DATED 14th October **2021**

(1) THE COUNCIL OF THE BOROUGH OF HAVANT

and

(2) HAMPSHIRE COUNTY COUNCIL

and

(3) HARGREAVES PROPERTIES LIMITED

SECTION 106 AGREEMENT

Under Section 106 Town and Country Planning Act 1990

relating to land known as Former BAE Systems, Waterloo Park, Elettra Avenue, Waterlooville

---

THIS AGREEMENT is made on 14th October 2021

BETWEEN:

1. **THE COUNCIL OF THE BOROUGH OF HAVANT** of Public Service Plaza Civic Centre Road Havant PO9 2AX (**Council**);

2. **HAMPSHIRE COUNTY COUNCIL** of The Castle, Winchester, Hampshire, SO23 8UJ (**County Council**); and

3. **HARGREAVES PROPERTIES LIMITED** who is incorporated and registered in England and Wales with company number 794877 and whose registered office is at Kingston Manor Kingston Gorse, East Preston, Littlehampton, West Sussex, United Kingdom, BN16 1RR **(Owner)**; and

BACKGROUND

(A) For the purposes of the Act, the Council and the County Council are the local planning authorities for the area within which the Land is situated.

(B) The County Council is also the local highway authority for Hampshire for the area within which the Land is situated (save for trunk roads and special roads) and the Transport Authority for Hampshire for the purpose of the Transport Act 1985 and 2000

(C) The Owner is the freehold Owner of the whole of the Land.

(D) The Application has been submitted to the Council for permission to develop the Land in accordance with the Planning Permission.

(E) The Owner has entered into this Agreement in anticipation of the grant of Planning Permission being made subject to the Owner entering into this Agreement which makes provision for regulating the Development and securing the matters referred to in this Agreement.

(F) The parties have agreed to enter into this Agreement with the intention that the obligations contained in this Agreement may be enforced by the Council as local planning authority and the Country Council as local planning authority and local highway authority against the Owner and any successors in title.

The parties agree as follows:

1 DEFINITIONS

From the date of this Agreement unless the context otherwise requires, the following definitions apply to this Agreement and Background:

"the Act"	means the Town and Country Planning Act 1990.
"Application"	means the application submitted to the Council for outline planning permission to carry out the Development and given the Council's reference number APP/18/01072.
"Approved Matters"	means any facilities, services, project work or infrastructure relating to the Development or in respect of which this Agreement authorises the

	financial contributions secured under this Agreement are to be applied.
"Commencement of Development"	means the date on which any material operation (as defined in Section 56(4) of the Act) forming part of the Development is begun other than (for the purposes of this Agreement and for no other purpose) operations consisting of: site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services on the Land, and "Commence", "Commencement" and similar expressions shall be construed accordingly.
"Development"	means the construction of 2.982 ha of employment space falling within use classes, B1(c) (light industrial), B2 (general industrial) and B8 (storage and distribution) including trade counter use on the southern parcel of the Land together with the construction of 1.288 ha of mixed retail, leisure and trade uses falling within Class A1 Retail, Classes A3 and A5 Drink / Food Establishments and Class D2 Leisure on the northern parcel of the Land together with associated access and infrastructure on the Land and in accordance with the Planning Permission.
"Development Floorspace"	means that whilst adhering to the site area and land uses as defined as Development, that total Development Floorspace will not exceed 19,105sqm GFA.
"Expert"	means an independent and suitable person holding appropriate professional qualifications and of at least 10 years' post qualification experience in the area of expertise relevant to the dispute and appointed in accordance with the provisions of clause 10 to determine a dispute.
"Head of Legal Services"	the Head of Legal Services for the time being to the Council and County Council or his appointed representative for the time being or successor
"Highway Contributions"	means the Toucan Crossing Contribution (not Index Linked) and Roundabout Improvement Contribution (Index Linked) both payable by the Owner to the County Council in accordance with the provisions of Schedule 2 and "Highways Contribution" shall be construed accordingly
"Index Linked"	means increased in accordance with the following formula:

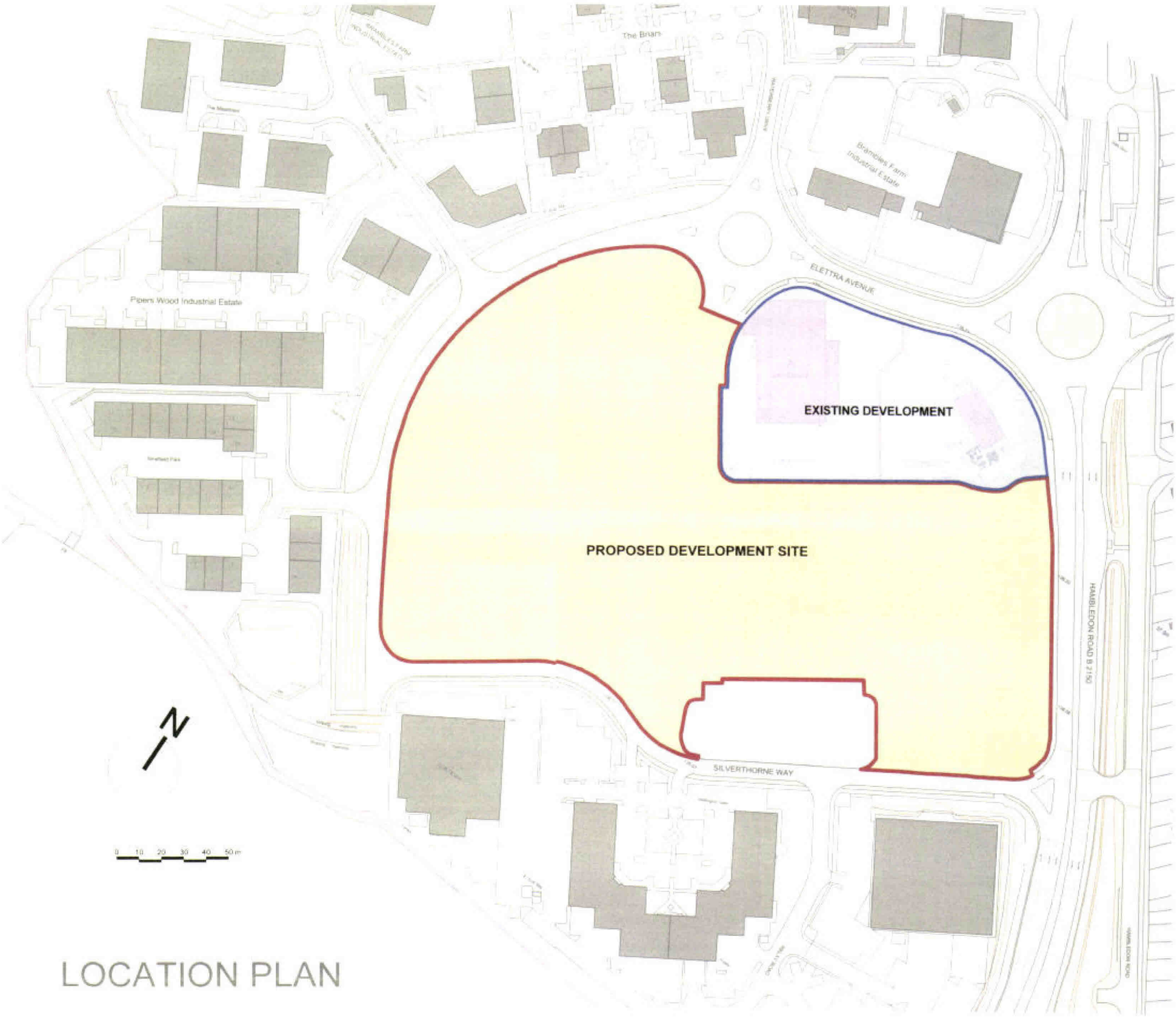
	Amount payable = the payment specified in this Agreement x (A/B) where: A = the last figure published for the RPI (All Items) that applied immediately preceding the date that the payment is made B = the last figure published for the RPI (All Items) that applied immediately prior to the date of this Agreement.
"Interest"	means interest at 4% above the base lending rate of the Barclays Bank PLC from time to time
"Land"	means the freehold property being land known as the Former BAE Systems, Waterloo Park, Elettra Avenue, Waterlooville, shown edged red on the Plan and registered at the Land Registry with title number HP220402 together with other land.
"Occupation"	means occupation for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display and "Occupy" shall be similarly construed.
"Plan"	means the location plan attached to this Agreement with drawing number 1618-PL-100.
"Planning Permission"	means the conditional planning permission that may be granted in pursuance of the Application.
"RPI (All Items)"	for the purposes of the Roundabout Improvement Contribution means the All Items Index of Retail Prices published by the Office of National Statistics or in the event that the relevant index shall be no longer published or the basis thereof be materially altered then the index shall be such replacement index as the Council and/or County Council (as appropriate) shall reasonably specify.
"Working Day"	means a day other than a Saturday, Sunday or public holiday in England.

