MOUNT HERMON CARE HOME

Replacement Care Facilities

Travel Plan

Project Number: 2005-01

Report Number: 2005-01/TP/01B

Date: January 2024

DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

Project Title:	Replacement Care Facilities, Mount Hermon, Brighton Road, Lancing		
Project No.:	2005-01	**Report No.:**	TP01
Client:	Vesta Care Homes Ltd		

-	Prepared By:
Name:	AT
Signature	
Date	January 2024

Document Review

Revision	Date	Description	Checked By
B	Jan 24	BREEAM info added	AT

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1 INTRODUCTION

Background

1.1 This Travel Plan has been prepared by Transport Planning & Highways Ltd in respect of a proposed replacement care home situated at Mount Hermon Care Home, Brighton Road, Lancing. This development will consist of the demolition and rebuild of the existing 30 bed care facility to provide an enhanced and increased provision of 66 beds

1.2 This report sets out a 'tool-kit' of initiatives and measures to be provided prior to development occupation, in order to influence primarily staff and visitor travel behaviour at the outset, minimise single occupancy car journeys and encourage use of sustainable modes of travel where possible. It also suggests other measures that could subsequently be introduced should the tool-kit be found to be impractical or ineffective.

1.3 The Travel Plan primarily concentrates on the staff, although the same initiatives, measures, marketing and monitoring principles can be attributed to visitors.

1.4 This Travel Plan provides the foundation for a dynamic process that will evolve over time in accordance with the changing circumstances of the development and its environment. As such, it is not a one-off process, but the beginning of a managed approach, which takes the responsibility for travel and its impacts through time.

1.5 This Travel Plan considers the following documents, as appropriate:

(i) The Essential Guide to Travel Planning, Published by the DfT (March 2008);

(ii) Using the Planning Process to secure Travel Plans – Best Practice Guide, published by the DfT (2005);

(iii) Good Practice Guidelines: Delivering Travel Plans Through Planning Process, published by DfT (2009);

(iv) Travel Plan Resource Pack for Employers, Published by the DfT;

(v) Making residential travel plans work: guidelines for new development, Published by the DfT;

1.6 The primary goals of this Travel Plan are to minimise car trips and to encourage sustainable forms of travel. This document sets out the following specific issues:

(i) the requirements for a Travel Plan Co-ordinator;

(ii) the initiatives and measures to minimise single occupancy car trips and to promote non-car modes of travel; and

(iii) the requirements for setting, monitoring and reviewing targets.

2 OBJECTIVES

Focus of the Travel Plan

2.1 This Travel Plan is focused on staff as there is a far greater success rate with this target group and therefore the majority of the measures proposed are intended to encourage staff to reduce their reliance on private car travel.

2.2 The care home residents are expected to remain on-site the majority of the time, but it is recognised that there is the potential to influence visitor travel behaviour to a degree. The measures aimed at visitors are directed towards increasing awareness of alternatives to private car. The same principles can be applied to the retail element of the development.

Objectives

2.3 There are a number of objectives that the implementation of the Travel Plan is intended to help fulfil including:

(i) To influence travel behaviour reducing single occupancy car trips;

(ii) A reduction in overall vehicle mileage;

(iii) Reducing the need for travel in terms of length and duration;

(iv) To help improve the health of staff and visitors by encouraging the use of healthier forms of travel;

(v) To help improve the quality of life for staff and visitors by reducing stress and costs associated with travel;

(vi) Improving local air quality with less vehicular noise, dirt and fumes, which can contribute to other national and global improvements

(i) To provide consistency with Government Policy on integrated transport;

3 EXISTING SUSTAINABLE TRANSPORT FACILITIES

Site Location and Description

3.1 The site is set on an irregular parcel of land over 0.637 acres, located directly off Brighton Road, South Lancing. The site encompasses the existing care home which will be demolished as well as an adjacent residential property. The site is bound to the south by Brighton Road and to all other aspects by residential property.

