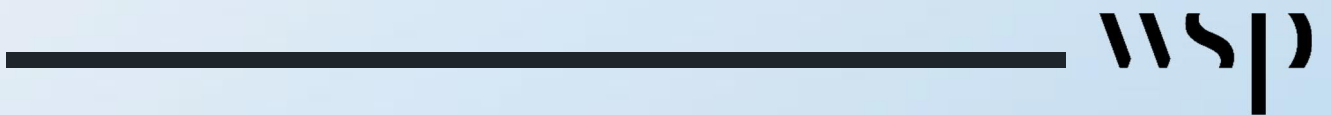


Appendix J

Residential and Workplace Travel
Plans





Land and Development Advisory Ltd

AGEAS BOWL MASTERPLAN

Residential Travel Plan

Planning Reference (F/22/93194)





Land and Development Advisory Ltd

AGEAS BOWL MASTERPLAN

Residential Travel Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70073579

OUR REF. NO. 3579-RTP-001

DATE: JULY 2023

WSP

Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

Phone: +44 23 8010 1700

[WSP.com](https://www.wsp.com)



QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Frist Issue	Second Issue	Third Issue	
Date	26/05/22	03/02/2023	28/07/2023	
Prepared by	Milly Bagshaw Stacey Gander	Milly Bagshaw	Milly Bagshaw	
Signature				
Checked by	Phil Moss	Phil Moss	Chris Williams	
Signature				
Authorised by	Chris Williams	Chris Williams	Chris Williams	
Signature				
Project number	70073579	70073579	70073579	
Report number	3579-RTP-001	3579-RTP-001	3579-RTP-001	
File reference	\\uk.wspgroup.com\central\data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\Travel Plan\Post-app updates\Residential Travel Plan.docx	\\uk.wspgroup.com\central\data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\Travel Plan\Post-app updates\Residential Travel Plan.docx	\\uk.wspgroup.com\central\data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\Travel Plan\Post-app updates\Residential Travel Plan.docx	

CONTENTS

1	BACKGROUND	4
1.1	TRAVEL PLAN	4
1.2	SITE LOCATION	4
1.3	TRAVEL PLAN DOCUMENT STRUCTURE	5
1.4	STATEMENT FROM THE DEVELOPER	5
2	NATIONAL, REGIONAL AND LOCAL POLICY	7
2.1	NATIONAL PLANNING POLICY FRAMEWORK, 2021	7
2.2	PLANNING PRACTICE GUIDANCE 'TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS, (DFT, 2014)	8
2.3	BUSES IN URBAN DEVELOPMENTS (CIHT, 2018)	9
2.4	A GUIDE TO DEVELOPMENT RELATED TRAVEL PLANS (HAMPSHIRE COUNTY COUNCIL, 2009)	9
2.5	PARKING STRATEGY AND STANDARDS (HAMPSHIRE COUNTY COUNCIL, 2002)	10
2.6	EASTLEIGH BOROUGH LOCAL PLAN 2016-2036	10
2.7	EASTLEIGH RESIDENTIAL PARKING STANDARDS (ADOPTED 2009)	10
3	ACCESSIBILITY AND DEVELOPMENT PROPOSALS	12
3.1	INTRODUCTION	12
3.2	LOCAL HIGHWAY NETWORK	12
3.3	PEDESTRIAN / CYCLE INFRASTRUCTURE AND PUBLIC RIGHTS OF WAY	13
3.4	LOCAL AMENITIES	14
3.5	PUBLIC TRANSPORT CONNECTIONS	16
3.6	DEVELOPMENT PROPOSALS	18
3.7	ACCESS ARRANGEMENTS	20
3.8	SERVICING AND DELIVERIES	20

3.9	VEHICULAR AND CYCLE PARKING REVIEW	20
3.10	SUMMARY	22
4	TRAVEL PLAN VISION, OBJECTIVES AND TARGETS	23
4.1	TRAVEL PLAN VISION	23
4.2	TRAVEL PLAN OBJECTIVES	23
4.3	TARGETS	23
5	TRAVEL PLAN MANAGEMENT	26
5.1	MANAGEMENT ARRANGEMENTS	26
5.2	MARKETING STRATEGY	26
5.3	SECURING THE TRAVEL PLAN AND THE FUNDING	26
6	TRAVEL PLAN MEASURES	27
6.1	INTRODUCTION	27
6.2	PROVISION OF TRAVEL INFORMATION	28
6.3	PROMOTING WALKING AND CYCLING	29
6.4	PROMOTING PUBLIC TRANSPORT USE	30
6.5	PROMOTING EFFICIENT CAR USE	30
6.6	MONITORING	31
7	ACTION PLAN	33
8	SUMMARY	37

TABLES

Table 3-1 – Amenities in the Vicinity of the Site	14
Table 3-2 – Local Bus Services	16
Table 3-3 – Summary of Rail Services from Hedge End	17
Table 3-4 - Houses Car Parking Assessment (Based on EBC Parking)	21
Table 3-5 - Flats Car Parking Assessment	21

Table 4-1 – Baseline mode share	24
Table 4-2 – Mode Share	24
Table 6-1 – Monitoring Timetable	31
Table 7-1 – Action Plan	33
Table 7-2 – Estimated Costs	35

FIGURES

Figure 1-1 - Site Location Plan	5
Figure 2-1 - Table of Residential Parking Standards (2009)	10
Figure 3-1 - Local Highway Network	12
Figure 3-2 - Public Rights of Way	14
Figure 3-3 - Walking Isochrone	15
Figure 3-4 - Cycling Isochrone	16
Figure 3-5 - Local Public Transport Services	18
Figure 3-6 - Ageas Bowl Masterplan Character Areas	19
Figure 3-7 - Proposed Site Masterplan	19
Figure 6-1 - Travel Planning Approach for The Ageas Bowl	27

1 BACKGROUND

1.1 TRAVEL PLAN

- 1.1.1. WSP has been appointed by Land and Development Advisory Limited to prepare a residential Travel Plan in support of the planning application for the development of land at the Ageas Bowl in West End, Hampshire (F/22/93194).
- 1.1.2. This Travel Plan relates to the proposed residential development at the Ageas Bowl and is specifically designed to promote a variety of transport options for residents and visitors. The focus is on minimising any perceived reliance on single occupant car journeys by maximising awareness of sustainable forms of transport and supporting their use.
- 1.1.3. A Travel Plan is a long-term management approach and investment programme to encourage travel by sustainable transport options and reduce people's reliance on the private car. This involves looking at how a development is planned to function, the travel issues and opportunities apparent, and then introducing a package of measures aimed at promoting sustainable travel. A Travel Plan should be a living document which is reviewed on a regular basis and modified if progress toward desired outcomes is not being achieved.
- 1.1.4. In this instance, a Travel Plan can offer a number of benefits to residents and visitors. These might include:

Ageas Bowl Residential Development	The Environment and Local Community	Residents and Visitors
•Enhanced site access for residents and visitors •Effective parking management	•Improved air quality •Reduced congestion •Better use of existing facilities •Improved accessibility	•Reduced journey times •More travel options •Potential financial benefits •Improved quality of life through adopting healthier travel habits

- 1.1.5. This document has been prepared in accordance with the National Planning Policy Framework, updated in 2021. Paragraph 113 states that:
“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

1.2 SITE LOCATION

- 1.2.1. The Site is situated on the eastern boundary of West End village and lies approximately 6km north-east from Southampton City Centre. The site is bordered to the north by Botley Road, the M27 and Charles Watts Way to the east, A27 Moorhill Road to the south and Telegraph Road and Telegraph Woods to the west. Access is achieved via Marshall Dive, which serves as a spine road for the site onto Botley Road. Figure 1-1 below presents the site location.

Figure 1-1 - Site Location Plan



1.3 TRAVEL PLAN DOCUMENT STRUCTURE

1.3.1. This Travel Plan is set out in a further seven chapters.

- Chapter 2 outlines the relevant national, regional and local policy in place;
- Chapter 3 outlines the site access opportunities including current walking, cycling and public transport links, and the development proposals;
- Chapter 4 sets out the Travel Plan vision and objectives;
- Chapter 5 sets out the Travel Plan management strategy;
- Chapter 6 outlines the Travel Plan measures;
- Chapter 7 details the Travel Plan implementation action plan; and
- Chapter 8 concludes the Travel Plan.

1.4 STATEMENT FROM THE DEVELOPER

1.4.1. As a developer, we are committed to providing the infrastructure to encourage the use of sustainable modes and active travel.

1.4.2. Residents of the development should be able to enjoy safe, convenient, and pleasant journeys from their home to their destination, so Land and Development Advisory supports the accompanying travel plan which outlines the plan of action for ensuring this.

- 1.4.3. We see the implementation of this travel plan as an important facilitator of creating a development that is conducive to the goals of The Ageas Bowl and the local authority.

2 NATIONAL, REGIONAL AND LOCAL POLICY

2.1 NATIONAL PLANNING POLICY FRAMEWORK, 2021

- 2.1.1. A revised version of National Planning Policy Framework (NPPF) was published in July 2021. NPPF sets out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a greater choice about how they travel.
- 2.1.2. NPPF states in Chapter 9 'Promoting Sustainable Transport' at paragraph 104 that:
- 'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*
- 2.1.3. Paragraphs 105 and 106 explain that:
- 'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*
- and
- 'Planning policies should:*
- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; [and]*
 - d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).'*

2.1.4. In respect of considering development proposals, the NPPF states at paragraph 110 that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) 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.*

2.1.5. Paragraph 112 elaborates on the above, stating that applications for development should:

- 'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating 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;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) 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;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.1.6. At paragraph 113 NPPF states that, *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed'*.

2.2 PLANNING PRACTICE GUIDANCE 'TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS, (DFT, 2014)

2.2.1. This government guidance outlines key considerations for the preparation of travel plans, transport assessments and transport statements. The guidance explains that the purpose of these documents is to assess and mitigate the negative transport impacts of development and to promote sustainable development.

2.2.2. The guidance notes that travel plans are *'long long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage*

sustainable travel (such as promoting walking and cycling)'. It also notes that travel plans should not be used to unfairly penalise drivers and cut vehicular provision.

2.2.3. The guidance states that travel plans should evaluate and consider the following:

- *“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 having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); 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 (including possible financial incentives)”*

2.2.4. It also states that travel plans should clearly set out what data is required, when it is required and establish a baseline for comparing progress towards targets.

2.3 BUSES IN URBAN DEVELOPMENTS (CIHT, 2018)

2.3.1. This document, published in 2018, provides a guide to ensure that ‘buses can perform efficiently in the urban travel market’. The document acknowledges the role of buses in connecting people to where they need to go, and sets out the following key messages:

- *“New developments should be sufficiently compact or dense to generate demand that will support high frequency bus services with long-term viability;*
- *The layout of streets and paths in new developments should facilitate direct and efficient bus operation, with direct and pleasant walking routes to bus stops;*
- *Buses should be integral to the urban fabric, aided by a set of spatial planning policies that cascade logically from the governing spatial plan to the development management regime, together with local transport policies that satisfy this aim;*
- *Good bus services should be available from the occupation of any new development, either through proximity to existing routes or through the provision of new or extended routes.”*

2.4 A GUIDE TO DEVELOPMENT RELATED TRAVEL PLANS (HAMPSHIRE COUNTY COUNCIL, 2009)

2.4.1. This guidance, produced in 2009, aims to ensure that ‘development takes place in sustainable locations and in sustainable manner across the county’. The guidance acknowledges that new developments result in increased demand for travel, thus a travel plan has three main purposes:

- *“Ensuring that development takes place in locations and in ways that minimise the impact of this additional demand;*
- *Increasing accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways; and*
- *Reducing dependence on the use of the car.”*

2.4.2. In relation to the development, the document says the following referring to residential travel plans:

“Residential travel plans will take a different form to those for standard employment sites and are likely to achieve the greatest impacts in larger scale development (i.e. over 100 dwellings) although a range of measures will still be required for smaller scale developments. The main objectives of a residential travel plan are to:

- *Address residents' need for access to a full range of facilities and activities*
- *Reduce the traffic generated by the development*
- *Encourage good design principles and support the local community”*

2.4.3. The document also highlights the importance of:

- Targets
- Measures
- The Travel Plan Co-ordinator role; and
- Monitoring

2.5 PARKING STRATEGY AND STANDARDS (HAMPSHIRE COUNTY COUNCIL, 2002)

2.5.1. HCC's Parking Strategy and Standards document provides information and policies for managing car parking and tackling congestion.

2.5.2. The following policies are relevant to the residential development at The Ageas Bowl:

- *“Policy 3: Introduce Hampshire Parking Standards to car parking associated with land use development: and*
- *Policy 4: Provide adequate cycle parking provision and facilities for cyclists.”*

2.5.3. See Paragraph 2.7 below for the relevant parking standards for new development in Eastleigh.

2.6 EASTLEIGH BOROUGH LOCAL PLAN 2016-2036

2.6.1. This local plan was adopted in April 2022 and sets out the policies and plans to guide future development up until 2036. The council has three strategic priorities outlined in the plan, which are:

- **A Green Borough:** tackling congestion; developing green infrastructure; an excellent environment for all; and minimising waste and managing resources
- **A Healthy Community:** enabling healthier lifestyles/wellbeing; and tackling deprivation
- **A Prosperous Place:** increased provision and more diverse mix of housing; ensuring appropriate infrastructure including employment land; enabling the right skills and employment mix; and reinvigorating town and local centres

2.6.2. Development at The Ageas Bowl is outlined in Policy WE4. This policy is detailed further in the Transport Assessment.

2.7 EASTLEIGH RESIDENTIAL PARKING STANDARDS (ADOPTED 2009)

2.7.1. This document sets out the standards and guidelines for parking provision and the factors that determine the amount of garage, off-street, on-street and visitor parking that should be included as part of the development. An extract of the parking standards is shown in **Figure 2-1**.

Figure 2-1 - Table of Residential Parking Standards (2009)

Property Size	Car Ownership		Car Parking Standard			Long Term Cycle Storage	
	2001 (Census)	2026 (TEMPRO growth)	with 50% or more unallocated spaces	with <50% unallocated spaces	Individual/ 'on- plot' allocation	Individual storage	Communal storage
	cars per household		parking spaces per dwelling				
GENERAL RESIDENTIAL							
1 bed	0.96	1.00	1.00	1.25	2	1	1
2/3 bed	1.37	1.44	1.50	1.75	2	2	1
4+ bed	1.69	1.77	2.00	2.25	3	2	1
OLDER PEOPLE'S HOUSING							
Active elderly with Warden Control	0.39	0.41	0.50	0.60	1	1	1
Nursing and rest homes	1 space per 6 bedrooms plus 1 space per staff member					1 per 6 staff	

Notes

1. A minimum of 20% unallocated parking is required to provide for casual and overspill parking.
2. All proportions to be rounded up to the next whole number.
3. Garages less than 6m x 3m internally will not count towards parking provision.
4. A minimum of 5% of residential spaces should be designated for use by disabled people.

- 2.7.2. It is detailed that a minimum of 20% unallocated parking is required to take account of overspill and visitor parking. This can either be in the form of on-road provision or in secure private parking areas.
- 2.7.3. Moreover, the carriageway width should be appropriate for the use of the street and whether parking will occur on the carriageway. This is further guided in paragraph 6.1:
- “In such situations, and in any other places where parking will normally occur on the carriageway, a minimum carriageway width of 5.5m should be provided to allow one service vehicle to pass another that is parked. Unallocated casual parallel parking spaces that are contiguous with the carriageway may be within the minimum width of 5.5m provided such spaces are located to allow a clear route and passing places for service vehicles. If less than 5.5m carriageway width is available, separate parking lay-bys or other forms of parking provision will be required.”*
- 2.7.4. Residential Parking Standards also states that there should be sufficient space available for cycle parking, this should generally be at the quantity of one per household but more can be provided if deemed necessary by the developer.

3 ACCESSIBILITY AND DEVELOPMENT PROPOSALS

3.1 INTRODUCTION

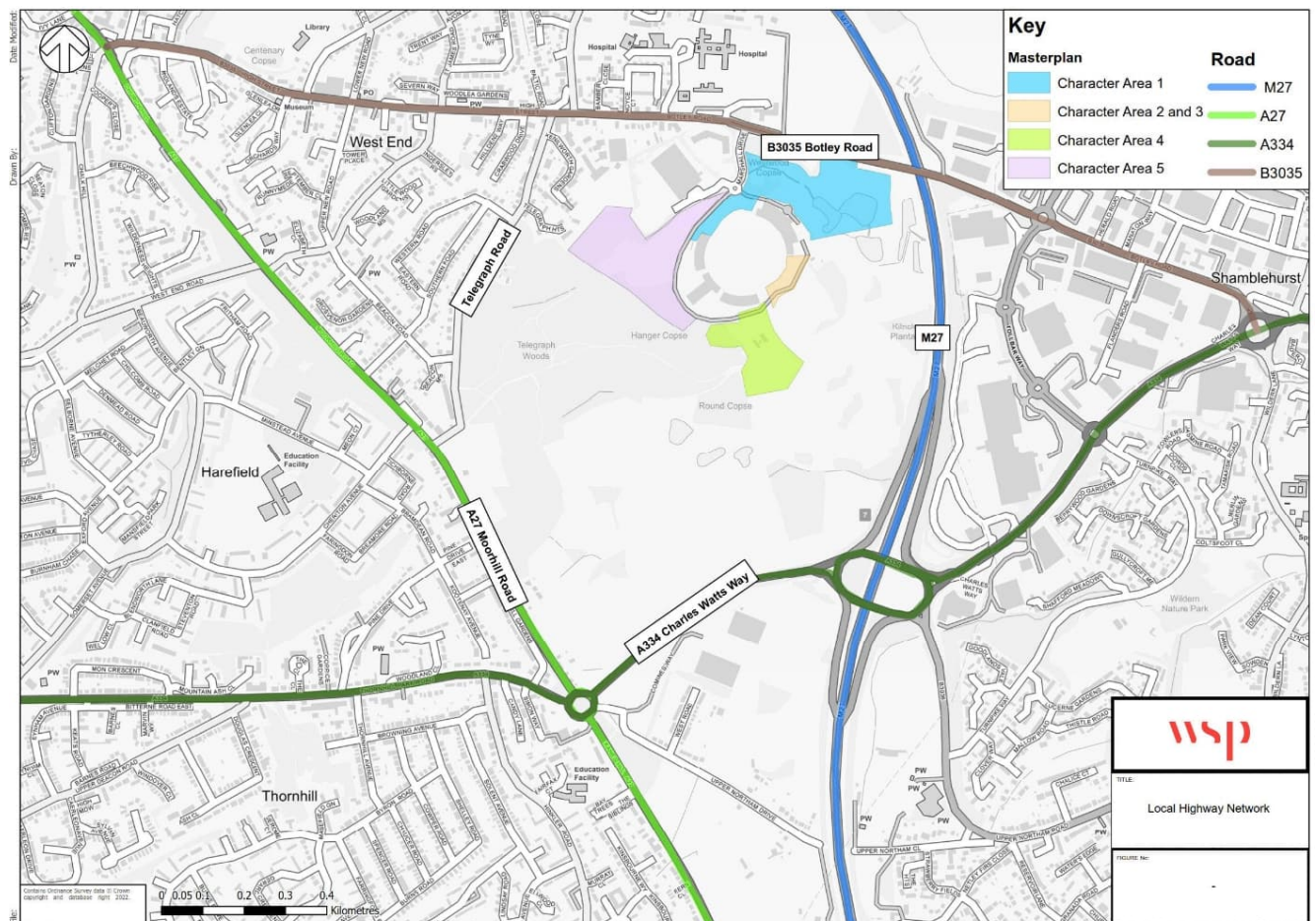
3.1.1. This chapter outlines the development proposals and reviews the existing transport conditions in the vicinity of the Ageas Bowl and surrounding area. Details on existing walking and cycling networks, and public transport services are presented, along with a description of the existing local highway network.

3.2 LOCAL HIGHWAY NETWORK

3.2.1. The road network offers good connections to Southampton City Centre, via the A334, and to other areas in wider Southampton. The M27 is located adjacent to the site and runs between Cadnam to the west and Portsmouth to the east. It also provides access to the M3, which provides connections to key inland destinations, including Winchester and Basingstoke, and further afield to the M25 and London.

3.2.2. The figure below highlights the local highway network surrounding the Site.

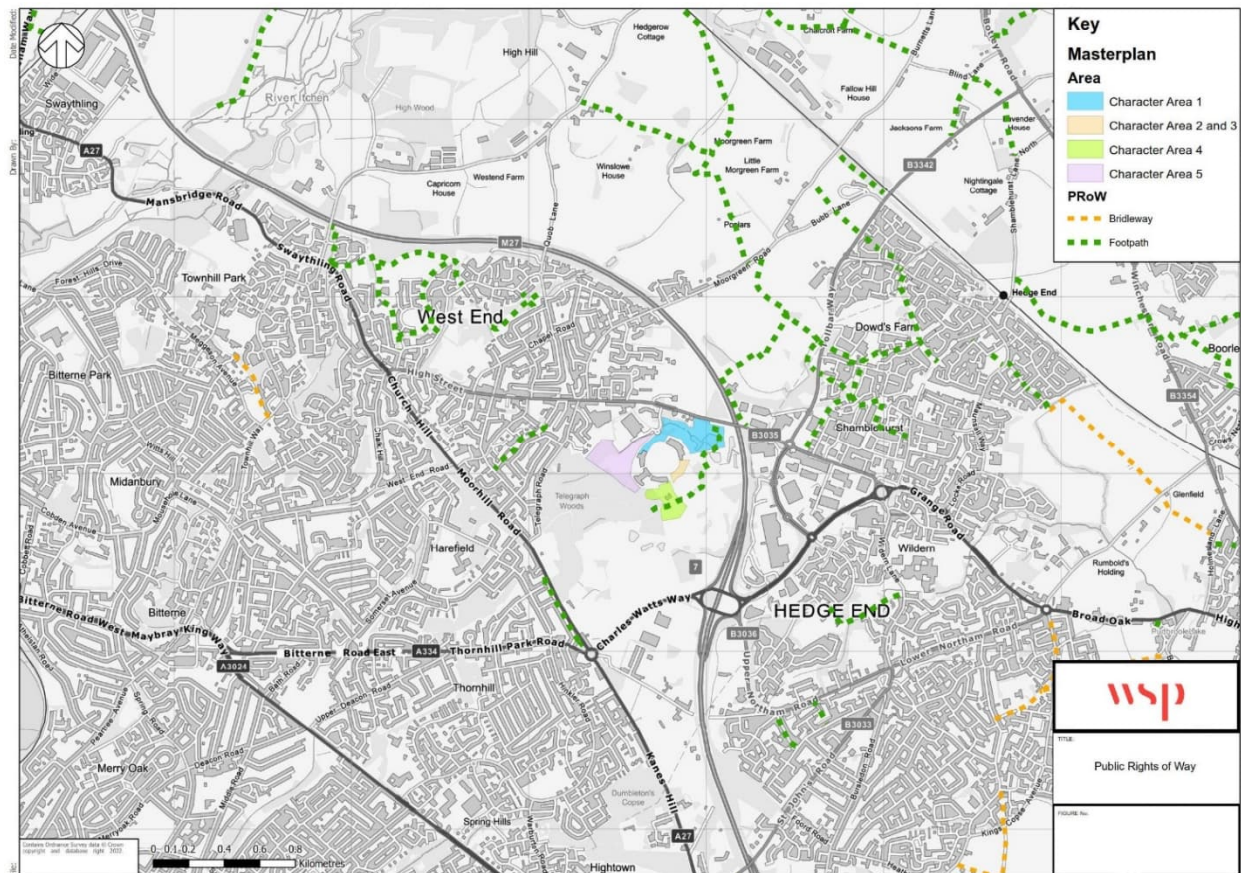
Figure 3-1 - Local Highway Network



3.3 PEDESTRIAN / CYCLE INFRASTRUCTURE AND PUBLIC RIGHTS OF WAY

- 3.3.1. The site benefits from high quality pedestrian infrastructure suitable for accommodating large volumes of pedestrians on event days. A 2m wide footway flanks the south eastern side of the Ageas Bowl's internal road. A 2-3m wide shared foot/cycle way is available on the eastern side of the carriageway between the internal roundabout and Botley Road.
- 3.3.2. On B3035 Botley Road, a footway 2m in width is provided on the southern side of the carriageway whilst a 2-3m wide shared cycle/footway is provided on the northern side of the carriageway, accessible via a Toucan crossing at the B3035 Botley Road / Marshall Drive junction. Local amenities in West End and Hedge End are accessible via these footways.
- 3.3.3. Public Footpath 509 lies within the wider Ageas Bowl site. This forms a gravel path through the Boundary Lakes Golf Course from Botley Road through to Telegraph Woods. Public Footpath 10 is located 1.5km to the west of the site and provided access from Botley Road to Tollbar Way and Moorgreen Road. **Figure 3-2** shows the Public Rights of Way in the vicinity of the site.
- 3.3.4. Locally, there is mixture of cycle and shared use infrastructure on the network around the Ageas Bowl Site. As mentioned above there is a shared use facility leading up Marshall Drive from B3035 Botley Road, as well as a Toucan crossing. The shared facility continues both west into West End Village centre, and east into Hedge End, towards the retail park and village centre area. However to the south of the Site, beyond Telegraph Woods, there is no cycle specific infrastructure. A27 Moorhill Road does not have any dedicated facility for either cyclists or pedestrians.
- 3.3.5. Within the Ageas Bowl Site itself, cyclists are required to cycle on the internal access road. There is no structured cycling facility beyond the entrance to the cricket ground, however there are 28 bicycle parking racks within the southern boundary of the Site.