2 INTERPRETATION

2.1 The clause and paragraph headings in this Agreement are for reference only and do not affect its construction or interpretation.

2.2 References to clauses and Schedules are to the clauses and Schedules of this Agreement, unless stated otherwise.

2.3 A reference to a paragraph is to the paragraph of the Schedule in which the reference is made, unless stated otherwise.



LOCATION PLAN

[redacted]

[redacted]

37/7622

2.4 Words importing one gender include any other genders and words importing the singular include the plural and vice versa.

2.5 A reference to a person includes a reference to a firm, company, authority, board, department or other body and vice versa.

2.6 Unless this Agreement states otherwise, any reference to any legislation (whether specifically named or not) includes any modification, extension, amendment or re-enactment of that legislation for the time being in force and all instruments, orders, notices, regulations, directions, byelaws, permissions and plans for the time being made, issued or given under that legislation or deriving validity from it.

2.7 References to the Land include any part of it.

2.8 References to any party in this Agreement include the successors in title of that party and any references to the Council and the County Council shall include references to any successor to its statutory functions as a local planning authority exercising planning powers under the Act and in respect of the County Council shall also include any successor to its statutory functions as the local highway authority.

2.9 References to "including" mean "including, without limitation".

2.10 Any covenant by the Owner not to do any act or thing includes a covenant not to permit or allow the doing of that act or thing.

2.11 Where an obligation falls to be performed by more than one party to this Agreement, the obligations they undertake may be enforced against them all jointly or against each of them individually.

2.12 If any provision is held to be illegal, invalid or unenforceable, the legality, validity and enforceability of the remainder of the Agreement shall be unaffected.

3 STATUTORY PROVISIONS

3.1 This Agreement is made by deed pursuant to section 106 of the Act, section 111 of the Local Government Act 1972 and section 1 of the Localism Act 2011.

3.2 To the extent that they fall within the terms of section 106 of the Act, the obligations contained in this Agreement are planning obligations for the purposes of those sections of the Act and are enforceable by the Council as local planning authority and the County Council as local highway authority

3.3 To the extent that any of the obligations contained in this Agreement are not planning obligations within the meaning of the Act, they are entered into pursuant to the powers contained in section 111 of the Local Government Act 1972, section 1 of the Localism Act 2011 and all other enabling powers.

3.4 Nothing in this Agreement restricts or is intended to restrict the proper exercise at any time by the Council or the County Council of any of its statutory powers, functions or discretions in relation to the Land or otherwise.

4 COMMENCEMENT OF AGREEMENT

This Agreement shall have effect from the date hereof.

5 OWNER COVENANTS

5.1 The Owner covenants with the Council and the County Council to comply observe and perform the obligations as set out in this Agreement.

5.2 The Owner warrants that no other person other than the Owner has any legal or equitable interest in the Land.

6 REGISTRATION

This Agreement shall be registered by the Council as a Local Land Charge in the Register of Local Land Charges maintained by the Council.

7 RELEASE

7.1 No party shall be liable for any breach of a covenant, restriction or obligation contained in this Agreement after parting with all its interest in the Land (or such part thereof) except in respect of any breach subsisting prior to parting with such interest.

7.2 No planning obligation contained in this Agreement shall be binding on any land held by any of the statutory undertakers for their statutory functions.

8 NOTICES

8.1 The Owner agrees to give the Council and County Council immediate written notice of any change in ownership of any of its interests in the Land occurring before all the obligations under this Agreement have been discharged and such notice shall give details of the transferee's full name and

8.1.1 registered office where the transferee owner is a company

8.1.2 usual address where the transferee is not a company

together with details of the area of the Land or unit of occupation transferred by reference to a plan

8.2 Any notice, demand or any other communication to be given under or in connection with this Agreement shall be in writing and will be effective only if delivered by hand or sent by recorded delivery to the party due to receive the notice, demand or communication.

8.3 Any notice, demand or any other communication served shall be sent to the address of the relevant party set out at the beginning of this Agreement or to such other address as one party may notify in writing to the others at any time as its address for service and in the case of service upon the Council and/or the Country Council shall be marked for the attention of the Head of Legal Services with reference 131382/CHJ .

8.4 Unless the time of actual receipt is proved, a notice, demand or communication sent by the following means shall be treated as having been served:

8.4.1 if delivered by hand, at the time of delivery; or

8.4.2 if sent by recorded delivery, at the time delivery was signed for.

8.5 If a notice, demand or any other communication is served after 4.00pm on a Working Day, or on a day that is not a Working Day, it shall be treated as having been served on the next Working Day.

8.6 For the avoidance of doubt, where proceedings have been issued in the Courts of England and Wales, the provisions of the Civil Procedure Rules must be complied with in respect of the service of documents in connections with those proceedings.

9 COSTS OF THIS AGREEMENT

On or before completion of this Agreement the Owner shall pay to the Council and the County Council its reasonable and proper legal costs in connection with the preparation, negotiation and completion of this Agreement together with the County Council's development control costs of £2,600.

10 DETERMINATION OF DISPUTES

10.1 Subject to clause 10.6, if any dispute arises relating to or arising out of the terms of this Agreement, either party may give to the other not less than 10 Working Days written notice requiring the dispute to be determined under this clause 10. The notice shall propose an appropriate Expert and specify the nature and substance of the dispute and the relief sought in relation to the dispute.

10.2 Any dispute over the appointment of the Expert appropriate to resolve the dispute may be referred at the request of either party to the President or next most senior available officer of the Law Society of England and Wales who will have the power, with the right to take such further advice as he may require, to determine the appropriate Expert and to arrange his nomination.

10.3 The Expert shall act as an independent expert and:

10.3.1 each party may make written representations within ten Working Days of his appointment and will copy the written representations to the other party;

10.3.2 each party shall have a further ten Working Days to make written comments on the other's representations and will copy the written comments to the other party;

10.3.3 the Expert shall be at liberty to call for such written evidence from the parties and to seek such legal or other expert assistance as he or she may reasonably require;

10.3.4 the Expert shall not take oral representations from the parties without giving both parties the opportunity to be present and to give evidence and to cross examine each other;

10.3.5 the Expert shall have regard to all representations and evidence before him when making his decision, which shall be in writing, and shall give reasons for his decision; and

10.3.6 the Expert shall use all reasonable endeavours to publish his decision within 30 Working Days of his appointment.

10.4 Responsibility for the costs of referring a dispute to an Expert under this clause 10, including costs connected with the appointment of the Expert and the Expert's own costs, but not the legal and other professional costs of any party in relation to a dispute, will be decided by the Expert.

10.5 This clause 10 does not apply to disputes touching or concerning the construction or interpretation of this Agreement which will be subject to the jurisdiction of the courts.

10.6 The provisions of this clause 10 shall not affect the ability of the Council or County Council to apply for and be granted declaratory relief injunction specific performance payment of any sum damages or any other means of enforcing this Agreement and consequential and interim orders and relief.

11 CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 1999

For the purposes of the Contracts (Rights of Third Parties) Act 1999 this Agreement is not made for the benefit of nor shall any of its provisions be enforceable by any person other than the parties to his Agreement and their successors in title.

12 INDEXATION

12.1 The Roundabout Improvement Contribution shall be Index Linked.

12.2 Where reference is made to an index and that index ceases to exist or is replaced or rebased then it shall include reference to any index which replaces it or any rebased index (applied in a fair and reasonable manner to the periods before and after rebasing under this deed) or in the event the index is not replaced, to an alternative reasonably comparable basis or index as the Council or the County Council (as appropriate) shall advise the Owner in writing.

13 INTEREST

If any sum due under this Agreement is paid late Interest will be payable from the date payment is due until the date of payment.

14 WAIVER

No failure or delay by the Council or County Council to exercise any right or remedy provided under this Agreement or by law shall constitute a waiver (whether express or implied) for any breach or default by the Owner in performing or observing any of the covenants, restrictions or obligation contained in this Agreement. No single or partial exercise of such right or remedy shall prevent or restrict the further exercise of that or any other right or remedy.

15 SPEND IN ADVANCE

15.1 The Council and the County Council are entitled at their sole discretion to:

15.1.1 enter into contractual arrangements;

15.1.2 incur expenditure, including but not limited to any design costs; and/or

15.1.3 commence works,

in respect of any Approved Matters at any time, even if the trigger point for the payment of the relevant financial contribution or Highways Contribution has not yet arisen.