Pedestrian infrastructure

3.2 Within the vicinity of the site Brighton Road benefits from footway provision on either side of the carriageway varying between 1.5m and 2.0m in width.

3.3 Directly adjacent to the site is a controlled pedestrian crossing allows pedestrians safe access to the seafront which lies a short distance away. The crossing benefits from tactile paving, dropped kerbs and on-crossing detection.

3.4 The crossing provides facilities for the disabled with the provision of dropped kerbs that are flush to the carriageway surface allowing any staff or visitor in a wheelchair, mobility scooter or wheeled walking frame access from one side of the footway to the other.

3.5 The crossing also benefits from ‘L’ shaped red tactile paving which indicates to partially sighted pedestrians that a controlled crossing is provided and that the push button is located on the right-hand side of the crossing along the stem of the ‘L’ This is a UK standard at all controlled crossings.

3.6 The crossing provides audible devices that are sounded when the green man is illuminated informing pedestrians that it is safe to cross.

3.7 In addition, on crossing pedestrian detectors extend the crossing time for elderly or slower pedestrians with mobility issues.

3.8 Dropped kerbs are also provided at the adjacent roundabout to assist staff and visitors that use wheelchairs, mobility scooters or wheeled walking frames.

3.9 The seafront benefits from an off-road footpath / cycle path heading east along the beach front to West Beach Road.

3.10 Footways close to the site continue on both sides of the carriageway heading west to Worthing and east to South Lancing. Immediately east of the site, Brighton Road connects with South Street which also provides footways either side of the carriageway.

3.11 From South Street a multitude of adjoining streets are accessible by foot allowing access to numerous residential dwellings and local amenities.

3.12 A significant number of residential streets within Lancing are within a 15 minute walk of the site based on an average walk speed of 4.8 km/hr (400m per 5 minutes), as per the guidance contained within 'Providing for Journeys on foot'.

3.13 As would be expected within an urbanised densely populated area, footway connectivity is excellent allowing both staff and visitors ample opportunity to travel to the site by foot.

Cycle infrastructure

3.14 National Cycle Network Route 2 runs along the aforementioned coastal path just south of the site. Route 2 is a long-distance cycle route which, when complete, will link Dover in Kent with St. Austell in Cornwall via the south coast of England. The route is currently 361 miles long.

3.15 Locally, the cycle route provides access to Worthing, Shoreham by Sea, Kingston by Sea, Southwick and Brighton. At Brighton the route links with National cycle routes 82, 20 and 90 which head north and east respectively. An additional route 223 is formed at Old Shoreham which travels north to Guildford.

3.16 A large proportion of Lancing and Worthing residents are within 2000m of the site; a 10 minute cycle. This is considered to be within reasonable cycling distance for both visitors and staff.

3.17 As the majority of streets in South Lancing and surrounding areas are subject to a 30mph speed limit it is considered feasible for both staff and visitors to travel to the site by this means of transport.

Public Transport

3.18 The Institute of Highways and Transportation (IHT) publication 'Planning for Public Transport in Developments' recommend that new developments be located within 400m of operational bus stops.

3.19 The nearest bus stop for westbound passengers lies directly opposite the site and benefits from a shelter with seating, timetable information and layby. The eastbound stop is approximately 170m walking distance at Lancing Park made up of a flagpole with timetable information.

3.20 Bus services that serve these stops, together with their frequency are displayed in **Table 1**.

Table 1 **Bus Services Brighton Road, Lancing**

Service	Route Summary	Service provider	Approximate Frequency		
			Monday to Friday	Saturday	Sunday
106	Henfield-Steyning-Worthing Worthing-Henfield	Compass travel	10:29 Tues / Wed / Fri	No Service No service	No Service No service
700	Brighton-Worthing-Littlehampton	Stagecoach	04:52 every 8 to 10 mins approx. until 21.52	Same as Mon-Fri	06.48 every 30 mins until 21.52
740	Lancing-Steyning grammar school Steyning grammar school - Lancing	Compass travel	07.44 / 16:03	No service	No service

3.21 As can be seen from the information contained in the above table, the stops close to the site are served by frequent bus services every 30 minutes providing access to a number of primary destinations such as Worthing, East Preston, Hove and Brighton during weekdays and weekends.