Figure 3-2 - Public Rights of Way



3.4 LOCAL AMENITIES

3.4.1. Located on the outskirts of West End Village, the proposed development site is just over a mile away from the amenities of the village centre, which has a range of convenience shops and facilities and Hedge End retail park, which has several larger supermarkets and retail stores. **Table 3-1** below summarises the amenities in the vicinity of the site, as well as an estimated journey time for both pedestrians and cyclists. A walk speed of 5kph (1.4m/s) and cycle speed of 15kph (4.16m/s) has been assumed:

Table 3-1 – Amenities in the Vicinity of the Site

Amenity	Distance	Walk time	Cycle time
Gym	250m	3 minutes	1 minute
West End Surgery	900m	11 minutes	3 ½ minutes
St James' Primary School	950m	1 minutes	4 minutes
Hilldene Centre and Pre-School	1000m	12 minutes	4 minutes

Hedge End Retail Centre	1.1km	13 minutes	4 ½ minutes
Convenience Shop	1.2km	14 minutes	5 minutes
Pharmacy	1.2km	14 minutes	5 minutes
Post Office	1.3km	15 minutes	5 minutes
Supermarket	1.3km	15 minutes	5 minutes
Wildern Secondary School	2.3km	27 minutes	9 minutes
Woodlands Community College	2.3km	27 minutes	9 minutes

3.4.2. Figures 3-3 and 3-4 below present walking and cycling isochrones from the development.

Figure 3-3 - Walking Isochrone

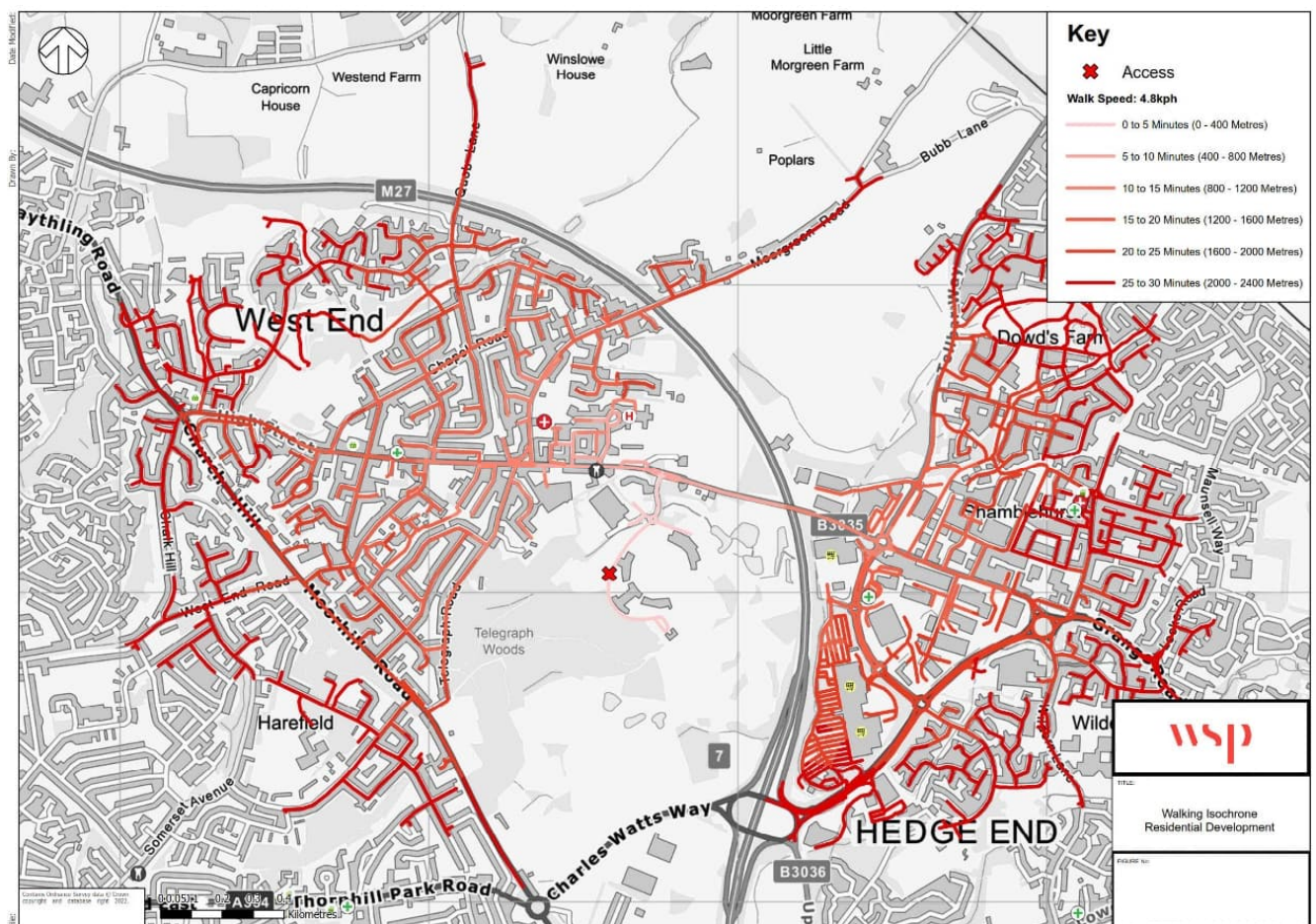
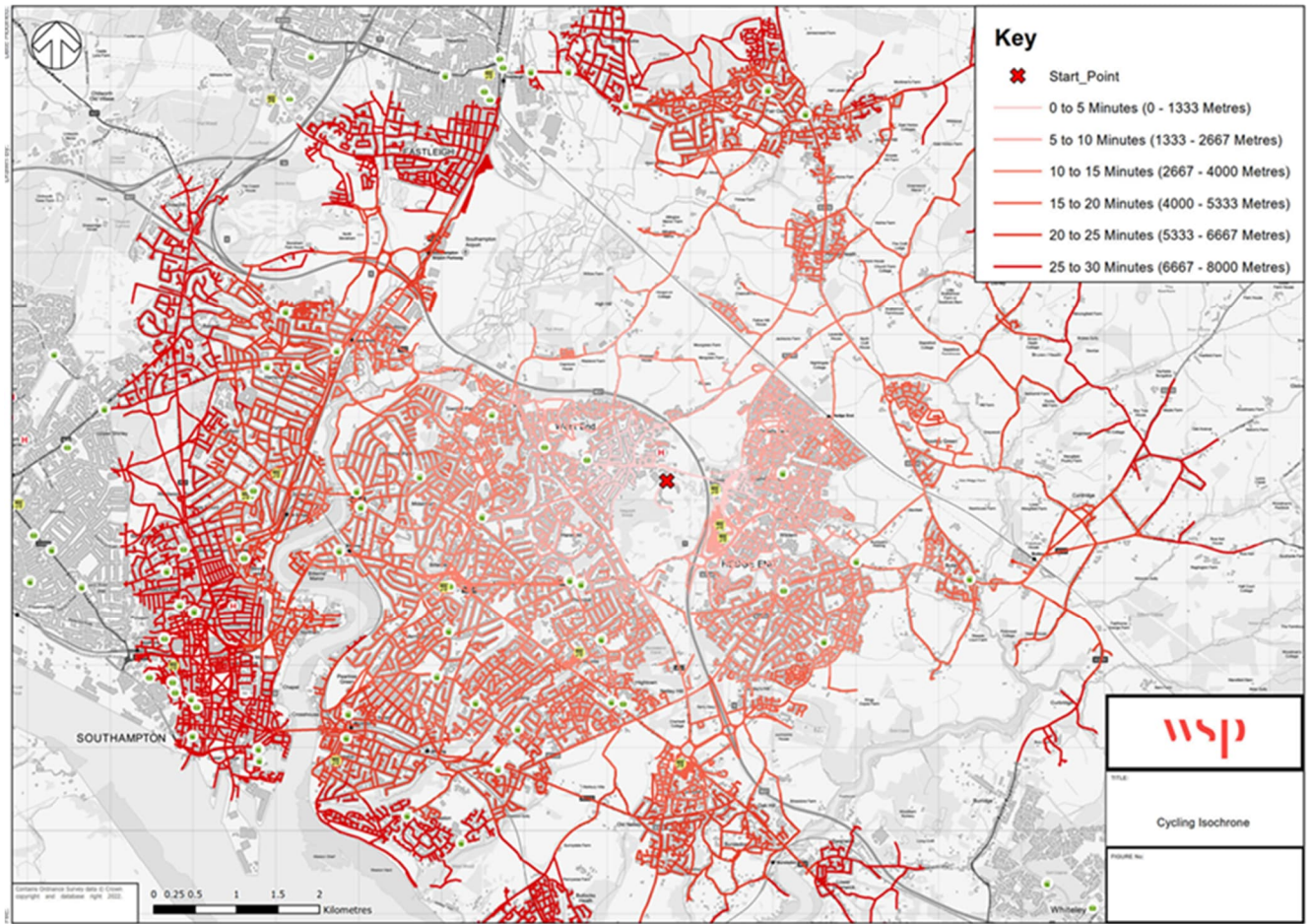


Figure 3-4 - Cycling Isochrone



3.5 PUBLIC TRANSPORT CONNECTIONS

BUS ACCESSIBILITY

- 3.5.1. The closest bus stops are Moorgreen Hospital and Dawson Lodge, which are on B3035 Botley Road immediately before and after the Marshall Drive junction, 400m (or a 5-minute walk) to the north of the access to the development. These are both served by the Xelabus X4 service and Bluestar 14 Service. The X10 also stops within the vicinity of the site, on Moorgreen Road. A summary of accessible bus services is presented below.

Table 3-2 – Local Bus Services

Service	Destinations	Frequency	
		Weekday & Saturday	Sundays
Xelabus X4	Eastleigh – West End – Hedge End	~ Hourly on Weekdays ~ Every 2 hours on Saturdays	No Service

Bluestar 14	Southampton City Centre – Bitterne – West End – Hedge End Rail Station	~ Every 30 Minutes	~ Hourly
Xelabus X10	Southampton – Bishops Waltham – Waltham Chase	~ Hourly	No Service
Bluestar 13	Southampton City Centre – City College – Woolston - Harefield	~ Every 30 Minutes on Weekdays ~ Hourly on Saturdays	No Service

3.5.2. Full timetables for each of these services can be found in **Appendix A**.

RAIL ACCESSIBILITY

3.5.3. The closest train station is Hedge End, which 2.6km to the north east of the site. It can be accessed from the development via A3035 Botley Road, B3342 Tollbar Way and Maunsell Way, approximately a 30 minute walk or ten minute cycle.

3.5.4. Hedge End station is a small station with two platforms, operated by South Western Railway. The station is manned by staff on a part time basis; however customer help points are available on all platforms for when the station is unmanned.

3.5.5. There is a waiting room available during daytime hours, and outdoor seating is available. This station does not have toilet facilities. Platform one has step free access, however Platform two is only accessible via a 52-step footbridge.

3.5.6. There is a free, council managed car park at the station with 96 spaces which operates 24h a day. Bike storage is available with wheel rack space for 54 bikes. There is CCTV overlooking the bike storage area.

3.5.7. Table 3-3 summarises the train service from Hedge End Station.

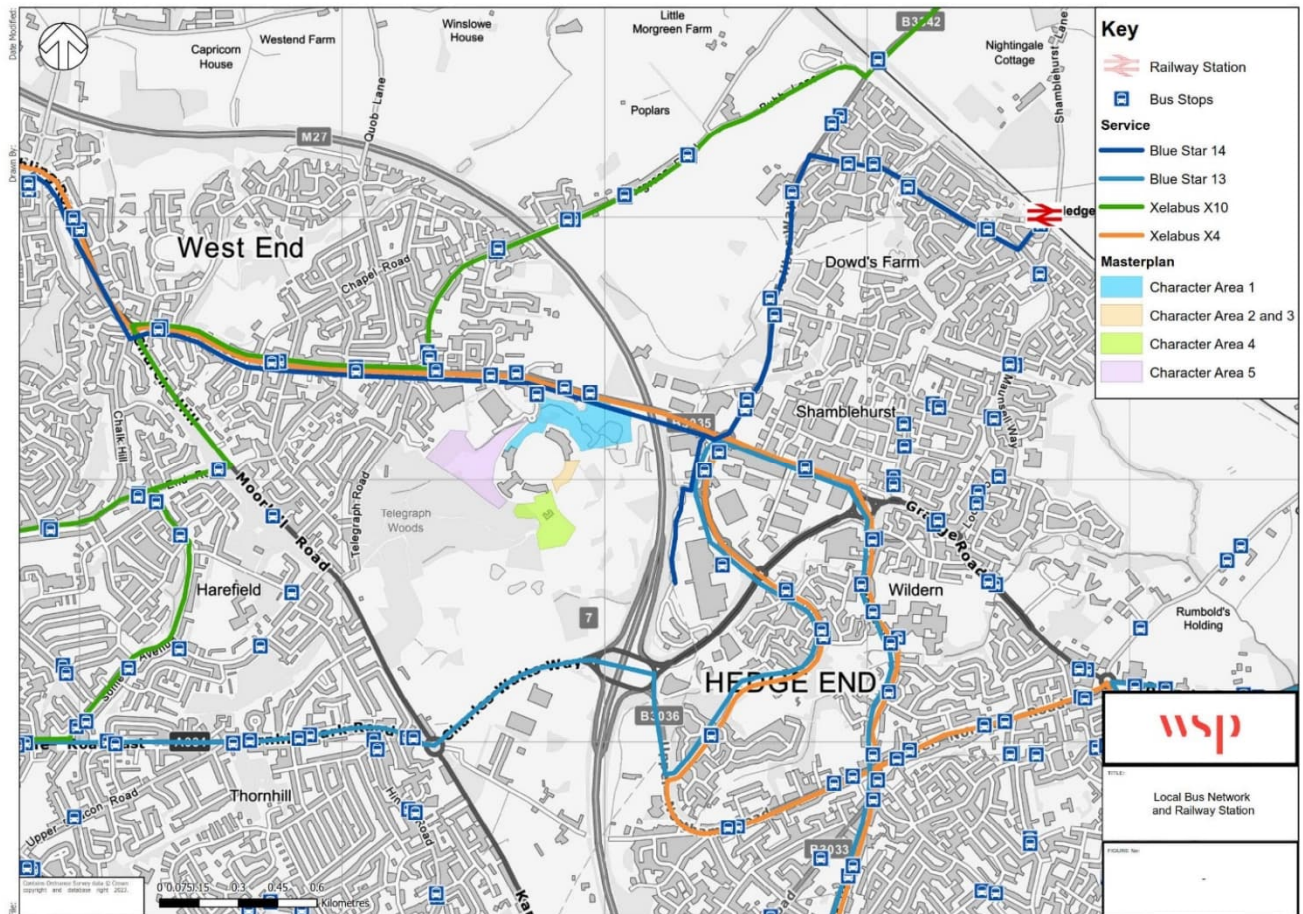
Table 3-3 – Summary of Rail Services from Hedge End

Destination	Frequency	Journey time
Portsmouth Harbour via Fareham, Cosham, and Portsmouth and Southsea	Hourly	45 minutes
London Waterloo via Eastleigh, Winchester, and Basingstoke	Hourly	1 hour 35 minutes

3.5.8. A full timetable for Hedge End Train Station is available in **Appendix B**. This has been sourced from live-departures.info.

3.5.9. **Figure 3-5** below summarises the local bus services, bus stop and railway station locations.

Figure 3-5 - Local Public Transport Services



3.6 DEVELOPMENT PROPOSALS

3.6.1. The existing use of each character area is outlined below:

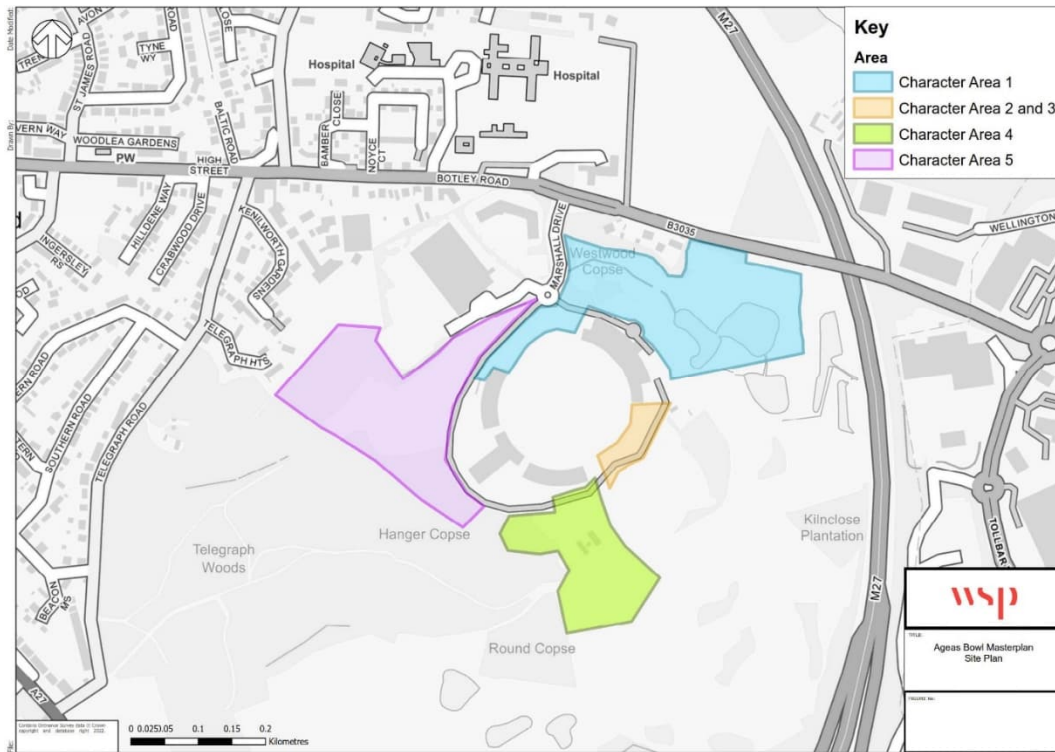
- Character area 1: (Sui Generis) – Currently used for golf course and car parking;
- Character area 2: (Sui Generis) – Ageas Bowl internal road and servicing;
- Character area 3: Ageas Bowl internal road and servicing;
- Character area 4: Class E(d) Indoor sport, recreation or fitness / E(e) Provision of medical or health services - Currently used for the Hampshire Wellbeing Centre; and
- Character area 5: Suis Generis – Mixture of disused space / open space used for event-day parking at the Ageas Bowl

3.6.2. The development proposals comprise of five character areas:

- Character area 1: Car Park;
- Character area 2: 142-bed budget hotel and car park;
- Character area 3: Pavilion and Maintenance Store;
- Character area 4: 71 bedroom (+ Concierge) Care Home; and
- Character area 5: Residential area made up of 98 dwellings and 88 apartments.

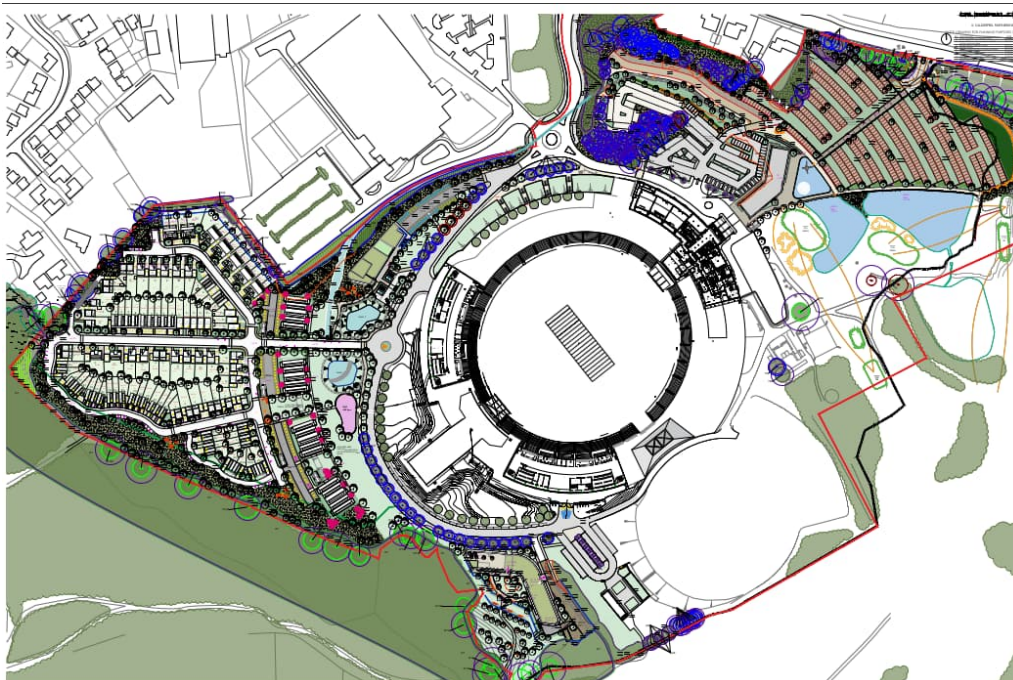
3.6.3. **Figure 3-6** below presents the masterplan development. The residential aspect of the development is situated in character area 5.

Figure 3-6 - Ageas Bowl Masterplan Character Areas



3.6.4. The figure below shows the proposed development layout.

Figure 3-7 - Proposed Site Masterplan



3.7 ACCESS ARRANGEMENTS

VEHICULAR ACCESS

- 3.7.1. The existing access to the site is via B3035 Botley Road and Marshall Drive, this is a three-arm signalised junction with right turn phasing. Internally the site is serviced by a 'ring road' which provides access to the Ageas Bowl's onsite facilities and parking, as well as the David Lloyd Gym and Holiday Inn Express.
- 3.7.2. The proposed access into the residential area consists of a three-arm compact roundabout to the west of the stadium on the existing internal road. Vehicular access and parking can be achieved around the entire residential development through the internal access roads, though the masterplan is focused on active-travel movements. The width of the main residential street is 6m, with footways either side which will be 2m wide. In areas of shared space the carriageway width reduces to between 4-6m to encourage slow moving vehicles with the priority given to pedestrians and cyclists. The residential development includes a number of footpath providing more direct access to properties.
- 3.7.3. The internal access road continues south-east from the residential development access roundabout towards the proposed Care Home and associated car park.

PEDESTRIAN AND CYCLIST ACCESS

- 3.7.4. The main pedestrian and cyclist access is also via the main vehicular access into the Site, at the Marshall Drive traffic signal junction. There is an existing shared use path leading to the roundabout on Marshall Drive and footways on both sides of the carriageway, which will continue around the internal access road, leading into the Well-Being centre, the residential development and the care home. The Ageas Bowl internal road network promotes slow moving private vehicle movement, which in turn promotes active travel throughout the site.
- 3.7.5. Bike storage will be provided within the curtilage of each residential property.
- 3.7.6. Cycle parking will be provided in accordance with Eastleigh Borough Council's adopted standards and is discussed later within this chapter.

3.8 SERVICING AND DELIVERIES

- 3.8.1. The servicing and deliveries for the residential area of the development will be split by Houses and Flats. Each house will have accessible frontages for deliveries and servicing. For the apartment blocks there will be bin stores that are accessible by servicing vehicles, whilst for deliveries a space will be provided for vehicles to park and load or unload by each block of flats. Swept path analysis of this servicing strategy is presented within Appendix F of the Transport Assessment.

3.9 VEHICULAR AND CYCLE PARKING REVIEW

RESIDENTIAL

- 3.9.1. The Eastleigh Borough Council Residential Parking Standards (2009) have been reviewed to calculate if the development has sufficient amount of parking based on the forecast demand. The standards provide a different parking ratio based on the type of parking provided; more than 50% unallocated spaces, less than 50% unallocated and individual/ on plot allocation. The residential

area is split between houses and flats and as such, the assessment has been split between houses and flats.

- 3.9.2. **Table 3-4** presents the amount of car parking required and the amount provided for the housing element of the development to be in line with the Eastleigh Borough Council Parking Standards.

Table 3-4 - Houses Car Parking Assessment (Based on EBC Parking)

House Size	Number of Houses	Individual/ 'on-plot' allocation	Spaces Required	Spaces Provided
2-Bedroom	17	2	34	34
3-Bedroom	65	2	130	130
4-Bedroom	16	3	48	31
Visitor Bays	N/A	N/A	20	16
Total Spaces				
Including Visitors:			232	221
Not Including Visitors:			212	195

- 3.9.3. The site is to provide two or three car parking spaces for each house which equates to 195 parking spaces, in comparison with 212 spaces required by Eastleigh Borough Council parking standards. The amount of parking for the housing is deemed appropriate due to the additional parking around the internal road on non-event days, as well as the developments good connectivity to local amenities via walking, cycling and public transport facilities. Moreover, proposals include the provision of a car club space which will reduce the overall demand for car ownership. Furthermore, parking for visitors will be on-street in the vicinity of each of the units.
- 3.9.4. The cycle parking for each of the houses will be located within in either garage or a shed within the curtilage of each property and the provision be in line with the Eastleigh Borough Council Parking Standards.
- 3.9.5. **Table 3-5** presents the amount of car parking required for the Flats element of the development to be in line with the Eastleigh Borough Council Parking Standards.

Table 3-5 - Flats Car Parking Assessment

Flat Size	Number of Flats	With 50% or more unallocated spaces	Spaces Required	With less than 50% unallocated spaces	Spaces Required
1 Bedroom	16	1.00	16	1.25	20

2 Bedroom	72	1.50	108	1.75	126
Total Spaces Required			124	-	146

- 3.9.6. The development will provide 92 car parking spaces for the flats which is slightly above the required number of spaces required for unallocated parking less than 50% and less than the number of spaces for unallocated parking more than 50%. As the spaces for the flats proposed are unallocated spaces, the standards require 124 spaces. The amount provided is deemed appropriate due to the visitor parking and available parking around the internal road.
- 3.9.7. The cycling parking for each of the flats will be located within each individual block of flats either on the lower ground floor or ground floor. The amount of cycle parking will be in line with the Eastleigh Borough Council Parking Standards with 80 cycle spaces provided.

3.10 SUMMARY

- 3.10.1. In summary, there are good pedestrian and cycle links between the Ageas Bowl development and the surrounding local area, which provide good opportunity for the promotion of sustainable modes of travel to and from the site for both residents and visitors.

4 TRAVEL PLAN VISION, OBJECTIVES AND TARGETS

4.1 TRAVEL PLAN VISION

- 4.1.1. Having an overarching vision is useful to determine what kind of residential development it would be desirable to achieve from a sustainable mobility perspective. Therefore, the overarching vision statement for the Travel Plan is:

‘The residential development at the Ageas Bowl will accommodate residential and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.’

- 4.1.2. This vision will assist in guiding the development, implementation, and evolution of this Travel Plan, helping to ensure residential and visitor journeys can be undertaken through a variety of integrated and sustainable travel options and thereby minimising the volume of single-occupancy car trips to and from the area. This will in turn alleviate traffic impacts on the surrounding highway network, reduce traffic congestion, improve air quality, and enhance the road safety characteristics of the local area.

4.2 TRAVEL PLAN OBJECTIVES

- 4.2.1. In pursuit of this vision, the Travel Plan for the Ageas Bowl residential development will be guided by specific objectives as set out below:

- To raise occupants' awareness of the sustainable modes of travel available for travel to and from the development;
- To raise occupants' awareness of the health, fitness and wellbeing benefits of walking and cycling for short journeys; and
- To facilitate travel by sustainable modes. These objectives will help define and shape investment decisions and the package of measures to be introduced, collectively helping to achieve the vision statement.

4.3 TARGETS

- 4.3.1. The targets of this Travel Plan have been tailored to deliver its objectives. In order to successfully implement modal shift, Travel Plan targets must be Specific, Measurable, Achievable, Realistic and Timed (SMART).
- 4.3.2. There are two types of targets that could be considered to aid the Travel Plan in delivering its objectives, ‘Action’ targets and ‘Aim’ targets. ‘Action’ type targets are physical actions that can be achieved by specified date, for example the appointment of a Travel Plan Co-Ordinator (TPC). ‘Aim’ type targets are those which relate to outcomes achieved through the implementation of measures, for example, achieving a change in modal split from that noted in the baseline analysis.

BASELINE MODE SHARE

- 4.3.3. In order to set a baseline to measure the progress of targets against, a baseline indicative mode share has been derived for the development. The baseline indicative mode share has been derived using ‘Method of travel to work’ (QS701EW) data from the 2011 Census for the Eastleigh 009 (E02004720) locale, in which the proposed development site is located.
- 4.3.4. The baseline indicative mode share is included in Table 4-1.

Table 4-1 – Baseline mode share

Method of travel to work	Mode Share (%)
Underground, metro, light rail or tram	0.1
Train	1.7
Bus, minibus, or coach	4.2
Taxi	0.3
Motorcycle, scooter or moped	1.6
Car (driver)	79.4
Car (passenger)	5.6
Bicycle	1.8
On foot	4.5
Other	0.7

- 4.3.5. The baseline mode share included in Table 4-1 is included to give an indication of where improvements can be targeted and acts as a specific metric to set targets against. However, this mode share is for indicative purposes only and will therefore be confirmed by surveys of residents which shall be undertaken post-occupation. The proposed surveys are further detailed in the 'Monitoring' section of the Travel Plan.

AIM TARGETS

- 4.3.6. The following 'Aim' target is set for the Travel Plan:
- A 10% reduction in the mode share held by 'Car (driver)' compared to that found in the initial survey post-occupation.
- 4.3.7. The table below shows a biennial breakdown of how the mode share of each mode could change in line with the target above in the specified five year period.