15.2 If the Council and/or the Country Council exercises its right under clause 15.1:

15.2.1 the Council and/or the County Council may immediately following receipt of any contribution and/or Highways Contribution , deduct from the relevant contribution and/or Highways Contribution a sum equivalent to the amount of expenditure or liability incurred ("Deduction");

15.2.2 the Council and/or the County Council shall not be required to repay any Deduction or account for any interest accrued on it; and

15.2.3 any such Deduction shall be and remain the property of the Council and/or County Council and shall not be bound by the terms of this Agreement.

16 TERMINATION

16.1 The obligations in this Agreement (with the exception of clause 9) shall cease to have effect if before Commencement of Development, the Planning Permission:

16.1.1 expires;

16.1.2 is revoked; or

16.1.3 is quashed following a successful legal challenge.

17 FUTURE PERMISSIONS

17.1 Nothing in this Agreement shall prohibit or limit the right to develop any part of the Land in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Agreement.

17.2 This Agreement shall apply to any planning permission subsequently granted under section 73 or 73A of the Act which permits non-compliance with any of the conditions attached to the Planning Permission or any other planning permission granted under such powers (a "Subsequent Permission") and the Planning Permission shall be construed to include the development as stated in the Subsequent Permission unless otherwise required by the Council or the circumstances in clause 16.1.2 arise.

18 JURISDICTION

18.1 This Agreement shall be governed by and interpreted in accordance with the laws of England.

18.2 The Courts of England shall have jurisdiction in relation to any disputes between the parties arising out of or related to this Agreement.

IN WITNESS of which this document has been duly executed as a deed and delivered on the date stated at the beginning of this document.

SCHEDULE 1

Travel Plan

The Owner covenants as follows:

1 INTERPRETATION

1.1 In this Schedule and Agreement unless the context otherwise requires the following definitions apply:

"Annual Monitoring Report"	means a report to be prepared by the Site Wide Travel Plan Co-Ordinator annually to analyse the success and recommend such changes as may be necessary to improve the effectiveness of Unit Specific Travel Plans and /or Site Wide Travel Plan (as appropriate).
"Director"	mean the Director of Economy Transport and Environment at the County Council or his appointed representative for the time being or successor.
"Employment Unit"	means any unit within the Development that has 20 or more persons employed and "Employment Units" shall be construed accordingly.
"Framework Travel Plan"	means the framework travel plan agreed by the County Council and attached to this Agreement.
"Reserved Matters Application"	means the application or applications submitted for Reserved Matters Approval with respect to details that have been reserved by the Planning Permission as matters for subsequent approval by the Council.
"Reserved Matters Approval"	means the approval of all or any Reserved Matters Application(s) in relation to any part of the Land.
"Site Wide Travel Plan"	means the final and full form travel plan for the Development such travel plan to be approved by the County Council.
"Site Wide Travel Plan Cash Deposit"	means a cash deposit sum payable by the Owner to the County Council being the cost of monitoring implementation and compliance with the targets and/or measures of the Site Wide Travel Plan plus 10% such sum to be agreed with the County Council prior to Occupation
"Site Wide Travel Plan Coordinator"	an individual or company appointed to monitor delivery of the measures set out in the Site Wide Travel Plan
"Travel Plan Approval Fee"	means the total sum of £1500 payable to the County Council towards the costs incurred in reviewing and approving the Unit Specific Travel Plans and the Site Wide Travel Plan.

Former BAE, Elettra Avenue, Waterlooville

Framework Travel Plan

david tucker associates
transport planning consultants

Former BAE Site, Elettra Avenue, Waterlooville

Framework Travel Plan

27th March 2019
SKP/JLA/19235-04c Framework Travel Plan

Prepared by:

David Tucker Associates
Forester House
Doctor's Lane
Henley in Arden
Warwickshire B95 5AW

Tel: 01564 793598
Fax: 01564 793983
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk

Prepared for:

Hargreaves Properties Limited

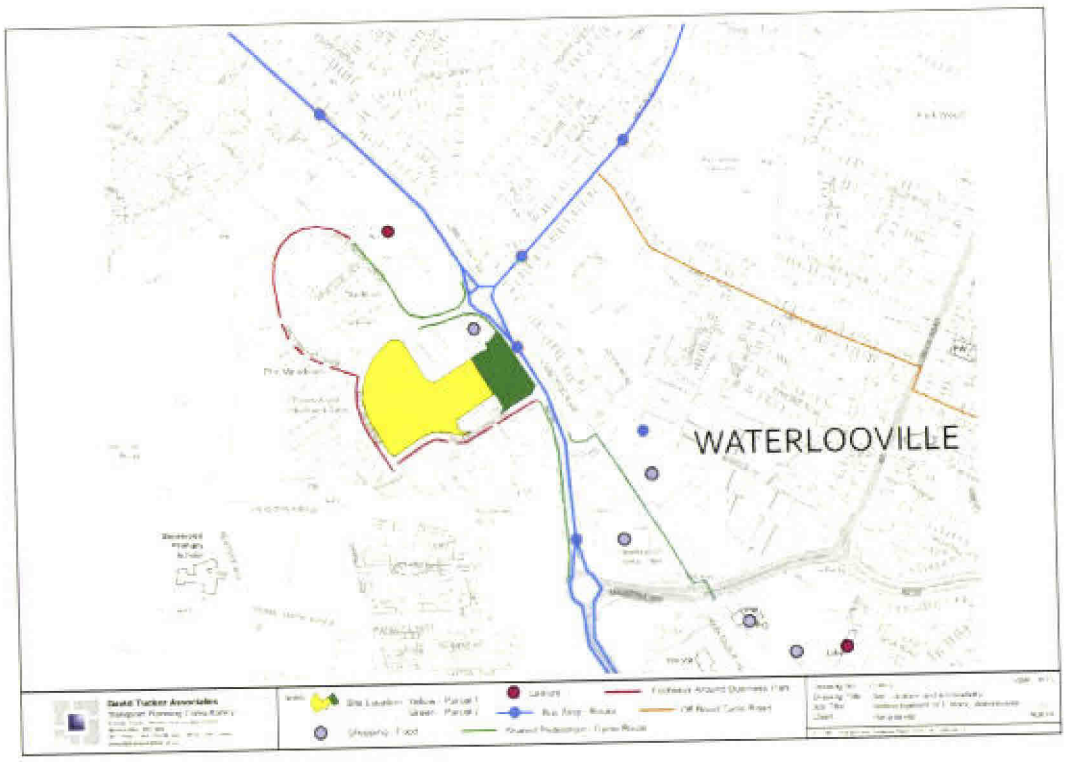
1.0 INTRODUCTION

1.1 This Travel Plan has been prepared by David Tucker Associates (DTA) on behalf of Hargreaves Properties Limited in respect of development proposals for a mixed use scheme comprising of employment and leisure/retail use on the former BAE site, Elettra Avenue, Waterlooville.

1.2 A travel plan is a term used for a package of measures aimed at promoting sustainable transport within an organisation, with the main aim of reducing travel by single occupancy vehicles.

1.3 The site is located within the Brambles Business Park to the north-west of Waterlooville town centre as shown on **Figure 1** below (also attached), approximately 2km to the west of the A3(M) and 10km north of Portsmouth.

Figure 1 - Site Location Plan



1.4 The planning application allows for flexibility of land uses on site. The site is split into two parcels comprising a mix of flexible land use classes as set out below:

- Parcel 1 – B1c/B2/B8/B8 Trade Counter across a total site area of 29,820 sqm
- Parcel 2 – A1 Retail and A3/A5 Use/ D2 Leisure and A3/A5 use/ A4 Public House and C1 Hotel across a total site area of 10,288 sqm

1.5 For the avoidance of doubt, these figures are not the proposed built floor space areas. The planning application will allow for flexibility of land uses on site. Therefore, several options have been appraised for the site across the two parcels:

- Parcel 1 – Employment floor space comprising a maximum of 14,771 sqm of B1(c)/ B2/ B8/ B8 Trade Counter Use (of which no more than 2,787 sqm would be B8 Trade Counter)
- Parcel 2 – Leisure/Retail type uses comprising the following options:
  - A maximum of 4,000 sqm of A1 Retail (Non-Food) plus A3/A5 use (a maximum of 334 sqm); or
  - A maximum of 4,000 sqm of Leisure plus A3/A5 use (a maximum of 334 sqm); or
  - A maximum of 640 sqm A4 Public House and 100 bed C1 Hotel.

1.6 This document is prepared on behalf of the developer to set the Framework for the travel planning for the proposed development, based upon which the end user or users will prepare their own bespoke Travel Plans to suit their operation and staff.

1.7 This framework will therefore act as a guide for occupiers to produce a more detailed travel plan tailored to their organisation, which will outline specific measures and timescales for their implementation. Subsequent implementation of each detailed travel plan will commence on or prior to occupation of the relevant unit and shall be monitored and reviewed annually for 5 years.