3.22 Services also operate early in the morning and late at night allowing shift workers opportunity to travel via this mode.

Rail Facilities

3.23 Lancing railway station is located off South Street within 0.75km of the site, from which, a number of primary local (Southwick, West Worthing, Brighton) and National (Southampton, Portsmouth, London) destinations can be reached.

3.24 Bus stops are provided adjacent to the station allowing access to numerous services plus the station has cycle storage meaning that multi-modal travel is achievable.

4 DEVELOPMENT PROPOSAL

Proposed Development

4.1 The application proposes the demolition and rebuild of the existing Mount Hermon care facility to provide an enlarged residential home, with additional bedrooms and enhanced facilities for residents. The proposal will increase the existing 30 bed provision to 66 beds.

4.2 The new structure will be constructed at the front of the site largely in line with the existing facility. Residents gardens are primarily provided at the rear. The building will be set over 3 storeys plus basement with the main entrance facing Brighton Road.

4.3 The proposed layout will provide a total of 10 car parking spaces located at the front and side of the building including 2 disabled bays. An ambulance bay is provided at the rear of the site, accessed via an existing lane between the site and the adjacent property. The proposed masterplan is provided as **Appendix E.**

4.4 A schedule of accommodation is summarised in **Table 2.**

Table 2 **Accommodation Schedule**

Level	Accommodation	Internal Floor Area
Basement	Ancillary	650m2
Ground Floor	18 bedrooms and ancillary	1040m2
First Floor	25 bedrooms	900m2
Second Floor	23 bedrooms	850m2
Total	66 bedrooms	3440m2

4.5 It is anticipated that when fully occupied the facility could employ up to 40 members of staff split between full and part time roles. 6 to 10 members of staff will be employed on a full time basis working over 30 hours per week. The remainder of staff will work part time; between 10 and 30 hours per week.

4.6 Generally care staff will work the following shift patterns:

- 07:00 to 14:30
- 14:00 to 21:30
- 21:00 to 07:30

4.7 Domestic staff generally work 07:30 to 12:30 whilst kitchen staff operate a two-shift system 07:30 to 12:30 and 16:00 to 20:00. As would be expected the busiest period is during the day with up to 20 staff being present on site at any one time. Overnight it is expected that up to 6 staff will be on duty.

4.8 Staff will benefit from a changing room as well as their own shower/changing facilities, thus encouraging staff to commute by foot and cycle.

Cycle Parking

4.9 In order to encourage trips by this mode of transport we consider that the introduction of 3 cycle stands being capable of accommodating 6 cycles is appropriate.

4.10 The stands are located in a prominent location adjacent to the main entrance, will be covered, secure and well lit.

5 INITIATIVES, MEASURES, MARKETING & MONITORING

Background

5.1 The list of initiatives and measures summarised below are considered to be SMART (Specific, Measurable, Attainable, Realistic and Timebound) as they will be implemented at the outset, in order to maximise the opportunity to influence staff and visitor travel patterns. It is envisaged that employees will arrange their travel arrangements in accordance with the Travel Plan at the outset, thereby eliminating any potential resistance to adjusting established travel arrangements at a later date.

The Travel Plan Co-ordinator

5.2 The occupier will appoint a Travel Plan Co-ordinator (TPC) prior to occupation of the site and their full details will be provided to West Sussex County Council.

5.3 The occupier will personalise the 'tool-kit' of measures to optimise sustainability associated with its operation. It is envisaged that the role of the TPC will comprise, but not necessarily be limited to the following:

(i) to lead the strategy for meeting the Travel Plan's objectives;

(ii) undertake staff travel surveys;

(iii) monitor and review the modal share targets;

(iv) to design and implement effective marketing and awareness campaigns to promote the travel plan;

(v) set up and co-ordinate groups that can dictate or influence the strategies, as required;

(vi) obtain and maintain commitment from future employees and notify them of progress in meetings its objectives;

(vii) co-ordinate data collection to develop the Travel Plan; and

(viii) act as a point of contact for future employees requiring additional information and a point of contact for the local authority.

