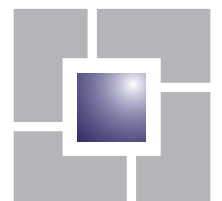


Retail Development, Waterloo Park, Elettra Avenue
Waterlooville

Framework Travel Plan



david tucker associates
transport planning consultants



Retail Development,
Waterloo Park,
Elettra Avenue
Waterlooville

Framework Travel Plan

23rd March 2021

SKP/ 19235-14RevC Framework Travel Plan

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1.0 INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by David Tucker Associates (DTA) on behalf of Hargreaves for a proposed retail development on land at Waterloo Park, Waterlooville. The location of the site is shown on **Figure 1**.

1.2 The proposal includes 3 separate units comprising the following:

- Unit A – Food retail comprising 1,908sqm GFA
- Unit B – Restaurant/Drive Thru comprising 333sqm GFA
- Unit C – Restaurant/Drive Thru comprising 167sqm GFA

Based on the above the total proposed floor area is for 2,408sqm of development floor space.

1.3 The site layout plan is attached at **Appendix A**.

1.4 A travel plan is a term used for a package of measures aimed at promoting sustainable transport within an organisation, with the main aim of reducing travel by single occupancy vehicles. Travel plans are site specific and are dependent upon not only the location of the site but the size and type of organisations located there. They also require continuous monitoring and refinement in order to be successful.

1.5 The planning application does not identify end users, so at this stage information regarding specific staff travel patterns is unknown. This document is prepared on behalf of the developer to set the Framework for the travel planning for the proposed development, based upon which the end users will prepare their own bespoke Travel Plans to suit their operation and staff.

1.6 This framework will therefore act as a guide for occupiers to produce a more detailed travel plan tailored to their organisation, which will outline specific measures and timescales for their implementation. Subsequent implementation



of each detailed travel plan will commence on or prior to occupation of the relevant unit and shall be monitored and reviewed annually for a minimum of 5 years.

1.7 The Travel Plan includes:

- A strategy for setting target modal share for staff access to the site;
- A strategy for achieving the target; and
- A process for monitoring progress towards achieving the target.

1.8 The strategy includes:

- Public transport use encouragement;
- Cycling incentives and facilities;
- Walking incentives;
- Car parking management; and
- Car sharing encouragement.

2.0 POLICY CONTEXT

2.1 National Policy

National Planning Policy Guidance (2019)

2.1.1 The department for Communities and Local Government (CLG) recently published the Planning Practice Guidance (PPG), which reinforces the guidance contained within the NPPF.

2.1.2 In particular Paragraph 111 which states that:

“All developments which generate significant amounts of transport movement should be required to provide a Travel Plan.

Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met.”

2.1.3 This document also states some of the policies that Travel Plans should/ may include:

- Benchmark travel data including trip generation databases;
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
- Relevant information about existing habits in the surrounding area;
- Proposals to reduce the need for travel to and from the site via all modes of transport; and
- Provision of improved public transport services;
- Parking strategy options (if appropriate); and
- Proposals to enhance the use of existing, new and improved public

transport services and facilities for cycling and walking both by users of the development and by the wider community.

- 2.1.4 Travel plans should set out explicit outcomes rather than just identifying processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should seek to fit in with wider strategies for transport in the area.

2.2 **Local Policy**

Hampshire Local Transport Plan 2011-2031

- 2.2.1 Hampshire's Local Transport Plan 2011-2031 sets out both a long-term vision for the County over the next 20 years as well as a three-year implementation plan to March 2015.
- 2.2.2 The Local Plan sets out three main transport priorities for Hampshire over the next 20 years, and fourteen further policy objectives, structured under five broad themes:
- a) Supporting the economy through resilient highways;
 - b) Management of traffic;
 - c) The role of public transport;
 - d) Quality of life and place; and
 - e) Transport and growth areas.

Hampshire County Council's Guide to Development Related TP (2009)

- 2.2.3 This document was adopted by the Hampshire County Council in 2009 and relates to the importance of a Travel Plan and specific guidance needed for producing a TP document relevant to the local area. The document includes; Basic information about the function of a TP, how an effective TP can be secured through the planning process, how a TP document should be produced and specific



management and monitoring which should be included.

- 2.2.4 This TP has been prepared in accordance with local guidance documents, setting out all required elements including realistic targets and measures to achieve these targets, these elements link directly to the outcome of the Transport Assessment Document and are consistent with the Local Transport Plan.

3.0 SITE ASSESSMENT

3.1 Site Location

3.1.1 Waterloo Park comprises an existing Lidl and McDonalds, together with land for development subject of a resolution to grant an outline application (APP/18/01072) for mixed uses. The outline application sought permission for B1c, B2, B8 and B8 Trade Counter use; Class A1 Retail; Classes A3/A5 Drink/Food Establishments; and Class D2 Leisure. The location of the site is shown in **Figure 1**.