1.8 The Travel Plan includes:

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

1.9 The strategy includes:

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

2.0 POLICY CONTEXT

2.1 The DETR (1998) White Paper 'A New Deal for Transport: Better for Everyone' outlined the Government's transport policies for the future, with an emphasis on the need for a sustainable and integrated transport system; travel by foot, bicycle and public transport all being encouraged. The paper states:

> *"We look to business to ensure that it makes the most effective use of transport in a way that supports sustainable development. This means reducing the impact on the environment and reducing congestion."*

2.2 Key initiatives documented within the White Paper include quality partnerships –

> *"we want to create partnerships at all levels, to help business, local authorities and local communities to come together and respond to the challenge."*

2.3 In April 2009 the Department for Transport published 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'. The Guidelines aim to bring together some of the best practice from around the country, drawing upon recent research.

2.4 TPs have become an integral element of the planning process:

> *"They are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively and the need for some costly highway infrastructure is avoided as far as is practical."*
>
> Paragraph 1.7. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.5 The Guidance defines a TP as:

> *"a long-term management strategy for an occupier or site that seeks to deliver*

sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed"

Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.6 The Guidance sets out that a TP involves:

"the development of agreed explicit outcomes limited to the appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use. Each travel plan should be unique to a site"

Paragraph 2.1. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.7 The Guidance sets out the ultimate objective of the travel planning process whilst identifying the additional aims and benefits:

"travel plans focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other modes. They assist in the wider aims of encouraging sustainable travel, improving health and reducing congestion, energy consumption and pollution. Travel plans need to address all journeys that may be made to and from a site, by anyone who may have a need to visit or stay there."

Paragraph 2.4. Good Practice Guidelines: Delivering Travel Plans through the Planning Process. April 2009

2.8 The Guidance focuses on an 'outcomes' approach to TPs, requiring that specific outcomes or targets are established by agreement on what should be achieved through the TP over time.

Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' 2014

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

2.10 In particular Paragraph 111 which states that:

> *"All developments which generate significant amounts of transport movement should be required to provide a Travel Plan.*
>
> *Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met."*

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

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

- *Proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community.*

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

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

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

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

3.0 SITE ASSESSMENT

3.1 Site Location

3.1.1 The site is located within the Brambles Business Park to the north-west of Waterlooville town centre as shown on **Figure 1**. The site is approximately 2km to the west of the A3(M) and 10km north of Portsmouth.

3.1.2 Elettra Avenue, between the Elettra Avenue/ Waterberry Drive/ Site Access roundabout and the B2150 Hambledon Road/ Milton Road/ Elettra Avenue roundabout, is a 10m wide carriageway with three lanes. In both the eastbound and westbound direction, a single exit lane is provided from each roundabout which flares to two lanes on the approach to the next roundabout.

3.1.3 Elettra Avenue continues west of the roundabout with Waterberry Drive/ site access as a single lane carriageway approximately 7.3m in width and subject to a 30mph speed limit. The B2150 Hambledon Road runs adjacent to the eastern boundary of the site and provides a key strategic link via connections with the A3(M), to the east of Waterlooville.

3.1.4 The B2150 Hambledon Road to the north of the roundabout with Elettra Avenue/ Milton Road is a single lane carriageway approximately 7.3m in width and subject to a 30mph speed limit. The B2150 Hambledon Road to the south of the roundabout with Milton Road/ Elettra Avenue is a dual carriageway of approximately 7.3m in width and subject to a 40mph speed limit.

3.1.5 Silverthorne Way also routes around the southern and western part of the site connecting into Elettra Avenue to the north. Along the southern part of The Park, Silverthorne Way connects onto the B2150 Hambledon Road via a left in/ left out priority junction.

3.2 Walking and Cycling

3.2.1 The Brambles Business Park and adjacent local area is served by an extensive network of footways. There are existing off-road pedestrian/cycle routes on both sides of Elettra

Avenue which have a smooth tarmac surface as depicted in **Figure 2** below. The wider pedestrian and cycle routes within the vicinity of the site are shown in **Figure 1.**

Figure 2 – Footway/Cycleway Along Elettra Avenue



3.2.2 The off-road shared pedestrian/ cycleway route adjacent to the southern carriageway of Elettra Avenue continues in a southerly direction adjacent to the south carriageway of Hambledon Road all the way through to the toucan crossing north of the Maurepas Way/ A3 London Road/ Rockville Drive roundabout. This footway provision measures around 3m in width and is smooth tarmac surface. Street lighting is provided on all pedestrian/cycle links adjacent to the carriageway within the vicinity of the site.

3.2.3 A pedestrian link was constructed as part of the discount food store and drive through development. This provides access to the site from Hambledon Road and is located around 40m to the south of the roundabout with Elettra Avenue.

3.2.4 The town centre can be accessed more directly via the signalised crossing at the B2150 Hambledon Road/ Aston Road junction which provides a connection to the off-road pedestrian and cycle route that runs through the Wellington Retail Park connecting to Waterlooville town centre via a subway.

3.2.5 The pedestrian and cycle route adjacent to the northern carriageway of Elettra Avenue provides a link to the residential areas accessed off Mliton Road via the signalised crossing to the north of the B2150 Hambledon Road/ Milton Road/ Elettra Avenue roundabout. The shared pedestrian/ cycleway is clearly marked and, in a condition, consistent with the rest of the local network as shown in **Figure 3** below.

Figure 3 - Milton Road/ Elettra Avenue Shared Cycleway/ Footway provision



3.2.6 Footways continue along Hambledon Road into the village of Denmead approximately 2.5km north of the site which translates into approximate walking and cycling times of 30 and 8 minutes respectively. These footways can also be used to connect pedestrians to the residential dwellings to the east and west of Hambledon Road.

3.2.7 The accessibility of the site on foot is highlighted by **Figure 4** below which showcases that all amenities (shops, leisure and public transport stations) are located within acceptable walking distances from the site. This is in accordance with CIHT's expected walking distances which are as follows for a 'local centre' location:

- 200m desirable
- 400m acceptable
- 800m preferred maximum

Figure 4 - Walking Distance Isochrone (200m, 400m and 800m from site centre)



3.2.8 In addition to the local footway/ cycleway provisions the National Cycle Network National Route 222 (NR222) extends north through Waterlooville approximately 1km east of the site. NR222 runs along Stakeshill Road, bearing north east along Curzon Road and then running north east along London Road away from the site.

3.3 Bus Services

3.3.1 Bus stops are located on the B2150 Hambledon Road which serve Brambles Business Park via Waterberry Drive. A pedestrian connection to Hambledon Road is provided via the McDonalds site. The site layout will be designed to allow a continuous link through the proposed site. Bus lay-bys and bus shelters are provided at both of the B2150 Hambledon Road bus stops. A bus stop flag with service and timetable

information is provided at the Milton Road stop. A summary of the bus services is detailed in **Table 1** below.

Table 1 – Summary of Bus Services

Service No.	Operator	Route	Frequency		
			Mon - Fri	Sat	Sun
39	Stagecoach	Havant – Wecock Farm	10-15 minutes	15-20 minutes	60 minutes
7	First	City Centre - Wecock	10-20 minutes	15 minutes	20-30 minutes
D1/ D2	First	Waterlooville – Denmead/ Hambledon	Hourly	Hourly	No service

3.3.2 A shared cycleway/footway is provided on Elettra Avenue linking with Hambledon Road. To the north a footway is provided to allow access to the northbound bus stop on Hambledon Road. To the south a shared footway/cycleway is provided on Hambledon Road with a dropped kerb crossing allowing access to the eastern side of the road adjacent to the southbound bus stop. A signalised pedestrian crossing will be provided by HCC on Hambledon Road to which the developer is willing to make a contribution. The pedestrian routes are well lit. The bus stop provides a shelter and pole with relevant bus service timetables. Frequent bus services are available to Waterlooville, Havant and Denmead.

3.4 Train Station

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

4.0 TRAVEL PLAN OBJECTIVES AND TARGETS

4.1 Introduction

4.1.1 A Travel Plan is a living document that provides a strategy for managing travel demand involving a continuing process of monitoring and review. The underlying aim of any Travel Plan is to minimise the number of single occupancy vehicle trips generated by a development, business or organisation. This is achieved by encouraging a shift to more sustainable modes of transport and by reducing the need to travel.

4.1.2 This Travel Plan provides a framework for an occupier or occupiers to produce a Travel Plan once they are known, to fit in with the measures implemented by the developer. As this is a new development and no current travel patterns exist, specific targets for modal shift cannot be set. However, the Travel Plan should strive to achieve an ongoing reduction in car borne staff trips to/from the site over a 5-year period.

4.1.3 The occupiers will be required to break down the underlying target reduction into specific modal shift targets. This will be done through a combination of a survey of staff travel habits shortly after occupation (within 6 months) and an evaluation of the existing travel infrastructure in the vicinity of the site.