Measures and Initiatives

5.4 The list of suggested measures and initiatives set out in this section will be subject to the agreement of the TPC and West Sussex County Council.

5.5 Provision of facilities to reduce all types of trips:

(i) the appointment of a Travel Plan Co-ordinator to implement the Travel Plan. The Travel Plan Co-ordinator will be responsible for all aspects of the Travel Plan and will act as a point of contact for staff, visitors and residents as well as officers at West Sussex County Council; and

(ii) a travel information pack will be provided to each employee on induction containing walking, cycling and public transport information.

5.6 To encourage pedestrian and cycle travel:

(i) Provision of changing room and washing facilities;

(ii) Personal alarms will be provided for walkers that request one;

(iii) High visibility jackets will be provided to walkers and cyclists that request one; and

(iv) Provision of a cycle stand capable of accommodating 6 cycles to be sited in a prominent location; be covered if possible, secure and well lit.

5.7 To encourage public transport travel:

(i) Provision of travel notice boards within the development providing route information and bus service frequencies. The notice boards will be located in prominent location within the reception;

(ii) The Travel Plan Co-ordinator will ensure that the route and service frequency information is kept up to date; and

(iii) The Travel Plan Co-ordinator will investigate whether discounts can be organised for staff using local bus services.

5.8 To reduce car borne trips:

(i) Car sharing scheme will be operated and managed on-site by the Travel Plan Co-ordinator. The scheme will be widely advertised to staff;

(ii) Local car sharing scheme www.liftshare.com/ will also be advertised;

(iii) Incentives and benefits will be considered for employees car sharing;

(iv) The Travel Plan Co-ordinator will consider introducing some parking spaces specifically for car sharers; and

(v) A guaranteed ride home will be provided for car sharers, pedestrians and cyclists in an emergency;

5.9 Travel information for visitors will be provided on the care home website and in literature disseminated to friends and family when residents enter the facility. This will include information relating to public transport, walking and cycling routes and taxi firms.

5.10 An indicative timescale for implementation is set out on **Table 3** and this is subject to review once initial travel surveys have been carried out.

Table 3 Indicative Timescale for Implementation

Mode	Occupation	Future / Potential
Walking	• Information on walking routes and groups provided in travel information pack and on travel notice boards. • Changing and washing facilities • Guaranteed ride home in an emergency	• Provision of additional shower and locker facilities on site (if required after monitoring) • Promotional days to encourage employees to walk and cycle.
Cycling	• Information on cycling routes and groups provided in travel information pack and on travel notice boards. • Changing and washing facilities • Guaranteed ride home in an emergency	• Possible implementation of a Bicycle User Group by the TPC. • Promotional days to encourage employees to walk and cycle.
Car share	• Introduction of a car sharing scheme managed & operated on-site for employees • Promotion of the www.liftshare.com car sharing database • Guaranteed ride home in an emergency • Parking spaces for car sharers in the most attractive locations	
Public Transport	• Information on relevant bus service routes and frequencies will be provided within travel information pack. • Provision of Travel Notice boards with up-to-date public transport information	

	• Promotion of nationwide free bus travel scheme for over 60's	
Raising Awareness/ Promoting the Plan	• Appoint a Travel Plan Co-ordinator • Travel Notice board on site • Liaison between Travel Plan Co-ordinator and West Sussex County Council; • Sustainable travel information included on care home website; • Provision of walking, cycling and public transport information to staff. • Travel information for visitors set out on the Care home website and contained in literature sent to friends and family.	• Employee competitions; • Employee Newsletter • Mealtime meetings;