Table 4-2 – Mode Share

Method of travel to work	Baseline Mode Share – Year 1 (%)	Year 3	Year 5
Underground, metro, light rail or tram	0.1	0.1	0.1
Train	1.7	2.7	3.7
Bus, minibus, or coach	4.2	5.2	6.2
Taxi	0.3	0.3	0.3
Motorcycle, scooter or moped	1.6	1.6	1.6
Car (driver)	79.4	74.4	69.4
Car (passenger)	5.6	6.6	7.6
Bicycle	1.8	2.8	3.8

On foot	4.5	5.5	6.5
Other	0.7	0.7	0.7

4.3.8. In line with Hampshire County Council Travel Planning guidance, this target aims to reduced single occupancy car use and will in turn aid progress towards a reduction in single occupancy car use in the area local to the proposals.

4.3.9. Targets relating to the increases in travel on foot, via bicycle and via public transport will not be set until the initial travel survey has been undertaken.

ACTION TARGETS

4.3.10. Due to the modest scale of the development in question, it is proposed that the following 'Action' targets are:

- To appoint a TPC prior to the occupation of the development; and
- To prepare and distribute Sustainable Travel Welcome Park detailing the sustainable travel opportunities to residents upon occupation.

5 TRAVEL PLAN MANAGEMENT

5.1 MANAGEMENT ARRANGEMENTS

TRAVEL PLAN CO-ORDINATOR

- 5.1.1. A TPC will be appointed to take responsibility for the development and management of the plan. The roles and responsibilities of the TPC are set out below:
- Implementation and management of the Travel Plan;
 - Awareness-building and engagement with occupants;
 - Strategic marketing and communication;
 - Implementing and management measures;
 - Measuring success and monitoring change;
 - Giving a 'human face' to the travel plan – explaining its purpose and the opportunities on offer. This includes offering personalised journey planning advice;
 - Helping establish and promote the individual measures in the plan; and
 - Overseeing and monitoring regular travel surveys and questionnaires, which will help to inform the development of the Travel Plan.
- 5.1.2. The cost estimate for the Travel Plan Co-ordinator role is £3,000 per annum for a five year period, which will be funded by the developer.
- 5.1.3. A TPC will be appointed prior to occupation, and Hampshire County Council will be informed via DPtravelplans@hants.gov.uk.

5.2 MARKETING STRATEGY

- 5.2.1. It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan, disseminate travel plan information and notification of facilities provided.
- 5.2.2. Occupants will be made aware of the Travel Plan, including its purpose and objectives, along with specific measures to be implemented. Marketing will be undertaken between the point of sale and first occupation of each dwelling. Sales staff in the Marketing Suite will be fully briefed on the Travel Plan.

5.3 SECURING THE TRAVEL PLAN AND THE FUNDING

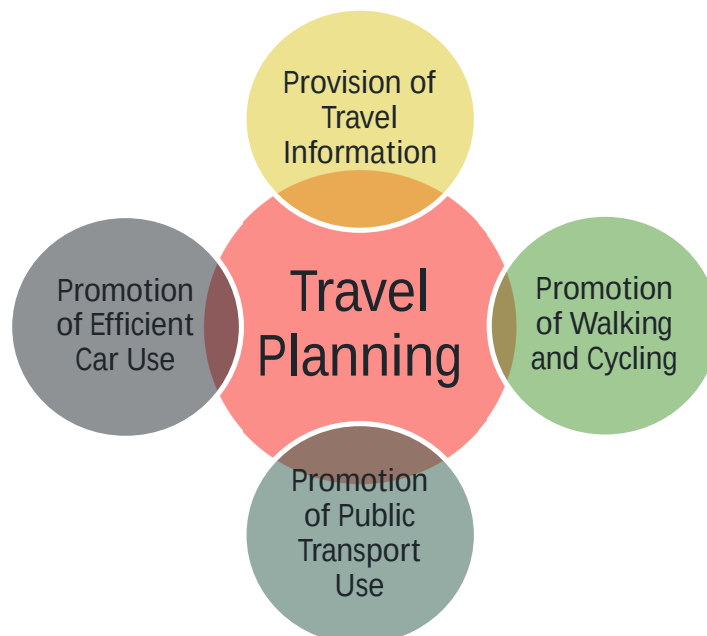
- 5.3.1. This Travel Plan will be secured through a s106 agreement and is to be funded by the Developer. This will include a commitment to pay HC's monitoring and evaluation fees as detailed in Table 7-2.

6 TRAVEL PLAN MEASURES

6.1 INTRODUCTION

- 6.1.1. The following outlines a selection of measures that will be implemented at the Ageas Bowl development, ensuring a variety of appropriate and easily accessible alternatives to the single-occupancy vehicle journey are available and attractive to residents and visitors. With the proposed measures in place, the development will contribute to both national and local sustainability measures.
- 6.1.2. Proposed measures are considered relevant and appropriate given the scale and nature of the development at present. The Travel Plan will also evolve in response to new travel and transport issues that arise locally. Therefore a review of the proposals will be necessary at a future date to ensure that the Travel Plan continues to be relevant and achievable.
- 6.1.3. Many physical aspects of the development will influence the travel patterns of the residents. Elements of the design of the development that will impact upon this include:
- Upgrading links between Telegraph Road and the development via Telegraph Wood;
 - All Dwellings at the development will have bike storage solutions; and
 - A high quality pedestrian and cycle link through the development onto B3035 Botley Road. This is formed of an existing shared-use path running from Marshall Drive and around the internal road around The Ageas Bowl, connecting to the residential area, care home and well-being centre.
- 6.1.4. This section presents the travel planning measures proposed for the residential development at The Ageas Bowl in four specific areas. The four areas are summarised in **Figure 6-1** below and presented in further detail throughout this section.

Figure 6-1 - Travel Planning Approach for The Ageas Bowl



6.2 PROVISION OF TRAVEL INFORMATION

PERSONAL TRAVEL PLANNING SERVICE AND SALES STAFF TRAINING

- 6.2.1. The TPC will be available to provide personalised travel planning advice to occupants of the development. The TPC can identify routes to public transport services to best meet journey requirements of occupants travelling to work, schools, and other key facilities.
- 6.2.2. The personalised journey planning service detailed above will also accommodate the specific journey planning requirements of mobility impaired occupants of the site.
- 6.2.3. Training will also be provided to sales staff that will be responsible for meeting with prospective residents. The training will ensure that sales staff are familiar with the vision and objectives of the Travel Plan and are able to communicate the sustainable travel opportunities to prospective buyers. Sales and marketing literature will also highlight the sustainable nature of the development, in terms of location and connectivity to local amenities.

TRAVEL INFORMATION WEBSITE

- 6.2.4. The TPC will develop a dedicated website for residents containing up-to-date and clear information regarding the sustainable travel options for access to and from the development. The website will include information about local public transport routes, local amenities and facilities, walking and cycling maps and additional links to car sharing opportunities, such as 'Co-Wheels' in Eastleigh who have agreed to provide an on-site vehicle.
- 6.2.5. Links to other travel information portals can also be provided on the website, including the 'My Journey Hampshire' website.
- 6.2.6. Apps that provide relevant on-to-go travel information will also be promoted to residents.

ON SITE PROMOTION AND MARKETING

- 6.2.7. Travel planning information boards will be located within the main sales office and in central areas of the development. This will raise awareness amongst residents of available transport choices, highlighting the benefits of sustainable travel associated with the location of the development.
- 6.2.8. Furthermore, a newsletter will be issued to residents bi-annually to inform about upcoming events, walking and cycling routes and updates regarding public transport links.

TRAVEL INFORMATION PACKS

- 6.2.9. Upon first occupation, residents will be provided with a Travel Information Pack (TIP). The information provided in the Pack will allow residents to make informed choices about how they choose to travel to and from the development. Contents of the Pack will include:
 - An introduction and overview of the Travel Plan, it's vision, objectives and why it is necessary in terms of sustainability;
 - The benefits a Travel Plan brings to individuals, the wider community, and the local environment;
 - Incentives available to residents to encourage sustainable travel;
 - Contact details of the TPC should residents have any travel or transport related queries or ideas they would like to share;
 - Information on how to access public transport information, such as timetables and maps;

- Walking and cycling maps around the development and the wider local area, including local amenities and facilities and the nearest bus stops and railways stations;
- Information on adult cycle training;
- Local EV charging point locations;
- Details of the Co-Wheels Car Share in Eastleigh and Enterprise Car Club in Southampton; and
- Information about local taxi companies.

PROMOTIONAL EVENTS

6.2.10. Use of sustainable modes of transport will be promoted all year round and will be further encouraged through involvement in national promotional events. Some of these are:

- National Bike Week;
- Walk to Work Week;
- National Liftshare Day; and
- Challenges run through workplaces and local communities.

6.2.11. Information about these events will be included in the TIPS, as well as on the on-site information boards. Coordination of the events will be facilitated by the TPC.

6.3 PROMOTING WALKING AND CYCLING

6.3.1. The following schemes can be adopted by the TPC to promote walking and cycling to residents of the development:

- Provision of walking and cycle route maps, including information about the Sustrans National Cycle Network, which locally runs through Southampton, Eastleigh and up to Winchester and beyond;
- The offer of a £50 Halfords cycle purchase voucher, per household upon first occupation;
- If the resident surveys show a demand then a Bike User Group can be established, creating a community within the development for those who are interested to discuss best practice, cycle safety, routes etc;
- 'Bike Surgeries' or 'Bike Doctors' will be asked to attend sustainable travel events at the development, where those who cycle can have their bikes serviced and repaired;
- A bike hire / share scheme;
- Provision of cycle confidence training information, which is currently available for free to both adults and children and run by 'My Journey Hampshire';
- Information about cycle safety, security and best practice for winter cycling;
- Promotion of the free 'Go Jauntly' app, which provides information about walking, wayfinding and nature in and around Southampton;
- Information about other community walking and cycling opportunities, such as:
 - British Cycling – organised women only and tour guided bike rides;
 - Bike2Basics – a volunteer community bike project in Southampton;
 - BPB – mountain biking group based in Bishopstoke;
 - Brake the Cycle – offer daily activities to support recovery as well as leisure rides weekly;
 - Southampton Ramblers;
 - Southampton Orienteers; and
 - Walking for Health;

- Coordination with local schools to organise walking to school events for families living in the development.

6.4 PROMOTING PUBLIC TRANSPORT USE

- 6.4.1. The TPC will provide all residents with public transport timetables and maps for the local area. These will be provided in the TIPs and will include:
- Journey timetables for Hedge End Railway Station and the wider rail network;
 - Journey timetables for the bus services specified in Table 2-2; and
 - Other methods of public transport available in the local area.
- 6.4.2. The TPC should collaborate with local public transport providers to improve services, negotiate discounts and offer trial initiatives as incentives for residents to use public transport. Public transport taster vouchers should be to a minimum value of £50 per household. Residents will need to complete and return a form to obtain the vouchers so that the uptake of the travel offer can be recorded and monitored.

6.5 PROMOTING EFFICIENT CAR USE

CAR PARKING MANAGEMENT

- 6.5.1. The development will provide 2 car parking spaces per dwelling and 92 car parking spaces for the flats. On-street parking will be available at the development for visitors.

ELECTRIC VEHICLES

- 6.5.2. Electric vehicle charging points will be available within the development. This will encourage the uptake of electric vehicles which do not emit harmful emissions.

CAR SHARING

- 6.5.3. In order to ensure the most efficient levels of car usage, car sharing will be encouraged wherever possible. This will help to reduce the total number of journeys made by car in the first instance, whilst encouraging a pattern of more efficient car use.

CAR CLUB

- 6.5.4. Co-Wheels have agreed will provide one on-site car club vehicle for the three years of occupation, funded by the developer, which will be further promoted to residents by the TPC. Residents will be granted the first year of membership for free and provided with an amount of driving credit at no charge. The TPC will monitor the use and demand of the car club to determine whether the scheme requires more promotion or if additional cars could be added to the scheme.
- 6.5.5. Co-Wheels offer marketing material for on-site promotion of the car club. As a membership incentive, Co-Wheels can market free membership to residents as a benefit paid for by the developer to encourage scheme take-up upon first occupation. This entitles the occupier to a free £25 membership with no monthly fees, and £25 driving credit.
- 6.5.6. The overall aim is for the car club to become self-financing, which will benefit residents of the Ageas Bowl and wider local community.

HOME WORKING AND SHOPPING

- 6.5.7. All dwellings will be fitted with broadband facilities providing the opportunity for residents to work and shop from home, therefore reducing the need for car-based travel to be undertaken.

6.6 MONITORING

- 6.6.1. Monitoring will include reporting the implementation of the Travel Plan Measures to Hampshire Highway Authority. This is proportionate to the nature of the development and the objectives and targets of the Travel Plan. It will be the developer's responsibility to report the following to Hampshire County Council within three months of completion of each item or on an annual basis where completion is phased:

- The completion and availability of the secured cycle parking provision;
- The completion and availability of the secured car parking provision;
- The completion and availability of broadband access in homes;
- The availability of a personalised journey planning service;
- The availability of a car club scheme;
- The dissemination of the Sustainable Travel Welcome Pack to occupants of each dwelling; and
- The provision and population of a Sustainable Travel Information Notice Board.

- 6.6.2. Travel surveys of residents are proposed to monitor progress against the mode share targets which have been set for the development. The scope of the surveys to be undertaken are as follows:

- Initial surveys to be undertaken one year after first occupation; and
- Full surveys will then be undertaken every other year until the fifth year following first occupation or longer if the development is not fully complete in that time-frame. In between full surveys, snapshot surveys will be conducted.

Table 6-1 – Monitoring Timetable

	Baseline (year 1)	Year 2	Year 3	Year 4	Year 5
Level of Report	This will be submitted one year after occupation and consist of the baseline survey results found in the updated Full Travel Plan and a monitoring report.	Snapshot Survey	Full Survey and Monitoring Report	Snapshot Survey	Full Survey and Monitoring Report

- 6.6.3. The results of the travel surveys shall be reported to Hampshire County Council. Should the results demonstrate that adequate progress is not being made towards meeting the agreed targets, further measures will be considered to ensure that the targets are appropriately satisfied.
- 6.6.4. It is noted that Hampshire County Council require a 35% response rate for questionnaire surveys in order to be acceptable. Incentives can be offered to meet this response. If the required response rate is not met, alternative methods of surveys may be undertaken, such as traffic surveys.

- 6.6.5. Should Travel Plan targets not be met after five years it may be necessary to complete additional monitoring at year 7 and 9 as outlined in the HCC's Assessment of Travel Plans guidance (<https://www.hants.gov.uk/transport/developers/travelplans/assessment>).

7 ACTION PLAN

7.1.1. The programme for the implementation of the Travel Plan measures is set out in the table below. The table also sets out tasks, intended implementation dates and responsibilities.

Table 7-1 – Action Plan

Action	Target (Values)	Target Date	Funding	Indicator / Measured By	Responsible	Progress
Appointment of TPC	N/A	Within three months of the commencement of the first phase of development	Developer	Appointment of TPC	Developer	N/A
Agree Travel Plan Objectives with Hampshire County Council	N/A	Within three months of the commencement of the first phase of development	Developer	Agreement being reached with Hampshire County Council	TPC	In hand through this document
Agree Travel Plan Measures and Sustainable Travel Welcome Pack with Hampshire County Council	N/A	Within three months of the commencement of the first phase of development	Developer	Agreement being reached with Hampshire County Council	TPC	In hand through this document
Provisions of cycle parking secured through planning	Space phased with progress of the development and as agreed with Eastleigh Borough Council	Prior to first occupation or phased with progress of the development and as agreed with Eastleigh Borough Council	Developer	Completion of cycle parking and it being made available for resident use	Developer	Appropriate cycle parking proposed as detailed within the Transport Assessment
Provision of car parking secured through planning	Space phased with progress of the development and as agreed with	Prior to first occupation or phased with progress of the development and as agreed with Eastleigh	Developer	Completion of car parking and it being made available for resident use	Developer	Appropriate car parking proposed as detailed within the Transport Assessment

	Eastleigh Borough Council	Borough Council				
Availability of a car club / hiring scheme	The availability of one car club vehicle for use by residents	Prior to first occupation of each dwelling	Developer	The availability of one car club vehicle for use by residents	Developer	Co-wheels have agreed to provide a car club vehicle on-site
Availability of broadband access in homes	N/A	Prior to first occupation of each dwelling	Developer	Availability of broadband access in homes	Developer	N/A
Availability of a personalised journey planning service	N/A	Within three months of the commencement of the first phase of development	Developer	Availability of a personalised journey planning service	Developer	N/A
Dissemination of the Sustainable Travel Welcome Pack to each dwelling	One Sustainable Travel Welcome Pack per dwelling	At first occupation of each dwelling or within three months of the commencement of the first phase of development	Developer	Dissemination of the Sustainable Travel Welcome Pack to each dwelling	Developer	N/A
Promoting and issuing Co-wheels Car club incentives	One lifetime membership per dwelling + £25 introductory credit	At first occupation of each dwelling or within three months of the commencement of the first phase of development	Developer	Distribution of Car Club memberships + credit to each dwelling	TPC	Co-wheels have agreed to provide a car club vehicle on-site
Provision and population of Sustainable Travel Notice Board	One Sustainable Travel Information Notice Board presenting	Within three months of the commencement of the first phase of development	Developer	Provision and population of Sustainable Travel Information Notice Board	Developer	N/A
Monitoring and reporting to Hampshire County Council	N/A	Within three months of completion of each item in the Action Plan or on an	Developer	Receipt of reports by Hampshire County Council	Developer	-

		annual basis where completion is phased				
--	--	--	--	--	--	--

7.1.2. It is noted that following commitments are required:

- Travel Plan Cash Deposit
- HCC's Monitoring and Evaluation Fees

7.1.3. The table below summarises the estimated costs for the travel plan period for each of the items listed above.

Table 7-2 – Estimated Costs

Travel Plan Measure	Initial Cost	Maintenance Cost	Variable Cost	Total
Appointment of TPC	-	£3,000 per annum for 5 years	-	£15,000
Agree Travel Plan Measures and Sustainable Travel Welcome Pack with Eastleigh Borough Council	-	-	£5 per household	£925
Bike Voucher	-	-	£50 per household	£9,250
Public Transport Taster Tickets	-	-	£50 per household	£9,250
Availability of a car club / hiring scheme	£15,560 for compact vehicle £22,780 for electric vehicle	£4,910 for following two years	£9,150 for 1 year free membership and £25 credit per household	Either £34,530 for compact vehicle or £41,750 for electric vehicle
Availability of a personalised journey planning service	-	-	Between £20 - £40 per household	£7,400
Provision and population of Sustainable Travel Notice Board	-	-	£1,000 per unit	£1,000
Promotion and annual events	£1,000 per annum	-	-	£5,000
Travel Plan Survey	-	£1,500 per survey	-	£4,500

Monitoring and reporting to Eastleigh Borough Council	-	£1,600 per annum for 5 years	-	£8,000
Total				£102,075 (based on an electric car being available)

8 SUMMARY

8.1.1. To summarise, the overarching vision of the Residential Travel Plan is:

'The residential development at the Ageas Bowl will accommodate residential and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.'

8.1.2. The vision is supported by the following specific objectives:

- To raise occupants' awareness of the sustainable modes of travel available for travel to and from the development;
- To raise occupants' awareness of the health, fitness and wellbeing benefits of walking and cycling for short journeys; and
- To facilitate travel by sustainable modes. These objectives will help define and shape investment decisions and the package of measures to be introduced, collectively helping to achieve the vision statement.

8.1.3. The following SMART targets will be used to measure the success of the Travel Plan in meeting the objectives and the overarching vision:

Aim Target:

- A 10% reduction in the mode share held by 'Car (driver)' compared to that found in the initial survey post-occupation.

Action Targets:

- To appoint a Travel Plan Coordinator prior to the occupation of the development; and
- To prepare and distribute Sustainable Travel Welcome Pack detailing the sustainable travel opportunities to residents upon occupation.

8.1.4. In order to achieve these targets, the following measures will be implemented in the development:

- Provision of travel information, via a website, travel information packs and a board on-site;
- A personal travel planning service;
- On-site promotion and marketing;
- Promotional events;
- Various schemes to promote walking, cycling and public transport use;
- Promoting efficient car use via car parking management, EV charging, promoting car sharing and a car club; and
- Enabling home working and shopping via the installation of broadband within the development.

8.1.5. Monitoring will take place to assess the effectiveness of the schemes promoted in the TP. Travel surveys of residents are proposed to monitor progress against the mode share targets which have been set for the development and the results will be reported to Hampshire County Council.

8.1.6. The Travel Plan is a live document that will evolve over time and adapt in response to new issues and opportunities that may arise at the development.

Appendix A

BUS TIMETABLES



Mondays to Fridays except public holidays

City Centre Vincents Walk Stop CH	0632	0735	0833	then every 30 mins at	03 33	until	1403	1433	1503	1535	1610	1645	1715	1750	1830	1910	2010	2220
City Centre Westquay	0633	0737	0835		05 35		1405	1435	1505	1537	1612	1647	1717	1752	1832	1912	2012	2222
Woolston Bridge Link Road	0640	0745	0843		13 43		1413	1443	1515	1547	1622	1657	1727	1800	1839	1919	2019	2229
Merryoak Spakes Corner	0646	0752	0850		20 50		1420	1450	1522	1554	1629	1704	1734	1807	1846	1925	2025	2235
Bitterne Shops	0650	0757	0855		25 55		1425	1455	1527	1559	1634	1709	1739	1812	1850	1928	2028	2238
Harefield Bentley Green	0655	0803	0901		31 01		1431	1501	1534	1606	1641	1716	1746	1818	1856	1933	2033	2243
Harefield Sunningdale Gardens	0702	0810	0908		38 08		1438	1508	1541	1613	1648	1723	1753	1825	1901	1939	2039	2247

Saturdays and Good Friday

City Centre Vincents Walk Stop CH	0733	0833	then every 30 mins at	03 33	until	1703	1733	1810	1910	2010	2220
City Centre Westquay	0735	0835		05 35		1705	1735	1812	1912	2012	2222
Woolston Bridge Link Road	0743	0843		13 43		1713	1743	1819	1919	2019	2229
Merryoak Spakes Corner	0750	0850		20 50		1720	1750	1826	1925	2025	2235
Bitterne Shops	0755	0855		25 55		1725	1755	1830	1928	2028	2238
Harefield Bentley Green	0801	0901		31 01		1731	1801	1835	1933	2033	2243
Harefield Sunningdale Gardens	0807	0908		38 08		1738	1806	1841	1939	2039	2247

Sundays and Bank Holiday Mondays

City Centre Vincents Walk Stop CH	0837	0937	1035	1135	1235	1335	1435	1535	1635	1735	1835
City Centre Westquay	0839	0939	1037	1137	1237	1337	1437	1537	1637	1737	1837
Woolston Bridge Link Road	0846	0946	1044	1144	1244	1344	1444	1544	1644	1744	1844
Merryoak Spakes Corner	0852	0952	1051	1151	1251	1351	1451	1551	1651	1751	1850
Bitterne Shops	0856	0956	1055	1155	1255	1355	1455	1555	1655	1755	1854
Harefield Bentley Green	0901	1001	1101	1201	1301	1401	1501	1601	1701	1800	1859
Harefield Sunningdale Gardens	0907	1008	1108	1208	1308	1408	1508	1608	1708	1805	1903

Harefield • Bitterne • Merryoak • Woolston • City Centre

13

Mondays to Fridays except public holidays

Harefield Bentley Green	0620	0657	0735	0805	0903	0933	then every 30 mins at	03 33	until	1403	1433	1503	1536	1608	1643	1718	1748	1820	1935	2035
Harefield Sunningdale Gardens	0624	0702	0740	0810	0908	0938		08 38		1408	1438	1508	1541	1613	1648	1723	1753	1825	1939	2039
Bitterne Shops	0628	0707	0747	0817	0913	0943		13 43		1413	1443	1514	1547	1619	1654	1729	1759	1830	1943	2043
Merryoak Spakes Corner	0631	0711	0752	0822	0917	0947		17 47		1417	1447	1518	1551	1623	1658	1733	1803	1834	1946	2046
Woolston Bridge Link Road	0637	0718	0800	0830	0924	0954		24 54		1424	1454	1525	1558	1630	1705	1740	1810	1841	1952	2052
City Centre Westquay	0643	0725	0810	0840	0931	1001		31 01		1431	1501	1533	1606	1638	1713	1748	1818	1848	1958	2058
City Centre Vincents Walk	0645	0730	0815	0845	0936	1006		36 06		1436	1506	1538	1611	1643	1718	1753	1823	1853	2002	2102

Saturdays and Good Friday

Harefield Bentley Green	0620	0720	0803	0833	then every 30 mins at	03 33	until	1703	1733	1837	1935	2035
Harefield Sunningdale Gardens	0624	0724	0807	0838		08 38		1708	1738	1841	1939	2039
Bitterne Shops	0628	0728	0811	0843		13 43		1713	1743	1845	1943	2043
Merryoak Spakes Corner	0631	0731	0815	0847		17 47		1717	1747	1848	1946	2046
Woolston Bridge Link Road	0637	0737	0822	0854		24 54		1724	1754	1854	1952	2052
City Centre Westquay	0643	0743	0829	0901		31 01		1731	1801	1901	1958	2058
City Centre Vincents Walk	0645	0745	0833	0906		36 06		1736	1805	1905	2002	2102

Sundays and Bank Holiday Mondays

Harefield Bentley Green	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1801
Harefield Sunningdale Gardens	0807	0907	1008	1108	1208	1308	1408	1508	1608	1708	1805
Bitterne Shops	0811	0911	1012	1112	1212	1312	1412	1512	1612	1712	1809
Merryoak Spakes Corner	0814	0914	1016	1116	1216	1316	1416	1516	1616	1716	1813
Woolston Bridge Link Road	0820	0920	1023	1123	1223	1323	1423	1523	1623	1723	1819
City Centre Westquay	0827	0927	1030	1130	1230	1330	1430	1530	1630	1730	1825
City Centre Vincents Walk	0832	0932	1035	1135	1235	1335	1435	1535	1635	1735	1830

Southampton • Bitterne • Chartwell Green • West End • Hedge End

14

Mondays to Fridays except public holidays

Southampton Vincents Walk Stop CG	0550	0645	0720	0752	0825	0855	then every 30 mins at	25	55	until	1425	1455	1525	1555	1630	1705	1740	1810	1845	1930	2130
Southampton Civic Centre	0554	0650	0725	0757	0830	0900		30	00		1430	1500	1530	1601	1636	1711	1745	1815	1850	1934	2134
Northam Princes Street	0558	0655	0730	0802	0835	0905		35	05		1435	1506	1536	1607	1642	1717	1751	1820	1855	1938	2138
Bitterne Shops	0604	0702	0737	0809	0842	0912		42	12		1442	1514	1544	1616	1651	1726	1759	1827	1902	1943	2143
Townhill Way Bramble Mews	0606	0705	0740	0812	0845	0915		45	15		1445	1517	1547	1619	1654	1729	1802	1830	1905	1945	2145
Chartwell Green Shops	0610	0709	0744	0816	0849	0919	then every 30 mins at	49	19	until	1449	1521	1551	1623	1658	1733	1806	1834	1909	1948	2148
West End Midlands Estate	0613	0713	0748	0820	0853	0923		53	23		1453	1526	1556	1628	1703	1738	1811	1838	1913	1951	2151
Hedge End Superstores	0620	0720	0755	0827	0900	0930		00	30		1500	1534	1604	1636	1711	1746	1819	1845	1920	1957	2157
Hedge End Rail Station	0628	0728	0803	0835	0908	0938		08	38		1508	1542	1612	1644	1719	1754	1827	1853	1928	2004	2204

