



Land and Development Advisory

Ageas Bowl Masterplan

Secondary Transport Assessment Addendum





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1 Introduction

- 1.1.1. WSP has been commissioned by Land & Development Advisory Ltd to provide transport planning support for a detailed planning application at the Ageas Bowl, Eastleigh.
- 1.1.2. This document will provide a Secondary Transport Assessment Addendum (STAA) to both the Transport Assessment Addendum (TAA) (Report No.3579-TAA-001) (August 2023) and Transport Assessment (TA) (Report No.3579-TA-001) (May 2022) submitted in support of planning application F/22/93194.
- 1.1.3. This STAA specifically relates to comments received from Hampshire County Council (HCC) on 7th August 2023. The comments received have been included within **Appendix A**.
- 1.1.4. There has also been a minor change to the development proposals outlined within the first Transport Assessment Addendum submitted in July 2023. The development proposals now comprise the following:

The erection of 172 new homes, a 71 bedroom car home (Use Class C2), a 142 bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), a new pavilion building and improvements to existing stadium, new vehicular access, car parking, together with tree planting, landscaping, SuDs and biodiversity enhancements.'
- 1.1.5. This represents a reduction of 14 residential units in comparison with the last iteration of the masterplan.

1.2 Report Structure

- 1.2.1. The layout of this report sets out the queries raised by HCC and will be followed by response by WSP.

2 Masterplan Updates

- 2.1.1. This section outlines the most recent revisions to the masterplan.
- 2.1.2. The table below summarises the development proposals at The Ageas Bowl site as per the five different character areas. The revised proposals include a reduction in dwellings in the residential aspect of the development.

Table 2-1 – Breakdown of Development Proposals

Character Area	Land Use	Previously Submitted Land Use Quantum / Quantity	Revised Land-Use Quantum / Quantity
1 (north of site)	Car Park	Car Park: 593 Event Day parking spaces	No change
2 (centre / east of site)	Budget Hotel Hotel Car Park	142 bedrooms 219 parking spaces (combined with existing Hotel Car Park)	No change
3 (centre / east of site)	Pavilion and Maintenance	3,640sqm	No change
4 (south of site)	Care Home	71 bedrooms (+ concierge)	No change
5 (west of site)	Residential Well-being Centre	98 houses and 88 flats 1,211sqm	84 houses and 88 flats 1,211sqm

2.2 Residential Parking Provision

- 2.2.1. Table 2.2 below sets out the parking requirements as per Eastleigh Borough Councils Adopted Parking Standards, 2009 in relation to the revised quantum of residential dwellings.
- 2.2.2. Table 2.2 shows that to meet the standards, 184 allocated spaces are required and 179 allocated spaces are provided in the development proposals. This is accompanied by an additional 34 visitor spaces, which exceeds the required unallocated visitor space amount by 17 spaces. Therefore, the number of parking spaces is considered appropriate for the housing aspect of the residential development.

Table 2-2 – Updated Houses Car Parking Assessment (Based on Eastleigh Borough Council Parking)

House Size	Number of Houses	Individual / 'on-plot' allocation	Spaces Required	Spaces Provided
2-Bedroom	9	2	18	18
3-Bedroom	59	2	118	114
4-Bedroom	16	3	48	47
Visitor Bays	N/A	N/A	17	34
Total Spaces Including Visitors:		201		213
Not Including Visitors		184		179

- 2.2.3. The revised masterplan allows for 124 spaces for the apartments, with 4 additional dedicated visitor spaces provided. As all spaces will be unallocated, the Eastleigh Borough Council standards require the provision of 124 spaces, meaning the standards are met for the apartments.

Table 2-3 – Updated Flats Car Parking Assessment (Based on Eastleigh Borough Council Parking)

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

- 2.2.4. The parking standards recommends that visitor parking is allowed for at a rate of 0.2 spaces per dwelling. This equates to 17 spaces for the houses and 18 spaces for the flats (35 in total). Across the development a total of 38 visitor spaces are proposed between the houses and the flats.
- 2.2.5. It should be noted that residents and visitors will also be able to use the internal road on non-event days. The internal road can accommodate 43 parked vehicles in parallel parking

bays and whilst this parking is used by the Cricket Club for operational purposes at least 50% should be available on normal basis for visitor use.

- 2.2.6. In addition, for formal parking for visitor spaces, the masterplan is able to cater for ad-hoc on-street parking at various locations that do not impede access for residents, HGVs, refuse or emergency vehicles. This is aligned to Eastleigh Borough Council Parking Standards, which states that visitor parking can be provided as on-road provision so long as the highway is at least 5.5m wide. A carriageway width of 5.5m is provided in the residential development on the east west road and on the roads north and south of the crossroads.
- 2.2.7. The overall parking requirement for the residential element of the site is 325 spaces when taking account of parking requirements for residents and visitors, with provision for 341 formal spaces included on the masterplan, 213 spaces for the houses (179 property spaces and 34 visitors spaces), 128 spaces for the flats (124 property spaces and 4 visitor spaces). The parking proposed at the development is therefore considered to be appropriate.
- 2.2.8. It is also noted that the emerging Eastleigh Borough Council align with the Eastleigh Residential Parking standards from 2009 for this Proposed Development.

2.3 Masterplan Layout Amendments

- 2.3.1. Following the update to the proposed masterplan updated drawings have been completed to show dimensions of the proposed highway layout, demonstrate visibility splays at key junctions and provide relevant swept path analysis. These drawings are provided in **Appendix B**.

3 Sustainable Access including WCHAR

3.1 HCC Comment

A WCHAR assessment has been undertaken for the site, assessing both the walking and cycling facilities in the surrounding area of the site. Upon review of this the Highway Authority would like to make the following comments.

Whilst a number of key facilities have been mentioned, the specific routes taken to access these have not been identified and this is required. The Highway Authority request that the applicant provides a detailed review of specific routes to key destinations within the vicinity of the site, including the local catchments schools and convenience store.

The walking and cycling provision in the vicinity of the site and to key locations should be assessed via a WCHAR and the Healthy Streets indicators. Narrative should be provided on the locations along these routes where substandard provision is provided as set out within the Highway Authority's technical guidance TG10. Improvements to increase the Healthy Streets score and improve compliance with TG10 and LTN1/20 should therefore be identified through this review process. Guidance from Active Travel England states that local amenities, including but not be limited to the following, should be within 800m of a proposed development.

- Food Shop
- An indoor meeting place
- A primary school and secondary school
- A post office
- A GP surgery

The Highway Authority however note that the distances to some amenities listed are above the recommended walking distance, which highlights the need for high quality, attractive walking facilities and routes. Furthermore, whilst the WCHAR has identified a number of both pedestrian and cycling improvement opportunities, including those that have been mentioned with in the Eastleigh LCWIP, the applicant indicates that there would not be a significant demand generated by the proposal to justify implementation of a number of these improvements. The Highway Authority disagrees with this conclusion; additional information and mitigation is required to demonstrate the site is accessible and sustainable. Appropriate opportunities to promote sustainable transport modes should be identified and safe and suitable access to the site for all users should be demonstrated, as should appropriate facilities that encourage public transport use. Priority should be given first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.

The WHCAR also fails to pick up on the fact that the Marshall Drive/Botley Road signalised junction does not meet the requirements for LTN 1/20, and also that B3035 West End High Street /Botley Road is a secondary route in the LCWIP (Route 263), that goes past the

entrance to Ageas Bowl. Borough of Eastleigh Draft local cycling and walking infrastructure plan: LCWIP (hants.gov.uk). This existing shared use path is below standards.

Given the above, the Highway Authority would require that the applicant fully re-assesses the WCHAR and identifies suitable mitigation measures to improve the sustainable infrastructure within the vicinity of the site.

Pedestrian and cycle footpath through Telegraph Woods:

The Highway Authority previously raised concerns regarding the proposed route through Telegraph Woods. The applicant has stated in the Addendum that this will no longer be provided as a “formal route” and instead will be a “Leisure Route”. The Highway Authority believe that this link through Telegraph Woods should be provided as a “formal route” as it provides a significantly shorter distance for the residential element of the proposal to the facilities within in the vicinity of the site.

The table below shows both the distance to a range of facilities within the vicinity of the site, via telegraph woods and marshal drive. It shall be noted that this has been measured to the centre of the residential element of the proposed development.

[Table comparing walking and cycling distances to local facilities via Marshall Drive and Telegraph Road]

The route through telegraph woods provides a significantly shorter route to several key facilities within the vicinity of the site compared to using Marshall Drive. Additionally, as previously mentioned, Active Travel England state that facilities should be located within 800m of the proposed development; providing a pedestrian to route through Telegraph wood brings the distances to the facilities either below, or significantly closer to this threshold. Furthermore, within Eastleigh Local Plan policy WE4 it states, “the development provides an appropriately designed access directly to/from the settlement of West End rather than via Marshall Drive for pedestrians/cyclists”. Therefore, a suitable connection should be provided to meet this policy.

The applicant should therefore explore the implementation of this formal route, providing details of how it will be maintained, and access will be permitted in perpetuity.

3.2 WSP Response

- 3.2.1. The WCHAR has been updated to reflect the comments above as provided in **Appendix C**. This includes an assessment of the specific routes required to access amenities, plus consideration of using Telegraph Road as an alternative.

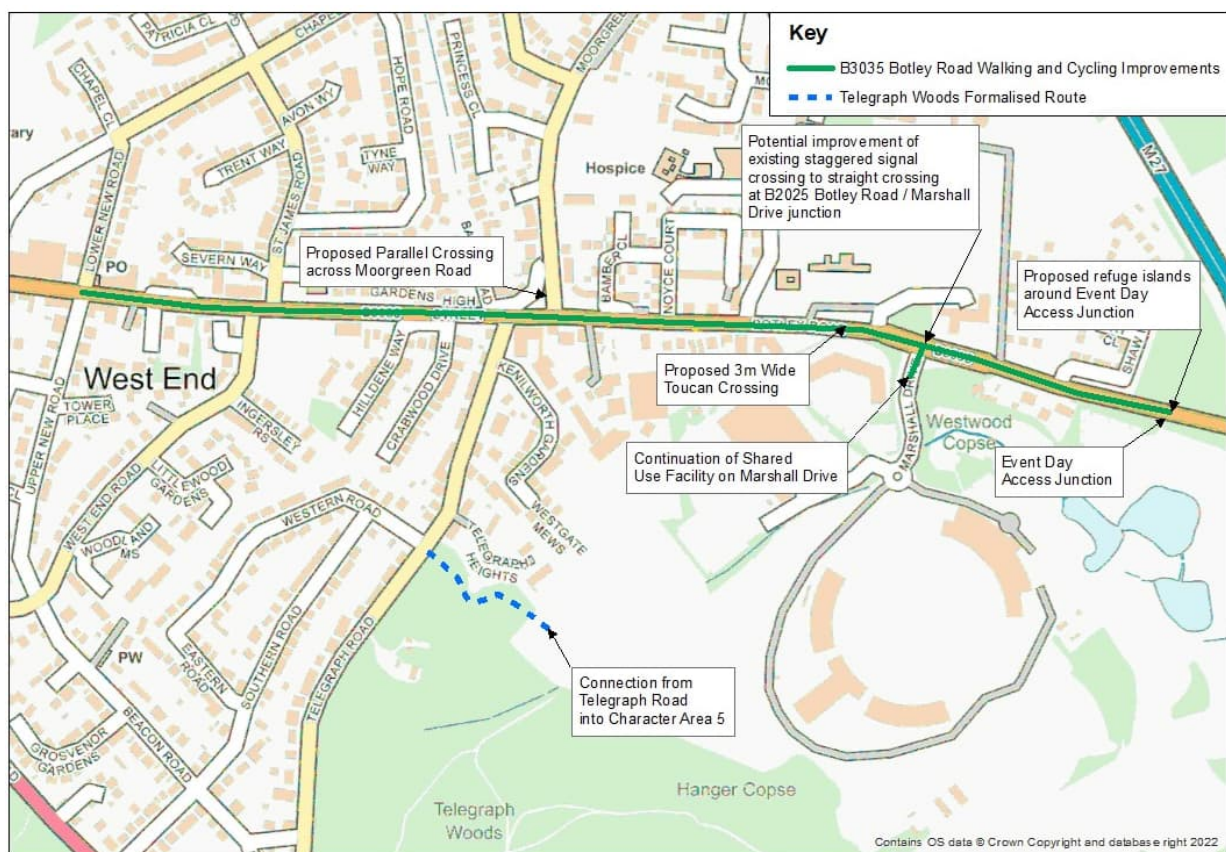
- 3.2.2. A formalised route through Telegraph Woods has also been designed and includes the following aspects:
- A 1.5m wide, all weather footpath link that largely follows the existing gravelled section of path off Telegraph Road, along an unmade path through to the proposed residential area.
 - A stepped section is proposed to navigate the steep slope to the west of the proposed residential area.
 - With the exception of the steps detailed above, the approach seeks to minimise the impacts on existing trees and would be largely constructed using a 'no dig' approach.
- 3.2.3. The design for the formalised route through Telegraph Woods is available in Drawing MP-009 in **Appendix D**.
- 3.2.4. As part of the updates, the Highway Authority's technical guidance TG10 and the healthy streets indicators have also been referred to within the WCHAR.
- 3.2.5. Within the opportunities outlined in the WCHAR, cycle route improvements along B3035 Botley Road have been included.

3.3 Additional Sustainable Access Improvements

- 3.3.1. To improve access to and from the Site by sustainable modes of transport, a set of walking and cycling improvements are proposed along B3035 High Street and B3035 Botley Road. These include:
- A shared-use path running from the Marshall Drive onto the southern side of Botley Road, connecting onto the existing shared-use path via a new Toucan crossing east of Moorgreen Hospital Road.
 - Implementation of priority crossings for pedestrians and cyclists at Moorgreen Hospital Road and Noyce Court.
 - Provision of a zebra / parallel crossing at Moorgreen Road and widening of the existing shared-use facility between here and Baltic Road, where a priority crossing is provided.
 - Removal of the EB bus layby close to St James Road to facilitate widening of the existing shared use path (removing the existing pinch point around the bus stop), a replacement on carriageway bus stop and provision of a priority crossing across St James Road.
 - Replacement of the existing parking area around the High Street shopping parade with a parking layby adjacent to the carriageway, thereby allowing the existing shared use path to be widened.
 - Removal of the parking layby outside Kia Motors to facilitate widening of the shared-use path, relocating the existing disabled bay to the opposite side of the carriageway adjacent to the existing pedestrian crossing.
 - Provision of 3x additional Sheffield bicycle stands outside of the post-office.
 - In addition, the existing pedestrian refuge island located adjacent to the proposed event-day access junction has been widened to accommodate cyclists.

- 3.3.2. As noted in LTN1/20, the provision of priority crossings at side-road junctions enables cyclists to maintain momentum safely, meeting the core design outcomes of safety, directness and comfort. These crossing improvements also help to highlight the presence of pedestrians and cyclists along the route and reduce speeds of vehicles turning to / from side roads, whilst the removal of pinch-points will reduce conflict between users. In combination, these proposals will improve safety for all users and encourage trips by sustainable modes of transport.
- 3.3.3. Moreover, the area between the internal access road, Marshall Drive and the Hotel access area will be a shared surface for pedestrians, cyclists and vehicles. It will consist of a raised table-type surface for the extent of the shared surface.
- 3.3.4. The improvements proposed along B3035 Botley Road are presented in Drawing 70073579-WSP-XX-XX-DR-LP-0100-01. This is available in **Appendix E**.
- 3.3.5. A visual representation of the improvements outlined above is presented in the figure below.

Figure 3-1 - Off-Site Walking and Cycling Improvements



4 Personal Injury Accident (PIA) Data

4.1 HCC Comment

“PIA data has been provided for the latest 5-year period from 1st October 2017 to 30th September 2022 obtained from Hampshire Constabulary. The data revealed a total of 194 accident occurred within the vicinity of the site over this time period. Whilst the developer suggests that “no improvements are necessary due to the collisions being driver error”, the Highway Authority would disagree with this statement and would conclude that the high number of accidents that have occurred could be down to the high volumes of traffic that pass through the vicinity of the site.

As such, it is important to encourage a modal shift to trips via sustainable modes, to reduce reliance on private car travel in the context of highway safety. Therefore, the Highway Authority would request, as mentioned above, that suitable improvements to the sustainable infrastructure in the vicinity of the site are explored.”

4.2 WSP Response

- 4.2.1. For clarification, the PIA presented within the TAA was incorrectly summarised. The PIA data review found 194 casualties rather than 194 PIAs. For the purpose of clarification, there were a total of 158 PIAs in the study area in the assessed time period.
- 4.2.2. Of the total 158 PIAs in the study area, 27 (17%) involved pedestrians and 17 (11%) involved pedal cyclists.
- 4.2.3. Of the 27 PIAs observed within the time period assessed, 10 resulted in serious injury whilst the remaining 17 resulted in slight injury. Of the 10 PIAs resulting in serious injury, five were attributed at least in part to judgement impairment associated with alcohol consumption.
- 4.2.4. Of the 17 PIAs which involved pedal cyclists, three resulted in serious injury and the remaining fourteen resulted in slight injury. Of the three which resulted in serious injury, one took place of Kanes Hill Roundabout, one at the junction of Moorgreen Road / Chapel Road and one of West End Road.
- 4.2.5. Whilst there is no evidence of clustering of PIAs associated with either pedestrians or pedal cyclists, the importance of mode choice and attractive walking / cycling routes would contribute towards maximising the uptake of sustainable travel opportunities. Therefore the feasibility of delivering new/improved active travel infrastructure in the vicinity of the site has been explored further, with proposed improvements set-out within Section 3 of this STAA.

5 Development Proposals

5.1 HCC Comment

New Car Park Access

Following on from the Highway Authority's previous comments, a revised access has been submitted. This involves reducing the overall footprint of the junction, by narrowing the access/egress widths into the carpark from 4m to 3.5m with the design maintaining two sets of dropped kerbs. Upon review the Highway Authority would like to make the following comments.

- 1. The drawing does not contain any relevant dimensions for assessment, and this should be included. The width of the Carriageway between the islands should not lie between 3.2m and 3.8m in accordance with LTN 1/20.*
- 2. Whilst tracking has been provided, the wrong size vehicle has been tracked. HCC require a vehicle of 4.89m x 1.94m to be used. Furthermore, additional details regarding the largest anticipated vehicle that uses this access should be stated, with additional tracking if required.*
- 3. The proposals indicate that there is to be an impact on the trees and hedgerows, however no details for this have been provided and are required.*
- 4. Clarification should be provided regarding whether there is widening to the northern kerb line of the B3035. Furthermore, the pedestrian refuge island on the B3035 to the west of the access should be widened to 3m to allow for cyclists to cross to the shared use facility on the northern side of the B3035, with a suitable cycle link to this provided.*
- 5. Whilst there appears to be a larger footway/cycleway on the eastern side of the access this is not clearly indicated on the drawing, and therefore additional consideration is required such as how cyclist will get to this facility and where they are going. Furthermore, suitable tactile paving will need to be provided at detailed design stage.*
- 6. Details on how this access will operate is required, including the event day traffic management plan. It is not clear if this access will be left in left out, or an entrance only at the start of an event and an egress only post event.*
- 7. The plans submitted indicate conning is to be used to create three lanes on Botley Road. It is unclear how this could be achieved within the existing carriageway width and tracking is required to ensure running lanes are of suitable width.*

To conclude, the event day car parking access requires additional consideration before the Highway Authority are satisfied the proposal is acceptable in principle.

Botley Road / Marshall Drive Traffic Signals

“The Highway Authority previously noted that there were a number of errors previously submitted within the Junction capacity assessment, but subsequently re-ran the modelling and concluded that the “result from this revised model shows that for all years, both with and without development traffic, the junction will operate satisfactorily, including a good level of spare capacity in the AM and PM peaks. In conclusion the signal junction can accommodate the development flows and no capacity changes would be necessary.”.

The applicant has since taken the comments previously mentioned and updated their modelling. The Highway Authority have therefore reviewed this additional modelling and would like to make the following comments:

There are a few new minor inaccuracies with the latest model as set out below:

- 1. Phase C min green should be 7 seconds not 6*
- 2. Phase D min green should be 7 seconds not 6*
- 3. 5 m radii have been entered for all left turn movements, these seems unnecessarily tight, has this been measured?*
- 4. Error in the intergreen matrix- phases H to C do not conflict and is not included in the config running on site so can be removed (will not affect the results)*
- 5. Phase E is a filter arrow and not a full traffic phase. It should only feature in stage 4 as the associated phase (F) runs in stage 1.*

What is apparent on this iteration of the modelling is that the junction capacity drops from around 13% and 11% spare in the 2027 AM and PM peaks respectively without development, to virtually 0% in the same 2027 peaks with the development traffic included. With the above minor amendments included it is likely that the junction would operate slightly over capacity in the design year due to the development traffic. Furthermore, as mentioned above, this junction is not LTN 1/20 compliant.

Given the above, the Highway Authority would request improvements to walking and cycling facilities in the vicinity if the site (including this junction) are explored, to increase the uptake of sustainable modes (modal shift) and therefore reducing the vehicular use of this junction and in so doing, mitigating the operational/ capacity concerns in this location.”

Event Day Junction Capacity at New Access Junction

“The Highway Authority previously asked for confirmation that the worst-case scenario had been used to assess the new access junction. The applicant has subsequently undertaken further research obtained from Hampshire Cricket Club from previous events to understand previous movements. The results of this assessment have been used to update the junction assessment for the new car park access. This forecasts the new junction to operate within capacity for event days.

However, the model set up has not been checked in detail as clarity is required regarding the following:

- The base flows used within the modelling assessment. These do not appear to match the recorded flows from the Manual Classified Count (MCC) undertaken Thursday 2nd December 2021. It should be noted that the Highway Authority are in the process of checking whether this data (noting growth has been applied) is acceptable. If more recent surveys are required, this will be confirmed to the applicant as a matter of urgency.
- Distribution (stick) diagrams should be provided for base flows, development flows in isolation for event and non-event days and total future year flows.
- The methodology used to forecast the number of vehicles arriving at an event. The Addendum references a previous planning application; however, the methodology should be clearly set out in full under this application as it is not clear how peak hour event trips have been calculated.
- PM peak modelling. The submitted modelling has only been undertaken for the AM peak. The Highway Authority require PM peak modelling is also undertaken given some events will generate traffic during the PM peak hour.
- Trips associated with the other proposed land uses within the submitted application should be included in the assessment.
- Operation of the access must be clarified. While stated in the TA that this access will operate “as one-way into the site before an event and as one way out after an event” with the traffic management plans to include the “temporary closure of B3035 Botley Road between the roundabout junction with B3342 Tollbar Way and the mini-roundabout junction with Moorgreen Road”, the modelling set up suggest that Botley Road will be open to all traffic. Clarity is required on this point.
- The egress should be modelled. Regardless of the proposed operation, modelling of movements egressing the site is required.

This additional information is therefore required before the Highway Authority can confirm that the operation of this access junction is acceptable.”

