



MOORHILL, MOORHILL ROAD, WEST END

TRAVEL PLAN

October 2022

Highwood Homes Limited

CARE HOME DEVELOPMENT
MOORHILL, MOORHILL ROAD
WEST END

TRAVEL PLAN

CONTROLLED DOCUMENT

Document No:	024.0050/TP/2	
Status:	Original	
	Name	Date
Prepared by:	Luke Millar	July 2022
Checked by:	Izzie Diment	July 2022
Approved by:	Tom Peters	July 2022

Revision Record

Rev.	Date	By	Summary of Changes	Aprvd
2	13/10/22	ID	Updated Site Layout and Client Comments	MS

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2022



Highwood Homes
The Hay Barn
Upper Ashfield
Hoe Lane
Romsey
SO51 9NJ



Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
PO16 8UT

CARE HOME DEVELOPMENT
MOORHILL, MOORHILL ROAD
WEST END

TRAVEL PLAN

Contents

1.	INTRODUCTION	2
2.	TRAVEL PLAN POLICY	4
3.	EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY	7
4.	PROPOSED DEVELOPMENT	12
5.	INDICATIVE BASELINE AND TARGETS.....	14
6.	TRAVEL PLAN STRATEGY	16

Figures

Figure 1: Site Location

Figure 2: BREEAM Accessibility Index (AI)

Figure 3: E02004720: Eastleigh 009 Output Area

Tables

Table 1: Summary of Local Bus Services

Table 2: CIHT Guidance for 'Providing for journeys on foot' (2000)

Table 3: Summary of Local Amenities

Table 4: Travel Plan Targets

Table 5: Indicative Baseline Splits and Targets Based on 2011 Census Data

Table 6: Action Plan

Appendices

Appendix A: Site Layout

Appendix B: Census Outputs

Appendix C: Staff Survey

1. INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Highwood Homes to support a full planning application for the development of a 70-bed care home at Moorhill Road, West End. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.