Saturdays and Good Friday

Southampton Vincents Walk Stop CG	0605	0655	0755	0825	0855	then every 30 mins at	25	55	until	1725	1755	1825	1930	2130
Southampton Civic Centre	0609	0700	0800	0830	0900		30	00		1730	1800	1830	1934	2134
Northam Princes Street	0613	0705	0805	0835	0905		35	05		1735	1805	1834	1938	2138
Bitterne Shops	0619	0712	0812	0842	0912		42	12		1742	1812	1840	1943	2143
Townhill Way Bramble Mews	0621	0715	0815	0845	0915		45	15		1745	1815	1842	1945	2145
Chartwell Green Shops	0625	0719	0819	0849	0919	then every 30 mins at	49	19	until	1749	1819	1846	1948	2148
West End Midlands Estate	0628	0723	0823	0853	0923		53	23		1753	1823	1849	1951	2151
Hedge End Superstores	0635	0730	0830	0900	0930		00	30		1800	1830	1856	1957	2157
Hedge End Rail Station	0643	0738	0838	0908	0938		08	38		1808	1838	1904	2004	2204

Sundays and Bank Holiday Mondays

Southampton Vincents Walk Stop CG	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1915
Southampton Civic Centre	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1920
Northam Princes Street	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1804	1924
Bitterne Shops	0811	0911	1011	1111	1211	1311	1411	1511	1611	1711	1809	1929
Townhill Way Bramble Mews	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1811	1931
Chartwell Green Shops	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1814	1934
West End Midlands Estate	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1817	1937
Hedge End Superstores	0828	0928	1028	1128	1228	1328	1428	1528	1628	1728	1823	1943
Hedge End Rail Station	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1830	1950

Hedge End • West End • Chartwell Green • Bitterne • Southampton

14

Mondays to Fridays except public holidays

 Hedge End Rail Station	0555	0635	0705	0735	0805	0843	then every 30mins at	13 43	until	1413	1443	1513	1545	1615	1650	1725	1805	1905	2007	2207
Hedge End Superstores	0601	0641	0712	0742	0812	0850		20 50		1420	1450	1521	1553	1623	1658	1733	1812	1912	2013	2213
West End Midlands Estate	0607	0648	0719	0750	0820	0858		28 58		1428	1458	1529	1601	1631	1706	1741	1819	1919	2020	2220
Allington Lane Roundabout	0610	0651	0722	0754	0824	0901		31 01		1431	1501	1533	1605	1635	1710	1745	1822	1922	2023	2223
Townhill Way Bramble Mews	0614	0655	0726	0759	0829	0906		36 06		1436	1506	1538	1610	1640	1715	1750	1826	1926	2027	2227
Bitterne Shops	0617	0659	0730	0804	0834	0910	then every 30mins at	40 10	until	1440	1510	1543	1615	1645	1720	1755	1829	1929	2029	2229
Northam Princes Street	0623	0706	0737	0812	0842	0917		47 17		1447	1517	1550	1622	1652	1727	1802	1836	1936	2034	2234
Southampton Vincents Walk	0630	0715	0747	0822	0852	0926		56 26		1456	1526	1600	1632	1702	1737	1812	1845	1945	2042	2242

Saturdays and Good Friday

 Hedge End Rail Station	0648	0743	0813	0843	then every 30 mins at	13 43	until	1713	1813	1907	2007	2207
Hedge End Superstores	0654	0750	0820	0850		20 50		1720	1820	1913	2013	2213
West End Midlands Estate	0701	0758	0828	0858		28 58		1728	1827	1920	2020	2220
Allington Lane Roundabout	0704	0801	0831	0901		31 01		1731	1830	1923	2023	2223
Townhill Way Bramble Mews	0708	0806	0836	0906		36 06		1736	1834	1927	2027	2227
Bitterne Shops	0711	0810	0840	0910	then every 30 mins at	40 10	until	1740	1837	1930	2029	2229
Northam Princes Street	0717	0817	0847	0917		47 17		1747	1844	1936	2034	2234
Southampton Vincents Walk	0726	0826	0856	0926		56 26		1756	1853	1945	2042	2242

Sundays and Bank Holiday Mondays

 Hedge End Rail Station	0745	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1832
Hedge End Superstores	0751	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1839
West End Midlands Estate	0758	0852	0952	1052	1152	1252	1352	1452	1552	1652	1752	1846
Allington Lane Roundabout	0800	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1849
Townhill Way Bramble Mews	0804	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1853
Bitterne Shops	0807	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1856
Northam Princes Street	0813	0911	1011	1111	1211	1311	1411	1511	1611	1711	1811	1902
Southampton Vincents Walk	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1910

EASTLEIGH Bus Station to Hedge End

via Parkway | Mansbridge | West End | Hedge End Superstores



Mondays to Saturday (Except Public Holidays)

EASTLEIGH Bus Station Stand A	0700 0830 0910	10	Then at these mins until
Barton Peveril College	0838 0918	18	
Parkway Airport	0707 0842 0922	22	
Mansbridge, Octavia Road	0710 0845 0925	25	
West End, Tesco Express	0717 0852 0932	32	
Hedge End Superstores	0724 0859 0939	39	
Hedge End, Freegrounds arrive	0730 0905 0945	45	

Hedge End, Freegrounds depart	0640 0730 0905 0945	45	Then at these mins until
Heath House Lane	0642 0732 0907 0947	47	
Oaklands, Sovereign Drive	0645 0735 0910 0950	50	
Hedge End, Barleycorn PH	0650 0742 0917 0956	56	
Hedge End Superstores	0655 0748 0924 1002	02	
West End, Tesco Express	0702 0755 0932 1009	09	
Mansbridge, Octavia Road	0707 0803 0940 1016	16	
Parkway Airport	0711 0810 0945 1020	20	
Barton Peveril College	0715 0815 0948 1023	23	
EASTLEIGH Bus Station Stand A	0725 0830 1000 1035	35	

Sch NSch

1410	1410	1510	1610	1710	1810
1420	1420	1520	1620	1720	1820
1424	1424	1526	1626	1726	1826
1427	1425	1531	1631	1731	1831
1433	1432	1540	1640	1740	1840
1439	1439	1548	1648	1748	1848
1445	1445	1555	1655	1755	1855

Sch NSch

W	1447	1445	1555	1655	1755	1855
	1449	1447	1557	1657	1757	1857
	1452	1450	1600	1700	1800	1900
	1458	1456	1606	1706	1806	1906
	1512	1502	1612	1712	1812	1912
	1519	1509	1619	1719	1819	1919
	1526	1516	1626	1726	1826	1926
	1530	1520	1630	1730	1830	1930
	1533	1523	1633	1733	1833	1933
	1545	1535	1645	1745	1845	1945

W - Calls via Wildern School at 1508

Sch - Schooldays only

NSch - Non Schooldays

EASTLEIGH Bus Station to Velmore

via Leigh Road



Mondays to Saturday (Except Public Holidays)

EASTLEIGH Bus Station Stand C	0945 1045 1145 1245 1345 1445 1540
VELMORE Shops arr	0955 1055 1155 1255 1355 1455 1550
VELMORE Shops dep	0955 1055 1155 1255 1355 1455 **
EASTLEIGH Bus Station Stand C	1010 1110 1210 1310 1410 1510

** - Terminates at Velmore Shops

www.xelabus.co.uk

single & return fares

You can buy your single or return journey tickets as well as Greenrider tickets for day, week or monthly from the driver.

Greenrider (buy one from the driver)

Greenrider tickets give unlimited travel on all Xelabus services:

	adult	child
A monthly Greenrider	£85	£55
A week Greenrider	£25	£17
A one day Greenrider	£8	£5.50

get onboard with
tap n travel



instead of paying cash, simply tap your card or contactless enabled device onto the reader and wait for the beep...

Contactless available onboard... simples!



Hampshire's **Greenest** bus company

Xelabus
www.xelabus.info

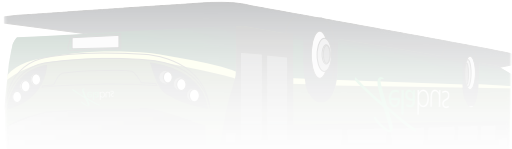
route
x10

Villagegreen 



BISHOPS WALTHAM to SOUTHAMPTON

via Durley | Moorgreen | West End | Bitterne



Mondays to Fridays except bank holidays

Service	WCh						
	X10	X10	X10	X10	X10	X10	X10E
BISHOPS WALTHAM Square	0738	0938	1138	1338	1538	1738	1938
Ashton Corner	0741	0941	1141	1341	1541	1741	1941
Durley, Robin Hood PH	0743	0943	1143	1343	1543	1743	▼
Fair Oak Square	▼	▼	▼	▼	▼	▼	1948
EASTLEIGH Bus Station	▼	▼	▼	▼	▼	▼	1956
Denhams Corner	0748	0948	1148	1348	1548	1748	
Southampton Arms PH	0751	0951	1151	1351	1551	1751	
Moorgreen Hospital	0753	0953	1153	1353	1553	1753	
West End, Tesco Express	0756	0956	1156	1356	1556	1756	
West End Rd, Beauworth Ave	0758	0958	1158	1358	1558	1758	
Bitterne, Sainsburys	0802	1002	1202	1402	1602	1802	
SOUTHAMPTON Bargate St	0815	1015	1215	1415	1615	1815	

WCh - Starts from Waltham Chase Crossroads at 0725
Swanmore College 0727, Swanmore PO 0729, Free Street 0733 and Bishops Waltham Square arrive 0735



Hampshire's **Greenest** bus company



route
x10

Villagegreen 

SOUTHAMPTON to BISHOPS WALTHAM

via Bitterne | West End | Moorgreen | Durley



Mondays to Fridays except bank holidays

Service	X10	X10	X10	X10	X10	X10
SOUTHAMPTON Bargate St	0820	1020	1220	1420	1620	1820
Bitterne, Sainsburys	0832	1032	1232	1432	1632	1832
West End Rd, Beauworth Ave	0836	1036	1236	1436	1636	1836
West End, Tesco Express	0839	1039	1239	1439	1639	1839
Moorgreen Hospital	0842	1042	1242	1442	1642	1842
Southampton Arms PH	0844	1044	1244	1444	1644	1844
Denhams Corner	0847	1047	1247	1447	1647	1847
Durley, Robin Hood PH	0852	1052	1252	1452	1652	1852
Ashton Corner	0854	1054	1254	1454	1654	1854
BISHOPS WALTHAM Square	0858	1058	1258	1458	1658	1858



Hampshire's **Greenest** bus company

☎ 023 8064 4715

admin@xelabus.info

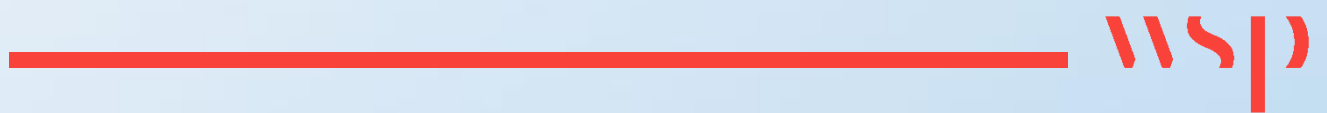
@xelabus



Xelabus
www.xelabus.info

Appendix B

RAIL TIMETABLES



Hedge End Timetable

[Hedge End Departures \(/rail/departures/Hedge-End/\)](/rail/departures/Hedge-End/) | [Hedge End Station Info \(/rail/station/Hedge-End/\)](/rail/station/Hedge-End/)

Key

GENERAL

Does not run daily - see service details.

NOTES

Departure times in **bold** type - click for service details.

Departure times in ***italic*** indicates overtaken by a faster service.

Confirm train times and buy tickets online at [trainline \(https://live-departures.info/goto/trainline\)](https://live-departures.info/goto/trainline)

TRAIN OPERATORS

GW

Great Western Railway

SW

South Western Railway

ALL DESTINATIONS

BASINGSTOKE [BSK]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740
0621	0713	0741	0814	0914	1016	1115	1216	1315	1415	1515	1614	1715	1815
SW	SW	SW	SW	SW	SW	SW	SW						
1840	1940	1940	2041	2041	2140	2140							
1915	2015	2015	2123	2123	2216	2216							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0714	0815	0914	1015	1115	1215	1315	1415	1516	1615	1715	1815	1915	2015
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2040	2140	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858
2118	2215	0844	0942	1042	1142	1242	1342	1443	1542	1642	1742	1842	1942

SW	SW	SW
1958	2058	2158
2042	2142	2242

BOTLEY [BOE]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1700	1737
0610	0711	0738	0841	0940	1040	1140	1241	1340	1440	1540	1640	1704	1740
SW	SW	SW	SW	GW	SW	SW							
1840	1940	2040	2139	2230	2241	2341							
1843	1943	2043	2143	2233	2244	2344							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0637	0739	0840	0940	1040	1140	1241	1340	1440	1540	1640	1740	1840	1940
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2040	2140	2240	2343	0833	0935	1035	1135	1235	1335	1435	1535	1635	1735
SW	SW	SW	SW	SW									
1832	1932	2132	2232	2332									
1835	1935	2135	2235	2335									

BROOKWOOD [BKO]

Monday to Friday

SW	SW 	SW 	SW 	SW 
0541	2041	2041	2140	2140
0652	2153	2153	2253	2253

Saturday

SW	SW
2040	2140
2153	2253

CLAPHAM JUNCTION [CLJ]

Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858	1958	2058

0929	1029	1129	1227	1327	1427	1527	1628	1728	1828	1928	2028	2128	2228
SW													
2158													
2328													

COSHAM [CSA]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1700	1737
0629	0730	0757	0859	0959	1059	1159	1259	1359	1459	1559	1659	1722	1759
SW	SW	SW	SW	SW	SW								
1840	1940	2040	2139	2241	2341								
1906	2006	2106	2201	2303	0008								

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0656	0758	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2059	2159	2259	0007	0852	0954	1054	1154	1254	1354	1454	1554	1654	1754
SW	SW	SW	SW	SW									
1832	1932	2132	2232	2332									
1854	1954	2154	2254	2354									

EASTLEIGH [ESL]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0805	0835	0940	1040	1140	1241	1340	1440	1540	1640
0547	0642	0712	0741	0812	0842	0946	1046	1148	1247	1346	1446	1546	1646
SW	SW	SW 	SW 	SW 	SW 	SW 	SW 	SW 	SW				
1740	1840	1940	1940	2041	2041	2140	2140	2235					
1746	1846	1946	1946	2048	2048	2146	2146	2242					

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0531	0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840
0537	0643	0746	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
1940	2040	2140	2235	0005	0758	0858	0958	1058	1158	1258	1358	1458	1558
1946	2046	2146	2241	0011	0804	0904	1004	1104	1204	1304	1404	1504	1604
SW	SW	SW	SW	SW	SW	SW							
1658	1758	1858	1958	2058	2158	2358							
1704	1804	1904	2004	2104	2205	0005							

FAREHAM [FRM]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1700	1737
0618	0720	0746	0849	0948	1048	1148	1249	1348	1448	1548	1648	1712	1748
SW	SW	SW	SW	GW	SW	SW							
1840	1940	2040	2139	2230	2241	2341							
1855	1956	2055	2151	2241	2252	2357							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0645	0747	0848	0948	1048	1148	1249	1348	1448	1548	1648	1748	1848	1948
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2048	2148	2248	2356	0841	0943	1043	1143	1243	1343	1443	1543	1643	1743
SW	SW	SW	SW	SW									
1832	1932	2132	2232	2332									
1843	1943	2143	2243	2343									

FARNBOROUGH (MAIN) [FNB]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW 
0541	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740	1840	1940
0645	0832	0932	1033	1133	1233	1332	1433	1533	1631	1732	1832	1932	2032
SW 	SW 	SW 	SW 	SW 									
1940	2041	2041	2140	2140									
2032	2145	2145	2245	2245									

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940

0732	0832	0932	1032	1132	1232	1332	1432	1533	1632	1732	1832	1932	2032
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW				
2040	2140	1458	1558	1658	1758	1858	1958	2058	2158				
2145	2245	1557	1657	1757	1857	1957	2057	2157	2258				

FLEET [FLE]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW 
0541	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740	1840	1940
0639	0826	0926	1027	1127	1227	1327	1427	1527	1626	1726	1827	1926	2026
SW 	SW 	SW 	SW 	SW 									
1940	2041	2041	2140	2140									
2026	2140	2140	2240	2240									

Saturday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0726	0826	0926	1026	1126	1226	1326	1426	1527	1626	1726	1826	1926	2026
SW	SW												
2040	2140												
2140	2240												

FRATTON [FTN]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1700	1737
0638	0739	0808	0909	1008	1108	1208	1308	1408	1508	1608	1708	1730	1808
SW	SW	SW	SW	GW	SW	SW							
1840	1940	2040	2139	2230	2241	2341							
1915	2015	2115	2210	2256	2312	0017							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0707	0807	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908	2008
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2108	2208	2308	0016	0904	1011	1111	1209	1309	1409	1509	1609	1709	1809

SW	SW	SW	SW	SW
1832	1932	2132	2232	2332
1909	2009	2209	2308	0007

HILSEA [HLS]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1840
0634	0736	0804	0905	1004	1104	1204	1304	1404	1504	1604	1704	1804	1911

SW	SW	SW	SW	SW
1940	2040	2139	2241	2341
2011	2111	2206	2308	0013

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0703	0803	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	2004

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2104	2204	2304	0012	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800

SW	SW	SW	SW	SW
1832	1932	2132	2232	2332
1900	2000	2200	2300	0002

HOOK [HOK]

Monday to Friday

SW	SW 	SW 	SW 	SW 
0541	2041	2041	2140	2140
0630	2131	2131	2231	2231

Saturday

SW	SW
2040	2140
2131	2231

LONDON WATERLOO [WAT]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740

0731	0801	0836	0909	1009	1109	1208	1309	1409	1510	1609	1710	1813	1909
SW	SW 	SW 	SW 	SW 	SW 	SW 	SW 						
1840	1940	1940	2041	2041	2140	2140							
2009	2109	2109	2234	2234	2336	2336							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0809	0909	1009	1109	1214	1313	1416	1511	1612	1708	1809	1909	2011	2109
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2040	2140	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858
2239	2334	0943	1043	1141	1237	1337	1437	1537	1639	1739	1839	1939	2040
SW	SW	SW											
1958	2058	2158											
2139	2237	2339											

MICHELDEVER [MIC]

Monday to Friday

	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740
0610	0703	0731	0803	0904	1006	1105	1205	1305	1405	1505	1604	1705	1805
SW	SW 	SW 	SW 	SW 	SW 	SW 	SW 						
1840	1940	1940	2041	2041	2140	2140							
1905	2004	2004	2110	2110	2205	2205							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0704	0805	0904	1005	1105	1205	1305	1405	1506	1605	1705	1805	1905	2005
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2040	2140	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858
2105	2205	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832	1932
SW	SW	SW											
1958	2058	2158											
2032	2132	2232											

PORTCHESTER [PTC]

Monday to Friday

PORTSMOUTH HARBOUR [PMH]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1700	1737
0646	0748	0818	0918	1020	1120	1220	1320	1420	1520	1620	1718	1739	1820
SW	SW	SW	SW	GW	SW	SW							
1840	1940	2040	2139	2230	2241	2341							
1925	2025	2123	2218	2304	2322	0025							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0716	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2118	2218	2318	0024	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820
SW	SW	SW	SW	SW									
1832	1932	2132	2232	2332									
1920	2020	2220	2316	0014									

SHAWFORD [SHW]

Monday to Friday

SW	SW	SW	SW	SW	SW 	SW 
0541	0634	0733	0805	0835	2041	2041
0555	0649	0749	0818	0850	2055	2055

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858	1958
0650	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	1917	2017
SW	SW												
2058	2158												
2117	2218												

SURBITON [SUR]

Monday to Friday

SW 	SW 	SW 	SW 
2041	2041	2140	2140
2216	2216	2316	2316

Saturday

SW SW
2040 2140
2216 2316

WALTON-ON-THAMES [WAL]

Monday to Friday

SW  SW  SW  SW 
2041 2041 2140 2140
2209 2209 2309 2309

Saturday

SW SW
2040 2140
2209 2309

WEYBRIDGE [WYB]

Monday to Friday

SW  SW  SW  SW 
2041 2041 2140 2140
2205 2205 2305 2305

Saturday

SW SW
2040 2140
2205 2305

WINCHESTER [WIN]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0805	0835	0940	1040	1140	1241	1340	1440	1540	1640
0600	0654	0721	0754	0823	0855	0956	1056	1157	1255	1355	1456	1555	1655

SW	SW	SW 	SW 	SW 	SW 	SW 	SW 
1740	1840	1940	1940	2041	2041	2140	2140
1756	1855	1955	1955	2100	2100	2155	2155

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2040	2140	0005	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758
2056	2155	0028	0822	0922	1022	1122	1222	1322	1423	1522	1622	1722	1822

SW	SW	SW	SW
1858	1958	2058	2158
1922	2022	2122	2223

WINCHFIELD [WNF]

Monday to Friday

SW	SW 	SW 	SW 	SW 
0541	2041	2041	2140	2140
0634	2135	2135	2235	2235

Saturday

SW	SW
2040	2140
2135	2235

WOKING [WOK]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740
0657	0732	0805	0842	0942	1043	1143	1243	1342	1443	1543	1641	1742	1842

SW	SW 	SW 	SW 	SW 	SW 	SW 
1840	1940	1940	2041	2041	2140	2140
1942	2042	2042	2158	2158	2258	2258

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0742	0842	0942	1042	1142	1242	1342	1442	1543	1642	1742	1842	1942	2042

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2040	2140	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858
2158	2258	0903	1002	1102	1203	1302	1402	1502	1608	1708	1808	1908	2008

SW	SW	SW
1958	2058	2158
2108	2208	2308

Appendix C

EXAMPLE TRAVEL SURVEY



Employee Travel Survey

1. About You

This travel survey is designed to help us understand how you travel to work and your reasons for travelling in this way. This information can then be used to hopefully improve your journey to work.

The data that you submit in the following sections will only be used for this travel survey. Data will only be published in aggregated form, therefore no individual will be identifiable. No data will be kept for longer than is necessary for these purposes and none will be passed to third parties.

Please remember to press SUBMIT once you have completed the online survey.

1. Which organisation do you work for?

2. Gender

☐ Male

☐ Female

3. Age

☐ 16-19

☐ 20-29

☐ 30-39

☐ 40-49

☐ 50-59

☐ 60+

4. Home postcode (optional - only the first half of your postcode is required)

5. Do you consider yourself to have a disability which affects the way in which you can travel to work?

☐ No

☐ Yes (please give details)

Employee Travel Survey

2. Your Travel Choices

6. Which of the following options best describes your working hours?

- ☐ Full time
- ☐ Part time (less than 37 hours per week)
- ☐ Part time (less than 3 days per week)
- ☐ Shift work
- ☐ School term time only
- ☐ Weekend working
- ☐ Night working

7. What is your main mode of travel to work? (If you use more than one of the below options indicate which mode you spend the most time/furthest distance on)

- ☐ Walk
- ☐ Car alone
- ☐ Car share (as a passenger)
- ☐ Car share (as the driver)
- ☐ Cycle
- ☐ Bus
- ☐ Staff Minibus
- ☐ Train
- ☐ Walk then Train
- ☐ Cycle then Train
- ☐ Drive then Train
- ☐ Lift then Train
- ☐ Motorcycle
- ☐ Ferry
- ☐ Taxi
- ☐ Work from home
- ☐ Other

Employee Travel Survey

8. How often do you travel this way? (If 'every day' only tick one mode)

	Every day	2-3 times a week	At least once a week
Walk	☐	☐	☐
Car Alone	☐	☐	☐
Car Share (as a passenger)	☐	☐	☐
Car Share (as a driver)	☐	☐	☐
Cycle	☐	☐	☐
Bus	☐	☐	☐
Staff Minibus	☐	☐	☐
Train	☐	☐	☐
Motorcycle	☐	☐	☐
Ferry	☐	☐	☐
Taxi	☐	☐	☐
Work from home	☐	☐	☐
Other	☐	☐	☐

9. What influences your travel choice? (please enter an answer for each statement)

	Very important	Important	Not important
Lack of alternatives	☐	☐	☐
Cost	☐	☐	☐
Convenience and Comfort	☐	☐	☐
Personal Safety	☐	☐	☐
Environmental Concerns	☐	☐	☐
Health and fitness	☐	☐	☐
Parking issues	☐	☐	☐
Avoiding congestion	☐	☐	☐
Need car for my work	☐	☐	☐
Additional journeys before/after work	☐	☐	☐

Employee Travel Survey

10. How far is your place of work from your home?

- ☐ Less than a mile
- ☐ 1-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ More than 20 miles

11. How long does your journey from home to your place of work usually take?

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

12. What time do you usually arrive at your place of work?

- ☐ Before 8am
- ☐ 8am - 9am
- ☐ After 9am
- ☐ Work from home

13. What time do you usually leave your place of work?

- ☐ Before 5pm
- ☐ 5pm - 6pm
- ☐ After 6pm
- ☐ Work from home

Employee Travel Survey

3. Car drivers

14. If you travel by car to your place of work, where do you usually park?

- ☐ At your place of work
- ☐ Public car park
- ☐ On street (another location)
- ☐ Park and Ride
- ☐ Other (please specify)

15. If you were unable to drive to work on a given day, what would you do?

1st choice	
2nd choice	
3rd choice	

Employee Travel Survey

4. Business travel and incentives

16. When you make a business journey (i.e. attending a meeting in another location or any journey for which you claim travel expenses) how do you usually travel? (If always only tick one mode)

	Always	Very often	Occasionally
Bicycle	☐	☐	☐
Bus	☐	☐	☐
Train	☐	☐	☐
Car (own)	☐	☐	☐
Car (lease/hire)	☐	☐	☐
Car share	☐	☐	☐
Motorcycle	☐	☐	☐
Taxi	☐	☐	☐
Walk	☐	☐	☐

Other (please specify)

17. Please indicate the extent to which you have used each of the following

	Always	Sometimes	Never	Option not available to me
Working from home	☐	☐	☐	☐
Flexi time	☐	☐	☐	☐
Flexi leave	☐	☐	☐	☐
Compressed hours (e.g. 9 day fortnight)	☐	☐	☐	☐
Video/tele conferencing	☐	☐	☐	☐

18. Are you aware of any incentives or discounts offered through your employer to help with your travel to work?

☐ Yes

☐ No

Employee Travel Survey

19. If yes, do you make use of any of them?

☐ No

☐ Yes (please specify)

If you have any questions regarding your journey to work please contact the Workplace Travel Plan team at Hampshire County Council at workplace.travelplans@hants.gov.uk



Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

wsp.com

PUBLIC



Land and Development Advisory

AGEAS BOWL MASTERPLAN

Framework Workplace Travel Plan

Planning Reference (F/22/93194)







Land and Development Advisory

AGEAS BOWL MASTERPLAN

Framework Workplace Travel Plan

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70073579

OUR REF. NO. 3579-WTP-001

DATE: JULY 2023

WSP

Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

Phone: +44 23 8010 1700

[WSP.com](https://www.wsp.com)

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Frist Issue	Second Issue	Third Issue	
Date	26/05/22	03/02/2023	28/07/2023	
Prepared by	Milly Bagshaw Stacey Gander	Milly Bagshaw	Milly Bagshaw	
Signature				
Checked by	Phil Moss	Phil Moss	Chris Williams	
Signature				
Authorised by	Chris Williams	Chris Williams	Chris Williams	
Signature				
Project number	70073579	70073579	70073579	
Report number	3579-WTP-001	3579-WTP-001	3579-WTP-001	
File reference	\\uk.wspgroup.com\central\data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\Travel Plan\Post-app updates\Workplace Travel Plan.docx	\\uk.wspgroup.com\central\data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\Travel Plan\Post-app updates\Workplace Travel Plan.docx	\\uk.wspgroup.com\central\data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\05 Reports\Travel Plan\Post-app updates\Workplace Travel Plan.docx	