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

4.2 Developer Objectives

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

4.2.2 Key developer objectives are defined as follows:

- To provide the necessary transport and building infrastructure required for the detailed Travel Plan to be effective;
- To enable efficient access to the development by a number of alternative modes of transport; and
- To provide an attractive, secure environment for pedestrians, cyclists and public transport users.

4.2.3 **Table 2** summarises the preliminary design features aimed to give priority to those arriving by sustainable modes to the proposed developments. Further consideration will be given to the requirements of those arriving by sustainable means at the more detailed design stage.

Table 2 – Design Features

Preliminary Design Feature	Description
Pedestrian Access	Pedestrian footways are provided on the local road network. The internal site layout will facilitate direct routes for pedestrian access. Staff entrances will be conveniently reached from the footways.
Cycle Parking	Cycle Parking will be provided in line with Guidance on Parking Standards issued by Hampshire County Council. The cycle stands will be covered and secure.

4.3 Occupier Objectives

4.3.1 The occupier will encourage employees to travel by more sustainable modes than the private car through the implementation of Travel Plan initiatives (see **Table 3**).

4.3.2 The Travel Plan will seek to:

- Promote the health, wealth and environmental benefits of cycling, walking and using public transport;
- Provide clear information to all employees and visitors on the alternative modes of travel to and from site;
- Enhance the safety and security of people travelling to and from site;
- Effectively manage the demand for staff car parking; and where possible
- Reduce the need to travel during peak hours

5.0 TRAVEL PLAN CONTENT

5.1 Introduction

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

5.2 Travel Plan Co-ordinator

5.2.1 In order to implement the Travel Plan Framework, a Travel Plan Co-ordinator (TPC) will be appointed by each operator. Where appropriate within the occupier's Travel Plan the Co-ordinator will be responsible for:

- Explaining and Marketing the Travel Plan;
- Produce all questionnaires, promotional and informative material;
- Setting up the Staff Travel Database;
- Setting up the Car Share database;
- Setting up Specific User Group meetings;
- Setting up meetings with the local authorities, Parish Councils and bus operators;
- Lobbying for any desired public transport service changes;
- Getting the annual survey analysed and presenting the results externally;
- Implementing promotional days;
- Delivering a means by which staff do not park within the customer car park.

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

5.2.3 The Travel Plan Co-ordinator will be allocated an annual budget for the implementation of the Plan. The name and contact details of each Travel Plan Co-ordinator will be provided to the Hampshire County Council.

5.2.4 In addition to individual TPC as appointed by each operator, there will be a Site Wide TPC role. This Site Wide TPC will be appointed by the Developer prior to commencement of the development to ensure that the Individual Travel Plans are prepared and to oversee the Travel Plan process including ongoing liaison with HCC.

5.3 Travel Plan Implementation

5.3.1 Where appropriate within the occupier's Travel Plan, the individual company responsibilities will be:

- Marketing the Plan to their employees and distributing the promotional material (ongoing);
- Ensuring questionnaires are completed and returned for analysis;
- Providing flexible employee benefits to encourage non-private car travel; and
- Guaranteed ride home in an emergency where alternative transport modes are not available.

5.4 General Promotion

5.4.1 Below is a list of initiatives specific to each travel mode. As well as these the Travel Plan should raise awareness of the environmental and health problems connected with transport. To promote "greener" travel choices for all journeys, not just work-related travel. **Table 3** summarises a tool kit of measures which may be adopted by the TPC.

Table 3 – Travel Plan Tool Kit

Potential Travel Plan Initiatives	Responsibility
Walking (best suited to journeys under 2 miles)	
Provide cloakroom facilities within the building with drying and storage locker facilities.	Under agreement between developer and occupier, such facilities could be included within building design. For speculative builds developer to provide.
Produce a map illustrating safe walking routes to common destinations. Include reference to crossing points and public transport facilities.	Occupier to provide through TPC
Keep a store of pool umbrellas on site for use by staff who walk to/from walk or for walking journeys during the day.	
Provide staff with personal attack alarms.	
Raise awareness of health benefits of walking. Through posters, leaflets and/or events.	
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Arrange events to promote walking, such as a walk to work day.	
Time allowance to change.	
Cycling (best suited to journeys under 5 miles)	
Provide safe, secure and fully weatherproof cycle storage.	Under agreement between developer and occupier, such facilities should be included within site design. For speculative builds developer to provide.
Provide changing rooms/areas within the building.	Under agreement between developer and occupier, such facilities should be included within building design. For speculative builds developer to provide.
Provide lockers for cyclist safety gear	Occupier to provide through TPC
Raise awareness of health benefits of cycling through continual publicity.	
Provide cycle route maps	
Keep a supply of basic cycle maintenance equipment on site e.g. pump, puncture repair kit, tools etc.	
Offer a guaranteed ride home to alleviate staff concerns of being stranded at work in the event of unforeseen circumstances.	
Establish a bicycle user group (BUG) & bike buddy scheme.	

Arrange events to promote cycling to work such as "biker's breakfasts". Possibly correspond with national events such as "bike week" & "bike2work" in June.	
Arrange adult cycle training sessions.	

Public Transport	
Disseminate up-to-date public transport information on site. Including routes, timetables and fares for local services.	Occupier to provide through TPC
Promote benefits of public transport, savings etc	
Arrange with local transport operators to buy tickets in bulk at a discount and sell on to staff on site.	
Liaise with local operators for improved services to site.	

Car Sharing (provides a sustainable alternative when the car is the only option)	
Establish a car sharing scheme to match employees with others living in a similar area or travelling the same route.	Occupier to provide through TPC
Provide a guaranteed ride home scheme for car sharers in the event of unforeseen circumstances.	
Devise a protocol/guidelines for car sharers to follow.	

6.0 MONITORING AND AUDIT

6.1 Staff and Visitor Surveys

6.1.1 As this is a new development no current travel patterns exist and therefore to obtain measurable targets baseline travel patterns have been obtained from the most recent travel to work Census 2011 data. This is applicable for staff at the site. The existing modal shares for the Middle Super Output Area Havant 003 have been used to project the baseline and projected modal split that could be achieved over the first 5-year period from completion of the development. In this case a 5% reduction in the number of car drivers over 5-years is considered realistic. These baseline and modal shifts from years 1 to 5 are summarised in **Table 4** below.

Table 4 - Targeted Modal Shares (Based on Census 2011 Data from MSOA Havant 003)

Mode of Transport	Baseline Modal Split (%)	Year 1 (%)	Year 3 (%)	Year 5 (%)
Car Driver	76.3	74.8	73.3	71.3
Car Passenger	6.4	6.7	6.97	7.4
Bus	4.6	5.0	5.4	5.8
Train	0.8	1.0	1.1	1.2
Walk	6.1	6.5	6.9	7.3
Cycle	3.5	3.9	4.3	4.7
Taxi	0.3	0.3	0.3	0.3
Motorcycle	1.4	1.4	1.4	1.4
Other	0.3	0.3	0.3	0.3
TOTAL	100	100	100	100

6.1.2 Comprehensive staff and visitor surveys will be undertaken upon occupation of the site in order to determine the actual baseline modal shift. The survey data gathered from this will provide a base for monitoring of the suggested modal split targets (Table 4) and allow the above targeted modal split to be adjusted accordingly.

6.1.3 It is proposed that the initial survey should not be undertaken any earlier than 6 months after first occupation of the site to ensure that travel patterns are established.

The surveys should achieve a minimum response rate of 35%. The surveys will be advertised on staff noticeboards, and/or via an item on staff meeting agendas, with consideration given to prize draws for those who complete the survey. A draft example of a staff survey is attached at **Appendix A.** An example visitor survey has also been provided.

6.1.4 Further to this initial survey, further surveys will be undertaken in years 3 and 5. In the intervening years snapshot surveys will be undertaken. **Table 5** summarises individual Travel Plan targets and their individual performance indicators.

- Level of usage of cycle/motorcycle stands to determine demand
- Feedback from bus operators to establish demand for local bus services
- Other feedback e.g. comments received by the Travel Plan Co-ordinator
- Survey of a sample number of staff to record the modal shift of people driving alone, people car sharing, using public transport, people cycling and walking.

6.1.5 The results of the surveys will be analysed and reported to Hampshire County Council within three months of the survey being undertaken. The Performance of the Plan in meeting individual targets will be assessed as indicated in **Table 5.** The survey results will be compared against the baseline and previous years' survey results and used to assess whether targets have been met.

Table 5 – Targets and Their Performance Indicators

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

6.2 Securing the Travel Plan

6.2.1 As part of the S106 Agreement a Travel Plan monitoring fee is sought from HCC. A Travel Plan Bond shall be in place and maintained throughout the full 5 year lifetime of the Travel Plan.