Potential Further Initiatives and Measures

5.11 After occupation, it will be for the Travel Plan Co-ordinator in conjunction with staff and officers at West Sussex County Council to decide the best methods to achieve the objectives and meet the targets. If necessary, other measures may be considered at a later date to assist in meeting the eventual targets including:

(i) explore the development of a partnership with a local taxi service;

(ii) the formation of a staff group to explore and maximise all on-site measures and opportunities to reduce single occupancy car travel;

(iii) investigate loans for travelcards etc, for staff that are willing to change to a more sustainable mode of transport for work related trips and travel to and from work;

Awareness and Marketing

5.12 Future employees will be made aware of the initiatives and measures contained in the Travel Plan at the outset, and the need for the employees to meet the (to be agreed) modal share travel targets. The following means of publicity may be used:

(i) Travel information pack provided on induction;

(ii) Employee newsletter(s);

(iii) Poster campaigns;

(iv) Travel Plan information on occupier(s) websites; and

(v) Promotional days to encourage employees to walk or cycle to work.

5.13 The initiatives and measures document may be subject to change at a later date if they are found to be impractical or if there is a significant dependence on car use.

Monitoring and Review Mechanisms

5.14 The intent of Travel Plans is that there will be an on-going improvement process including annual monitoring which will be forwarded on to the local authority.

5.15 The Travel Plan co-ordinator will form a contact point for communication with the local authority. Findings from Authority discussions and reviews will be communicated to staff via the notice board and communication sessions.

5.16 Repeat surveys of the staff travel to work will be undertaken as part of the review process on an annual basis for a period of 5-years. The first will be carried out within 3 months of the care home becoming operational.

Local Sustainable Travel Initiatives

5.17 In addition to the above West Sussex County Council also promote a number of local sustainable travel initiatives via the Travelwise Campaign which encourages people to cut down on their car journeys and use sustainable transport.

Travelwise Campaign

5.18 The campaign focuses on 3 main groups

- **Individuals** are encouraged to visit the West Sussex Care Share website to find a partner to share journeys to work, to try walking, cycling, public transport or car sharing and to find out how to travel safely and wisely on the road safety pages of the website

- **Parent and pupils** are encouraged to walk or cycle together instead of travelling to school by car, care share with other pupils and or parent and determine whether the school has a Travel Plan or is taking part in any local authority Travelwise initiatives

- **Employers** are encouraged to run prize draws for everyone using sustainable transport, donate to charity for every clean mile travelled by employees, use the car

sharing website, utilise pool cycles, promote Travelwise messages and join ACT Travelwise

Cycle to Work Scheme

5.19 The Cycle to Work Scheme allows employees to sacrifice part of their annual salary in exchange for hiring a bike and equipment. To take part the employer usually needs to enter a contract with a scheme provider.

5.20 The employer owns the bike and hires this to the employee. At the end of the period the employer can transfer ownership to the employee for a fair market value. At least 51% of the bikes use must be for commuting.

5.21 As the developer will operate a staff travel plan discounts can be obtained at various cycle retailers.

Car Sharing

5.22 In addition to the national car sharing database liftshare; west Sussex has a localised car sharing scheme www.westsussexcarshare.com which will be actively promoted.

Electric Vehicle Strategy

5.23 In late 2019 west Sussex County Council approved an Electric Vehicle Strategy that sets out a vision to enable residents to choose ultra-low emission vehicles.

5.24 In respect of new developments West Sussex County Council parking guidelines state:

'Active' charging points for electric vehicles should be provided at a minimum of 20% of all parking spaces with ducting provided at all remaining spaces where appropriate to provide 'passive' provision for these spaces to be upgraded in future'

5.25 As such the developer has agreed that this guidance will be met with 2 electric vehicle spaces being provided together with the below ground infrastructure to enable potential future provision.

Bus and Coach travel

5.26 West Sussex County council website has a raft of information to assist both staff and visitor travel to the site. This includes comprehensive bus routes and timetables, bus operators and fares, plus an interactive map to locate bus stops.