CONTENTS

1	BACKGROUND	1
1.1	WORKPLACE TRAVEL PLAN	1
1.2	SITE LOCATION	1
1.3	TRAVEL PLAN DOCUMENT STRUCTURE	2
1.4	STATEMENT FROM THE DEVELOPER	2
2	NATIONAL, REGIONAL AND LOCAL POLICY	4
2.1	NATIONAL PLANNING POLICY FRAMEWORK, 2021	4
2.2	PLANNING PRACTICE GUIDANCE 'TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS, 2014	5
2.3	CIHT'S 'BUSES IN URBAN DEVELOPMENTS' (2018)	6
2.4	HAMPSHIRE COUNTY COUNCIL'S 'A GUIDE TO DEVELOPMENT RELATED TRAVEL PLANS' (2009)	6
2.5	HAMPSHIRE COUNTY COUNCIL'S PARKING STRATEGY AND STANDARDS (2002)	7
2.6	EASTLEIGH BOROUGH LOCAL PLAN 2016-2036	8
3	DEVELOPMENT PROPOSALS AND ACCESSIBILITY	9
3.1	INTRODUCTION	9
3.2	LOCAL HIGHWAY NETWORK	9
3.3	PEDESTRIAN / CYCLE INFRASTRUCTURE AND PUBLIC RIGHTS OF WAY	10
3.4	PUBLIC TRANSPORT CONNECTIONS	12
3.5	DEVELOPMENT PROPOSALS	14
3.6	ACCESS ARRANGEMENTS	16
3.7	SERVICING AND DELIVERIES	16
3.8	VEHICULAR AND CYCLE PARKING REVIEW	17
3.9	SUMMARY	18

4	TRAVEL PLAN VISION AND OBJECTIVES	19
4.1	TRAVEL PLAN VISION	19
4.2	TRAVEL PLAN OBJECTIVES	19
5	TRAVEL PLAN MANAGEMENT	20
5.1	INTRODUCTION	20
5.2	MANAGEMENT STRUCTURE	20
5.3	TRAVEL PLAN COORDINATOR (TPC)	20
5.4	SITE OCCUPIER TRAVEL PLAN REPRESENTATIVES	21
5.5	TRAVEL PLAN STEERING GROUP	21
5.6	AREA-WIDE TRAVEL PLANNING OPPORTUNITIES	22
5.7	SECURING THE TRAVEL PLAN AND THE FUNDING	22
6	TRAVEL PLAN MEASURES	23
6.1	INTRODUCTION	23
6.2	TRAVEL INFORMATION AND ADVICE	24
6.3	MANAGING CAR-BASED TRAVEL	25
6.4	PARKING PROVISION AND MANAGEMENT	26
6.5	PROMOTING ACTIVE TRAVEL	26
6.6	PUBLIC TRANSPORT	28
6.7	SUMMARY	28
7	IMPLEMENTATION ACTION PLAN	29
8	TARGETS AND MONITORING	33
8.1	TRAVEL PLAN TARGETS	33
8.2	TRAVEL PLAN MONITORING	33
8.3	TRAVEL PLAN REVIEW	34
9	SUMMARY	35

TABLES

Table 2-1 – Health Centre parking standards	7
Table 3-1 – Local Bus Services	12
Table 3-2 – Summary of Rail Services from Hedge End	13
Table 7-1 – Implementation Action Plan	29
Table 8-1 – Initial Car Driver Mode Share and Associated Targets	33

FIGURES

Figure 3-1 - Local Highway Network	9
Figure 3-2 - Public Rights of Way	11
Figure 3-3 - Walking Isochrone	11
Figure 3-4 - Cycling Isochrone	12
Figure 3-5 - Ageas Bowl Masterplan	15
Figure 3-6 - Proposed Site Layout	15
Figure 5-1 - Travel Plan Management Structure	20
Figure 6-1 - Travel Planning Approach	24
Figure 7-1 - Estimated Costs	31

APPENDICES

APPENDIX A

BUS TIMETABLES

APPENDIX B

RAIL TIMETABLES

APPENDIX C

EXAMPLE TRAVEL SURVEY

1 BACKGROUND

1.1 WORKPLACE TRAVEL PLAN

- 1.1.1. WSP has been appointed by Land and Development Advisory Limited to prepare a Travel Plan in support of the planning application for the Ageas Bowl Masterplan development located in West End, Hampshire.
- 1.1.2. This Travel Plan relates to the proposed development of a hotel, well-being centre and a care home at the Ageas Bowl Site, whereby the document provides a framework for individual operators to build upon and develop their own Travel Plans once their end users are known. This will allow the end users to develop their own Travel Plans to reflect their own staff origins, travel patterns, plus any bespoke measures they would like to implement.
- 1.1.3. The focus is on minimising any perceived reliance of single-occupant car journeys by maximising awareness of sustainable forms transport and supporting their use for travel to / from work.
- 1.1.4. A Travel Plan is a long-term management approach and investment programme to encourage travel by sustainable transport options and reduce people's reliance on the private car. This involves looking at how a development is planned to function, the travel issues and opportunities apparent, and then introducing a package of measures aimed at promoting sustainable travel. A Travel Plan should be a living document which is reviewed on a regular basis and modified if progress toward desired outcomes is not being achieved.
- 1.1.5. In this instance, a Travel Plan can offer a number of benefits to employers, employees, visitors and the local community. These might include:

Ageas Bowl	The Environment and Local Community	Employees and Visitors
•Enhanced site access for visitors and employees •Effective parking management	•Improved air quality •Reduced congestion •Better use of existing facilities	•Reduced journey times •More travel options •Potential financial benefits

1.2 SITE LOCATION

- 1.2.1. The Site is situated on the eastern boundary of West End village and lies approximately 6km north-east from Southampton City Centre. The site is bordered to the north Botley Road, the M27 and Charles Watts Way to the east, A27 Moorhill Road to the south and Telegraph Road and Telegraph Woods to the west. Access is achieved via Marshall Dive, which serves as a spine road for the site onto Botley Road.
- 1.2.2. Figure 1-1 below presents the site location.

Figure 1-1 - Site Location Plan



1.3 TRAVEL PLAN DOCUMENT STRUCTURE

1.3.1. This Framework Travel Plan is set out in a further eight chapters.

- Chapter 2 outlines the relevant national, regional and local policy in place;
- Chapter 3 outlines the site access opportunities including current walking, cycling and public transport links, and the development proposals;
- Chapter 4 sets out the Travel Plan vision and objectives;
- Chapter 5 sets out the Travel Plan management strategy;
- Chapter 6 outlines the Travel Plan measures;
- Chapter 7 details the Travel Plan implementation action plan;
- Chapter 8 presents targets and monitoring; and
- Chapter 9 concludes the Travel Plan.

1.4 STATEMENT FROM THE DEVELOPER

1.4.1. As a developer, we are committed to providing the infrastructure to encourage the use of sustainable modes and active travel. Employers and employees of the development should be able to enjoy safe, convenient, and pleasant journeys from their home to their place of work, so Land and Development Advisory supports the accompanying travel plan which outlines the plan of action for ensuring this.

- 1.4.2. We see the implementation of this travel plan as an important facilitator of creating a development that is conducive to the goals of The Ageas Bowl and the local authority.

2 NATIONAL, REGIONAL AND LOCAL POLICY

2.1 NATIONAL PLANNING POLICY FRAMEWORK, 2021

- 2.1.1. A revised version of National Planning Policy Framework (NPPF) was published in July 2021. NPPF sets out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a greater choice about how they travel.
- 2.1.2. NPPF states in Chapter 9 'Promoting Sustainable Transport' at paragraph 104 that:
- 'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*
- 2.1.3. Paragraphs 105 and 106 explain that:
- 'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'*
- and
- 'Planning policies should:*
- a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
 - b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;*
 - c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; [and]*
 - d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).'*

- 2.1.4. In respect of considering development proposals, the NPPF states at paragraph 110 that:
- 'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users; and*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
 - d) 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.*
- 2.1.5. At paragraph 111 NPPF 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 would be severe'*.
- 2.1.6. Paragraph 112 elaborates on the above, stating that applications for development should:
- 'a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating 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;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) 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;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*
- 2.1.7. At paragraph 113 NPPF states that, *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed'*.

2.2 PLANNING PRACTICE GUIDANCE 'TRAVEL PLANS, TRANSPORT ASSESSMENTS AND STATEMENTS, 2014

- 2.2.1. This government guidance outlines key considerations for the preparation of travel plans, transport assessments and transport statements. The guidance explains that the purpose of these documents is to assess and mitigate the negative transport impacts of development and to promote sustainable development.

- 2.2.2. The guidance notes that travel plans are *'long long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)'*. It also notes that travel plans should not be used to unfairly penalise drivers and cut vehicular provision.
- 2.2.3. The guidance states that travel plans should evaluate and consider the following:
- *"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 having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); 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 (including possible financial incentives)"*
- 2.2.4. It also states that travel plans should clearly set out what data is required, when it is required and establish a baseline for comparing progress towards targets.

2.3 CIHT'S 'BUSES IN URBAN DEVELOPMENTS' (2018)

- 2.3.1. This document, published in 2018, provides a guide to ensure that 'buses can perform efficiently in the urban travel market'. The document acknowledges the role of buses in connecting people to where they need to go, and sets out the following key messages:
- *"New developments should be sufficiently compact or dense to generate demand that will support high frequency bus services with long-term viability;*
 - *The layout of streets and paths in new developments should facilitate direct and efficient bus operation, with direct and pleasant walking routes to bus stops;*
 - *Buses should be integral to the urban fabric, aided by a set of spatial planning policies that cascade logically from the governing spatial plan to the development management regime, together with local transport policies that satisfy this aim;*
 - *Good bus services should be available from the occupation of any new development, either through proximity to existing routes or through the provision of new or extended routes."*

2.4 HAMPSHIRE COUNTY COUNCIL'S 'A GUIDE TO DEVELOPMENT RELATED TRAVEL PLANS' (2009)

- 2.4.1. This guidance, produced in 2009, aims to ensure that *'development takes place in sustainable locations and in sustainable manner across the county'*. The guidance acknowledges that new developments result in increased demand for travel, thus a travel plan has three main purposes:
- *"Ensuring that development takes place in locations and in ways that minimise the impact of this additional demand;*
 - *Increasing accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways; and*

- *Reducing dependence on the use of the car.”*

2.4.2. In relation to the development, the document says the following referring to workplace travel plans:

2.4.3. *“Workplace travel plans including office, hospital or visitor attractions are ‘destination’ based plans, generally designed to reduce car use to a specific destination.”*

2.4.4. The document also highlights the importance of:

- Targets
- Measures
- The Travel Plan Co-ordinator role; and
- Monitoring

2.5 HAMPSHIRE COUNTY COUNCIL’S PARKING STRATEGY AND STANDARDS (2002)

2.5.1. HCC’s Parking Strategy and Standards document provides information and policies for managing car parking and tackling congestion.

2.5.2. The following policies are relevant to the development at The Ageas Bowl:

- *“Policy 2: Promote reductions in existing privately owned non-residential car parking spaces and/or the usage of these spaces:*
 - *Proposal 2a: Introduce Company Travel Plans, School Travel Plans and other initiatives to reduce the need for parking spaces or the usage of them;*
 - *Proposal 2b: Consider the introduction of workplace parking charges at an appropriate time;*
- *Policy 3: Introduce Hampshire Parking Standards to car parking associated with land use development: and*
- *Policy 4: Provide adequate cycle parking provision and facilities for cyclists;*
- *Policy 5: Ensure changes to parking provision do not undermine the economic viability of areas or adversely affect local roads and the environment:*
- *Policy 6: Promote high quality facilities for people with mobility impairments in all parking areas: and*
- *Policy 7: Improve safety and personal security standards in parking areas.*

2.5.3. The parking standards for health establishments and care establishments are outlined below.

Table 2-1 – Health Centre parking standards

Type	Car Parking Standard		Cycle Standard (Minimum)	
	Maximum Parking Limit	Parking in highly accessible locations	Long Stay	Short Stay
Health centres	5 spaces per consulting room	2.5 spaces per consulting room or 5 spaces per 2 consulting rooms	1 space per 2 consulting rooms	1 stand per consulting room

- 2.5.4. Parking standards for the care home are taken from the residential parking standards. This says 1 space is required per 6 bedrooms, plus 1 space per staff member. Cycle parking for the care home should be 1 per 6 staff.

2.6 EASTLEIGH BOROUGH LOCAL PLAN 2016-2036

- 2.6.1. This local plan was adopted in April 2022 and sets out the policies and plans to guide future development up until 2036. The council has three strategic priorities outlined in the plan, which are:
- **A Green Borough:** tackling congestion; developing green infrastructure; an excellent environment for all; and minimising waste and managing resources
 - **A Healthy Community:** enabling healthier lifestyles/wellbeing; and tackling deprivation
 - **A Prosperous Place:** increased provision and more diverse mix of housing; ensuring appropriate infrastructure including employment land; enabling the right skills and employment mix; and reinvigorating town and local centres
- 2.6.2. Development at The Ageas Bowl is outlined in Policy WE4. This policy is detailed further in the Transport Assessment.

3 DEVELOPMENT PROPOSALS AND ACCESSIBILITY

3.1 INTRODUCTION

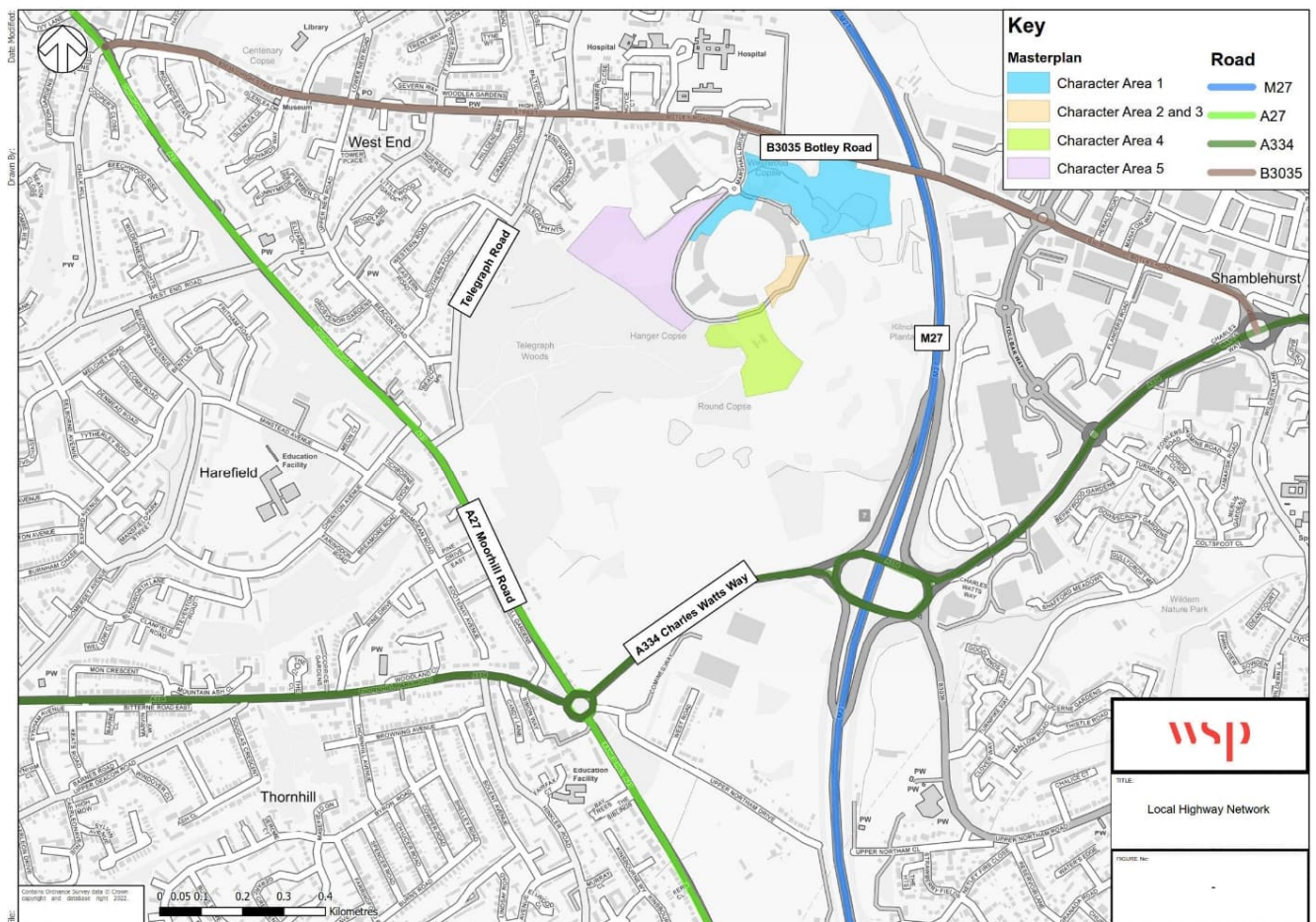
3.1.1. This chapter outlines the development proposals and reviews the existing transport conditions in the vicinity of the Ageas Bowl Site and surrounding area. Details on existing walking and cycling networks and public transport services are presented, along with a description of the existing local highway network.

3.2 LOCAL HIGHWAY NETWORK

3.2.1. The road network offers good connections to Southampton City Centre, via the A334, and to other areas in wider Southampton. The M27 is located adjacent to the site and runs between Cadnam to the west and Portsmouth to the east. It also provides access to the M3, which provides connections to key inland destinations, including Winchester and Basingstoke, and further afield to the M25 and London.

3.2.2. **Figure 3-1** below highlights the local highway network surrounding the Site.

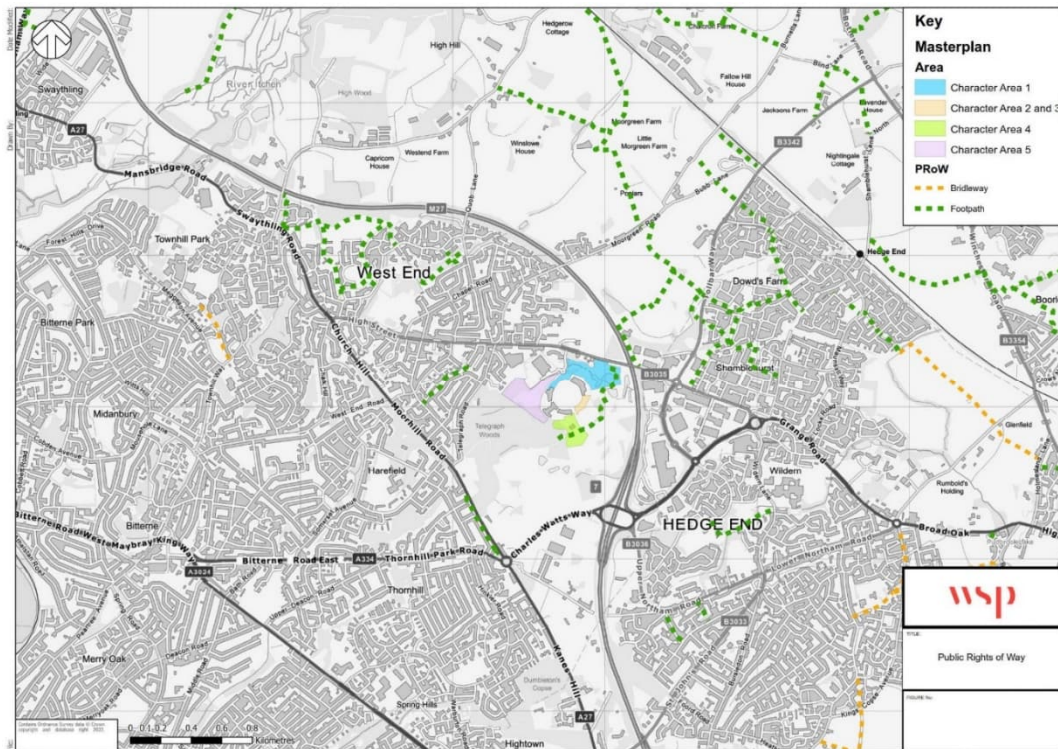
Figure 3-1 - Local Highway Network



3.3 PEDESTRIAN / CYCLE INFRASTRUCTURE AND PUBLIC RIGHTS OF WAY

- 3.3.1. The site benefits from high quality pedestrian infrastructure suitable for accommodating large volumes of pedestrians on event days. A 2m wide footway flanks the south eastern side of the Ageas Bowl's internal road. A 2-3m wide shared foot/cycle way is available on the eastern side of the carriageway between the internal roundabout and Botley Road.
- 3.3.2. On B3035 Botley Road, a footway 2m in width is provided on the southern side of the carriageway whilst a 2-3m wide shared cycle/footway is provided on the northern side of the carriageway, accessible via a Toucan crossing at the B3035 Botley Road / Marshall Drive junction. Local amenities in West End and Hedge End are accessible via these footways.
- 3.3.3. Public Footpath 509 lies within the wider Ageas Bowl site. This forms a gravel path through the Boundary Lakes Golf Course from Botley Road through to Telegraph Woods. Public Footpath 10 is located 1.5km to the west of the site and provided access from Botley Road to Tollbar Way and Moorgreen Road. **Figure 3-2** shows the Public Rights of Way in the vicinity of the site.
- 3.3.4. Locally, there is mixture of cycle and shared use infrastructure on the network around the Ageas Bowl Site. As mentioned above there is a shared use facility leading up Marshall Drive from B3035 Botley Road, as well as a Toucan crossing. The shared facility continues both west into West End Village centre, and east into Hedge End, towards the retail park and village centre area. However to the south of the Site, beyond Telegraph Woods, there is no cycle specific infrastructure. A27 Moorhill Road does not have any dedicated facility for either cyclists or pedestrians.
- 3.3.5. Within the Ageas Bowl Site itself, cyclists are required to cycle on the internal access road. There is no structured cycling facility beyond the entrance to the cricket ground, however there are 28 bicycle parking racks within the southern boundary of the Site.

Figure 3-2 - Public Rights of Way



3.3.6. Figures 3-3 and 3-4 below present walking and cycling isochrones from the development.

Figure 3-3 - Walking Isochrone

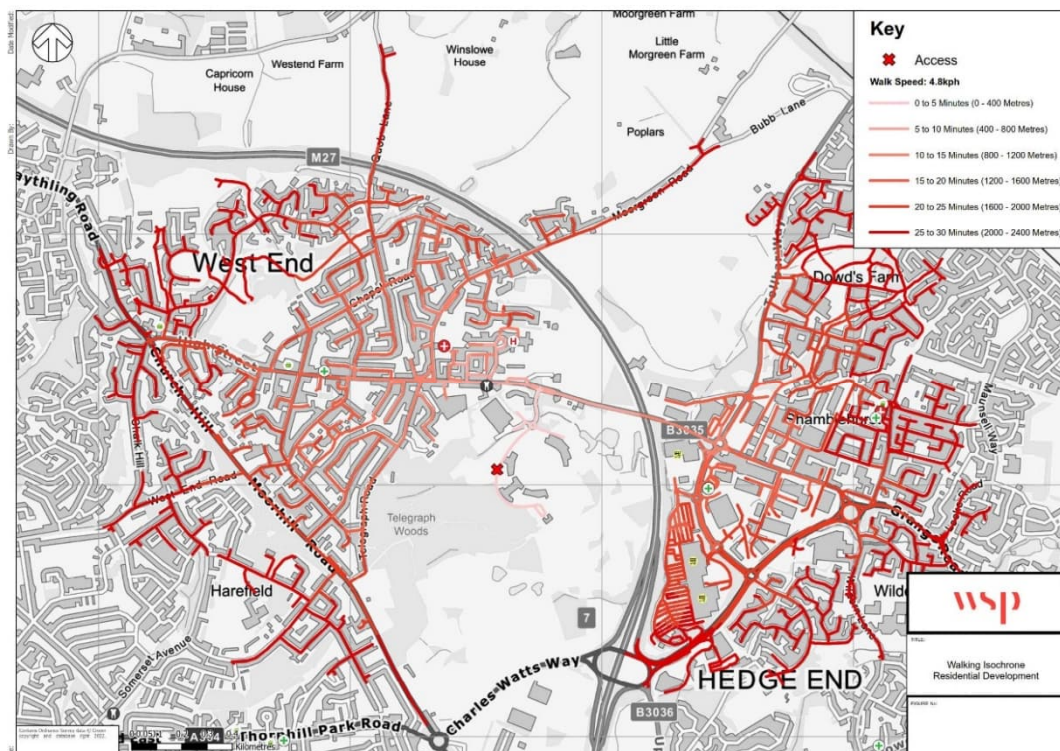
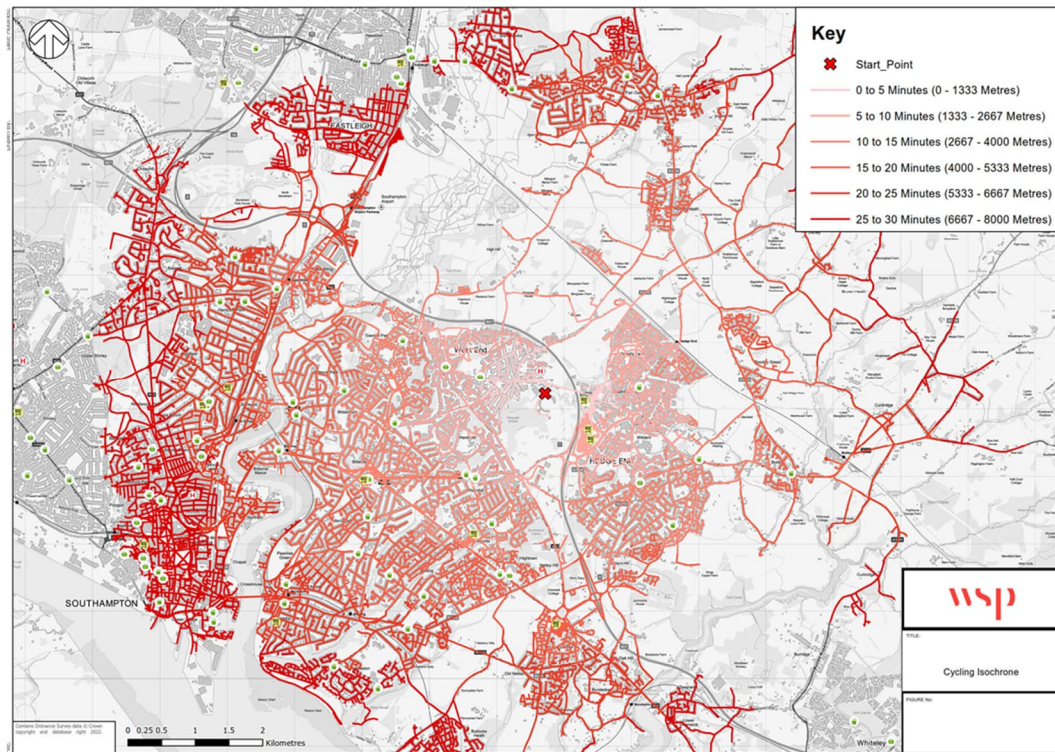


Figure 3-4 - Cycling Isochrone



3.4 PUBLIC TRANSPORT CONNECTIONS

BUS ACCESSIBILITY

- 3.4.1. The closest bus stops are Moorgreen Hospital and Dawson Lodge, which are on B3035 Botley Road immediately before and after the Marshall Drive junction, 400m (or a 5-minute walk) to the north of the access to the development. These are both served by the Xelabus X4 service and Bluestar 14 Service. The X10 also stops within the vicinity of the site, on Moorgreen Road. A summary of accessible bus services is presented below.

