

127A & 127B LONDON ROAD,
WATERLOOVILLE,
PO8 7SH

TRAVEL PLAN

April 2012



1.0 INTRODUCTION

- 1.1 This Travel Plan has been prepared to support a planning application for a development of 26 apartments for persons over 55 years old at 127A and 127B London Road, Waterloooville.
- 1.2 The site has a frontage to the London Road/Maurepas Way/Hulbert Road roundabout. Waterloooville town centre is immediately to the west of the site (approximately 100m walk distance via the underpass). The site currently comprises 2 detached dwellings with 3 accesses to the highway.
- 1.3 The site has a history of planning applications for age restricted (or sheltered) housing schemes.



- 1.4 The proposed development comprises the construction of a new building accommodating 26 apartments with 8 car parking spaces. Space for the storage of 12 cycles will be provided along with “parking” for electric buggies.

- 1.6 The developer of the scheme recognises the benefits and requirement for a travel plan as part of the proposed development. The objectives of the travel plan will be:
- To promote awareness of transport issues and the impact of traffic on the local environment,
 - To enable all residents and staff to have informed choices about their travel options,
 - To show a commitment to mitigating and limiting any traffic impact by reducing the level of single occupancy vehicles coming to the site,
 - To ensure the development is accessible to the widest possible range of people, especially those with disabilities.
- 1.7 The travel plan at this stage must be considered to be “interim” and certain aspects will not be finalised until the development is completed and fully occupied.

2.0 POLICY

2.1 This Travel Plan reflects the policy requirements of the following documents:

National Planning Policy Framework

2.2 Paragraph 30 advises Local Authorities to support a pattern of development which facilitates the use of sustainable modes of transport. Paragraph 34 states that (planning) decisions should ensure that developments are located where the need to travel will be minimised and the use of sustainable travel will be maximised. Paragraph 36 identifies the essential role that travel plans have in securing the objectives of sustainable development.

DfT Guidance

2.3 The DfT's *Good Practice Guidelines : Delivering Travel Plans through the Planning Process* (2009) outlines the role and benefits of travel plans, the way to secure them and the inter-relationship with transport assessments.

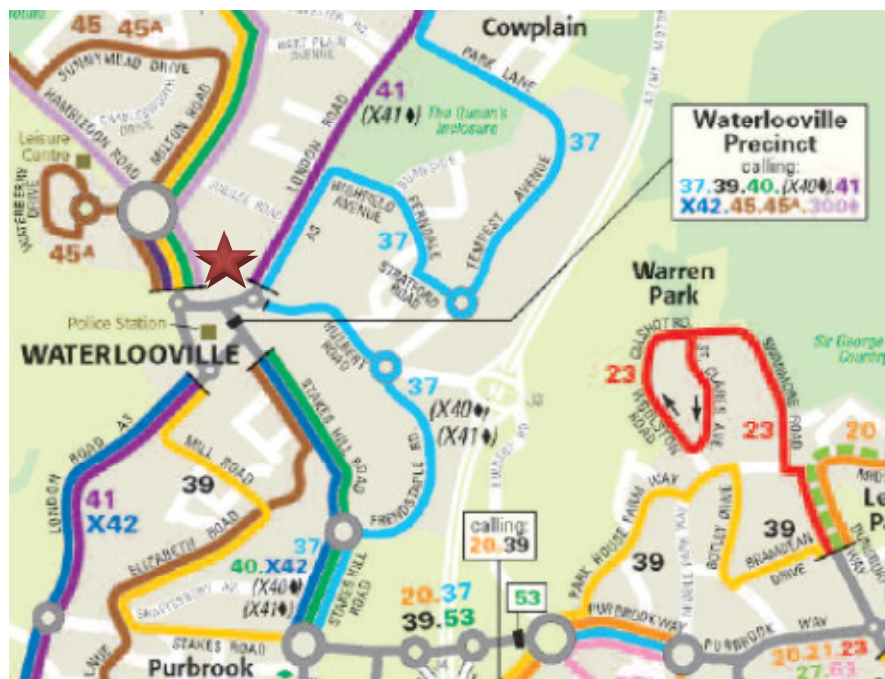
Havant Borough Core Strategy (March 2011)

2.4 Policy DM12 requires the submission of a transport assessment (or statement) and a travel plan for developments that generate a significant volume of movements or that are likely to have significant transport implications. Car parking standards are set out in the "Residential Parking and Cycle Provision" SPD

3.0 TRAVEL OPTIONS

Accessibility by bus

- 3.1 The site is immediately adjacent to the town centre where there is a wide range of bus services that are served by stops at the Waterloo Precinct which is approximately 100m from the site (Routes 37, 39, 40, 41, X42, 45, 45A). Other services stop at the bus stops on London Road that are within 400m of the site frontage. Crossing movements across the London Road are facilitated by a pelican crossing.