3.1.2 Vehicular access to Waterloo Park is taken from the roundabout with Elettra Avenue and Waterberry Drive. Within the Park, the privately maintained internal spine road heads south, before taking a 90° bend to the east with Lidl on the inside of the bend and McDonalds further east. Lidl benefits from internal accesses to the west and the south of their premises onto the Park spine road. Pedestrian and cycle access is available via the roundabout, but also via a pedestrian link to the east onto Hambledon Road.

3.2 Walking and Cycling

3.2.1 The north eastern corner of Waterloo Park comprises a McDonalds and a Lidl. Existing pedestrian movements within Waterloo Park comprise a single sided 2m lit footway around the boundary of the units which provides convenient access to the north via the Elettra Avenue roundabout, and to the east from Hambledon Road via a dedicated footway link. All localised accesses benefit from dropped kerbs and tactile paving.

3.2.2 The Brambles Business Park and adjacent local community is served by an extensive network of footways. Existing off-road pedestrian and cycle routes are provided on both sides of Elettra Avenue providing good links into/ out of Brambles Business Park. Pedestrian links to the west and the north will be enhanced by way of extended footways tying up with pedestrian access points into the site.

Within Waterloo Park, direct pedestrian access to the north-east and south-east of the site assist in delivering a permeable site. Within the site itself, clear and direct pedestrian routes are designed to provide ready access to each of the units. A zebra crossing on the Waterloo Park spine road provides safe access to the east.

- 3.2.3 The off-road pedestrian and cycle route adjacent to the southern carriageway of Elettra Avenue continues in a southerly direction adjacent to the south carriageway of Hambledon Road all the way through to the toucan crossing north of the Maurepas Way/ A3 London Road/ Rockville Drive roundabout. Street lighting is provided on all pedestrian/cycle links adjacent to the carriageway within the vicinity of the site.



- 3.2.4 A pedestrian link from Hambledon Road into Waterloo Park was constructed as part of the Lidl and McDonalds development. Commitment has been made by the applicant that this route will be widened to act as a shared footway/cycleway as part of the outline scheme. This will enhance access towards the site from Hambledon Road and is located around 40m to the south of the roundabout with Elettra Avenue. It is proposed to mimic this commitment within the full application such that whichever comes forward first, the full or the outline, the widening would be delivered. The footway/cyclepath connects conveniently with a recently

constructed toucan crossing on Hambledon Road.

- 3.2.5 The town centre can be accessed via the signalised crossing at the B2150 Hambledon Road/ Aston Road junction which provides a connection to the off-road pedestrian and cycle route that runs through the Wellington Retail Park connecting to Waterlooville town centre via a subway.
- 3.2.6 The pedestrian and cycle route adjacent to the northern carriageway of Elettra Avenue provides a link to the residential areas accessed off Milton Road via the signalised crossing to the north of the B2150 Hambledon Road/ Milton Road/ Elettra Avenue roundabout. The obligation from the outline application included funding intended to deliver cycle enhancements to the Hambledon Road roundabout. It is proposed to mimic this commitment within the full application such that whichever comes forward first, the full or the outline, the cycle enhancements or funding to allow them to be implemented would be delivered.
- 3.2.7 Footways continue along Hambledon Road into the village of Denmead approximately 2.5km north of the site which translates into approximate walking and cycling times of 30 and 8 minutes respectively. These footways can also be used to connect pedestrians to the residential dwellings to the east and west of Hambledon Road.
- 3.2.8 In addition to the local footway/ cycleway provisions the National Cycle Network National Route 222 (NR222) extends north through Waterlooville approximately 1km east of the site. NR222 runs along Stakeshill Road, bearing north east along Curzon Road and then running north east along London Road away from the site.

3.3 **Public Transport Network**

Bus

- 3.3.1 Bus stops are located on the B2150 Hambledon Road to the north of Elettra Avenue which serve Brambles Business Park via Waterberry Drive. A southbound stop on

Hambledon Road with bus layby and shelter is located adjacent to Waterloo Park. A pedestrian connection to Hambledon Road is provided alongside the McDonalds site. Continuous footways within Waterloo Park provide access to the site. Bus lay-bys and bus shelters are provided at both of the B2150 Hambledon Road bus stops. A bus stop flag with service and timetable information is provided at the Milton Road stop.

- 3.3.2 A summary of the bus services is detailed in **Table 1**. It should be noted that the summary below comprises the services as current during the Covid pandemic. Pre-pandemic the service frequencies were slightly higher. The service coverage and frequencies make the site highly accessible by bus.

Table 1 – Summary of Bus Services

Service No.	Operator	Route	Frequency		
			Mon - Fri	Sat	Sun
39	Stagecoach	Havant – Wecock Farm	20 minutes	20 minutes	60 minutes
7	First	City Centre - Wecock	20 minutes	20 minutes	20 minutes
D1/ D2	First	Waterlooville – Denmead/ Hambledon	Hourly	Hourly	No service

Rail

- 3.3.3 The closest train station to the site is Bedhampton operated by South Western Railway, which is situated just under 6km south east of the site. The station provides 2 trains per hour to Portsmouth and Southsea and 1 train per hour from London Waterloo.

