

Travel Plan Statement

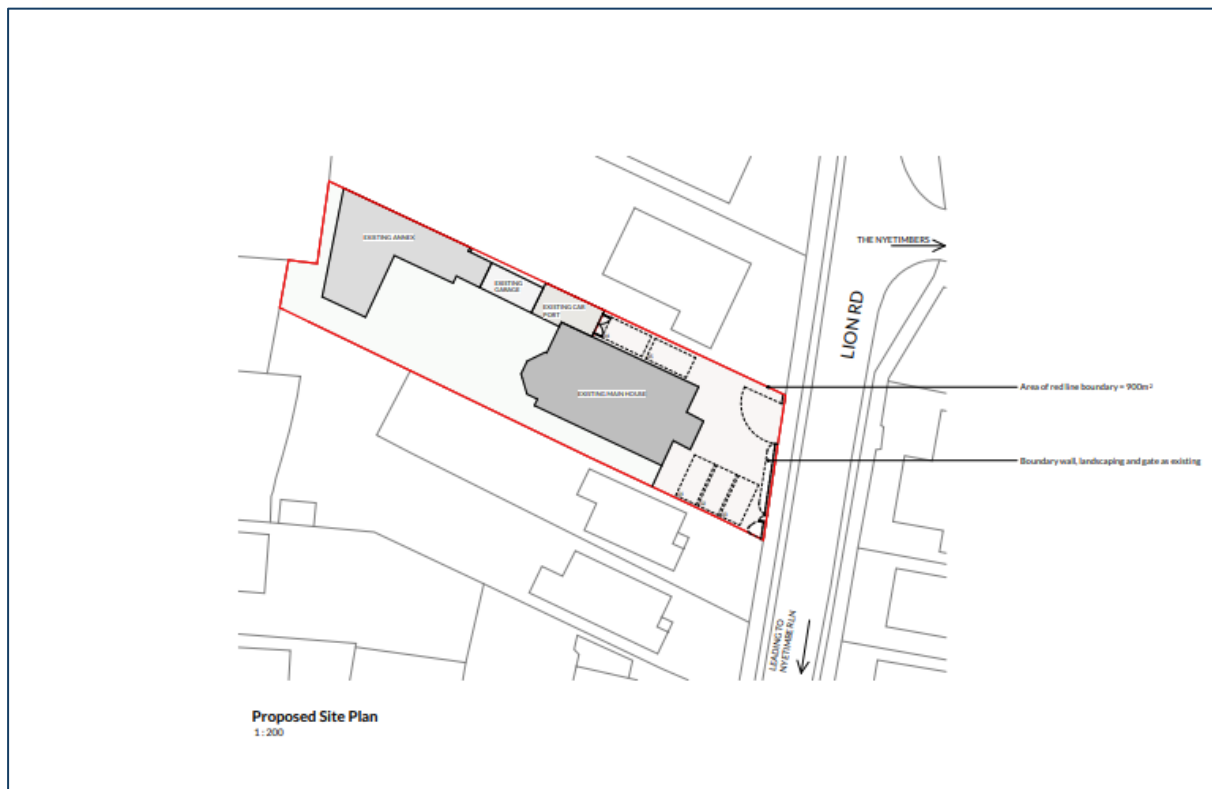
5 Lion Road, Bognor Regis, PO21 3JZ

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Site plan



1. Introduction

This Travel Plan has been prepared in support of a supported living development at 5 Lion Road, Bognor Regis, PO21 3JZ

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 proposal comprises a change of use from Use Class C3 to C3(b) supported living accommodation for 6 adults, with 4 residents in the main dwelling and 2 residents within the annex.

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 supported living and should not be directly compared with traditional residential (Use Class C3) development.

2. Development and Operational Context

The proposed development comprises:

- 6 adults with four in the main house and two in the annex
- Accommodation for adults with autism and high support needs
- A 24-hour staffing model with waking night provision

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, tailored staffing ratios based on individual needs

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.

The site is located within an established residential area in Nyetimber, within the settlement boundary of Bognor Regis.

The surrounding area is residential in character, with a range of local services and community facilities accessible within a short distance.

A bus stop is located on Pagham Road, approximately 0.2 miles from the site, within comfortable walking distance. This provides regular services to Bognor Regis town centre and Chichester

Bognor Regis town centre offers a wide range of services, including retail, healthcare, and leisure facilities, while Chichester provides further connectivity, including rail services to regional destinations.

The site's location supports sustainable travel choices and aligns with Liaise's approach of selecting accessible residential locations that enable integration into the local community.

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): 3 staff
- Day (07:00 - 14:00): up to 6 staff
- Afternoon (14:00 - 20:00): up to 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 suburban 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 Arun/West Sussex region (which includes the application site) indicates that:

- Approximately 60% of people travel to work by private car;
- Approximately 18% travel by walking or cycling; and
- Approximately 10% use public transport.

This demonstrates that the proposed staff travel profile is consistent with established local travel patterns.

Notwithstanding the prudent assumptions made within this travel plan, the site benefits from good accessibility to local services and public transport, and where our services operate in town centre locations such as this location, the majority of our staff travel into work via public transport or walking.

The staff that work in our in-town services are almost without exception located within 3 miles of the home and therefore we see less staff commuting to work by car than is indicated by the Census data.

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:

- 6 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: 6
- No overlap between shifts ensures no accumulation of vehicles
- Parking demand is controlled through rota management, as described in the OMP

In addition:

- Promotion of local bus services on Pagham Road as a sustainable travel option for staff

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.

While no fixed numerical targets are proposed, 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.

Travel plan measures will be reviewed periodically and adjusted where appropriate to support this 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

The site is located within a sustainable residential location with access to public transport and local services. The development aligns with the objectives of Policies T SP1 and T DM1 of the Arun Local Plan, supporting sustainable transport and minimising reliance on private vehicles.