Application No: ENQ/2022/01619

ASHLEY GRANGE NURSING HOME, LODE HILL,
DOWNTON, SALISBURY

TRAVEL PLAN

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STAFF TRAVEL PLAN

Revision	Date	Notes	Author	Checked	Approved
	Dec2023	1st Issue	DJA	DTW	RW

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A Proposed Site Plan

1.0 INTRODUCTION

1.1 BACKGROUND

1.1.1 This Travel Plan (TP) has been produced for Ashley Grange Nursing home, lode Hill, Downton, Salisbury

1.1.2 This Travel Plan relates to staff and visitors only.

1.2 Background

1.2.1 This document provides a TP aimed at facilitating and encouraging sustainable travel behaviour, so that single occupancy car use can bereduced.

1.2.2 The actual details of the TP cannot be finalised at this stage, as much will depend on the initial travel choices made by the users (staff and visitors) of the site. Therefore, as recommended by the Department for Transport best practice guidance in 'Using the Planning Process to Secure Travel Plans' an initial TP has been developed.

1.2.3 This document will identify tasks and measures that will need to be implemented prior to the opening of the extended facility and outlines the types of measures that could be used as the TP is developed and implemented.

1.2.4 In developing this TP, the following documents have informed the process;

- National Planning Policy Framework (NPPF);
- Department for Transport: The Future of Transport -White Paper 2004;
- Department for Transport: Smarter Choices – Changing the Way We Travel;
- Department for Transport: The Essential Guide to Travel Planning; and
- Local policy guidance

1.3 Objectives and Scope of the Travel Plan

1.3.1 The main objective of the proposed TP is to consider positive ways and methods by which the impact of the users of the site and the associated vehicular movements can be minimised and the accessibility improved through the implementation of the TP measures.

1.3.2 The structure of the remainder of the travel Plan is summarised below:

- Existing Conditions in the vicinity of the development and development proposals;
- Travel Plan Approach;
- Objectives and Benefits;
- Measures, Actions and Targets; and
- Monitoring Strategy

2.0 YOUR PLACE OF WORK AND TRAVEL OPTIONS

2.1 Introduction

2.1.1 This section provides a context for the TP and sets the scene in terms of:

- Development proposals;
- The location of the site;
- Public transport provision currently to the site;
- Current cycle facilities;
- What a Travel Plan is; and
- How this will benefit staff and visitors.

2.2 Development Proposal

2.2.1 The application site comprises:

- New 32 bedroom care home together with ancillary accommodation.
- Additional 16 car parking spaces
- Additional 10 secure and covered staff cycle parking spaces and one covered visitor space
- Site wide Travel Plan
- New Bin Store adjacent to the new build service via existing servicing access and egress arrangements
- No change in site access
- Very few residents own cars
- The previous permission also included the dedication of some land for the provision of a new bus stop and shelter, the latter of which, funding was provided to this Authority for its provision, following the material start to the development in circa 2010. Despite this, the development was never completed and the bus stop and shelter never installed. The developer will therefore dedicate the same area of land towards the provision of this bus stop.

2.2.2 Full architects' plans are attached as **Appendix A.**

Current and Proposed Operation

2.2.3 In terms of existing and proposed operation the client has advised:

Existing Staff Travel Patterns

Hours worked	number of staff	Number of cars on site
Day	40	16
Night	11	9

- Maximum number of visitor cars on site at any one time 2
- Current numbers of delivers/service vehicles per day 2

Future Travel Patterns For new build ONLY

Hours worked	number of staff	Number of cars on site
Day	19	9
Night	5	4

- Maximum number of additional visitor cars on site at any one time 2.
- Expected additional service vehicles per day 1.

Parking

2.2.4 In terms of car parking, consistent with planning guidance the development proposes - one space per 2 F/T duty staff = 19/2 = 10 and for visitors - one space per 6 bed spaces = 32/6 = 5, giving a maximum provision of 15 against a proposed provision of 16.