3.4 Car and Cycle Parking Provision

- 3.4.1 Parking is provided in accordance with standards from the district set out in the Havant Borough Council Parking Supplementary Planning Document July 2016.
- 3.4.2 A total of 178 parking spaces are provided (including 6 parking spaces for staff in the service yard car park). The standards for food retail and restaurants in isolation

have been reviewed, which relate to total floor area and dining floor area respectively. The dining floor areas for the restaurants are 98sqm and 91sqm respectively.

3.4.3 This gives rise to a total of 38 spaces for the restaurants and 137 for the food retail. Notwithstanding the fact that there will be cross-visitation between the units, the provision accords with the standards.

3.4.4 A total of 10 blue badge spaces are provided, conveniently located in close proximity to each of the units. Representing 5.6% of the total car parking provision, this is compliant.

3.4.5 The local cycle parking standards identify the need for long term and short term spaces based upon floor area. The cycle parking proposed comprises:

Table 2 – Proposed Cycle Parking

	Long Term	Short Term
Unit A (Food Retail)	10 spaces	10 stands
Unit B (Restaurant)	8 spaces	17 stands
Unit C (Restaurant)	4 spaces	8 stands

3.4.6 These levels either meet or exceed the standards.

4.0 TRAVEL PLAN OBJECTIVES AND TARGETS

4.1 Introduction

- 4.1.1 According to the NPPF 2019 a Travel Plan is '*A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed*'.
- 4.1.2 The underlying aim of any TP is to minimise the number of single occupancy vehicle trips generated by a development, business or organisation. This is achieved by encouraging a shift to more sustainable modes of transport and by reducing the need to travel.
- 4.1.3 This Travel Plan provides a framework for occupiers to produce a Travel Plan once occupiers are known. As this is a new development and no current travel patterns exist, specific targets for modal shift cannot be set. However, the Travel Plan should strive to achieve an ongoing reduction in car borne staff trips to/from the site over a 5-year period.
- 4.1.4 A review of the 2011 Census data for the Middle Super Output Havant 003 area, where the site is located, shows that the existing employee modal split includes 76.3% car drivers and 6.4% car sharing (car passengers).
- 4.1.5 This TP aims to assist in reducing the percentage of staff driving and to increase the number of people using alternative transport methods. **Table 3** sets out the initial targets for the first 5-year monitoring period. The targets outlined below will be updated within the individual travel plans.

Table 3 – Targeted Staff Modal Shares

Mode of Transport	Baseline Modal Split %	Year 3	Year 5
Car Driver	76.3%	73.3%	71.3%
Car Sharing	6.4%	7.0%	7.6%
Bus	4.6%	5.5%	6.0%
Train	0.8%	0.8%	0.8%
Walk	6.1%	7.1%	7.6%
Cycle	3.5%	4.6%	5.0%
Motorcycle	1.4%	1.4%	1.4%
Other	0.3%	0.3%	0.3%
Total	100.0%	100%	100%

4.1.6 The occupiers will be required to break down the underlying 5% reduction into specific modal shift targets. This will be done through a combination of a survey of staff travel habits shortly after occupation (within 3 months) and an evaluation of the existing travel infrastructure in the vicinity of the site. The revised baseline modal split and targets will be set out in the individual travel plans.

4.1.7 The following sections detail the developer and occupier objectives for the proposed site. In summary, the key role of the developer is to ensure that the key sustainable transport infrastructure is implemented prior to occupation and provide this framework to guide occupiers in producing a Travel Plan that fits in with the vision for the site. The occupiers will be responsible for encouraging, monitoring and reviewing sustainable travel initiatives as defined through the detailed Travel Plan.

4.2 **Developer Objectives**

4.2.1 To ensure the potential for access by sustainable travel modes, the developer, through close liaison with the Local Authority, should ensure that the appropriate infrastructure is implemented prior to occupation.

4.2.2 Key developer objectives are defined as follows:

- To provide the necessary transport and building infrastructure required for the detailed Travel Plan to be effective;

- To enable efficient access to the development by a number of alternative modes of transport; and
- To provide an attractive, secure environment for pedestrians, cyclists and public transport users.

4.2.3 **Table 4** summarises the design features aimed to give priority to those arriving by sustainable modes to the proposed developments. Further consideration will be given to the requirements of those arriving by sustainable means at the more detailed design stage.

Table 4 – Design Features

Design Feature	Description
Pedestrian Access	The site will facilitate safe and direct pedestrian access routes. Staff entrances will be conveniently reached from the footways. Pedestrian footways will be provided on both sides of the site access to facilitate pedestrian access from within Waterloo Park and further afield. Existing footways connecting the site with Elettra Avenue will be enhanced at the site access roundabout and to the west of the site.
Cycle Parking	Cycle Parking will be provided in line with Guidance on Parking Standards issued by Havant Borough Council. Covered Sheffield cycle stands will be provided for staff, and located in a secure area of the service yard. Visitor cycle parking will be provided in front of the stores.