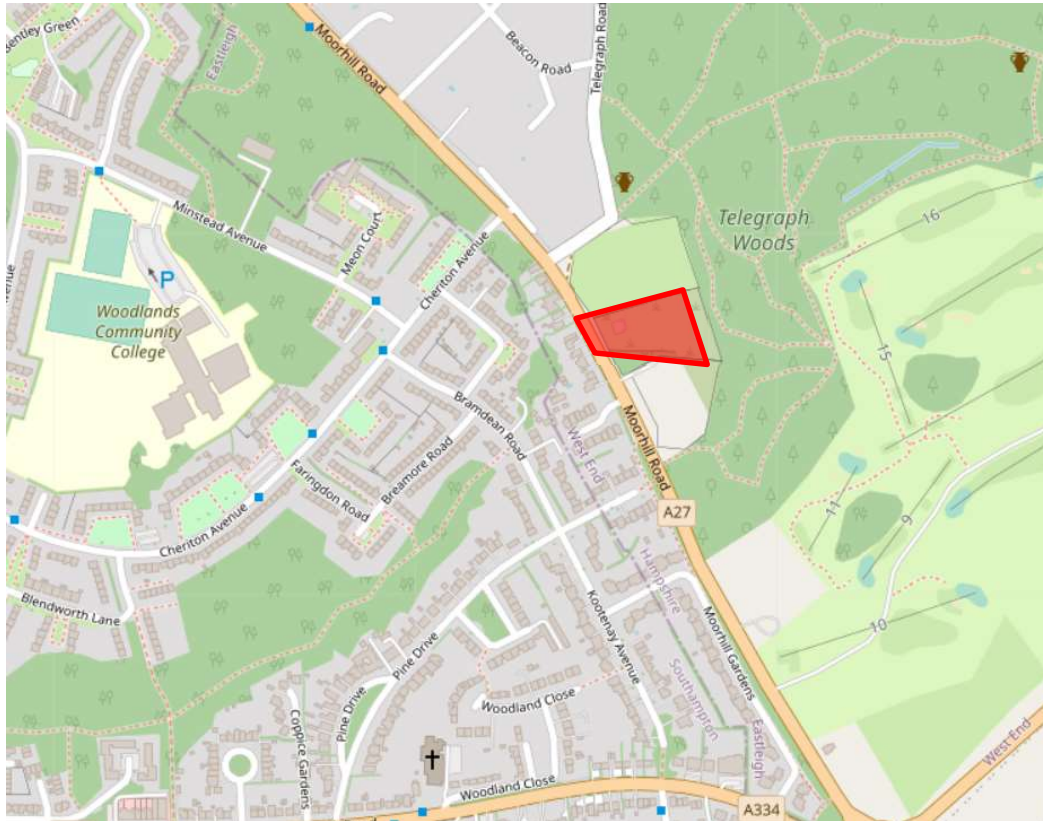


Figure 1: Site Location

- 1.2 In addition to this Travel Plan (TP) a Transport Statement (TS) has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.
- 1.3 Pre-Application discussions have been undertaken with Hampshire County Council (HCC) highways officers in which they broadly accepted the principle of the development on the basis that further information was provided on aspects such as the proposed layout of the vehicle egress point as well as the production of a Travel Plan to encourage sustainable travel options for staff and visitors.

Purpose of the Travel Plan

- 1.4 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices

where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

- 1.5 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Highwood Homes) and the Local Authority (HCC). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.6 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES). This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

- 1.7 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
 - Chapter 3 – Local Accessibility
 - Chapter 4 – Proposed Development
 - Chapter 5 – Indicative Baseline and Targets
 - Chapter 6 – Travel Plan Strategy

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- Hampshire Local Transport Plan (LTP3) (2011 – 2031); and
- Eastleigh Borough Local Plan (2016 – 2036).

National Planning Policy Framework (NPPF)

2.2 The NPPF (July 2021) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is ‘*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*’ and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) *The potential impacts of development on transport networks can be addressed;*
- b) *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

(NPPF Para.104)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestions and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.105)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

(NPPF Para. 113)

Hampshire Local Transport Plan (LTP3) 2011 – 2031

2.3 Hampshire Local Transport Plan (LTP3) 2011 – 2031 sets out the county’s strategy to improving transport links and network within Hampshire to support development and sustainability. HCC’s transport vision is to provide “safe, efficient and reliable ways of getting around a prospering and sustainable Hampshire”.

2.4 A number of policies are outlined within Hampshire's Local Transport Plan (LTP3), with the most relevant policies to new developments summarised below:

- **Policy Objective 4:** Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors.
- **Policy Objective 9:** Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support better balance between traffic and community life in towns and residential areas;
- **Policy Objective 12:** Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

2.5 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within HCC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

Eastleigh Borough Local Plan (2016 – 2036)

2.6 Eastleigh Borough Local Plan sets out the policies and plans to guide future development in the region up to 2036. The overarching vision of the Eastleigh Borough Local Plan is as follows:

'To ensure development in Eastleigh Borough and its communities delivers a strong and sustainable economy with an adequate supply of housing and infrastructure that supports improved standards of living for residents while protecting the distinct identity of towns and villages and preventing urban sprawl; promoting thriving and healthy communities; and maintaining an attractive and sustainable environment that residents value.'

2.7 Eastleigh Borough Local Plan (2016 – 2036) also outlines several objectives to be achieved by 2036. The most relevant are outlined below:

- **Objective iii:** Encouraging a sustainable community – Ensure future development contributes to the Borough's sustainability and resilience through effective low carbon and wear efficient planning and design.

- **Objective viii:** Enabling healthier lifestyles/wellbeing – Facilitate better physical and mental health and wellbeing by improving the places people live, work, learn and play, meeting the challenge of the ageing population, and promoting cultural and physical activity;

2.8 The Borough Council seeks to support Hampshire County Council's Local Transport Plan and address local issues of road congestion and related air quality issues by:

- Seeking to manage and reduce car use by maximising density, locating new development close to the facilities it needs, improvement of public transport services, infrastructure and associated factors such as multi-operator ticketing services to help drive up usage, development of high quality cycling and walking networks, and encouraging the roll-out of communications technology to enable more flexible working.
- Continuing to pursue its strategies to improve public transport and pedestrians and cycle routes in the Borough, in particular improved pedestrian and cycle links to the town centre, district centres, local centres and other key destinations such as rail stations and schools.
- Seeking investment in improvements to transport systems, including road and junction improvements, public transport and footpaths, cycleways and bridleways from a variety of sources and partners including developers, central government, Solent LEP and other funders as opportunities arise. This includes activities such as lobbying funders/decision makers and participating in and financially supporting external funding bids where appropriate;
- Safeguarding routes for potential transport improvements, including road, rail, bus, cycleway, footpath and bridleway infrastructure;

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

- 3.1 The site is located along Moorhill Road (A27) approximately 1.1km south of the High Street in West End. The site historically encompassed a single residential dwelling. The site is bound to the west by Moorhill Road (A27), to the north by Telegraph Road (separated by a Southern Water reservoir), to the east by Telegraph Woods and to the south by a covered reservoir. The existing site access conditions are illustrated in **Photographs 1** and **2**.