2.2.5 Cycle parking will be provided to the Council's standards in secure, covered, and lockable facilities at – 1 covered cycle space per 12 employees. + 1 visitor space per 20 beds. + mobility scooter spaces on merit. In this regard with a maximum for 63 staff on site and 87 beds this equates to 10 spaces.

Location

2.2.6 The Site is located at Ashley Grange Nursing Home, Lode Hill, Downton, Salisbury, SP5 3PP.

2.2.7 Local to the site Lode Hill is subject to a 40mph speed limit, is approximately 7.5m wide.

2.2.8 Lode Hill as a rural road is not lit and has no footways.

2.2.9 The applications strategic site Location is shown in **Figure 2.1** with the local context shown in **Figure 2.2**. Plate A shows the existing site access.

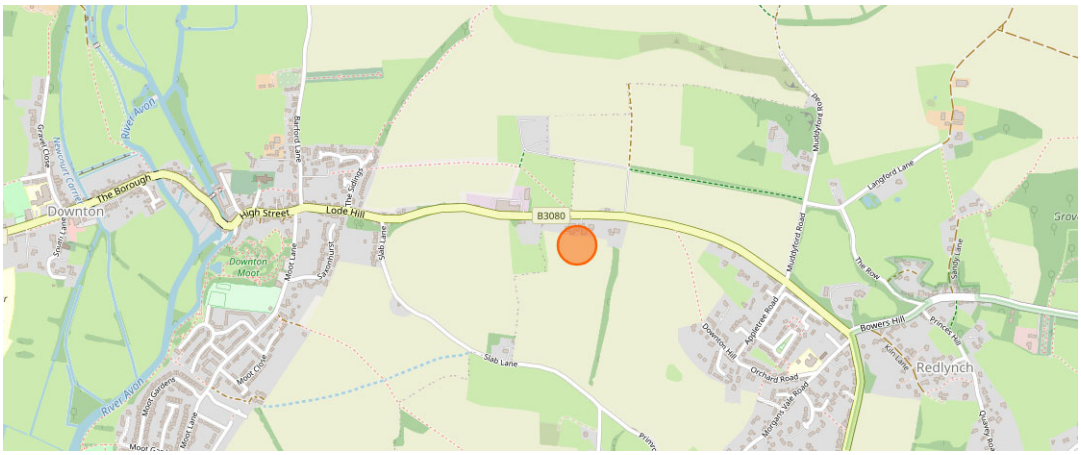

Figure 2.1 – Strategic Site Location Plan

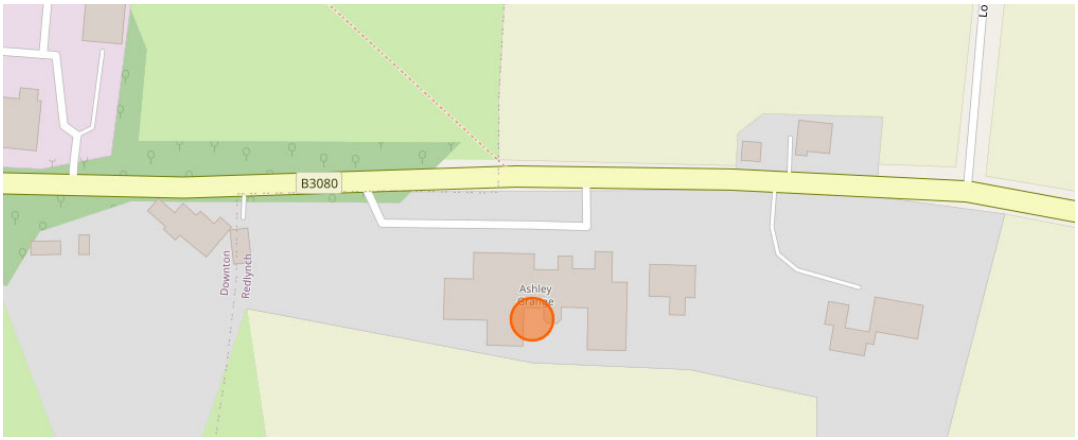

Figure 2.2 – Local Site Location Plan



Plate A – Existing Site Access

Public Transport

2.2.10 As shown below in **Figure 2.3**, bus route passes the site with a stop on the northern flank of Lode Hill immediately opposite the site..

