

REPORT

Cowplain School, Waterloooville

Travel Plan

Client: Frontier Estates Ltd

Reference: PC2284-ZZ-XX-R-Z-0002

Status: P01.4/S3

Date: 14/07/2022

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1 Introduction

1.1 Preamble

- 1.1.1 This Travel Plan (TP) has been prepared by Royal HaskoningDHV (RHDHV), on behalf of Frontier Estates Ltd, in association with a planning application for a 64-bed care home (C2) development and six dwellings (C3), on land adjacent to Cowplain Community School, Hart Plain Avenue, Waterlooville PO8 8RY (the 'site').
- 1.1.2 This Travel Plan is a stand-alone document associated with the proposed care home only. This accords with guidance published by Hampshire County Council (HCC) which requires a Travel Plan for care home developments where 50 bedrooms or more are to be provided. The HCC guidance states that a Residential Travel Plan is required for developments of 100 dwellings or more¹ and proposed development is not, therefore, sufficient in size to require the preparation of a stand-alone Residential Travel Plan.
- 1.1.3 This Travel Plan sets out a comprehensive strategy for encouraging more sustainable methods of travel and promoting travel modes other than single-occupancy car trips for the workforce. This document should be read in combination with the Transport Statement which has been submitted as part of the planning application as a standalone document.
- 1.1.4 It is not proposed that the Travel Plan would seek to monitor care home resident and visitor travel as it is considered that residents of the proposed care home development would be unlikely to travel, however, many of the measures proposed by this Travel Plan could equally apply to these groups.
- 1.1.5 This Travel Plan is a management tool that facilitates a co-ordinated strategy to bring together transport, business and leisure travel to achieve a more sustainable travel choice. A successfully implemented Travel Plan can deliver substantial gains toward the sustainable transport objectives of central and local government, helping to provide:
- reductions in car usage, particularly influencing levels of single-occupancy car travel, with an increased number of journeys made by public transport, walking and cycling; and
 - improved road safety and personal security, particularly for pedestrians and cyclists.
- 1.1.6 It is intended that the Travel Plan would be an evolving document that would be reviewed and modified to achieve its primary objectives.

1.2 Guidance

- 1.2.1 This Travel Plan has been prepared in accordance with the Planning Practice Guidance '*Travel plans, transport assessments and statements in decision-taking*'². It also takes in account best practice guidance published by Hampshire County Council (HCC).

¹ <https://www.hants.gov.uk/transport/developers/travelplans/travelplanrequired>

² *Travel plans, transport assessments and statements in decision-taking* – published by Department for Communities and Local Government, March 2014

1.3 Scope of Report

1.3.1 Following this introduction, this Travel Plan is structured as follows:

- **Section 2** examines the relevant national and local transport policy;
- **Section 3** describes the existing situation of the site and its surroundings including the accessibility of the development by sustainable transport modes;
- **Section 4** sets out the development proposals;
- **Section 5** sets out the general aims and objectives of the Travel Plan;
- **Section 6** sets out the primary targets of the Travel Plan;
- **Section 7** describes the proposed measures that would be implemented to achieve the set targets;
- **Section 8** details how the Travel Plan would be managed, promoted, funded and secured;
- **Section 9** summarises how the Travel Plan would be monitored and reviewed over time; and
- **Section 10** provides a summary and Travel Plan Action Plan.

2 Policy Framework

2.1 Overview

2.1.1 This section of the Travel Plan sets out the relevant national and local planning policy guidance.

2.2 National Policy and Guidance

National Planning Policy Framework (NPPF) – July 2021

2.2.1 The NPPF contains the Government's strategies for economic, environmental and social planning policies in England and is designed to be a single, tightly focussed document setting out national planning priorities.

2.2.2 Paragraphs 35 and 36 of the NPPF state that *'developments should be located and designed where practical to:*

- *Accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate creating home zones; and*
- *Consider the needs of people with disabilities by all modes of transport.*

2.2.3 Paragraph 113 of the NPPF states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

Planning Practice Guidance

2.2.4 The NPPF is accompanied by online Planning Practice Guidance (PPG) , which defines Travel Plans as being:

"Long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets."

2.2.5 The PPG states that Travel Plans can positively contribute to:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*

- *reducing the need for new development to increase existing road capacity or provide new roads.”*

2.3 Local Transport and Planning Policy

Hampshire County Council – A Guide to Development Related Travel Plans (January 2009)

2.3.1 Hampshire’s Guide to Development Related Travel Plans includes key objectives to ensure appropriate locations are chosen for developments and to minimise additional car travel demand by securing appropriate measures to maximise the opportunities for travel by other means.

2.3.2 Hampshire’s document specifies that an effective travel plan will be:

- *“**Site specific** – every site is unique and the measures will be determined by the opportunities and constraints of the site itself, the nature of uses and occupation, the location of other facilities and the existing transport provision.*
- *A combination of **hard measures** – site design, improved infrastructure and new services and **soft measures** – marketing, promotion, use of technology and improved information provision.*
- *A **holistic package** where individual measures are integrated into the new development as part of the design, marketing and occupation of the site.*
- *One that includes measures to support and promote walking, cycling and the use of **public transport**.*
- *One that addresses the issue of **parking provision**, its quantity, management and cost to the user.”*

2.3.3 Within the guidance document HCC provide a TRACES (Transparent, Realistic, Achievable, Enforceable and Sustainable) Evaluation checklist. This checklist sets out the elements that the Travel Plan must address. This Travel Plan has been produced in accordance with the checklist, which can be found in **Appendix A**. It should be recognised that there are elements of the checklist that cannot be completed until an end occupier is known.

Adopted Havant Borough Local Plan (2011)

2.3.4 The Adopted Havant Borough Council (HBC) Local Plan (Core Strategy) is the currently adopted local plan and sets out the planning policies for the borough up to 2026. This guidance document contains key transport strategy themes and their associated objectives.

2.3.5 Within DM11: Planning for More Sustainable Travel, it is stated:

“The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

- *Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.*
- *Requiring safe and secure vehicular and cycle parking and turning facilities to adopted*

standards.

- *Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.*
- *Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.*
- *Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.”*

2.3.6 Within policy DM12: Mitigating the Impacts of Travel, it is stated:

“New developments will be required to mitigate their travel impact, including the environmental impacts of travel:

- *Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.*
- *The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.*
- *A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.”*

3 Site and Surroundings

3.1 Site Location

- 3.1.1 The development site occupies land that abuts Hart Plain Avenue to the north, to the west the adjoining site is occupied by Hart Plain Infant School, with Cowplain Community School to the south and east. The site can be accessed by road from Hart Plain Avenue, via either the A3 London Road to the east or Milton Road to the west.
- 3.1.2 The site is located on Hart Plain Avenue, which is an unclassified road that connects with Milton Road to west and the A3 London Road to the east. The sites are located within the grounds of the Cowplain Community School and is comprised of two distinct plots, both bordered to the north by Hart Plain Avenue and separated by a small cluster of residential dwellings.
- **Plot 1**, on which the care home development is proposed; is a triangular-shaped area of greenfield land (0.73ha). The plot currently forms part of the school's playing field, and adjoins Hart Plain Infant School to the west, while the playing field lies to the south; and
 - **Plot 2**, on which the residential units are proposed, is a rectangular hardstanding (0.21ha) immediately adjacent to the Cowplain School to the east and associated car park to the south.
- 3.1.3 There are currently no existing accesses to the proposed development sites, as the sites are within the grounds of the Cowplain Community School.
- 3.1.4 The site is located approximately 800 metres (m) west of Cowplain District Centre, within the Borough of Havant.
- 3.1.5 Bedhampton railway station is located approximately 6.2 km to the south east of site. Bus stops are located directly adjacent to Plot 2 along Hart Plain Avenue, within 50m of the site.
- 3.1.6 The location of the site is indicated in **Insert 3.1**.