Photograph 1: Existing Northern Site Access Conditions



Photograph 2: Existing Southern Site Access Conditions

Local Road Network

- 3.2 Moorhill Road (A27) is a single carriageway road measuring approximately 6.8m wide and is subject to a 40mph speed limit. Moorhill Road (A27) borders the site to the west and approximately 730m north provides a direct route to West End Road that facilitates travel to Bitterne Village and approximately 650m south provides a direct route to the Kanes Hill Roundabout, which facilitates a route to Junction 7 of the M27 to the east via Charles Watts Way. The existing conditions along Moorhill Road (A27) are demonstrated within **Photographs 3** and **4**.



Photograph 3: Existing Conditions on Moorhill Road (A27)
Northbound



Photograph 4: Existing Conditions on Moorhill Road (A27)
Southbound

- 3.3 The A27 forms part of the Major Road Network (MRN) connecting Whiteparish (near Salisbury) in Wiltshire to Pevensey (near Eastbourne) in East Sussex via Southampton, Portsmouth and Brighton.
- 3.4 Telegraph Road, which borders the site to the north, is a single carriageway road measuring approximately 5m in width. Telegraph Road is subject to a 30mph speed limit, with speed cushions in place along the road to enforce this, and a 7.5 tonne weight limit restriction. Telegraph Road provides a direct route to the High Street approximately 900m north, where a number of amenities can be found.

Pedestrian/Cycling Network and Infrastructure

- 3.5 There is excellent pedestrian infrastructure within the vicinity of the site, including continuous and lit footways which flank the western side of Moorhill Road (A27) measuring approximately 1.5m wide, providing pedestrian access to Harefield and Bitterne Village to the west. In addition, approximately 65m north of the existing northern access to the site a c. 1.5m wide footway borders the eastern side of Moorhill Road (A27), providing pedestrian passage into Telegraph Woods and West End to the east. The footway along the western side of Moorhill Road (A27) is pictured in **Photograph 5**.



Photograph 5: Western Footway along Moorhill Road (A27)

- 3.6 The footways are accompanied by pedestrian crossing infrastructure, with dropped kerbs and tactile paving in place to provide a safe crossing point across Moorhill Road (A27) and the junction with Telegraph Road. There is also a pedestrian crossing point in the form of a refuge island with dropped kerbs and tactile paving close to the Moorhill Road (A27)/Church Hill (A27)/West End Road junction 730m north of the site.

- 3.7 There are also Public Rights of Way (PRoW) routes nearby that provide further pedestrian opportunities. Approximately 100m south of the site there is a public footpath (reference 241/506/1) on the west side of Moorhill Road (A27) segregated from the road by trees and vegetation. This provides a pedestrian route south of the site towards Kanes Hill Roundabout starting from point where the footway alongside Moorhill Road (A27) ends. Additionally, there is an official walking route through Telegraph Woods, accessible via Telegraph Road 200m north of the proposed site, which provides pedestrian passage east of the site where several amenities can be found.
- 3.8 Moorhill Road (A27) is a wide and predominantly straight road which presents a bicycle-friendly road, with opportunities for drivers to overtake safely. Additionally, there is a shared foot/cycleway along the northern side of the High Street which presents the opportunity to promote cycling to the nearby amenities.

Public Transport

- 3.9 The nearest bus stop to the site is the 'Hare and Hounds' bus stop located on Minstead Avenue approximately 315m west of the site. The bus stop is composed of a shelter with a flag, printed timetable and road demarcations. The bus stop is served by the number 13 bus service which runs to Southampton City Centre every 30 minutes Monday – Saturday. There is also the number 3 Bluestar service available from further bus stops located on Thornhill Park Road 750m south of the site, which provides an hourly service between Southampton City Centre and Eastleigh Monday – Saturday, and a service every 2-hours on a Sunday. **Table 1** summarises the bus services available near to the site.