5.2 WSP Response

New Car Park Access

- 5.2.1. The proposed access for the event-day car park design has been updated to include relevant dimensions and clarity regarding impacts on existing trees and kerb lines. The updated drawing is shown on Drawing 3579-SK-101 E included in **Appendix F**. The proposals now also include widening of the existing pedestrian refuge island located west of the site access to 3m to allow cyclists to cross to the shared-use path on the northern side of Botley Road.
- 5.2.2. Vehicle tracking has been updated to reflect the comments received by HCC as shown in Drawing 3579-SK-101. In addition, 3579-SK-102 presents the localised traffic management

that will be applied on an event day to maintain two-way movement of traffic on Botley Road prior to an event.

- 5.2.3. As noted in the TAA (August 2023) on major event days it is proposed that park and ride buses will park within the event-day car park during events, with drop-off and pick-up of passengers taking place from Marhsall Drive as per the existing situation. To facilitate this, 93 spaces will be set aside within the event-day car park for buses, with access and egress managed by traffic marshals. Drawing 3579-GA-103 has been updated to reflect the proposed amendments to the event-day access junction and shows that buses are still able to access and egress the site. The drawing also demonstrates that 30 buses can suitably fit within the car park. This will impact the capacity of the Event Day Car Park but this will be managed by the Cricket Club which currently sells car parking tickets for visitors on event days.
- 5.2.4. The proposed access will only be used on event-days and under traffic marshal control. The proposed access arrangement has been designed to provide the optimum solution that allows for bus entry / exit whilst also minimising the pedestrian crossing width across Botley Road both on an event-day and at all other times. Whilst it is noted that the carriageway width between the islands does not meet LTN1/20 guidance, this refers to lane widths needed for vehicles to overtake cyclists and is therefore not considered relevant. This is because all vehicular entry and exit will be controlled by traffic marshals at all times, who are employed specifically to manage the safe and efficient entry and exit of the traffic. Vehicle speeds will also be low, particularly on exit as will be queuing to exit the site so there will be little to no opportunity / need for vehicles to overtake cyclists when using the access junction.
- 5.2.5. The junction will operate as an entry only before the event, with a left in and a right in via each of the access lanes). Traffic marshals would support the operation of the junction before and after an event due to the increased number of pedestrians utilising the B3035 Botley Road on Event Days. WSP Drawing 3579-SK-102 presented a potential layout of operation prior to an event. After an event, as B3035 Botley Road is generally closed to traffic as part of the traffic management arrangements, cars will be able to turn left out and right out utilising either lane. Traffic marshals will be in place to help support the process.
- 5.2.6. All the drawings referenced above are included in **Appendix F**.

Botley Road / Marshall Drive Traffic Signals

- 5.2.7. All updates to the Marshall Drive / Botley Road LinSig junction capacity measurements have now been made to reflect comments made by HCC. The resultant outputs of the junction capacity modelling are summarised below, with a full junction inputs and outputs included in **Appendix G**.

Table 5-1 – 2027 Base modelling results

		AM Peak (07:45-08:45)			PM Peak (17:00 – 18:00)		
Arm	Movement	Degree of Saturation (%)	Mean Max Queue	Delay (s)	Degree of Saturation (%)	Mean Max Queue	Delay (s)
2027 Base							
1/1 + 1/2	Botley Road WB Left Turn + Ahead	79.2	25	27	79.8	26	28
2/1 + 2/2	Marshall Drive Right +Left Turn	53.0	3	59	78.3	6	74
3/1 + 3/2	Botley Road EB Ahead Right Turn	62.1	16	18	55.1	9	19
Overall Junction		Overall PRC: 13.7% Cycle Time: 120 Seconds			Overall PRC: 12.8% Cycle Time: 120 Seconds		

Table 5-2 – 2027 Base + Development flows modelling results

		AM Peak (07:45-08:45)			PM Peak (17:00 – 18:00)		
Arm	Movement	Degree of Saturation (%)	Mean Max Queue	Delay (s)	Degree of Saturation (%)	Mean Max Queue	Delay (s)
2027 Base + Development							
1/1 + 1/2	Botley Road WB Left Turn + Ahead	85.0	30	32	86.6	30	34
2/1 + 2/2	Marshall Drive Right +Left Turn	81.2	6	75	80.1	7	69
3/1 + 3/2	Botley Road EB Ahead Right Turn	78.7	18	24	83.9	12	32
Overall Junction		Overall PRC: 5.9% Cycle Time: 120 Seconds			Overall PRC: 3.9% Cycle Time: 120 Seconds		

- 5.2.8. The maximum increase in Mean Maximum Queue (MMQ) on any of the arms in the “with development” scenario comparative to the 2027 base is five vehicles on the Botley Road

westbound approach. As can be seen, the junction is able to operate within capacity in both the base scenarios as well as within the 2027 with development scenarios. As the signal junction can accommodate the increase in development flows, no junction improvements would be necessary as a result of the development proposals in order to make the planning application acceptable.

Event Day Junction Capacity at New Access Junction

Base Flows

- 5.2.9. Modelling of the new event day junction has been revisited, with base flows now matching the outputs from the December 2021 traffic survey.

Distribution Diagrams

- 5.2.10. Distribution diagrams have been created to demonstrate the future flows through the event day access junction on B3035 Botley Road. These are available in **Appendix H** of this STAA.
- 5.2.11. The flows presented in the diagrams use uplifted 2021 baseline traffic flow data, development traffic flows, committed development flows and event day traffic flows based upon the capacity of the car park. The methodology of forecasting the number of event day vehicles is detailed below.

Event day access and egress operation

- 5.2.12. Table 5-3 below provides details on how each of the event-day car parks will be accessed following construction of the development proposals.

Table 5-3 – Event-Day Access and Egress Arrangements

Name	Location	Typical Use*	Maximum Car Park Capacity	Admission Type	Access	Egress
CP6	On-site	Accessible Parking	24	Pre-booked	Marshall Drive	Marshall Drive
CP7	On-site (17 th fairway)	Staff / Media	50	Pre-booked		
CP8	On-site	Media / VIP / Hotel	219	Pre-booked		
CP9	On-site	Member / Guests	593	Pre-booked	Botley Road (proposed access)	Botley Road (proposed access)
CP10	On-site Golf Course (Thorneydown Farm)	Staff / Guests	530	Pre-booked	A27 Moorhill Road	A27 Moorhill Road

5.2.13. Table 5-3 shows that 293 vehicles will access / egress event day car parks via Marshall Drive as is currently the case given that this route is used for those who can pre book parking and the availability of such parking will not change through the Proposed Development. In addition, up to 593 vehicles will access and egress CP9 via the new event-day access junction. Prior to an event, the new event-day car park will operate as access only and after an event it will operate as egress only, during which time a road closure will be in place on Botley Road.

Assessment Methodology

5.2.14. HCC have requested further information regarding the methodology used to forecast the number of vehicles arriving at an event in the peak hour. As was previously stated in Section 10 of the TAA August 2023, the methodology used to determine distribution of arrivals was the same as was employed by the Thorneydown Transport Assessment June 2018, which was completed in support of planning application F/18/83908. The methodology used, which was approved by HCC and National Highways, is summarised below for reference. The profile of arrivals was previously described in Section 10 of the TAA August 2023.

Distribution and Assignment of Arrivals

5.2.15. The average geographic distribution of ticket purchasers was calculated based upon the home postcodes of ticket purchasers for the following past events held at the Ageas Bowl:

- England v West Indies ODI (Friday 29th September 2017);
- England v Pakistan ODI (Wednesday 24th August 2016); and
- England v Sri Lanka ODI (Tuesday 5th July 2016).

5.2.16. Whilst all these events were held in 2016-2017, it is not anticipated that the general distribution of ticket purchasers would have altered significantly since this time, and as such the distribution is considered to still be valid.

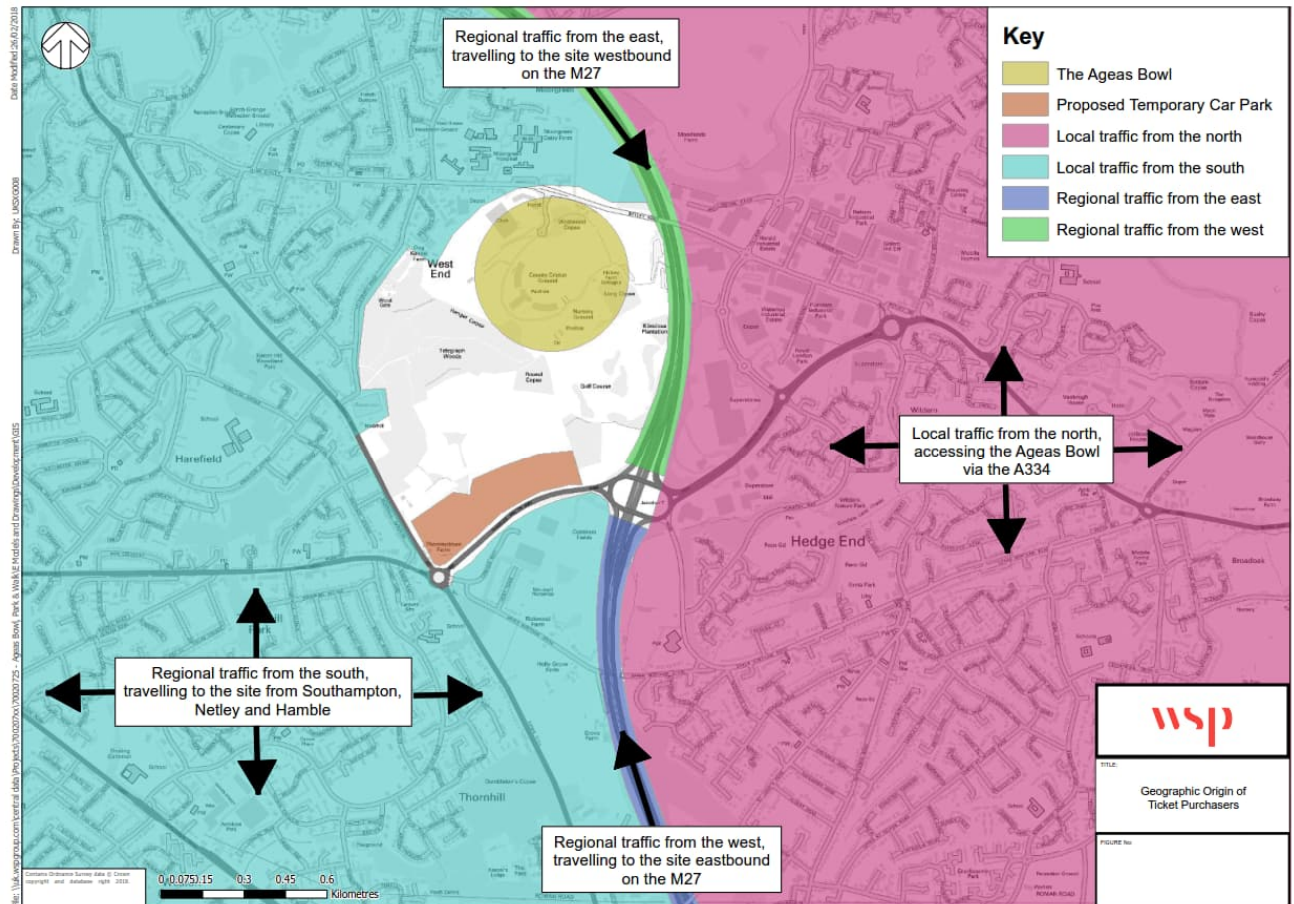
5.2.17. All UK non-mainland home postcodes were excluded from analysis on the basis that these spectators would not travel to the venue by car. Furthermore, all UK mainland postcodes that were located within a 2km radius of a railway station were excluded from analysis under the assumption that these spectators would travel via rail and ride services.

5.2.18. The remaining postcodes were then sorted into four categories based upon the route they were likely to take to the Ageas Bowl. The four categories are outlined in the Figure below, and can be described as follows:

- Traffic from the west (those travelling to the Ageas Bowl eastbound on the M27);
- Traffic from the north (those travelling to the Ageas Bowl on the local road network via the A334);
- Traffic from the east (those travelling to the Ageas Bowl westbound on the M27); and
- Traffic from the south (those travelling to the Ageas Bowl on the local road network from Southampton, Netley and Hamble).

5.2.19. Postcode data was unavailable for concert and International Test Match events and thus the average geographic distribution of ticket purchasers from the aforementioned ODI's has been used for all scenarios.

Figure 5-1 - Geographic origin of ticket purchasers

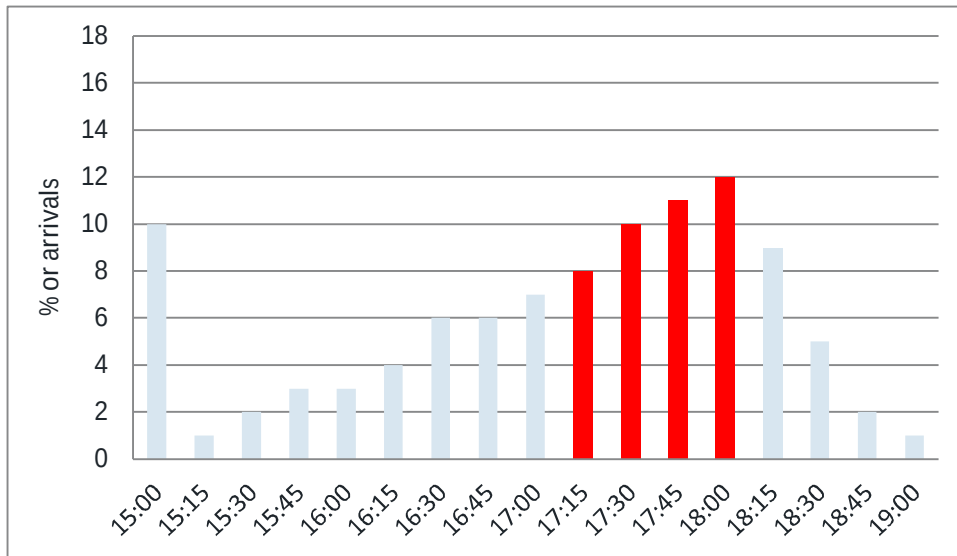


Arrival Profiles

5.2.20. Arrival times are distributed normally over the ingress period. As such, the arrival pattern for the car park will be spread over the ingress period, with the maximum arrival rate in any one-hour period considerably less than the total car park occupancy. The distribution of arrival times over the various ingress periods have been supplied by the Ageas Bowl and based upon ticket entry times.

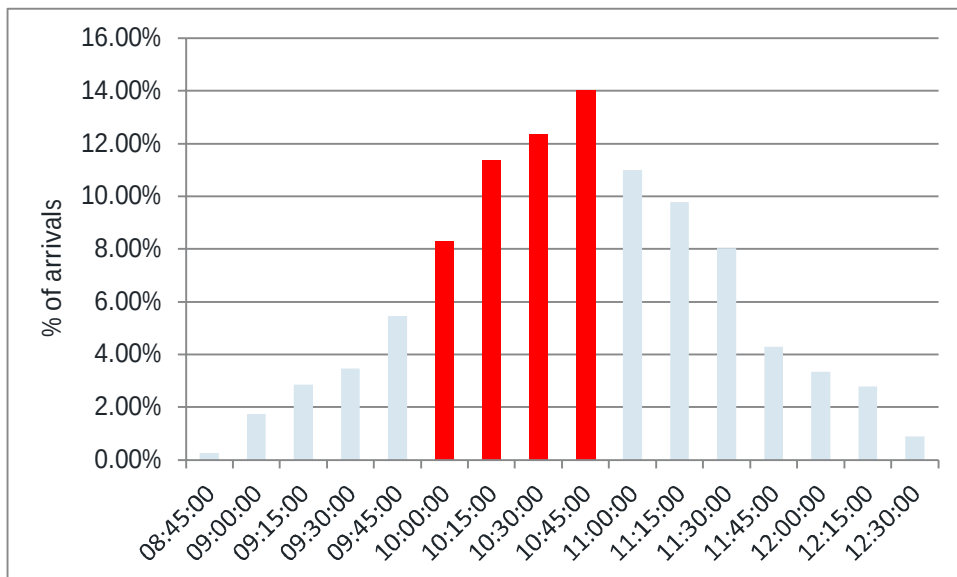
5.2.21. Approximate attendee arrival times for concerts are outline in **Figure 5-2**.

Figure 5-2 - Concert Arrival Profile



5.2.22. Approximate spectator arrival times for Test Match Day One are presented in **Figure 5-3**.

Figure 5-3 - Test Match Arrival Profile



5.2.23. Analysis of previous ticket entry data found the following peak hours for spectator arrivals:

- International Cricket Match: 10:00 – 11:00, which accounted for 46.8% of total spectators arriving at the car park; and
- Concert: 17:15 – 18:15, which accounted for 41.0% of total spectators arriving at the car park.

5.2.24. These percentages were applied to the capacity of car parks accessed via Marshall Drive or Botley Road (886 vehicles) in order to estimate the total number of vehicles arriving within

the peak hour. Applying the directional split estimated from post code data to the number of peak hour arrivals gave the estimated peak hour demand for each car park entrance.

- 5.2.25. An outline of the expected peak hour demand for each access of the proposed event day car park is provided within **Table 5-4**.

Table 5-4 – Event Day Trip Generation

		Entry Distribution	
		International Cricket (10:00 – 11:00)	Concert (17:15 – 18:15)
Peak Hour Arrivals (% of total)		46.8% (415 vehicles)	41% (363 vehicles)
Car Park Access Point	B3035 Botley Road (Event-day car park access)	278 vehicles	243 vehicles
	Marshall Drive (other on-site car parks)	137 vehicles	120 vehicles

New Access Junction Modelling – Peak Arrivals

- 5.2.26. AM peak modelling was undertaken to assess events where the peak of arrivals could take place during the AM peak (07:45 – 08:45), such as Test Match or ODI cricket events. Whilst the event profile determines a peak arrival time of between 10:00 and 11:00, modelling has been done for the AM peak hour on the local network to present a worst-case scenario. In reality, this scenario would not occur as background traffic levels would be expected to be lower at the time of peak inbound demand taking place for a morning start for an International Cricket event. Other events, such as concerts, would involve peak arrivals during the PM peak (17:00 – 18:00). Outputs of the modelling are presented below. The full report from the Junctions 10 modelling outputs is available in **Appendix I**.

Table 5-5 – B3035 Botley Road / Event Day Car Park Access Peak Arrival Assessment

Arm	AM Peak 07:45 – 08:45			PM Peak 17:00 – 18:00		
	Queue (PCU)	Delay	RFC	Queue (PCU)	Delay	RFC
	2027 Event Day					
Car Park to B3035 Botley Road WB	0	0	0	0	0	0
Car Park to B3035 Botley Road EB	0	0	0	0	0	0
B3035 Botley Road to Car Park	2	8	0.41	1	9	0.37

5.2.27. The results show negligible queueing and delay at the junction, which is to be expected given that there would not be opposing traffic movements leaving the car park at the same time as arrivals. The Ratio of Flow to Capacity (RFC) indicates that congestion is not forecast to occur during either peak, however the AM peak has a slightly higher RFC than the PM peak.

New Access Junction Modelling – Peak Egress

- 5.2.28. Two egress scenarios have been modelled due to different event finish times. Scenario 1 models an egress time of 18:00 – 19:00. Scenario 2 models an egress time of 22:00 – 23:00. These periods are both outside of the PM peak period and reflect the likely finish times of evening sport events and concerts. Moreover, a road closure along B3035 Botley Road would be in place during the hour after an event, in accordance with the individual event Traffic Management Plans to aid safe and efficient egress from the Ageas Bowl site.
- 5.2.29. For the purpose of the junction capacity assessments, a small number of vehicles has been assumed to continue using Botley Road during the road closure (residents, users of David Lloyd Gym etc.) This was calculated using 10% of the 2027 forecast traffic flows, as well as the egress from the other car parks on site accessing via Marshall Drive. This was calculated using the same split as the AM peak scenario. This is considered to be a robust assessment as it also includes the development traffic, which would be subject to road closure restrictions as detailed in Section 7.

5.2.30. The outputs of both egress scenarios are presented in the table below.

Table 5-6 – B3035 Botley Road / Event Day Car Park Access PM Peak Egress Scenarios

Arm	PM Egress Scenario 1: 06:00 – 07:00			PM Egress Scenario 2: 22:00 – 23:00		
	Queue (PCU)	Delay	RFC	Queue (PCU)	Delay	RFC
	2027 Event Day					
Car Park to B3035 Botley Road WB	1	11	0.50	1	11	0.50
Car Park to B3035 Botley Road EB	2	12	0.53	2	12	0.52
B3035 Botley Road to Car Park	0	0	0.00	0	0	0.00

5.2.31. In both scenarios, queues of up to 2 PCUs are forecast and up to a 12 second delay is forecast. The RFC is well below a value of 1 which forecasts that congestion is unlikely to occur. It is worth noting that traffic marshals will be in place at the junction following an event and will be able to support drivers leaving the ground as efficiently as is possible.

6 Road Safety Audit

6.1 HCC Comment

- 6.1.1. *“The Highway Authority previously requested a RSA for both the internal site layout as well as the modified event day car park access. This has not been provided and is required.”*

6.2 WSP Response

- 6.2.1. A Stage 1 Road Safety Audit and Designers Response was submitted to Hampshire County Council on 6th September 2023 for review. This has since been updated to reflect updates to the masterplan and will be shared with the local highway authority separately to this STAA.

7 Traffic Management

7.1 HCC Comment

- 7.1.1. *“The Highway Authority previously requested that details of an event day traffic management plan should be provided now to identify any additional mitigation methods that may be required. The applicant has stated that they are liaising with Hampshire Cricket Club, and an updated event day traffic management plan will be provided in due course.”*
- 7.1.2. *“However, the Highway Authority require this event day traffic management plan to be submitted at this planning stage for review, which considered how both the required residential and emergency vehicle access is maintained during events. Furthermore, with the creation of the new event day car park, which involves temporary conning, as previously mentioned a traffic management plan would be required for this. As above, the Highway Authority would also require this traffic management plan at this stage to confirm that the new junction proposal is acceptable.”*

7.2 WSP Response

- 7.2.1. A new Event Day Traffic Management Plan has been prepared to take the new development into consideration. This is summarised below.

The Ageas Bowl Traffic Management Plan

- 7.2.2. Every format of Cricket has nuances with differing start times, gate opening and inconsistent attendances affecting local traffic in different ways. Notwithstanding this an overall Traffic Management Plan has been prepared to provide an overview of the proposed management regime that will be employed with the proposed development in place.

Character Areas 4 and 5

- 7.2.3. The document looks at the interface between the care home and residential aspects of the development and event day traffic, noting that emergency access is maintained at all times. Residents will be provided with parking passes appropriate to the number of spaces allocated to their property which will be used to manage access on event days. Regular communications will also be in place for residents and the care home to ensure accurate information is provided about timings and operations.
- 7.2.4. The main periods of potential impact on non-emergency traffic are around the access and egress phases of the stadium during major matches and large-scale events. The shared surface between the roundabout and the West Gate will be carefully managed, with barriers and ‘stop/go boards’ in place to manage the phasing of cars entering and exiting the site before and after events. Hostile Vehicle Mitigation (HVM) measures are also available to replace the barriers should security threat levels require.