3.2 Local Highway Network

Hart Plain Avenue

- 3.2.1 Hart Plain Avenue is a two-way, single lane road which operates under a speed limit of 20 miles per hour (mph). Hart Plain Avenue is an east-west aligned road, which connects with the wider highway network via the A3 London Road to the east, or Milton Road to the west. Hart Plain Road continues to the north-west of Milton Road and becomes Eagle Avenue.
- 3.2.2 Pedestrian footways are present on both sides of Hart Plain Road. Streetlighting is present along the length of the carriageway and dropped kerbs are provided at side roads.
- 3.2.3 The nearest pedestrian crossings are located approximately 40 metres (m) west of the vehicular access to Cowplain School, as well as adjacent to the access to the Infant School to the west. The existing crossing points consist of dropped kerbs and tactile paving, as well as high visibility bollards.

Insert 3.1: Site Location Plan

- 3.2.4 An Automatic Traffic Count (ATC) survey was undertaken along Hart Plain Avenue from Thursday 6th May 2021 to Wednesday 12th May 2021 during school term time. The surveyed vehicle speeds and volumes are presented within the associated Transport Statement (TS).

A3 London Road

- 3.2.5 London Road is a two-way, single carriageway road which is a local distributor road providing a connection to a number residential streets, as well as Waterlooville District Centre to the south and Cowplain District Centre to the north.
- 3.2.6 There are wide footways provided on both sides of London Road and streetlighting is present on both sides of the carriageway. A Toucan crossing is located approximately 10m to the south of the junction with Hart Plain Avenue.
- 3.2.7 Along the A3 London Road, there are both a shared footway/cycleway and sections of cycle infrastructure on-carriageway. This route provides direct connections to Cowplain District Centre to the north and the Wellington Retail Park (Waterlooville) to the south.
- 3.2.8 To the south of the site a section of shared footway/cycleway exists on the western flank of the A3 until it reaches a Toucan (pedestrian/cycle) where the route switches to the eastern footway.
- 3.2.9 On-carriageway cycle infrastructure is also provided along the A3, north and south of Hart Plain Avenue. The A3 northbound is provided with continuous shared bus/cycle lane and sections of dedicated cycle lanes. In the southbound direction, the A3 carriageway is marked with signage recommending cycling on-carriageway.

Milton Road

- 3.2.10 Milton Road is a north-south aligned, two-way single carriageway road which acts as a local distributor road. Milton Road connects to Hambledon Road to the south and Wecock Farm to the north. The junction of Milton Road/Hart Plain Avenue is restricted to a left-in and left-out arrangement.
- 3.2.11 There are wide footways provided on both sides of Milton Road and street lighting is present on both sides of the carriageway. A Toucan crossing is located approximately 10m to the south of the junction with Hart Plain Avenue.
- 3.2.12 There is an existing shared cycleway/footway on Milton Road to the west of the site, which provides an off-carriageway route southbound from Hart Plain Avenue. This route provides a connection to Jubilee Park and Waterlooville retail park to the south.

3.3 Walking

- 3.3.1 A walking distance of 2 kilometres (km) is the maximum desirable commuting distance, as stated by the Chartered Institute of Highways and Transportation (CIHT).
- 3.3.2 The Department for Transport '*Walking and Cycling Statistics, England 2019*' publication indicates that the average walk distance within England for all journey purposes is 1.31 kilometres (km). Given this is an average, for some, it will be acceptable to walk more than 1.31km.
- 3.3.3 A summary of the local facilities within a walking distance of the site is provided in **Table 3.1**.

Table 3.1: Local Amenities

Amenity	Name	Distance
Town Centre	Waterlooville Town Centre	1.9km
GP Surgery	Cowplain Family Practice	850m
GP Surgery	Vine Medical Group	700m
Place of Worship	Cowplain Evangelical Church	950m
Pharmacy	Pharmacy	800m
Supermarket	Lidl Supermarket	600m
Supermarket	Co-Operative Food (Milton Road)	400m
Post Office	Horndea Post Office	500m

- 3.3.4 A walk catchment plan is presented within **Appendix B** which indicates areas that can be accessed within a 1km and 2km walking distance of the site.
- 3.3.5 A number of the amenities summarised within **Table 3.1** are located on London Road to the east of the site, towards Cowplain District Centre.
- 3.3.6 Waterlooville town centre is also located within walking distance of the site, approximately 1.9km to the south of Hart Plain Avenue.
- 3.3.7 The nearest pedestrian crossings are directly adjacent to Plot 2, approximately 40m west of the vehicular access to Cowplain School, as well as adjacent to the access to the Infant School to the

west. The existing crossing points consist of dropped kerbs and tactile paving, as well as high visibility bollards.

- 3.3.8 Toucan crossings are also located directly adjacent to the junctions of Hart Plain Avenue with London Road to the east and Milton Road to the west.

3.4 Cycle

- 3.4.1 The National Travel Survey identifies that the average length of a cycle trip, as a main mode of travel, was 3.375 miles in 2019 (circa 5.4km), which means that cycle trips from the site are possible to local destinations, including all of the facilities identified in **Table 3.1**.
- 3.4.2 A cycle catchment plan is included within **Appendix C** which indicates areas that can be accessed within a 3km and 5km cycle distance of the site.
- 3.4.3 There is an existing shared cycleway/footway route along Milton Road to the east of the site, which provides an off-carriageway route southbound from Hart Plain Avenue. This route provides a connection to Jubilee Park and the Wellington Retail Park to the south. The route is part of Havant Borough Cycle Network.
- 3.4.4 Along the A3 London Road, National Cycle Network (NCN) Route 222 is present. This route is provided in the form of both a shared footway/cycleway, as well as sections of cycle infrastructure on-carriageway. This route provides direct connections to Cowplain and Horndean District Centres to the north and Waterloo Retail Park to the south.

3.5 Bus

- 3.5.1 The Chartered Institute of Highways and Transportation (CIHT) document “Planning for Walking” (March 2015) indicates that for bus stops in residential areas, a distance of 400m has traditionally been regarded as the desirable maximum walking distance.
- 3.5.2 The closest bus stops to the site are situated immediately adjacent to Cowplain Community School, along Hart Plain Avenue, approximately 50m from the proposed residential development site and 150m from the proposed care home site. The bus stops are served by bus route 654, which is a school bus operated by First.
- 3.5.3 Bus stops are also located on Milton Road and A3 London Road, approximately 400m and 550m respectively. The 39, D2 and 7 The Star services can be accessed from Milton Road, while the 8 The Star can be accessed from London Road. **Table 3.2** provides a summary of the frequency of locally accessible bus services.

Table 3.2: Summary of Local Bus Services

Bus Number	Route	First Bus	Last Bus	Weekday Peak Frequency	Saturday Frequency	Sunday Frequency
654	Purbrook Oaklands School – Cowplain Community School – Hambledon Lotts Stores - Hambledon	15:59	15:59	n/a	n/a	n/a
D2	Mead End – Cowplain The Rainbow – Waterlooville Precinct	07:03	17:03	1ph	1 every 2 hours	n/a
39	Wecock Blackbird Close – Cowplain The Rainbow – Bedhampton Asda – Havant Bus Station	05:37	09:18	3ph	3ph	1ph
7 The Star	Wecock Blackbird Close – Waterlooville The Rainbow – QA Hospital North – City Centre Shops South	05:10	22:43	3ph	3ph	3ph
8 The Star	Portsmouth The Hard Interchange – QA Hospital North – Cowplain Hart Plain Avenue – Clanfield	05:22	22:42	3ph	3ph	3ph

Source: bustimes.org, accessed 10/03/21

3.6 Rail

3.6.1 The nearest railway station is at Bedhampton, which is approximately 6.2km to the south east of site. The railway station could be accessed within an approximate 20-minute cycle journey. This station is served by Southern and South Western Railway and provides direct connections to Littlehampton, London Waterloo, Portsmouth and Southsea and Portsmouth Harbour.

3.6.2 **Table 3.3** provides a summary of the rail services available from Bedhampton railway station.