Service	Operator	Stop	Route	Approximate Frequency		
				Mon - Fri	Sat	Sun
13	City Red	Hare and Hounds	Southampton City Centre – Bitterne Village – Minstead Avenue	Every 30 Minutes	Every 30 Minutes	No Service
3	Bluestar	Moorhill Gardens	Southampton City Centre – Bitterne Village – Hedge End – Botley – Horton Heath - Eastleigh	Hourly	Hourly	Every 2 Hours

Table 1: Summary of Local Bus Services

- 3.10 The above services present the opportunity to promote sustainable travel to/from the site in the future by utilising the frequent bus services into Southampton City Centre and out to Eastleigh.
- 3.11 The bus frequency information has been entered into the BREEAM Accessibility Index (AI) calculator and is demonstrated in **Figure 2**.

BREEAM 2018 Tra01/02 Accessibility Index calculator BREEAM[®] UK
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type:

No. nodes required:

Select

NODE 1

Public transport type	Bus													
Distance to node (m)	315													
Average frequency per hour	2	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10			

NODE 2

Public transport type	Bus													
Distance to node (m)	750													
Average frequency per hour	1	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10			

Accessibility Index 1.80

Figure 2: BREEAM Accessibility Index (AI)

Accessibility to Local Amenities

- 3.12 The CIHT document, 'Providing for journeys on foot' (2000), identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations within town centres and elsewhere. The distances are outlined within **Table 2** below.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 2: CIHT Guidance for 'Providing for journeys on foot' (2000)

- 3.13 In addition, the CIHT's 'Planning for Walking' (April 2015) identifies that whilst a number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' between 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,368m. The average duration also increased from 15 minutes to 17 minutes.
- 3.14 The site is situated within walking/cycling distance of several local amenities and services in the local area. A summary of the site's proximity to these facilities and the associated walking and cycling times is provided in **Table 3**.

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
Bus Stop (Hare and Hounds)	315m	4 Minutes	2 Minutes
Convenience Store (Three Diamonds)	350m	4 Minutes	2 Minutes
Restaurant (Full House Chinese Takeaway)	1km	13 Minutes	4 Minutes
Thornhill Park Post Office	1.1km	13 Minutes	4 Minutes
Sangha Pharmacy	1.1km	14 Minutes	4 Minutes
Convenience Store (Morrisons)	1.1km	14 Minutes	4 Minutes
Convenience Store (Tesco Express)	1.2km	15 Minutes	5 Minutes

Table 3: Summary of Local Amenities

- 3.15 As displayed within **Table 3** and referring to **Table 2**, there are a handful of amenities and services within the 'preferred maximum' walking distance. This demonstrates that the proposed site would provide an excellent opportunity to create a sustainable development. Additionally, in line with the guidance provided in 'Planning for Walking' (April 2015) walking and cycling to local amenities is realistic for future site occupants given all the facilities listed in **Table 3** are within the average walking time.
- 3.16 **Table 3** only highlights a select number of the key amenities accessible from the site, with several more located on the High Street, within Bitterne Village and along Tolbar Way, all of which are accessible by walking/cycling or public transport. Therefore, the site is deemed to be accessible and sustainable, as was agreed by the LHA at HCC as part of the pre-application discussions.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed development will comprise a 70-bed care home located on Moorhill Road (A27), West End. The proposed site layout is attached within **Appendix A**.

Access Arrangements

- 4.2 There are currently two access points into the existing site along Moorhill Road (A27), with the southern access being stopped up as part of the development proposals. Due to Root Protection Areas of existing trees on the site and public highway, the north access will undergo alterations in order to facilitate access into the site, with the access being moved slightly north measuring 5m wide with 10m radii on the northern side and 6m radii on the southern side.
- 4.3 In order to facilitate safe pedestrian movement at the site, pedestrian infrastructure will also be provided with a 2m wide footway provided on the northern side of the access and a pedestrian crossing point implemented in the form of dropped kerbs with tactile paving on both sides of Moorhill Road in line with the desired route from the site. It is anticipated that this pedestrian infrastructure would only be utilised by staff and visitors, with care-requiring residents not leaving the site independently and is therefore deemed sufficient.

Car Parking Provision

- 4.4 To inform parking provision on the site, Eastleigh Borough's Residential Standards SPD (2009) has been consulted. The guidance states that for 'Nursing and Rest Homes' 1 space per 6 beds plus 1 space per staff member is required (based on the presumption staff on site at any one time).
- 4.5 Therefore, for the proposed development of 70 beds, this would require 12 spaces plus up to 22 parking spaces for staff (assuming up to 22 staff maximum at any one time), totalling 34 spaces for the development. However, based on operational experience and other consented schemes, a reduction against the standards is deemed appropriate. Additionally, staff and visitors would be encouraged to travel sustainably (car share, public transport etc) to the site through the implemented Travel Plan. Therefore, a total parking provision of 23 parking spaces, with 2 designated for disabled users as per the request within the Pre-Application response, is deemed sufficient.
- 4.6 Furthermore, recent BREEAM standards emphasise the increased demand for electric vehicles and state that 10% of parking must be provided with electric charging spaces. 3 of the proposed parking bays will be supplied with the necessary EV infrastructure.