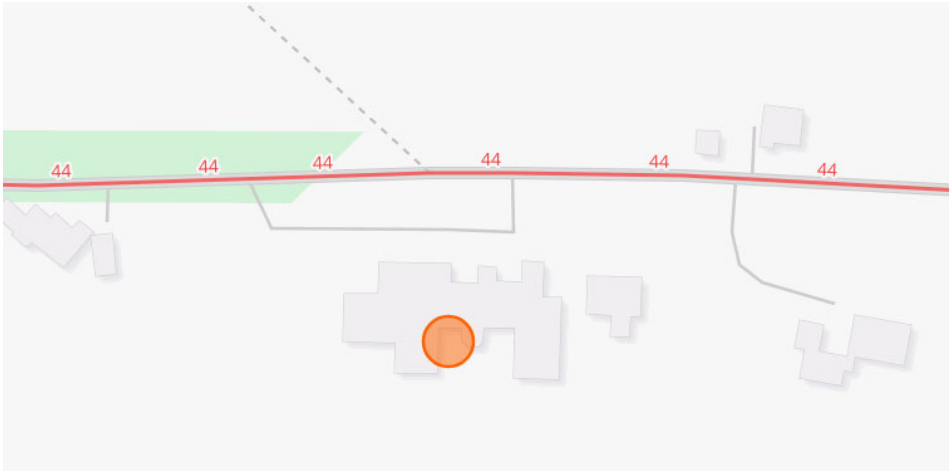

Figure 2.3 – Local Site Location Plan - Bus

3.0 AIMS, OBJECTIVES AND OUTCOMES

3.1.1 The objectives of this Staff Travel Plan is to achieve the following 'outcomes':

- Minimise single occupancy car travel to and from the development
- Manage the demand for travel to the site
- Improve the availability and choice of travel mode to the site
- Improve the safety and security of people who travel to the site
- Promote the increased use of cycling, walking and public transport and therefore healthier living
- Promote integration between different transport modes
- Make positive changes to attitudes in relation to the use of alternative transport modes
- Improve accessibility for non-car users and the disabled
- Identify which measures are needed to maximise the use of non-car travel
- Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change
- Identify ways of reducing the need to travel to and from the development
- To reduce the number of freight movements or delivery vehicles travelling to and from the site

3.1.2 The core aim of this Travel Plan is to reduce single occupancy vehicle trips to and from the site, through increased use of public transport, walking and cycling.

3.1.3 Site specific outcomes as they relate to the operation of the development are:

- Minimise parking congestion on surrounding streets
- Minimise impact on traffic congestion and air quality
- Address via specified measures barriers to sustainable travel

3.1.4 Based on the above, the developer is committed to achieving the specified outcomes linked to targets and agrees to a review and monitoring process as set out later in this plan.

4.0 MANAGEMENT AND DELIVERY STRUCTURE

4.1 MANAGEMENT

4.1.1 The successful impact of the Travel Plan will be dependent upon buy-in from occupants of the development, and the processes put in place to support, implement and develop the measures outlined.

4.1.2 The reader should note that Entran Ltd will be appointed as the Travel Plan Co-ordinator, Entran Contact details:

Name	Rob Williams
Company	Entran Ltd
Address	2nd and 3rd Floors, Northgate House, Upper Borough Walls, Bath, BA1 1RG
Telephone	0117 9374077
Email	robwilliams@entranltd.co.uk

4.1.3 Entran will, on all matters, liaise with the homes manager, who will ensure that internally all measures are implemented. If any internal matters arise with the Travel Plan, the communication process will be reversed.

