Travel Plan

The Cowplain School Theatre Building

Prepared for

THE COWPLAIN SCHOOL

by Stuart Michael Associates Limited

July 2025

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SMA Ref: 7371/TP

Issue Status: 02

DOCUMENT CONTROL			
Project	**The Cowplain School Theatre Building**		
Job No.	**7371**		
Document Title	**Travel Plan**		
File Location	\\Sma-file\data2\Admin Project\7300 to 7399\7371 - Cowplain School\TPS\7371-TPS.doc		
Prepared by	Rhys Donoghue	**Date**	03/07/2025
Reviewed by	Nieve Greene	**Date**	04/07/2025
Approved by	Rhys Donoghue	**Date**	09/07/2025
Document Issue	**Description / Changes**	**Revised by**	**Date**
01	For Internal Review	RD	09/07/2025
02	Issued for Submission	RD	17/07/2025

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1.0 INTRODUCTION

1.1 This Travel Plan has been prepared by Stuart Michael Associates Limited (SMA), consulting engineers, on behalf of The Cowplain School, to support a planning application for the erection of a school theatre building and changing rooms to serve adjacent sports facilities. Along with associated landscaping, planting, and ancillary works, and 5 extra cycle spaces on the hardstanding area opposite the Schilling Building at the Cowplain School campus, Hart Plain Avenue, Waterlooville, PO8 8RY.

The Development Proposals

1.2 **Appendix A** provides copies of the proposed site masterplans. As part of the development proposals no modifications will be made to any of the existing site accesses.

1.3 The development is seeking certification under the Building Research Establishment Environmental Assessment Method (BREEAM) New Construction 2018 (the most current version applicable to this development type).

1.4 A BREEAM pre-assessment was prepared by Sadler Energy and Environmental Services Ltd (SEES), which was submitted to Havant Borough Council (HBC). This pre-assessment document demonstrated that sustainability has been at the forefront of the design of this project from the outset of the design process and will support the planning application on environmental grounds.

1.5 Based on the pre-assessment document, the development proposals are seeking to achieve a BREEAM rating of 'Very Good'. This TP and the Transport Assessment (TA) (available in a separate document), reinforce that the site secures this rating.

1.6 This TP sets out a package of measures, which seeks to deliver travel behaviour change amongst staff, pupils and users of the development. It is centred upon reducing reliance on the private car, in place for travel by more sustainable travel modes.

1.7 The details of the Travel Plan Coordinator (TPC) are to be confirmed subject to the granting of planning consent, once confirm these will be provided to all of the relevant authorities.

1.8 It will be the responsibility of the TPC to deliver the range of Travel Plan measures, manage the TP budget and organise any monitoring. Other duties would include, but not be limited to:

- Overseeing the implementation of the TP.
- Liaison with Havant Borough Council (HBC) and Hampshire County Council (HCC), local stakeholders and users (staff/ pupils/ patrons) of the site.
- Liaison with all users, to ensure they are aware of the TP initiatives being promoted.
- Provision of information to users (e.g. Walking & Cycling route maps, bus timetables, newsletters and other promotional material).
- Design and implementation of effective marketing measures to raise awareness of the TP.

Assessment Methodology

1.9 In preparation of this Preliminary Travel Plan document, the following methodology has been undertaken:

- Consideration given to new infrastructure as part of the development, to facilitate travel on foot, cycle and public transport to/from the site.
- Desktop research of national and local policy requirements; *and*
- Finalising the Travel Plan measures to encourage sustainable travel choices amongst users, based on those identified as part of the framework document and the sustainable travel opportunities that will be available to users.

1.10 The remainder of this document sets out the strategy for the delivery of the various Travel Plan measures to be implemented. This strategy aims to raise

awareness of the sustainable travel choices available to users to encourage a shift from single occupancy car use.

2.0 PLANNING POLICY AND GUIDANCE

2.1 As a consequence of the increasing pressures on the transport network and a national focus on climate change, the Government has identified the need for sustainable development. By definition, sustainable development seeks to achieve, '*Development that meets the needs of the present without compromising the ability of future generations to meet their own needs*' (ref: The Brundtland Commission, 1987).

2.2 The following National and Local Policy and Guidance documents have been referred to, which are relevant to the proposed development:

National Publications

- National Planning Policy Framework (2024)
- National Planning Policy Guidance (2014)

Local Publications

- HBC's Core Strategy (adopted March 2011)
- HCC's Local Transport Plan (LTP4) (February 2024)
- HCC's A Guide to Development Related Travel Plans (April 2025)

National Planning Policy and Guidance

National Planning Policy Framework (2024)

2.3 The National Planning Policy Framework ('NPPF') (Ministry of Housing, Communities and Local Government, December 2024) has been taken into consideration in this assessment. The NPPF aims to promote sustainable development and highlights that transport issues are considered from the earliest stage of development proposals, so that the potential impacts of development on transport networks can be addressed, and alternative transport opportunities can be identified.

2.4 Chapter 9 of the NPPF outlines the Government's policy approach to promoting sustainable transport and assessing the transport impact of new developments.

2.5 The latest version of the NPPF sets out that all new developments should have a vision led approach for transport. This new requirement is explored throughout this TP.

2.6 The NPPF (paragraph 115) requires that new developments should ensure that sustainable transport modes are prioritised, taking into account the vision for the site, the type of development and its location. These should provide safe and suitable access to the application site for all users and ensure that "any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.7 The NPPF (paragraph 116) states that: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

2.8 Within this context (paragraph 117), applications for development should:

- "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations." (NPPF, paragraph 117).

2.9 The NPPF states that all developments which generate significant amounts of movement should be required to provide a Travel Plan (NPPF, paragraph 118).

National Planning Practice Guidance (NPPG)

2.10 The **National Planning Practice Guidance** (NPPG) provides general guidance on Travel Plans and Transport Assessments. The PPG identifies Travel Plans and Transport Assessments as 'ways of assessing and mitigating the negative transport impacts if development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement'.

2.11 The Travel Plan is further described as a long-term management strategy for integrating proposals for sustainable travel into the planning process. They are considered to be based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (ref: NPPG).

2.12 The NPPG considers that Travel Plans positively contribute towards:

- 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.