- 7.2.5. There may be short periods, particularly at the end of an event, where all traffic is held on-site to allow pedestrians to dissipate from the internal roads around the stadium. Traffic Marshals will manage this process.
- 7.2.6. Individual management plans will be written for all events in partnership between the Stadium Operations Team and the Care Home Management and provided to the Safety Advisory Group for each event. Residents will receive regular communication regarding the fixtures and events within the Stadium and the venue will continue the Residents Liaison meetings in conjunction with West End Parish Council and Eastleigh Borough Council to ensure that the systems operate smoothly

Pedestrian Stadium Access

- 7.2.7. As part of the development proposals a new pedestrian entrance will be provided on the eastern side of the Botley Road / Marhsall Drive traffic signal junction. This will provide a designated route to West Gate from Botley Road in addition to the existing footways on Marshall Drive. and is split between a designated walkway and a shared surface (to be a minimum 10m in width). The area has been designed to accommodate the flow of spectators from West and East Gates without any phased exit of spectators from events. The Pedestrian Stadium Access plan along Marshall Drive is shown in Figure 7-1 below.

Figure 7-1 - Pedestrian Stadium Access along Marshall Drive



Bus Shuttles and Public Transport Access

- 7.2.8. Bus shuttles, including park and ride and rail bus shuttle services are also available for different types of events, as well as public bus services and taxis, which will be allowed to use the bus stops on Marshall Drive for drop off respectively.

- 7.2.9. A Temporary Traffic Regulation Order will be in place for events to cover B3035 Botley Road, Charles Watts Way and the residential roads surrounding the venue in support of a coning plan to prevent road-side parking and waiting for visitors.

Parking Strategy

- 7.2.10. The Traffic Management Plan includes a strategy for each car park across the site, , as well as details associated with maintaining car park access for the on-site cottages, Hilton Hotel, Golf Clubhouse and parking hangars.

Road Closures and Traffic Management

- 7.2.11. As previously mentioned, a road closure will be in place along B3035 Botley Road from the junction with Marshall Drive to Tollbar Way Roundabout during peak spectator egress periods.. Access through the road closures will only be permitted to local residents, rail shuttle services, and public bus services. Road closures will be managed by CPS and 'Road Closed' and 'Diversion' signage will be supplied and positions by the contracted Traffic Management company prior to the road being closed.

Other Road Signage

- 7.2.12. Temporary event signage for large events will be produced, installed and maintained by the Traffic Management company. The setting out of signs will be completed the day before the event. Inbound and outbound signage will be used to direct spectators to and from the onsite car parks.
- 7.2.13. The Ageas Bowl may utilise National Highways electronic motorway Variable Message Signage (VMS) to direct people to events but also to dissuade anyone without tickets from trying to arrive onsite.

Traffic Lights and Signals

B3035 Botley Road

- 7.2.14. During the egress phase (or the duration of the road closure depending on the specifics of the event) a member of staff from Hampshire County Highways Intelligent Traffic Systems will be in position to manage the traffic lights on Marshall Drive to ensure traffic flows freely into and away from the venue. The Marshall Drive traffic lights negate the need for specific exit traffic management around the main entrance.

A27 – Moorhill Road

- 7.2.15. Temporary traffic lights will control the flow of traffic entering and exiting from the golf clubhouse entranceway. These lights will be intelligently managed to prevent Kanes Hill Roundabout congestion.

Southampton Airport Parkway/Wide Lane

- 7.2.16. For International cricket events where University Sports Grounds at Wide Lane are being utilised, a member of staff from Hampshire County Highways Intelligent Traffic Systems will be present before and after the event to control the traffic lights on Wide Lane outside

Southampton Airport Parkway to give priority to the rail shuttles buses on arrival and departure.

Emergency Routes

- 7.2.17. Emergency Service Vehicles will access the site through the designated emergency access route. This is unchanged from current operational plans.

7.3 Event Day Parking Provision

- 7.3.1. Table 7-1 below summarises the current number of parking spaces around the site available for use on international cricket event days, whilst Table 7-2 presents the proposed number of parking spaces available. This provides an update of Table 4-1 of the TAA following discussions with Hampshire Cricket on existing and future use of car parks within the site. This shows an increase in parking spaces for event day parking, originally there were 3,000 which has now been increased to 3,102. On-site, the overall parking provision will increase from 1,600 spaces to 1,702 spaces. In addition to the Park & Ride from Wide Lane, there is growing use of the Rail Shuttle service from Southampton Airport Parkway which currently utilised by 3,500 people on event days. For clarity, **Figure 7-2** presents the existing parking arrangements on event days at the Ageas Bowl and **Figure 7-3** presents the proposed parking arrangement on event days.

Table 7-1 – Summary of Existing Event Day Parking Arrangements

Name	Location	Typical Use	Admission Type	Existing Spaces
CP1	On-site	Blue Badge Holders	Pre-booked	0
CP2	On-site	Transport Hub	Pre-booked	100
CP3A	On-site	Hospitality / Media	Pre-booked	50
CP3B	On-site	Staff / Hospitality	Pre-booked	150
CP4A	On-site	Not in Use	Pre-booked	0
CP4B	On-site	Not in Use	Pre-booked	0
CP5	On-site	Accessible 'Close to Gate' / Hospitality	Pre-booked	90

CP6	On-site	VIP / Accessible Parking	Pre-booked	45
CP7	On-site	Staff / Contractors	Pre-booked	210
CP8	On-site	England Team / Hotel Guests and Media	Pre-booked	175
CP9	On-site	England Team / Hotel Guests and Media	Pre-booked	80
CP10	On-site	Guests	Pre-booked	200
CP10	Park and Walk (Thorneydown Farm)	Guests	Pre-booked	500
Park and Ride A	University of Southampton Sports Ground, Wide Lane	Guests – Park and Ride	General Admission	1,400
Total Spaces across all sites				3,000

Figure 7-2 - Existing Event Day Parking Arrangements

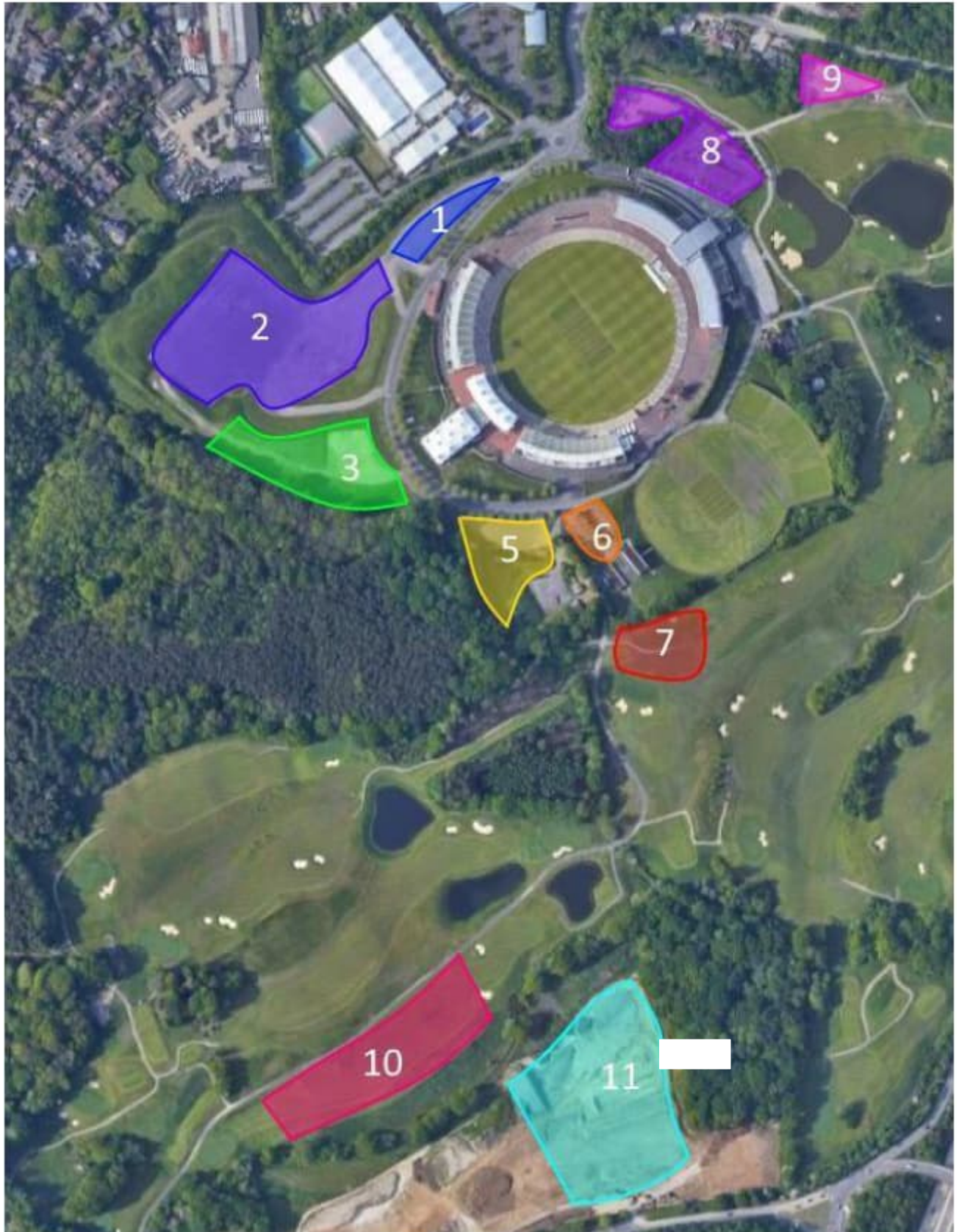
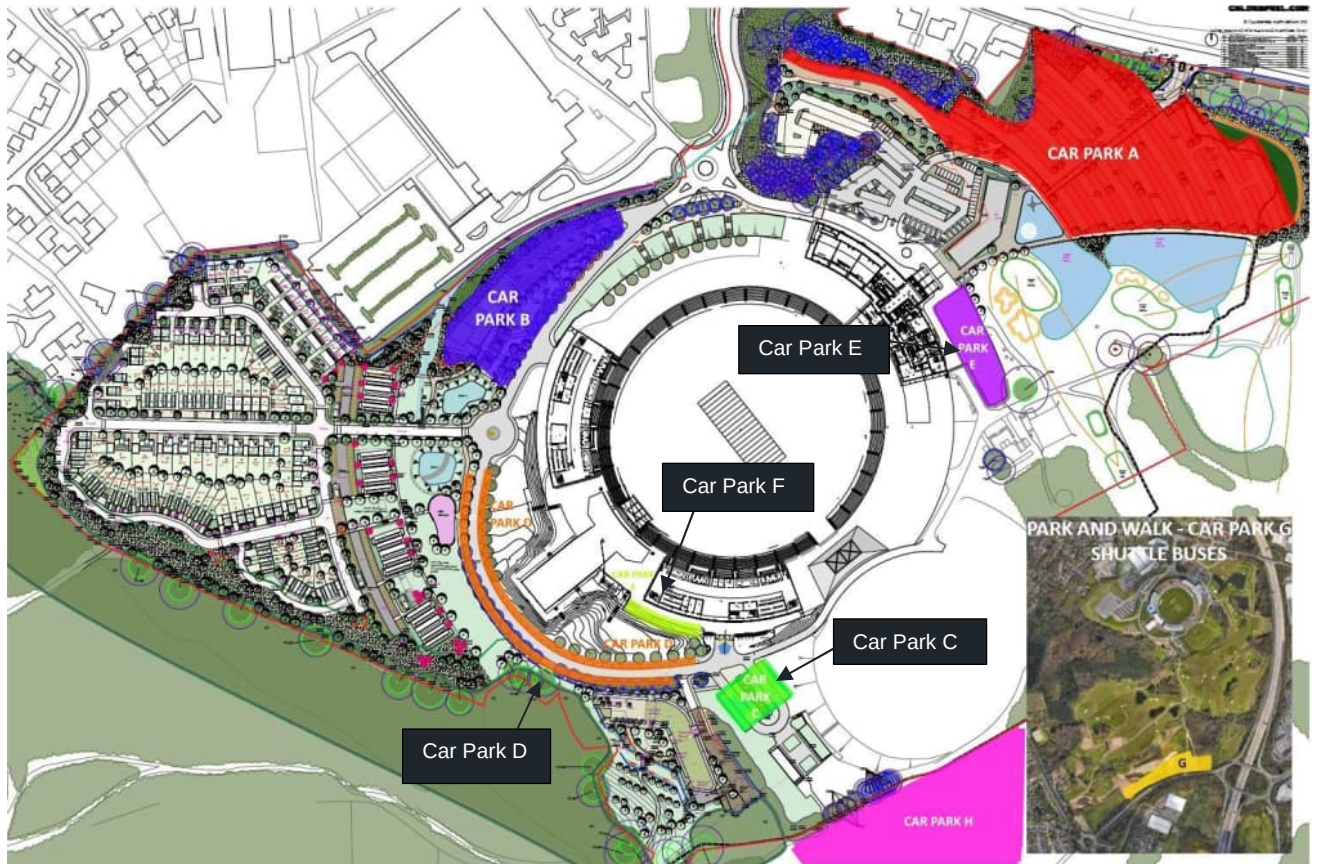


Table 7-2 - Summary of Proposed Event Day Parking Arrangements

Name	Location	Typical Use	Admission Type	Existing Spaces
A	On-site	Staff and Guests	Pre-booked	593
B	On-site	Operational Use	Pre-booked	40
C	On-site	VIP / Accessible Parking	Pre-booked	45
D	On-site	Hospitality	Pre-booked	65
E	On-site	Not in Use	Pre-booked	0
F	On-site	Not in Use	Pre-booked	0
G	On-site	Guests	Pre-booked	530
Hotel	On-Site	England Team / Hotel Guests and Media	Pre-booked	219
Golf Club	On-site	Staff/ Contractors	Pre-booked	60
Golf Course	On-Site (including Car Park H)	Staff and Guests	Pre-booked	150
Park and Ride A	University of Southampton Sports Ground, Wide Lane	Guests – Park and Ride	General Admission	1,400
Total Spaces across all sites				3,102

Figure 7-3 - Proposed Event Day Parking Arrangements



8 Travel Plan

8.1 HCC Comments

- 8.1.1. *“**Travel Plan:** An updated residential and workplace travel plan has been submitted following on from the previous comments raised. Upon review, the Highway Authority are happy with this, and therefore this should be secured within any future S106 agreement, should the proposals come forward.”*

8.2 WSP Response

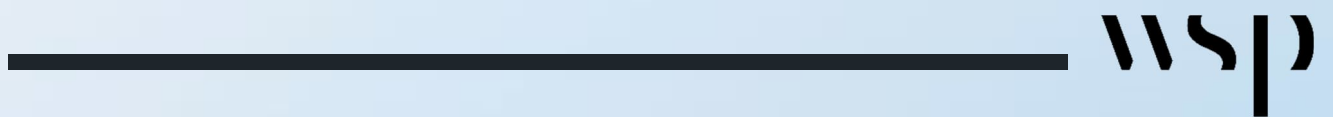
- 8.2.1. The above comment has been noted. Updates have been made to both the residential and workplace travel plans to reflect the changes to the masterplan. The updated version of the Residential Travel Plan is included in **Appendix J** and the updated version of the Workplace Travel Plan is included in **Appendix K**.

9 Summary

- 9.1.1. In summary, WSP has been commissioned by Land & Development Advisory Ltd to provide transport planning support for a detailed planning application at the Ageas Bowl, Eastleigh.
- 9.1.2. This document provides a Secondary Transport Assessment Addendum (STAA) to both the Transport Assessment Addendum (TAA) (Report No.3579-TAA-001) and Transport Assessment (TA) (Report No.3579-TA-001) submitted in support of planning application F/22/93194.
- 9.1.3. This STAA specifically relates to comments received from Hampshire County Council (HCC) on 7th August 2023.
- 9.1.4. The following elements are included within this STAA:
- An updated description of the Ageas Bowl Masterplan;
 - Updates to the WCHAR and sustainable access improvements;
 - An updated review of Personal Injury Accident Data;
 - Further details of the design and operation of the proposed event-day access junction;
 - Updates to the B3035 Botley Road / Marshall Drive and event day junction modelling;
 - Additional information about the traffic management implemented across the site on event days; and
 - Updates to the Residential Travel Plan and Workplace Travel Plan to reflect updates to the masterplan.
- 9.1.5. It is considered that the evidence provided resolves outstanding matters allowing the highway authority to remove its holding objection on the planning application, in line with the paragraph 111 of National Planning Policy Framework, which states inter alia that development should only be refused on highway grounds where there would be an unacceptable impact on highway safety or the cumulative impacts on the road network would be severe.

Appendix A

HCC Highways Response



Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
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www.hants.gov.uk

Enquiries To Zara Rogers

My reference 050610

Direct Line

Your reference F/22/93194

Date 7 August 2023

Email eastleighdc@hants.gov.uk

Dear Mrs Harrison,

THE AGEAS BOWL, MARSHALL DRIVE, WEST END, SOUTHAMPTON, SO30 3XH

Full planning application for the erection of 186 dwellings, a 71-bedroom care home (Use Class C2), a 142-bedroom hotel (Use Class C1), a well-being centre (Use Class E / F2), improvements to existing stadium, new vehicular access, car parking, pedestrian circulation, together with associated tree planting, landscaping, SuDS and biodiversity enhancements (Amended description)

Thank you for the re-consultation for the above application recently submitted in relations to The Ageas Bowls. The application is a full planning application for the erection of 185 dwellings, a 71-bedroom care home, 142-bedroom hotel, a well-being centre, improvements to the existing stadium, a new vehicular access and car parking.

Hampshire County Council previously responded to this application on 22nd October 2022 advising further information is required.

The additional information requested:

- RSAs for both the access proposals and internal layouts
- WCHAR Assessment
- Internal layout information to be annotated on plans, including the forward visibility and dimensions of roads

Director of Hampshire 2050
Garry Westbrook

- Visibility splays for access proposals along with dimensions of access arrangements annotated on plans
- Details regarding the structure of the pavilion
- Tracking speeds and consideration given to the tracking of a refuse vehicle
- Further information regarding the additional footpath connections
- Further information on travel plans
- Updated event day traffic management plans clarifying arrangements for residential and care home access
- Consideration given to current parking issues within vicinity of the site, with a revised site wide event day management plan submitted to mitigate the existing parking issues on the network.
- Confirmation that the worst-case scenario has been used for junction modelling of the new proposed car park access

The applicant has subsequently submitted a Transport Assessment Addendum dated July 2023 with the aim of addressing the points above. Hampshire County Council as Highway Authority have reviewed this additional information and would like to make the following comments.

Sustainable Access including WCHAR:

A WCHAR assessment has been undertaken for the site, assessing both the walking and cycling facilities in the surrounding area of the site. Upon review of this the Highway Authority would like to make the following comments.

Whilst a number of key facilities have been mentioned, the specific routes taken to access these have not been identified and this is required. The Highway Authority request that the applicant provides a detailed review of specific routes to key destinations within the vicinity of the site, including the local catchments schools and convenience store.

The walking and cycling provision in the vicinity of the site and to key locations should be assessed via a WCHAR and the Healthy Streets indicators. Narrative should be provided on the locations along these routes where substandard provision is provided as set out within the Highway Authority's technical guidance TG10. Improvements to increase the Healthy Streets score and improve compliance with TG10 and LTN1/20 should therefore be identified through this review process. Guidance from Active Travel

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Gary Westbrook

England states that local amenities, including but not be limited to the following, should be within 800m of a proposed development.

- Food Shop
- An indoor meeting place
- A primary school and secondary school
- A post office
- A GP surgery

The Highway Authority however note that the distances to some amenities listed are above the recommended walking distance, which highlights the need for high quality, attractive walking facilities and routes. Furthermore, whilst the WCHAR has identified a number of both pedestrian and cycling improvement opportunities, including those that have been mentioned with in the Eastleigh LCWIP, the applicant indicates that there would not be a significant demand generated by the proposal to justify implementation of a number of these improvements. The Highway Authority disagrees with this conclusion; additional information and mitigation is required to demonstrate the site is accessible and sustainable. Appropriate opportunities to promote sustainable transport modes should be identified and safe and suitable access to the site for all users should be demonstrated, as should appropriate facilities that encourage public transport use. Priority should be given first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.

The WHCAR also fails to pick up on the fact that the Marshall Drive/Botley Road signalised junction does not meet the requirements for LTN 1/20, and also that B3035 West End High Street /Botley Road is a secondary route in the LCWIP (Route 263), that goes past the entrance to Ageas Bowl. [Borough of Eastleigh Draft local cycling and walking infrastructure plan: LCWIP \(hants.gov.uk\)](#). This existing shared use path is below standards.

Given the above, the Highway Authority would require that the applicant fully re-assesses the WCHAR and identifies suitable mitigation measures to improve the sustainable infrastructure within the vicinity of the site.

Pedestrian and cycle footpath through Telegraph Woods:

The Highway Authority previously raised concerns regarding the proposed route through Telegraph Woods. The applicant has stated in the Addendum that this will no longer be provided as a “*formal route*” and instead will be a “*Leisure Route*”. The Highway Authority believe that this link through Telegraph Woods should be provided

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Gary Westbrook

as a “formal route” as it provides a significantly shorter distance for the residential element of the proposal to the facilities within in the vicinity of the site.

The table below shows both the distance to a range of facilities within the vicinity of the site, via telegraph woods and marshal drive. It shall be noted that this has been measured to the centre of the residential element of the proposed development.

<u>Facility</u>	<u>Route Distance Via Marshall Drive</u>	<u>Route distance via Telegraph Road</u>
West End Surgery	1.07km	690m
St James Primary School	1.52km	1.2km
Hildene centre and pre-school	1.18km	740m
Hedge End Retail Centre	1.68km	2.23km
Convenience Shop - Iondis	1.4km	1.km
Pharmacy	1.4km	1.km
Post Office	1.45km	1.02km
Supermarket	1.54km	1.1km
Library	1.7km	1.28km
Deer Park School		
Wildern School	2.46km	2.94km
Woodlands Community College	2.4km	1.42km
Bus stop – X10 – Moorgreen - Road -The pavilions – Route to Southampton	990m 612m	654m 1.1km
X4 and 8 – Botley Road – Shaw Road & also Botely Road – Hildene centre	1.21km	763m
Hedge End Train Station	2.9km	5km

As seen in the table above, the route through telegraph woods provides a significantly shorter route to several key facilities within the vicinity of the site compared to using Marshall Drive. Additionally, as previously mentioned, Active Travel England state that facilities should be located within 800m of the proposed development; providing a pedestrian to route through Telegraph wood brings the distances to the facilities either below, or significantly closer to this threshold. Furthermore, within Eastleigh Local Plan

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policy WE4 it states, *“the development provides an appropriately designed access directly to/from the settlement of West End rather than via Marshall Drive for pedestrians/cyclists”*. Therefore, a suitable connection should be provided to meet this policy.