Table 3.3: Summary of Rail Services

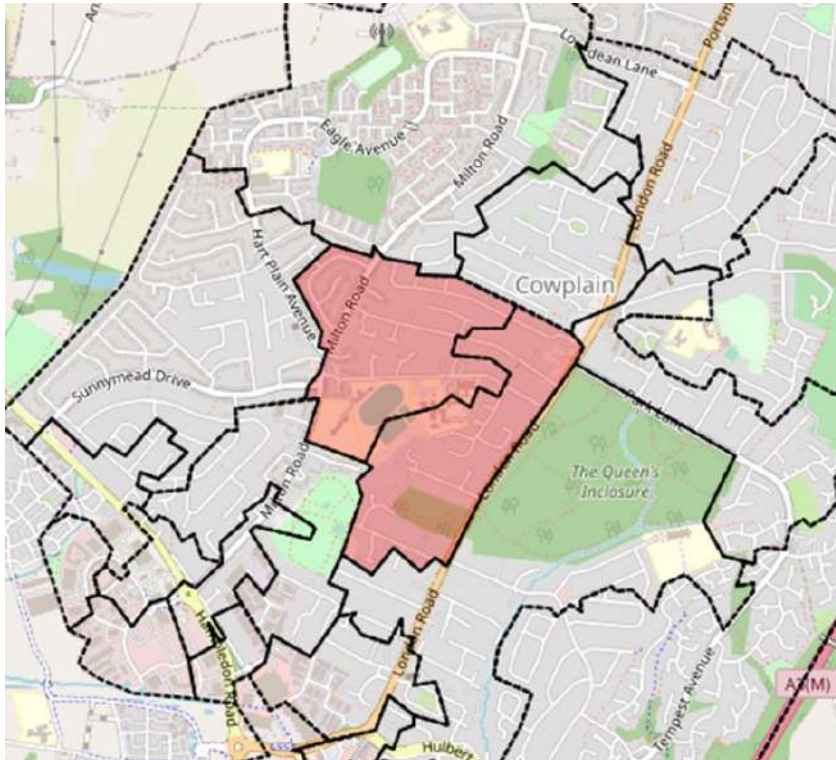
Operator	Destination	First Train	Last Train	Frequency			
				AM Peak	PM Peak	Sat	Sun
South Western Railway	London Waterloo	04:43	22:38	1ph	1ph	1ph	1ph
	Portsmouth and Southsea	04:43	23:33	3ph	3ph	2ph	2ph
	Portsmouth Harbour	04:43	23:34	1ph	1ph	1ph	1ph
Southern	Littlehampton	06:29	23:33	1ph	1ph	1ph	n/a
*Direct Services Only							

Source: live-departures.info, accessed 16/04/21

3.7 Development Travel Patterns

3.7.1 The 2011 census data (Method of travel to work, 2001 specification, Workplace population) for the workplace zones E33042292 and E33042293 provides an indication of the travel patterns that might be expected to and from the site by staff. The extent of the workplace zones is illustrated in **Insert 3.2**.

Insert 3.2: Workplace Zones E33042292 and E33042293



- 3.7.2 The 2011 Census Data modal split for workplace zones E33042292 and E33042293 is presented in **Table 3.4**.

Table 3.4: 2011 Census Data Modal Split (Workplace Population)

Method of Travel to Work	Modal Split
Train	0%
Bus, minibus or coach	3%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	75%
Passenger in a car or van	6%
Bicycle	1%
On foot	12%
Other method of travel to work	1%
Total	100.0%

- 3.7.3 The 2011 Census data indicates that the main mode of travel to the development by staff is likely to be by car, with car drivers representing 75% of all travel with car passengers representing 6%. Active travel (walking and cycling) and public transport modes represent a total of 16% of all journeys to work.

3.8 Summary

- 3.8.1 The local pedestrian network provides connections to multiple local amenities and residential streets, providing good opportunities for residents, staff and visitors in travelling to and from the site on foot. It is however, noted that pedestrian movements to the site will largely be from staff and visitors.
- 3.8.2 There is good quality pedestrian infrastructure present along Hart Plain Avenue, including wide pedestrian footways, crossing points and dropped kerbs.
- 3.8.3 There is an existing shared cycleway/footway route along Milton Road to the east of the site, provided as part of Havant Borough Cycle Network. Along the A3 London Road, National Cycle Network (NCN) Route 222 is present. This route provides direct connections to Cowplain and Horndean District Centres to the north and the Wellington Retail Park to the south.
- 3.8.4 The closest bus stops to the site are situated immediately adjacent to Cowplain Community School, along Hart Plain Avenue, approximately 50m from the proposed residential development site. Bus stops are also located on Milton Road and A3 London Road, approximately 400m and 550m respectively.
- 3.8.5 The nearest railway station is at Bedhampton which is approximately 6.2 km to the south east of site. The railway station could be accessed within an approximate 20-minute cycle journey.
- 3.8.6 In summary, the site is accessible by a range of non-car modes of travel, with a number of public transport services, multi-modal opportunities and local amenities accessible on foot or by cycle.

4 Proposed Development

4.1 Development Overview

- 4.1.1 The proposal seeks to provide a 64-bed care home (Use Class C2) on Plot 1 and six dwellings (Use Class C3) on Plot 2, with associated parking and landscaping.
- 4.1.2 In addition to the care home, the proposal seeks to provide six dwellings on Plot 2 consisting of four semi-detached and two detached houses. Each dwelling will have its own private driveway and off-street parking space, accessed from Hart Plain Avenue. In addition to private driveways, garages are indicated within the curtilage of each dwelling plot. The commitments made within this Travel Plan are associated with the care home development only.
- 4.1.3 The proposed development layout is indicated within the architect's layout plan provided in **Appendix D**.

4.2 Staff Travel Patterns

- 4.2.1 It is anticipated that staff would work with two or three shift patterns a day. It is anticipated that a ratio of one staff member per three residents would be required at peak times of demand, which equates to a maximum of 22 members of staff per shift.

4.3 Care Home Vehicular Access

- 4.3.1 The proposed main site access to the care home would be taken from Hart Plain Avenue and would provide access to vehicular traffic associated with staff, visitors and deliveries to the care home.
- 4.3.2 The proposed site access for the care home site would be located on the north-eastern corner of the development site, approximately 43m east of the junction with Harwood Gardens.
- 4.3.3 A delivery turning head is proposed within the site to ensure that all servicing is conducted within the curtilage of the site.

4.4 Pedestrian/Cycle Access

- 4.4.1 A pedestrian footpath would be located to the west of the vehicular access carriageway which would connect Hart Plain Avenue to the main entrance of the development site. Sheffield stands for cycle parking would be located adjacent to the main entrance.

4.5 Car Parking Provision

- 4.5.1 The care home proposes a total of 29 car parking spaces, inclusive of two disabled user parking spaces with one dedicated ambulance drop-off/ pick-up point, and this equates to a parking ratio of 0.45 spaces/ bedroom. The level of parking proposed is considered adequate in meeting the anticipated parking demand associated with the operation of the care home development and alleviates any concerns of potential car parking overspill in the vicinity of the site.
- 4.5.2 Due to the nature of the development, the car park parking spaces are likely to be used by staff and visitors to the care home, and not residents.

4.6 Cycle Parking Provision

- 4.6.1 A total of 10 secure cycle parking spaces would be provided in the form of five Sheffield stands within the curtilage of the site. This equates to approximately one space per three staff is proposed to adequately meet cycle parking demand requirements.
- 4.6.2 The level of cycle parking proposed is considered adequate in meeting the anticipated parking demand associated with the operation of the care home development.

4.7 Proposed Bus Stop Improvement

- 4.7.1 It has been noted in pre-application discussion with HCC that the bus stop facilities on Milton Road, which would be accessible from the proposed development, should be improved as part of the proposals. HCC have stated that:

“The southbound bus stop on Milton Road also consists of a sheltered waiting facility alongside the flag pole and timetable. The northbound facility on Milton Road consists of a flagpole and timetable only which should be upgraded to include sheltered waiting facilities to improve the attractiveness of the facility”

- 4.7.2 It is proposed that a commitment to the improvement of this bus facility would be made within a Section 106 agreement.

