kerbs are present outside the existing parking facility, assisting movement for wheelchair users, mobility scooter users and people with pushchairs or other mobility aids.

2.7.2 The presence of street lighting and traffic calming on Lavant Drive further supports safe and legible access for pedestrians, including those with mobility or visual impairments. Raised table-top crossings in the vicinity of the Site help to reduce vehicle speeds and provide more comfortable crossing environments.

2.7.3 Two dedicated accessible parking spaces will be provided within the Site, to be used by blue badge holders only. There will also be a provision made for ambulance access within the Site.

2.7.4 Given the nature of the proposed care home use, provision will also be made for the storage and charging of mobility scooters for use by Site residents.

# 3 Proposed Development

## 3.1 Overview

3.1.1 The proposed development comprises the construction of an 86-bed care home (Use Class C2) on land north of Lavant Drive, Havant. The development is intended to provide a purpose-built facility delivering a range of care services, including residential, nursing and dementia care, within a single integrated scheme.

3.1.2 The care home would be arranged over a mix of two, two-and-a-half and three storeys and would be supported by associated infrastructure, including on-site car parking, accessible parking provision, landscaping and a dedicated ambulance drop-off area. Vehicular access to the Site would be taken from Lavant Drive, serving staff, visitors, servicing vehicles and emergency access.

3.1.3 The proposed site layout is illustrated in **Figure 3-1** and **Appendix C**. The development would be provided with 27 car parking spaces, an ambulance/drop-off bay and 10 Sheffield stands, which would accommodate up to 20 parked cycles.

*Figure 3-1: Proposed Site Layout (Source: Vestar Drawing No.: 26.112-VST-XX-ZZ-DR-A-0500 rev P06)*

3.1.4 The proposed development has been designed to reflect the operational characteristics of care home uses, including 24-hour staffing, visitor activity and regular servicing requirements, with all parking, servicing and manoeuvring accommodated within the Site boundary. Further details of the development proposals are provided within the associated TA submitted to support this application.

## 3.2 Baseline Travel Patterns

3.2.1 This section of the TP provides the estimated travel patterns for the proposed development during the traditional morning (08:00-09:00) and evening (17:00-18:00) peak times of travel demand, and over a 12-hour day (07:00-19:00).

3.2.2 The forecast travel demand for the care home is summarised in **Table 3-1** below. The methodology adopted in the assessment of future travel demand can be found in the associated TA.

3.2.3 The assessment estimates a walk mode share of 20%, a cyclist mode share of 3% and a public transport mode share of 11% (across a weekday 07:00-19:00).

*Table 3-1: Development trips by mode of travel*

| Mode of Travel | Weekday 08:00-09:00 | | | Weekday 17:00-18:00 | | | Weekday 07:00-19:00 | | | Split |
|---|---|---|---|---|---|---|---|---|---|---|
| | Arr' | Dep' | Two-way | Arr' | Dep' | Two-way | Arr' | Dep' | Two-way | |
| **Vehicles** | | | | | | | | | | |
| Cars | 7 | 6 | 13 | 3 | 4 | 7 | 58 | 62 | 120 | 81% |
| Taxis | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 4% |
| LGVs | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 9 | 17 | 11% |
| Motorcycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| OGVs | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 2% |
| PSVs | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1% |
| **Total Vehicles** | **7** | **6** | **13** | **4** | **5** | **8** | **72** | **76** | **148** | **100%** |
| **People** | | | | | | | | | | |
| Vehicle Occupants | 9 | 6 | 15 | 5 | 7 | 11 | 92 | 95 | 187 | 66% |
| Pedestrians | 1 | 3 | 4 | 2 | 3 | 5 | 29 | 28 | 57 | 20% |
| Cyclists | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 3 | 9 | 3% |
| Public Transport Users | 3 | 2 | 4 | 0 | 1 | 2 | 18 | 13 | 31 | 11% |
| **Total People** | **13** | **11** | **24** | **7** | **11** | **18** | **145** | **139** | **284** | **100%** |
| Note: figures subject to rounding | | | | | | | | | | |

## 3.3 Development of a Definitive Baseline Position

3.3.1 A fundamental component of any Travel Plan is the establishment of a clear and measurable baseline against which the effectiveness of the Travel Plan can be assessed.