4.3 **Occupier Objectives**

4.3.1 The Travel Plan will commit the occupier to encourage employees to travel by more sustainable modes than the private car through the implementation of Travel Plan initiatives (see **Table 5**).

4.3.2 The Travel Plan will seek to:

- Promote the health, wealth and environmental benefits of cycling, walking and using public transport;
- Provide clear information to all employees on the alternative modes of travel to and from site;



-
- Enhance the safety and security of people travelling to and from site;
 - Effectively manage the demand for car parking; and
 - Reduce the need to travel during peak hours.

5.0 TRAVEL PLAN CONTENT

5.1 Introduction

5.1.1 This section sets out the framework for the occupier to produce the Travel Plan. It sets out what will be required and also provides a selection of potential initiatives, a Travel Plan “toolkit” that could be used to achieve the objectives set out earlier. The list of measures is not exhaustive and is only intended to act as a guide. Occupiers may find that through operating the Travel Plan they find their own unique ways of minimising the impact of transport by their organisation.

5.2 Lead Travel Plan Co-ordinator

5.2.1 A Lead Travel Plan Co-ordinator will be appointed and funded by the Developer to oversee the implementation and continue development of initiatives set out in the FTP. The Lead Travel Plan Co-ordinator will be appointed by the Developer prior to commencement of development to ensure that the Travel Plan is established.

5.2.2 The developer will fund the position of Lead Travel Plan Co-ordinator for five years following the completion of the development. The role of Lead Travel Plan Co-ordinator will include:

- Setting up the travel plan steering group;
- Liaising with the end-users of the development and the local authority regarding the preparation of the individual occupier travel plans as appropriate;
- Communication and engagement with all parties/ stakeholders;
- Setting up the Staff Travel Database;
- Setting up the Intranet Travel site;
- Setting up the Car Share database; and
- Setting up Specific User Group meetings



5.2.3 The Lead TPC will be in position alongside Occupier TPCs as they will act as a 'bridge' between the entire site and the Hampshire County Council.

5.3 **Occupier Travel Plan Co-ordinators**

5.3.1 In order to implement the individual travel plans, a Travel Plan Co-ordinator (TPC) will be appointed by each occupier. It is expected that the TPC will be responsible for:

- Explaining and Marketing the Travel Plan;
- Produce all questionnaires, promotional and informative material;
- Setting up any relevant meetings with the local authorities;
- Getting the annual survey analysed and presenting the results externally;
- Implementing promotional days; and
- Preparing a business case to secure a budget for Travel Plan development and ensuring its efficient and effective use.

5.3.2 The TPC will be appointed prior to occupation to provide the necessary resource for a minimum of 5 years. Once this is achieved, the position will be reviewed with the appropriate person recruited to administer the plan in the longer term.

5.3.3 The TPC will be allocated an annual budget for the implementation of the plan. The name and contact details of each TPC will be provided to the Hampshire County Council.

5.4 **Travel Plan Implementation**

5.4.1 The individual company responsibilities will be:

- Marketing the Plan to their employees and distributing the promotional material (ongoing);
- Ensuring questionnaires are completed and returned for analysis; and

- Providing the means to encourage non-private car travel by employees.

5.5 **Travel Plan Steering Group**

5.5.1 The mechanism proposed for the delivery of a reduction in car driver trips by staff to the site and any ongoing mitigation/ monitoring is the establishment of a Steering Group. The primary role of the Steering Group would be:

- To make overall decisions on the direction of the Travel Plan;
- To debate the effectiveness of the Travel Plan;
- Provide a forum for airing ideas on how to achieve targeted modal shifts;
- Discuss the future development of the Travel Plan after the monitoring period is completed.

5.6 **Hampshire My Journey Travel Planning**

5.6.1 The TPC will encourage occupiers to make use of Hampshire's My Journey Travel Planning website <http://myjourneyhampshire.com>. The website provides information about local cycle routes to work, walking maps and links to public transport services. It also provides information on up and coming travel events.

5.7 **General Promotion**

5.7.1 Below is a list of initiatives specific to each travel mode. The list of measures is deliberately badged as a potential list, as the individual components may not be relevant to some or all of the individual occupiers. Consequently, the list is not exhaustive and is only intended to act as a guide. Occupiers may find that through operating the Travel Plan they find their own unique ways of minimising the impact of transport by their organisation.

5.7.2 As well as these the Travel Plan should raise awareness of the environmental and health problems connected with transport. To promote "greener" travel choices for all journeys, not just work related travel. **Table 5** summarises a tool kit of

measures which could be adopted by the end occupiers.