Cycle Parking

- 4.7 Eastleigh Borough Council also outline cycle parking provision at care homes, with the SPD stating that 1 space per 6 staff is to be provided. Therefore, using the same staff numbers as above (47), this would require 8 cycle spaces as a worst-case assessment. In addition to this BREEAM standards contained within 'Private Transport Measures – Points 13-15 within Table 7.4' state that there should be enough storage space for 1 bicycle space per 10 staff and 1 bicycle space per 10 beds. This would leave a requirement of 12 spaces, which will be provided.
- 4.8 In addition, BREEAM standards also state that shower and changing facilities should be provided to allow staff to change after cycling to work. This will be provided as part of the development.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

'To support a sustainable development by reducing the need for private car/single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.'

Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Travel Plan Targets

5.4 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

5.5 This Travel Plan proposes two targets which should be met over the lifetime of the TP, which we would expect to be implemented for both the residential and commercial elements of the site. These aims are set out in **Table 4** and represent the overarching goals of this TP.

Target	Timescale
Decrease the proportion of journeys made by single occupancy car by 5% / 10%	End of Year 3 / Year 5
Increase the proportion of trips made by active modes (walking/cycling) by 5% / 10%	End of Year 3 / Year 5

Table 4: Travel Plan Targets

5.6 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

5.7 The indicative baseline modal shares for workers of the site have been acquired from the 2011 'Method of Travel to Work' Census data (details of which can be found at **Appendix B**). E02004720: Eastleigh 009 (Figure 3) were selected to obtain the most representative sample, with a target to reduce single occupancy car trips by 10% identified. The baseline modal splits are presented in **Table 5**.

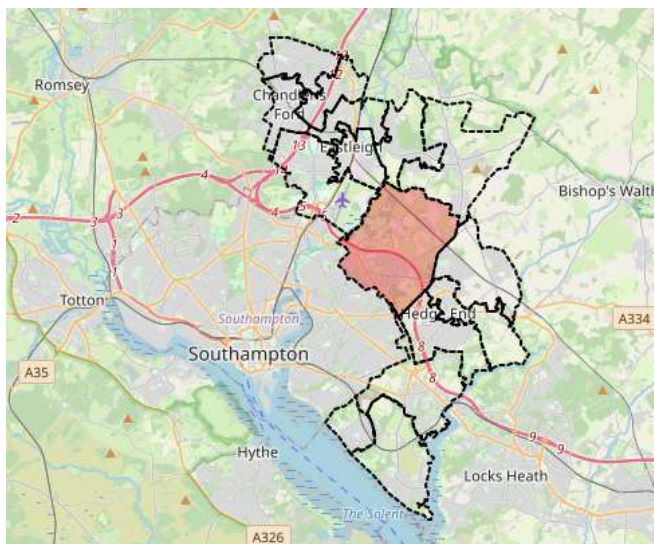


Figure 3: E02004720: Eastleigh 009 Output Area

Mode of Travel	Indicative Baseline	Year 3 Target	Year 5 Target
Car Alone	77%	-5%	-10%
Car Share	6%	+5%	+10%
Public Transport	6%		
Cycle	2%		
Walk	7%		
Other (Including Motorcycle)	2%		
Total	100%	-	-

Table 5: Indicative Baseline Splits and Targets Based on 2011 Census Data

5.8 It is proposed that to determine the 'actual' travel patterns surveys would be completed within 3 months of the development opening. This would enable a sufficient sample size whilst also providing the opportunity to embed the TP effectively.

5.9 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and Hampshire County Council's (HCC's) Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 5**.

6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage staff to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

BREEAM Requirements

- 6.2 In order for the site to achieve BREEAM accreditation (points 3- 5 TRA01), a site-specific TP is required that provides a long-term management strategy that encourages more sustainable travel. As the operator of the care home is currently unknown, reference has not been made to them in relation to the development of the TP. The TPS will be implemented, operated and supported by the building's management team, in line with BREEAM requirements.