6.3 Plan Performance Audits

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

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

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

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

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

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

implemented and a completed checklist of measures agreed at the planning application stage.

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

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

6.3.2 The recommendations of the review shall be implemented as soon as possible (as appropriate dependant on type of measures). Should any meetings between the parties be necessary to discuss the contents of the submissions then these shall be raised in accordance with the above highlighted timescales.

6.3.3 Discussions will be held as to how any failed targets might be better achieved. Through consultation with the Council, the Plan and its targets will be readdressed annually. It may be, for example, that the targets are made less ambitious on one mode, while tightened up on another to compensate. Through agreement with the Council, the Co-ordinator will join and attend local community forums if required.

7.0 ACTION PLAN

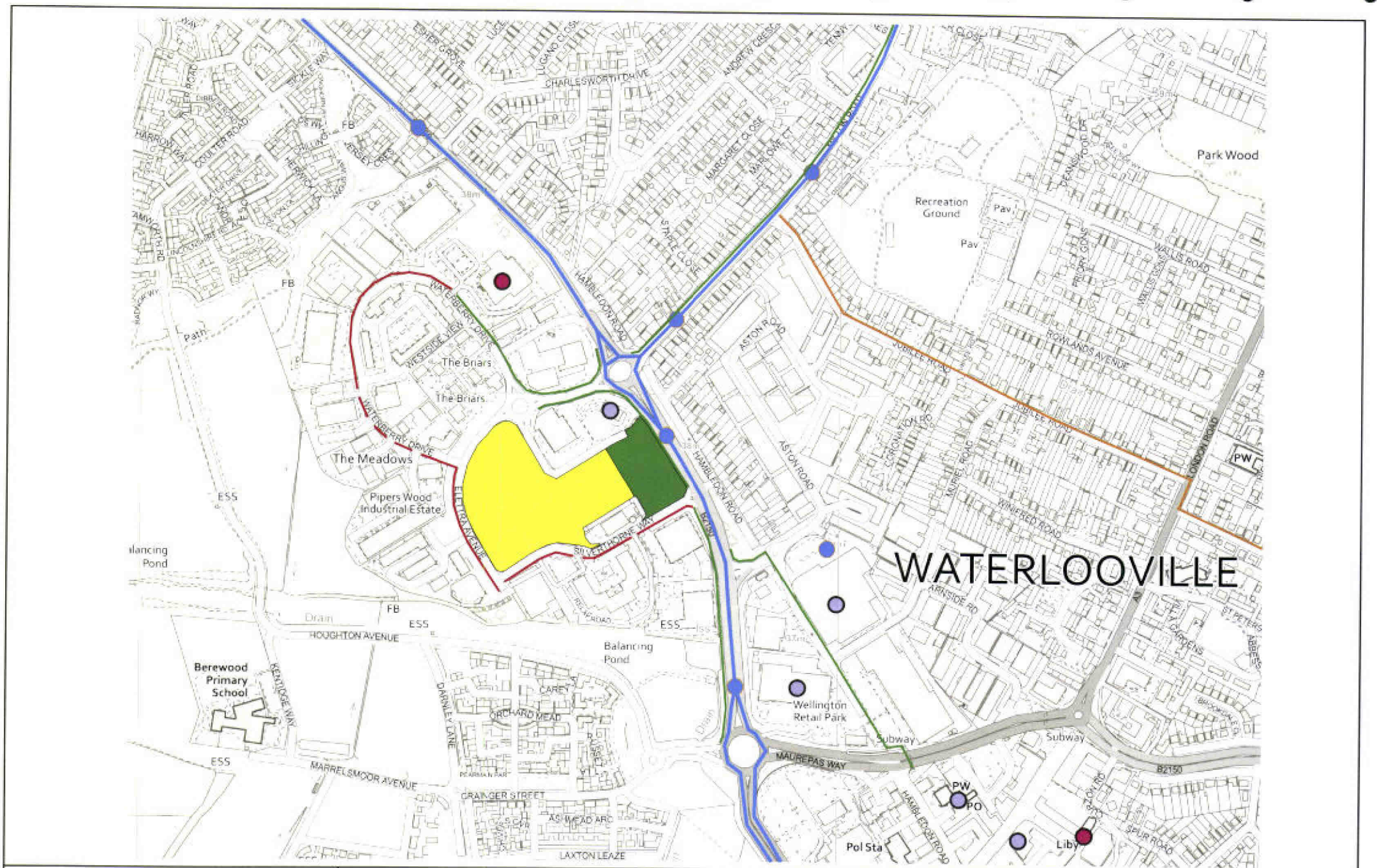
7.1.1 Travel Plan funding will be made available for travel plan measures throughout the life of the Travel Plan as set out in the **Table 5** below.

Table 5 – Travel Plan Funding

Years	Travel Plan Measures	Cost from	Timeframe	Approx. Budget Annual Cost	Approx. Budget Total
Years 1 -5	**Marketing and Travel Plan Co-ordinators**				
	Appoint a Site Wide Travel Plan Coordinator	Developer	Prior to Occupation	£0 Cost borne at source with appointment of management company	£0 Cost borne at source with appointment of management company
	Appoint Individual Occupier Travel Plan Coordinators	Undertaken within an existing work role	Prior to Occupation	£0	£0
	Independent monitoring	Individual Occupiers	Ongoing	£1,000	£5,000
	Marketing and Promotion, incl. walking and cycling maps, info on public transport, info on events, bicycle user groups, health benefits etc	(expenses to TPC)	Short term / Ongoing	£1,000	£5,000
	Holding events and focus group meetings to inform staff of sustainable travel alternatives	Individual Occupiers	Ongoing	No cost	No cost
	Creating user groups and staff forums	Individual Occupiers	Ongoing	No cost	No cost
	Walking				
	Pool umbrellas	Individual Occupiers	At outset	£40	£40
	Cycling				
	Basic cycle	Individual	At outset	£30	£30

	maintenance equipment (e.g. pumps)	Occupiers			
	Cycle Parking	Prior to Occupation	Provided as part of development infrastructure No cost		
	Cloakroom facilities, lockers and changing rooms	Prior to Occupation	Provided as part of development infrastructure No cost		
	Public Transport				
	Car sharing/ Car clubs	Individual Occupiers	Long term	Within TPC role	Within TPC role
	Reducing Car Use/ Reducing the Need to Travel				
	Development of personalised journey planning	Individual Occupiers	Long term/Ongoing	Within TPC role	Within TPC role
	Reducing the need to travel through flexible working practice: teleworking and home working	Individual Occupiers	Long term/Ongoing	No cost	No cost
Years 1 – 5 Total					£10,070

Figures



David Tucker Associates
Transport Planning Consultancy
Forester House, Doctors Lane, Henley-in-Arden
Warwickshire, B95 5AN
Tel.: +44(0) 1564 793598 Fax: +44(0) 1564 793883
www.dtatransportation.co.uk

Notes:
Site Location: Yellow - Parcel 1
Green - Parcel 2
Shopping / Food
Lesiure
Bus Stop / Route
Shared Pedestrian / Cycle Route
Footways Around Business Park
Off Road Cycle Road

Drawing No : 17144-01
Scale : NTS
Drawing Title: Site Location and Accessibility
Job Title: Redevelopment of E Block, Waterlooville
Client: Hargreaves
NORTH

© Crown Copyright and Database Right 2010 . AL 100030914 12

Appendix A – Staff survey

General information

1. Home postcode .....

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

- ❑ Yes
- ❑ No

3. What time do you usually arrive at work?

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

.....

4. What time do you usually leave for home?

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

Other (please specify)

.....

5. Do you work:

- ❑ Part time
- ❑ Full time

Other (please specify)

General travel information

6. How do you usually travel to work?

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

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

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

.....

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

- ❑ Yes
- ❑ No

If yes, how

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

.....

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

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

10. Do you ever work from home?

- ❑ Yes
- ❑ No

11. If so, how often?

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

12. How far do you travel to work?

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

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

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

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

.....

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

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

15. Would you be prepared to car share?

- ❑ Yes
- ❑ No
- ❑ Already do

16. Are you prepared to pay for parking?

- ❑ Yes
- ❑ No

If yes, how much? .....per day

17. How long does your journey generally take you?

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

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

- ❑ Yes
- ❑ No

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

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

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

Car Driving specific information

If you do not regularly drive to work, please go directly to Question 20

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

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

Other travel ideas

21. Below is a list of other possible ideas that could be implemented in your workplace to reduce the number of journeys made commuting to and from work, and for work during the day.

Please tick one box in each row to indicate how useful you find each idea.