2.13 It is clear that the Travel Plan is considered to be a key document in actively managing growth to minimise impact and maximise sustainability.

BREEAM New Construction (2018)

2.14 The proposed development has been carefully designed to align with the highways and transport criteria of the BREEAM New Construction 2018, ensuring sustainable travel is at the forefront of its operation. The site benefits from excellent accessibility by walking, cycling and public transport, reducing reliance on private vehicles. Existing robust travel planning measures at The Cowplain School will be strengthened through the introduction of additional cycle parking and electric vehicle charging facilities. Furthermore, the development is expected to generate minimal additional traffic, with no increase

in staff or pupil numbers, thereby safeguarding local highway capacity and safety. Collectively, these provisions demonstrate full compliance with BREEAM transport standards, supporting the achievement of a 'Very Good' rating from a highways and transport perspective.

Local Policy

HBC's Core Strategy (adopted March 2011)

2.15 Havant Borough's Core Strategy (2011) sets out the strategic framework guiding the borough's development through to 2026. It establishes the vision, spatial strategy, and key policies shaping land use.

2.16 The Core Strategy emphasises the need for sustainable development. In terms of transport specific policies, it establishes a strategic vision focused on sustainable travel, reducing dependence on private cars through improved public transport, walking, and cycling options.

HCC's Local Transport Plan (LTP4) (February 2024)

2.17 Hampshire County Council's Local Transport Plan 4 (LTP4 – February 2024) replaced the LTP3.

2.18 The LTP4 describes the county's transport vision for 2050, the key transport outcomes, and the principles that would guide future investment and decision making in relation to transport and travel and sets out transport polices covering all aspects of transport planning, delivery and operation.

- shift away from planning for vehicles, towards planning for people and places
- meet national priorities to decarbonise the transport system
- reduce reliance on private car travel
- gives people a choice of high-quality travel options
- support sustainable economic development and regeneration; and promote active lifestyles

HCC's A Guide to Development Related Travel Plans (April 2025)

2.19 Hampshire 2050: A Guide to Development Related Travel Plans (April 2025) supports HCC's long-term sustainability vision by setting out clear guidance for creating and implementing Travel Plans linked to new developments.

2.20 The Guide sets out that a Travel Plan is a coordinated set of measures designed to reduce reliance on single-occupancy car journeys and promote sustainable alternatives such as walking, cycling, public transport, and car-sharing. The document also details the requirement for long-term monitoring. These efforts directly support the Hampshire 2050 vision, which aims to lower carbon emissions, improve air quality, and make sustainable travel the preferred choice across the county. The guide ensures that all developments contribute to a healthier, more accessible, and environmentally responsible Hampshire.

3.0 THE DEVELOPMENT AND ACCESSIBILITY

The Development

3.1 This Travel Plan has been prepared to support the construction of a new theatre and multi-use building along with associated infrastructure and landscaping enhancements at The Cowplain School. The proposed theatre building will be a two-storey structure. The ground floor will include a theatre stage, green room, two changing rooms, WCs, a foyer, bar/ticketing area, and storage spaces. The first floor will feature a viewing gallery, conference room, control office, and a storage/plant area. The site masterplan is attached as **Appendix A.**

3.2 No modifications will be made to any of the site accesses, including the main vehicular access from Hart Plain Avenue.

Background Information

3.3 The Cowplain School is a coeducational secondary school located in Waterlooville, Hampshire. The school is an academy school serving students aged 11 to 16. The school currently has approximately 1000 pupils and 100 members of staff.

3.4 School opening hours for pupils are from 08:30-15:40 Monday to Wednesday and 08:30-15:00 Thursday and Friday. Extracurricular activities operate outside of these hours.

3.5 The School has an active Travel Plan prepared in 2009. This TP included staff, pupil and parent questionnaires that assessed travel methods to and from school. At the time of the surveys, it was confirmed that many pupils and parents were keen to travel to the school via sustainable methods and suggested a number of ways to improve these journeys. Copies of this TP are held by the school and can be made available on request.

Site Location

3.6 The Cowplain School Campus is located within a predominantly residential area of the town of Waterlooville, Hampshire. The School is bound to the north by the Hart Plain Avenue. Hart Plain Infant School and Hart Plain Junior School are located directly to the west of the site. The School is approximately 400m west of the A3.

Existing School Facilities

3.7 The School benefits from excellent provision of existing bicycle parking, **Appendix B** provides a plan showing the location of the existing cycle parking along with indicative provision. The School currently has approximately 56 covered bicycle parking spaces and a further 97 uncovered spaces, equating to a total of 153 parking spaces. This means there is approximately one cycle parking spaces per 7 students, which is an improvement of the best practice guidance of 1 space per 10 students. As part of the development proposal additional cycle parking provision will be provided, **Appendix A** refers.

3.8 The school actively encourages students to walk and cycle to school as such has a number of existing well used pedestrian and cycle routes. On site vehicle movements are controlled between 15:00pm and 15:10pm to allow students to exit the site on foot safely.

Local Facilities

3.9 The local area can be considered to be a predominantly residential and educational area. The local geography is reasonably flat and can be considered conducive to walking and cycling. **Figure 3.1** provides plans showing key walking and cycle routes in proximity to the site. **Figures 3.2 to 3.3** provide plans showing approximate walk and cycle times from the local residential areas to the school.

3.10 In proximity to the school, Hart Plain Avenue is subject to a speed limit of 20mph. Yellow lines and keep clear marking are installed to prevent vehicles from blocking the carriageway. Existing 2.0m wide footways are provided on either side of Hart Plain Avenue. These footways provide connectivity to the wider footway network.

3.11 The A3 has designated cycle lanes on either side of the carriageway.

3.12 Manual for Streets (MfS) guidance considers that a walkable neighbourhood is one which has a range of facilities within 10 minutes walking distance (up to 800m) of residential area, which users can comfortably access on foot. It is stated that this should not be considered an upper limit, with previous government policy (PPG13) indicating that walking can replace short car trips of up to 2km. This is reflected in the IHT guidance '*Providing for Journeys on Foot'*

(2000), which recommends suitable maximum walking distances of up to 2km for key trip ends (**Table 3.1** refers).