Measures Package

- 6.3 In addition to the physical infrastructure proposed, the following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.
- 6.4 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 10% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through the Transport Statement and Travel Plan submitted as part of the application and by drawing upon community transport solutions.

Key Stages: Preliminary

- 6.5 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (**Table 6**). These include:
- Appoint a Travel Plan Coordinator (developer);
 - Agree baseline modal splits and targets with HCC;
 - Produce Staff Induction Pack (TPC) including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

Key Stages: Five Years Following Operation of the Development

- 6.6 It is proposed that the TP period would become fully active upon operation of the development beginning and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to the local community. Due to the nature of the development, there could be scope to reduce this to 3 years.
- 6.7 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the staff. Such measures would be determined by the TPC in dialogue with the manager of the development, Travel Plan Officer at Hampshire County Council and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is included in **Table 6**.

	Action	Responsibility	Timescale
Preliminary	Travel Plan Co-ordinator (TPC) to be appointed	Developer	Prior to occupation
	TPC to confirm Action Plan with Hampshire County Council	TPC	Prior to first use of permitted development
	TPC to establish point of contact with Hampshire County Council's TPO	TPC	
	TPC to prepare Travel Marketing schemes, such as leaflets with information on bus routes/services, walking/cycling network, car sharing etc.	TPC	
	TPC to decide on communication strategy for use with staff	TPC	
	TPC to prepare TP action database for logging/recording the following details: Actions, Staff details, queries and advice	TPC	
Walking/Cycling	Maintenance of local area walking/cycling route/duration map with staff, focusing on journey times/routes within Hampshire	TPC	Ongoing
	Promote use of local walking facilities and on-site cycle storage		
	Co-operation and co-ordination with local, regional or national campaigns and events such as: -Bike Week (www.bikeweek.org.uk) -Sustrans Big Cycle and Walk Challenge (www.getmeactive.org.uk)		
	Co-operate with local Walking Groups for local events/groups		
Car Sharing	Promote the benefits of Car Sharing through LiftShare	TPC	Ongoing
Public Transport	Maintenance of maps/journey times/routes of public transport	TPC	Ongoing
	Maintain dialogue with local public transport service operators for service changes and promotions		
Communication and Marketing	Prepare updates to the notice board outlining the sustainable modes of travel available in the local area	TPC	Ongoing

Table 6: Action Plan

Modal Measures: Walking and Cycling

- 6.8 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to staff. These will be detailed to staff in their induction pack and through the biannual newsletters (as discussed later in the report).

- 6.9 The accessibility review and baseline modal splits indicate that walking is a key sustainable travel mode for existing staff in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development.
- 6.10 Whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing staff, it is hoped that through promoting the benefits of cycling, this will help cycling become a more favourable travel mode.
- 6.11 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for staff to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

Modal Measures: Public Transport

- 6.12 The baseline modal splits indicate that 6% of existing residents currently travel to work by public transport and therefore it is considered that the development provides an opportunity to promote public transport travel as an alternative mode.
- 6.13 The attractiveness of the bus services, particularly those from nearest bus stops on Minstead Avenue and Thornhill Park Road would be supported and promoted through tailored promotions. Additionally, any discounts or passes that are available will be promoted to the residents, staff and visitors to provide a further incentive for using public transport. This is as required by BREEAM. Specifically, liaison with local bus operators would be undertaken in order to explore the scope of providing discounts and taster tickets for staff and visitors as well as any residents.
- 6.14 Maximising staff use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the staff induction Pack and regular newsletters.

Modal Measures: Car Sharing

- 6.15 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing staff interaction and creating a sense of community.

- 6.16 Liftshare is a well-established scheme and would be promoted to staff through their induction packs to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

- 6.17 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.18 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.
- 6.19 Electric vehicles now have significant ranges, with some vehicles achieving up to 160/180 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8-year warranties on some models.
- 6.20 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

Personalised Travel Planning

- 6.21 Upon starting their new job, staff will be offered free personalised Travel Planning advice as part of their induction Pack. This will be provided by the TPC and will inform staff on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication

- 6.22 To ensure the ongoing promotion of the Travel Plan to staff, over its life several marketing and communication elements would be implemented.
- 6.23 In addition to their staff induction pack, the TPC would produce biannual newsletters for the five years of the Travel Plan, providing staff with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

Local Area and Other Site Users

- 6.24 One method of communication that should be utilised is community notice boards. Placing these in the staff rooms and residents' communal areas will provide an easy method for getting updated travel information across the site users. Information such as maps and timetables would be attached to the noticeboards as well as advertisement posters for any existing and new travel schemes. By providing this, the site will meet the BREEAM requirement 3.5 as set out within table 7.4 of the design manual.
- 6.25 The TP will promote the local area's facilities whilst actively engaging with community groups, other TPCs, as well as local events and businesses. Engagement with any other local active employment Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

- 6.26 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Staffs own positive sustainable travel experiences should have a knock-on effect to visitors.