4.8 Future Occupants

- 4.8.1 It is envisaged that a care home operator would take control of the proposed development post construction and would be responsible for the day to day activities of the proposed development. The development would provide care home facilities for the elderly and as such it is not considered that the residents of the development would produce a large travel demand.
- 4.8.2 The future occupants of the site will be responsible for ensuring the implementation of this Travel Plan.

4.9 Anticipated Travel Demand

- 4.9.1 The accompanying Transport Statement presents an assessment of future travel demand to the care home development. The outcome of the assessment of development travel demand is replicated in **Table 4.1** below. The resulting residential care home vehicular trip generation during the peak hours is presented in **Table 4.1**. The travel demand presented in **Table 4.1** would include all staff, visitor and delivery movements.

Table 4.1: Proposed Care Home, Multi-Modal Travel Demand – Daily Trips (07:00-19:00)

Mode of Travel	Trip Rate (trips per resident)			Total Trips		
	Arrivals	Depart's	Total	Arrivals	Depart's	Total
Vehicles	0.875	0.914	1.789	56	58	114
Vehicle Occupants	1.067	1.146	2.213	68	73	142
Public Transport Users	0.161	0.112	0.273	10	7	17
Pedestrians	0.269	0.28	0.566	17	18	36
Cyclists	0.028	0.028	0.056	2	2	4
Total Person Trips	1.546	1.553	3.099	99	99	198

4.10 Summary

- 4.10.1 The proposal seeks to provide a 64-bed care home (Use Class C2) on Plot 1 and six dwellings (Use Class C3) on Plot 2, with associated parking and landscaping.
- 4.10.2 The care home proposes a total of 29 car parking spaces, inclusive of two disabled parking spaces with one dedicated ambulance drop-off/ pick-up point, and this equates to a parking ratio of 0.45 spaces/ bedroom.
- 4.10.3 In addition to the care home, the proposal seeks to provide six dwellings on Plot 2 consisting of four semi-detached and two detached houses. Each dwelling will have its own private driveway and off-street parking space, accessed from Hart Plain Avenue. In addition to private driveways, garages are indicated within the curtilage of each dwelling plot. The commitments made within this Travel Plan are associated with the care home development only.
- 4.10.4 The care home's main access would be located on the north-eastern corner of the development site, approximately 43m west of the junction with Harwood Gardens, and would accommodate all of the site's vehicular traffic.
- 4.10.5 A total of 10 secure cycle parking spaces would be provided in the form of five Sheffield stands within the curtilage of the care home site. This equates to approximately one space per three staff is proposed to adequately meet cycle parking demand requirements.
- 4.10.6 It is anticipated that the proposed care home would typically operate across two or three different shift patterns over each 24-hour period, with a maximum total of 22 employees being present on-site at any one time.

5 Aims and Objectives

5.1 Aims

- 5.1.1 This Travel Plan is intended to be a transparent and documented strategy that aims to reduce the dependence of employees travelling to the site by private car, thereby reducing traffic and promoting cleaner and more sustainable travel choices.
- 5.1.2 The Travel Plan also aims to achieve associated benefits for both the organisation and their employees, such as improved health benefits of staff members and reduced travel costs.

5.2 Travel Plan Objectives

- 5.2.1 The specific objectives of this Travel Plan are as follows:
- To minimise car use, and in particular single occupancy car travel, to and from the development, particularly through providing scope for journeys to be made by other modes.
 - To identify measures which maximise the use of non-car modes of travel.
 - To lead a change in the travel behaviour of individuals to a sustainable mode of travel and maintaining that change once it has occurred.
 - To initiate and promote a package of measures and management procedures that would encourage staff to travel by sustainable modes, resulting in a reduction in single occupancy car trips.
 - To maximise the use of non-car modes of transport to the site such as walking, cycling and public transport.
 - In promoting walking and cycling, publicising the health and environmental benefits associated with travel by foot and by bicycle.

6 Targets

6.1 Methodology

- 6.1.1 In accordance with best practice the targets within this report adopt the ‘outcomes approach’ by focussing on mode shift.
- 6.1.2 Realistic and achievable targets should be selected for the site. The targets should be set to reflect the reductions in car use that are expected as a result of the Travel Plan measures.
- 6.1.3 In order to measure the effectiveness of the Travel Plan, as the intended key tool to deliver sustainability with regards to transport, SMART targets have been included to help achieve the primary target of this Travel Plan. These are as follows:
- **S**pecific;
 - **M**easurable;
 - **A**chievable;
 - **R**ealistic; and
 - **T**imed.

6.2 Preliminary Travel Plan ‘Action’ Targets

- 6.2.1 The following action targets are set in order to achieve the required reduction in the number of single occupancy trips to the development. The action targets have been given a time post occupancy in which they must be achieved. The action targets are as follows:
- Undertake to deliver all ‘hard’ measures prior to first site occupation.
 - Appoint a Travel Plan Coordinator prior to site occupation (refer to **Section 8.1**).
 - Set up a Travel Plan steering group within three months of occupation.

6.3 Preliminary Travel Plan ‘Aim’ Targets

- 6.3.1 HCC’s Guide to Development Related Travel Plans document requires that targets should link to the objectives of the Travel Plan, and in this case a suitable parameter is considered to be the site’s anticipated vehicular travel demand.
- 6.3.2 Allowing for a 10% reduction in vehicular trips to and from the development over the five-year implementation of the TP, the TP targets are set on a biennial basis and are presented in **Table 6.1** below.

Table 6.1: Preliminary Travel Plan Targets – Vehicular Movements

Target Year	07:00-19:00			Reduction from Baseline
	Arrivals	Departure	Two-Way	
Baseline (refer to Table 4.1)	56	58	114	n/a
Year 1	55	57	112	2%
Year 3	53	55	107	6%
Year 5	50	52	103	10%

6.4 Target Reviews

- 6.4.1 The targets set out above are 'preliminary' and would be subject to review once an inaugural travel survey has been undertaken at the site. the travel survey would count the number of vehicular arrivals and departures over a 12-hour period and in parallel ask staff and site visitors how they travel.
- 6.4.2 The analysis of the survey results would then help guide future targets, initiatives and measure successes of the Travel Plan measures.
- 6.4.3 The success of the Travel Plan would primarily be measured against the percentage mode share of vehicle trips. The percentage of travel by other modes that influence this primary target would also be monitored.
- 6.4.4 After the baseline (inaugural) travel survey has been undertaken, further surveys would be undertaken in years 3 and 5 of site occupation.
- 6.4.5 The surveys would take the form of an arrival/departure count of cars (07:00-19:00) and an accompanying survey of staff and site visitors to establish how people travel.
- 6.4.6 A vehicular trip target would be set and agreed in consultation with HCC. The target would be agreed on the basis of the previous year's review exercise (see **Section 10**, Monitoring and Review) and would be recorded for reference in the following years' review.
- 6.4.7 Where targets are not being met at the end of the initial period of monitoring, the Travel Plan will be reviewed, new measures introduced, and the monitoring period extended for a further two review periods.

7 Measures and Maintenance

7.1 Increasing Travel Awareness

7.1.1 A Travel Plan should set out how employees can be encouraged to travel to the site by sustainable modes. Hard infrastructure measures should be proposed to facilitate access by sustainable modes, and 'softer' measures should be developed to encourage non-car use.

7.1.2 In this case, all new employees would, therefore, be made aware of the Travel Plan and the associated 'measures' through their company induction.

7.2 Proposed Hard Measures

7.2.1 To support the development project and this Travel Plan, the following 'hard' measures are proposed.

- A pedestrian footpath would be located to the east of the vehicular access carriageway which would connect Hart Plain Avenue to the main entrance of the development site.
- A total of 10 secure cycle parking spaces would be provided in the form of five Sheffield stands within the curtilage of the site.
- Bus stop facilities on Milton Road, which would be accessible from the proposed development, would be improved as part of the proposal, funded by the applicant.
- Showers, changing facilities and lockers for storing clothes will also be provided within the care home building.