Table 3.1 IHT Suggested Acceptable Walking Distance in Meters

	Town Centres	Commuting / School / Sight-Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Table 3.2 Guidelines for Providing for Journeys on Foot, IHT, 2000.

3.13 The locations of the available facilities in proximity of the site are shown in **Figure 3.1**. The site has multiple education, health, leisure, and community facilities in the local vicinity, which are accessible via foot, cycle, or public transport.

3.14 This 1.0km walking range from the site, as outlined in Table 3.1 incorporates the a vast swathe of Waterlooville and Cowplain. A typical 20-minute cycling time (London Cycling Design Guide) would also incorporate large proportions of other nearby residential areas.

Table 3.2 Distances to Bus Stops and Approximate Journey Times

Bus Stops	Distance (metres)	Walk Time (minutes)	Within Preferred Maximum
Cowplain Community School (E-bound & W-bound)	100	01:11	✓
Cowplain Hart Plain Avenue (NE-bound)	500	05:57	✓
Cowplain Hart Plain Avenue (SW-bound)	550	06:33	✓
Cowplain The Rainbow (adjacent)	600	07:09	✓
Cowplain The Rainbow (near)	650	07:44	✓
Cowplain The Rainbow (E-bound)	650	07:44	✓
Cowplain Shops	750	08:56	✓
Waterlooville Precinct (Stops A, B & C)	2200	26:11	-
Waterlooville Victoria Road (Stops D & E)	2250	26:47	-

3.15 As Error! Reference source not found. confirms, a range of bus stops are accessible from the site. While some of the destinations are further than the IHT

walkable distances suggest, the topography of the area lends itself to walking or cycling should pupils/ staff wish. Other nearby towns, such as Havant and Petersfield are accessible via bus services available from the bus stops on the A3 London Road, discussed later in this section.

Access by Public Bus Services

3.16 As shown within **Table 3.2**, there are multiple bus stops located near the site. The nearest existing bus stops to the site are the Cowplain Community School bus stops on Hart Plain Avenue, approximately 100m from the centre of the site. These stops are served by the Number 652 and 654 bus services, operated by Stagecoach. Other nearby bus stops include Cowplain Hart Plain Avenue bus stops, served by the 8 the STAR First Bus service, Cowplain The Rainbow bus stops, served by 7 the STAR First Bus service and Stagecoach services 39, 652, 654 and D2. The Cowplain Shops bus stops are served by 8 the STAR First Bus service and Stagecoach services 37 and 916. The location of the existing bus stops and a summary of existing routes in proximity of the site are shown in **Figure 3.3.**

3.17 The bus times and approximate frequency of bus services are shown in Error! Reference source not found. below.

Table 3.2 Existing Bus Services

Service		Monday – Friday		Saturday		Sunday	
		Operating Hours	Typical Frequency	Operating Hours	Typical Frequency	Operating Hours	Typical Frequency
7 the STAR	Portsmouth Interchange – QA Hospital – Waterlooville – Wecock	04:10 – 00:04	Every 20 mins	04:10 – 01:35	Every 20 mins	05:58 – 00:04	Every 20 mins
	Wecock – Waterlooville – QA Hospital – Portsmouth Interchange	04:15 – 23:57	Every 20 mins	04:15 – 01:33	Every 20 mins	05:57 – 23:57	Every 20 mins
8 the STAR	Portsmouth Interchange – QA Hospital – Waterlooville - Clanfield	04:28 – 00:23	Every 20 mins	04:34 – 01:53	Every 20 mins	06:39 – 23:53	Every 20 mins
	Clanfield – Waterlooville – QA Hospital – Portsmouth Interchange	04:25 – 23:50	Every 20 mins	04:28 – 01:46	Every 20 mins	06:05 – 23:50	Every 20 mins
37	Havant – Waterlooville – Clanfield –	06:12 – 19:28	Hourly	07:17 – 18:26	Every 90 mins	No Service	

	Petersfield						
	Petersfield – Clanfield – Waterlooville - Havant	06:31 – 19:44	Hourly	07:26 – 19:14	Every 90 mins		
39	Havant – Purbrook – Waterlooville - Wecock	05:30 – 23:24	Every 20 mins	06:15 – 23:24	Every 20 mins	07:45 – 21:29	Every 30 mins
	Wecock – Waterlooville – Purbrook - Havant	05:25 – 23:05	Every 20 mins	06:00 – 22:35	Every 20 mins	07:30 – 20:16	Every 30 mins
652	Hambledon – Denmead –Wecock – Cowplain Community School	07:35		No Service			
	Cowplain Community School – Wecock – Denmead - Hambledon	15:07					
654	Hambledon – Denmead – Waterlooville – Purbrook Oaklands School	08:21		No Service			
	Purbrook Oaklands School – Waterloville – Cowplain Community School – Wecock – Denmead - Hambledon	15:50					
D1	Waterlooville – Denmead - Hambledon	07:35 – 17:58	Every 2 hours	09:35 – 17:58	Every 2 hours	No Service	
	Hambledon – Denmead - Waterlooville	08:04 – 18:23	Every 2 hours	08:04 – 16:27	Every 2 hours		
D2	Waterlooville – Denmead	08:35 – 17:00	Every 2 hours	08:35 – 17:00	Every 2 hours	No Service	
	Denmead - Waterlooville	07:03 – 17:26	Every 2 hours	09:01 – 17:26	Every 2 hours		

**Operates on Friday only*

Local Road Network

3.18 The proposed Theatre building will be predominantly for use by the School and additional trips generated as a result are anticipated to be minimal. Journeys associated with the Theatre building will arrive and depart from the main entrance to The Cowplain School. This is accessed via Hart Plain Avenue and is accessible via the A3 from the east and Milford Road from the west.

3.19 Hart Plain Avenue is subject to a 20mph speed limit. There are footways on both sides of the road and are approximately 2.0m in width. Hart Plain Avenue links the site to the centre of Waterlooville, south of the site.

3.20 The school has provision for a total of 128 vehicles in addition there is capacity for 80 vehicles to park within the overflow car park. As such the site is considered to have a maximum car parking capacity of 208 vehicles. As part of the development proposals an electric vehicle (EV) parking space will be provided within the existing car park. The location of this EV charging space is shown in **Appendix A**.