3.3.2 Following occupation of the care home, a staff travel survey will be undertaken in order to determine actual travel behaviour and modal split. This survey will establish the definitive baseline position for the Site and will inform the refinement of Travel Plan targets and measures.

3.3.3 The inaugural staff travel survey will be undertaken within six months of the care home reaching a stable level of occupation, anticipated to be when the facility is operating at, or close to, full staffing levels. This timing will ensure that the data collected accurately reflects typical operational conditions.

3.3.4 The survey will seek to gather information including, but not limited to:

- Staff home postcode (first part only, for data protection purposes);
- Main mode of travel to and from work;
- Secondary or occasional modes of travel;
- Car sharing arrangements (if applicable);
- Reasons for travel mode choice; and
- Willingness to consider alternative travel modes.

3.3.5 A minimum staff response rate of 35% will be targeted. The Travel Plan Coordinator (TPC) will be responsible for administering the survey, encouraging participation, and collating the results.

3.3.6 The results of the Year 1 survey will be used to:

- Confirm the actual modal split for staff travel;
- Establish the formal baseline against which Travel Plan performance will be measured;
- Refine and, if necessary, adjust Travel Plan targets to ensure they are Specific, Measurable, Achievable, Realistic and Time-bound (SMART); and
- Identify any additional measures that may be appropriate based on observed travel patterns.

# 4 Objectives and Targets

4.1.1 The objectives of this TP are summarised below.

**Travel Plan Objectives:**

- Communicate with future employees to increase awareness of sustainable travel options, encouraging more sustainable travel behaviour;
- Reduce the proportion of single occupancy car trips to and from the development, thereby reducing congestion in the vicinity of the development and on key highway links within the wider area; and
- Increase the proportion of journeys by sustainable means (primarily walking, cycling, bus travel and car-sharing).

4.1.2 Wider environmental, economic and health objectives also apply, which include:

- Reducing carbon emissions, hence improving local environmental conditions,
- Improving connectivity through the distribution of travel information, and
- Improving individual health and fitness.

4.1.3 The TP objectives have been used to guide the setting of targets and to determine the measures implemented at the Site. The targets that will form the basis for assessing the effectiveness and success of the TP are set out below.

## 4.2 Targets

4.2.1 To record progress made towards the TP objectives, it is necessary to refer to the baseline mode shares. This is especially relevant for objectives relating to reducing the proportion of single-occupancy car trips and increasing the proportion of journeys by sustainable means.

4.2.2 Following Hampshire Travel Plan guidance, this TP sets measurable targets, with a focus on the mode shift of trips to and from the Site. To measure the effectiveness of the TP, SMART targets have been used.

4.2.3 SMART targets are:

- **S**pecific,
- **M**easurable,
- **A**chievable,
- **R**ealistic, and
- **T**imed.

4.2.4 The preliminary baseline travel demand (set out in **Section 3.2**) predicts 66% of trips to the Site will be by Vehicle Occupants, and 34% of trips to the Site will be by walking, cycling or public transport. Once surveys are undertaken, within six months of occupation, and baseline mode shares are established, the TP preliminary targets set out below will be reviewed and updated accordingly, if required.

4.2.5 The preliminary targets set within this TP are as follows:

**Preliminary Travel Plan Targets:**

- **Within 5 years of Site occupation:**
  - 10% reduction in the number of car-driver trips to the Site by staff,
  - 10% increase in staff trips to the care home are to be undertaken on foot, by cycle, by public transport or by car-sharing.

# 5 Travel Plan Measures and Responsibilities

## 5.1 Travel Plan Coordinator

5.1.1 A Travel Plan Coordinator (TPC) will be appointed by the Site operator. This is likely to be a member of the facilities management staff. The TPC will be responsible for the implementation and day-to-day management of the TP, and for communicating the TP objectives to Site staff, occupiers and visitors.

5.1.2 The TPC will be appointed at least three months prior to occupation. Following the appointment of the TPC, their contact details will be submitted to HCC. The TPC will act as the main point of contact between Site management and HCC.

5.1.3 The TPC role is often taken on by an existing staff member at the Site. The TPC role for this development is anticipated to be part-time, involving up to one day of work per month, equating to between two and three weeks of work per year (circa 12 days). The annual cost of the TPC appointment is estimated at £1,850.22 (or £22.03 per hour)[6].