The applicant should therefore explore the implementation of this formal route, providing details of how it will be maintained, and access will be permitted in perpetuity.

PIA (Personal Injury Accident) Data:

PIA data has been provided for the latest 5-year period from 1st October 2017 to 30th September 2022 obtained from Hampshire Constabulary. The data revealed a total of 194 accident occurred within the vicinity of the site over this time period. Whilst the developer suggests that *“no improvements are necessary due to the collisions being driver error”*, the Highway Authority would disagree with this statement and would conclude that the high number of accidents that have occurred could be down to the high volumes of traffic that pass through the vicinity of the site.

As such, it is important to encourage a modal shift to trips via sustainable modes, to reduce reliance on private car travel in the context of highway safety. Therefore, the Highway Authority would request, as mentioned above, that suitable improvements to the sustainable infrastructure in the vicinity of the site are explored.

Development Proposal:

New Car Park Access:

Following on from the Highway Authority’s previous comments, a revised access has been submitted. This involves reducing the overall footprint of the junction, by narrowing the access/egress widths into the carpark from 4m to 3.5m with the design maintaining two sets of dropped kerbs. Upon review the Highway Authority would like to make the following comments.

- The drawing does not contain any relevant dimensions for assessment, and this should be included. The width of the Carriageway between the islands should not lie between 3.2m and 3.8m in accordance with LTN 1/20.
- Whilst tracking has been provided, the wrong size vehicle has been tracked. HCC require a vehicle of 4.89m x 1.94m to be used. Furthermore, additional details regarding the largest anticipated vehicle that uses this access should be stated, with additional tracking if required.

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- The proposals indicate that there is to be an impact on the trees and hedgerows, however no details for this have been provided and are required.
- Clarification should be provided regarding whether there is widening to the northern kerb line of the B3035. Furthermore, the pedestrian refuge island on the B3035 to the west of the access should be widened to 3m to allow for cyclists to cross to the shared use facility on the northern side of the B3035, with a suitable cycle link to this provided.
- Whilst there appears to be a larger footway/cycleway on the eastern side of the access this is not clearly indicated on the drawing, and therefore additional consideration is required such as how cyclist will get to this facility and where they are going. Furthermore, suitable tactile paving will need to be provided at detailed design stage.
- Details on how this access will operate is required, including the event day traffic management plan. It is not clear if this access will be left in left out, or an entrance only at the start of an event and an egress only post event.
- The plans submitted indicate conning is to be used to create three lanes on Botley Road. It is unclear how this could be achieved within the existing carriageway width and tracking is required to ensure running lanes are of suitable width.

To conclude, the event day car parking access requires additional consideration before the Highway Authority are satisfied the proposal is acceptable in principle.

Proposed Pavilion Ramp:

The Highway Authority previously requested further information regarding the new access ramp, providing a high-level review of what is being proposed. No additional information has yet to be provided and therefore this is still required. It is understood this ramp may be removed from the proposals; confirmation should be provided if this is the case.

Internal Layout:

The Highway Authority previously requested additional information to be provided for the internal layout, including forward and junction visibilities, RSA, and additional consideration to the Swept path analysis. This information has not been provided within the material submitted for consideration to the LPA and is required.

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RSA (Road Safety Audit):

The Highway Authority previously requested a RSA for both the internal site layout as well as the new/modified event day car parking access. This has not been provided and is required.

Traffic Impact:Committed Development:

A further review to the sites included as part of committed development has been undertaken. This is acceptable to the Highway Authority.

Botley Road/Marshal Drive Traffic Signals:

The Highway Authority previously noted that there were a number of errors previously submitted within the Junction capacity assessment, but subsequently re-ran the modelling and concluded that the *“result from this revised model shows that for all years, both with and without development traffic, the junction will operate satisfactorily, including a good level of spare capacity in the AM and PM peaks. In conclusion the signal junction can accommodate the development flows and no capacity changes would be necessary.”*

The applicant has since taken the comments previously mentioned and updated their modelling. The Highway Authority have therefore reviewed this additional modelling and would like to make the following comments:

There are a few new minor inaccuracies with the latest model as set out below

1. Phase C min green should be 7 seconds not 6
2. Phase D min green should be 7 seconds not 6
3. 5 m radii have been entered for all left turn movements, these seems unnecessarily tight, has this been measured?
4. Error in the intergreen matrix- phases H to C do not conflict and is not included in the config running on site so can be removed (will not affect the results)
5. Phase E is a filter arrow and not a full traffic phase. It should only feature in stage 4 as the associated phase (F) runs in stage 1.

What is apparent on this iteration of the modelling is that the junction capacity drops from around 13% and 11% spare in the 2027 AM and PM peaks respectively without

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development, to virtually 0% in the same 2027 peaks with the development traffic included. With the above minor amendments included it is likely that the junction would operate slightly over capacity in the design year due to the development traffic. Furthermore, as mentioned above, this junction is not LTN 1/20 compliant.

Given the above, the Highway Authority would request improvements to walking and cycling facilities in the vicinity if the site (including this junction) are explored, to increase the uptake of sustainable modes (modal shift) and therefore reducing the vehicular use of this junction and in so doing, mitigating the operational/ capacity concerns in this location

Event Day junction capacity at new access junction:

The Highway Authority previously asked for confirmation that the worst-case scenario had been used to assess the new access junction. The applicant has subsequently undertaken further research obtained from Hampshire Cricket Club from previous events to understand previous movements. The results of this assessment have been used to update the junction assessment for the new car park access. This forecasts the new junction to operate within capacity for event days.

However, the model set up has not been checked in detail as clarity is required regarding the following:

- The base flows used within the modelling assessment. These do not appear to match the recorded flows from the Manual Classified Count (MCC) undertaken Thursday 2nd December 2021. It should be noted that the Highway Authority are in the process of checking whether this data (noting growth has been applied) is acceptable. If more recent surveys are required, this will be confirmed to the applicant as a matter of urgency.
- Distribution (stick) diagrams should be provided for base flows, development flows in isolation for event and non-event days and total future year flows.
- The methodology used to forecast the number of vehicles arriving at an event. The Addendum references a previous planning application; however, the methodology should be clearly set out in full under this application as it is not clear how peak hour event trips have been calculated.
- PM peak modelling. The submitted modelling has only been undertaken for the AM peak. The Highway Authority require PM peak modelling is also undertaken given some events will generate traffic during the PM peak hour

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- Trips associated with the other proposed land uses within the submitted application should be included in the assessment.
- Operation of the access must be clarified. While stated in the TA that this access will operate “*as one-way into the site before an event and as one way out after an event*” with the traffic management plans to include the “*temporary closure of B3035 Botley Road between the roundabout junction with B3342 Tollbar Way and the mini-roundabout junction with Moorgreen Road*”, the modelling set up suggest that Botley Road will be open to all traffic. Clarity is required on this point.
- The egress should be modelled. Regardless of the proposed operation, modelling of movements egressing the site is required.

This additional information is therefore required before the Highway Authority can confirm that the operation of this access junction is acceptable.

Traffic Management:

The Highway Authority previously requested that details of an event day traffic management plan should be provided now to identify any additional mitigation methods that may be required. The applicant has stated that they are liaising with Hampshire Cricket Club, and an updated event day traffic management plan will be provided in due course.

However, the Highway Authority require this event day traffic management plan to be submitted at this planning stage for review, which considered how both the required residential and emergency vehicle access is maintained during events. Furthermore, with the creation of the new event day car park, which involves temporary conning, as previously mentioned a traffic management plan would be required for this. As above, the Highway Authority would also require this traffic management plan at this stage to confirm that the new junction proposal is acceptable.

Parking:

Parking is a matter to be considered by Eastleigh Borough Council to ensure the proposed parking is acceptable.

Travel Plan:

An updated residential and workplace travel plan has been submitted following on from the previous comments raised. Upon review, the Highway Authority are happy with this,

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and therefore this should be secured within any future S106 agreement, should the proposals come forward.

Recommendations

The Highway Authority recommend a holding objection until further information is submitted. Once this information is submitted it can be re-assessed and further comments provided. If EBC are minded determining the application in the meantime, then please contact the Highway Authority for reasons for refusal.

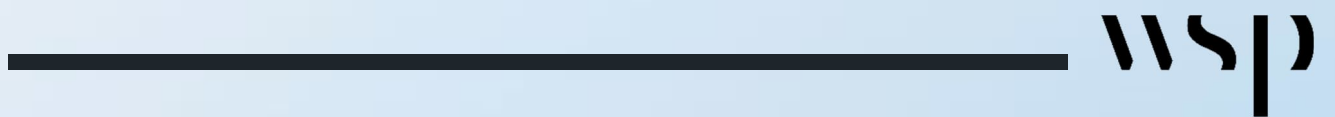
Yours sincerely,

Zara Rogers

Director of Hampshire 2050
Gary Westbrook

Appendix B

Masterplan Drawings



Forward Outline
 — Overrun
 — Wheel Base
 Reverse Outline
 — Overrun
 — Wheel Base

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

J	28/11/2023	HL	UPDATED LAYOUT	PM	CW
I	13/11/2023	HL	UPDATED LAYOUT	PM	CW
H	06/11/2023	HL	UPDATED LAYOUT	PM	CW
G	24/07/2023	HL	UPDATED LAYOUT	PM	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

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PROJECT:

AGEAS BOWL MASTERPLAN

TITLE:

SERVICE VEHICLE ACCESS AND EGRESS INTO RESIDENTIAL DEVELOPMENT

SCALE @ A3: 1:1000	CHECKED: CW	APPROVED: CW
PROJECT No: 70073579	DESIGNED: PM	DRAWN: PM
		DATE: November 23
DRAWING No: 3579-ATR-101		REV: J

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File name \\UK.WSPGROUP.COM\CENTRAL DATA\PROJECTS\700735XX\70073579 - AGEAS BOWL MASTERPLAN\03 WIP\TP TRANSPORT PLANNING\02 CAD BIM MODELS\3579-SK-104 C.DWG, printed on 28 November 2023 13:08:13, by Lyster, Hailan



DO NOT SCALE

KEY:

— 2.4m X 25m VISIBILITY SPLAY FOR 20MPH SSD
AS PER MFS

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C	28/11/2023	HL	UPDATED MASTERPLAN	PM	CW
B	01/09/2023	HL	UPDATED MASTERPLAN & ADDED VISIBILITY SPLAYS	PM	CW
A	19/01/2023	HL	FIRST ISSUE	PM	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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PROJECT: AGEAS BOWL MASTERPLAN

TITLE: RESIDENTIAL DEVELOPMENT
ROAD & FOOTWAY WIDTHS

SCALE @ A3: 1:1000	CHECKED: PM	APPROVED: CW
PROJECT No: 70073579	DESIGNED: HL	DRAWN: HL
DRAWING No: 3579-SK-104 C	DATE: November 23	REV: C

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Appendix C

WCHAR

wsp



Land and Development Advisory Ltd

Ageas Bowl Masterplan

Walking, Cycling and Horse Riding Assessment
and Review





Land and Development Advisory Ltd

Ageas Bowl Masterplan

Walking, Cycling and Horse Riding Assessment and Review

Type of document (version) Public

Project no. 70073579

Our Ref. No. WCHAR

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Quality control

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
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Signature				
Checked by	Phil Moss	Chris Williams	Phil Moss	
Signature				
Authorised by	Ian Fielding	Chris Williams	Chris Williams	
Signature				
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Site Visit Photos

1 Scheme Details

1.1 Scheme Client / Developer

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1.5 Scheme Location and Description of Highway Works

Introduction

- 1.5.1. WSP has been appointed by Land and Development Advisory Ltd to produce a Walking, Cycling and Horse Riding Assessment and Review for the Ageas Bowl Masterplan, located in West End, Hampshire.
- 1.5.2. The proposals for the development 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 84 dwellings and 88 apartments.
- 1.5.3. Figure 1-1 below outlines the proposed Site location in relation to local facilities and existing Public Rights of Way.

Highway Proposals and Proposed Access Arrangements

Vehicular

- 1.5.4. Access for vehicles into the Ageas Bowl site is currently achieved via the B3035 Botley Road / 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.
- 1.5.5. 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 road, though the masterplan is focused on active-travel movements. The proposed width of the main residential access road is 6m, with footways either side which will be 2m wide. In areas of shared space the carriageway width is between 4-6m to encourage slow moving vehicles with the priority given to pedestrians and cyclists. The residential development includes a number of footpaths providing more direct access to properties than the internal road network. WSP drawing 3579-GA-101 included in Appendix B of the Secondary Transport Assessment Addendum presents vehicular access into the residential development.
- 1.5.6. 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 also presents a swept path analysis of the vehicular access into the Care Home car park.

- 1.5.7. 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 drawings contained within Appendix B of the Secondary Transport Assessment Addendum 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.
- 1.5.8. The new pavilion and maintenance area will be accessed via the internal ring-road as per the existing situation.

Pedestrian and Cyclist

- 1.5.9. The main pedestrian and cyclist access to the Site is via 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 considerate vehicle movement, which in turn promotes active travel throughout the site as low vehicle speeds reduce severance created by vehicles and pedestrians and cyclists.
- 1.5.10. The residential development has an additional access point in the form of an offline path 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 tracks within Telegraph Woods which would provide leisure activities for those living on site. These tracks are not classified as a Public Right of Way (PRoW) and as such will be treated as informal routes.
- 1.5.11. Cycle stores are proposed on the lower ground floor of the Well-Being centre and the apartment blocks of the residential development. Bike storage will be provided within the curtilage of each residential property.
- 1.5.12. Bicycle parking will be provided in accordance with Eastleigh Borough Council's adopted standards and is discussed later within this section.

1.6 Event Day Arrangements

- 1.6.1. Currently, event day traffic and pedestrian movements are organised via Traffic Management Plans (TMP) completed by The Ageas Bowl and submitted to Eastleigh Borough Council for approval before each event.
- 1.6.2. Each bespoke TMP outlines the strategy that will be employed to minimise the impact of the event in question on both the local and strategic road network, as well as ensuring that spectators are able to travel to and from the event in a safe and efficient manner. The operation of these TMPs has been in place since 2004, having been found to be a success in the past, with the Ageas Bowl team minimising traffic congestion on the surrounding

highway network prior to events and ensuring the swift and safe exit of spectators after each event which maintains the integrity of the operation of the local highway network. Overall, it is the aim of the traffic management team to have the local highway network operating as normal within two hours of the end of an event.

- 1.6.3. Parking on events days takes place both on-site and at off site at dedicated park and ride facilities. Accessible parking, VIP and Debentures parking for events is generally located on-site. The majority of on-site parking on event days is accessible via the signal-controlled junction on B3035 Botley Road and is managed by traffic marshals. As part of the development there will be a new event day access junction located further east on B3035 Botley Road providing direct access to the event day car park. Parking at Thorneydown Farm is accessed via A27 Moordown Road, with an internal footpath connecting pedestrians from the car park to the site. Onsite parking is typically managed via a booking system, with 1,684 car parking spaces and 30 bus spaces available on-site. The University of Southampton Sports Ground facility at Wide Lane has an additional 1,500 spaces and operates as a Park and Ride, with no need to pre-book.
- 1.6.4. Each TMP contains details about the approach taken to the management of local traffic signals. The Ageas Bowl work closely with Hampshire County Council's Intelligent Traffic Systems Group (ITS) Group) to develop a strategic approach to local traffic signalling. The purpose of this approach is to minimise the disruption event traffic may cause to the wider road network. Previous TMP's have included mitigation measures such as the live monitoring and / or management of traffic lights by an ITS engineer at the following locations prior to an event:
 - Junction 5, M27;
 - Eastbound Slip Road, Junction 7, M27;
 - Windhover Roundabout; and
 - B3035 Botley Road / Marshall Drive.
- 1.6.5. The purpose of intervention by the ITS Group is to improve the flow of traffic into the Park and Ride site at the University of Southampton Sports Ground at Wide Lane and to the Ageas Bowl site itself, while also ensuring that queuing traffic does not lead to safety concerns such as blocking back of queues onto the M27. This is assisted further by the ITS Group being in direct communication with police motorbike riders who monitor traffic condition at critical locations.
- 1.6.6. Each TMP also outlines ITS measures put in place to ensure the egress of traffic from the event is safe and efficient. An ITS engineer is typically positioned at the junction of B3035 High Street / A27 Church Hill during the egress of spectators, to ensure priority is given to traffic exiting the ground, with particular consideration being given to Park and Ride Buses returning for multiple pickups.
- 1.6.7. In terms of Public Transport, The Ageas Bowl operates a rail shuttle service from Southampton Airport Parking and / or Hedge End train stations. Additionally, The Ageas Bowl liaises with local public transport operators and EBC to encourage visitors to use

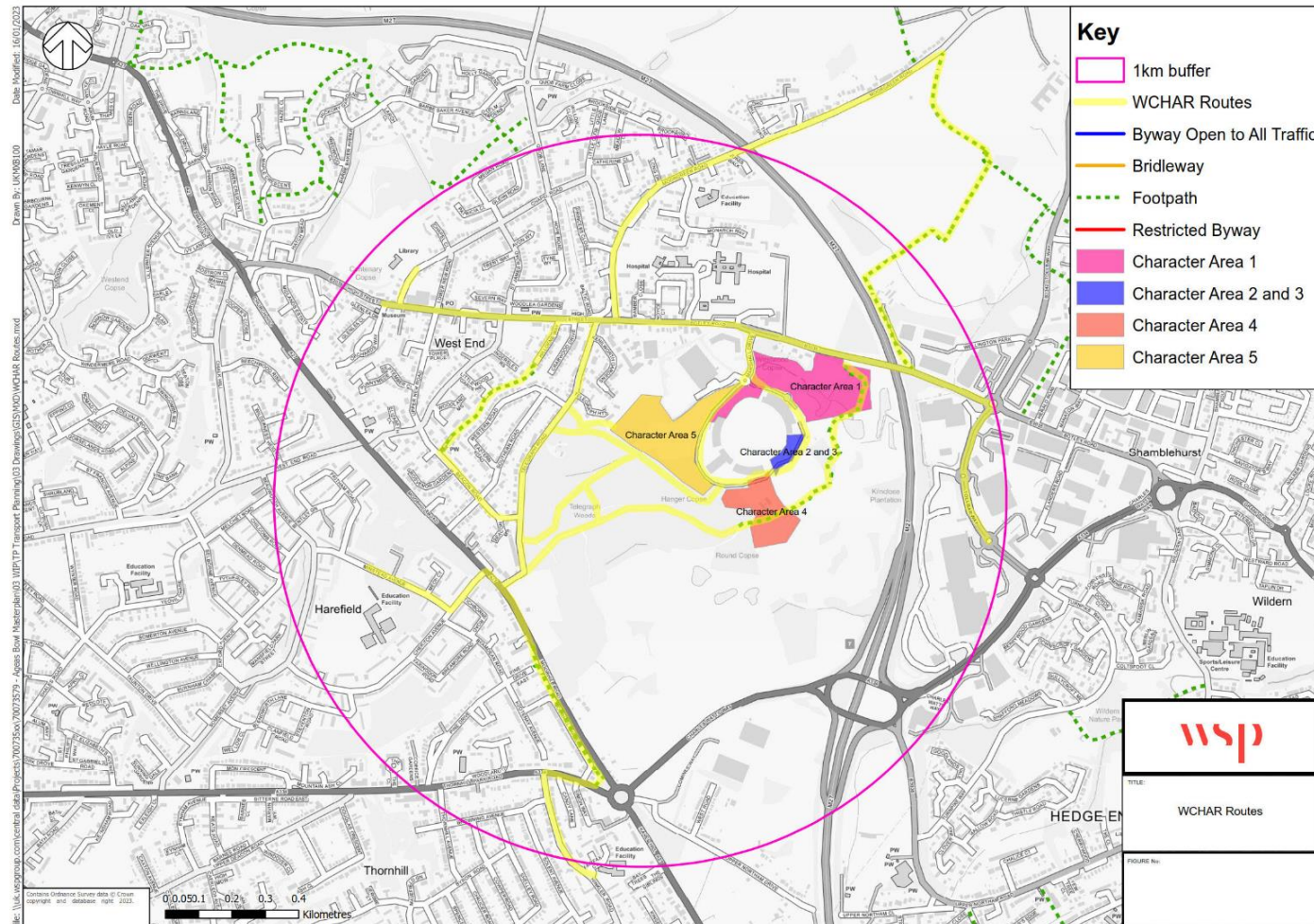
public transport to attend events. Additional late running bus services, increased service frequency and the provision of free services have previously been implemented in order to reduce the strain on the local network.

- 1.6.8. Further information about event day operations can be found in the Transport Assessment, including management of local junctions, temporary event signage and temporary road closures.

1.7 WCHAR Study Area

- 1.7.1. The WCHAR has been undertaken and completed at the request of Hampshire County Council (HCC). The Hampshire County Council's document TG19 (Walking, Cycling and Horse-Riding Assessment and Review) outlines that developments more than 50 residential units in size and 'S38/S278 schemes should undertake a WCHAR based on a 'large scheme' basis. The development will provide more than 50 units and community facilities but will not include any S38 works as the residential development will connect into a private unadopted road and the S278 works only relate to the event day access junction not the residential/ community access.
- 1.7.2. The study area and routes of the WCHAR is outlined below. This has been created by adding a 1km buffer around the development site in order to encompass routes to local schools and local amenities.

Figure 1-1 - WCHAR Audit Route



2 WCHAR Assessment

2.1 Assessment of walking, cycling and horse-riding policies and strategies

- 2.1.1. There are numerous policy documents relating to the development at The Ageas Bowl.
National Planning Policy Framework, 2021
- 2.1.2. National Planning Policy was updated in September 2023, however the original WCHAR had been prepared reflecting the July 2021 document, setting out the government's planning policies and how they should be applied when planning new development. As it relates to the assessment of sustainable transport, the policy tests remain the same
- 2.1.3. Relevant to the development at The Ageas Bowl, Section 8 'Promoting healthy and safe communities' states in paragraph 100 that:
"Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails."
- 2.1.4. Chapter 9 'Promoting sustainable transport', explains in paragraph 104:
"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."*
- 2.1.5. Paragraphs 110 and 111 also state:
"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;

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.”

and 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.”