4.1.4 In summary the Travel Plan Co-ordinator role will include the following:

- Implementation of the Travel Plan
- Management of the Travel Plan
- Conducting travel surveys
- Distribution and promotion of the 'Sustainable Travel Pack' to employees
- Liaison with employees
- Liaison with the Travel Plan working group Travel Plan officer at the Local Planning / Highway Authority

4.2 MARKETING AND COMMUNICATION STRATEGY

4.2.1 The Marketing and Communication Strategy that will ensure that site occupants are fully engaged in the Travel Plan. Initiatives will include:

- Personalised Travel Planning contact.

5.0 MEASURES AND INITIATIVES

5.1.1 This section of the Travel Plan describes the measures that are proposed in order for the Travel Plan to meet the Aims, Objectives and Targets detailed in the TP.

5.1.2 All Travel Plans should include a consideration of the following measures, appropriate and proportional to the size and impact of the proposed development, with those selected determined by the specific locality and nature of the site.

1. Marketing the Travel Plan
2. Minimise single occupancy car travel
    a. Car Share
    b. Car parking management strategy
3. Promotion of public transport use
4. Promotion of cycling
5. Promotion of walking
6. Servicing arrangements, where relevant
7. Fleet Management, where appropriate

5.1.3 These measures are linked back to the stated Objectives and address site-specific transport issues, with the aim of improving accessibility and offering viable sustainable travel choices.

5.1.4 The reader should be aware of the following initiatives to be implemented by the home's manager along with other potential measures that might prove effective should surveys consider them to be worth implementing.

<u>Current Measures</u>

i. Travel plan co-ordinator
ii. Travel Plan included as part of induction process
iii. Surveys
iv. Marketing to employees
v. Electric car charging spaces
vi. Covered and secure cycle parking
vii. Notice Board in staff room displaying bus timetables etc
viii. Implement the Government backed cycle purchase scheme
ix. Lockers
x. On-going marketing of the travel plan to staff

<u>Potential Initiatives – to be considered as part of ongoing surveys</u>

1. Introduce car share spaces
2. More cycle parking
3. Cycle charging spaces

6.0 ACTION PLAN AND BUDGET

6.1.1 This section draws together the proposed measures, monitoring and review proposals into a costed Action Plan that identifies who will be responsible for the delivery of each element. T

6.1.2 This Action Plan will be updated to reflect the outcome of each survey as to take into account any changes necessary in the measures proposed, in order to meet the targets earlier. The outcome of the monitoring and review process and any impact on this Action Plan will need to be agreed with WC.

6.1.3 As The minimum overall budget allocated to be spent during the 5-year life of the Travel Plan on measures, including implementation, direct incentives, monitoring and promotion of the Travel Plan has not yet been fully quantified. However, following the first survey this table will be re-visited. Nevertheless, the role of the TCP will be covered from day one.

6.1.4 The following table will be completed once the final TP has been developed.

Measure	Delivery profile					Delivery Agent	Monitoring Indicator	Notes
	Year 1 2021/22	Year 2 2022/23	Year 3 2023/24	Year 4 2024/25	Year 5 2025/26			
Management and co-ordination								
Appoint TPC	£200	£500	£500	£500	£500			
Agree Implementation Plan	£1000							
Travel Plan launch	£1000	£	£	£	£			
	£	£	£	£	£			
Promotion and marketing								
Travel Information Pack - design and print TP - distribute	£500	£500	£500	£500	£500			
Public transport								
	£	£	£	£	£			
Cycling								
	£	£	£	£	£			
Walking								
	£	£	£	£	£			
Other measures								
	£	£	£	£	£			
Monitoring and review								
Baseline survey	£500							
Biennial survey			£500		£500			
Monitoring and review		£500		£500				
Final Report					£500			

Action Plan

7.0 TARGETS, MONITORING AND REVIEW

7.1 TARGETS

7.1.1 The final TP will identify 'outcome' targets, with deadlines by when these will be achieved. Targets agreed with WC will be SMART and capable of demonstrating that implementation of the proposed measures will deliver the intended outcomes and objectives.