Table 4 – Travel Plan Tool Kit

Potential Travel Plan Initiatives	Responsibility	Approx. Cost Total
Walking (best suited to journeys under 2 miles)		
Provide cloakroom facilities within the building with storage lockers facilities.	Under agreement between developer and occupier, such facilities should be included within occupiers fit out.	Included within construction/ fit out costs
Produce a map illustrating safe walking routes to common destinations. Include reference to crossing points and public transport facilities.	Occupier to provide through TPC	Provided in a Travel Information Poster – assume £7.50 per pack.
Keep a store of pool umbrellas on site for use by staff who walk to/from work or for walking journeys during the day.		
Raise awareness of health benefits of walking. Through posters, leaflets and/or events.		Provided on Travel Information Poster
Arrange events to promote walking, such as a walk to work day with incentives, prizes, give-aways etc.		Provided on Travel Information Poster
Cycling (best suited to journeys under 5 miles)		
Provide safe, secure and covered cycle storage.	Under agreement between developer and occupier, such facilities should be included within building design.	Included within construction costs
Provide lockers for cyclist safety gear.	Occupier to provide through TPC	Included within construction costs
Raise awareness of health benefits of cycling through continual publicity.		Provided on Travel Information Poster
Provide cycle route maps.		Provided on Travel Information Poster
Public Transport		
Disseminate up-to-date public transport information on site. Including routes, timetables and fares for local services.	Occupier to provide through TPC	Provided on Travel Information Poster



Promote benefits of public transport, savings etc		Provided on Travel Information Poster
Car Sharing (provides a sustainable alternative when the car is the only option)		
Devise a protocol/guidelines for car sharers to follow.	Occupier to provide through TPC	Cost included within TPC role
Management and Monitoring		
Appoint a Site Wide Travel Plan Coordinator	Developer	£5,000 per annum. Total cost for 5 years = £25,000
Appoint Individual Occupier Travel Plan Coordinators	Occupiers to provide – undertaken within an existing work role	
Independent monitoring	Occupiers to provide	Assume £2,000 per unit

6.0 MONITORING AND AUDIT

6.1 Introduction

6.1.1 As set out in DfT guidance, a key tool to the success of a travel plan is the monitoring strategy that is in place. A Travel Plan is a continuously evolving document that requires monitoring and review in order to meet the individual travel needs and targets. This allows assessment of the success or otherwise of the Travel Plan and to allow appropriate mitigation / initiatives to put in place.

6.2 Staff Surveys

6.2.1 For each individual Travel Plan, initially a comprehensive staff survey will be undertaken to provide a base for the monitoring of the modal share targets. This will record home postcodes, mode of travel to the unit, attitudes towards car driving and alternative modes of transport. It is proposed that a travel survey is undertaken within 3 months after first occupation of each unit to establish a baseline modal split. The surveys should achieve a response rate of 35%. A draft example of the survey is attached at **Appendix B**.

6.2.2 Individual occupier travel plan will be prepared and submitted to HCC for comments and approval one month after the staff surveys has been completed.

6.2.3 Further to this initial survey, snapshot surveys will be undertaken annually by each occupier. These snapshot surveys will be more basic than the initial survey and will be primarily used to monitor the effectiveness of the travel plan in reducing the number of solo car journeys to the site. The snapshot surveys will record the following:

- Level of usage of cycle stands and car parking spaces to determine demand;
- Other feedback e.g. comments received by the Travel Co-ordinator; and

- Survey of a sample number of staff to record the modal shift of people driving alone, people car sharing, using public transport, people cycling and walking.

6.2.4 The results of the surveys will be analysed and reported to Hampshire County Council within three months of the survey being undertaken. The performance of the TP in meeting individual targets will be assessed as indicated in **Table 6**, below. The survey results will be compared against the baseline and previous years' survey results and used to assess whether targets have been met.

Table 6 – Targets and Their Performance Indicators

Target	Performance Indicator
Public Transport modal share	Annual survey modal share.
	Feedback from operators/users
Cycle / motorcycle modal share	Annual survey modal share.
	Usage of cycle stands
Walking modal share	Annual survey modal share
Car-sharing modal share and solo occupancy cars	Annual survey modal share
	Car-share database matching
	Survey of car parking occupancy

6.3 **Securing the Travel Plan and Monitoring Fee**

6.3.1 The FTP will be secured through a section 106 agreement. As part of the S106 Agreement a Travel Plan monitoring fee is sought from HCC.

6.4 **Plan Performance Audits**

6.4.1 The results will be reported within three months of the survey date to the HCC. The report should take the following format:

Chapter 1 – Introduction and Background. This will detail the site to which the report relates and provide details of occupier, name, date of occupation, number of staff employed, working hours, number of parking spaces etc.

Chapter 2 – Results of Surveys. This section will detail the results of the surveys that have been undertaken against the indicators set out above. It will include details of current travel situation and target levels. The original data from the surveys will be included as an appendix.

Chapter 3 – Initiatives Undertaken. This will provide details of the work and initiatives undertaken over the previous 12 months, with supporting evidence as necessary.

Chapter 4 – Problems and Issues. This section will detail any problems encountered in implementing the Travel Plan and any issues which remain unresolved or require progress in future.