Hampshire Local Transport Plan 4 (April 2022)

- 2.1.6. This document was published in April 2022 and is currently in draft. The document describes the route to delivering a set of core transport related outcomes over the next 30 year period, including ‘significantly reducing dependency on the private vehicle’.
- 2.1.7. Section 6 outlines the proposed core policies related to the development at The Ageas Bowl:
 - Policy C1 – Putting people and places at the heart of our decisions;
 - Policy C5 – Support local living and reduce demands on transport; and
 - Policy C6 – Encourage sustainable travel behaviour.
- 2.1.8. Section 7 outlines the following proposed theme policies which are relevant to the development at The Ageas Bowl:
 - 7.1: Healthy Places
 - HP1 - Deliver the infrastructure required to support a large-scale shift towards walking and cycling for everyday trips
 - HP2 - Enable healthy neighbourhoods and high streets in partnership with communities
 - HP3 - Widen participation and broaden the appeal of walking and cycling as a natural travel choice
 - 7.4 Balancing Travel Demand (BTD)
 - BTD3 - New approaches for shifting the balance between private car use and other modes
 - 7.5 Rural Transport
 - RT2 – Sustainable access to the countryside
 - Development and Masterplanning (DM)

- DM1 - Integrate transport and strategic land-use planning to reduce the need to travel
- DM2 - Support proactive masterplanning of new development sites for high quality neighbourhoods

Eastleigh Borough Local Plan (2016 – 2036)

2.1.9. 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

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

Eastleigh Local Cycling and Walking Infrastructure Plan (LCWIP, 2022)

2.1.11. This document outlines the plan for investment in walking and cycling infrastructure, with the intention of bringing a range of benefits to the residents of Eastleigh. These include: “a *reduction in air pollution, fewer delays, decreasing frequency of collisions on the highway and improving accessibility for people of all ages and ability*”. The document then goes on to detail it’s proposed network around the area.

2.1.12. **Route 263: West End – Hedge End** runs along the B3035 Botley Road, which is the main access road to the development at The Ageas Bowl. This route aims to connect residential and business area and the LCWIP acknowledges the vehicular domination of the route at present. The document then outlines some potential upgrades to the route, including a segregated facility along the B3035 as the existing facility is below standard.

2.1.13. **Route 338: West End – Hamble** route runs to the south west and south of the proposed development. Proposed improvements include a segregated cycle track between the Swaythling Road/High Street junction and Kanes Hill roundabout, as well as a review of Kanes Hill Roundabout.

2.1.14. **Route 262: Kanes Hill Roundabout – Hedge End Centre** runs to the south-east of the site and the document recognises the limited existing cycle infrastructure. Several improvements are suggested for this route, including a segregated cycle track between Kanes Hill and Upper Northam Drive.

LTN 1/20 – Cycle Infrastructure Design (Department for Transport, 2020)

2.1.15. LTN 1/20 was published in July 2020 and outlines the standards for cycling infrastructure. It provides guidance for designing new and improving existing cycling infrastructure, outlining the most desirable and appropriate levels of intervention for the environment.

- 2.1.16. The document explains that cycling is a vital component of key transport policies across the country and will contribute to targets for reducing traffic congestion, improving air quality, and securing the benefits of cycling in terms of public health.
- 2.1.17. LTN 1/20 also emphasises the importance of making cycling inclusive and an achievable form of travel for all. It states that to achieve the core design principles, cycling infrastructure should be Coherent, Direct, Safe, Comfortable and Attractive.

Inclusive Mobility – A Guide to best Practice on Access and Pedestrian and Transport Infrastructure (Department for Transport, 2021)

- 2.1.18. The Inclusive Mobility document was published in December 2021 and provides guidance and best practice on access to pedestrian and transport infrastructure. It describes features that should be considered for the provision of safe and inclusive infrastructure, and highlights issues related to disabling barriers, such as technology, maintenance, awareness of the needs of disabled people and the importance of engagement.

Hampshire County Council Countryside Service Design Guidance (2020)

- 2.1.19. Hampshire Countryside Service have provided a series of guidance documents containing design standards for different elements of countryside development. The following documents are considered to be relevant to the proposed development and WCHAR:
- **Paths, Widths, Heights, and Gaps:** There is a desirable path width of 2.5m and a head clearance of 3.5m for bridleways, and desirable path width of 1.5m and head clearance of 2.5m for footpaths. It is desirable to allow an extra 0.5m on either side of a footpath or bridleway to allow vegetation to grow.
 - **Path Surfacing:** A natural surface, adequate for public use, such as gravel is considered acceptable where it is in keeping with the environment and requires minimal maintenance. Drainage should also be considered, particularly in areas that susceptible to being muddy or waterlogged, this can include vegetation clearance to allow sufficient sunlight in. Formal surfacing may need to be considered if drainage does not solve any issues. The document outlines several other considerations that need to be made in terms of water and surfacing, maintenance, and possible use of the surface by large farming machinery that may cause damage. The document also outlines the typical bridleway specification for constructing a path suitable for walkers, cyclists, and horse-riders.

Technical Guidance Note: TG10 – Pedestrian and Cycle Facilities

- 2.1.20. This document is adopted by Hampshire County Council in order to provide and deliver infrastructure that provides resilience and minimises the maintenance requirements. It outlines the relevant guidance documents for pedestrian and cycle facilities, required consultation and assessment approaches and the technical requirements for the implementation of new infrastructure. These include the minimum widths, segregation requirements and safety requirements.

2.1.21. The document also outlines the ten Healthy Streets indicators. These are a qualitative set of elements that in combination, help to create an inclusive and healthy environment:

- Everyone feels welcome;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People choose to walk and cycle;
- People feel safe;
- Things to see and do;
- People feel relaxed; and
- Clean air.

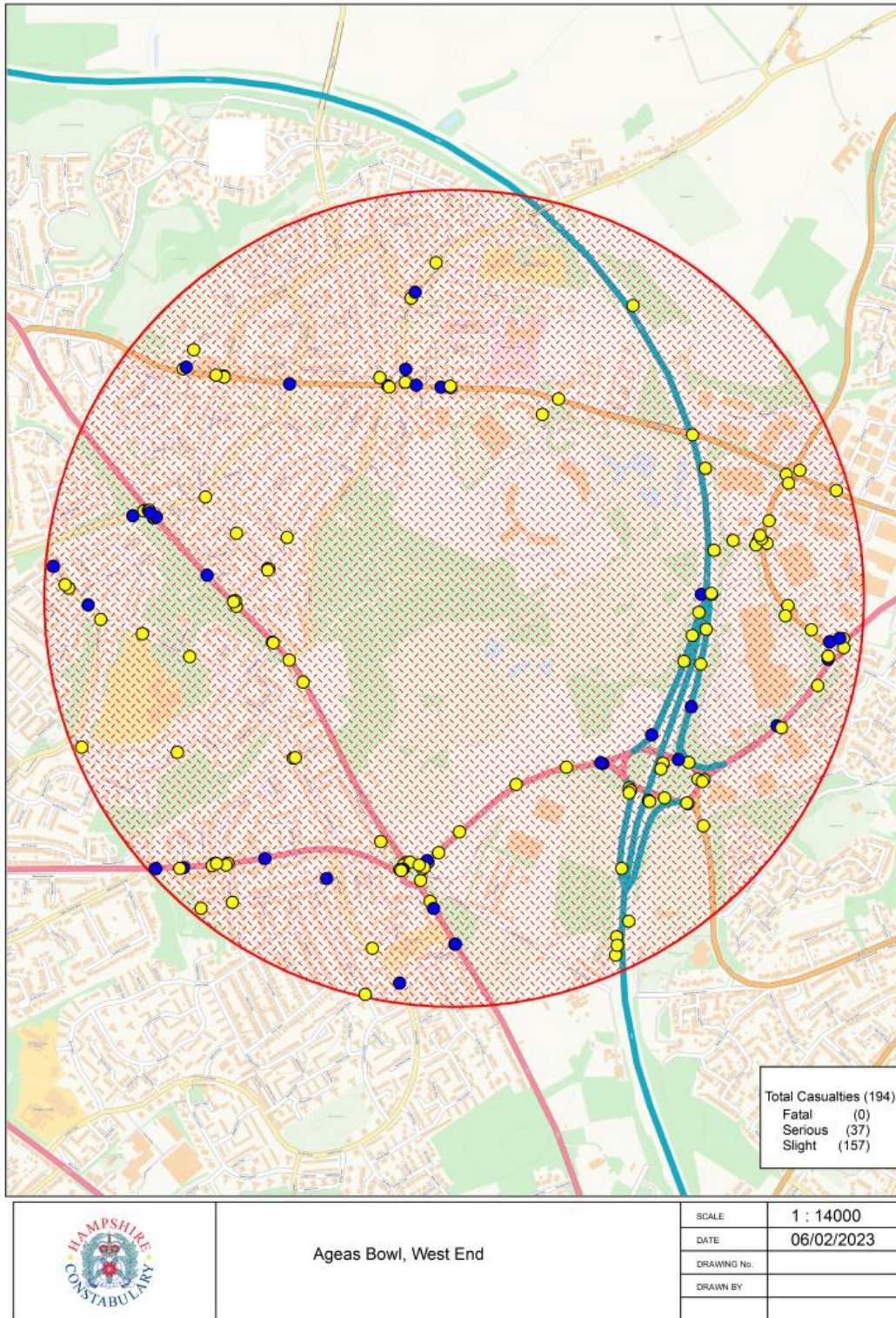
2.1.22. These elements have been considered in unison throughout the WCHAR, with the opportunities presented aiming to improve the overall Healthy Streets score of the area.

2.2 Collision data

2.2.1. Based upon the analysis of Personal Injury Accident (PIA) data received from Hampshire Constabulary for the latest available 5-year period (01/10/2017 – 30/09/2022) a total of 157 PIAs occurred with 37 being classified as ‘Serious’ and 157 classified as ‘Slight’. No fatal accidents were recorded within the study period. Approximately 11% of the recorded incidents involved at least one pedal cycle.

2.2.2. Figure 2-1 shows the location of the accidents that occurred in the study area during the most recent five-year period.

Figure 2-1 - Accident Data



- 2.2.3. Five cluster sites of accidents were identified at the following locations with a review of the data identifying the majority of the recorded accidents as being 'Slight':

- M27 – Junction 7;
- A27 – Kanes Hill Roundabout;
- A27 Church Hill/West End Road junction;
- A334 Charles Watts Way/B3342 Tollbar Way/Turnpike Way Roundabout; and
- Botley Road/B3035 Mini-Roundabouts.

- 2.2.4. A review of the causation factors at these cluster sites identified that the PIAs were caused by human error, with factors such as ‘failing to see’ and ‘careless/reckless/in a hurry’ being listed as opposed to errors within the operation/design of the highway network.
- 2.2.5. One slight PIA was recorded within proximity of the proposed site access junction near the signalised B3035 Botley Road/Marshall Drive junction. The causation factor for this accident was listed ‘loss of control’ and ‘failed to judge other persons path or speed’. No vulnerable road users were recorded as being involved.
- 2.2.6. Another incident occurred on Marshall Drive; however this was attributed to a medical episode of a cyclist and did not involve any other road users.
- 2.2.7. In conclusion, it can be determined that there are no operational issues within the local highway network within proximity of the proposed development, with previous PIAs occurring due to human/driver error. Given the limited level of traffic associated with the development proposals, it can be determined that the operation of the proposed development would not have an adverse impact upon active modes of transport from the highway safety perspective.

2.3 Multi-modal transport services and interchange information

Bus Services

- 2.3.1. The closest bus stops are Moorgreen Hospital (eastbound) and Shaw Road (westbound), which are both situated on the B3035 Botley Road, immediately west and east of the Marshall Drive junction. This is approximately 400m (or a five minute walk) from the Marshall Drive Roundabout.
- 2.3.2. The Moorgreen Hospital stop has a shelter with seating and timetabling information available. The Shaw Road stop is signposted as a bus stop, with timetabling information, however no seating or shelter is available. Alternatively, the westbound Moorgreen Hospital bus stop has both shelter and seating and has the same services available as Shaw Road.
- 2.3.3. Services available from these stops include the Xelabus X4, providing an hourly service between Eastleigh, West End and Hedge End, and the First 8 service, running every 30 minutes between Southampton City Centre, Bitterne, West End and Hedge End Railway Station.

Rail Services

- 2.3.4. The closest train station is Hedge End, which is 2.6km north east of the site. 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.

- 2.3.5. 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.
- 2.3.6. 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 spaces for 54 bikes. There is CCTV overlooking the bike storage area.
- 2.3.7. The train station has frequent services to destinations including Eastleigh, Winchester, London Waterloo and Portsmouth Harbour. The table below summarises the journey time and frequency of these services.

Table 2-1 – 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

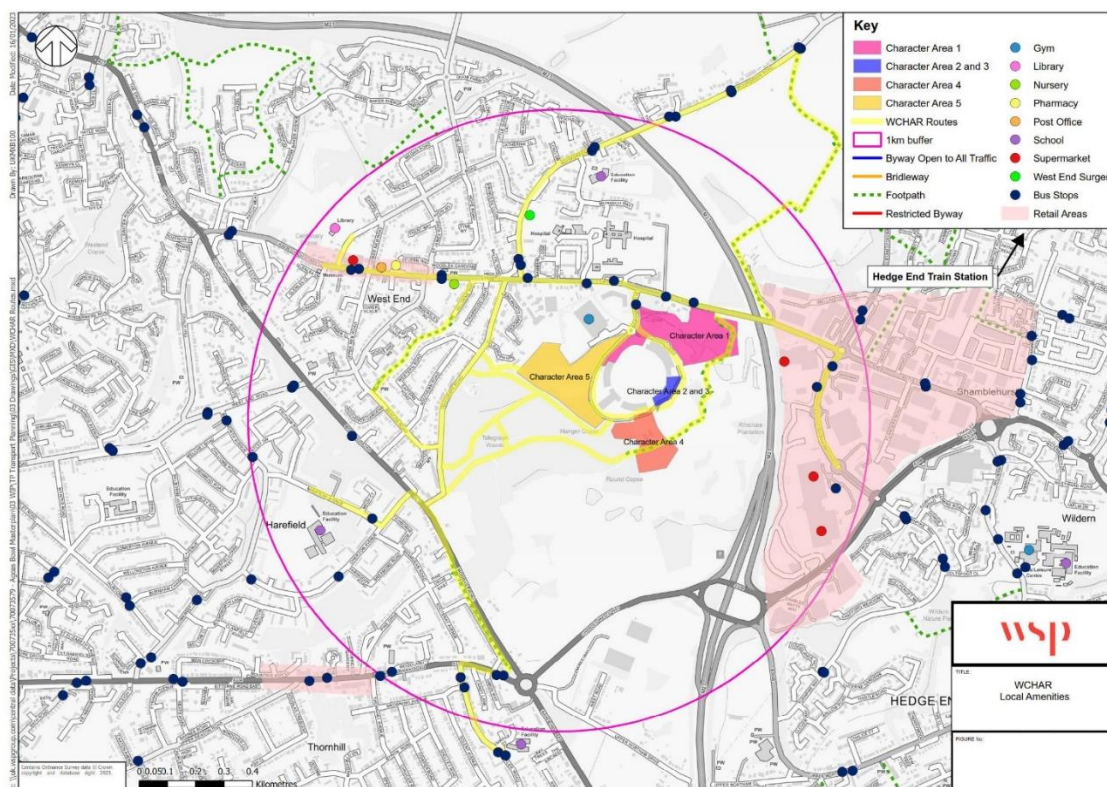
2.4 Journeys to Trip Generators

- 2.4.1. The Site is located approximately 1km from Hedge End retail centre to the east and West End Village centre to the west, roughly a 15-minute walk in each direction. Both of these offer shopping and convenience opportunities, as well as a selection of places to eat. Hedge End is accessed via B3035 Botley Road and B3342 Tollbar Way, with wide pedestrian and cycle facilities, including signalised crossings, available for the duration. West End is also accessed via B3035 Botley Road and B3035 High Street, also with adequate pedestrian and cycle facilities available for the duration. Cycle parking is available at Hedge End retail park outside multiple areas of the shops available, and in West End Village centre.
- 2.4.2. The following amenities are available within a 1km buffer from the development:
 - David Lloyd Gym;
 - West End Surgery;
 - St James' Primary School;
 - Hildene Centre and Pre-School;
 - Hedge End Retail Centre;
 - Convenience Shop;

- Pharmacy;
- Post Office;
- Supermarket;
- Library; and
- Woodlands Community College.

2.4.3. The map below highlights the location of these amenities in proximity to the development.

Figure 2-2 – Key amenities in the local area



2.4.4. Guidance from Active Travel England states that local amenities should be available within 800m of the development. When measuring from the centre of the proposed development, not all amenities fall within this distance. This highlights the importance of having a high quality and accessible walking and cycling network providing access to these key amenities. The proposed formalisation of the leisure route through Telegraph Woods also has an impact upon journey length, and considerably shortens the distance required for trips to some destinations.

2.4.5. The table below summarises the specific routes to the key local amenities outlined above. It should be noted that some of the destinations are beyond the 1km study area. This is because they are important amenities that will likely be accessed by those living in the development. Therefore, it is important to consider the walking and cycling opportunities to these locations also. Where a route is shortened via Telegraph Woods, the alternative distance is also included.

Table 2-2 – Routes to Key Destinations

Local Amenity	Distance	Route Via	Distance via Telegraph Woods
David Lloyd Gym	<550m	The Ageas Bowl Internal Road The Marshall Drive roundabout before entering David Lloyd driveway	N/A
West End Surgery	1.07km	The Ageas Bowl Internal Road Marshall Drive B3035 Botley Road Moorgreen Road	690m
St James' Primary School	1.52km	The Ageas Bowl Internal Road Marshall Drive B3035 Botley Road Moorgreen Road	1.2km
Hilldene Centre and Pre-School	1.18km	The Ageas Bowl Internal Road Marshall Drive B3035 Botley Road B3035 High Street	740m
Convenience Shop (Londis)	1.4km		1.0km
Pharmacy	1.4km		1.0km
Post Office	1.45km		1.02km
Supermarket	1.54km		1.1km
Library	1.7km	The Ageas Bowl Internal Road Marshall Drive B3035 Botley Road B3035 High Street Chapel Road	1.28km
Hedge End Retail Centre	1.68km	The Ageas Bowl Internal Road Marshall Drive	N/A

		B3035 Botley Road B3342 Tollbar Way	
Wildern School	2.46km	The Ageas Bowl Internal Road Marshall Drive B3035 Botley Road Wildern Lane	N/A
Woodlands Community College	2.4km	The Ageas Bowl Internal Road Marshall Drive B3035 Botley Road Telegraph Road A27 Moorhill Road Cheriton Avenue Minstead Avenue	1.42km
Hedge End Train Station	2.9km	The Ageas Bowl Internal Road Marshall Drive B3035 Botley Road B3342 Tollbar Way Offline route through to Station	N/A
Deer Park School (via offline route near Billington Gardens)	3.08km	The Ageas Bowl Internal Road Marshall Drive B3035 Botley Road B3342 Tollbar Way Offline route through to Maunsell Way and Deer Park School	N/A

2.5 Site Visit

- 2.5.1. A site visit was undertaken on Wednesday 11th January 2023, between 09:30 and 13:00 to observe the standard and condition of existing facilities. An assessment of how these existing facilities will tie into the proposed site development and access arrangements was also undertaken. The site visit was carried out by two assessment team members. The weather started out as cold, sunny, and clear, but became overcast and started raining in the early afternoon.

2.5.2. The following sections present a summary of the key findings from the Site visit for the key routes highlighted in Figure 1-1. The purpose of the site visit is to provide a detailed review of the existing walking, cycling. It will focus on the surface quality, whether lighting is available, or routes are overlooked, conflicts/ risks of each route, crossing facilities and accommodation of desire lines. Taking these items into consideration, opportunities will then be proposed to make appropriate improvements to the study area.

2.5.3. Photos are available in Appendix A.

Telegraph Woods

- Several other users were noted in Telegraph Woods during the site visit, particularly dog walkers;
- The footways around the woods were a good width. They were unsurfaced and sympathetic with the environment, some areas of muddiness however this was not severe, particularly considering it had been raining heavily the day before;
- Paths were generally unaffected by overgrown vegetation;
- There was a map available near the entrance of the woods on Telegraph Road and some wayfinding present throughout the routes taken; and
- There is no lighting present in the woods, so during nighttime hours this area would be very dark and could feel isolated.

The Ageas Bowl Internal Network and Footpath 241/509/1

- When leaving the woods and entering The Ageas Bowl site, footpath 241/509/1 was followed through the golf course;
- Footpath 241/509/1 was quite uneven, with some steep terrain and slippery areas. Before joining into the golf course there was a large, waterlogged area which required walking over an unstable plank of wood;
- It was noted that there were many users on the golf course during the site visit, raising potential conflict risks for users of the footpath. However, the route was well signposted, with safety reminders regarding the golf course and bodies of water frequented throughout;
- The internal road around The Ageas Bowl has good quality footways on at least one side of the carriageway;
- Zebra crossings are available throughout the internal ring route; and
- The route is well signposted.

Route to Hedge End Retail Park

- A3035 Botley Road has good quality and sufficiently wide footways on both sides of the carriageway;
- Informal crossings are available at frequent intervals, often with dropped kerbing, tactile paving, and a refuge;
- The shared use path on the northern side of the carriageway is gradient separated;
- Several cyclists and pedestrians were using the facilities during the time of the site visit;

- A Toucan crossing is available at the eastern end of A3035 Botley Road, providing a continuous route to and from the shops to the north of Hedge End Retail Park;
- Informal crossings are available around the roundabout, facilitating movement to other areas of Hedge End Retail Park;
- A shared use path is available down B3342 Tollbar Way, facilitating access to shops including, B&M, Pets at Home, Curry's and Lidl; and
- Further south on B3342 Tollbar Way, the footway on the western side of the dual carriageway ends, with a staggered, signalised crossing moving pedestrians and cyclists onto the eastern side.

Offline Route to Moorgreen Road

- This route followed Footpath 241/10/1, which runs parallel to the M27 and comes out in a series of fields adjacent to Moorgreen Road;
- This footpath was of adequate surface and good width, however there were several instances of the fence between the footpath and the motorway being broken, making the route very loud and feel less safe / in close proximity of fast-moving traffic;
- A lot of litter was visible in the hedge lines of the route, this in combination with the above meant the usable width was restricted and walking in single file was necessary;
- Footpath 241/10/1 is not well overlooked and does not have any lighting present;
- There was not much wayfinding present on the route;
- The route required walking over some short bridges, these were very slippery due to the wet weather;
- Some of the fields on the route had livestock, there were no clear warnings of this as some signage was broken; and
- The route joined onto Moorgreen Road, which has a footway on the northern side only. This was of a good quality and adequate width and continued back to a residential area in West End, eventually rejoining A3035 Botley Road.

St James' Primary School

- The route in the vicinity of St James' Primary School was well laid out, with high visibility bollards, school zig-zag road markings and traffic calming present. Crossings around the school were also good quality, with bollards, dropped kerbing and tactile paving.

Route to West End Village Centre

- The route between the Ageas Bowl entrance and West End Village centre consists of a shared use path on the northern side of A3035 Botley Road. Several pinch points were noted, such as around shops where there are parking laybys;
- A clearly visible zebra crossing is available on Botley Road before the mini roundabout with Moorgreen Road, with tactile paving and dropped kerbs however there is no controlled crossing on Moorgreen Road itself for east-west movements;
- Some crossing points were informal, though tactile paving and dropped kerbs were available and sometimes a refuge in the middle of the carriageway; and
- The road is well overlooked with streetlighting for the duration of the journey.