Table 3-1 – Local Bus Services

Service	Destinations	Frequency	
		Weekday & Saturday	Sundays
Xelabus X4	Eastleigh – West End – Hedge End	~ Hourly on Weekdays ~ Every 2 hours on Saturdays	No Service
Bluestar 14	Southampton City Centre – Bitterne – West End – Hedge End Rail Station	~ Every 30 Minutes	~ Hourly
Xelabus X10	Southampton – Bishops Waltham – Waltham Chase	~ Hourly	No Service

Bluestar 13	Southampton City Centre – City College – Woolston - Harefield	~ Every 30 Minutes on Weekdays ~ Hourly on Saturdays	No Service
-------------	---	---	------------

3.4.1. Full timetables for each of these services can be found in **Appendix A**.

RAIL ACCESSIBILITY

3.4.2. The closest train station is Hedge End, which 2.6km to the north east of the site. It can be accessed from the development via A3035 Botley Road, B3342 Tollbar Way and Maunsell Way, approximately a 30 minute walk or ten minute cycle.

3.4.3. Hedge End station is a small station with two platforms, operated by South Western Railway. The station is manned by staff on a part time basis; however customer help points are available on all platforms for when the station is unmanned.

3.4.4. There is a waiting room available during daytime hours, and outdoor seating is available. This station does not have toilet facilities. Platform one has step free access, however Platform two is only accessible via a 52 step footbridge.

3.4.5. There is a free, council managed car park at the station with 96 spaces which operates 24h a day. Bike storage is available with wheel rack space for 54 bikes. There is CCTV overlooking the bike storage area.

3.4.6. Table 3-2 summarises the train service from Hedge End Station.

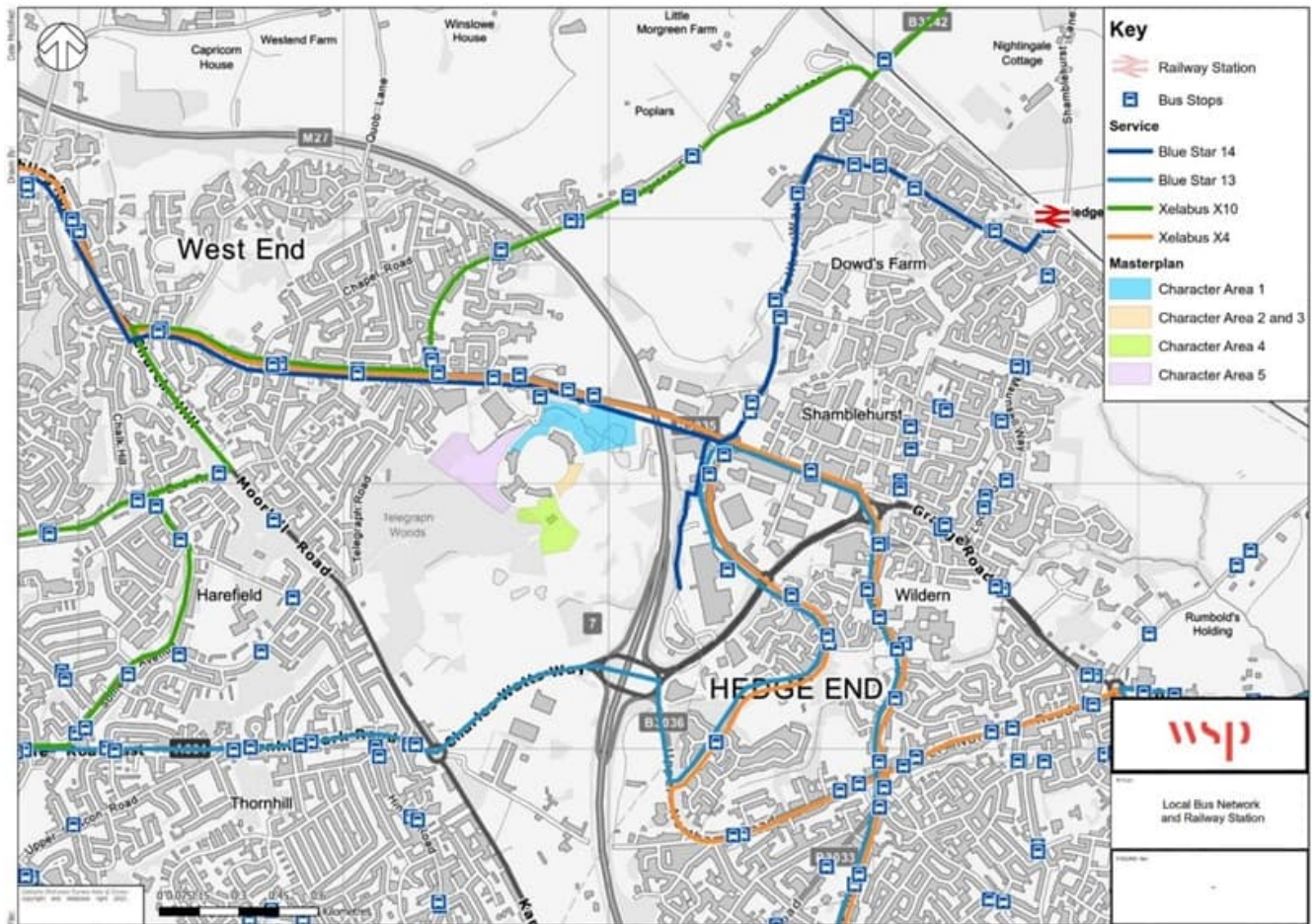
Table 3-2 – Summary of Rail Services from Hedge End

Destination	Frequency	Journey time
Portsmouth Harbour via Fareham, Cosham, and Portsmouth and Southsea	Hourly	45 minutes
London Waterloo via Eastleigh, Winchester, and Basingstoke	Hourly	1 hour 35 minutes

3.4.7. A full timetable for Hedge End Train Station is available in **Appendix B**. This has been sourced from live-departures.info.

3.4.8. **Figure 3-6** below summarises the local bus services, bus stop and railway station locations.

Figure 3-6 - Local Public Transport Services



3.5 DEVELOPMENT PROPOSALS

3.5.1. The existing use of each character area is outlined below:

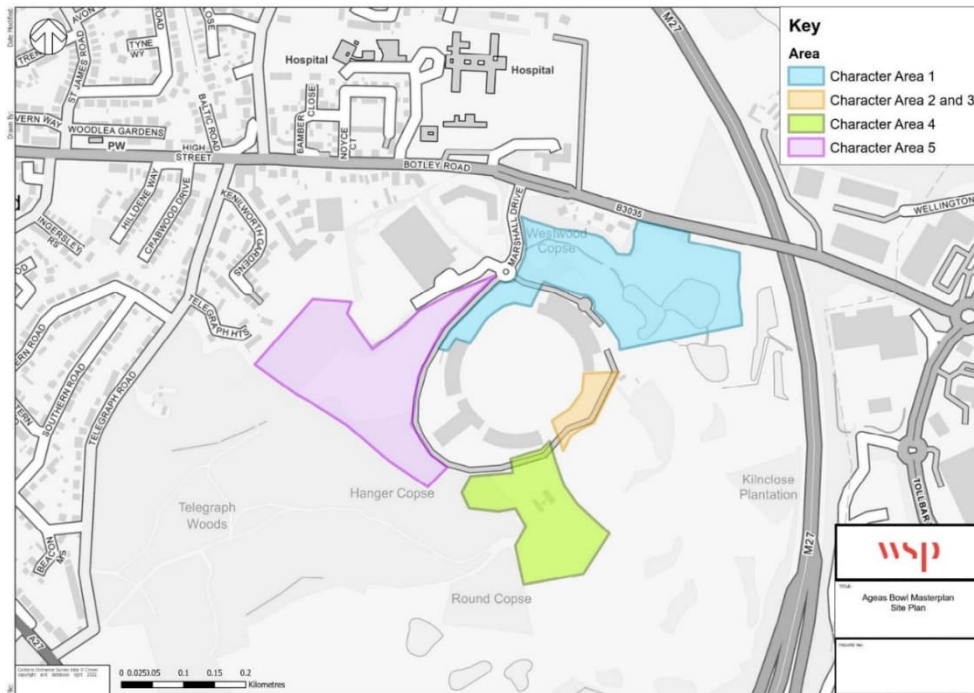
- Character area 1: (Sui Generis) – Currently used for golf club car parking
- Character area 2: (Sui Generis) – disused space
- Character area 3: Class B8 Storage or Distribution
- Character area 4: Class E(d) Indoor sport, recreation, or fitness / E(e) Provision of medical or health services - Currently used for the Hampshire Wellbeing Centre
- Character area 5: Suis Generis – disused space

3.5.2. The development proposals comprise of five character areas:

- Character area 1: Car Park;
- Character area 2: 142-bed budget hotel and car park;
- Character area 3: Pavilion and Maintenance Store;
- Character area 4: 71 bedroom (+ Concierge) Care Home; and
- Character area 5: Residential area made up of 98 dwellings and 88 apartments.

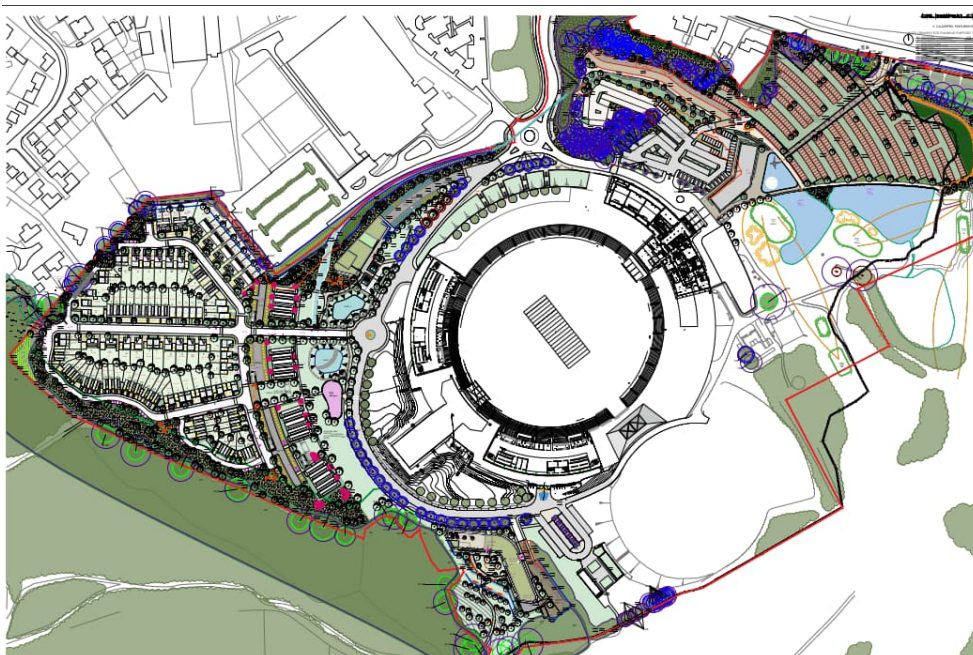
3.5.3. **Figure 3-5** below presents the masterplan development. The budget hotel is situated in character area 1, the new pavilion is situated in character areas 2 and 3, the care home is situated in character area 4 and the residential area and wellbeing centre are situated in character area 5.

Figure 3-5 - Ageas Bowl Masterplan



3.5.4. The figure below shows the proposed development layout.

Figure 3-6 - Proposed Site Layout



3.6 ACCESS ARRANGEMENTS

VEHICULAR

- 3.6.1. Access for vehicles into the Ageas Bowl site is currently achieved via the B3035 Botley / Marshall Drive signal junction. There is then a roundabout which will via its eastern arm direct visitors to the existing and proposed hotels and associated car park, grounds entrance and pavilion. The southern arm of the junction leads towards the proposed well-being centre, residential development and care home via an existing internal access road. The western exit of the roundabout provides access to an existing hotel facility (Holiday Inn Express) and David Lloyd gym complex.
- 3.6.2. The internal access road continues south-east from the residential development access roundabout towards the proposed Care Home and associated car park. WSP drawing 3579-GA-101, included in Appendix F of the Transport Assessment, also presents a swept path analysis of the vehicular access into the Care Home car park.
- 3.6.3. Access to the main car park for the Well-Being centre will be via a priority junction to the south of the Marshall Drive roundabout which provides access to the expanded Hotel car park. A secondary car park has been provided for the Well-Being centre providing space for four disabled parking bays this will enable access into the centre to be step free. This car park will also be accessed via the internal road. WSP drawing 3579-GA-101 presents a swept path analysis of the vehicular access into the Well-Being car parks and access into the proposed hotel car park which will still be accessed via eastern arm of the roundabout.

PEDESTRIAN AND CYCLIST

- 3.6.4. The main pedestrian and cyclist access is also via main vehicular to the Site at the Marshall Drive traffic signal junction. There is an existing shared use path leading to the roundabout on Marshall Drive and footways on both sides of the carriageway, which will continue around the internal access road, leading into the Well-Being centre, the residential development and the care home. The Ageas Bowl internal road network promotes slow moving private vehicle movement, which in turn promotes active travel throughout the site.
- 3.6.5. The residential development has an additional access point in the form of an offline footpath through Telegraph Woods connecting to Telegraph Road, which will provide a shorter route to the West End local centre. The residential development will also link into the existing footpaths within Telegraph Woods, which could provide an additional access route and leisure route for staff accessing the site.
- 3.6.6. Cycle stores are proposed on the lower ground floor of the Wellbeing centre and in the near vicinity of the expanded hotel.
- 3.6.7. Cycle parking will be provided in accordance with Eastleigh Borough Council's adopted standards and is discussed later within this section.

3.7 SERVICING AND DELIVERIES

- 3.7.1. The Care Home has a servicing yard at the rear of the site containing a bin store, swept path analysis has been undertaken and presented in Drawing 3579-ATR-102 to ensure a servicing vehicle can arrive and depart the car park in a forward gear.

- 3.7.2. The Wellbeing centre has a bin store on the ground floor. Servicing from the Wellbeing centre will be taken from the secondary accessible car park located to the east of the Wellbeing centre.
- 3.7.3. The proposed hotel will follow the existing on-site hotel delivery and servicing arrangements. These will take place using the internal road network between the proposed hotel and the current hotel car park. This arrangement will continue to ensure a servicing vehicle can arrive and depart the hotel in a forward gear.

3.8 VEHICULAR AND CYCLE PARKING REVIEW

CARE HOME

- 3.8.1. The Care Home aspect of the development is proposed to include 20 car parking spaces, which includes two disabled bays. There is also a 'drop off' point near the entrance. Eastleigh Residential Parking Standards for nursing and rest homes is "1 space per 6 bedrooms plus 1 space per staff member". There are 71 bedrooms proposed, which would require 12 parking spaces. The number of staff members is unknown, but the remaining eight spaces (considering disabled provision) is considered sufficient.
- 3.8.2. The number of cycle parking spaces will be in line with the requirements from the Eastleigh Borough Council residential parking standards which requires one cycle space per six members of staff.

HOTEL

- 3.8.3. The Hotel car park will provide 219 permanent spaces, which include 11 disabled bays and four Motorcyclist spaces. This car park replaces the existing 175 space car park that currently serves the Hilton Hotel and Boundary Lakes Golf Course.
- 3.8.4. The car park will cater both the existing Hilton Hotel and the new on-site Hotel and is considered appropriate without the likelihood of causing potential congestion issues. This is considered sufficient as The Ageas Bowl has always operated without car parking capacity issues on non-event days even though the car park is also used by golf club visitors. However, the demand associated with the golf course will be removed in the future as part of the consented planning application F/20/88655 which will relocate the golf course clubhouse and associated 60 space car park to the southern corner of the site (accessed via A27 Moorhill Road).
- 3.8.5. The cycle parking at the proposed Hotel will be provided at the same ratio as cycle parking currently in operation at the existing Hilton Hotel. Currently the Hilton Hotel provides 10 cycle racks which are located in front of the Hilton Hotel. These will be re-provided as part of the car park reconfiguration with a further 10 cycle racks installed for the proposed hotel, thereby providing a total of 20 cycle racks and 40 spaces overall.

WELL-BEING CENTRE

- 3.8.6. The Well-Being Centre proposals include 39 parking spaces, 4 of which are marked disabled bays. Whilst there is no specific parking guidance for well-being facilities, this is considered sufficient for the quantum of development.

3.9

3.9 SUMMARY

- 3.9.1. In summary, there are good pedestrian and cycle links between the Ageas Bowl development and the surrounding local area, which provide good opportunity for the promotion of sustainable modes of travel to and from the site for both employees and visitors.

4 TRAVEL PLAN VISION AND OBJECTIVES

4.1 TRAVEL PLAN VISION

- 4.1.1. Having an overarching vision is useful to determine what kind of development it would be desirable to achieve from a sustainable mobility perspective. Therefore, the overarching vision statement for the Framework Travel Plan is:

‘The development at the Ageas Bowl will accommodate employees and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.’

- 4.1.2. This vision will assist in guiding the development, implementation, and evolution of this Framework Travel Plan, helping to ensure workplace journeys can be undertaken through a variety of integrated and sustainable travel options and thereby minimising the volume of single-occupancy car trips to and from the area. This will in turn alleviate traffic impacts on the surrounding highway network, reduce traffic congestion, improve air quality, and enhance the road safety characteristics of the local area.

4.2 TRAVEL PLAN OBJECTIVES

- 4.2.1. In pursuit of this vision, the workplace Framework Travel Plan for the development will be guided through specific objectives as set out below:

- To manage the volume of single-occupancy car travel and the impact on local roads and communities;
- To ensure the development is accessible by sustainable transport options; including public transport, on foot or bicycle, or shared car journeys where possible;
- To facilitate informed travel choices, by ensuring both employees and visitors have access to real-time on demand travel information; and
- To work in partnership with Eastleigh Borough Council, transport service providers, and other major employers locally to deliver area-wide travel and transport improvements.

- 4.2.2. These objectives will help define and shape investment decisions and the package of measures to be introduced, collectively helping to achieve the vision statement.

5 TRAVEL PLAN MANAGEMENT

5.1 INTRODUCTION

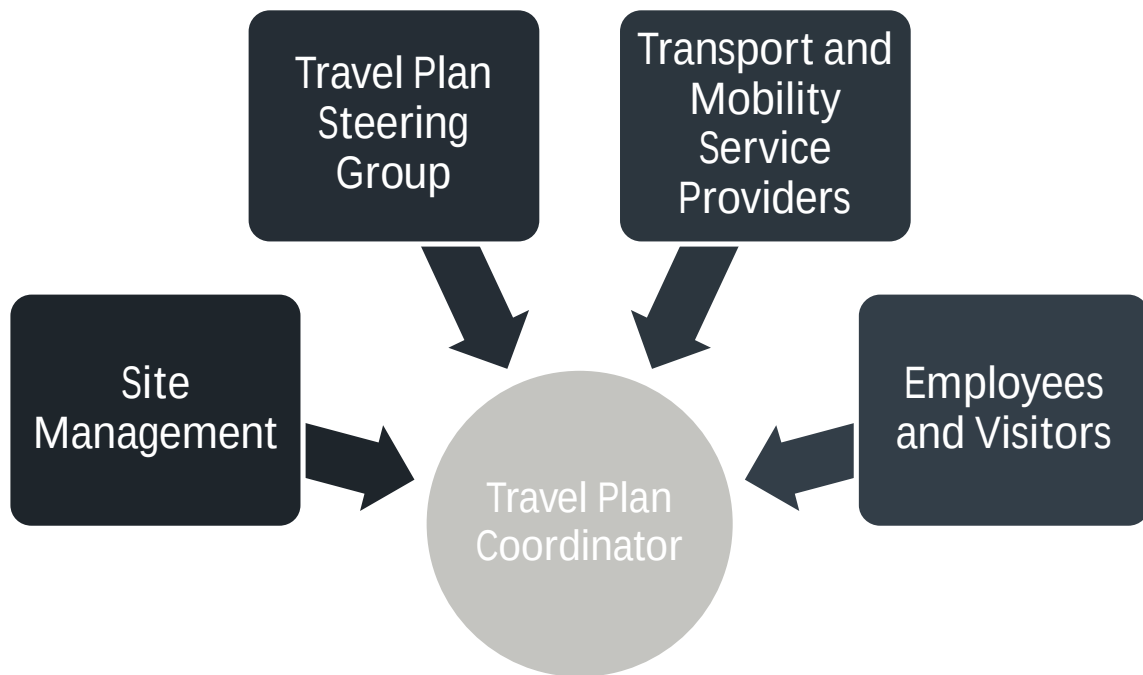
- 5.1.1. Considering the number of journeys to and from the development annually, the management of the workplace Travel Plan must be robust and effective to successfully achieve the plan's vision and desired outcomes. This section explains the overall management strategy for the Travel Plan, detailing the structure of management, responsibility and how all parties will come together to shape, oversee and monitor its delivery.

5.2 MANAGEMENT STRUCTURE

The figure below presents the general management structure and the key stakeholders that will oversee the successful funding and delivery of the Travel Plan.

The roles of Travel Plan Coordinator (TPC) and Travel Plan Steering Group are detailed in section 4.3 to section 4.5.

Figure 5-1 - Travel Plan Management Structure



5.3 TRAVEL PLAN COORDINATOR (TPC)

- 5.3.1. The appointed TPC will act as the principal point of contact for the workplace Travel Plan queries and will coordinate delivery of the Travel Plan at a site-wide level. The role will initially mean planning for all agreed deliverables to be established, integrated and available for use by employees and visitors as intended. More generally the role of TPC will encompass:

- Maintaining day-to-day responsibility for delivering the plan, including the agreed programme of measures;

- Acting as the main point of contact for queries relating to visitor and employee travel and liaising with transport service providers as required;
- Monitoring the plan to determine progress against the objectives, and preparing a concise annual monitoring report summarising modal outcomes for employee and visitor travel; and
- Working in partnership with Eastleigh Borough Council and other local employers to explore area-wide travel planning opportunities.

5.3.2. The cost estimate for the Travel Plan Co-ordinator role is £3,000 per annum for a five year period.

5.3.3. The TPC will be a part-time position, supported by senior management over time and subject to requirements. A TPC will be appointed prior to occupation, and Hampshire County Council will be informed via DPtravelplans@hants.gov.uk.

5.4 SITE OCCUPIER TRAVEL PLAN REPRESENTATIVES

5.4.1. Each new organisation at the development will be required to appoint a Travel Plan Representative. This will ensure that each occupier is able to take ownership of their own organisation's travel issues and seek to implement specific measures that are most relevant to their own operations.

5.4.2. Individual occupier representatives will be identified and appointed by their respective organisations no later than three months of their occupation of premises at the development.

5.4.3. The Travel Plan representative role will include:

- First point of contact for employees of their specific organisation regarding travel issues;
- Coordinating and analysing employee travel surveys within the organisation;
- Disseminating results of the employee travel surveys to their organisation's staff; and
- Disseminating results of the employee travel surveys to the TPC to enable for site-wide summary feedback to Eastleigh Borough Council.

5.4.4. Individual occupier representatives will assist the TPC by facilitating travel surveys and aiding in the rolling out of site-wide measures and their coordinated implementation. If the appointed Travel Plan representative leaves the company, a replacement will be appointed.

5.5 TRAVEL PLAN STEERING GROUP

5.5.1. A Travel Plan Steering Group will be convened within six months of the businesses opening. The group will be Chaired by the TPC and is anticipated to include representation from the following parties:

- Site Occupier Travel Plan Representatives;
- Hampshire County Council;
- Transport operators (by invitation), e.g. Stagecoach; and
- Local large employers (by invitation) e.g. Surrounding businesses.

5.5.2. The role of the Steering Group will be to maintain strategic oversight of the travel planning process at the development, and provide guidance and advise to the TPC on matters including, but not limited to:

- The composition and specification of the planned measures;
- Programme management and continuity;
- Monitoring processes and progress against objectives;
- Area-wide opportunities to progress sustainable travel in partnership with other employers; and

- Discussing new innovations in the industry and potential new service providers.

5.5.3. The TPC will draft a 'Terms of Reference' for the group to review and approve following the initial meeting. This will formalise composition of the group and detail how decisions are taken and the frequency of meetings, which are anticipated to occur at least annually.

5.6 AREA-WIDE TRAVEL PLANNING OPPORTUNITIES

- 5.6.1. There is evidently an opportunity to not only deliver travel planning measures at the development, but to also work in partnership with other local businesses, employment hubs and industrial parks to determine what area-wide opportunities could be pursued collectively.
- 5.6.2. There is an opportunity for the TPC to work with the wider management of and the Ageas Bowl, The Hilton Hotel and other employers located locally to jointly develop and deliver travel planning measures. This has the potential to leverage greater overall sustainable transport benefits for the local area, and potentially more cost-effective approaches through economies of scale in application.
- 5.6.3. The TPC will therefore consider these opportunities, including extended membership to the steering group by invitation, to identify opportunities for a collaborative approach to travel planning locally.

5.7 SECURING THE TRAVEL PLAN AND THE FUNDING

- 5.7.1. This Travel Plan would be secured by a s106 agreement and is to be funded by the Developer. Individual operators at the site will be required to develop their own full workplace travel plan.
- 5.7.2. It is noted that there must be a commitment to pay a travel plan cash deposit and Hampshire County Councils monitoring and evaluation fees, at the risk of sanction in the event of non-compliance.

6 TRAVEL PLAN MEASURES

6.1 INTRODUCTION

- 6.1.1. This Framework Travel Plan has been developed to provide a wide range of site-wide measures to facilitate and encourage sustainable travel at the development. As noted in Section 1 this document provides a framework for individual operators to build upon and develop their own Travel Plans once their end users are known. This will allow the end users to develop their own Travel Plans to reflect their own staff origins, travel patterns, plus any bespoke measures they would like to implement. Following development completion and occupation, further surveys and monitoring will present a clearer understanding of the occupier-specific measures that may be introduced.
- 6.1.2. Promoting car sharing, public transport, walking and cycling will play a vital role in achieving a desirable outcome. Whilst many employees and visitors are likely to access the centre using their own private vehicles there remains opportunities to support higher-occupancy and promote the use of cleaner fuel vehicles.
- 6.1.3. Proposed measures are considered relevant and appropriate given the scale and nature of the development at present. The TP will also evolve in response to new travel and transport issues that arise locally. Therefore a review of the proposals will be necessary at a future date to ensure that the Plan continues to be relevant and achievable.
- 6.1.4. Many physical aspects of the development will influence the travel patterns of the employees and visitors. Elements of the design of the development that will impact upon this include:
- Upgrading links between Telegraph Road and the development via Telegraph Wood;
 - Provision of high quality, covered and secure cycle parking located in convenient locations for the new employment uses;
 - Provision of showers and changing facilities within the hotel, care home and well-being centre for staff to use when traveling site by bike or scooter;
 - A high quality pedestrian and cycle link through the development onto A3035 Botley Road. This is formed of an existing shared-use path running from Marshall Drive and around the internal road around The Ageas Bowl, connecting to the residential area, care home and well-being centre.
- 6.1.5. This section presents the travel planning measures proposed for the development in five specific areas and concludes by summarising how each element directly supports the TP objectives. The five areas are summarised in **Figure 6-1** below and presented in further detail throughout this section.