Accessibility Summary

3.21 In view of the above, it is considered that the site is ideally located to a range of bus services, providing access to the centre of Waterlooville and surrounding settlements. The local environment is also conducive to both walking and cycling, as such, there are many journeys to the school that can be made by all modes of sustainable transport.

4.0 AIM, OBJECTIVES AND TARGETS

4.1 The Travel Plan is developed to encourage and incentivise sustainable travel choices. To guide the Travel Plan, an overarching aim has been identified which will be achieved through the delivery of a series of objectives. Targets are used to measure the progress of the Travel Plan towards influencing travel choices.

Aim and Objectives

4.2 The purpose of this Travel Plan is to ensure that sustainable travel opportunities to the school and the development are maximised, this will help to achieve a modal shift away from single occupancy motorised vehicle trips. This subsequently forms the basis of the main aim of the Travel Plan which have been identified as follows:

> *"To engage with and encourage users to use more sustainable ways of travelling to/ from the development through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network."*

4.3 This aim will be maintained and will act as the overall aim for this TP. The aim of the Travel Plan will be achieved through delivering a series of objectives:

Objective 1: Raise awareness of the alternative sustainable travel options available.

Objective 2: To promote the health and fitness benefits of active travel to all users.

Objective 3: To minimise the need to travel by car, by promoting local walking/cycle routes.

Objective 4: To minimise the need to travel by car, by promoting local bus routes;

Objective 5: Maintaining a line of communication with users to ensure they have access to relevant travel information; and

Objective 6: Travel Information Pack to be made available within the school and schools website.

Targets

4.4 HCC, in line with national guidance, require that targets are included within the Travel Plan. Targets are set to provide a measure against which the progress of the Travel Plan can be reviewed. Outcome targets quantify the progress of the

Travel Plan with Action Targets assisting with the implementation and management of the Travel Plan.

Background Research

4.5 The school's current travel plan survey results confirmed that 72.2% of students used sustainable methods to access the site.

4.6 For staff however, this figure was considerably lower. As more than 50% of staff members live more than three miles from school, restricting the modes of transport available to them. In addition, support staff often worked on a part-time basis making car sharing impractical.

4.7 The survey confirmed that 14% of staff do car share, with limited numbers walking, cycling or taking public transport.

4.8 A copy of this survey data, included within the Travel Plan is available on request from the Cowplain School.

4.9 The development proposals will not require the employment of any new members of staff or an increase in pupils. However the development proposals could be used for extracurricular activities. As set out in Section 3.0, the development proposals will be accessible via a wide range of existing sustainable travel options.

Travel Survey

4.10 Upon the operation of the development proposals, a travel survey will be undertaken. An indicative survey template is attached as **Appendix C**. This will help to ensure that targets set for development proposals consider the current travel situation.

4.11 From the results of the surveys, any barriers to travelling by sustainable modes, will be highlighted and additional measures to address these barriers can be proposed.

Outcome Targets

4.12 The progress of the Travel Plan will be measured against specific outcome targets, typically targeting modal shift. Such targets are **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound (**SMART**). The Travel Plan aims to

achieve a reduction in car trips and increase trips by sustainable travel modes. The outcome targets set will quantify this aim.

4.13 As such the following output targets are proposed:

Outcome 1: To ensure that travel via sustainable means does not fall below the recorded levels of either the Travel Plan survey or the new survey data.

Outcome 2: To achieve a reduction in car borne trips, towards sustainable travel modes over the life of the Travel Plan.

Outcome 3: To increase sustainable travel modes of all journeys to/from the site over the life of the travel plan.

5.0 TRAVEL PLAN INITIATIVES

5.1 To achieve the objectives and targets of the Travel Plan (set out within Section 4.0), a number of initiatives will be implemented by the TPC throughout the life of the Travel Plan, to help reduce the number of car journeys, whilst simultaneously encouraging travel by sustainable modes. These would seek to change users' travel behaviour by encouraging and incentivising sustainable travel options.

Objective 1: Encourage users to reduce reliance and, consequently, the number of trips by private car through the promotion of alternative travel options.

5.2 For the Travel Plan to be effective in reducing dependency on the private car, the regular provision of information will be required to raise awareness of the various travel modes available to visitors to the site. The following communication and marketing measures are proposed:

- Travel Information Pack to be made available within the school containing bus/rail timetable/route information, subsidised travel vouchers, shopping delivery vouchers, cycle route maps and cycle training offers.
- Leaflets/ updates – distributed periodically to promote travel modes following distribution of the travel pack.
- Promotion of travel apps; *and*
- Promotion of measures through the school website;

Strategy

5.3 In order to promote the information within the Travel Plan, a strategy will be implemented by the TPC. This will raise awareness of alternative travel options available to users and will be promoted over the life of the Travel Plan.

5.4 Much of the information to be distributed has been discussed under the previous paragraphs; however, this would include, but not limited to, route maps for all modes, bus timetables and fare information, car share information and the benefits of sustainable travel.

Travel Information Pack

5.5 A 'Travel Pack' will be made available within the school and/or school website. This will provide a brief introduction to the Travel Plan, including the aims and

objectives. Information will be provided to encourage sustainable travel choices on identified routes to key destinations. As previously confirmed, this pack will include (but not be limited to):

- Walking and cycling route maps of the local area and where possible journey times and distances will be indicated.
- Details for accessing cycle training/maintenance events.
- Promotion of the benefits of active travel.
- Bus route maps and associated timetables.
- Fare information for bus services.
- Promotion of the car share databases and the associated benefits of car sharing.

5.6 Information and promotion of the Travel Plan from the outset ensures greater buy-in from users who may see it as an opportunity to plan changes in their choice of travel.

5.7 to amend their journey should any disruptions to their planned journey arise.

5.8 Travel Events: There are several national travel events held over the course of the year, which seek to raise the profile of sustainable travel options and encourage participation. The aim is to encourage those taking part to continue participating and making sustainable travel choices after the travel event. The TPC will promote those travel events which are practical for the site which might include:

- Bike Week (June).
- National Liftshare Day (June).
- Travelwise Green Travel Week (September).
- European Mobility Week (September).
- Bike to School Week (April).
- Walk to School Week (May).