7.3 Proposed Soft Measures

7.3.1 To encourage the take up of sustainable travel and reduce single-occupancy car trips the following measures (**Table 7.1**) are proposed. These measures are proposed with the intention that they support a change in travel behaviour, encouraging the use of sustainable transport modes over single-occupancy car trips.

Table 7.1: Proposed 'Soft' Travel Plan Measures

Measures	Comments
Provide a staff notice board	The notice board would provide employees with a useful source of information regarding travel choice and include information such as details of car share schemes, walk and cycle routes, up-to-date bus and train times.
Use of intranet/internet to disseminate information – and social media such as Twitter, Facebook.	The use of social media would complement the information shared via the staff notice board.
Provide Travel Information Packs to employees	To be provided at the launch of the TP and during the induction of new employees. The packs would include information such as details of car share scheme, walk and cycle routes, bus and train times. Information

Measures	Comments
	with regards to journey planning websites will also be provided including Traveline, National Rail Enquiries and the Hampshire 'My Journey' Planner.
Establish a Travel Plan Steering Group	To ensure that the Travel Plan is operating in the way anticipated and to ensure that focus is provided on achieving the Travel Plan's aims and objectives.
Interest free loans for bus and rail tickets*	To remove the cash flow barrier to employees wishing to purchase season tickets for bus / rail which are significantly cheaper than daily tickets.
Promotion of national events	To link up with national events such as Bike Week or Walk to Work week.
Car share database	To encourage the take up of car sharing by allowing employees to find other employees who may live near them and be interested in car sharing.
Guaranteed lift home for car-sharers	To ensure that employees who did not travel in their own car have the security of knowing they can get home in an emergency.
Cycle parking facilities	To provide safe and secure parking for cyclists.
Set up Bicycle User Group	To enable likeminded employees to discuss common issues and encourage more people to cycle to the development.
Cycle / Walking 'buddy' scheme	To increase person security during unsociable hours.
Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives	To provide further incentive for staff and visitors to travel to the site by bus
Promotion of free health apps for walking	To promote and encourage walking by staff and visitors.
Cycle to Work Scheme*	To increase the uptake of cycling the operator of the care home could offer a cycle to work scheme. The scheme requires that at least 51% of the bike's use must be for commuting. The employer, rather than the employee, owns the bike. At the end of the hire period (usually 12 months) the employer may then choose to transfer ownership of the bike to the employee for the 'fair market value'.
Promotion of HCC 'My Journey' Planner	The HCC 'My Journey' planner would be promoted to staff of the care home by the appointed Travel Plan Coordinator (TPC) within staff travel packs, on notice boards and within email updates. The journey planner allows users to plan a cycle and public transport routes and provides information with regards to the businesses and time.

Measures	Comments
*subject to the operator's working practice and policy	

7.3.2 These proposed measures are identified in the Action Plan detailed in **Section 8**.

8 Travel Plan Management

8.1 Travel Plan Co-ordinator

- 8.1.1 A Travel Plan Co-ordinator (TPC) will be appointed by the operator of the site, most likely being a member of the facilities staff. The TPC would be trained and would be responsible for the implementation of the Travel Plan at the development as a whole. Funding of the TPC will be the responsibility of the development occupier and will be secured through conditions set out within the agreement between the developer and the occupier.
- 8.1.2 Following the appointment of the TPC their details will be submitted to HCC.
- 8.1.3 The overall administration of the Travel Plan would be the responsibility of the TPC who would be responsible for the development, implementation, monitoring and enforcement of the Travel Plan.
- 8.1.4 The primary duties of the TPC are:
- Being the first point of contact for all information and issues regarding travel planning on the site.
 - Raising awareness of the Travel Plan through organised local events and participation in national events relating to sustainable travel.
 - Work towards realising the objectives and targets of the Travel Plan.
 - Update the travel boards and website with the latest information and progress of the Travel Plan.
 - Ensure the measures in the Travel Plan are properly implemented.
 - Undertake the required monitoring and review of the Travel Plan, including reporting to the local authorities.
 - Collate, organise and distribute the employee travel packs.

8.2 Travel Plan Administration

- 8.2.1 The TPC would oversee the management of a filing system for all correspondence relating to the Travel Plan for the site and be a key link between the TPC and various stakeholders.
- 8.2.2 The TPC would ensure that new employees would be made aware of the existence of the Travel Plan and their travel details are added to the relevant car share database if appropriate. Employees leaving would have their details removed from the database.
- 8.2.3 The TPC would set up and maintain the employee travel dataset, following the initial travel survey.
- 8.2.4 The TPC would monitor the use and provision of cycle parking.
- 8.2.5 In the event that the occupier of the development changes the previous TPC will be required to produce a report outlining the progress of the Travel Plan. This report will provide details on the most recent travel measures that have been implemented, current Travel Plan management arrangement, agreed funding streams and the relevant contacts at HCC.

8.3 Travel Plan Promotion

- 8.3.1 All employees would be made aware of the existence, objectives and potential benefits of the Travel Plan.
- 8.3.2 For new employees, the Travel Pack would be provided at their induction, so that staff can make an informed decision about how they travel to the site. Employees will also be offered the option of receiving their travel packs electronically prior to the commencement of their employment. This would assist employees in considering all travel options available before they commence their employment.
- 8.3.3 The Travel Pack would include the following:
- The objectives of the Travel Plan;
 - The environmental and economic benefits of travelling using sustainable travel modes;
 - Details of the Travel Plan Co-ordinator;
 - Details of the bus and train services;
 - Details of cycles routes;
 - Details of the cycle to work scheme (if adopted by the operator);
 - Information on the location of the cycle parking facilities; and
 - Information on the development's car-share scheme and details associated with the other external car share schemes, such as:
 - (<https://liftshare.com/uk/community/hants>).
- 8.3.4 Noticeboards would be provided in areas that are communal and highly frequented by staff. The noticeboards would allow the information provided within the Travel Packs to be visible and kept up to date. In addition, e-mail and e-shots could be utilised as appropriate.

8.4 Travel Plan Funding

- 8.4.1 The costs associated with the implementation of the site's 'hard' measures would be the responsibility of the applicant, Frontier Estates.
- 8.4.2 The cost of running the Travel Plan post site occupation would be the responsibility of the site's end user. The end user would be responsible for funding all elements of the Travel Plan including its day to day management, the funding of any 'measures' required, and all formal and informal surveys that are required to be undertaken as part of a monitoring process.

9 Monitoring and Review

9.1 Travel Plan Monitoring

9.1.1 Monitoring of the Travel Plan would be undertaken after three months of full occupation of the building. This survey would be undertaken in the form of an informal staff and visitor survey, alongside a count of vehicle arrivals and departures over a 12-hour day (07:00-19:00).

9.1.2 **Table 10.1** sets out how the data that would be collected and likely method of collection.

Table 10.1: Travel Plan Monitoring

Monitoring data	Method of collection
Baseline conditions including the number of employees	Collected by the TPC from Human Resources records.
Demand for parking, including cycle parking	The TPC will survey the demand for parking, counting vehicular arrivals and departures throughout the day (07:00-19:00).
Traffic patterns to and from the development	Established through an employee/visitor Travel Survey to be organised by the TPC. The Travel Survey would most likely take the form a questionnaire.
The level of uptake on car-sharing	Collected by the TPC
Informal comments made regarding the operation of the Travel Plan	
Formal comments from stakeholders regarding the Travel Plan	

9.1.3 An example questionnaire survey, to be used for informal monitoring of the Travel Plan, is provided in **Appendix E**. This or a similar questionnaire will be given to all staff members on a biennial basis and will help to establish travel patterns at the development and will offer a chance for formal feedback on Travel Plan measures to be given.