Chapter 5 – Specific Measures from Travel Plan. This section will detail how all measures from the travel plan have been implemented in terms of infrastructure, policy and promotion of each specific travel mode and strategy (walking, cycling public transport, car sharing, general measures, working practises, etc). This will include evidence of how each measure has been implemented and a completed checklist of measures agreed at the planning application stage.

Chapter 6 – Summary. This will set out whether the Travel Plan is on track to meet targets and if not why not.

Chapter 7 – The Plan for the next 12 months. This will include any specific outcomes and desired results and any additions to the Travel Plan.

- 6.4.2 HCC will respond either approving the report or requiring a review of current practices.
- 6.4.3 The recommendations of the review shall be implemented as soon as possible (as appropriate dependant on type of measures). Should any meetings between the parties be necessary to discuss the contents of the submissions then these shall

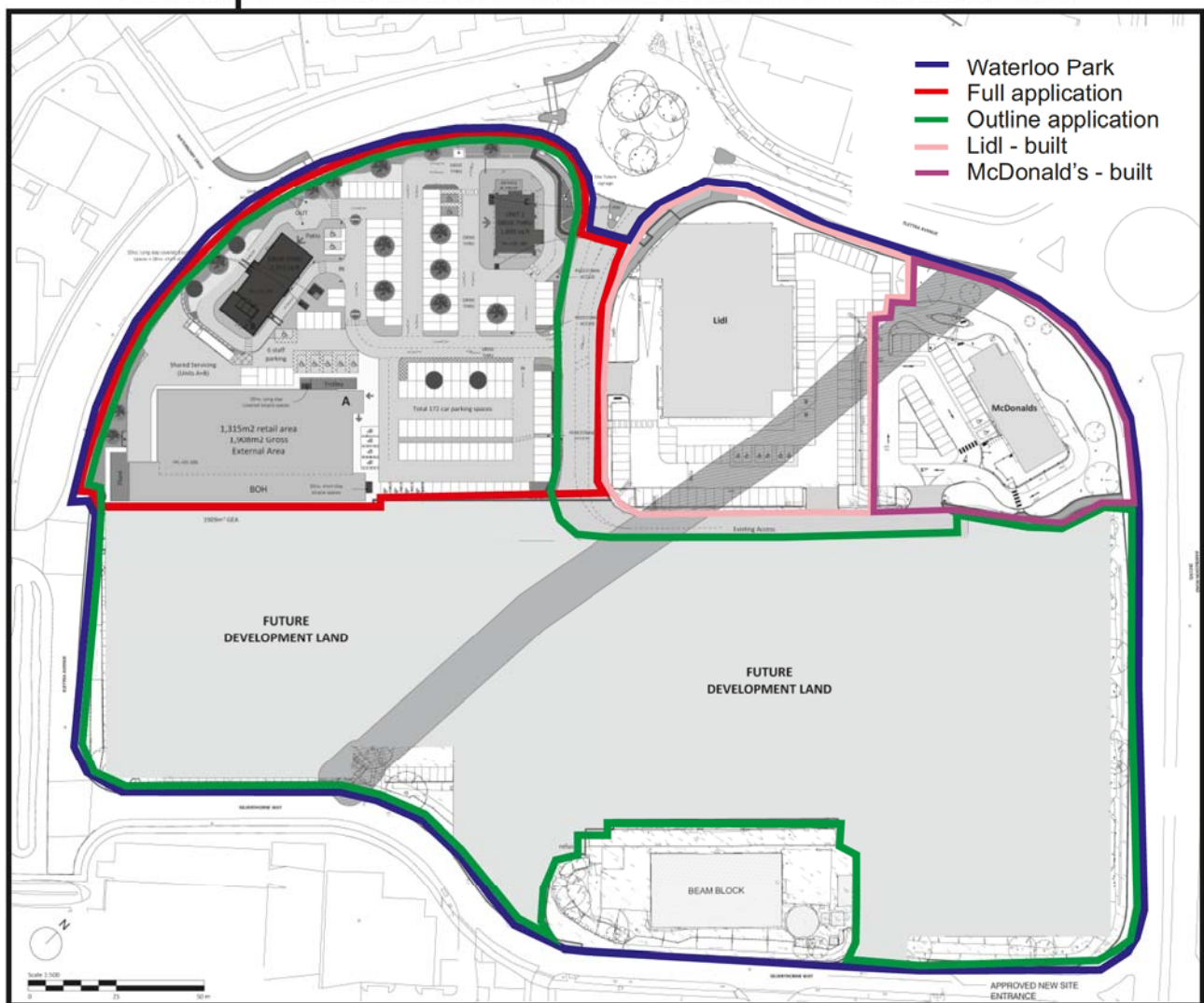


be raised in accordance with the above highlighted timescales.

- 6.4.4 Discussions will be held as to how any failed targets might be better achieved. Through consultation with HCC, the Plan and its targets will be readdressed annually. It may be, for example, that the targets are made less ambitious on one mode, while tightened up on another to compensate. Any improvements which could be implemented in the event that the targets and outcomes are not met will be included within the individual occupier travel plans.
- 6.4.5 Through agreement with HCC, the TPC will join and attend local community forums if required.