5.27 The Council can offer a five-year older person bus pass offering free off peak travel on weekdays and all day travel on weekends as well as a third off rail travel for residents of state pension age. The same benefits apply for people with a disability.

5.28 Discounts are available to all ages with season tickets providing discount for people who make frequent journeys. Discovery allows one day's unlimited travel on all the main bus services in West Sussex, East Sussex, Surrey, Brighton & Hove and East Hampshire whilst Plusbus allows unlimited bus travel added to rail tickets.

5.29 Several community transport initiatives are also available allowing people in rural areas access to transport.

Cycle routes and maps

5.30 West Sussex County Council website contains information on safe cycle routes with the county together with informative maps. This also includes an interactive Cycle Journey Planner which shows the preferred way to travel around the county with the user selecting from fast, quiet or a balanced route. A mobile app is also available.

5.31 A link to this information will be placed on the care home website with staff being made aware upon induction.

6 BREEAM

BREEAM Assessment

6.1 The BREEAM Assessment utilises a system of credit scoring to determine the level of sustainability and environmental impact of a development. Credits are collated from a set of environmental sections and issues outlined in the 'SD5078: BREEAM UK New Construction 2018' Technical Manual to give an overall BREEAM rating. These sections and issues include Management, Health & Wellbeing, Energy, Transport, Water, Materials, Waste, Land Use Ecology, Pollution and Innovation.

6.2 The 'Tra 01 Transport Assessment and Travel Plan' section of the 'SD5078: BREEAM UK New Construction 2018' Technical Manual outlines a set of values that aim to raise awareness of the existing local transport network and amenities and identify ways to improve transport sustainability.

6.3 The document requires the following information:

2 The site-specific travel assessment (or statement) shall cover as a minimum:

2.a If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.

Provided within Table 5 of this Travel Plan.

2.b Predicted travel patterns and transport impact of future building or site users.

Refer to P7.8 of this Travel Plan

2.c Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.

Refer to P3.2 to P3.17

2.d Reporting of the number and type of existing accessible amenities, see Table 7.1 below, within 500m of the site.

As provided within Table 4 of this Travel Plan

2.e Disabled access accounting for varying levels and types of disability, including visual impairment

Refer to P.3,4 to P3.8

2.f Calculation of the existing public transport Accessibility Index (AI), see Methodology on the facing page.

As provided within P6.7 of this Travel Plan

2.g Current facilities for cyclists.

Refer to P.3.14 to 3.17 of this Travel Plan

6.4 A maximum of two credits are rewarded if development proposals include a Transport Assessment or Statement and an associated Travel Plan. Both a Transport Assessment and a Travel Plan have been produced for this proposed development, thereby earning two credits for Tra 01.

6.5 As part of the BREEAM assessment, it is necessary to also calculate the Accessibility Index (AI) of the development site. The AI functions as an indicator for the accessibility and density of the public transport network relevant to the development site.

6.6 The AI is described in the 'SD5078: BREEAM UK New Construction 2018' Technical Manual as follows:

"The index is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI."

6.7 Information on the local public transport network, detailed in Chapter 3 of this Travel Plan, is inputted into the BREEAM Accessibility Index tool to provide a value of accessibility. For the proposal site, a score of 6.84 has been calculated.

6.8 In the 'Tra 02 Sustainable Transport Measures' section of the 'SD5078: BREEAM UK New Construction 2018' Technical Manual, credits are awarded based on the AI calculated above and the number of sustainable transport measures that have been evidenced to have been implemented by the development, a list of which is presented at Table 7.4 of the Technical Manual. The appropriate number of credits will be awarded based on the evidence provided.

Accessibility Amenities Applicable to BREEAM Assessment

6.9 The proposal site is surrounded by a range of amenities that are accessible via safe pedestrian routes, which includes footways / cycleways and crossing facilities. Table 4 below shows a list of local amenities, based on Table 7.6 of the 'SD5078: BREEAM UK New Construction 2018' Technical Manual for amenities applicable to the store, which is classified as a BREEAM BG1 (Building Group) development, within a walk catchment of 500m from the proposal site, as well as amenities beyond.