5.1.4 Prior to the appointment of a TPC at the Site, when the end occupier is known, ITP would act as the interim TPC for the Site.

5.1.5 The primary responsibilities of the TPC will be:

- Acting as the first point of contact for all information and issues regarding Travel Planning on Site
- Raising awareness of the TP, including through organised local events and participation in national events relating to sustainable travel.
- Working towards achieving the objectives and targets of the TP.
- Updating notice boards, website and information packs with the latest local travel information.
- Monitoring the TP measures to ensure they are properly implemented.
- Undertaking monitoring and review of the TP.
- Record keeping, for staff that would like to be involved in car sharing or other sustainable travel activity.
- If deemed appropriate, the establishment of a Steering Group to share knowledge and coordinate the improvement of sustainable travel options.
- Reporting the outcomes of TP monitoring to HCC.
- Collating, organising and distributing employee travel information packs.

## 5.2 Travel Plan Measures

5.2.1 This TP's measures will take the form of proposed 'soft measures' and 'hard measures'.

[6] *Assumed £40,000 FTE salary, working 35 hours per week and 227 working days per year (1,589 hours per year). 1 day per month (12 days) assumed, equating to 84 hours per year => £1,850.22 or £22.03 per hour*

### *Soft Measures*

5.2.2 'Soft measures' refer to initiatives that encourage sustainable travel. These measures generally focus on the promotion and marketing of the Travel Plan (TP) among staff and, to a lesser extent, among visitors and residents. The TP will be promoted to employees of the proposed care home to ensure it is familiar to all users.

5.2.3 An employee travel pack will be provided to all new employees upon commencement of their employment. The developer will be responsible for funding and providing the Employee Travel Pack, which will include the following:

- Contact details of the TP Coordinator and a brief introduction outlining their commitment to promoting sustainable travel. The duties the TPC is responsible for, such as personalised Travel Planning services, will also be detailed;
- Site location plan highlighting the site's proximity to local facilities and public transport services;
- Examples of walking or cycling journeys to destinations such as Havant Rail and Bus Station, and local amenities;
- Health, environmental and economic benefits of travelling via sustainable modes;
- Public Transport routes and timetable;
- List of local transport operators' websites and smartphone apps;
- Promotional material highlighting the health and financial benefits of walking and cycling, i.e. national campaigns such as 'Walk to Work Week' and 'National Bike Week';
- Details of cycle routes within the local area;
- Details of websites and apps such as www.cyclestreets.net/, which provides free online walking and cycling journey planning tools; and
- Information on the development's car-share scheme and details associated with other external car share schemes, such as (https://liftshare.com/uk).

5.2.4 In addition, a staff notice board would be provided within the Site area that is visible to all employees and visitors. The notice board would include the following information:

- A mission statement of the TP;
- Contact details of the TPC and a summary outlining the responsibilities and duties of the TPC;
- A location plan of the site with details of local facilities and public transport services;
- Public transport route maps and up-to-date timetables;
- Local cycling routes;
- Safe local walking routes and route maps for local
- Promotion of events such as 'bike to work week'; and
- Promotion of car share schemes.

5.2.5 In addition to promotion and marketing measures, the measures summarised in **Table 5-1** would be put in place at the Site. This list is not exhaustive and the TPC would have the ability to add or adapt measures to maximise the effectiveness of the TP.

*Table 5-1: Travel Plan 'Soft' Measures*

| Measures | Comments |
|---|---|
| Provide a staff notice board | To employees/ visitors with useful information regarding travel choices and include information such as details of car share schemes, walk and cycle routes, up-to-date bus and train times. |
| Provide Travel Packs to employees | To be provided at the launch of the TP and during the induction of new employees. The packs would include information such as details of any car share scheme, walk and cycle routes, and bus and train times. |
| Interest-free loans for bus and rail tickets* | To remove the cash flow barrier to employees wishing to purchase season tickets for bus/rail which can be significantly cheaper than daily tickets. |
| Promotion of national events | To link with national events such as Bike Week or Walk to Work Week. |
| Car share database (either bespoke to the development or an existing regionally recognised car share scheme, liftshare, for example) | To encourage the take up of car sharing by allowing employees to find other employees who may live near them and be interested in car sharing. |
| Guaranteed lift home for car-sharers | To ensure that employees who did not travel in their own car have the security of knowing they can get home in an emergency |
| Set up Bicycle User Group | To enable like-minded employees to discuss common issues and encourage more people to cycle to the development. |
| Cycle / Walking 'buddy' scheme | To increase personal security during unsociable hours. |
| Promotion of HCC 'My Journey' Planner | The HCC 'My Journey' planner would be promoted to staff of the care home by the appointed Travel Plan Coordinator (TPC) within staff travel packs, on notice boards and within email updates. The journey planner allows users to plan a cycle and public transport routes and provides information with regards to the businesses and time. |
| **subject to the operator's working practice and policy* | |