Figures

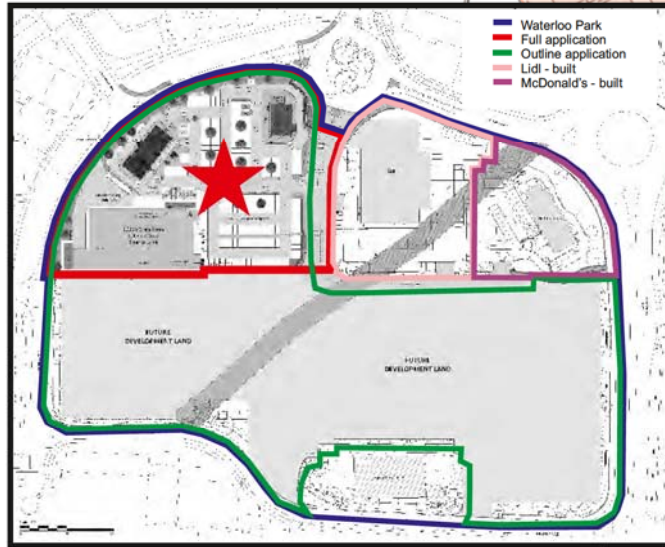
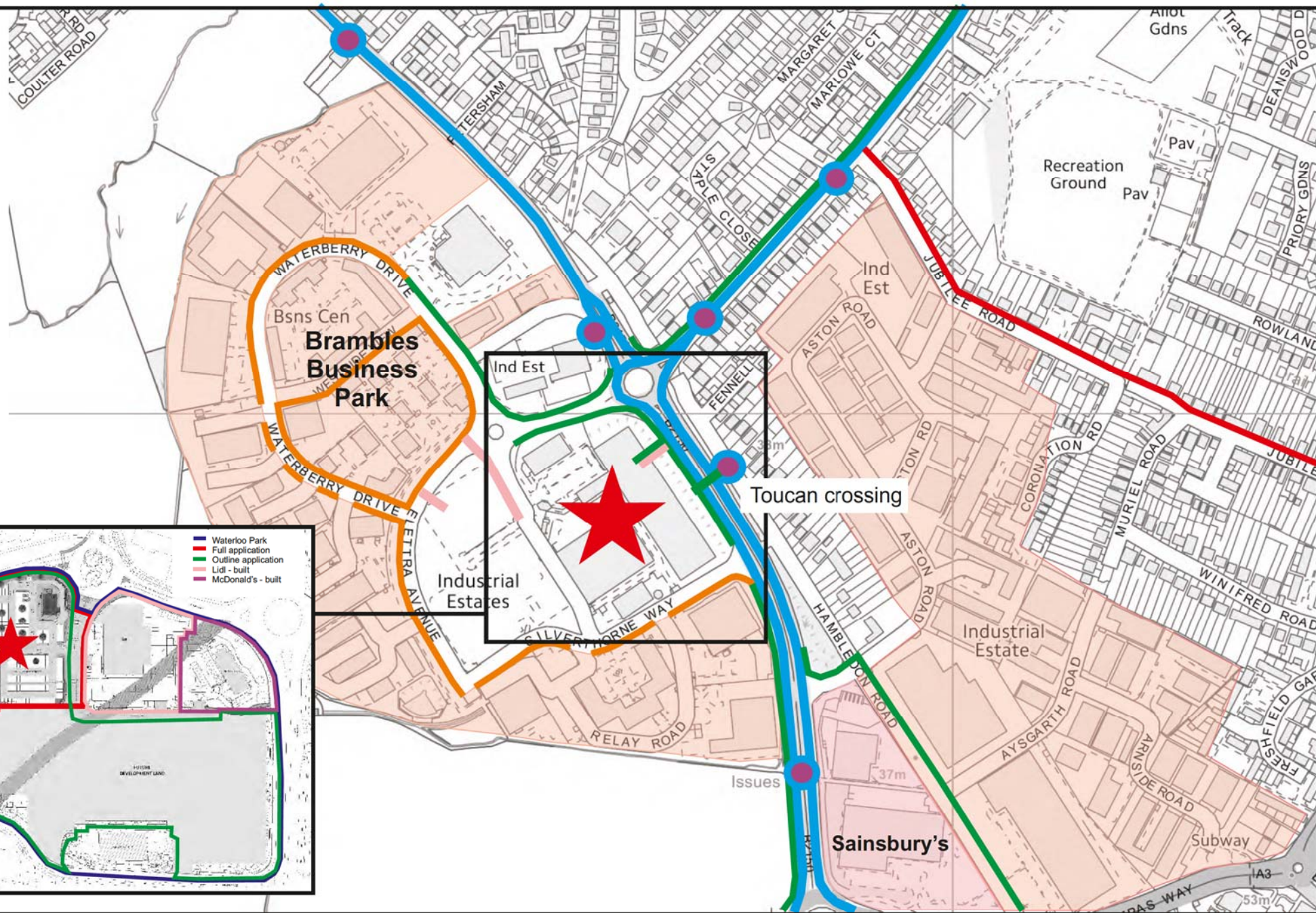