9.1.4 Site visitors would be asked, as a minimum, how they have travelled to the site, at the building's reception.

9.2 Reporting

9.2.1 Upon completion of the surveys, the TPC would be required to produce a Travel Plan Monitoring report and put forward any remedies, where appropriate, should the Travel Plan targets not be met. The TPC will be required to submit this report to HCC within two months of the travel survey being completed.

9.2.2 The report will include the following:

- **Development Overview** – A description of the site including the occupiers and opportunities to access the site by sustainable modes of transport.

- **Summary of the Agreed Travel Plan**
- **Targets** – An overview of the agreed targets and the relevant indicators.
- **Implementation and Monitoring Timetable** – A summary of all of the activities that have been undertaken in association with the Travel Plan including surveys and implementation of measures.
- **Analysis of the Monitoring Results** – This will include drawing conclusions on the success of the Travel Plan when compared to the set targets.
- **Issues, Constraints and Reasons for Progress** – This section will outline the reasons for the success or failure of the Travel Plan.
- **Corrective Measures (if required)** – details of any additional ‘measures’ that have been required in order to keep the Travel Plan on track.
- **Conclusions** – An overall evaluation of the success in meeting the targets and the status of the Travel Plan.

9.2.3 A copy of this report will be made available to all members of staff to ensure they are aware of the Travel Plan and the impact it has had on travel to the site.

9.2.4 During the interim years (2 and 4), a short monitoring report would be produced to ensure that HCC are satisfied that the Travel Plan is being implemented effectively.

9.3 Securing the Travel Plan

9.3.1 The implementation of the Travel Plan would be secured through the proposed developments Section 106 agreement.

10 Summary and Action Plan

10.1 Summary

- 10.1.1 This Travel Plan (TP) has been prepared by Royal HaskoningDHV (RHDHV), on behalf of Frontier Estates Ltd, in association with a planning application for a 64-bed care home (C2) on land adjacent to Cowplain Community School, Hart Plain Avenue, Waterlooville PO8 8RY (the 'site'). This Travel Plan is a stand-alone document associated with the proposed care home only.
- 10.1.2 This document has sought to accord with guidance published by Hampshire County Council (HCC) which requires a Travel Plan for care home developments where 50 bedrooms or more are to be provided.

10.2 Action Plan

- 10.2.1 An Action Plan has been prepared that provides guidance to the TPC and Frontier Estates Limited, (or end occupier) on the key milestones for the implementation of the Travel Plan and the milestones for future maintenance and reporting. This Action Plan (**Table 10.1**) summarises the content of this report.

Table 10.1: Travel Plan Action Plan and Key Dates

Proposal	Action	Start Date	Responsibility	Mode Affected	Cost Estimate
Implement the Travel Plan	Appoint the Travel Plan Co-Ordinator	Prior to occupation	Frontier Estates Limited (or end user)	N/A	£1,500/ Year of TP
Increase employee awareness of all travel choices	Prepare welcome packs for new employees	Prior to occupation	TPC	All modes	£10/per employee. Assume £700 total
Provide adequate facilities to encourage staff and visitors to cycle to the site	Implement cycle parking, lockers and showers	Prior to occupation	End occupier and TPC	Cycle	Cost would be included in overall design and build costs
Increase employee awareness of all travel choices	Identify an area for a staff notice board	Prior to occupation	TPC	All modes	Refer to Implement the Travel Plan cost
Improve pedestrian connections to and from the site and local pedestrian network	Implement the proposed pedestrian infrastructure improvements	Prior to occupation	Frontier Estates Limited (or end user)	Pedestrian	To be calculated and referenced in the s106

Proposal	Action	Start Date	Responsibility	Mode Affected	Cost Estimate
Understand how employees plan to travel to and from the site	Undertake a staff/visitor travel survey	3 months after full occupation	TPC	All modes	Refer to Implement the Travel Plan cost
Develop a better understanding of employee journey making habits	Update the Travel Plan with survey details.	3 months after full occupation	TPC	All modes	Refer to Implement the Travel Plan cost
Reduce single occupancy vehicle trips	Initiate staff travel to work database and car-share database	3 months after full occupation	TPC	Car sharers (car drivers & passengers)	Refer to Implement the Travel Plan cost
Monitor employee journey making habits to determine mode shift patterns	Undertake a staff/visitor travel survey.	Biennially, following the 1 st travel to work survey.	TPC	All modes	Refer to Implement the Travel Plan cost
Ensure that employee travel information is up to date. Reviewed when new staff members join and incumbent staff leave.	Update travel to work database.	Biennially, following the travel survey at the end of year 1.	TPC	All modes	Refer to Implement the Travel Plan cost
Review change in mode share to determine mode shift	Report survey results.	Biennially, following the travel survey.	TPC	All modes	Refer to Implement the Travel Plan cost
Ensure that employee travel information is up to date. Reviewed when new staff members join and incumbent staff leave.	Update the car sharing database and staff notice board.	On-going	TPC	Car sharers (car drivers & passengers)	Refer to Implement the Travel Plan cost
Determine how many staff travel by cycle	Review cycle parking provision.	On-going	TPC	Cycle	Refer to Implement the Travel Plan cost

Appendix A – HCC TRACES Evaluation

Appendix C TRACES evaluation template

T R A C E S Template

In order to complete this assessment you will need to state how your plan achieves the TRACES elements. The elements required at each stage are shown under the TRACES column.

Business / Development:

	Criteria	Brief assessment / cross reference to plan	TRACES*	Points	
				Score	Out of
	Background				
1	Name of business / occupier (or developer/agent/ speculative development status)		T		1
2	Staff numbers, working hours, shifts etc		T		1
3	customers, visitors and delivery movements		T		1
4	Is the scope of the plan clear and does the plan relate to the different needs of all users, occupiers, residents, visitors etc (business travel, commuting, visitors, customers, deliveries, fleet vehicles, disabled access)		T,R,A		2
5	Is there reference to the wider company ethos and business plan or previous experience with travel plans		T,R		1

Appendix C TRACES evaluation template

6	Physical description of the site and its location. To include on site infrastructure (e.g. car parking spaces) and off site infrastructure (e.g. public transport services)		T		2
7	Is the plan clear about who has responsibility to deliver the travel plan (the developer or responsibility passed to the occupier)		T,R,C		1
	Consultation and partnerships				
8	Does the plan demonstrate that staff, unions and HR have been (or will be) involved in the preparation of the plan. Have the opinions of those who will be affected (including the local community) been included in the action plan.		T,R		2
9	Is there agreement with the highway / transport authority on the measures relevant to them. Evidence of liaison with the local authority.		T,R,A		2
10	Is there agreement with the local public transport operators on measures relevant to them		T,R,A		2

Appendix C TRACES evaluation template

11	Are any other key partnerships identified (e.g. cycle retailers, train operators) or is there membership of a commuter forum		T,C,A		1
	Site and travel surveys				
12	Have site audits been undertaken		T,C		1
13	Have surveys been carried out of existing transport links and public parking stock (i.e. is there potential for displaced parking to take place)		T,C		1
14	Have travel surveys been undertaken / planned (staff, visitors, customers etc). If so, what is the response rate / data quality?		T,C		2
15	Has an appropriate survey methodology been proposed and agreed including timescales		T,A,C		1
16	Is a sample survey questionnaire provided		T,A,C		1
17	What level of data analysis has been used to inform the development of the action plan (reference to local or national data)		T,C		2
18	Are patterns of staff /visitor travel outlined		T		2
	Visions, Objectives and Targets				

Appendix C TRACES evaluation template

19	Does the plan have clear and appropriate overall aims and objectives.		T,R,A,C		1
20	does the plan have targets (related to the aims and objectives). Minimum of % SOV versus other modes				2
21	Are there 'aim' and 'action' type targets		T,R,A,C		1
22	Is the plan clear about how the targets have been developed (e.g. are they based on evidence like survey results)				
23	Are the targets SMART		T,R,A		2
24	Are indicators of success proposed		T,R,A		1
25	Are the targets consistent with LDF and LTP objectives and policies		T,R		1
	Action Plan				
26	has an action plan been included?		T		1
27	Is it clear how initiatives and measures support the overall aims and objectives		T,R		3
28	Are measures related to survey results or in line with over all aims and objectives		T,R		3
29	Do actions have defined and realistic timescales		T,R,A		4