### Hard Measures

5.2.6 'Hard measures' refer to infrastructure measures on or around the Site that will help to achieve the TPs' objectives.

5.2.7 The design of the proposed development incorporates the following hard measures:

- Provision of Sheffield Stand cycle parking for use by staff and visitors.
- Car parking spaces with access to electric car charge points.

## 5.3 Travel Plan Funding

5.3.1 Funding of the TP will be the responsibility of the end occupier, in this case, the operator of the proposed care home. The occupier will be responsible for funding all elements of the TP, including the day-to-day management of the TP, funding of any measures required and all formal and

informal surveys that are required to be carried out for monitoring purposes, and HCCs monitoring and approval fees.

5.3.2 It is envisaged that the TP will be secured through a Section 106 (s106) agreement and that a TP cash deposit would be requested by HCC, and provided by the Site occupier, that equates to the cost of the Travel Plan measures. Estimated costs are provided in **Section 5.1** and **Section 8** of this document.

# 6 Monitoring and Review

## 6.1 Preamble

6.1.1 TPs must be monitored for their effectiveness to be ascertained. This TP will be monitored on an ongoing basis with an annual monitoring report issued to HCC.

## 6.2 Travel Surveys

6.2.1 Monitoring of the TP will occur in the form of Travel Surveys, reported to HCC via annual monitoring reports. It is envisaged that surveys would take place annually, for the first five years of Site occupation or until the TPs targets are met.

6.2.2 The first staff TP survey will be undertaken within six months of full occupation, and would be repeated in years three, and five. It is envisaged that these surveys would be undertaken in line with the TRICS Standard Assessment Methodology (or suitable alternative, to be agreed with HCC). Surveys will be carried out at the same time every year to ensure continuity and reliable comparison between results.

6.2.3 In year's two and four, snapshot surveys would be undertaken by the TPC to establish how well the TP is performing. These could be undertaken with the use of a staff questionnaire (**Appendix D**).

6.2.4 The baseline and subsequent travel survey results will be used to monitor the effectiveness of 'measures' implemented. **Table 6-1** lists the data that would be collected and the likely method of collection.

*Table 6-1: Travel Plan Monitoring*

| Monitoring data | Method of collection |
|---|---|
| Baseline conditions including the number of employees | Collected by the TPC from Human Resources records. |
| Demand for parking, including cycle parking | The TPC will survey the demand for parking, counting occupied spaces through the day. |
| Traffic patterns to and from the development | In years one, three and five, established through a TRICS (SAM) employee Travel Survey to be organised by the TPC, or alternative, to be agreed with HCC. In years two and four, snapshot (questionnaire) surveys to be undertaken by the TPC. |
| The level of uptake on car-sharing | Collected by the TPC |
| Informal comments made regarding the operation of the Travel Plan | |
| Formal comments from stakeholders regarding the Travel Plan's operation and effectiveness | |

6.2.5 The results of the travel surveys can be assessed against the FTP targets to establish progress made. Based on the outcome of the monitoring, changes to the TP can be made to ensure that measures implemented at the Site are those which are most effective in securing the FTP objectives.

## 6.3 Targets Re-Evaluation

6.3.1 The TP targets will be reviewed after each travel survey and revised accordingly, in consultation with HCC. Targets would be adjusted if they are not considered to be SMART.

## 6.4 Reporting

6.4.1 The outcome of the monitoring process would be reported to HCC. The information required in the reporting process will include:

- Number of respondents to the questionnaire, and overall number of staff invited to take part in the survey, and
- Calculation of the modal split of trips (number of respondents to the questionnaire travelling by each mode of travel).
- Typical demand for use of the site's car and cycle parking facilities
- Uptake in car-sharing
- A commentary of feedback received on the Travel Plan's operation from site staff.