Table 4 **Accessible Amenities**

Amenity	Approximate Distance from site boundary	Type (Based on BREEAM Guidance)
Beechgreen Hotel and Pub	88m	Food Outlet
Meze Greek Food	100m	Food Outlet
Mr Chips	208m	Food Outlet
Bistro Bar	101m	Food Outlet
Prithi Raj	267m	Food Outlet
Lagos Café	257m	Food Outlet
Oceanview Café	146m	Food Outlet
Perch on Lancing Beach	102m	Food Outlet
Lancing Green	263m	Outdoor Space
Headborough Gardens	262m	Outdoor Space
Lancing Beach	78m	Outdoor Space
BBQ Safe Place	63m	Outdoor Space
Lancing Park	406m	Outdoor Space
Oceanview Diving Centre	146m	Gym / Pool
Jack Gotcher Fitness	112m	Gym / Pool
Royal Voluntary Community Centre	274m	Community Facility
Lancing Parish Hall	351m	Community Facility

7 EXISTING TRAVEL MODE SPLIT AND TARGETS

7.1 As the existing care home is currently operational this provides an opportunity to determine existing modal split of both staff and visitors.

7.2 However, at the time of writing the Coronavirus pandemic resulting in the UK being in lockdown resulting understandably in a significant reduction in visitors and social distancing practises. It was therefore not possible to obtain travel information for visitors.

7.3 A simple staff travel survey as detailed in **Appendix B** has been completed by 58% of staff (33 no) currently employed at the existing care facility. The surveys resulted in 19 responses.

7.4 In respect of existing modal split, **Table 4** provides this information for staff.

Table 5 **Existing Care Facility: Staff Modal Split**

Staff Modal Split	Trip Method	% split
Pedestrian	8	42%
Public Transport	1	5%
Private Car (single occupant)	10	53%
Private Car (multi-occupants)	0	0%
Cycle	0	0%
Total	19	100%

7.5 It is clear that the approximately half of staff members currently travel to work individually by private car. Three members of staff traveling by car reside within 2 miles of the site with the majority being over 5 or 10 miles from the site. A single member of staff current uses public transport with one staff car sharing

Targets

7.6 Based on previous experience providing transport advice for numerous care facilities throughout South East England, average private car usage for combined staff and visitor trips is generally circa 60% and therefore it can be seen that the site is already sustainable.

7.7 Clearly the most effective way to reduce private care travel is to encourage staff to travel via public transport which is frequent; bus stops are also located in close proximity to the site. Encouraging car sharing is also an option for staff who reside in the same area and work the same shift patterns, although parking may have to occur within the public car park situated a short distance from the site.

7.8 We consider that a reduction of 10% in private car travel over a 5-year period is appropriate, being 2% per annum referenced from the initial survey point

7.9 Similar surveys will be undertaken on an annual basis to ascertain the effectiveness of the Travel Plan through comparison with this data; this will include monitoring reports in years 1 3 and 5.

7.10 If the 10% target is not met by year 5 then monitoring will continue to year 9.

Funding

7.11 A Travel Plan budget will be established by the developer for the implementation of the measures, management requirements and monitoring and evaluation.

8 SUMMARY & CONCLUSION

Summary

8.1 This Travel Plan has been prepared by Transport Planning & Highways Ltd in respect of a proposed replacement care home situated at Mount Hermon Care Home, Brighton Road, Lancing. This development will consist of the demolition and rebuild of the existing 30 bed care facility to provide an enhanced and increased provision of 66 beds

8.2 A review of the existing sustainable transport facilities has revealed that access to the site can be achieved by foot, although due to its location access via cycle and public transport is more difficult.

8.3 A Travel Plan Co-ordinator will be appointed who will be responsible for all aspects of the Travel Plan and will act as a point of contact for staff, visitors and residents as well as officers at West Sussex County Council.