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Figure 1
Drawing Title Waterloo Park Location Plan
Job Title Elettra Avenue, Waterloooville
Client Hargreaves

Scale : NTS





Key:

- ★ Site Location
- Local Bus Routes
- Bus Stops

- Shared Pedestrian/ Cycle Route
- Off Road Cycle Route
- Footways around Business Park
- Pedestrian Links

Figure 2

Drawing Title

Job Title

Client

Accessibility Plan

Retail Application Waterloo Park

Hargreaves

Scale : NTS



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Appendix A – Site Layout Plan

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Appendix B – Draft Travel Survey

Appendix B – Staff Survey Example

General information

1. Home postcode

2. Do you have a disability which affects your travel arrangements?

- ☐ Yes
- ☐ No

3. What time do you usually arrive at work?

- ☐ 7.00 – 7.30 am
- ☐ 7.30 – 8.00 am
- ☐ 8.00 – 8.30 am
- ☐ 8.30 – 9.00 am
- ☐ 9.00 – 9.30 am
- ☐ 10.00 – 10.30am
- ☐ Other (please specify)

4. What time do you usually leave for home?

- ☐ 11.00 – 12.00 pm
- ☐ 12.00 – 1.00 pm
- ☐ 1.00 – 2.00 pm
- ☐ 2.00 – 3.00 pm
- ☐ 3.00 – 4.00 pm
- ☐ 4.00 – 5.00 pm
- ☐ 5.00 – 6.00 pm
- ☐ 6.00 – 7.00 pm
- ☐ 7.00 – 8.00 pm
- ☐ 8.00 – 9.00 pm

Other (please specify)

.....

5. Do you work:

- ☐ Part time
- ☐ Full time

Other (please specify)

General travel information

6. How do you usually travel to work?

- ☐ Car (on your own)
- ☐ Car (with others)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi

7. Why do you choose to travel in this way?
(tick all that apply)

- ☐ Convenience
- ☐ Cost
- ☐ Health reasons
- ☐ Alternative not available
- ☐ Need to for work purposes
- ☐ Other (please specify).....

8. Do you ever use a different mode of transport?

- ☐ Yes
- ☐ No

If yes, how

- ☐ Car (on your own)
- ☐ Car (with others)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi

.....

9. How would you *prefer* to travel to work?
(please tick only one)

- ☐ Car (on your own)
- ☐ Car (with others)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi

10. Do you ever work from home?

- ☐ Yes
- ☐ No

11. If so, how often?

- ☐ more than once a week
- ☐ Once a week
- ☐ Once a fortnight
- ☐ Once a month
- ☐ Occasionally

12. How far do you travel to work?

- ☐ Less than one mile
- ☐ 1 – 2 miles
- ☐ 2 – 5 miles
- ☐ 6 – 10 miles
- ☐ 11 – 25 miles
- ☐ 26 miles or more

Please specify.....
.....

13. How would you get to work if your car broke down or it was being serviced?

If you don't drive, please go to question 15.

- ☐ Car (with others)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi
- ☐ Other (please specify).....
.....

14. What are your main reasons for driving to work (tick no more than 3)?

If you don't drive, please go to question 15.

- ☐ Drop/collect a child off at school on the way
- ☐ Need car for other activities after work eg shopping, gym
- ☐ Distance from home too great to walk or cycle
- ☐ Need the car for work during the day
- ☐ No one to car share with
- ☐ No public transport or it would take too long
- ☐ Personal safety
- ☐ Car needed because of health (eg physical disability)
- ☐ Cheaper than public transport
- ☐ More reliable than public transport
- ☐ Other (please specify):

15. Would you be prepared to car share?

- ☐ Yes
- ☐ No
- ☐ Already do

16. How long does your journey generally take you?

- ☐ Less than 15 minutes
- ☐ 16 – 30 minutes
- ☐ 30 – 45 minutes
- ☐ 45 – 60 minutes
- ☐ Over an hour

17. Are you aware that this Organisation has a Travel Plan?

- ☐ Yes
- ☐ No

18. On average how often do you use your car alone for work purposes?

- ☐ Less than once a month
- ☐ One day per week or less
- ☐ At least 2 days per week
- ☐ At least 4 days per week

How many miles for work purposes do you travel on average per month? miles

Car Driving specific information

If you do not regularly drive to work, please go directly to Question 19

19. Do you use any other transport for work travel?

- ☐ Passenger in car/van or car sharing
- ☐ Taxi
- ☐ Train
- ☐ Bus
- ☐ Pool vehicle
- ☐ Bicycle
- ☐ Motor cycle
- ☐ Other, (please specify).....

Other travel ideas

Other comments, suggestions and ideas:

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