Incentives

- 6.27 As previously stated, staff and visitors would be encouraged to travel sustainably to the site, whether that be through car sharing, public transport or walking/cycling. In order to inspire this, incentives could be provided such as a guaranteed parking space for staff that car share, or free lunch for those that travel sustainably. These incentives, should they be implemented, would be confirmed at a later stage.

Monitoring

- 6.28 As stated in the pre-application response, HCC would not look to monitor the Travel Plan, however, we would welcome any comments on this document.

Appendix A

Moorhill, Moorhill Road, West End
Travel Plan

Paul Basham Associates Ltd
Report No 024.0050/TP/2





Red thick line denotes Care Home Site Boundary

Red dashed lines denote Trees to be removed

NOTES
Do not scale this drawing.
All dimensions are in millimetres unless stated otherwise.
This drawing is to be read in conjunction with all other relevant drawings and specifications.
The copyright of this drawing is vested in Harris Irwin Associates Ltd and must not be copied or reproduced without the written consent of a Director.

PROPOSED GROUND FFL + 81.35

HARD SURFACES KEY

- HEDGE
- PLANTING
- GRASS
- GROUNDCOVER PLANTING
- PATH/ PAVING
- ROAD
- PARKING
- EXISTING TREES ON SITE
- NEW TREES

BOUNDARY TREATMENT KEY

- Blue lines denote 1800mm high closed boarded fence with matching gates
- Green lines denote 1200mm high railing fence to frontage
- Orange lines denote protection fencing for residents around Infiltration basins

P11	03.10.22	Landscape & Alteration layout updated	M.E.G.	B.G.
P10	27.08.22	Extended Topography overlay	M.E.G.	B.G.
P9	14.08.22	Landscape updated	M.E.G.	B.G.
P8	02.08.22	Site layout amended to reflect Jubb info	B.G.	
P7	12.08.22	GF Layout updated Landscape design refined	M.E.G.	B.G.
P6	18.07.22	Bin cycle ways and substation added. Add the details to north wall	M.E.G.	B.G.
P5	13.07.22	GF Final layout added	M.E.G.	B.G.
P4	07.07.22	Site plan for comment	M.E.G.	B.G.
P3	29.06.22	Site plan as submitted for Second Draft	M.E.G.	B.G.
P2	01.06.22	Site plan as submitted for First Draft	M.E.G.	B.G.
P1	29.04.22	Site plan as submitted for pre-app	M.E.G.	B.G.
Rev	Date	Description	Drawn By	Checked By

HARRIS IRWIN
architects

Aske Stables, Aske, Richmond, North Yorkshire, DL10 5HG
t: 01748 825675
e: enquiries@harrisirwin.com
w: www.harrisirwin.com

Project:
Proposed 70 Bed Care Home
Moorhill Road, West End
Southampton

Client:
Highwood

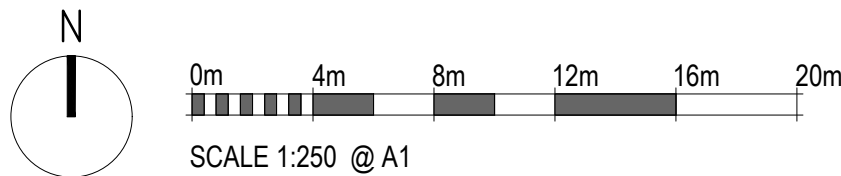
Drawing Title:
Proposed Site Plan

For Planning Submission

Site Plan Number: 3127
Scale: 1:250
Authority: DO

Project: 3127 - HSA - XX - ZZ - DR - A - 0101

1 0101 Proposed Site Plan
1 : 250



Appendix B

Moorhill, Moorhill Road, West End
Travel Plan

Paul Basham Associates Ltd
Report No 024.0050/TP/2



**WP703EW - Method of
travel to work (2001
specification)
(Workplace population)**

ONS Crown Copyright Reserved [from Nomis on 22 June 2022]