Figure 6-1 - Travel Planning Approach



6.2 TRAVEL INFORMATION AND ADVICE

TRAVEL INFORMATION WEBPAGE

- 6.2.1. A travel information webpage will be created for the development that draws together multi-modal travel information into a single place for employees and visitors to access online. The webpage can then be used as a source of up-to-date information on how to access the development by a variety of transport options. This will include bus service and rail connections, car sharing opportunities and parking information.
- 6.2.2. This will represent a primary means of promoting sustainable travel options to all site users at an early stage. The travel information webpage will be signposted from the main Ageas Bowl website and will be designed so as to be conducive to viewing content on smartphone devices.
- 6.2.3. The TPC and the development marketing and communications teams will maintain and oversee the website content and provide amended, additional, or enhanced content where appropriate; for example, to advertise a new travel initiative, transport service improvement and timetable updates.

TRAVEL INFORMATION PACKS

- 6.2.4. Upon occupation, tenants will be encouraged to supply all new staff with a Travel Information Pack (TIP). Through the information provided in the Pack, staff will be in a better position to make informed choices about how they choose to travel to and from work. Packs will include:
 - An overview of the objectives and structure of the Travel Plan, why the Travel Plan is in place and what advice is available with regards to sustainable travel options;
 - The benefits that having a Travel Plan brings, to individuals, to the wider community and to the local environment;
 - What incentives are being offered through the individual TPCs to encourage sustainable travel;

- Contact details of their TPC should staff have any transport or travel queries, or ideas they wish to share;
- Information on access by public transport including maps, journey times and timetables;
- How to access the 'My Journey Hampshire' tool and cycle journey planner;
- Pedestrian and cycle route maps from the development to and from the surrounding area, including access to the nearest facilities (such as schools, doctors) the bus and rail stations;
- Information on adult cycle training;
- Location of local EV charging points;
- Details of the local Co-Wheels car share scheme;
- Details of local taxi companies; and
- Information about free health apps.

NEWSLETTERS

- 6.2.5. Newsletters containing up to date travel information, services and promotional events should be provided to ensure that all staff are aware of key, recent information regarding their travel choices.

PROMOTIONAL EVENTS

- 6.2.6. The promotion of sustainable way of travel throughout the year will be undertaken through involvement in national activities such as 'Walk to Work Week' or 'Ride to Work Week' and car sharing awareness lunchtime events. Employees located at all occupying organisations will receive publicity of these events via the website or posters to actively encourage their participation. The coordination of these events will be facilitated by the TPC.

6.3 MANAGING CAR-BASED TRAVEL

CAR SHARING PLATFORM

- 6.3.1. Promoting and managing shared car journeys can be facilitated through dedicated car sharing platforms such as 'Liftshare', which many other employees of local businesses make use of.
- 6.3.2. Such platforms have been successfully used by other large employment sites in the UK where sufficiently high volumes of visitors to a single common destination make the possibility of finding matches possible. The TPC will promote car sharing platforms such as 'Liftshare' to allow employees to identify opportunities for shared car journeys, reducing private car single occupancy trips.
- 6.3.3. Employees will be made aware of the opportunity in one of two principal ways:
- When contracts of employment are issued to new employees, details will be distributed of the car sharing platform, 'Liftshare', including information on how to register and find a potential car sharing arrangement; and
 - Following commencement of their employment, car sharing will again be promoted to new employees by management as part of their induction process.
- 6.3.4. For visitors the travel information webpage will provide information and a link to register and find potential matches for shared car journeys. Printed publicity will be made available at the business park to highlight the scheme.

GUARANTEED RIDE HOME

- 6.3.5. Tenants of the development will be encouraged to introduce a 'guaranteed ride home' policy for car sharers. This policy means a business agrees to pay for an employee's journey home, either by taxi or public transport if appropriate, in the event a car sharing arrangement breaks down on a given day. This can alleviate concerns amongst potential car sharers worried they would otherwise be left stranded in such situations.

6.4 PARKING PROVISION AND MANAGEMENT

PRIORITY PARKING FOR CAR SHARERS

- 6.4.1. Dedication, priority spaces should be allocated for those travelling to and from site via a car sharing arrangement. This could be seen as an incentive to travel in this way.

CYCLE PARKING PROVISIONS

- 6.4.2. Cycle parking will be available at the development. The cycle parking will be situated close to units to make this is a secure attractive option for cyclists accessing workplaces. The TPC will monitor usage and demand for cycle parking over time and liaise with the on-site facilities management team should additional cycle parking be required over time.

6.5 PROMOTING ACTIVE TRAVEL

- 6.5.1. As outlined in Section 2, a wide range of information on how to access the development on foot or by bicycle will be disseminated through various means to ensure employees and visitors are made aware of the options. In addition, to help actively promote active travel modes amongst employees in particular, the following measures will be considered:

POOL BIKE HIRE (E-BIKES)

- 6.5.2. Pool bikes represent a means for employees to loan or borrow bicycle for a fixed period, should they not have access to their own, and be able to cycle to and from work, or for local journeys. The availability of pool bikes can therefore support sustainable commuting directly or reduce the need for employees to drive their car to work on the premise they need to undertake local journeys beyond walking distance during the working day.
- 6.5.3. A selection of pool bikes could therefore be purchased and made available for employees to use.

ADULT CYCLE TRAINING

- 6.5.4. Specific initiatives could be delivered at the development to educate cyclists in maintaining their bikes and becoming more confident when cycling on the road. Hampshire County Council offer training with nationally accredited instructors, which may be useful for those who are new or returning to cycling. The aim of the training is to improve confidence and skills for riding on the road, helping the rider to manage all traffic conditions. The TPC will explore the demand for these services amongst employees at the development and will arrange periodic training and maintenance sessions to be held on-site.

CYCLE TO WORK SCHEME

- 6.5.5. 'Cycle2work' schemes are a popular means for employees to source a bicycle and cycling equipment as a tax-free benefit. Cyclescheme is one such provider in the UK. The scheme is based on a tax-efficient salary-sacrifice arrangement and allows employees to be loaned bikes and

accessories through their employer, with costs typically over 12-18 months, before purchasing the bike for a small sum at the end of the hire period. The scheme allows employees to spend up to £1000 on bikes and equipment, tax-free, potentially saving a significant proportion of the overall value. Tenants will be encouraged by the TPC to offer their staff membership to the Cycle to Work scheme.

CYCLE JOURNEY PLANNER

- 6.5.6. Information on the best routes to take to and from work can be found on the 'My Journey' Hampshire Journey Planner. This tool can be used to find the fastest, quietest and most balanced routes to help members of staff get to and from work safely and efficiently. The tool also provides information on journey times, distances and how many calories will be burned, as well as the elevation profile of the selected route.

CHANGING FACILITIES / LOCKERS

- 6.5.7. The development will incorporate changing facilities and lockers for staff that cycle and walk to work and need to either change or securely store belongings. These facilities will be well maintained, and the demand for additional lockers will be monitored and reviewed by the TPC.

BIKE DOCTOR

- 6.5.8. The TPC will organise a 'Bike Doctor' to service bicycles belonging to staff working at the development. The Bike Doctor will provide advice on cycle maintenance and repairs.

BIKE SELF SERVICE STATIONS

- 6.5.9. The provision of bike services stations for staff and visitors should be explored, so people accessing the site via bicycle are able to service their bike ensuring that it is safe to use for their journeys to and from the site.

BICYCLE USER GROUP (BUG)

- 6.5.10. The TPC will investigate the establishment of a Bicycle User Group (BUG) for the development. The group will comprise of staff who are interested in taking forward initiatives to promote and facilitate cycling to and from work. An online forum will be created for sharing information on cycle routes, cycling best practice and to cover issues relating to cycling and cycle safety. The BUG will also enable less experienced cyclists to interact with established cyclists and obtain information, guidance and potentially a cycling buddy to accompany them on their journey to or from the development.

EMPLOYEE CHALLENGE EVENTS

- 6.5.11. The TPC will facilitate an annual travel challenge event to promote sustainable commuting amongst employees. The exact nature of the event will be determined based on demand from employees and service providers available locally. Any event might include, for example, a specific 'cycle to work' aspect to actively encourage cycling over a set period, with some form of reward or gamification aspect to incentivise participation.

PROVISION OF ON SITE SECURITY

- 6.5.12. Provision of on site security should be considered at each area of employment. This will increase the feeling of safety for employees and visitors to the site, and prevent people from being discouraged to use forms of active travel.

6.6 PUBLIC TRANSPORT

- 6.6.1. As outlined in Chapter 2, the development can be accessed by 'Bluestar in Southampton and 'Xelabus' bus services, which provide frequent connections to key local destinations, including Southampton City Centre, Hedge End, West End and Eastleigh. The closest bus stop is currently on B3035 Botley Road, approximately 400m from the Marshall Drive roundabout.
- 6.6.2. The closest railway station is Hedge End, which is approximately 2.6km north-east of the site. This provides connections to key locations such as Portsmouth, Winchester, and London Waterloo.

FREE TASTER TICKETS FOR LOCAL BUS SERVICES

- 6.6.3. To support an initial uptake in employees using local bus services to commute to and from the development, the TPC will explore the potential with local bus operators for the distribution of a fixed number of free weekly tickets to new employees. This will mean employees can experience commuting by bus at no cost from early in their employment to support initial uptake and patronage on existing services.

ANNUAL TICKET PURCHASE SCHEME

- 6.6.4. The TPC will explore the potential to purchase annual tickets for local public transport services on behalf of staff and then be reimbursed by participating staff over time. This can essentially be administered through an interest-free loan which is then deducted from participating staff salaries, e.g. over the course of the year.
- 6.6.5. This will allow staff to realise the discounts available from annual tickets over daily or weekly tickets without the need to provide a significant financial outlay up front. Such schemes then also safeguard users over the course of the year from any potential rises in public transport fares.

6.7 SUMMARY

- 6.7.1. This chapter has highlighted a variety of travel planning measures to be introduced at the development to encourage the use of sustainable transport options by employees and visitors. Some measures focus on raising awareness and providing travel information and advice so individuals can make informed choices on how to access the industrial park and not otherwise assume car-based travel is the only viable option.
- 6.7.2. Other measures are designed to then actively encourage individuals to use these modes, ensuring the Travel Plan remains proactive in achieving its stated objectives over time. This includes investing in supporting infrastructure and services, rewarding sustainable travel patterns and managing parking demands.

7 IMPLEMENTATION ACTION PLAN

- 7.1.1. The site management will ultimately be responsible for implementing the measures set out within this Framework Travel Plan. The measures will be implemented by the appointed TPC, who will assume day-to-day responsibility and continue to oversee progress.
- 7.1.2. **Table 7-1** presents a summary implementation action plan for the measures outlined in **Section 5**. This specifies individual measures, the trigger point, or a specified timeframe for implementation, and who will have responsibility for delivery. This information provides a transparent understanding of what will be delivered, when and by whom and can serve as the basis to guide discussion amongst Steering Group representatives as the Travel Plan evolves over time.

Table 7-1 – Implementation Action Plan

Travel Plan Measure	Delivery Trigger / Timeframe	Delivery Responsibility
Overall Management		
Appoint TP Representatives	Upon occupation for each individual unit	Occupier
Travel Plan Survey	Six months after first occupation or at 75% occupancy, and annually thereafter	Travel Plan Coordinator
Monitoring Report	Annually, six months after travel surveys	Travel Plan Coordinator
Travel Information and Advice		
Travel Information Webpage	Available on development opening	Travel Plan Coordinator
Travel Information Packs	Available on opening	
Promotional Events	Six months after first occupation or at 75% occupancy, and annually thereafter	
Managing Car-Based Travel		
Car Sharing Promotion	From first occupation, upon new employee induction and included in promotional material	Travel Plan Coordinator
Guaranteed Ride Home	From first occupation, upon new employee induction and included in promotional material	Travel Plan Coordinator

Electric Vehicle Points	Included within development	Site Management
Parking Provision and Management		
Cycle Parking Provision	Included within development	Site Management
Promoting Active Travel		
Pool Bike Hire (inc. e-Bikes)	Within six months of development opening	Travel Plan Coordinator
Adult Cycle Training	Within one year of development opening, annually thereafter	
Cycle2Work Scheme	From occupation	Occupier
Changing Facilities & Lockers	Included within development proposals	
Bike Doctor	Within one year of development opening, annually thereafter	Travel Plan Coordinator
Bike User Group (BUG)	Within six months of development opening	Travel Plan Coordinator
Employee Challenge Events	Within one year of development opening, annually thereafter	Travel Plan Coordinator
Public Transport and Modal Interchange		
Free Taster Tickets for Bus Services	Within six months of development opening	Travel Plan Coordinator
Annual Ticket Purchase Scheme	Within one year of development opening	Occupier

7.1.3. The table below summarises the estimated costs for the travel plan period for each of the items listed in the above table.

Figure 7-1 - Estimated Costs

Travel Plan Measure	Initial Cost	Maintenance Cost	Variable Cost	Total
Appoint TP Representatives	-	£3,000 per annum for 5 years	-	£15,000
Travel Plan Survey	-	£1,500 per survey Baseline survey + 2 bi-annual surveys post occupation	-	£4,500
Monitoring Report	-	£1,600 per annum for 5 years	-	£8,000
Travel Information Webpage	£5,000	-	-	£5,000
Travel Information Packs	-	-	£5 per member of staff (assumed figure of 50 across the three sites)	£150
Promotional Events	-	£1,500 per annum for 5 years	-	£7,500
Guaranteed Ride Home	-	-	Assumed approx £20 per journey. Assume 10 instances each year for 5 years	£1,000
Pool Bike Hire (inc. e-Bikes)	-	-	Pool of 5 bikes and charging points. £1,000 per bike + £1,000 per charging point.	£10,000
Adult Cycle Training	-	-	£27 per adult with CycleWise. (assumed figure of 50 across all three sites)	£1,350
Bike Doctor	-	-	£30ph – assumed 2-hour site-wide monthly event for 5 years	£3,600

Employee Challenge Events	-	-	Assumed rewards of £50 per event. Once a year for 5 years.	£250
Free Taster Tickets for Bus Services	-	-	£20 per member of staff (assumed figure of 50 across all three sites)	£1,000
Annual Ticket Purchase Scheme	-	-	£570 for a Blue Star Southampton Plus zone Annual ticket A rail season ticket could be in surplus of £1000 depending on the distance. Assumed uptake of 20 members of staff. This amount will be repaid by staff over the annual period.	Cost repayable by staff
Total				£57,350

- 7.1.4. The managing agency for the development and its operations will facilitate delivery of the travel planning measures presented in **Section 6** which are to be funded by the occupiers.

8 TARGETS AND MONITORING

8.1 TRAVEL PLAN TARGETS

- 8.1.1. The measures proposed by this Framework Travel Plan will ensure both employees and visitors are made aware of different travel options to access the development, and that sustainable transport options are actively promoted.
- 8.1.2. Following the opening of new business at the development, it will be possible to conduct a baseline travel survey of both employees and visitors to observe initial travel patterns. The travel survey with employees will be conducted by distributing a questionnaire internally to each employee to gather information on their initial commuting patterns, working arrangements and views on transport options. Information on visitor travel patterns will be collated through short interviews conducted on site with a sample of visitors. All surveys will be conducted by the TPC.
- 8.1.3. This baseline information can then be used to derive aspirational modal share outcomes for monitoring purposes and guiding future travel plan decision making.
- 8.1.4. The measures proposed by this Framework Travel Plan are intended to bring about a change in the way staff commute to work. Therefore, a SMART target has been derived to help measure quantifiable progress against the objectives of the Travel Plan.
- 8.1.5. In order to set a baseline to measure the progress of targets against, a baseline indicative mode share has been derived for the development. The baseline indicative mode share has been derived using 'Method of travel to work' (QS701EW) data from the 2011 Census for the Eastleigh 009 (E02004720) locale, in which the proposed development site is located. This will be adjusted to match the mode share data reported by the first travel survey following occupation, and targets will also be adjusted accordingly with the same proportion of reduction. These initial targets are presented in Table 8-1 and total at a 15% reduction in car (driver) mode share over a five year period. This target can be adjusted by the TPC and Steering Group to ensure that it is SMART.

Table 8-1 – Initial Car Driver Mode Share and Associated Targets

Baseline Car (Driver) Mode Share (%)	Year 1	Year 2	Year 3	Year 4	Year 5
79%*	76%	73%	70%	67%	64%

**Initial Car Model Share to be confirmed following the first travel survey*

- 8.1.6. Five years has been assigned as the horizon period for the Travel Plan as several measures outlined in this Framework Travel Plan will take a period of time to introduce, and importantly, to bring about a positive and sustained change in staff travel patterns.

8.2 TRAVEL PLAN MONITORING

- 8.2.1. The baseline survey will be undertaken by the TPC within six months of occupation. A survey template has been included within **Appendix C** as an example of the likely contents of the survey. Subsequent full staff travel surveys will be then undertaken annually for a five-year period from first

occupation to provide a comprehensive understanding of mode shares and ensure progress is being achieved and reasons incentivising (or not) modal shift to inform the Travel Plan measures review.

- 8.2.2. This information will be central to establishing how effective the measures have been in meeting the objectives and SMART targets of this Framework Travel Plan.
- 8.2.3. Monitoring reports will be generated three months after the annual travel surveys and provided by the TPC to Hampshire County Council. It is noted that Hampshire County Council require a 35% response rate for questionnaire surveys in order to be acceptable. Incentives can be offered to meet this response. If the required response rate is not met, alternative methods of surveys may be undertaken, such as traffic surveys.

8.3 TRAVEL PLAN REVIEW

- 8.3.1. The Travel Plan will be reviewed annually by the TPC following analysis of staff and visitor travel patterns, with recommendations made to the Steering Group for any new measures, or variations to existing measures, to be taken forward in light of the travel survey findings and any new evidence of demand from employees and visitors.
- 8.3.2. This approach will allow for evidence-based decision making on how the plan should be implemented, ensuring it remains responsive over time, while also providing an opportunity for any new measures to be evaluated fully and a fresh approach to be adopted if required.

9 SUMMARY

- 9.1.1. In summary, the overarching vision of this Workplace Framework Travel Plan is:
- ‘The development at the Ageas Bowl will accommodate employees and visitor journeys through a variety of integrated and sustainable transport options, with people able to access travel information on demand to make informed travel choices.’*
- 9.1.2. The vision is supported by the following, specific objectives:
- To manage the volume of single-occupancy car travel and the impact on local roads and communities;
 - To ensure the development is accessible by sustainable transport options; including public transport, on foot or bicycle, or shared car journeys where possible;
 - To facilitate informed travel choices, by ensuring both employees and visitors have access to real-time on demand travel information; and
 - To work in partnership with Eastleigh Borough Council, transport service providers, and other major employers locally to deliver area-wide travel and transport improvements.
- 9.1.3. Following the opening of new business at the development, it will be possible to conduct a baseline travel survey of both employees and visitors to observe initial travel patterns. A baseline indicative mode share has been derived for the development using the ‘Method of travel to work’ dataset from the 2011 census for Eastleigh. This will be adjusted to match the mode share data reported by the first travel survey following occupation, and targets will also be adjusted accordingly with the same proportion of reduction. The target is a 15% reduction in car mode share over a five year period. This target can be adjusted by the TPC and Steering Group to ensure that it is SMART.
- 9.1.4. In order to achieve these targets, the following measures will be implemented at the development:
- Provision of travel information, via a website and Travel Information Packs;
 - Promotional events;
 - Promotion of car sharing platforms;
 - A guaranteed ride home scheme;
 - EV charging points;
 - Available cycle parking and monitored demand for it;
 - Promotion of Active Travel, including pool bike hire, adult cycle training and available changing facilities; and
 - Public transport promotion, including free taster tickets and an annual ticket purchase scheme.
- 9.1.5. A clear management structure has also been determined to ensure ownership and delivery of the plan, including regular engagement with Hampshire County Council, transport service providers and other local employers.
- 9.1.6. The Workplace Travel Plan will be a living document which is reviewed on a regular basis and modified if progress toward desired outcomes is not being achieved.

Appendix A

BUS TIMETABLES



Mondays to Fridays except public holidays

City Centre Vincents Walk Stop CH	0632	0735	0833	then every 30 mins at	03 33	until	1403	1433	1503	1535	1610	1645	1715	1750	1830	1910	2010	2220
City Centre Westquay	0633	0737	0835		05 35		1405	1435	1505	1537	1612	1647	1717	1752	1832	1912	2012	2222
Woolston Bridge Link Road	0640	0745	0843		13 43		1413	1443	1515	1547	1622	1657	1727	1800	1839	1919	2019	2229
Merryoak Spakes Corner	0646	0752	0850		20 50		1420	1450	1522	1554	1629	1704	1734	1807	1846	1925	2025	2235
Bitterne Shops	0650	0757	0855		25 55		1425	1455	1527	1559	1634	1709	1739	1812	1850	1928	2028	2238
Harefield Bentley Green	0655	0803	0901		31 01		1431	1501	1534	1606	1641	1716	1746	1818	1856	1933	2033	2243
Harefield Sunningdale Gardens	0702	0810	0908		38 08		1438	1508	1541	1613	1648	1723	1753	1825	1901	1939	2039	2247

Saturdays and Good Friday

City Centre Vincents Walk Stop CH	0733	0833	then every 30 mins at	03 33	until	1703	1733	1810	1910	2010	2220
City Centre Westquay	0735	0835		05 35		1705	1735	1812	1912	2012	2222
Woolston Bridge Link Road	0743	0843		13 43		1713	1743	1819	1919	2019	2229
Merryoak Spakes Corner	0750	0850		20 50		1720	1750	1826	1925	2025	2235
Bitterne Shops	0755	0855		25 55		1725	1755	1830	1928	2028	2238
Harefield Bentley Green	0801	0901		31 01		1731	1801	1835	1933	2033	2243
Harefield Sunningdale Gardens	0807	0908		38 08		1738	1806	1841	1939	2039	2247

Sundays and Bank Holiday Mondays

City Centre Vincents Walk Stop CH	0837	0937	1035	1135	1235	1335	1435	1535	1635	1735	1835
City Centre Westquay	0839	0939	1037	1137	1237	1337	1437	1537	1637	1737	1837
Woolston Bridge Link Road	0846	0946	1044	1144	1244	1344	1444	1544	1644	1744	1844
Merryoak Spakes Corner	0852	0952	1051	1151	1251	1351	1451	1551	1651	1751	1850
Bitterne Shops	0856	0956	1055	1155	1255	1355	1455	1555	1655	1755	1854
Harefield Bentley Green	0901	1001	1101	1201	1301	1401	1501	1601	1701	1800	1859
Harefield Sunningdale Gardens	0907	1008	1108	1208	1308	1408	1508	1608	1708	1805	1903

Harefield • Bitterne • Merryoak • Woolston • City Centre

13

Mondays to Fridays except public holidays

Harefield Bentley Green	0620	0657	0735	0805	0903	0933	then every 30 mins at	03 33	until	1403	1433	1503	1536	1608	1643	1718	1748	1820	1935	2035
Harefield Sunningdale Gardens	0624	0702	0740	0810	0908	0938		08 38		1408	1438	1508	1541	1613	1648	1723	1753	1825	1939	2039
Bitterne Shops	0628	0707	0747	0817	0913	0943		13 43		1413	1443	1514	1547	1619	1654	1729	1759	1830	1943	2043
Merryoak Spakes Corner	0631	0711	0752	0822	0917	0947		17 47		1417	1447	1518	1551	1623	1658	1733	1803	1834	1946	2046
Woolston Bridge Link Road	0637	0718	0800	0830	0924	0954		24 54		1424	1454	1525	1558	1630	1705	1740	1810	1841	1952	2052
City Centre Westquay	0643	0725	0810	0840	0931	1001		31 01		1431	1501	1533	1606	1638	1713	1748	1818	1848	1958	2058
City Centre Vincents Walk	0645	0730	0815	0845	0936	1006		36 06		1436	1506	1538	1611	1643	1718	1753	1823	1853	2002	2102

Saturdays and Good Friday

Harefield Bentley Green	0620	0720	0803	0833	then every 30 mins at	03 33	until	1703	1733	1837	1935	2035
Harefield Sunningdale Gardens	0624	0724	0807	0838		08 38		1708	1738	1841	1939	2039
Bitterne Shops	0628	0728	0811	0843		13 43		1713	1743	1845	1943	2043
Merryoak Spakes Corner	0631	0731	0815	0847		17 47		1717	1747	1848	1946	2046
Woolston Bridge Link Road	0637	0737	0822	0854		24 54		1724	1754	1854	1952	2052
City Centre Westquay	0643	0743	0829	0901		31 01		1731	1801	1901	1958	2058
City Centre Vincents Walk	0645	0745	0833	0906		36 06		1736	1805	1905	2002	2102

Sundays and Bank Holiday Mondays

Harefield Bentley Green	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1801
Harefield Sunningdale Gardens	0807	0907	1008	1108	1208	1308	1408	1508	1608	1708	1805
Bitterne Shops	0811	0911	1012	1112	1212	1312	1412	1512	1612	1712	1809
Merryoak Spakes Corner	0814	0914	1016	1116	1216	1316	1416	1516	1616	1716	1813
Woolston Bridge Link Road	0820	0920	1023	1123	1223	1323	1423	1523	1623	1723	1819
City Centre Westquay	0827	0927	1030	1130	1230	1330	1430	1530	1630	1730	1825
City Centre Vincents Walk	0832	0932	1035	1135	1235	1335	1435	1535	1635	1735	1830

Southampton • Bitterne • Chartwell Green • West End • Hedge End

14

Mondays to Fridays except public holidays

Southampton Vincents Walk Stop CG	0550	0645	0720	0752	0825	0855	then every 30 mins at	25	55	until	1425	1455	1525	1555	1630	1705	1740	1810	1845	1930	2130
Southampton Civic Centre	0554	0650	0725	0757	0830	0900		30	00		1430	1500	1530	1601	1636	1711	1745	1815	1850	1934	2134
Northam Princes Street	0558	0655	0730	0802	0835	0905		35	05		1435	1506	1536	1607	1642	1717	1751	1820	1855	1938	2138
Bitterne Shops	0604	0702	0737	0809	0842	0912		42	12		1442	1514	1544	1616	1651	1726	1759	1827	1902	1943	2143
Townhill Way Bramble Mews	0606	0705	0740	0812	0845	0915		45	15		1445	1517	1547	1619	1654	1729	1802	1830	1905	1945	2145
Chartwell Green Shops	0610	0709	0744	0816	0849	0919	then every 30 mins at	49	19	until	1449	1521	1551	1623	1658	1733	1806	1834	1909	1948	2148
West End Midlands Estate	0613	0713	0748	0820	0853	0923		53	23		1453	1526	1556	1628	1703	1738	1811	1838	1913	1951	2151
Hedge End Superstores	0620	0720	0755	0827	0900	0930		00	30		1500	1534	1604	1636	1711	1746	1819	1845	1920	1957	2157
Hedge End Rail Station	0628	0728	0803	0835	0908	0938		08	38		1508	1542	1612	1644	1719	1754	1827	1853	1928	2004	2204

Saturdays and Good Friday

Southampton Vincents Walk Stop CG	0605	0655	0755	0825	0855	then every 30 mins at	25	55	until	1725	1755	1825	1930	2130
Southampton Civic Centre	0609	0700	0800	0830	0900		30	00		1730	1800	1830	1934	2134
Northam Princes Street	0613	0705	0805	0835	0905		35	05		1735	1805	1834	1938	2138
Bitterne Shops	0619	0712	0812	0842	0912		42	12		1742	1812	1840	1943	2143
Townhill Way Bramble Mews	0621	0715	0815	0845	0915		45	15		1745	1815	1842	1945	2145
Chartwell Green Shops	0625	0719	0819	0849	0919	then every 30 mins at	49	19	until	1749	1819	1846	1948	2148
West End Midlands Estate	0628	0723	0823	0853	0923		53	23		1753	1823	1849	1951	2151
Hedge End Superstores	0635	0730	0830	0900	0930		00	30		1800	1830	1856	1957	2157
Hedge End Rail Station	0643	0738	0838	0908	0938		08	38		1808	1838	1904	2004	2204