Objective 2: Encourage travel on foot/cycle by raising awareness of the local pedestrian/ cycle network.

- Provide walking and cycling maps, particularly those that provide a sense of safe environment to help build confidence in novice cyclists, or those that walk alone.
- Provide information on personal alarms.
- Opportunity to receive cycle training.
- Promotion of the cycle group pages.
- Benefits of active travel.

Walking and Cycling Measures

5.9 Route Maps: To assist users with planning trips by bicycle and on foot, the TPC will provide users with route maps of the local area. These maps will provide details of distances and journey times to key destinations (schools, public transport interchanges, employment areas, medical facilities and local centres), to ensure users are aware of the most direct routes available to each facility.

5.10 These maps will be regularly updated as necessary, to ensure users have updated information, with the cost associated with the updates of the maps being covered by the Travel Plan budget.

5.11 Cycle Training: The TPC will establish whether there are any appropriate cycle training events for staff, pupils and users.

5.12 School Layout: The school benefits from excellent existing cycle facilities, any comments in the travel survey that could improve these will be considered.

5.13 The provision of secure cycle parking within the school is already established.

Objective 3: Raise awareness and promote use of local public transport services.

- Provision of route maps, fare information and timetables for local area bus services.
- Benefits of travelling by Public Transport services.

Public Transport Measures

5.14 Route Maps and Timetables: To enable convenient access to public transport information, route maps, fare information and timetables for local area bus services will be made available.

5.15 Fare Information: Users will be made aware of the bus fare options available, to encourage travel on local bus services following expiry of the subsidised travel voucher.

Objective 4: Raise awareness of the benefits of car sharing for journeys to work and education trips; and provide the relevant details to connect to local car share databases.

- Promotion of the county and national car share databases
- Promotion of Car Clubs
- Benefits of car sharing

Green Vehicle Initiatives

5.16 Car Sharing: It is acknowledged that it is not always possible to adopt an alternative mode to the car. In these circumstances the objective is to raise awareness of the benefits that arise from reducing single occupancy car journeys both personally and environmentally.

5.17 Car sharing offers the opportunity to share a journey by car with other persons travelling on similar routes reducing the costs of travel and the effects on the environment. The TPC will promote use of the national car share databases; https://liftshare.com/uk/community/eastsussexcarshare.

5.18 The benefits of car sharing will be communicated by the TPC, which include:

- Reduced costs of running a car
- Reduced levels of stress associated with driving.
- Possible priority parking at workplaces
- Contribution towards reducing congestion.
- Reduces CO2 emissions, creating a cleaner environment.

5.19 Electric Vehicle Charging Points: An Electric Vehicle charging point will be provided, as shown on **Appendix A**.

6.0 MANAGEMENT STRATEGY

Site Management

6.1 The Travel Plan will be managed by the TPC, It will be the responsibility of the TPC to take forward the Travel Plan and undertake the associated implementation and ongoing management of initiatives, monitoring, and review.

6.2 The details of the Travel Plan Coordinator (TPC) are to be confirmed subject to the granting of planning consent, once confirmed these will be provided to all of the relevant authorities.

6.3 A summary of the typical TPC responsibilities is provided as follows, although it is accepted that there may be additional services over the life of the TP.

- Prepare the Travel Information Pack.
- Implement Travel Plan.
- Review the Travel Plan and consider alternate/additional initiatives if necessary.

6.4 From experience, it is anticipated that the TPC would initially be required to work on the scheme for a sustained period, to ensure the necessary measures are undertaken in a timely manner.

Monitoring and review

6.5 To accord with national guidance, periodic monitoring will be undertaken. The TPC will be required to undertake additional travel surveys throughout the lifetime of the TP. The responses within these surveys will ensure that any reasonable additional measures or adjustments to the travel plan can be implemented to ensure that the targets of the Travel plan are achieved.

FIGURES

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JOB TITLE
The Cowplain School

DRAWING TITLE
Existing Walking and Cycling Routes

FIGURE NO.
Figure 3.1

SCALE:
@ A4

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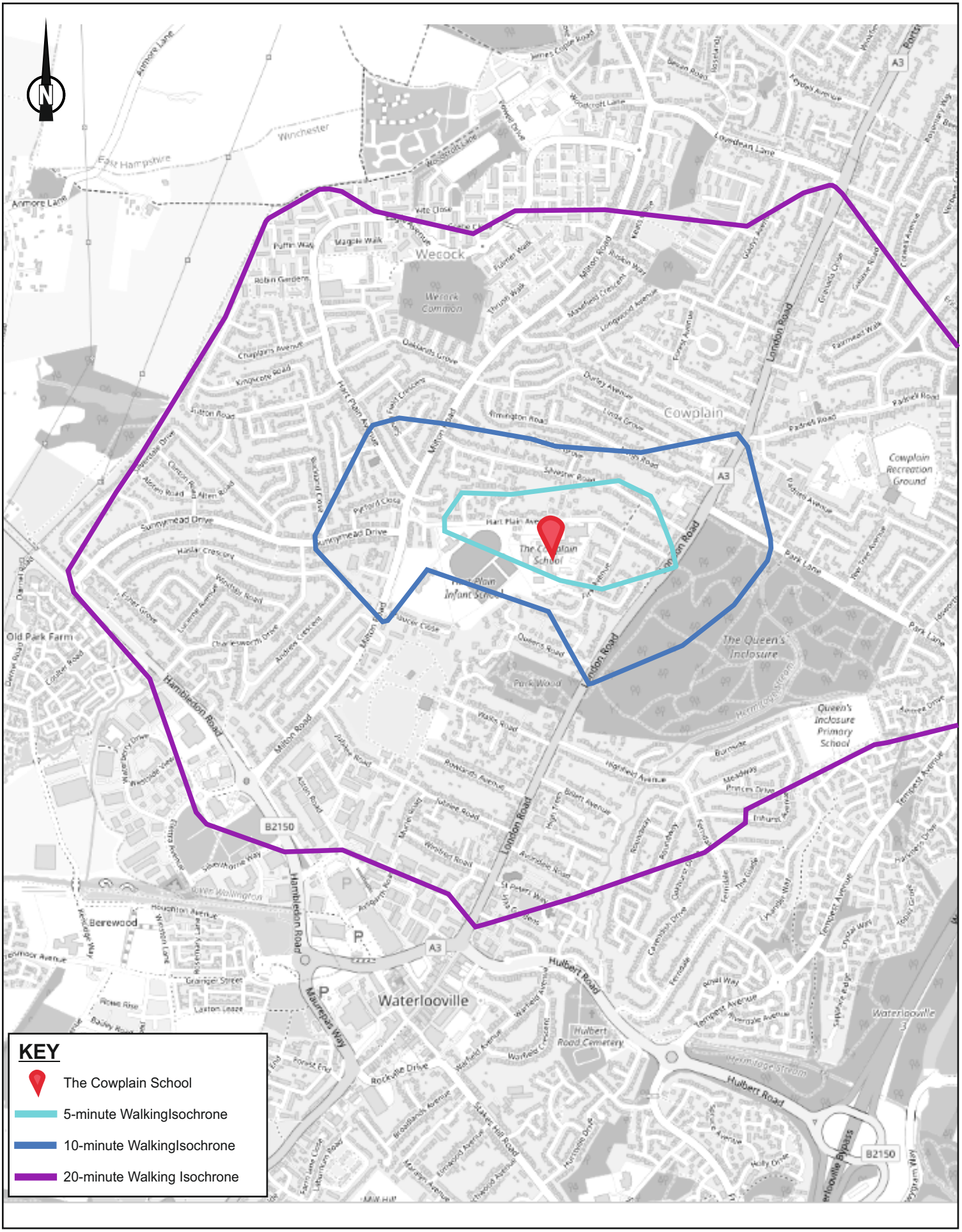