Accessibility by foot and cycle

- 3.2 The pedestrian facilities around the site are of a high standard and include a pelican crossing across London Road to the north of the site and a ramped pedestrian underpass that links the site to the town centre. A wide range of higher level retail suppliers and services are available within the town centre and within 100m walk distance.
- 3.3 Cycling is also well accommodated on the surrounding road network. The footway to the north of the site adjacent to the London Road is a shared footway/cycleway. The following

plan shows the cycle facilities in the immediate vicinity of the site including cycle parking within the town centre.



- 3.4 The development includes the provision of storage for at least 12 bicycles within specific storage areas . Covered storage for electric buggies will be provided. Access to the town centre by buggy is via the ramped section of the underpass.

4.0 IMPLEMENTATION OF THE TRAVEL PLAN

- 4.1 As this travel plan is “interim” at this stage a management company will be set up to manage the proposed flats and that a person within the management company will be appointed to perform the role of Travel Plan Co-ordinator. This person will have the overall responsibility for implementing the measures set out in this report and for liaising with the transport team in Havant Borough Council regarding the development and progress of the travel plan.
- 4.2 The Travel Plan Co-ordinator will be actively involved in the promotion of the travel plan and will make residents and aware of its existence. This will be done by making residents aware of the benefits of the travel plan and by ensuring they have easy access to information about the sustainable travel options available.
- 4.3 Notice boards will be placed in communal areas. These notice boards will display information about sustainable modes of travel and the health benefits offered by some of these modes.
- 4.4 All residents will be issued with a Travel Pack containing details of the travel plan. It will explain the purpose of the plan and the alternative modes of travel available to them. Regular newsletters will assist in keeping travel options on the agenda.
- 4.5 The travel plan will be fully implemented within 3 months of the initial travel surveys.

5.0 TRAVEL SURVEYS

- 5.1 In order to establish travel patterns for residents, iTrace compatible surveys will be carried out as soon as the majority of the flats are occupied. A copy of an example travel survey is included at **APPENDIX 1**.
- 5.2 The surveys will ask residents how they travel on a day-to-day basis and whether they would consider using an alternative mode of transport.
- 5.3 The results of the surveys will help to establish a baseline of travel habits prior to the implementation of the measures within the travel plan. The surveys will be repeated annually upon the anniversary of the initial surveys to help monitor the success of the plan and to inform any changes and development that may be needed. The results of the surveys will be submitted to the Council with a short explanatory report.

6.0 TARGETS AND MEASURES

Targets

- 6.1 Targets will be used to assess the effectiveness of the initiatives implemented and to focus attention on what needs to be achieved.
- 6.2 The travel plan measures aim to reduce the number of vehicular trips to and from the site and as such the following targets will be set:
- To reduce the proportion of journeys by residents and visitors in single occupancy cars by 5% over 5 years from the implementation of the plan. Subject to the results of the initial travel surveys this is considered to be a realistic target for the reduction over the five year period. This is therefore achieves the “SMART” criteria. (Specific, Measurable, Achievable, Realistic, Time)

Measures

- 6.3 In order to achieve the targets and meet the objectives set out in this plan a number of measures have been identified. These measures will be implemented by the Travel Plan Co-ordinator.

Walking

- 6.4 In order to encourage travel to the site on foot:
- Residents will be made aware of the health benefits of walking, and
 - The Travel Plan Co-ordinator will promote “Walk to Work Week” for one week (date to be determined) to encourage residents to take part in the event.
- 6.5 Mobility scooters are an important element in assisting independent living for retired residents. Information will be provided in Travel Packs and on notice boards relating to the purchase, hire and maintenance of scooters.

Cycling

- 6.6 Cycling is a cheap, quick and sustainable mode of transport that also provides benefits for personal health as well as reducing traffic congestion.
- On-site cycle parking will be provided for residents
 - Residents will be made aware of the health benefits of cycling

- The use of the cycle parking will be monitored. The Travel Plan Co-ordinator will investigate the possibility of providing additional cycle parking facilities should demand warrant it.

Bus

6.7 The site is very close to several bus stops with a range of services on London Road and at the Waterloo Precinct

- Bus route and timetable information will be on display within the communal areas. A map showing the location of bus stops will also be on display.
- Information will be provided on concessionary bus passes and fares.

Taxis

6.8 Taxis have an important role in providing for residents trips when other modes of transport may not be available.

- The Travel Plan Co-ordinator will ensure that the contact details for local taxi operators are available on notice boards.