7.1.2 Targets will correspond to the best estimate of the maximum number of trips that can be made by non-car modes which in turn be translated into the maximum allowable number of vehicle trips to be generated by the development per day, rather than in terms of a reduction in car use from a hypothetical baseline.

7.1.3 Future targets will be developed based on a revised Section 7.2 after baseline surveys.

7.2 BASELINE TRAVEL DATA

7.2.1 Baseline travel data including mode share, postcode plots etc, will be attached to the TP once collected.

7.2.3 It should be noted that the following table provides percentage splits and is based on up to 40 staff and reflects the output from recent surveys at other sites (Cirencester, Gloucester, and two sites in Swindon). Future targets and reviews have to be carefully considered against the limited staff numbers to ensure unrealistic aspirations do not unnecessarily burden the TP initiatives.

Mode of Travel	**Expected Initial Modal Split**	**2 year Modal Split Target**	**5 Year Modal Split Target**
Car Driver	**83%**	**75%**	**68%**
Car Passenger	**10%**	**12%**	**14%**
Walk	**3%**	**5%**	**6%**
Cycle	**2%**	**5%**	**6%**
Bus	**2%**	**3%**	**5%**
Motorcycle	**0%**	**0%**	**1%**

7.3 MONITORING

7.3.1 Travel Plans are 'active' documents that must be reviewed on a regular basis so as to demonstrate that the measures implemented have, over time, met the agreed targets.

7.3.2 It is the responsibility of the Site Wide TPC to ensure that monitoring takes place and that the outputs are reported to WC. A monitoring report is to be submitted biennially over a 5-year period (i.e. years 1, 3 and 5) to the Council. Baseline monitoring to be undertaken 3 months post opening.

7.3.3 The reader should be aware that at these intervals they will be asked to complete a questionnaire and that it is important that this questionnaire is completed such that the effectiveness of this document can be reviewed.

7.3.4 Monitoring will be undertaken over a 5-year period, the scope and the data to be collected and reported on, measured against the baseline data and agreed targets will be agreed with WC via the site wide TPC. The final TP will consider the following:

- Frequency of monitoring

- Description of how surveys will be undertaken including duration of surveys
- Define who will be responsible for the survey work
- Employee surveys and the survey return rate
- Any proposed use of the TravelWest Travel to Work survey
- Any other monitoring activity, e.g. car parking/cycle usage, take-up of incentives

7.3.5 The survey template will be agreed with WC.

7.4 REVIEW

7.4.1 This section will be finalised in conjunction with WC.

7.5 NON-COMPLIANCE

7.1.5 In the event that travel plan targets are not achieved and the initiatives stated seem to be ineffective, discussions will be held with the Council to consider other options.

Travel Plan APPENDIX A



©Copyright
Prior to commencement of works on the site, the contractor should check all dimensions on the drawings and check against actual site dimensions, and report and discrepancies immediately to the Architect.

Written dimensions are to take precedence over scaled dimensions.

0 1 3 5 10 20

1:500 @ A3

Rev	Date	By	Description
03	2023.08.25	RM	Revisions to landscaping, existing ramp updated, existing pumping station indicated, sprinkler tank size increased to include access zones
02	2022.11.10	TH	Updated tree positions
01	2022.10.03	TH	First Issue for pre-application