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JOB TITLE
The Cowplain School

DRAWING TITLE
Walking Isochrones

FIGURE NO.
Figure 3.2

SCALE:
@ A4

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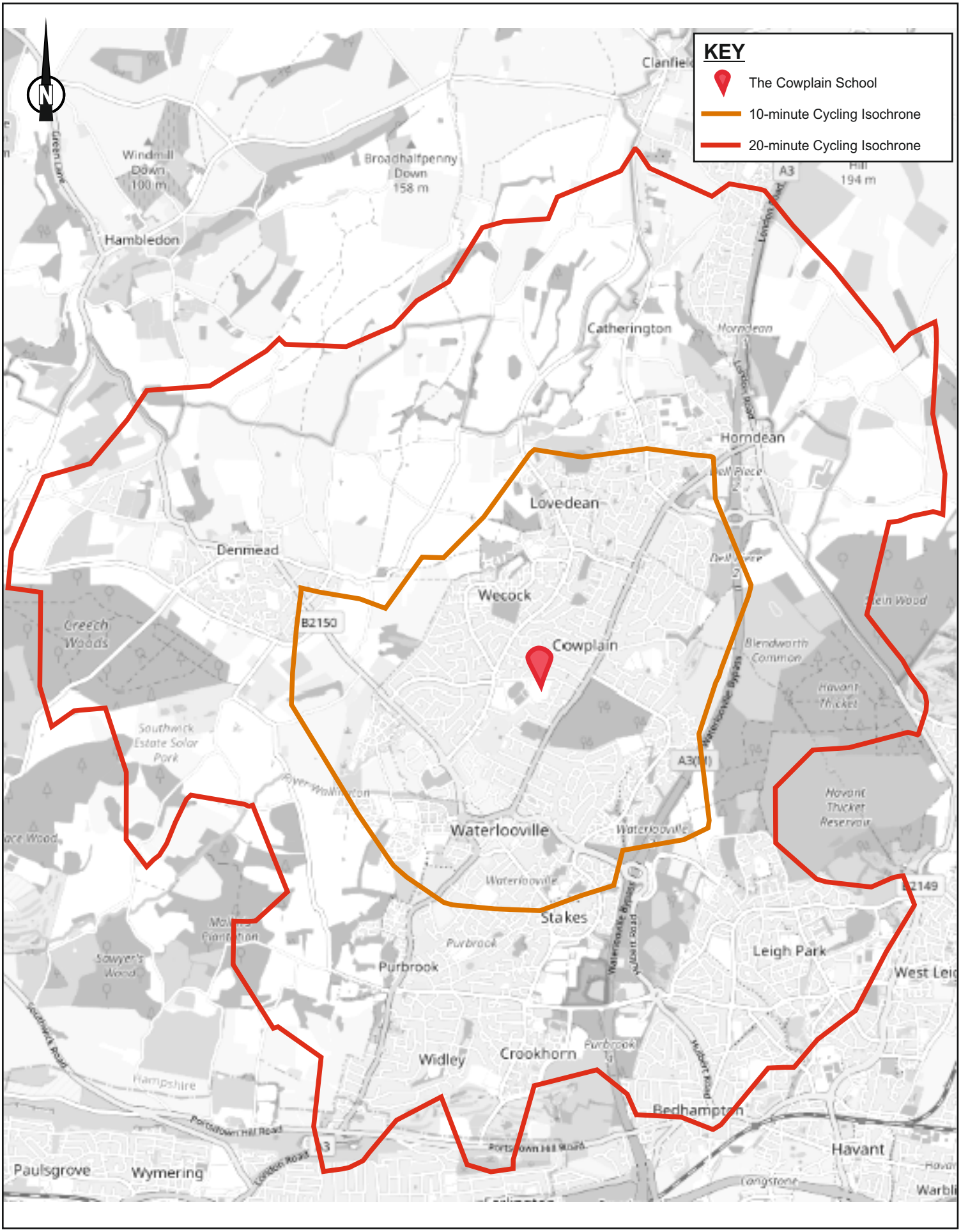

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JOB TITLE
The Cowplain School