Sundays and Bank Holiday Mondays

Southampton Vincents Walk Stop CG	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1915
Southampton Civic Centre	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1920
Northam Princes Street	0805	0905	1005	1105	1205	1305	1405	1505	1605	1705	1804	1924
Bitterne Shops	0811	0911	1011	1111	1211	1311	1411	1511	1611	1711	1809	1929
Townhill Way Bramble Mews	0813	0913	1013	1113	1213	1313	1413	1513	1613	1713	1811	1931
Chartwell Green Shops	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1814	1934
West End Midlands Estate	0821	0921	1021	1121	1221	1321	1421	1521	1621	1721	1817	1937
Hedge End Superstores	0828	0928	1028	1128	1228	1328	1428	1528	1628	1728	1823	1943
Hedge End Rail Station	0835	0935	1035	1135	1235	1335	1435	1535	1635	1735	1830	1950

Mondays to Fridays except public holidays

 Hedge End Rail Station	0555	0635	0705	0735	0805	0843	then every 30mins at	13 43	until	1413	1443	1513	1545	1615	1650	1725	1805	1905	2007	2207
Hedge End Superstores	0601	0641	0712	0742	0812	0850		20 50		1420	1450	1521	1553	1623	1658	1733	1812	1912	2013	2213
West End Midlands Estate	0607	0648	0719	0750	0820	0858		28 58		1428	1458	1529	1601	1631	1706	1741	1819	1919	2020	2220
Allington Lane Roundabout	0610	0651	0722	0754	0824	0901		31 01		1431	1501	1533	1605	1635	1710	1745	1822	1922	2023	2223
Townhill Way Bramble Mews	0614	0655	0726	0759	0829	0906		36 06		1436	1506	1538	1610	1640	1715	1750	1826	1926	2027	2227
Bitterne Shops	0617	0659	0730	0804	0834	0910	then every 30mins at	40 10	until	1440	1510	1543	1615	1645	1720	1755	1829	1929	2029	2229
Northam Princes Street	0623	0706	0737	0812	0842	0917		47 17		1447	1517	1550	1622	1652	1727	1802	1836	1936	2034	2234
Southampton Vincents Walk	0630	0715	0747	0822	0852	0926		56 26		1456	1526	1600	1632	1702	1737	1812	1845	1945	2042	2242

Saturdays and Good Friday

 Hedge End Rail Station	0648	0743	0813	0843	then every 30 mins at	13 43	until	1713	1813	1907	2007	2207
Hedge End Superstores	0654	0750	0820	0850		20 50		1720	1820	1913	2013	2213
West End Midlands Estate	0701	0758	0828	0858		28 58		1728	1827	1920	2020	2220
Allington Lane Roundabout	0704	0801	0831	0901		31 01		1731	1830	1923	2023	2223
Townhill Way Bramble Mews	0708	0806	0836	0906		36 06		1736	1834	1927	2027	2227
Bitterne Shops	0711	0810	0840	0910	then every 30 mins at	40 10	until	1740	1837	1930	2029	2229
Northam Princes Street	0717	0817	0847	0917		47 17		1747	1844	1936	2034	2234
Southampton Vincents Walk	0726	0826	0856	0926		56 26		1756	1853	1945	2042	2242

Sundays and Bank Holiday Mondays

 Hedge End Rail Station	0745	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1832
Hedge End Superstores	0751	0844	0944	1044	1144	1244	1344	1444	1544	1644	1744	1839
West End Midlands Estate	0758	0852	0952	1052	1152	1252	1352	1452	1552	1652	1752	1846
Allington Lane Roundabout	0800	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1849
Townhill Way Bramble Mews	0804	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1853
Bitterne Shops	0807	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1856
Northam Princes Street	0813	0911	1011	1111	1211	1311	1411	1511	1611	1711	1811	1902
Southampton Vincents Walk	0820	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820	1910

EASTLEIGH Bus Station to Hedge End

via Parkway | Mansbridge | West End | Hedge End Superstores



Mondays to Saturday (Except Public Holidays)

EASTLEIGH Bus Station Stand A	0700 0830 0910	10	Then at these mins until
Barton Peveril College	0838 0918	18	
Parkway Airport	0707 0842 0922	22	
Mansbridge, Octavia Road	0710 0845 0925	25	
West End, Tesco Express	0717 0852 0932	32	
Hedge End Superstores	0724 0859 0939	39	
Hedge End, Freegrounds arrive	0730 0905 0945	45	

Hedge End, Freegrounds depart	0640 0730 0905 0945	45	Then at these mins until
Heath House Lane	0642 0732 0907 0947	47	
Oaklands, Sovereign Drive	0645 0735 0910 0950	50	
Hedge End, Barleycorn PH	0650 0742 0917 0956	56	
Hedge End Superstores	0655 0748 0924 1002	02	
West End, Tesco Express	0702 0755 0932 1009	09	
Mansbridge, Octavia Road	0707 0803 0940 1016	16	
Parkway Airport	0711 0810 0945 1020	20	
Barton Peveril College	0715 0815 0948 1023	23	
EASTLEIGH Bus Station Stand A	0725 0830 1000 1035	35	

Sch NSch

1410	1410	1510	1610	1710	1810
1420	1420	1520	1620	1720	1820
1424	1424	1526	1626	1726	1826
1427	1425	1531	1631	1731	1831
1433	1432	1540	1640	1740	1840
1439	1439	1548	1648	1748	1848
1445	1445	1555	1655	1755	1855

Sch NSch

W	1447	1445	1555	1655	1755	1855
	1449	1447	1557	1657	1757	1857
	1452	1450	1600	1700	1800	1900
	1458	1456	1606	1706	1806	1906
	1512	1502	1612	1712	1812	1912
	1519	1509	1619	1719	1819	1919
	1526	1516	1626	1726	1826	1926
	1530	1520	1630	1730	1830	1930
	1533	1523	1633	1733	1833	1933
	1545	1535	1645	1745	1845	1945

W - Calls via Wildern School at 1508

Sch - Schooldays only

NSch - Non Schooldays

EASTLEIGH Bus Station to Velmore

via Leigh Road



Mondays to Saturday (Except Public Holidays)

EASTLEIGH Bus Station Stand C	0945 1045 1145 1245 1345 1445 1540
VELMORE Shops arr	0955 1055 1155 1255 1355 1455 1550
VELMORE Shops dep	0955 1055 1155 1255 1355 1455 **
EASTLEIGH Bus Station Stand C	1010 1110 1210 1310 1410 1510

** - Terminates at Velmore Shops

www.xelabus.co.uk

single & return fares

You can buy your single or return journey tickets as well as Greenrider tickets for day, week or monthly from the driver.

Greenrider (buy one from the driver)

Greenrider tickets give unlimited travel on all Xelabus services:

	adult	child
A monthly Greenrider	£85	£55
A week Greenrider	£25	£17
A one day Greenrider	£8	£5.50

get onboard with
tap n travel



instead of paying cash, simply tap your card or contactless enabled device onto the reader and wait for the beep...

Contactless available onboard... simples!



Hampshire's **Greenest** bus company

Xelabus
www.xelabus.info

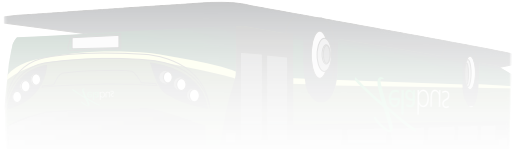
route
x10

Villagegreen



BISHOPS WALTHAM to SOUTHAMPTON

via Durley | Moorgreen | West End | Bitterne



Mondays to Fridays except bank holidays

Service	WCh						
	X10	X10	X10	X10	X10	X10	X10E
BISHOPS WALTHAM Square	0738	0938	1138	1338	1538	1738	1938
Ashton Corner	0741	0941	1141	1341	1541	1741	1941
Durley, Robin Hood PH	0743	0943	1143	1343	1543	1743	▼
Fair Oak Square	▼	▼	▼	▼	▼	▼	1948
EASTLEIGH Bus Station	▼	▼	▼	▼	▼	▼	1956
Denhams Corner	0748	0948	1148	1348	1548	1748	
Southampton Arms PH	0751	0951	1151	1351	1551	1751	
Moorgreen Hospital	0753	0953	1153	1353	1553	1753	
West End, Tesco Express	0756	0956	1156	1356	1556	1756	
West End Rd, Beauworth Ave	0758	0958	1158	1358	1558	1758	
Bitterne, Sainsburys	0802	1002	1202	1402	1602	1802	
SOUTHAMPTON Bargate St	0815	1015	1215	1415	1615	1815	

WCh - Starts from Waltham Chase Crossroads at 0725
Swanmore College 0727, Swanmore PO 0729, Free Street 0733 and Bishops Waltham Square arrive 0735

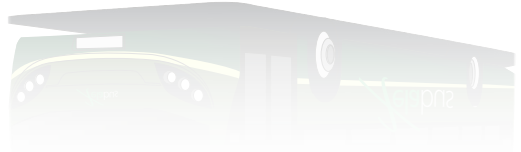


route
x10

Villagegreen 

SOUTHAMPTON to BISHOPS WALTHAM

via Bitterne | West End | Moorgreen | Durley



Mondays to Fridays except bank holidays

Service	X10	X10	X10	X10	X10	X10
SOUTHAMPTON Bargate St	0820	1020	1220	1420	1620	1820
Bitterne, Sainsburys	0832	1032	1232	1432	1632	1832
West End Rd, Beauworth Ave	0836	1036	1236	1436	1636	1836
West End, Tesco Express	0839	1039	1239	1439	1639	1839
Moorgreen Hospital	0842	1042	1242	1442	1642	1842
Southampton Arms PH	0844	1044	1244	1444	1644	1844
Denhams Corner	0847	1047	1247	1447	1647	1847
Durley, Robin Hood PH	0852	1052	1252	1452	1652	1852
Ashton Corner	0854	1054	1254	1454	1654	1854
BISHOPS WALTHAM Square	0858	1058	1258	1458	1658	1858



Hampshire's **Greenest** bus company

☎ 023 8064 4715

admin@xelabus.info

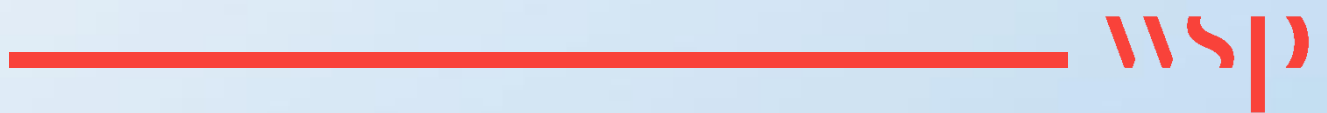
@xelabus



Xelabus
www.xelabus.info

Appendix B

RAIL TIMETABLES



Hedge End Timetable

[Hedge End Departures \(/rail/departures/Hedge-End/\)](/rail/departures/Hedge-End/) | [Hedge End Station Info \(/rail/station/Hedge-End/\)](/rail/station/Hedge-End/)

Key

GENERAL

Does not run daily - see service details.

NOTES

Departure times in **bold** type - click for service details.

Departure times in ***italic*** indicates overtaken by a faster service.

Confirm train times and buy tickets online at [trainline \(https://live-departures.info/goto/trainline\)](https://live-departures.info/goto/trainline)

TRAIN OPERATORS

GW

Great Western Railway

SW

South Western Railway

ALL DESTINATIONS

BASINGSTOKE [BSK]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740
0621	0713	0741	0814	0914	1016	1115	1216	1315	1415	1515	1614	1715	1815
SW	SW	SW	SW	SW	SW	SW	SW						
1840	1940	1940	2041	2041	2140	2140							
1915	2015	2015	2123	2123	2216	2216							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0714	0815	0914	1015	1115	1215	1315	1415	1516	1615	1715	1815	1915	2015
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2040	2140	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858
2118	2215	0844	0942	1042	1142	1242	1342	1443	1542	1642	1742	1842	1942

SW	SW	SW
1958	2058	2158
2042	2142	2242

BOTLEY [BOE]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1700	1737
0610	0711	0738	0841	0940	1040	1140	1241	1340	1440	1540	1640	1704	1740
SW	SW	SW	SW	GW	SW	SW							
1840	1940	2040	2139	2230	2241	2341							
1843	1943	2043	2143	2233	2244	2344							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0637	0739	0840	0940	1040	1140	1241	1340	1440	1540	1640	1740	1840	1940
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2040	2140	2240	2343	0833	0935	1035	1135	1235	1335	1435	1535	1635	1735
SW	SW	SW	SW	SW									
1832	1932	2132	2232	2332									
1835	1935	2135	2235	2335									

BROOKWOOD [BKO]

Monday to Friday

SW	SW 	SW 	SW 	SW 
0541	2041	2041	2140	2140
0652	2153	2153	2253	2253

Saturday

SW	SW
2040	2140
2153	2253

CLAPHAM JUNCTION [CLJ]

Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858	1958	2058

0929	1029	1129	1227	1327	1427	1527	1628	1728	1828	1928	2028	2128	2228
SW													
2158													
2328													

COSHAM [CSA]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1700	1737
0629	0730	0757	0859	0959	1059	1159	1259	1359	1459	1559	1659	1722	1759
SW	SW	SW	SW	SW	SW								
1840	1940	2040	2139	2241	2341								
1906	2006	2106	2201	2303	0008								

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0656	0758	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1859	1959
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2059	2159	2259	0007	0852	0954	1054	1154	1254	1354	1454	1554	1654	1754
SW	SW	SW	SW	SW									
1832	1932	2132	2232	2332									
1854	1954	2154	2254	2354									

EASTLEIGH [ESL]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0805	0835	0940	1040	1140	1241	1340	1440	1540	1640
0547	0642	0712	0741	0812	0842	0946	1046	1148	1247	1346	1446	1546	1646
SW	SW	SW 	SW 	SW 	SW 	SW 	SW 	SW 	SW				
1740	1840	1940	1940	2041	2041	2140	2140	2235					
1746	1846	1946	1946	2048	2048	2146	2146	2242					

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0531	0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840
0537	0643	0746	0846	0946	1046	1146	1246	1346	1446	1546	1646	1746	1846

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
1940	2040	2140	2235	0005	0758	0858	0958	1058	1158	1258	1358	1458	1558
1946	2046	2146	2241	0011	0804	0904	1004	1104	1204	1304	1404	1504	1604
SW	SW	SW	SW	SW	SW	SW							
1658	1758	1858	1958	2058	2158	2358							
1704	1804	1904	2004	2104	2205	0005							

FAREHAM [FRM]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1700	1737
0618	0720	0746	0849	0948	1048	1148	1249	1348	1448	1548	1648	1712	1748
SW	SW	SW	SW	GW	SW	SW							
1840	1940	2040	2139	2230	2241	2341							
1855	1956	2055	2151	2241	2252	2357							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0645	0747	0848	0948	1048	1148	1249	1348	1448	1548	1648	1748	1848	1948
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2048	2148	2248	2356	0841	0943	1043	1143	1243	1343	1443	1543	1643	1743
SW	SW	SW	SW	SW									
1832	1932	2132	2232	2332									
1843	1943	2143	2243	2343									

FARNBOROUGH (MAIN) [FNB]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW 
0541	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740	1840	1940
0645	0832	0932	1033	1133	1233	1332	1433	1533	1631	1732	1832	1932	2032
SW 	SW 	SW 	SW 	SW 									
1940	2041	2041	2140	2140									
2032	2145	2145	2245	2245									

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940

0732	0832	0932	1032	1132	1232	1332	1432	1533	1632	1732	1832	1932	2032
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW				
2040	2140	1458	1558	1658	1758	1858	1958	2058	2158				
2145	2245	1557	1657	1757	1857	1957	2057	2157	2258				

FLEET [FLE]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW 
0541	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740	1840	1940
0639	0826	0926	1027	1127	1227	1327	1427	1527	1626	1726	1827	1926	2026
SW 	SW 	SW 	SW 	SW 									
1940	2041	2041	2140	2140									
2026	2140	2140	2240	2240									

Saturday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0726	0826	0926	1026	1126	1226	1326	1426	1527	1626	1726	1826	1926	2026
SW	SW												
2040	2140												
2140	2240												

FRATTON [FTN]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1700	1737
0638	0739	0808	0909	1008	1108	1208	1308	1408	1508	1608	1708	1730	1808
SW	SW	SW	SW	GW	SW	SW							
1840	1940	2040	2139	2230	2241	2341							
1915	2015	2115	2210	2256	2312	0017							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0707	0807	0908	1008	1108	1208	1308	1408	1508	1608	1708	1808	1908	2008
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2108	2208	2308	0016	0904	1011	1111	1209	1309	1409	1509	1609	1709	1809

SW	SW	SW	SW	SW
1832	1932	2132	2232	2332
1909	2009	2209	2308	0007

HILSEA [HLS]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1840
0634	0736	0804	0905	1004	1104	1204	1304	1404	1504	1604	1704	1804	1911

SW	SW	SW	SW	SW
1940	2040	2139	2241	2341
2011	2111	2206	2308	0013

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0703	0803	0904	1004	1104	1204	1304	1404	1504	1604	1704	1804	1904	2004

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2104	2204	2304	0012	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800

SW	SW	SW	SW	SW
1832	1932	2132	2232	2332
1900	2000	2200	2300	0002

HOOK [HOK]

Monday to Friday

SW	SW 	SW 	SW 	SW 
0541	2041	2041	2140	2140
0630	2131	2131	2231	2231

Saturday

SW	SW
2040	2140
2131	2231

LONDON WATERLOO [WAT]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740

0731	0801	0836	0909	1009	1109	1208	1309	1409	1510	1609	1710	1813	1909
SW	SW 	SW 	SW 	SW 	SW 	SW 	SW 						
1840	1940	1940	2041	2041	2140	2140							
2009	2109	2109	2234	2234	2336	2336							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0809	0909	1009	1109	1214	1313	1416	1511	1612	1708	1809	1909	2011	2109
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2040	2140	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858
2239	2334	0943	1043	1141	1237	1337	1437	1537	1639	1739	1839	1939	2040
SW	SW	SW											
1958	2058	2158											
2139	2237	2339											

MICHELDEVER [MIC]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740
0610	0703	0731	0803	0904	1006	1105	1205	1305	1405	1505	1604	1705	1805
SW	SW 	SW 	SW 	SW 	SW 	SW 	SW 	SW 	SW 	SW 	SW 	SW	
1840	1940	1940	2041	2041	2140	2140							
1905	2004	2004	2110	2110	2205	2205							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0704	0805	0904	1005	1105	1205	1305	1405	1506	1605	1705	1805	1905	2005
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2040	2140	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858
2105	2205	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832	1932
SW	SW	SW											
1958	2058	2158											
2032	2132	2232											

PORTCHESTER [PTC]

Monday to Friday

PORTSMOUTH HARBOUR [PMH]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0607	0708	0735	0837	0937	1037	1137	1237	1337	1437	1537	1637	1700	1737
0646	0748	0818	0918	1020	1120	1220	1320	1420	1520	1620	1718	1739	1820
SW	SW	SW	SW	GW	SW	SW							
1840	1940	2040	2139	2230	2241	2341							
1925	2025	2123	2218	2304	2322	0025							

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0634	0736	0837	0937	1037	1137	1237	1337	1437	1537	1637	1737	1837	1937
0716	0818	0918	1018	1118	1218	1318	1418	1518	1618	1718	1818	1918	2018
SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2037	2137	2237	2339	0830	0932	1032	1132	1232	1332	1432	1532	1632	1732
2118	2218	2318	0024	0920	1020	1120	1220	1320	1420	1520	1620	1720	1820
SW	SW	SW	SW	SW									
1832	1932	2132	2232	2332									
1920	2020	2220	2316	0014									

SHAWFORD [SHW]

Monday to Friday

SW	SW	SW	SW	SW	SW 	SW 
0541	0634	0733	0805	0835	2041	2041
0555	0649	0749	0818	0850	2055	2055

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858	1958
0650	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717	1817	1917	2017
SW	SW												
2058	2158												
2117	2218												

SURBITON [SUR]

Monday to Friday

SW 	SW 	SW 	SW 
2041	2041	2140	2140
2216	2216	2316	2316

Saturday

SW SW
2040 2140
2216 2316

WALTON-ON-THAMES [WAL]

Monday to Friday

SW  SW  SW  SW 
2041 2041 2140 2140
2209 2209 2309 2309

Saturday

SW SW
2040 2140
2209 2309

WEYBRIDGE [WYB]

Monday to Friday

SW  SW  SW  SW 
2041 2041 2140 2140
2205 2205 2305 2305

Saturday

SW SW
2040 2140
2205 2305

WINCHESTER [WIN]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0805	0835	0940	1040	1140	1241	1340	1440	1540	1640
0600	0654	0721	0754	0823	0855	0956	1056	1157	1255	1355	1456	1555	1655

SW	SW	SW 	SW 	SW 	SW 	SW 	SW 
1740	1840	1940	1940	2041	2041	2140	2140
1756	1855	1955	1955	2100	2100	2155	2155

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2040	2140	0005	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758
2056	2155	0028	0822	0922	1022	1122	1222	1322	1423	1522	1622	1722	1822

SW	SW	SW	SW
1858	1958	2058	2158
1922	2022	2122	2223

WINCHFIELD [WNF]

Monday to Friday

SW	SW 	SW 	SW 	SW 
0541	2041	2041	2140	2140
0634	2135	2135	2235	2235

Saturday

SW	SW
2040	2140
2135	2235

WOKING [WOK]

Monday to Friday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0541	0634	0705	0733	0835	0940	1040	1140	1241	1340	1440	1540	1640	1740
0657	0732	0805	0842	0942	1043	1143	1243	1342	1443	1543	1641	1742	1842

SW	SW 	SW 	SW 	SW 	SW 	SW 
1840	1940	1940	2041	2041	2140	2140
1942	2042	2042	2158	2158	2258	2258

Saturday and Sunday

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
0637	0740	0840	0940	1040	1140	1240	1340	1440	1540	1640	1740	1840	1940
0742	0842	0942	1042	1142	1242	1342	1442	1543	1642	1742	1842	1942	2042

SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
2040	2140	0758	0858	0958	1058	1158	1258	1358	1458	1558	1658	1758	1858
2158	2258	0903	1002	1102	1203	1302	1402	1502	1608	1708	1808	1908	2008

SW	SW	SW
1958	2058	2158
2108	2208	2308

Appendix C

EXAMPLE TRAVEL SURVEY



Employee Travel Survey

1. About You

This travel survey is designed to help us understand how you travel to work and your reasons for travelling in this way. This information can then be used to hopefully improve your journey to work.

The data that you submit in the following sections will only be used for this travel survey. Data will only be published in aggregated form, therefore no individual will be identifiable. No data will be kept for longer than is necessary for these purposes and none will be passed to third parties.

Please remember to press SUBMIT once you have completed the online survey.

1. Which organisation do you work for?

2. Gender

☐ Male

☐ Female

3. Age

☐ 16-19

☐ 20-29

☐ 30-39

☐ 40-49

☐ 50-59

☐ 60+

4. Home postcode (optional - only the first half of your postcode is required)

5. Do you consider yourself to have a disability which affects the way in which you can travel to work?

☐ No

☐ Yes (please give details)

Employee Travel Survey

2. Your Travel Choices

6. Which of the following options best describes your working hours?

- ☐ Full time
- ☐ Part time (less than 37 hours per week)
- ☐ Part time (less than 3 days per week)
- ☐ Shift work
- ☐ School term time only
- ☐ Weekend working
- ☐ Night working

7. What is your main mode of travel to work? (If you use more than one of the below options indicate which mode you spend the most time/furthest distance on)

- ☐ Walk
- ☐ Car alone
- ☐ Car share (as a passenger)
- ☐ Car share (as the driver)
- ☐ Cycle
- ☐ Bus
- ☐ Staff Minibus
- ☐ Train
- ☐ Walk then Train
- ☐ Cycle then Train
- ☐ Drive then Train
- ☐ Lift then Train
- ☐ Motorcycle
- ☐ Ferry
- ☐ Taxi
- ☐ Work from home
- ☐ Other

Employee Travel Survey

8. How often do you travel this way? (If 'every day' only tick one mode)

	Every day	2-3 times a week	At least once a week
Walk	☐	☐	☐
Car Alone	☐	☐	☐
Car Share (as a passenger)	☐	☐	☐
Car Share (as a driver)	☐	☐	☐
Cycle	☐	☐	☐
Bus	☐	☐	☐
Staff Minibus	☐	☐	☐
Train	☐	☐	☐
Motorcycle	☐	☐	☐
Ferry	☐	☐	☐
Taxi	☐	☐	☐
Work from home	☐	☐	☐
Other	☐	☐	☐

9. What influences your travel choice? (please enter an answer for each statement)

	Very important	Important	Not important
Lack of alternatives	☐	☐	☐
Cost	☐	☐	☐
Convenience and Comfort	☐	☐	☐
Personal Safety	☐	☐	☐
Environmental Concerns	☐	☐	☐
Health and fitness	☐	☐	☐
Parking issues	☐	☐	☐
Avoiding congestion	☐	☐	☐
Need car for my work	☐	☐	☐
Additional journeys before/after work	☐	☐	☐

Employee Travel Survey

10. How far is your place of work from your home?

- ☐ Less than a mile
- ☐ 1-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ More than 20 miles

11. How long does your journey from home to your place of work usually take?

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

12. What time do you usually arrive at your place of work?

- ☐ Before 8am
- ☐ 8am - 9am
- ☐ After 9am
- ☐ Work from home

13. What time do you usually leave your place of work?

- ☐ Before 5pm
- ☐ 5pm - 6pm
- ☐ After 6pm
- ☐ Work from home

Employee Travel Survey

3. Car drivers

14. If you travel by car to your place of work, where do you usually park?

- ☐ At your place of work
- ☐ Public car park
- ☐ On street (another location)
- ☐ Park and Ride
- ☐ Other (please specify)

15. If you were unable to drive to work on a given day, what would you do?

1st choice	
2nd choice	
3rd choice	

Employee Travel Survey

4. Business travel and incentives

16. When you make a business journey (i.e. attending a meeting in another location or any journey for which you claim travel expenses) how do you usually travel? (If always only tick one mode)

	Always	Very often	Occasionally
Bicycle	☐	☐	☐
Bus	☐	☐	☐
Train	☐	☐	☐
Car (own)	☐	☐	☐
Car (lease/hire)	☐	☐	☐
Car share	☐	☐	☐
Motorcycle	☐	☐	☐
Taxi	☐	☐	☐
Walk	☐	☐	☐

Other (please specify)

17. Please indicate the extent to which you have used each of the following

	Always	Sometimes	Never	Option not available to me
Working from home	☐	☐	☐	☐
Flexi time	☐	☐	☐	☐
Flexi leave	☐	☐	☐	☐
Compressed hours (e.g. 9 day fortnight)	☐	☐	☐	☐
Video/tele conferencing	☐	☐	☐	☐

18. Are you aware of any incentives or discounts offered through your employer to help with your travel to work?

☐ Yes

☐ No

Employee Travel Survey

19. If yes, do you make use of any of them?

☐ No

☐ Yes (please specify)

If you have any questions regarding your journey to work please contact the Workplace Travel Plan team at Hampshire County Council at workplace.travelplans@hants.gov.uk



Grosvenor House
2 Grosvenor Square
Southampton, Hampshire
SO15 2BE

wsp.com

PUBLIC