Hilldene Way – Beacon Road Footpath

- This path follows footpath 241/505/1;
- The entrance to the footpath is quite tucked away, with wayfinding signage obscured by vegetation;
- The footpath varied in width but was adequate for the duration. Occasional overgrown vegetation restricted the available width and walking in single file was necessary; and
- The route was partially overlooked by nearby residences but streetlighting was not present.

Telegraph Road, Including Pedestrian Access into Telegraph Wood / Proposed Development Link

- Telegraph Road has a good quality footway on the western side of the carriageway;
- Parking is available on some stints of the road, with other areas having parking restrictions;
- Traffic calming speed cushions are present for the duration of the road;
- There is one pinch point where the footway widens, reducing the width of the road to a single vehicle width. There are high visibility bollards on this section of the footway;
- The offline route into Telegraph Woods / The Ageas Bowl starts as well defined, with a gate and bin at the entrance;
- There is a steep incline, and at the top of the incline the route becomes ambiguous, consisting of only a trodden path; and
- A desire line runs down the northern perimeter of the woodland, down into a ditch with a very steep climb which provides access into the area of the proposed development.

Routes to Harefield and Kanes Hill

- There is no formal crossing across A27 Moorhill Road for users trying to get to Cheriton Avenue or Moorhill Gardens, there is only an informal crossing consisting of tactile paving and a dropped kerb;
- Parts of footways along A27 Moorhill Road are very narrow, which may make some users feel unsafe considering the 40mph speed limit on the road; and
- Footpath 241/506/1 provides a good pedestrian alternative for users wanting to access Kanes Hill Primary School and the amenities on Bitterne Road East.

2.6 Existing Pedestrian, Cyclist and Equestrian Facilities

Pedestrian Facilities

2.6.1. Figure 1-1 shows the Public Rights of Way in the vicinity of the development. These were considered as part of the site visit above and include the following routes:

- Footpath 241/509/1 – running between Telegraph Woods and A3035 Botley Road, through Boundary Lakes golf course;
- Footpath 241/10/1 – running parallel to the M27 between A3035 Botley Road and Moorgreen Road;

- Footpath 241/505/1 – running between Hildene Way and Beacon Road; and
- Footpath 241/506/1 – running parallel to A27 Moorhill Road and Moorhill Gardens.

2.6.2. Generally, there is a good pedestrian network facilitating pedestrian movement between the development and key amenities in the local area. The leisure routes in the area are also of good quality, providing a safe and enjoyable experience for those using them.

Cycling Facilities

2.6.3. There are few dedicated cycling facilities in the area. The shared-use path along A3035 Botley Road, which runs into Marshall Drive, is of good quality and width, with a Toucan crossing facility provided to enable cycle crossing.

2.6.4. Many of the routes in the study area without dedicated cycle infrastructure are situated on quiet, low traffic routes making them suitable for travel by this mode.

Equestrian Facilities

2.6.5. There are no bridleways in the study area. The closest is Bridleway 114/505/1 in Hedge End which is approximately 2km from the Site. Due to the distance from the Site, this was not audited as part of this study.

2.7 Liaison with Key Stakeholders

2.7.1. Several key stakeholders have been consulted about the development proposals, however communication with stakeholders has been limited.

Hampshire County Council Highways

2.7.2. Hampshire County Council, as local highway authority, provided a response to the planning application on 24th October 2022 detailing a number of observations and required updates to the application, including updated accident data and Travel Plans.

2.7.3. A Road Safety Audit has also been requested for the proposed access points and internal layouts, as well as consideration of visibility splays.

2.7.4. The absence of a WCHAR was noted, which has now been addressed by this document.

2.7.5. The highway authority recommended a holding objection until the requested further information is submitted.

National Highways

2.7.6. National Highways provided a response to the application on 4th October 2022. The application was not approved for a set period, as further technical clarification was requested. This was due to an increase in trip generation since the scoping stage, though the new figures have been accepted. National Highways have requested full modelling to be undertaken at M27 Junction 7, in order to demonstrate that the impact of the development can be safely accommodated.

HCC Countryside Service

- 2.7.7. HCC Countryside Service has been consulted and provided a response to the planning application received on 23/08/23. The Countryside Services team requires the Applicant to demonstrate the following:
- How the proposals satisfy NPPF paragraphs 92, 93, 104, 106 and 112;
 - Details of the proposed diversion of Footpath 509, together with advice on how the Applicant would secure this.
- 2.7.8. In addition, HCC Countryside Services expects the following to be delivered as part of the development proposals:
- Improved links to Moorhill Road and Telegraph Road and the introduction of public rights to walk and cycle over these and to Botley Road;
 - A schedule of improvements to Footpath 10 so as to reduce local vehicle use and ensure off-site access opportunities for future residents; and
 - A scheme of improvements to be delivered to improve footpath 509 so this can reasonably accommodate the increased use from the development.

Landscape Officer

- 2.7.9. The landscape officer has provided comments for the designs submitted. Comments regarding the link from the development to Telegraph Woods include the following:
- The sections of path run too tight to the site boundary and should be re-aligned to reduce impact on existing vegetation and to create space for buffer planting.
 - The feasibility of providing the informal access into Telegraph Woods needs to be reassessed.
 - There are some significant level changes to enable this access resulting in high retaining walls and the arrangement is cramped.

3 User Opportunities

- 3.1.1. The opportunities highlighted below are considered to be relevant to the proposed development and should be considered by the wider design team throughout the progression of the scheme design.

3.2 General

- Opportunity 1: Improved bus stops on Botley Road by Shaw Road. Addition of shelter and / or seating where space permits, to improve accessibility, comfort and feeling of safety, thus possibly increasing the use of bus as a travel option.

3.3 Strategic Opportunities

- Opportunity 2: Extension of / provision of links to the National Cycle Network, potentially connecting to Route 23 in Southampton, Route 2 running parallel to the Solent, and Routes 224 and 236 in Fareham. Facilities would need to be in accordance with Local Transport Note 1/20 guidelines and complement the proposed Local Cycling Walking Infrastructure Plan (LCWIP) network.
- Opportunity 3: Reduction of speed limit at the eastern end of B3035 Botley Road to 30mph. This would improve feeling of safety for pedestrians and cyclists using the facility.

3.4 Walking Specific Opportunities

- Opportunity 4: Whilst the majority of routes through Telegraph Woods were adequate, vegetation clearance would be beneficial in the area connecting through to Footpath 241/509/1.
- Opportunity 5: Improvement to Footpath 241/509/1, including drainage improvements and resurfacing to reduce the slope and reduce the potential for slippery surface, this would improve the walking experience in the area and reduce the risk of injury.
- Opportunity 6: Consideration of the steep and uneven topography when designing the route running parallel to Royal Heights and into the proposed development. The desire line runs through a ditch which requires climbing up a steep hill with no stable footing. A possible solution would be to bridge the ditch, evening out the gradient, creating a safer route between Telegraph Road and the development.
- Opportunity 7: Provision of CCTV, additional lighting, and rubbish bins along Footpath 241/10/1. These would improve the public realm and feeling of safety for users on this route.
- Opportunity 8: An addition of a signal crossing and improved footways on the A27 Moorhill Road, near the Telegraph Road junction. This would facilitate the movement of people travelling to and from local schools in Harefield and Kaneshill and improve the feeling of safety.
- Opportunity 9: Upgrade the zebra crossing on B3035 Botley Road to signalised crossing, particularly near the Moorgreen Road junction. This would improve the crossing

experience for pedestrians and cyclists, in line with recommendations in the Eastleigh LCWIP.

- Opportunity 10: Provision of a controlled crossing on Moorgreen Road north of mini-roundabout with Botley Road to facilitate east-west movements.

3.5 Cycling Specific Opportunities

- Opportunity 11: A segregated cycle track along the B3035 Botley Road, as proposed in the Eastleigh LCWIP, would facilitate safe cycle travel from the development to other areas to the south, including schools and greater / central Southampton area. This would require additional land acquisition to meet LTN1/20 requirements.
- Opportunity 12: Widening of the shared-use facility between Barbe Baker Avenue and Orchards Way to create a new segregated facility, as proposed in the Eastleigh LCWIP. This would require the removal of on-road parking bays.
- Opportunity 13: Improvement to the cycle parking facilities in West End village centre, at present they are uncovered Sheffield stands. These could be covered by a shelter to provide a more secure and more attractive option.
- Opportunity 14: Improvement to the cycle store facilities at Hedge End Retail Park. Cycle parking was available in some areas, but these were uncovered Sheffield stands. More secure, covered stands could be more frequently placed around the park.
- Opportunity 15: Cycle parking could be provided at West End Surgery.
- Opportunity 16: Improved cycle parking could be provided at the Moorgreen Recreational Ground.
- Opportunity 17: Upgrade the signalised junction at B3035 Botley Road / Marshall Drive, which does not currently meet LTN 1/20 standards. This could be upgraded to incorporate a continuous cycle facility / pelican crossings on both arms of the junction with existing crossing facilities.

3.6 Horse-Riding Specific Opportunities

- 3.6.1. No horse-riding specific opportunities have been identified in this location.

4 Review of WCHAR Assessment Opportunities

- 4.1.1. This section provides a summary of the opportunities identified as part of the Assessment Report and the actions taken or outcomes related to these during the design phase of the highway scheme.

4.2 General

Table 4-1 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 1: Improved bus stops by Shaw Road. Addition of shelter and / or seating where space permits, to improve accessibility, comfort and feeling of safety, thus possibly increasing the use of bus as a travel option.	An improvement scheme for these bus stops has already been secured as part of planning application O/15/76418, granted permission under appeal APP/W1715/W/15/3139371 in 2016.

4.3 Strategic Opportunities

Table 4-2 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 2: Extension of / provision of links to the National Cycle Network, potentially connecting to Route 23 in Southampton, Route 2 running parallel to the Solent, and Routes 224 and 236 in Fareham. Facilities would be in accordance with LTN1/20 guidelines and complement the proposed LCWIP network.	It is not financially viable for the developer to provide these works, which would also be disproportionate to the development and level of demand being created.
Opportunity 3: Reduction of speed limit at the eastern end of B3035 Botley Road to 30mph. This would improve feeling of safety for pedestrians and cyclists using the facility.	An improvement scheme for these bus stops has already been secured as part of planning application O/15/76418, granted permission under appeal APP/W1715/W/15/3139371 in 2016.

4.4 Walking Specific Opportunities

Table 4-3 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 4: Whilst the majority of routes through Telegraph Woods were adequate, vegetation clearance would be beneficial in the area connecting through to Footpath 241/509/1.	This is a maintenance issue and should be resolved by HCC Countryside Services or the land owner.
Opportunity 5: Improvement to Footpath 241/509/1, including drainage improvements and resurfacing to reduce the slope and reduce the potential for slippery surface, this would improve the walking experience in the area and reduce the risk of injury.	This is a maintenance issue and should be resolved by HCC Countryside Services or the land owner.
Opportunity 6: Consideration of the steep and uneven topography when designing the route running parallel to Royal Heights and into the proposed development. The desire lines runs through a ditch which requires climbing up a steep hill with no stable footing. A possible solution would be to fill adjust the ditch in, evening out the gradient, creating a safer route between Telegraph Road and the development.	Consideration has been made for improving the landscaping at the connection into the western element of the site. Improvements connecting the residential aspect of the development with Telegraph Road have been designed and included as part of the planning application. This includes steps to improve access across the steep section of land / ditch. A full description of the proposals through Telegraph Woods are available below in Section 4.7.
Opportunity 7: Provision of CCTV, additional lighting, and rubbish bins along Footpath 241/10/1. These would improve the public realm and feeling of safety for users on this route.	Provision of CCTV and lighting is not feasible due to the need to provide an electricity connection. Provision of rubbish bins would require maintenance by HCC and may be subject to vandalism.
Opportunity 8: An addition of a signal crossing and improved footways on the A27 Moorhill Road, near the Telegraph Road junction. This would facilitate the movement of people travelling to and from local schools in Harefield and Kanes Hill.	There would not be significant enough demand generated by the development proposals to justify the implementation of a new crossing in this location.
Opportunity 9: Upgrade the zebra crossing on B3035 Botley Road to signalised crossing,	As detailed in Section 4.8 a pedestrian and cycle improvement scheme has been

particularly near the Moorgreen Road junction. This would improve the crossing experience for pedestrians and cyclists, in line with recommendations in the Eastleigh LCWIP.	identified to Botley Road to connect the site to West End local centre. This includes the provision of a Toucan crossing approximately 175m west of the Ageas Bowl access junction. This is therefore considered adequate to meet demands for users of the development.
Opportunity 10: Provision of a controlled crossing on Moorgreen Road north of mini-roundabout with Botley Road to facilitate east-west movements.	A pedestrian and cycle improvement scheme has been identified along Botley Road, which includes the provision of a zebra crossing and parallel cycle crossing on Moorgreen Road north of the mini roundabout with Botley Road.

4.5 Cycling Specific Opportunities

Table 4-4 – Design Team Response to General Opportunities Identified

Opportunity Identified	Design Team Response
Opportunity 11: A segregated cycle track along the Botley Road, as proposed in the Eastleigh LCWIP, would facilitate safe cycle travel from the development to other areas to the south, including schools and greater / central Southampton area. This would require additional land acquisition.	Sustainable access improvements have been identified along B3035 Botley Road. Details on these improvements are available in Section 4.8.
Opportunity 12: Widening of the shared-use facility between Barbe Baker Avenue and Orchards Way to create a new segregated facility, as proposed in the Eastleigh LCWIP. This would require the removal of on-road parking bays.	Sustainable access improvements have been identified along B3035 Botley Road which provide connections to West End and associated local facilities.. No improvements further along this road are considered necessary. Full details on these improvements are available in Section 4.8.
Opportunity 13: Improvement to the cycle parking facilities in West End village centre, at present they are uncovered Sheffield stands. These could be covered by a shelter to provide a more secure and more attractive option.	Additional sustainable access improvements have been designed along B3035 Botley Road. These include additional Sheffield stands located outside West End Post Office. Full details on these improvements are

	available in Section 4.8.
Opportunity 14: Improvement to the cycle store facilities at Hedge End Retail Park. Cycle parking was available in some areas, but these were uncovered Sheffield stands. More secure, covered stands could be more frequently placed around the park.	It is not possible for the development to provide cycle parking facilities on private land.
Opportunity 15: Cycle parking could be provided at West End Surgery.	It is not possible for the development to provide cycle parking facilities on private land.
Opportunity 16: Improved cycle parking could be provided at the Moorgreen Recreational Ground.	The existing provision (consisting of uncovered Sheffield stands) is considered adequate to short-term recreational and leisure use
Opportunity 17: Upgrade the signalised junction at B3035 Botley Road / Marshall Drive. This does not currently meet LTN 1/20 standards and could be upgraded to incorporate a continuous cycle facility / pelican crossing on both arms of the junction with existing crossing facilities.	A Toucan crossing has been proposed approximately 175m west of the B3035 Botley Road / Marhsall Drive junction as part of the proposed cycle route improvements. This will provide a safe and convenient crossing for those traveling between the site and West End local centre. Given that the existing crossing on Botley Road will only be used by users traveling east of the site via the shared use path the existing facilities are considered to be appropriate

4.6 Horse-Riding Specific Opportunities

- 4.6.1. No horse-riding specific opportunities have been identified in this location.

4.7 Telegraph Woods Route Improvements

- 4.7.1. A formalised route through Telegraph Woods has been designed, with the following aspects proposed:
- A 1.5m wide, all weather footpath link that largely follows the existing gravelled section of path off Telegraph Road, along an unmade path through to the proposed residential area.
 - A stepped section is proposed to navigate the steep slope to the west of the proposed residential area.
 - With the exception of the steps detailed above, the approach seeks to minimise the impacts on existing trees and would be largely constructed using a 'no dig' approach.

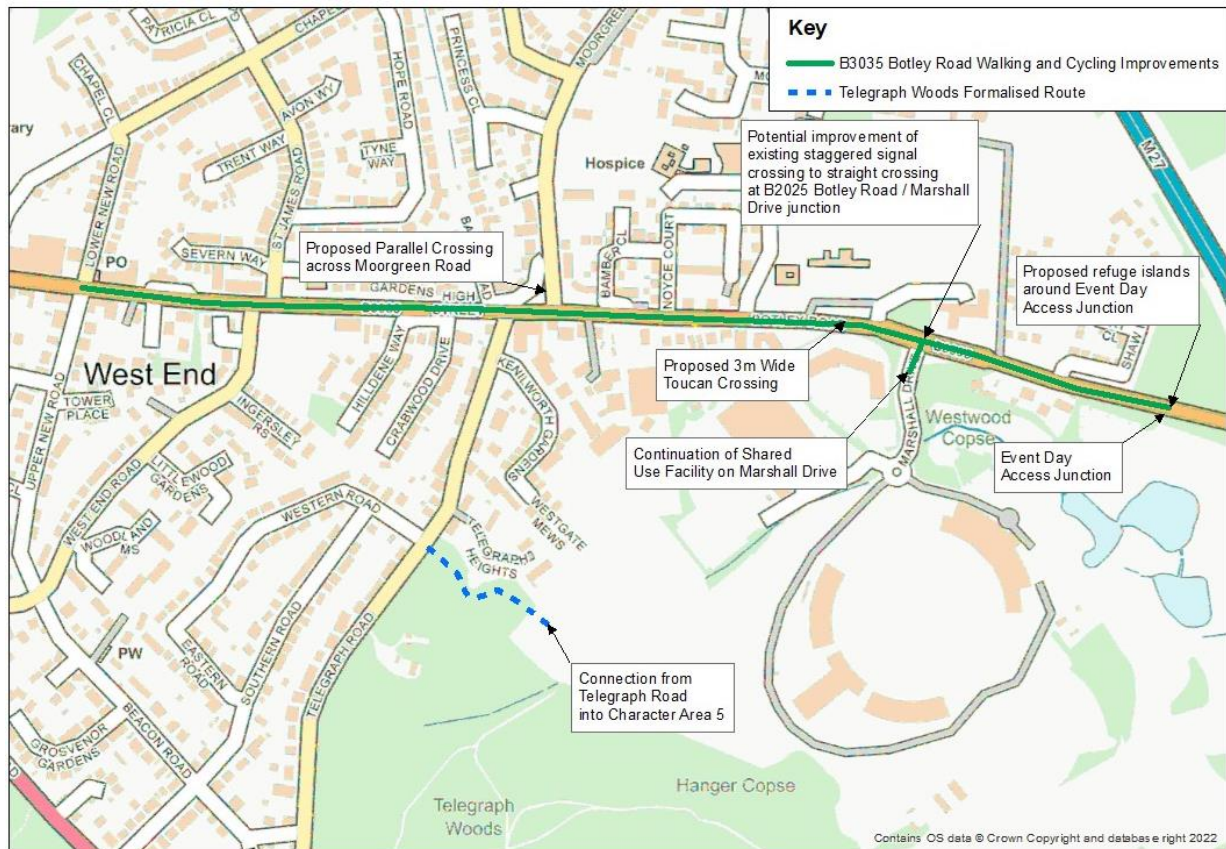
- 4.7.2. These proposals provide a formalised route between the site and Telegraph Road, thereby improving access to A27 Moorhill Road to the south and Botley Road / West End to the north.

4.8 Botley Road Pedestrian and Cycle Route Improvements

- 4.8.1. To improve access to and from the Site by sustainable modes of transport, a set of walking and cycling improvements are proposed along B3035 High Street and B3035 Botley Road. These improvements consist of:
- A shared-use path running from the Marshall Drive onto the southern side of Botley Road, connecting onto the existing shared-use path via a new Toucan crossing east of Moorgreen Hospital Road.
 - Implementation of priority crossings for pedestrians and cyclists at Moorgreen Hospital Road and Noyce Court.
 - Provision of a zebra / parallel crossing at Moorgreen Road and widening of the existing shared-use facility between here and Baltic Road, where a priority crossing is provided.
 - Removal of the EB bus layby close to St James Road to facilitate widening of the existing shared use path (removing the existing pinch point around the bus stop), relocation of the on-carriageway bus stop and provision of a priority crossing across St James Road.
 - Replacement of the existing parking area around the High Street shopping parade with a parking layby adjacent to the carriageway, thereby allowing the existing shared use path to be widened.
 - Removal of the parking layby outside Kia Motors to facilitate widening of the shared-use path, relocating the existing disabled bay to the opposite side of the carriageway adjacent to the existing pedestrian crossing.
 - Provision of 3x additional Sheffield bicycle stands outside of the post-office.
 - In addition, the existing pedestrian refuge island located adjacent to the proposed event-day access junction has been widened to accommodate cyclists.
- 4.8.2. As noted in LTN1/20, the provision of priority crossings at side-road junctions enables cyclists to maintain momentum safely, meeting the core design outcomes of safety, directness and comfort. These crossing improvements also help to highlight the presence of pedestrians and cyclists along the route and reduce speeds of vehicles turning to / from side roads, whilst the removal of pinch-points will reduce conflict between users. In combination, these proposals will improve safety for all users and encourage trips by sustainable modes of transport.
- 4.8.3. Moreover, the area between the internal access road, Marshall Drive and the Hotel access area will be a shared surface for pedestrians, cyclists and vehicles. It will consist of a raised table-type surface for the extent of the shared surface.
- 4.8.4. The improvements proposed along B3035 Botley Road are presented in the Secondary Transport Assessment Addendum that has been submitted in support of the planning application.

4.8.5. A visual representation of the improvements outlined above is presented in the figure below.

Figure 4-1 - Off-Site Walking and Cycling Improvements



4.9 Impact of Development Proposals upon Healthy Streets Score

4.9.1. Complementary measures being implemented as part the development proposals include the following:

- Walking, cycling and crossing improvements along B3035 Botley Road;
- A new connection between Telegraph Road and the Site, via Telegraph Woods.

4.9.2. In particular, the following Healthy Streets indicators (Healthy Streets, 2023) will improve based on the above interventions:

- People choosing to walk and cycle:
 - Making pedestrians and cyclists feel like they are travelling in an environment designed to prioritise their safety and needs will encourage uptake of active travel.
- Easy to cross:
 - Improvements to B3035 will include enhancing crossing facilities to allow easier travel across minor roads following desire lines.
- People feel safe:

- Formalisation of the route connecting the development through Telegraph Woods to Telegraph Road will make the route and entry and exit points clearer, increasing the feeling of safety.
- Improvements to the walking, cycling and crossing facilities along B3035 Botley Road will ensure pedestrians and cyclists have priority over motor vehicles.
- Things to see and do:
 - By implementing a leisure route, residents will have easier access to outdoor space to enjoy.
- Not too noisy:
 - The route through Telegraph Woods provides a quiet alternative route to walking along the B3035 Botley Road.
- Clean air:
 - The route through Telegraph Woods is away from traffic and will provide a route with better air quality.
- Shade and shelter:
 - The route through Telegraph Woods provides a shaded and sheltered route for residents to travel through.

5 Walking, Cycling and Horse Riding Assessment Team Statement

Design Team Leader

- 5.1.1. As the Lead Reviewer, I confirm that this walking, cycling and horse riding review report has been compiled in accordance with HCC's Technical Guidance Note TG19 and thus records all design team deliberations and decisions relating to walking, cycling and horse riding issues and opportunities.