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	2011 super output areas - middle layer
area name	E02004720 : Eastleigh 009

Method of travel to work	2011	% Minus WFH
All categories: Method of travel	4,093	3,537
Work mainly at or from home	556	
Underground, metro, light rail or Train	2	0.1
Bus, minibus or coach	44	1.2
Taxi	140	4.0
Motorcycle, scooter or moped	12	0.3
Driving a car or van	39	1.1
Passenger in a car or van	2,732	77.2
Bicycle	217	6.1
On foot	78	2.2
Other method of travel to work	259	7.3
	14	0.4

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C

Moorhill, Moorhill Road, West End
Travel Plan

Paul Basham Associates Ltd
Report No 024.0050/TP/2



XXX Travel Survey

Thank you for taking the time to complete this travel survey. This will help us help you and your local travel. Please complete all sections!
Don't forget to fill out your details at the end!
You can send your completed survey to:



- ☐ Email: travelplan@paulbashamassociates.com
- ☐ Or you can fill this out via **Survey Monkey** on...
- ☐ Hand to the House Director

Welcome to XXX! This survey will help us (your travel plan coordinators) understand a little more about your travel choices and your local travel. Please return the survey to us via email or fill it out online using the survey monkey link above. Please answer ALL questions, and fill out your details on the back page.

SECTION A: YOUR JOURNEYS

1. Please tell us if you work full time or part time:

- ☐ Full time
- ☐ Part time

2. For the past 5 days please indicate (with a tick) how you travelled to work:

	Day 1	Day 2	Day 3	Day 4	Day 5
Bus					
Cycle					
Car Alone					
Car Share (passenger/ driver)					
Motorcycle/scooter					
Train					
Walk					

3. Please tell us why you chose to travel by your primary method of travel (most common method over 5 day period) (please tick all that are relevant)

- ☐ Journey time
- ☐ Reliability/ quicker than alternatives
- ☐ Health reason
- ☐ Cost
- ☐ Comfort/personal safety
- ☐ Environmentally friendly
- ☐ Other _____

4. Please paint a picture of your journey to work.

Start Postcode: _____
Time I leave start postcode: _____
Time I arrive at work: _____
Time I leave work: _____

5. Please indicate how frequently you use an alternative form of travel to commute to work.

	Always	Sometimes	Rarely	Never
Bus				
Cycle				
Car Alone				
Car Share (passenger/ driver)				
Motorcycle/scooter				
Train				
Walk				

SECTION B: TRAVEL CHOICES

6. If you travel by car, why do you travel by car?
(Please tick all that are relevant)

- ☐ Car essential to perform job
- ☐ Reliability/Quicker than alternatives
- ☐ Health reason
- ☐ Lack of alternative/Costs
- ☐ Comfort/Personal safety
- ☐ Things to do on way home
- ☐ Other please specify _____

7. Which of the following would most encourage you to cycle (or cycle more if you already do so)? (Please specify up to 3)

- ☐ Better cycle storage
- ☐ Cycle training/safety courses
- ☐ More information on cycle routes
- ☐ Better cycle equipment/maintenance
- ☐ Nothing would encourage me to cycle more
- ☐ Other (please specify) _____

8. Which of the following would encourage you to travel by bus or train (or more if you do this already)? (Please specify up to 3)

- ☐ More direct routes
- ☐ More frequent/reliable services
- ☐ Better facilities at stops/station
- ☐ Increased safety measures
- ☐ Better connection from home to the station/bus stop
- ☐ Nothing would encourage me to use the bus/train more
- ☐ Other (please specify)

9. Which of the following would most encourage you to car share (or more if you already do so)? (Please specify up to 3)

- ☐ Car share scheme at work
- ☐ If I knew people to car share with
- ☐ More similar journeys
- ☐ If it did not affect my daily routine (e.g. when to leave)
- ☐ Nothing
- ☐ Other (please specify)

SECTION C: TRAVEL INCENTIVES

10. Does your employer offer a salary sacrifice scheme? (i.e Cycle to Work Scheme)

- ☐ Yes
- ☐ No
- ☐ Unsure

11. What would be your preferred salary sacrifice scheme?

- ☐ Cycle to Work
- ☐ Train discount scheme
- ☐ Bus discount scheme
- ☐ Other _____

If you wish to discuss any part of this survey further please do not hesitate to contact us at: Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU

Tel: 01489 668134

Email: travelplan@paulbashamassociates.com

Thank you for your time, and we look forward to hearing from you!

Thank you