	Very Useful	Fairly Useful	Not very Useful	Not at all Useful
Car Share Scheme	☐	☐	☐	☐
Flexitime (one day off per month for over time hours worked)	☐	☐	☐	☐
Lease or loan system for bicycles	☐	☐	☐	☐
Cheaper bicycles (company discount)	☐	☐	☐	☐
Use of taxi to train station (for business journeys)	☐	☐	☐	☐
Lease or loan to convert car to alternative fuel	☐	☐	☐	☐
Car parking charges	☐	☐	☐	☐
Discounted bus/train travel	☐	☐	☐	☐
Extra holidays for those not driving to work	☐	☐	☐	☐
Showers	☐	☐	☐	☐
Lockers	☐	☐	☐	☐
Cycle stands	☐	☐	☐	☐
Cycle and pedestrian paths	☐	☐	☐	☐
Personalised journey planners	☐	☐	☐	☐

If you think personalised journey planners would be very or fairly useful and would like to receive information, please enter your contact details below.

Name .....

.....

Address .....

.....

.....

.....

.....

.....

Other incentives (please specify)

.....

.....

.....

.....

.....

.....

Other comments, suggestions and ideas:

.....

.....

.....

.....

.....

Appendix A – Visitor survey

General information

1. Home postcode .....

2. Do you have a disability which affects your travel arrangements?
   - ❑ Yes
   - ❑ No

3. How regularly do you visit the site?
   - ❑ Everyday
   - ❑ Weekly0 am
   - ❑ Fortnightly
   - ❑ Monthly
   - ❑ Occasionally

   Other (please specify).....
   .....

4. What time of day do you usually visit the site?
   - ❑ Morning 07:00-11:00
   - ❑ Afternoon 11:00-16:00
   - ❑ Evening 16:00-20:00

   Other (please specify) .....
   .....

5. How do you usually travel to the site?
   - ❑ Car (on your own)
   - ❑ Car (with others)
   - ❑ Bus
   - ❑ Train
   - ❑ Motorbike
   - ❑ Walk
   - ❑ Cycle
   - ❑ Taxi

   Other (please specify) .....
   .....

10. How long does the journey to the site take you?
    - ❑ Less than 15 minutes
    - ❑ 16 – 30 minutes
    - ❑ 30 – 45 minutes
    - ❑ 45 – 60 minutes
    - ❑ Over an hour

General travel information

7. Why do you choose to travel in this way? (tick all that apply)
   - ❑ Convenience
   - ❑ Cost
   - ❑ Health reasons
   - ❑ Alternative not available
   - ❑ Need to for work purposes
   - ❑ Other (please specify).....
   .....

7. Do you ever use a different mode of transport?
   - ❑ Yes
   - ❑ No

   If yes, how
   - ❑ Car (on your own)
   - ❑ Car (with others)
   - ❑ Bus
   - ❑ Train
   - ❑ Motorbike
   - ❑ Walk
   - ❑ Cycle
   - ❑ Taxi

   Other (please specify) .....
   .....

8. How would you *prefer* to travel to the site? (please tick only one)
   - ❑ Car (on your own)
   - ❑ Car (with others)
   - ❑ Bus
   - ❑ Train
   - ❑ Motorbike
   - ❑ Walk
   - ❑ Cycle
   - ❑ Taxi

9. How far have you travelled to the site today?
   - ❑ Less than one mile
   - ❑ 1 – 2 miles
   - ❑ 2 – 5 miles
   - ❑ 6 – 10 miles
   - ❑ 11 – 25 miles
   - ❑ 26 miles or more

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

"Travel Plan Co-ordinator"	means an individual or company appointed to monitor delivery of the measures set out in a Unit Specific Travel Plan
"Unit Specific Travel Plan Cash Deposit"	means a cash deposit sum payable by the Owner to the County Council being the estimated cost of monitoring implementation and compliance with the targets and/or measures of a Unit Specific Travel Plan plus 10% such sum to be agreed with the County Council for each Employment Unit as part of the relevant Reserved Matters Application.
"Travel Plan Monitoring Fee"	the total sum of FIFTEEN THOUSAND POUNDS (£15,000.00) (payable in five instalments being the equivalent of THREE THOUSAND POUNDS (£3,000) per annum for a total of five (5) years) towards the costs incurred by the County Council in monitoring and reviewing Unit Specific Travel Plans and the Site Wide Travel Plan.
"Unit"	means any unit within the Development that is not an Employment Unit and "Units" shall be construed accordingly
"Unit Specific Travel Plan"	means the final and full form Unit Specific Travel Plan to apply to an Employment Unit within the Development such Unit Specific Travel Plans to be approved by the County Council for each Employment Unit and/or any amendment or variation thereof to be submitted by the Owner to the County Council for approval

2 SITE WIDE TRAVEL PLAN

2.1 Not to Occupy or permit Occupation of the Development unless and until the Owner has submitted to the County Council for written approval a Site Wide Travel Plan

2.2 Not to Occupy or permit Occupation of the Development unless and until the County Council have provided their written approval of the Site Wide Travel Plan

2.3 Not to Occupy or permit Occupation of the Development unless and until the Owner has implemented and complied with the requirements of the Site Wide Travel Plan to achieve the targets set therein

2.4 Not to Occupy or permit Occupation of the Development unless and until the Owner has paid the Travel Plan Approval Fee to the County Council.

2.5 Not to Occupy or permit Occupation of the Development unless and until the County Council has been paid the Travel Plan Monitoring Fee in five equal instalments of £3000 the first instalment due prior to first Occupation of the Development and thereafter on each subsequent anniversary up to and including the fifth anniversary of first Occupation of the Development

2.6 Not to Occupy or permit Occupation of the Development until the Owner has paid the Site Wide Travel Plan Cash Deposit and to the effect that:

2.6.1 if in the opinion of the County Council (acting reasonably) the Owner and/or Transferees unreasonably fail to deliver or comply with any or all of the agreed measures/ targets contained within the Site Wide Travel Plan or becomes bankrupt or goes into liquidation or enters administrative receivership the County Council

Saved by Andrew Batterton on 01/09/2021 on 01/09/2021

shall withdraw such sum as may be certified by the Director to be required) in order to remedy the failure to achieve and implement the agreed measures/targets contained within the Site Wide Travel Plan or such alternative measures as the Director in his absolute discretion determines will achieve the overall aims of the Site Wide Travel Plan (at no greater cost to the Owner).

2.7 Not to Occupy or permit Occupation of the Development unless and until:

2.7.1 a suitably qualified Site Wide Travel Plan Co-ordinator has been appointed at the Owner's expense three months prior to first Occupation and;

2.7.2 the contact details of the Site Wide Travel Plan Co-ordinator have been provided to the County Council and

2.7.3 any changes in the nomination or responsibilities of the Site Wide Travel Plan Co-ordinator are notified to the County Council and

2.7.4 the Owner covenants to notify the County Council when the trigger point of three months prior to first Occupation is met

2.8 To procure that the Site Wide Travel Plan Co-ordinator carries out his responsibilities and duties in accordance with the approved Site Wide Travel Plan.

2.9 To retain a Site Wide Travel Plan Co-ordinator for a continuous period from first Occupation of the Development up to and including five years post 50% gross floor area Occupation of the Development (equivalent to 9,552sqm gross floor area) and the Owner covenants to inform the County Council within 7 working days of 50% gross floor area requirement being met

2.10 To submit to the County Council an Annual Monitoring Report produced by the Site Wide Travel Plan Co-ordinator in relation to Development on the:

2.10.1 anniversary of first Occupation of the Development and;

2.10.2 every subsequent anniversary up to and including five years post 50% gross floor area Occupation of Development (equivalent to 9,552sqm gross floor area) .

2.11 To include in any tenants lease or occupiers licence a covenant that the tenant or Occupier of the Unit within the Development will implement the Site Wide Travel Plan in so far as it relates to their tenancy and or Occupancy and that reasonable endeavours will be used by the Owner to enforce such obligations against such tenant or occupier and further;

2.12 within 20 Working Days of the letting of any Unit within the Development or any part thereof to procure the delivery to the County Council of a notice giving the following details:

i) the name and address of the tenant;

ii) a description of the extent of the demise forming the Development or part thereof;

iii) the length of the term and;

iv) a sufficient extract of the lease setting out the terms of the covenant described in paragraph 2.11 of this Schedule above.

3 UNIT SPECIFIC TRAVEL PLAN

3.1 Not to Occupy or permit Occupation of an Employment Unit within the Development unless the Owner has submitted to the County Council for written approval a Unit Specific Travel Plan

3.2 Not to Occupy or permit Occupation of an Employment Unit within the Development unless and until a Unit Specific Travel Plan has been approved in writing by the County Council.

3.3 That if it or its successors in title Occupy the Employment Unit, they will implement the Unit Specific Travel Plan and shall use reasonable endeavours to achieve the targets set therein.