Name and Title:	Chris Williams
Title / Position:	Associate Director
Organisation:	WSP
Signature:	<i>C A Williams</i>

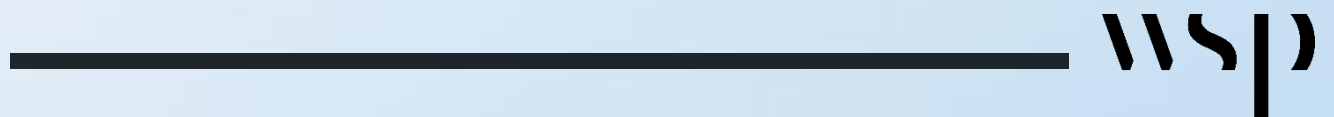
Lead Assessor

- 5.1.2. As Lead Assessor, I confirm that the WCHAR Review has been undertaken at the appropriate stage of the highway scheme development.
- 5.1.3. I confirm that in my professional opinion, the appointed Design Team has the appropriate experience for the review role, making reference to the expected competencies contained in DMRB GG 142, and have liaised with the Assessment Team regarding potential additional opportunities identified.

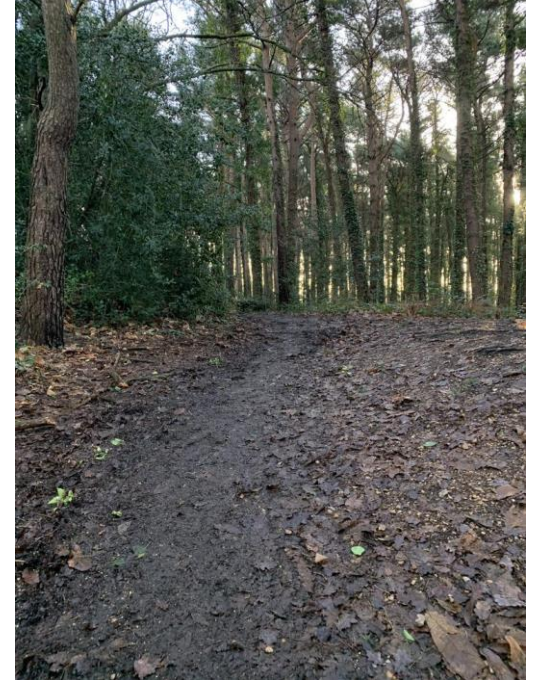
Name and Title:	Philip Moss
Title / Position:	Principal Transport Planner
Organisation:	WSP
Signature:	P.J.Moss

Appendix A

Site Visit Photos



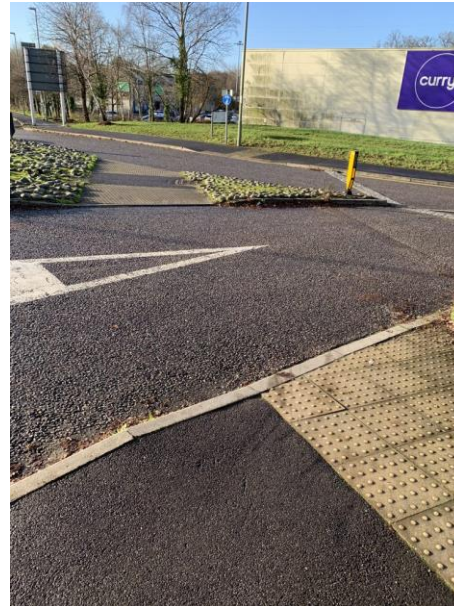
Telegraph Woods



The Ageas Bowl Internal Network and Footway 241/509/1



Route to Hedge End Retail Park



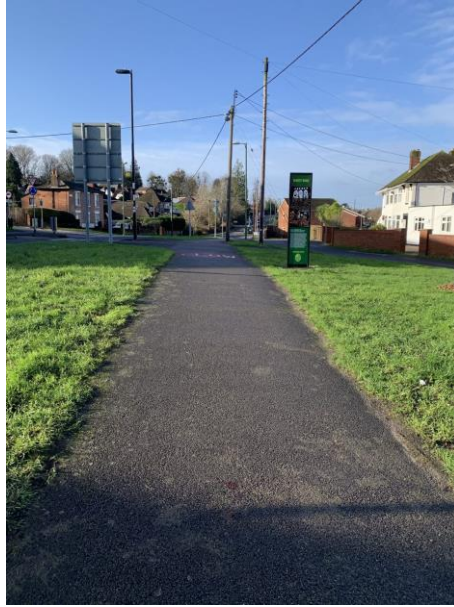
Offline Route to Moorgreen Road



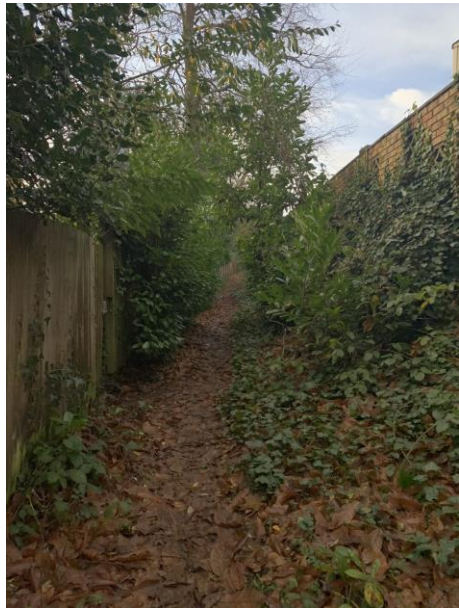
St James Primary School



Route to West End Village Centre



Hilldene Way – Beacon Road Footpath



Telegraph Road, Including Pedestrian Access Into Telegraph Wood / Proposed Development Link



Routes to Harefield and Kanes Hill





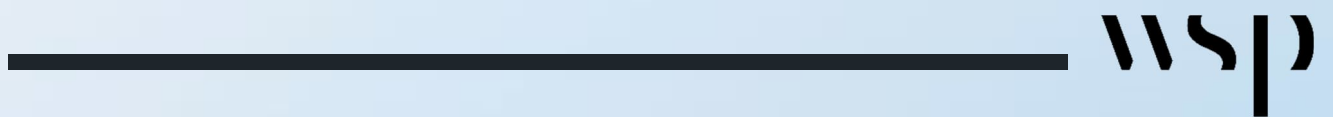
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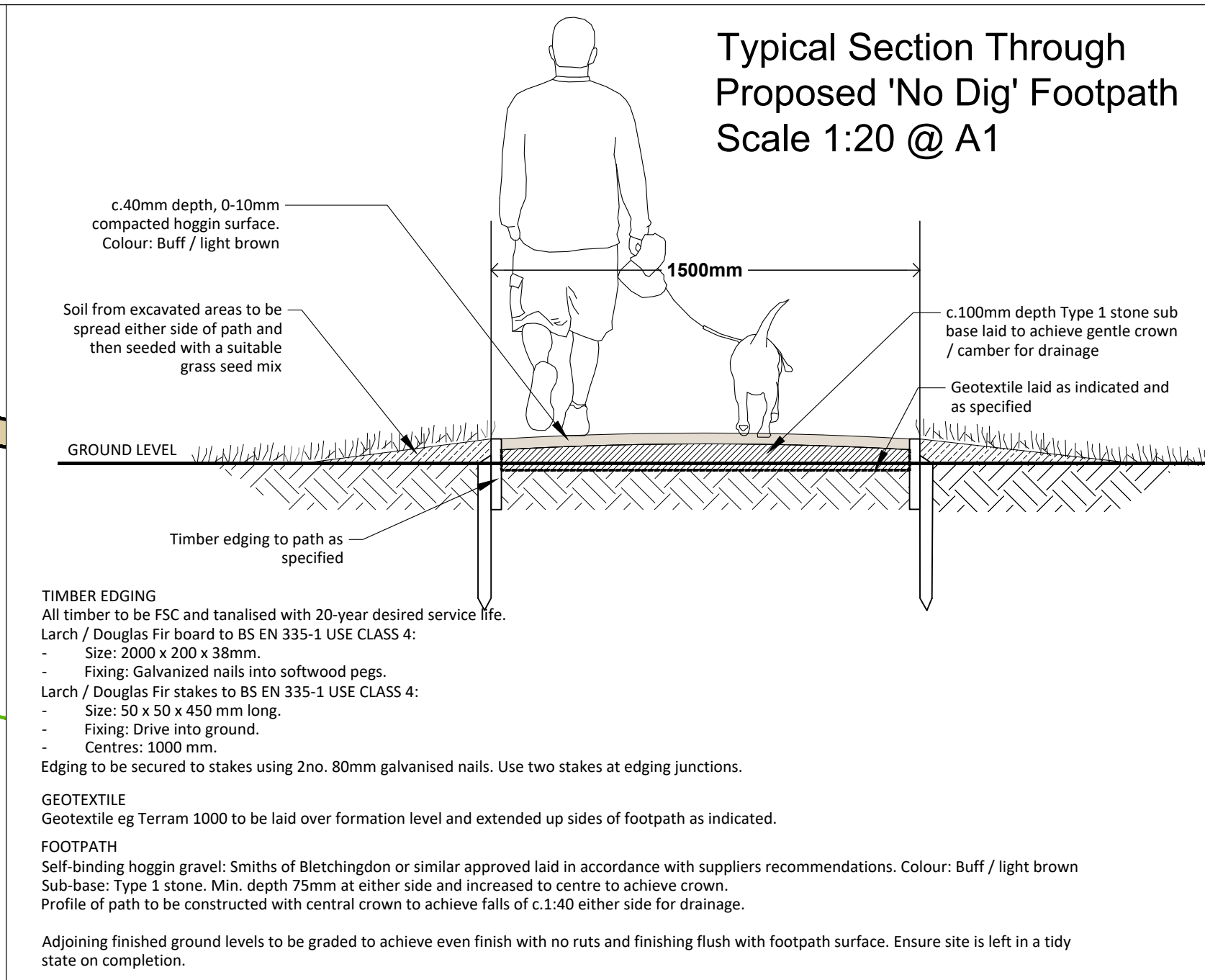
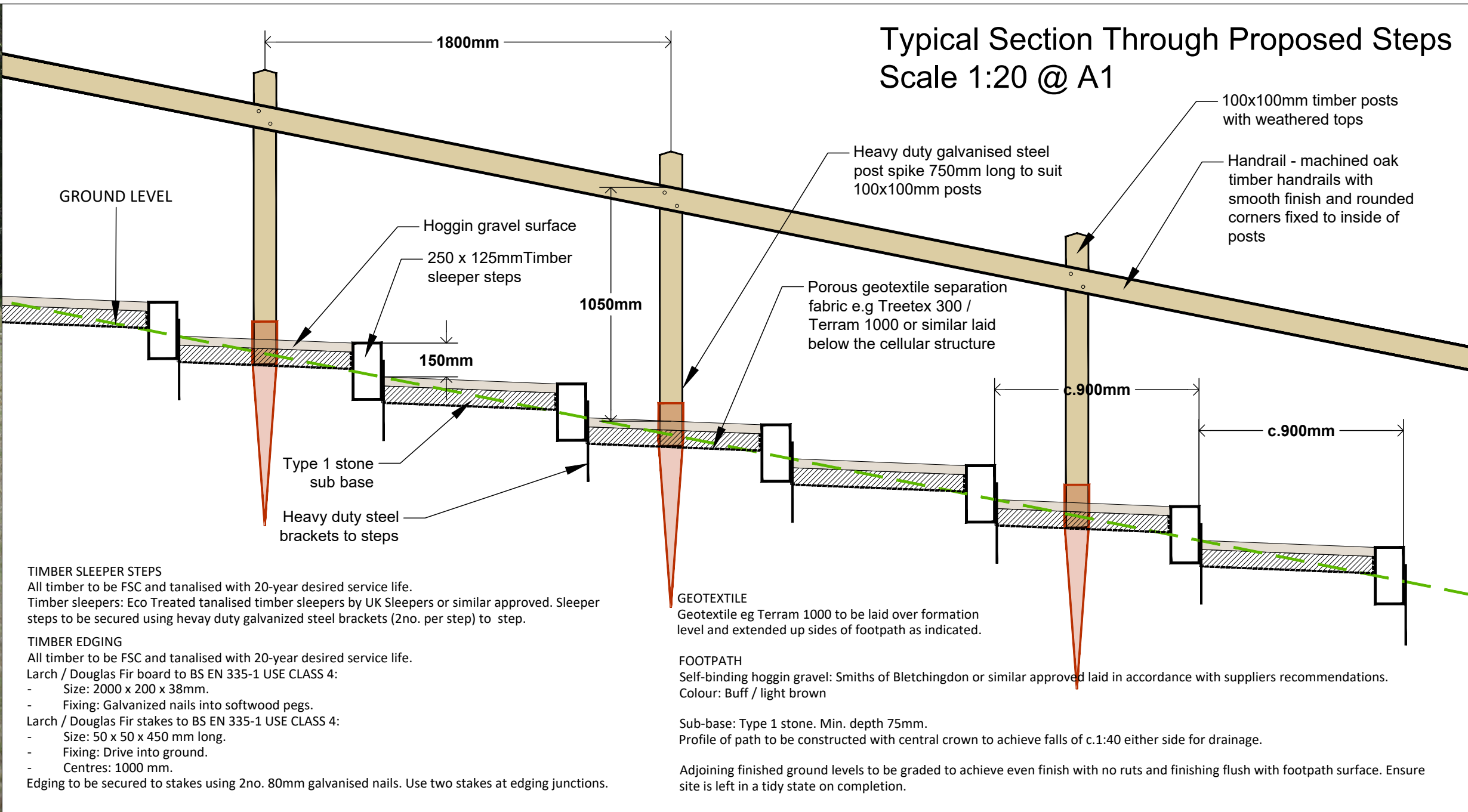
Appendix D

Telegraph Woods Route Design



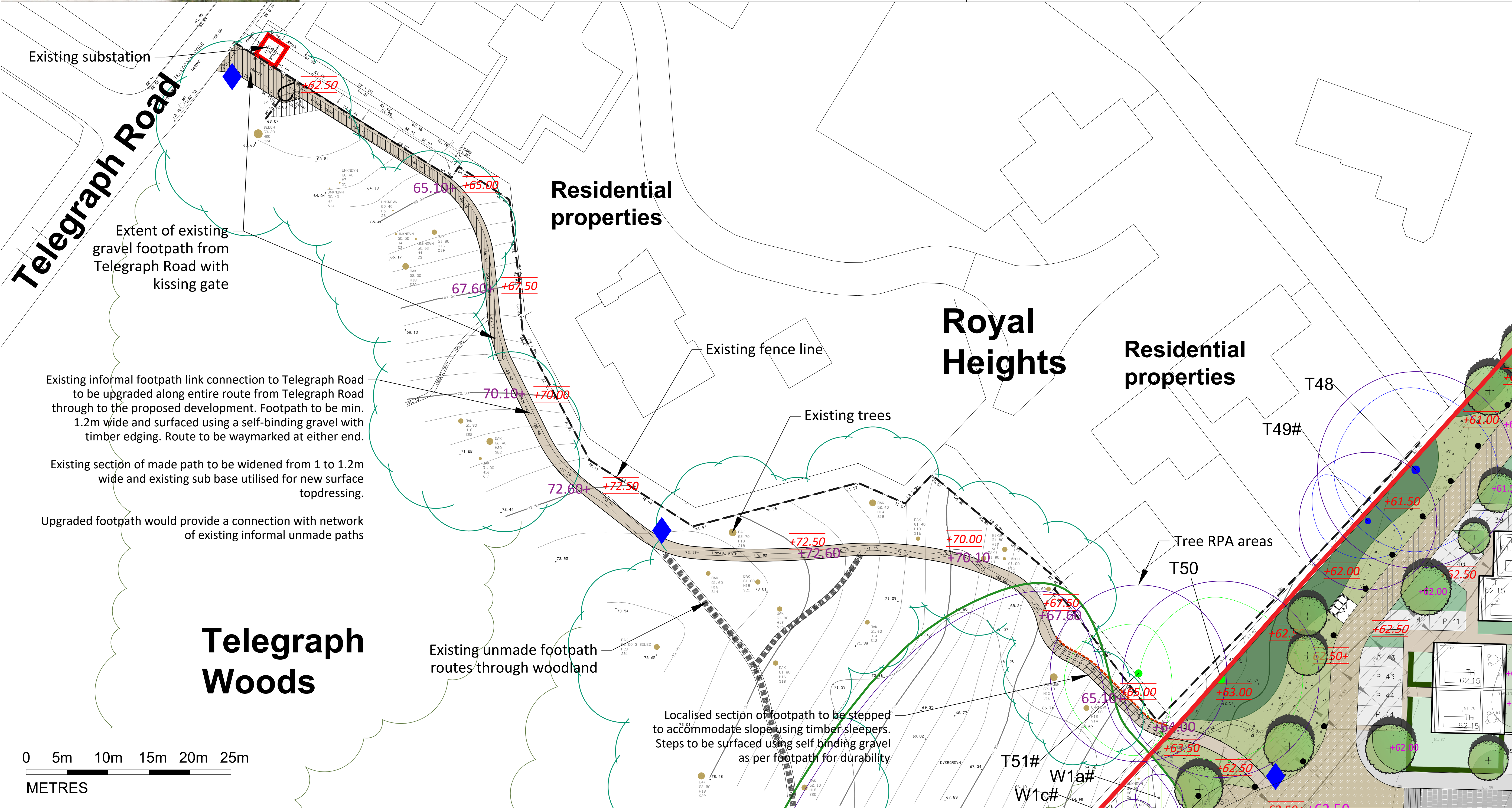


View of hoggin gravel path
(Bramshot Country Park)



KEY:

- Existing trees and vegetation to be retained - refer to Arboricultural information for details
- Tree Root Protection Areas (RPAs)
- Extent of existing gravel footpath
- Proposed hoggin gravel footpath with timber edging
- Proposed hoggin gravel steps with timber edging and handrail
- Proposed waymarking sign
- Levels - existing
- Levels - proposed (shown as indicative)



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Scale	1:100	1:200	1:500	1:1250
mm	0 100 200 300 400	0 100 200 300 400	0 10 20 30 40	0 10 20 30 40

For Tree Survey information please refer to Arboricultural Implications Assessment (Mulberry TMC, July 2023)

Issue	Description	By	Date
08	Proposed footpath link adjusted to 1.6m wide hoggin gravel path with steps. Typical details added.	JH	06.11.23
07	Adjustments to Calderpeel layout 21916 (PL3) 1801	JH	23.06.23
06	Adjustments to layout to LPA consultee comments and latest Calderpeel layout 21916 (PL3) 1043	JH	23.05.26
05	Adjustments to layout to LPA consultee comments and latest Calderpeel layout 2023-05-24	JH	26.02.23
04	Topographic survey for proposed pedestrian link through Telegraph Woods added	JH	24.11.22
03	Minor adjustments to layout to accommodate Tree RPAs in line with Mulberry Tree Consultants comments 2022-06-05	JH	06.06.22
02	Planning status	JH	25.05.22
01	Draft issue for DT information	JH	22.03.22

Client
LAND AND DEVELOPMENT ADVISORY LIMITED

Project
AGEAS BOWL MASTERPLAN

Drawing Title
**LANDSCAPE PLAN
FOOTPATH LINK TO TELEGRAPH RD**

Date	By	Checked	Issued
01.2022	JH		JH

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Project
PLANNING

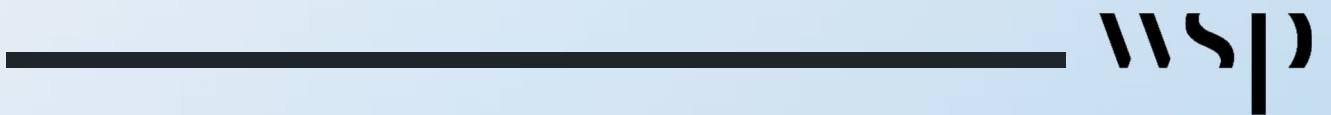
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Appendix E

B3035 Botley Road Walking and
Cycling Improvements





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KEYS

EXISTING DETAILS

PROPOSED 100X150mm BULLNOSE KERB WITH 6mm UPSTAND

PROPOSED 100X255mm HALF BATTER KERB WITH 100mm UPSTAND

PROPOSED CONCRETE EDGING 50mm WIDE

PROPOSED PRIMROSE YELLOW LINE MARKINGS

EXISTING LINE MARKING

ACHIEVABLE VISIBILITY SPLAY

HIGHWAY BOUNDARY

PROPOSED LINE MARKING

PROPOSED SHARED USE

PROPOSED CARRIAGEWAY SURFACE

PROPOSED VERGE

PROPOSED IMPRINT SURFACING (SILVER GREY HERRINGBONE 45 DEGREE)

PROPOSED CORDUROY PAVING

PROPOSED 400mm x 400mm RED BLISTER TACTILE PAVING

PROPOSED RAMP

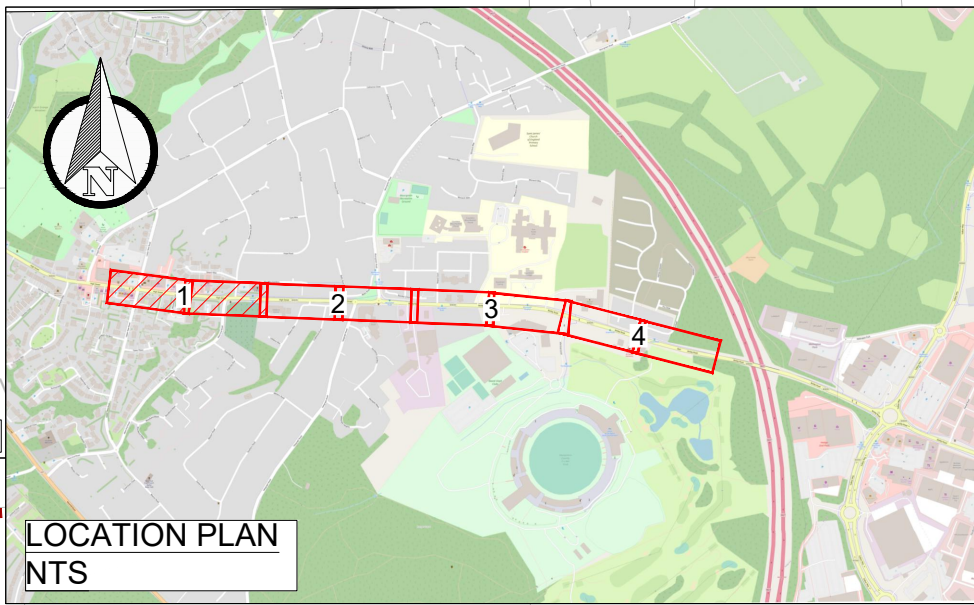
2.4 X 17m CYCLE VISIBILITY SPLAY (BASED ON LTN 1/20)