6.4.2 Information concerning the TP will be reported to the highway authority (HCC) at agreed time intervals. Feedback will be obtained from employees, mainly through the annual re-issue of the travel surveys. This feedback will be presented to HCC as part of the 'monitoring report'.

## 6.5 Sanctions

6.5.1 In the event that Travel Plan targets are not met, the timeframe for the Travel Plan would be extended until targets are met. The consequence of the extended timeframe would be additional costs, and the potential need to implement (and pay for) additional measures to support a change to the staff modal split.

## Action Plan

7.1.1 The purpose of the Action Plan is to identify actions for TP development, refinement and implementation. The Action Plan for this TP is provided in **Table 7-1:** , which includes the likely costs of implemeting the measures propsosed.

*Table 7-1: Action Plan*

| Objective (see Section 4) | Action/ Mode affected | Responsibility | Timescale | Cost Estimate |
|---|---|---|---|---|
| All Travel Plan objectives | Appoint a Travel Plan Coordinator (TPC) – the appointment would support all sustainable travel options | Site Occupier | At least 3 months prior to site occupation | Estimated at £1,850.22 per year or £22.03 per hour – reference **Section 5.1**) |
| Increase the proportion of journeys by sustainable means (primarily walking, cycling, bus travel and car-sharing) | Implement cycle parking, lockers and showers – to support active travel (walking and cycling) | Developer | Prior to site occupation | Cost would be included in overall design and build costs |
| Communicate with future employees to increase awareness of sustainable travel options, encouraging more sustainable travel behaviour | Prepare travel information packs for new employees – to support all sustainable travel options | TPC | From initial occupation, once TPC appointed, and on-going throughout time period of TP | Assume £750 total for information pack in year one - £250 per year in years 2 to 5. |
| | Identify an area for a staff notice board. Raise awareness of national events such as Walk/ Cycle/ Train/ Bus Week via notifications – to support all sustainable travel options | TPC | From initial occupation, once TPC appointed, and on-going throughout time period of TP | Part of TPC's role and cost. |
| To support all Travel Plan objectives | Undertake baseline travel surveys – to support all sustainable travel options | TPC | Within 6 months of first occupation | Dependent on cost of TRICS SAM surveys, or alternative (HCC agreed) survey method. Based on current quotations a budget of £4,000 per survey has been assumed. |
| | Prepare a Final Travel Plan for submission to HCC, including targets and baseline modal split – to support all sustainable travel options | TPC | Within 3 months of surveys being completed. | Part of TPC's role and cost. |
| To support all Travel Plan objectives | Report outcome of TP monitoring to HCC – to support all sustainable travel options | TPC | Within 12 months of full occupation | Part of TPC's role and cost. |
| Reduce the proportion of single occupancy car trips to and from the development, thereby reducing congestion in the vicinity of the development | Dependent on car share uptake, dedicate specific parking space for car sharers – to reduce the number of car trips | TPC / Site Occupier | 12 months after occupation | Assumed £250 for updated signage and administration |
| | Formation of a Bicycle Users Group (BUG) – to support cycling | TPC / Site Occupier | From initial occupation, once | Assumed £250 to support events/ interactions |

| Objective (see Section 4) | Action/ Mode affected | Responsibility | Timescale | Cost Estimate |
|---|---|---|---|---|
| and on key highway links within the wider area | | | TPC appointed, and on-going throughout time period of TP | between staff (breakfast meetings, for example). |
| | Bike maintenance events undertaken on-site – to support cycling | TPC / Site Occupier | From initial occupation, once TPC appointed, and on-going throughout time period of TP | Assumed £250 to support the organisation of Dr Bike events. |
| Communicate with future employees to increase awareness of sustainable travel options, encouraging more sustainable travel behaviour.<br>Increase the proportion of journeys by sustainable means (primarily walking, cycling, bus travel and car-sharing). | Update the car sharing database and staff notice board – to reduce the number of car trips | TPC | On-going and following every Travel Plan survey | Part of TPC's role and cost. |
| | Review cycle parking provision – to encourage cycling | TPC | On-going | Part of TPC's role and cost. |
| Reduce the proportion of single occupancy car trips to and from the development, thereby reducing congestion in the vicinity of the development and on key highway links within the wider area.<br>Increase the proportion of journeys by sustainable means (primarily walking, cycling, bus travel and car-sharing). | Years 3 and 5 of Site occupation – undertake travel surveys – to support all sustainable travel options | TPC | Should be undertaken at a time of year that is broadly consistent with the timing of the Year 1 travel survey | Dependant on cost of surveys. A budget of £4,000 per survey has been assumed |
| | Years 2 and 4 of Site occupation – undertake snapshot travel surveys – to support all sustainable travel options | TPC | Should be undertaken at a time of year that is broadly consistent with the timing of the Year 1 travel survey | TPC to undertaken survey - Part of TPC's role and cost. |
| | Voucher prize for staff involvement in TP surveys – to support all sustainable travel options | TPC | Annually | Assume £50 per annum |
| To support all Travel Plan objectives | Years 1 through 5 of Site occupation – report outcome of TP monitoring to HCC – to support all sustainable travel options | TPC | Within 3 months of the annual travel survey | Part of TPC's role and cost. |