8.4 As the existing care facility is currently operational a multi modal travel survey has been undertaken to determine existing the modal split of staff. The results have shown that in respect of staff 53% of trips currently occur via private car which is generally lower than average for this type of facility.

8.5 As such we consider that a reduction of 10% in private car travel over a 5 year period is appropriate.

8.6 A number of measures and initiatives will be introduced to encourage travel by sustainable modes and reduce single occupancy vehicular trips. The measures are primarily targeted at staff as there is a far greater success rate with this target group, but it is recognised that there is potential to influence visitor behaviour. Potential additional measures are also suggested that could be introduced at a future data to ensure mode share targets are met.

8.7 The intent of Travel Plans is that there will be an on-going improvement process including annual monitoring which will be forwarded on to the local authority. Repeat surveys will be undertaken as part of the review process on an annual basis for a period of 5-years. The first will be carried out within 3 months of the care home extension becoming operational.

Conclusion

8.8 The Travel Plan has been produced in line with current policy guidance. It provides a tool kit of measures and initiatives that will be introduced to encourage a reduction in travel to the care home facility by private car, particularly single-occupancy car trips and the plan sets out a framework by which targets for this mode shift will be set, monitored and reviewed.

APPENDIX A

Masterplan



SCHEDULE OF ACCOMMODATION

SITE AREA — 0.257 Ha (0.637 acres)

CARE HOME

BASEMENT	ANCILLARY
GROUND FLOOR	18 BEDS + ANCILLARY
FIRST FLOOR	25 BEDS
SECOND FLOOR	23 BEDS
TOTAL	66 RESIDENT BEDROOMS

GROSS INTERNAL FLOOR AREA

BASEMENT	650 m²
GROUND FLOOR	1040 m²
FIRST FLOOR	900 m²
SECOND FLOOR	850 m²
TOTAL	3,440 m²
SPACE PER RESIDENT =	52.1 m²

CAR PARKING - 10 SPACES INCL. 2 DISABLE BAYS
PLUS 1 AMBULANCE BAY

LANDSCAPE LEGEND

EXISTING TREE

PROPOSED TREE

REMOVED TREE

OUTLINE EXISTING BUILDINGS DEMOLISHED

NORTH

0 5 10 15 20m

Rev.	Description	Author	Checked	Date
A	ISSUED FOR PLANNING	gsw	mm	23/07/2020

CARLESS + ADAMS
www.carless-adams.co.uk
6 Progress Business Centre, Whittle Parkway, Slough, SL1 6DQ
tel : 01628 665131

Client: VESTA CARE HOMES LTD.

Project: MOUNT HERMON CARE HOME
85-87 BRIGHTON ROAD, LANCING, BN15 8RB

Title: PROPOSED SITE LAYOUT — C+A no. A-827

scale	author	chk'd	date	sheet size
1:200	gsw		Jul. 16, 20	A1

project.	org.	zone.	level.	type.	role.	class.	num.	status.	rev.
	C+A				A		01		P7

For construction purposes dimensions shall not be scaled & figured dimensions must be verified on site before work commences.
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APPENDIX B

Staff Survey Form

Care Facility Staff Travel Questionnaire

1) How do you normally travel to work?

2) What is your postcode?

3) What are your normal working hours?

4) How far do you travel to work (one way)?

Less than 2 miles ☐ Less than 5 miles ☐

Less than 10 miles ☐ Over 10 miles ☐

5) What would be your preferred way to travel to work?

6) If you do not already do so, what would encourage you to cycle to work?

Secure cycle storage ☐ Owning a bike/use of a bike ☐

Shower facilities ☐ Being more confident riding on the road ☐

Incentives to cycle ☐ Other – Please state

7) If you do not already do so, what would make you consider walking to work?

8) If you do not already do so, what would make you consider using Public Transport?

9) Would you consider joining a car share scheme?

Yes, possibly ☐ No ☐

10) Do you have any ideas for improving your journey to work?