DRAWING TITLE
Cycling Isochrones

FIGURE NO.
Figure 3.3

SCALE:
@ A4

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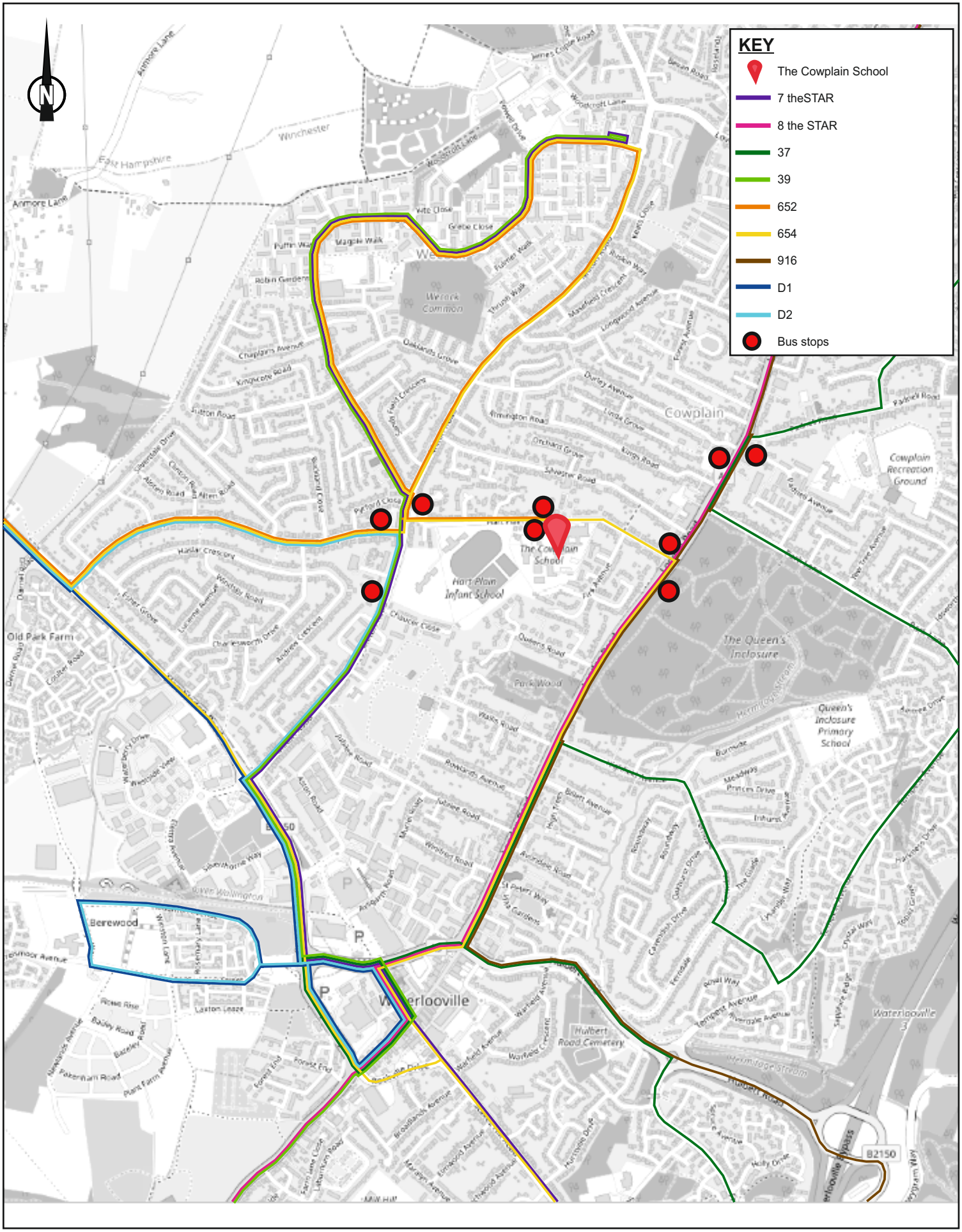

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JOB TITLE
The Cowplain School

DRAWING TITLE
Existing Bus Routes

FIGURE NO.
Figure 3.4

SCALE:
@ A4

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APPENDIX A

me

PP/22/00837)

6 x dwellings (approved under app:APP/22/00837)

Existing gates

Rose Building

Car park

Playground

EV

LB

Schilling Building

Brunel Building

School playing field

Multi purpose playing courts

Dickinson Building

New tree

SUB STATION

Key:

- Areas of grass
- Existing tree removed
- Vehicular access to playing field (maintenance and emergency access)
- New tree
- New hedgerow
- Footpath
- Out of hours pedestrian route
- Car park access to theatre & changing rooms
- Building entry points
- Out of hours pedestrian access
- EV — Electric vehicle charging point
- LB — New litter bin location
- Additional bike spaces

