

Travel Plan Statement

4, Oakwood Road, Hiltingbury, Chandler's Ford, Hampshire, SO53 1LX

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1. Introduction

This Travel Plan has been prepared in support of a supported living development 4, Oakwood Road, Hiltingbury, Chandler's Ford, Hampshire, SO53 1LX

The document should be read alongside the submitted Operator Management Plan (OMP), which sets out the operational, staffing, and governance framework for the service.

The purpose of this Travel Plan is to:

- Demonstrate the anticipated travel characteristics of the development
- Set out measures to promote sustainable transport
- Confirm how travel demand will be actively managed in line with the operational model

The approach reflects the structured and regulated nature of residential care and should not be directly compared with traditional residential (Use Class C3) development.

2. Development and Operational Context

The proposed development comprises:

- Change of use / conversion of existing dwelling and associated garage to provide residential accommodation for up to six adults with learning disabilities and support needs, together with associated communal facilities, staff room/office and parking (Use Class C2).

As set out within the OMP:

- Residents hold tenancies and live on a long-term basis
- Care and support are structured, person-led, and delivered in a managed environment
- Staffing levels are determined through assessed need, typically 1:1 support

Due to the nature of the home:

- Residents do not travel independently
- Daily routines are structured and community-based
- Travel demand is inherently low and controlled

3. Location and Accessibility

The site is located within an established residential area with access to local services and public transport.

- Bus stop located approximately 72m from the site
- Rail station located approximately 1.5km from the site

Local amenities are accessible on foot:

- Supermarket - 945m
- GP surgery - 994m
- Town centre within approximately 10 minutes

This aligns with Liaise's site selection approach, which prioritises:

- Access to community facilities
- Walkable environments
- Integration within established residential areas

4. Travel Characteristics

▪ Staff Travel

The home operates a 24-hour staffing model tailored to the needs of the individuals supported.

Typical staffing profile:

- Waking Night (22:00 - 07:00): 2 staff
- Day (07:00 - 14:00): 6 staff
- Afternoon (14:00 - 20:00): 6 staff

Shift management is a key operational control:

- Staff departures and arrivals are staggered
- Outgoing staff leave prior to incoming staff arriving
- This prevents any overlap and avoids peak demand

Mode share assumptions:

- Approximately 70% of staff travel by private car
- Approximately 30% use sustainable modes (walking, cycling, public transport)

This reflects both the location and the nature of shift-based care roles.

In addition, the above mode share assumptions are supported by publicly available census data. Analysis of 2011 Census journey-to-work data for the Hampshire area (which includes the application site) indicates that:

- Approximately 75% of people travel to work by private car;
- Approximately 11% travel by walking or cycling; and
- Approximately 10% use public transport.

It is acknowledged that 2011 Census journey-to-work data for the surrounding area indicates a relatively high reliance on private car travel, with a mode share of approximately 75%. This reflects the wider suburban characteristics of Chandler's Ford, where car use is typically higher than more urban locations. However, it is important to note that this represents a baseline derived from general commuting patterns and does not necessarily reflect the specific travel behaviour associated with the proposed use.

The nature of Liaise developments typically results in more localised staffing, with employees often drawn from the surrounding area, thereby reducing the need for longer-distance car-based commuting. Furthermore, the scheme will incorporate

measures to promote sustainable travel, including the provision of secure cycle parking and a commitment by Liaise management to actively advertise and communicate how travel to work can be facilitated by sustainable modes of travel. As such, it is anticipated that the development will not give rise to travel patterns materially different from, and potentially more sustainable than, the prevailing baseline.

Notwithstanding the prudent assumptions made within this travel plan, the site benefits from good accessibility to local services and public transport. As detailed within Section 6 of this Travel Plan, measures are proposed to encourage the use of sustainable travel for staff with the aim of reducing the proportion of travel undertaken by private car. Therefore, as this Travel Plan is implemented, it is expected that the proportion of travel by private car forecast with reference to Census data will decrease, while use of other sustainable modes will increase.

The use of 2011 Census data is considered appropriate in this context, as more recent datasets (2021 Census) reflect atypical travel behaviour influenced by COVID-19, including elevated levels of home working, and are therefore less representative of typical operational patterns for shift-based care roles.