3.4 Not to Occupy or permit Occupation of any Employment Unit unless and until the Owner has procured that the tenant or occupier of the Employment Unit has appointed a Travel Plan Co-ordinator to implement and oversee the Unit Specific Travel Plan and thereafter to retain the Travel Plan Co-ordinator for the duration of and up to and including five years from first Occupation of the relevant Employment Unit to which the Unit Specific Travel Plan relates and to procure that the contact details of the Travel Plan Co-ordinator have been provided to the County Council and to notify the County Council of any changes to the nomination of the Travel Plan Co-ordinator.

3.5 To include in any tenants lease or occupiers licence a covenant that the tenant or Occupier of the Employment Unit within the Development will implement the Unit Specific Travel Plan in so far as it relates to their tenancy and or Occupancy and that reasonable endeavours will be used by the Owner to enforce such obligations against such tenant or occupier.

3.6 Within 20 Working Days of the letting of any Employment Unit within the Development or any part thereof to procure the delivery to the County Council of a notice giving the following details:

i) the name and address of the tenant;

ii) a description of the extent of the demise forming the Development or part thereof;

iii) the length of the term and;

iv) a sufficient extract of the lease setting out the terms of the covenant described in paragraph 3.5 of this Schedule above.

3.7 Not to Occupy or permit Occupation of an Employment Unit within the Development unless and until the Owner has provided the associated Unit Specific Travel Plan Cash Deposit to be identified within the relevant Reserved Matters application.

3.8 if in the opinion of the County Council (acting reasonably) the Owner unreasonably fails to deliver or comply with any or all of the agreed measures and/or targets contained within the Unit Specific Travel Plan or becomes bankrupt or goes into liquidation or enters administrative receivership the County Council shall withdraw such sum from the Unit Specific Travel Plan Cash Deposit as may be certified by the Director to be required) in order to remedy the failure to achieve and implement the agreed measures and/or targets contained within the Unit Specific Travel Plan or such alternative measures as the Director in his absolute discretion determines will achieve the overall aims of the Unit Specific Travel Plan (at no greater cost to the Owner).

SCHEDULE 2

Highway Contributions

The Owner covenants as follows:

1 INTERPRETATION

1.1 In this Schedule and Agreement unless the context otherwise requires the following definitions apply:

Toucan Crossing Contribution	means the sum of £152,064 (ONE HUNDRED AND FIFTY TWO THOUSAND AND SIXTY FOUR POUNDS) as a contribution towards the implementation of the Toucan Crossing Works on Hambledon Road to be paid by the Owner to the County Council in two instalments of £76,032 in accordance with paragraph 2 of Schedule 2.
Toucan Crossing Works	means the implementation by the County Council of a toucan crossing on Hambledon Road as shown in on drawing number CJ008981-ECH-GEN-17024883-DR-HE-0003 S2 Rev P01
Roundabout Improvement Contribution	means the sum of £60,000 (SIXTY THOUSAND POUNDS) Index Linked as a contribution to be paid by the Owner to the County Council in accordance with the provisions of Schedule 2 towards an improvement scheme providing similar or greater operational capacity to the works on Elettra Avenue shown in principle on drawing number 19235-02 Revision I at the Hambledon Road/Milton Road roundabout or such other scheme the County Council determines in its absolute discretion will deliver the same purpose.

2 TOUCAN CROSSING CONTRIBUTION

2.1 The Owner Covenants to pay the Toucan Crossing Contribution to the County Council in the following instalments:

2.1.1 Not to Commence or allow Commencement of the Development until the first instalment of 50% (£76,032) of the Toucan Crossing Contribution has been paid to the County Council and the County Council has been notified in writing that such payment has been made within ten (10) Working Days of such payment and thereafter to pay;

2.1.2 The second instalment of 50% (£76,032) of the Toucan Crossing Contribution to be paid to the County Council either on completion of the Toucan Crossing, or prior to the first Occupation of the Development, whichever is later; and the County Council has been notified in writing that such payment has been made within ten (10) Working Days of such payment

37/7022

Hambledon Road

NOTES
1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED

KEY
- PROPOSED BUS SHELTER LOCATION
- NEW LOCATION FOR BUS STOP

EXISTING BUS SHELTER LOCATION

PROPOSED
FOR BUS SH

24.39

[redacted]

[redacted]

B2150 Hambledon Road

[redacted]

© CROWN COPYRIGHT AND DATABASE RIGHTS 2018
ORDNANCE SURVEY 100019180

SUIT	REV	AMENDMENTS	DATE	CAD	CHKD	APPD

CLIENT
HAMPSHIRE COUNTY COUNCIL
ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT
STRATEGIC TRANSPORT

CONSULTANT
Hampshire County Council Engineering Consultancy
STUART JARVIS BSc DipTP FCIHT MRTPI, DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT

DESIGNED JA	SCALE @ A1 1:100	SCHEME B2150 HAMBLEDON RD	DRAWING TITLE BUS SHELTER RELOCATION PLAN
CAD JA	DATE 14.11.2019		
CHECKED IMS | IMS	SHEET NUMBER 1 OF 1	JOB No. C_000000X.01	
APPROVED WW	DRAWING NUMBER CJ008981-ECH-GEN-17024883-DR-HE-0003	SUIT S2	REV P01

3233

37/7022

N
W
E
S

70

1a

64

60

2

ALASTAIR

[redacted]

[redacted]

[redacted]

Highway Boundary

Shared cycleway / footway signage

Existing crossing widened to 3.0m

Blister paving

Scale: 1:125@A3

Scale: 1:500@A3

Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
© Crown Copyright AL 100030412

© David Tucker Associates

REV	DESCRIPTION	DRAWN	INITIALS	DATE

DRAWING STATUS	CHECKED BY	DATE

david tucker associates
CHARTERED CIVIL ENGINEERING CONSULTANTS
Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW
Tel: +44(0)1564 793598
Fax: +44(0)1564 793983
www.dtatransportation.co.uk

JOB TITLE: Elettra Avenue, Waterlooville
CLIENT: Hargreaves
DRAWING TITLE: Hambledon Road – Elettra Avenue Roundabout Improvements

SCALE	DRAWN BY	DATE	DRAWING No	REVISION
As Shown	RM	Jan18	19235–02	1

3.1 The Owner covenants not to Commence or allow Commencement of Development until the Roundabout Improvement Contribution has been paid to the County Council and further to notify the County Council that such payment has been made within ten (10) Working Days of such payment.

SCHEDULE 3

County Council Covenants

The County Council covenants:

1 REPAYMENT OF CONTRIBUTIONS

1.1 to use the Toucan Crossing Contribution and Roundabout Contribution for the purposes specified in this Agreement.

1.2 following receipt of a written request to do so to repay to the person who paid the Toucan Crossing Contribution and Roundabout Contribution such amount of those contributions which remain unspent or is not committed for expenditure (and money shall be deemed to be expended if the County Council has properly entered into a contract for the expenditure of the money for the purpose for which it is paid which is reasonably likely to result in the fulfilment of that purpose) on the tenth anniversary of the date of receipt by the County Council of the last instalment (where applicable) of such contribution.

1.3 that following completion (reflected in operational use by the general public) of the Toucan Crossing Works and after payment of the second instalment of the Toucan Crossing Contribution, the County Council will on written request of the Owner or payee of the Toucan Crossing Contribution, provide an itemised cost breakdown of the Toucan Crossing Works within 28 days.

1.4 within 21 days upon receipt of the itemised cost breakdown pursuant to paragraph 1.3 of this Schedule, the Owner can request to the County Council clarification on any of the itemised cost detail within that breakdown with such feedback provided by the County Council within 21 days.

1.5 following that reconciliation and clarification pursuant to paragraph 1.4 of this Schedule, should the County Council reconciliation identify an underspend, a pro rata reduction shall be applied to the Toucan Crossing Contribution and these monies returned to the Owner or payee of the Toucan Crossing Contribution within 28 days.

1.6 to repay such amount that either remains unspent or is not committed for expenditure of either the Site Wide Travel Plan Cash Deposit or any Unit Specific Travel Plan Cash Deposits (as the case may be) five years post 50% gross floor area Occupation of the Development (equivalent to 9,552sqm gross floor area) after any such Site Wide Travel Plan Cash Deposit or any Unit Specific Travel Plan Cash Deposit is made.

EXECUTED as a **DEED** by affixing
THE COMMON SEAL of
THE COUNCIL OF THE BOROUGH OF HAVANT
in the presence of:

[redacted]

13233

[redacted]

37/7022

Authorised Signatory

EXECUTED as a **DEED** by affixing
THE COMMON SEAL of
HAMPSHIRE COUNTY COUNCIL
in the presence of

[redacted]

Authorised Signato[redacted]

Nam[redacted]

Posi[redacted]

EXECUTED as a **DEED** by
HARGREAVES PROPERTIES LIMITED
acting by two directors or
By a Director and its secretary

[redacted]