N

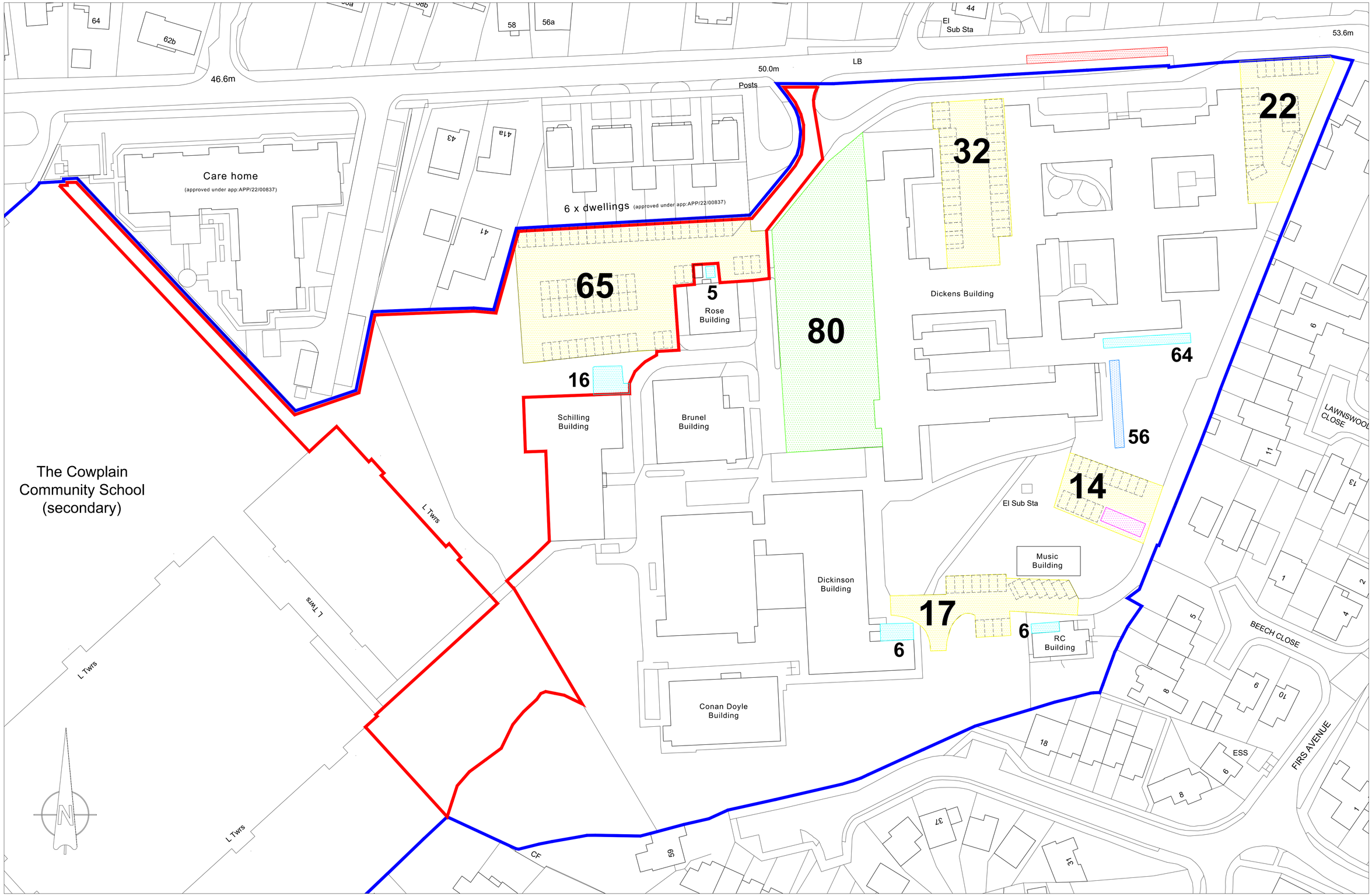
Proposed site plan scale 1:250

0 5 10 15 20m 40m

For: THE COWPLAIN SCHOOL	Title: PROPOSED SITE PLAN		Office Tel: 01243 933732
Project: PROPOSED THEATRE BUILDING AT THE COWPLAIN SCHOOL HART PLAIN AVENUE, WATERLOOVILLE PO8 8RY	Date: April 2025	Drawn: JB	Email: admin@jb-architecturedesign.com
	Scale: 1:250 @ A1	Checked: -	Web: www.jb-architecturedesign.com
	Job Number: PL.809.25	Drawing Number: -22	Revision: C

JB architecture — JB ARCHITECTURE

APPENDIX B



Existing site plan scale 1:500

10 0 10 20 30 40 50m
1:500

- Everyday school parking
- Overflow evening & community parking for events
- Bus stop
- Bike storage (open)
- Bike storage (covered)
- 2 x 8000 litre FEL (front end loader) bins and collection point

Total bikes = 153
Total car parking = 150
Total overflow parking = 80

Combined parking = 230

For: THE COWPLAIN SCHOOL	Title: EXISTING SITE PARKING, BINS & BIKE STORAGE PLAN		Office Tel: 01243 933732
Project: PROPOSED THEATRE BUILDING AT THE COWPLAIN SCHOOL HART PLAIN AVENUE, WATERLOOVILLE PO8 8RY	Date: April 2025	Drawn: JB	Email: admin@jb-architecturedesign.com
	Scale: 1:500 @ A1	Checked: -	Web: www.jb-architecturedesign.com
	Job Number: PL.809.25	Drawing Number: -27	Revision: C

JB architecture
JB ARCHITECTURE

APPENDIX C

Travel Survey – School (for pupils/ parents/ staff)

How do you travel to school?

Please only fill in the appropriate questions.

1. **Please describe your position**. *Circle appropriate*

    - Pupil
    - Parent
    - Staff
    - Other: (please provide details)

2. **What year group are you/they in? (pupils/ parents**)

3. **Describe you job at the school e.g. teacher/ support staff etc. (staff)**

4. **How far from school do you live?**

Less than 1 mile	☐	1 to 2 miles	☐
2 to 5 miles	☐	Over 5 miles	☐

5. **How do you and your child(ren) usually travel to school? Please tick the mode that takes the most time/covers the most distance.**

Car	☐	Walk	☐
Lift share (with non-family member)	☐	Cycle	☐

Park and stride (5+ minute walk)		Buggy	
Bus/train/tube		Scooter	

Other, please specify

6. **How often do you and your child(ren) use the following modes of transport to travel to school each week? This is the based on the mode takes the most time/covers the most distance.**

Please enter the number of times you travel by a particular mode each week:

Mode	**Frequency (once, twice, three, four or five times a week)**	**Journey length - how many minutes**
Car		
Lift share (with non- family members)		
Park and stride (5+ minute walk)		
Bus/ train/tube		
Walk		
Cycle		
Buggy		
Scooter		
Other (please specify)		

7. **Looking at the above list, what would be your preferred mode of transport to and from school?**

8. **On a scale of 1 – 5, with 1 indicating strongly agree and 5 indicating strongly disagree. Please rate the following statements:**

Parents/carers/visitors contribute to congestion outside the school	1	2	3	4	5
Parents/carers/visitors contribute to parking issues outside the school	1	2	3	4	5

9. **On a scale of 1 – 5, with 1 indicating strongly agree and 5 indicating strongly disagree. Please rate the following statements:**

a) I would be willing to park further away from school and walk the last 5 minutes of my journey.	1	2	3	4	5
b) I would be willing to try travelling to school on foot, by bike or on public transport once a week.	1	2	3	4	5
c) I would be willing to lift share with other parents.	1	2	3	4	5

10. **What initiatives would you like to see at the school to encourage safe, healthy travel?**

More road safety education	
A walking campaign	
Cycle campaign	
Personal safety campaign	
Smarter driving campaign i.e. Park and stride, lift sharing	
If you have any other ideas, please state here	

11. **Do you have any ideas for improving the journey to school or any other feedback? Please specify**

Thank you for your time and feedback

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