7.0 MONITORING AND REVIEW

- 7.1 A programme of monitoring and review has been designed to generate information by which the Travel Plan Co-ordinator will evaluate the success of the travel plan. The monitoring process will commence a year after the implementation of the travel plan.
- 7.2 The main objectives of the travel plan are to reduce the proportion of trips to the site by single occupancy vehicles, to ensure staff and residents are provided with relevant information regarding their travel choices, to increase awareness of the environmental implications of travel mode choice and to ensure that the site is widely accessible to all.
- 7.3 Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the plan, measured by the volume and type of feedback from residents, both at the outset and as the strategy evolves.
- 7.4 The monitoring measures outlined below incorporate both the collection of “hard” analytical data and the “soft” data in the form of general feedback and correspondence.
- Monitor demand for additional cycle parking
 - Record comments received from residents relating to the operation and implementation of the plan
 - Monitor levels of single occupancy car journeys
- 7.5 Monitoring will take place annually following the first travel surveys for the first five years after the implementation of the travel plan. The monitoring process will include the reissue of travel surveys. Information gathered through the monitoring process will be recorded for input to the annual review.

ANNUAL REVIEW

- 7.6 The Travel Plan Co-ordinator will use the data collected for monitoring to undertake a comprehensive review of the plan. The review will identify the modal split and assess the success of the plan and identify the potential for future refinement of the details of the plan.
- 7.7 The Travel Plan Co-ordinator will compile a Monitoring Report outlining the results of the annual review. The report will include the following information:
- A summary of the travel plan objectives and targets
 - How and when information has been gathered
 - Modal split
 - Progress towards meeting targets
 - Corrective measures in the event that targets are not met
 - Future proposals for further refinement of the travel plan.

8.0 ACTION PLAN

- 8.1 The travel plan will be fully implemented within 3 months of the initial travel surveys. The actions identified in sections 5 & 6 above are shown in the following table to detail timescales and responsibilities.

ACTION	TIMESCALE	RESPONSIBILITY
Appoint Travel Plan Co-ordinator	Prior to occupation of the new building	Management Company
Carry out initial travel surveys	Prior to the implementation of the travel plan. Immediately upon majority occupation of the building	Travel Plan Co-ordinator
Install notice boards in communal areas	Prior to implementation of the travel plan	Management Company
Create a Residents' Travel Pack	Prior to implementation of the travel plan	Travel Plan Co-ordinator
Obtain information about walking, cycling, travel by bus and car sharing. Place on notice boards	Prior to first occupation	Travel Plan Co-ordinator
Promote healthy lifestyles	On going	Travel Plan Co-ordinator
Promote walk-to-work week	Date to be determined	Travel Plan Co-ordinator
Carry out annual travel surveys for monitoring purposes	Annually on the anniversary of the first survey, for 5 years	Travel Plan Co-ordinator
Submit monitoring report to the Council	Within 3 months of carrying out the monitoring surveys	Travel Plan Co-ordinator

9.0 MONITORING COSTS

- 9.1 The monitoring costs for the life of the travel plan (5 years) will be secured via the S106 agreement as part of the planning consent for the development. Criterion 4 of Core Strategy Policy DM12 requires the depositing of a bond with the Council to cover the costs of mitigating the negative travel impact of the development in the event that the targets in the travel plan are not met.

APPENDIX 1



127A & 127B LONDON ROAD, WATERLOOVILLE – EXAMPLE TRAVEL SURVEY

Name (optional)

1. Home Postcode.....
2. Gender
Male.....
Female.....
3. Age
Under 25....
25 – 34.....
35 – 44.....
45 – 54.....
55 or over
4. Do you have a disability that affects your travel arrangements?
Yes.....
No.....
5. Do you work
Full time.....
Part time.....
6. How many days in average do you work?
(number of days).....
7. On an average week what time to you usually start and finish work?
(start time).....
(finish time).....
8. How did you/will you travel today?
Walk.....
Cycle.....
Bus.....
Car driver (alone).....
Car share (driver).....
Car share (passenger).....
Motorcycle/moped.....
9. If you drive to work what are your main reasons for using a car to get to work?
Car essential for work.....

Dropping off/collecting children.....

Get a lift.....

Health reasons.....

Personal security.....

Lack of alternative.....

10. Would you be prepared to consider car sharing to work?

Yes.....

No.....

Already car share.....

11. Which of the following would most encourage you to car share to work?

Help in finding sharing partners.....

Guaranteed transport home in an emergency.....

Reserved parking spaces for car sharers.....

12. Would you be prepared to consider using public transport?

Yes.....

No.....

Already use public transport.....

13. Would you be prepared to cycle to work?

Yes.....

No.....

Already cycle to work.....

14. Which of the following would encourage you to cycle to work?

Improved information on cycle routes.....

Improved cycle storage facilities at work.....

15. Would you be prepared to walk to work?

Yes.....

No.....

Already walk to work.....

16. Which of the following would encourage you to walk to work?

Improved information on pedestrian routes.....

Improved lighting on pedestrian routes.....

Improved crossing facilities.....