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Job
Ashley Grange

Client
Hartford Care

Drawing Title
Proposed Site Plan - Lower Ground Floor Plan

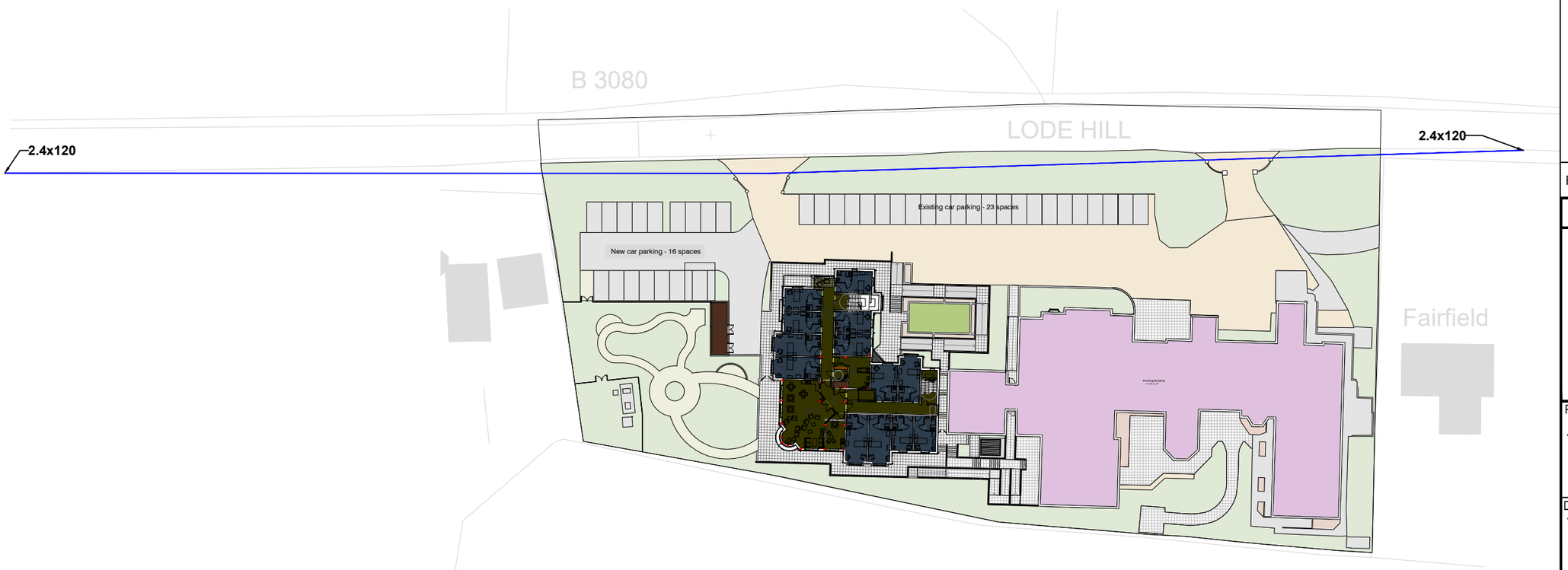
Drawing Number

Project	Number	Revision
2255	1001	03

Purpose of Issue	Scale
Work in Progress	1:500

Drawn	Checked	Issue Date YMD	Size
RM/TH	SD	2022.10.03	A3

NOMA Project No	Owner	Zone	Level	Type	Role	Status
2255	Noma	00	00	00	A	00



REV	DATE	REVISION DETAILS	BY
A	10/23	Change to Base Plan	RG

entran
environmental & transportation

2nd & 3rd Floors | Northgate House | Upper Borough Walls | **Bath** | BA1 1RG
TELEPHONE : 0117 937 4077

PROJECT TITLE
Ashley Grange Care Home
Lodge Hill, Downton, Salisbury

DRAWING TITLE
Visibility Splay for 40mph

CLIENT / ARCHITECT

STATUS
PRELIMINARY

SCALE		DRAWN
1:750	AT A3	RG
CHECKED		APPROVED
RW		RW

DRG SIZE	DATE	DRAWING NUMBER	REV
A3	Oct 23	SK01	A