## 7.2 Travel Plan Costs

7.2.1 Based on the costing provided within the Action Plan, it is estimated that the cost of the Travel Plan would be circa £14,550 over a 5-year period (excluding the cost pf the TPC, who would be an employed member of staff), or an average of £2,910 per year. TPC costs are estimated at £9,251.10 over a 5-year period. These figures exclude HCC's monitoring fees.

# 8 Summary and Conclusions

## 8.1 Summary

8.1.1 This TP has been prepared by Integrated Transport Planning (ITP), Haskoning's UK-based transport consultancy, on behalf of Perseus Land and Developments Limited, in support of the proposed development of an 86-bed care home on land north of Lavant Drive, Havant.

8.1.2 The proposed development will comprise a purpose-built care home providing residential, nursing and dementia care, together with associated access, car parking, cycle parking, landscaping and servicing arrangements. Vehicular access to the Site will be taken from Lavant Drive.

8.1.3 The Site is located in a sustainable location within Havant. It is situated within walking distance of a range of local services and facilities, including healthcare, community, leisure, education, food and convenience-related facilities.

8.1.4 The Site benefits from pedestrian and cycling connections to surrounding residential areas, local services, healthcare facilities, Havant town centre and public transport nodes. The availability of nearby bus stops and Havant Rail Station further supports opportunities for journeys to be made by public transport.

8.1.5 The forecast travel demand assessment indicates that the proposed development is expected to generate 284 two-way person trips and 148 two-way vehicle trips across a weekday 07:00-19:00 period. The forecast person trip mode share identifies that approximately 20% of trips could be made on foot, 3% by cycle and 11% by public transport.

8.1.6 The key objectives of this Travel Plan are to:

- communicate sustainable travel options to future employees;
- reduce the proportion of single-occupancy car trips to and from the Site;
- increase the proportion of journeys made by sustainable modes, including walking, cycling, public transport and car sharing; and
- support wider environmental, health and connectivity benefits.

8.1.7 The preliminary Travel Plan targets seek to achieve, within five years of Site occupation:

- a 10% reduction in single-occupancy vehicle trips to the Site by staff;
- a 10% increase in staff trips to the care home on foot, by cycle, by public transport of by car sharing.

8.1.8 A TPC will be appointed by the Site operator at least three months prior to occupation. The TPC will be responsible for implementing the TP, promoting sustainable travel options, coordinating staff travel surveys, reviewing progress against targets and acting as the main point of contact with HCC.

8.1.9 A range of TP measures will be implemented to encourage sustainable travel behaviour. These include but are not limited to the provision of staff travel information, promotion of walking, cycling, public transport and car sharing.

8.1.10 Following occupation of the development, staff travel surveys will be undertaken to establish a definitive baseline position and monitor progress against the TP targets. The results will be used to review the effectiveness of the TP measures and identify whether any adjustments or additional measures are required.

8.1.11 The TP will be supported by an Action Plan, which sets out the responsibilities, timescales and estimated costs associated with implementation.

## 8.2 Conclusions

8.2.1 This TP demonstrates that the proposed care home development is located in a position where future staff, visitors and more mobile residents will have access to a range of sustainable travel options.

8.2.2 The TP is considered to provide an appropriate and proportionate strategy for managing staff travel associated with the proposed care home. Subject to the implementation, monitoring and review measures set out in this document, the TP will support the delivery of a sustainable development and help minimise the transport impacts of the proposed care home.