Appendix C TRACES evaluation template

30	Are initiatives and measures prioritised in the plan		R,A		3
31	Are there details of who is responsible for each action		T,R,A		2
32	Are all modes of travel to the site considered (walking, cycling, bus, train, taxi, motorbike, multimodal journeys, car, car share' deliveries)		T,C		4
33	Are measures identified to assist all users of the site and all journey types		T,C		3
34	Provision of marketing / information for each mode		R,A,C		2
35	Provision of incentives for each mode		R,A,C		2
36	Is there a strong car parking policy (e.g. to what extent is car parking managed to promote car sharing and reduce SOV trips)		R,A,C		3
37	Are non transport solutions considered (e.g. flexible working hours, working from home, teleconferencing)		R,A,C		3
	Evaluation and Monitoring				
38	Does the plan state when next survey will be undertaken		T,S		1
39	Are there mechanisms in place for reviewing and updating the plan in light of experience		T,S		1

Appendix C TRACES evaluation template

40	Are barriers to implementation discussed with amelioration measures proposed		T,R,A		2
41	Are proposals for long term monitoring included		T,S		1
42	Are the proposals for implementing and managing the plan in the longer term (5-15years) clear		T,S		2
Roles and responsibilities					
43	Is there a steering group to over see the development of the plan with working groups to assist in delivering the plan (where appropriate)		T,C		1
44	Are staffing implications of delivering the plan made clear		T,A,C		1
45	Is there support and commitment from senior management		T,C		1
46	Is a Travel plan co-ordinator in place or is there agreement on when a co-ordinator will be in place		T,C		2
47	What is the level of seniority of the travel planner. Will it be a full or part time role.		T,C		2
Awareness, promotion and marketing					

Appendix C TRACES evaluation template

48	What measures are in place to ensure that the travel plan is promoted over a sustained period of time (e.g. newsletters., events, websites).		A,C,S		3
49	Are promotional events coordinated with national and local events		R,A		2
50	Is there a mechanism for disseminating results of the survey		T		1
	Funding				
51	Are sources of funding (at an appropriate scale) identified for delivery of the action plan		T,R,C		2
52	Is the funding of the travel plan co-ordinator role clear		T,R,C		2
53	Is there funding allocated for promotional events and marketing		T,R,C		2
54	is funding allocated for the requirement of ongoing monitoring of the plan				1
	Deliverability / Enforceability				
55	Is a Section 106 agreement drafted which ensures delivery of the travel plan		T,E		2
56	Is there clarity on what needs to be done by when and appropriate incentives / sanctions in place to enforce the agreement		T,E		3

Appendix C TRACES evaluation template

57	Is the travel plan explicit in terms of objectives, management, monitoring and review?		T,E		4
58	Are there transition arrangements in place for changes in user / owner / occupier		T,E,S		1
	Total				106

Appendix B – Walk Catchment Plan



Legend

- Bus Stops
- ★ Site Location (Care Home Access)

Walk Catchment

Distance

- 0-1km Cutoff Range: 0 - 1
- 1-2km Cutoff Range: 1 - 2

**Cowplain
District Centre**



0 0.2 0.4 0.8 Kilometres

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Appendix C - Cycle Catchment Plan

Legend

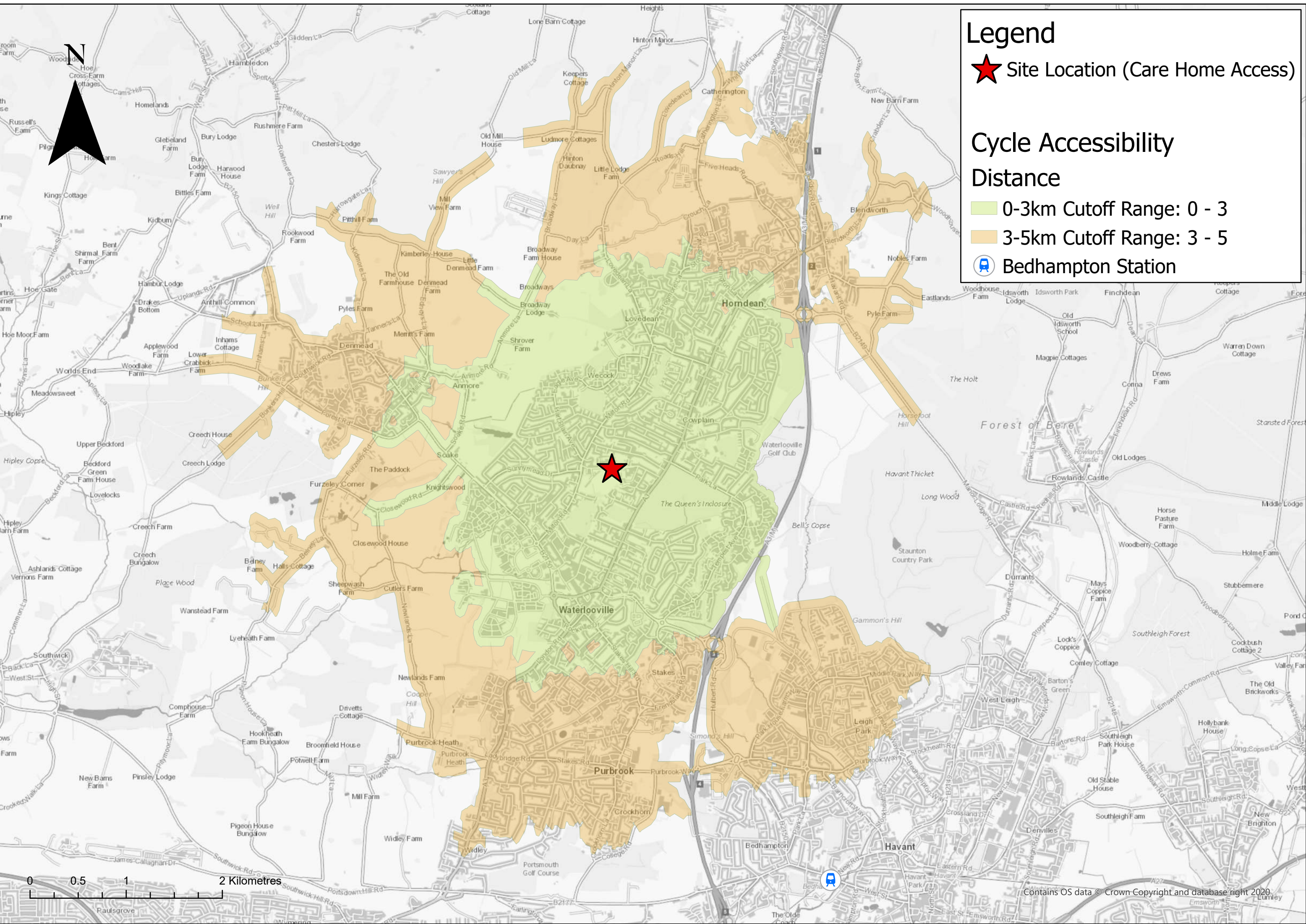
★ Site Location (Care Home Access)

Cycle Accessibility Distance

0-3km Cutoff Range: 0 - 3

3-5km Cutoff Range: 3 - 5

 Bedhampton Station



Appendix D – Architect's Layout Plan



DO NOT SCALE FROM THIS DRAWING

Use annotated dimensions in all instances. Dimensions to be site checked prior to commencement of works on site or prior to any prefabrication. WR Dunn & Co Ltd is to be notified of any discrepancies in all instances.

This information contained must be read in conjunction with any relevant specifications, building regulations, British and European standards and checked against all additional consulted and specialist manufacturers information.