▪ **Resident Travel**

In line with the OMP:

- Residents are supported to live ordinary lives within the community
- Travel is planned, supported, and risk-assessed

Residents:

- Do not travel independently
- Primarily access the community via walking or supported transport

As a result:

- Resident do not drive
- There is no peak-hour travel demand associated with residents

▪ **Visitors and Professional Attendance**

As set out within the OMP:

- Family visits are typically low in frequency

- Many individuals supported (particularly those with autism) have structured and limited visitor arrangements

In addition:

- Healthcare and social care professionals rarely attend the home, as individuals are supported to access services within the community
- Deliveries are domestic in nature and low in frequency

Trips are therefore:

- Spread throughout the day
- Not concentrated in peak periods

5. Parking Provision and Management

The development provides:

- 5 on-site parking spaces
- A layout with appropriate aisle widths and safe manoeuvring capability as per the Transport Statement.

Parking provision is directly aligned with operational demand:

- Maximum staff on site at any one time: 5
- No overlap between shifts ensures no accumulation of vehicles
- Parking demand is controlled through rota management, as described in the OMP

In addition:

- Availability of additional parking at Croye Close outside of restricted hours
- This provides additional flexibility for occasional visitor use or overspill

This approach reflects a managed and proportionate parking strategy

6. Travel Plan Measures

The following measures will be implemented in line with Liaise's operational approach and governance framework:

- **Staff Measures**
 - Encouragement of car sharing between staff where practicable
 - Provision of on-site secure cycle storage paired with a cycle to work scheme available to all staff
 - Travel information provided to staff during induction, including local bus routes, walking routes, and nearby services
 - Recruitment focused on local catchment areas to reduce travel distances
 - Shift planning designed to minimise unnecessary travel and avoid overlap
- **Operational Measures**
 - Rotas structured around the needs of the home while managing arrival and departure times
 - Parking actively managed through rota coordination
 - Use of shared or pool vehicles where appropriate to the operation of the home
- **Resident Measures**
 - Support for residents to access local amenities on foot where appropriate
 - Use of community-based transport solutions
 - Structured activity planning aligned with individual needs
- **Visitor Measures**
 - Visitors encouraged to attend at appropriate times in line with the home environment
 - Clear communication of sustainable travel options

These measures are consistent with the person-led, community-integrated approach described within the OMP.

7. Monitoring and Review

In line with the governance and oversight arrangements set out within the OMP, travel patterns and parking demand will be actively monitored and reviewed on an ongoing basis.

Monitoring will be undertaken through a combination of:

- Periodic staff travel surveys (typically on an annual basis), capturing mode of travel, journey distances and opportunities to shift towards more sustainable modes
- Staff engagement processes, including discussions during appraisals and team meetings, to understand travel behaviours and identify opportunities for change
- Operational oversight by the Registered Manager, including informal monitoring of parking demand, vehicle usage and shift patterns
- Review of any parking or neighbour-related feedback, where relevant.

The primary focus of monitoring will be on staff travel, as this represents the main source of regular trips to and from the site.

The overarching objective is to encourage a reduction in reliance on private car use where practicable, particularly for staff living within the local catchment area who may be able to access the site via walking, cycling or public transport.

While no fixed numerical targets are proposed, a review of local Census data provides an indicative understand of baseline modal splits for staff working within proximity of the site. 2011 Census data has been utilised, as opposed to 2021 data, as the impacts of Covid-19 lock down restriction have resulted in unrealistic employment travel patterns due to increased home/isolated working.

Full outputs of this assessment identify that 73% of people who work in the area travel by car, 11% walk, and 6% utilise public transport. Only 3% cycle and so this presents an opportunity to promote travel by bicycle for future staff.

A review of actual staff travel habits will take place following occupation of the proposed development, with the Census data outputs acting as an initial guide for travel expectations within the context of the site location.

Travel plan measures will be reviewed periodically and adjusted where appropriate to support the Travel Plan objective, ensuring that the approach remains proportionate to the operational needs of the development.

Responsibility for monitoring and implementation will sit with the Registered Manager, supported by the wider Operations Team.

8. Conclusion

This Travel Plan demonstrates that the proposed development:

- Operates within a structured and managed environment
- Generates low and predictable travel demand
- Avoids peak-time impacts through staggered staffing
- Promotes sustainable travel through proportionate and deliverable measures

When read alongside the Operator Management Plan, it is clear that:

- The development is not directly comparable to standard residential uses
- Travel demand is intrinsically linked to care delivery and is actively managed