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Easement based on a 3m offset from foul and surface water pipes, location as indicated on Clear View's survey drawing, REF:13056-001

Plot 1 Area:
5208.9 m²
1.30 acres
0.53 hectares

Plot 2 Area:
2176.4 m²
0.52 acres
0.21 hectares

Site boundary

Proposed railing
Refer to Landscape Designer's specification

Proposed fence
Refer to Landscape Designer's specification

Foul Drainage

Surface Water Drainage

G4-B1 Tree reference / classification
Refer to Arboricultural Drawing

RPA

Existing tree

Proposed tree planting
Refer to Landscape Designer's specification

Proposed low maintenance planting

Proposed grassed area

Proposed tarmac area

Proposed block paving

Proposed paving

Easement

Proposed footpath paving

Main Entrance

Service Entrance

Scale 1 : 200

0 2 4 10 20 m

P01	First Issue	JD	20.05.21
P02	Updated housing layout	JD	20.05.21
P03	Updated care-home layout	JD	20.05.21
P04	Updated Layout	JD	27.05.21
P05	Updated layout for Pre-application	EH	28.05.21
P06	Updated housing layout	EH	14.06.21
P07	Revised site layout to reflect updated site boundary	EH	25.08.21
P08	Revised to incorporate planning officers comments	EH	14.09.21
P09	Revised 6a bed layout	EH	10.12.21
P010	Revised layout to accommodate revised red line boundary	EH	20.12.21
P011	Updated for coordination with TLP	EH	18.01.22
P012	Updated following review of landscape design	EH	20.01.21
P013	Updated to reflect operators comments	EH	18.02.22
P014	Planning Issue	EH	20.02.22
REV	AMENDMENTS	DWN	DATE

Proposed Site Plan
1 : 200

PLANNING

DO NOT SCALE FROM THIS DRAWING. CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK OR MAKING ANY SITE DRAWINGS

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CLIENT

FRONTIER

PROJECT
Land at Cowplain Community School
Hart Plain Avenue
Waterlooville
PO8 8RY

DRAWING TITLE
Proposed Site Plan

SCALE @ A0 As indicated	DATE 17.05.21	DRAWN EH	CHECKED JD
DRAWING NUMBER 4528-WRD-XX-ZZ-DR-A-0500	REVISION P014	SUITABILITY S3	

Appendix E – Example Questionnaire Survey

TRAVEL SURVEY: Employees

1. What is your home postcode? (First 3 letters only)

Postcode

2. What is your main means of transport when travelling to the Care Home and / or Sheltered Accommodation?

(If you use multiple modes of transport, this should be the method of travel which you spend the most time using)

☐	Car (as driver)
☐	Car (as driver, with passenger)
☐	Car (as passenger)
☐	Bus
☐	Tram
☐	Rail
☐	Taxi
☐	Motorcycle
☐	Bicycle
☐	Walk
☐	Other (please specify)

3. If you drive to the Care Home, where do you park?

☐	On site
☐	On the surrounding streets
☐	In a local car park
☐	Other (please state where)

4. Why do you use your selected mode(s) of travel? (Please select the option which best suits your reasons)

☐	Speed (quicker than alternatives)
☐	Cost (cheaper than alternatives)
☐	Security (safer than alternatives)
☐	Special needs
☐	Environmental impact
☐	No viable alternative
☐	Because you don't own a car

5. If you don't currently walk or cycle, would walking/ cycling be a viable mode of travel for you? (If you already walk / cycle go to Question 8)

☐ Yes

☐ No

6. If you answered 'No' to Question 5, why did you answer this way? (If you answered 'Yes' go to Question 7)

☐ I live too far away

☐ Personal safety when walking / cycling

☐ Road safety when walking / cycling

☐ Other (please specify)

7. What measures, if any, would encourage you to walk or cycle to work? (e.g. cycle parking, improved road safety)

8. Finally, do you have any additional comments regarding travel to/ from the Care Home?

Thank you for taking the time to complete this survey.

TRAVEL SURVEY: Care Home Residents

1. On average, how many times a week do you leave the Care Home?

2. Do you typically leave the Care Home:

☐	By yourself
☐	With others from the Care Home
☐	With staff member(s)
☐	With family
☐	With friends not in the Care Home
☐	Other (please specify)

3. What is / are your main mode of transport when leaving the Care Home?

☐	Car (as driver)
☐	Car (as driver, with passenger)
☐	Car (as passenger)
☐	Bus
☐	Taxi
☐	Motorcycle
☐	Bicycle
☐	Walk
☐	Mobility scooter
☐	Wheelchair
☐	Minibus
☐	Other (please specify)

4. Why do you use your selected mode(s) of travel?

- ☐ Speed (quicker than alternatives)
- ☐ Cost (cheaper than alternatives)
- ☐ Security (safer than alternatives)
- ☐ Environmental impact
- ☐ No viable alternative
- ☐ Special needs (e.g. mobility impaired)
- ☐ Other (please specify)

5. Are you able to walk / cycle? (please tick all which apply)

- ☐ Walk short distance without an aid (e.g. from car park to Care Home)
- ☐ Walk short distance with an aid (e.g. from car park to Care Home, with a walking frame)
- ☐ Walk for a longer distance without an aid
- ☐ Walk for a longer distance with an aid
- ☐ Cycle
- ☐ I am not able to walk / cycle

6. If you don't currently walk or cycle and are able to, would walking/ cycling be a viable mode of travel for you? (If you already walk/ cycle or are unable to, go to Question 8)

- ☐ Yes ☐ No

7. If you answered 'No' to Question 5, why did you answer this way? (If you answered 'Yes' go to Question 8)

- ☐ I live too far away from my destination
- ☐ Personal safety when walking / cycling
- ☐ Road safety when walking / cycling
- ☐ Other (please specify)

8. Finally, do you have any additional comments regarding travel to/ from the Care Home?

Thank you for taking the time to complete this survey.

TRAVEL SURVEY: Extra Care Residents

1. On average, how many times a week do you leave the Sheltered Accommodation?

2. Do you typically leave the Sheltered Accommodation:

- ☐ By yourself
- ☐ With others from the Care Home
- ☐ With staff member(s)
- ☐ With family
- ☐ With friends not in the Care Home
- ☐ Other (please specify)

3. What is / are your main mode of transport when leaving the Sheltered Accommodation?

- ☐ Car (as driver)
- ☐ Car (as driver, with passenger)
- ☐ Car (as passenger)
- ☐ Bus
- ☐ Taxi
- ☐ Motorcycle
- ☐ Bicycle
- ☐ Walk
- ☐ Mobility scooter
- ☐ Wheelchair
- ☐ Minibus
- ☐ Other (please specify)



4. Why do you use your selected mode(s) of travel?

☐	Speed (quicker than alternatives)	
☐	Cost (cheaper than alternatives)	
☐	Security (safer than alternatives)	
☐	Environmental impact	
☐	No viable alternative	
☐	Special needs (e.g. mobility impaired)	
☐	Other (please specify)	

5. Are you able to walk / cycle? (please tick all which apply)

☐	Walk short distance without an aid (e.g. from car park to Care Home)
☐	Walk short distance with an aid (e.g. from car park to Care Home, with a walking frame)
☐	Walk for a longer distance without an aid
☐	Walk for a longer distance with an aid
☐	Cycle
☐	I am not able to walk / cycle

6. If you don't currently walk or cycle and are able to, can walking / cycling be a viable mode of travel for you? (If you already walk/ cycle or are unable to, go to Question 8)

☐ Yes	☐ No
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7. If you answered 'No' to Question 6, why did you answer this way? (If you answered 'Yes' go to Question 8)

☐	I live too far away from my destination	
☐	Personal safety when walking / cycling	
☐	Road safety when walking / cycling	
☐	Other (please specify)	

8. Finally, do you have any additional comments regarding travel to / from the Sheltered Accommodation?

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Thank you for taking the time to complete this survey.