SHEFFIELD STAND INDICATIVE

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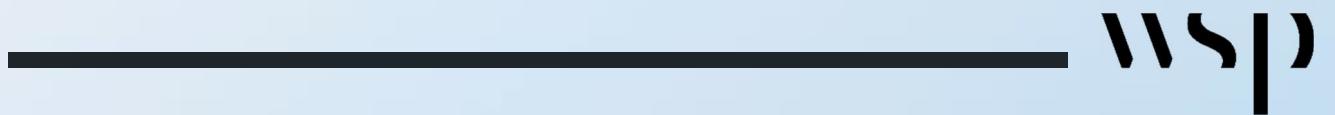
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	HIGHWAY BOUNDARY				
	PROPOSED LINE MARKING				
	PROPOSED SHARED USE				
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	PROPOSED VERGE				
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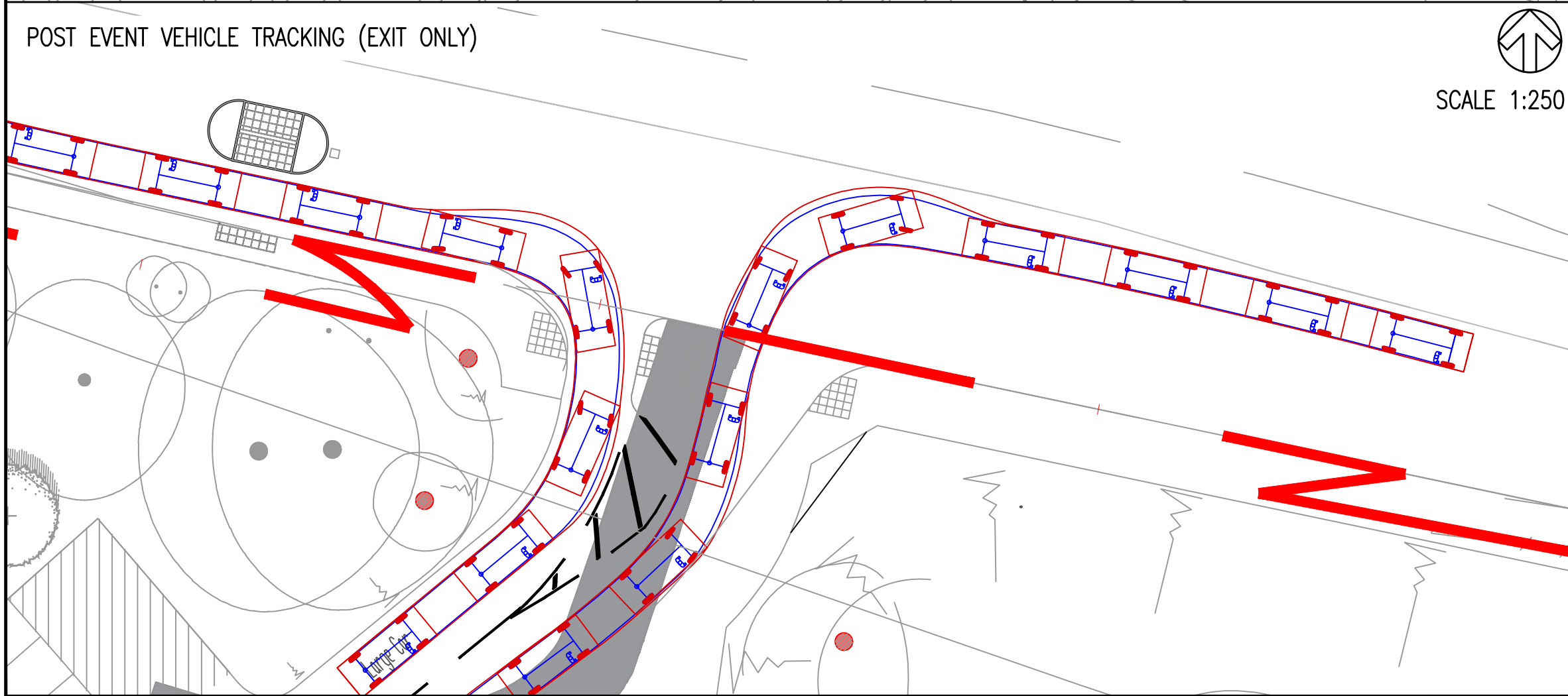
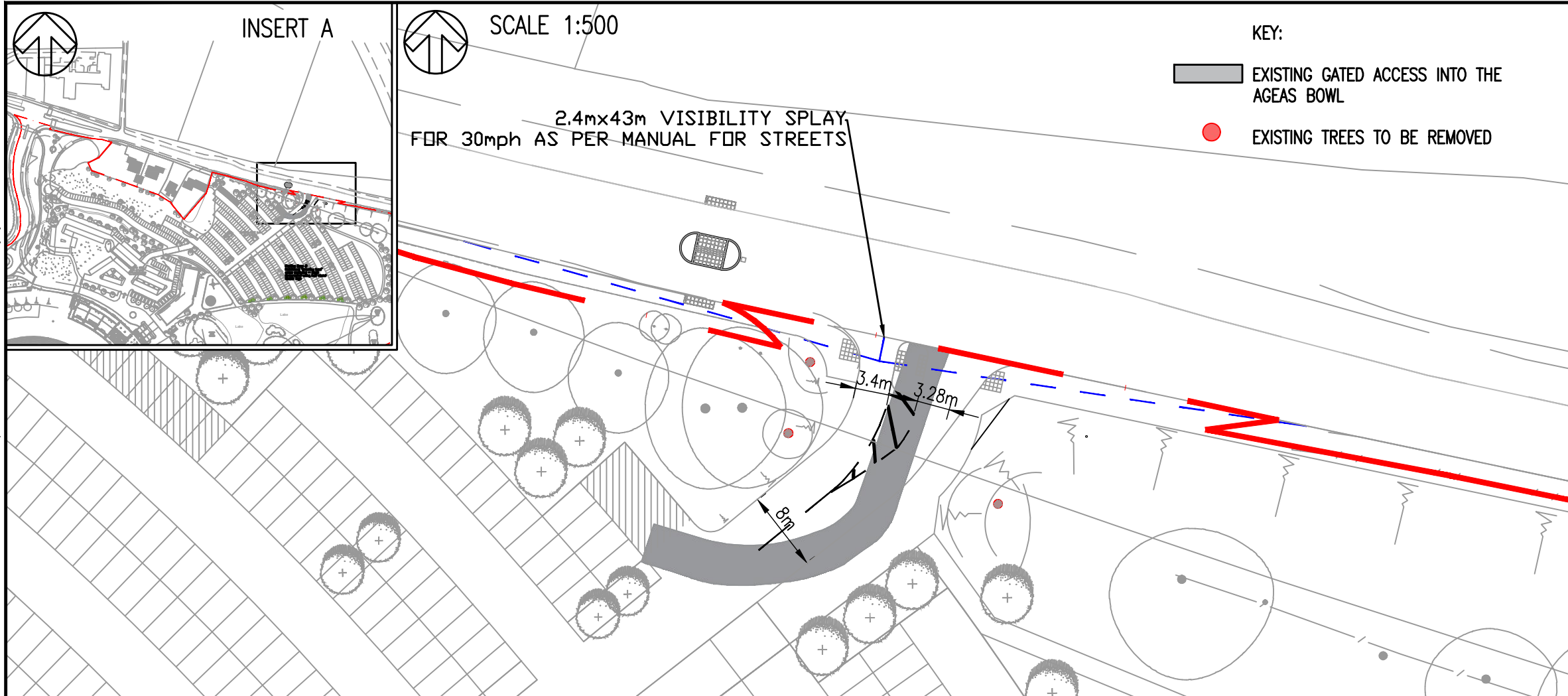
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2.4 X 17m CYCLE VISIBILITY SPLAY (BASED ON LTN 1/20)					
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Appendix F

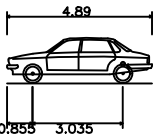
Car Park Access Drawings



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DO NOT SCALE



Large Car
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Driving Speed – 10mph

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D	24/07/2023	HL	UPDATED LAYOUT	PM	CW
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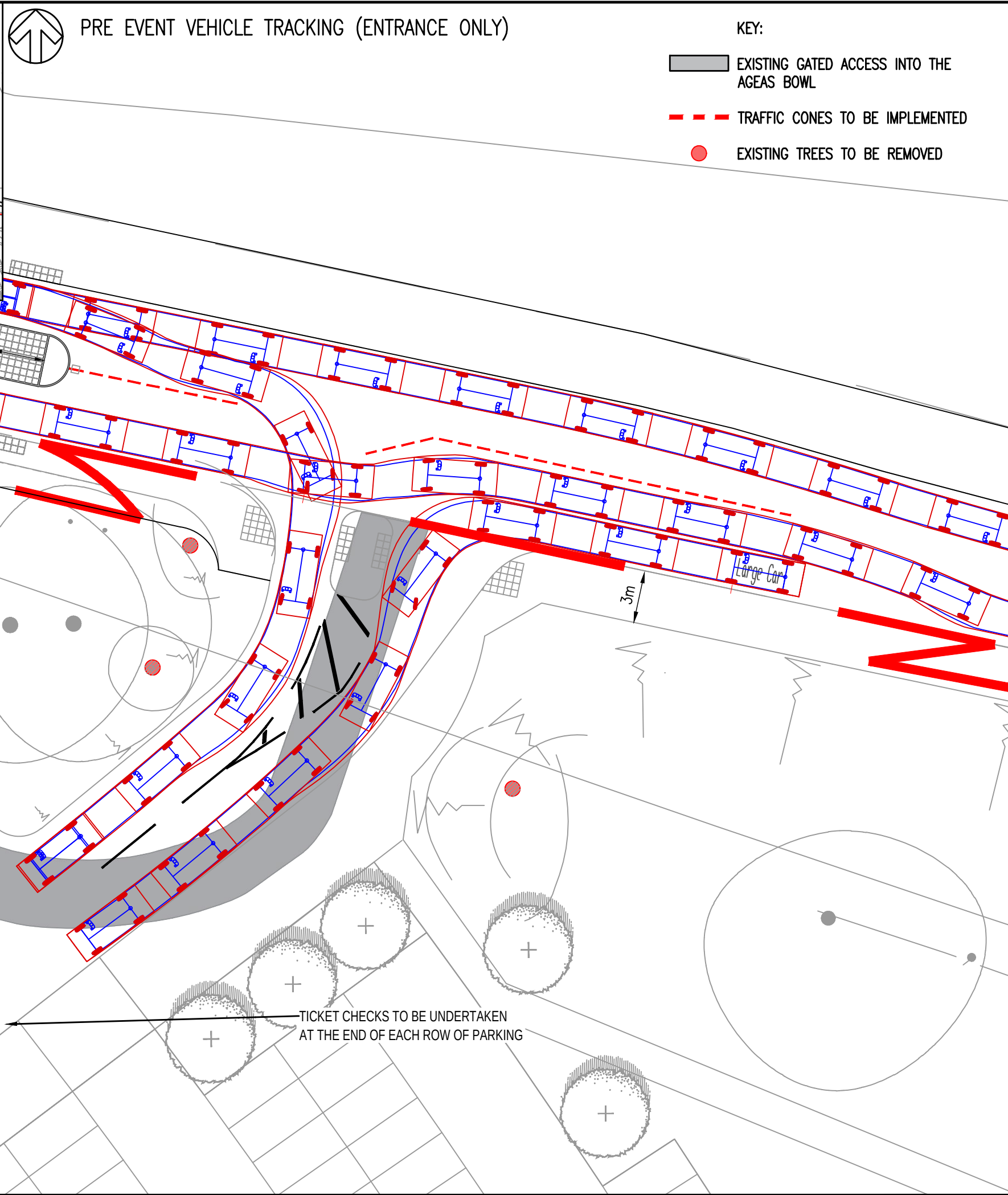
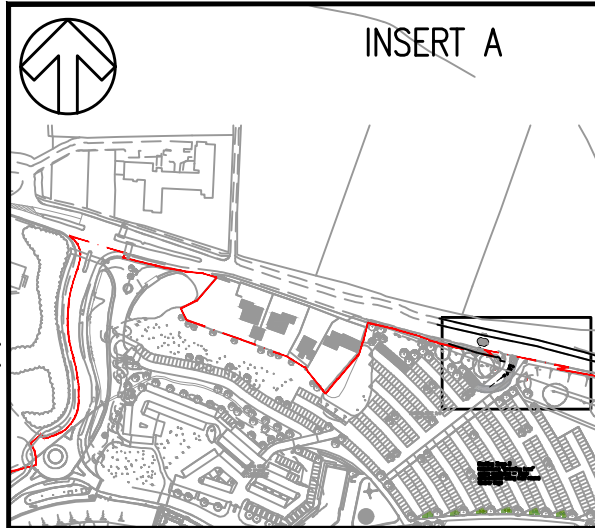
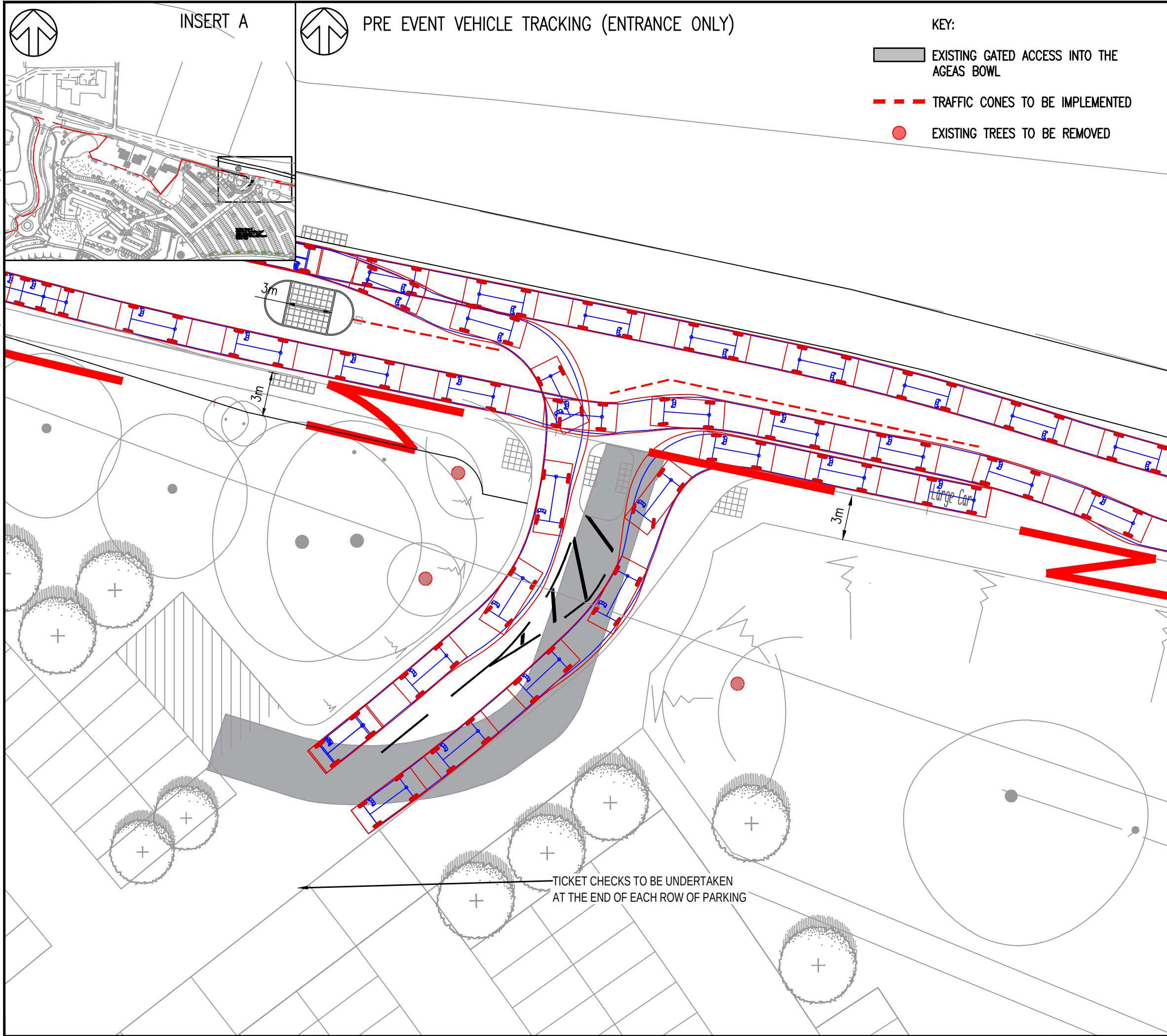
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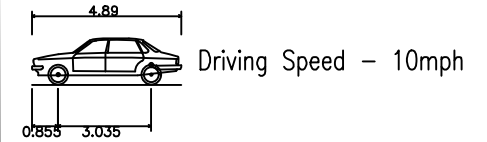
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KEY:

- EXISTING GATED ACCESS INTO THE AGEAS BOWL
- TRAFFIC CONES TO BE IMPLEMENTED
- EXISTING TREES TO BE REMOVED

DO NOT SCALE



Large Car	
Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

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TITLE: ACCESS TO THE EVENT DAY CAR PARK

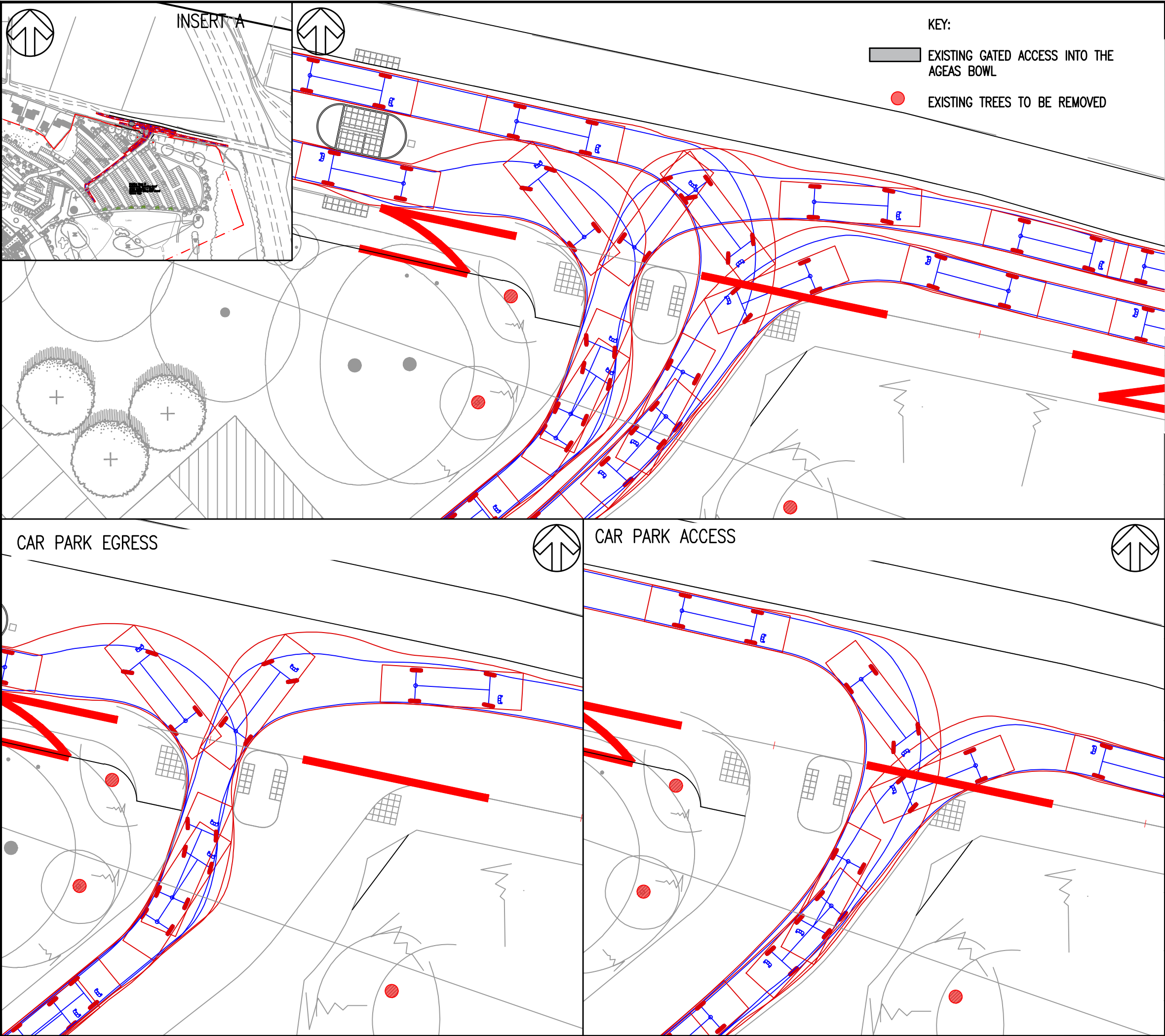
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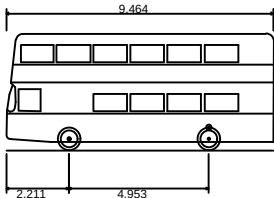
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DO NOT SCALE



Driving Speed – 10mph

Double Decker Bus
Overall Length 9.464m
Overall Width 2.500m
Overall Body Height 4.129m
Min Body Ground Clearance 0.300m
Track Width 2.300m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 8.972m

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

D	28/11/2023	HL	UPDATED LAYOUT	PM	CW
C	19/10/2023	PM	THIRD ISSUE – WIDEN THE REFUGE ISLAND	CW	CW
B	25/07/2023	PM	SECOND ISSUE	CW	CW
A	10/07/2023	HL	FIRST ISSUE	CW	CW
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	S2 - FOR INFORMATION
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Grosvenor House, 2 Grosvenor Square, Southampton, SO15 2BE, UK
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wsp.com

CLIENT:	LAND AND DEVELOPMENT ADVISORY
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ARCHITECT:	CALDERPEEL ARCHITECTS
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PROJECT:	AGEAS BOWL MASTERPLAN
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TITLE:	EVENT DAY CAR PARK ACCESS & EGRESS SWEEP PATH ANALYSIS DOUBLE DECKER BUS
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SCALE @ A3:	1:250	CHECKED:	CW	APPROVED:	CW
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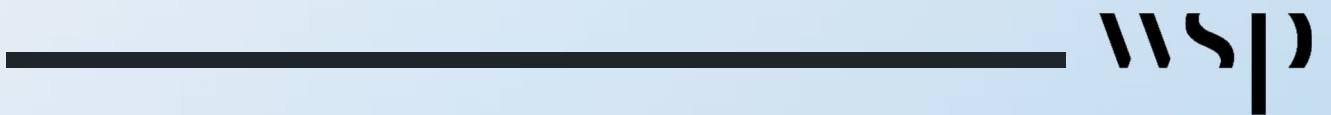
PROJECT No:	70073579	DESIGNED:	HL	DRAWN:	HL	DATE:	July 23
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DRAWING No:	3579-SK-103	REV:	D
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Appendix G

B3035 Botley Road / Marshall Drive
LinSig Outputs



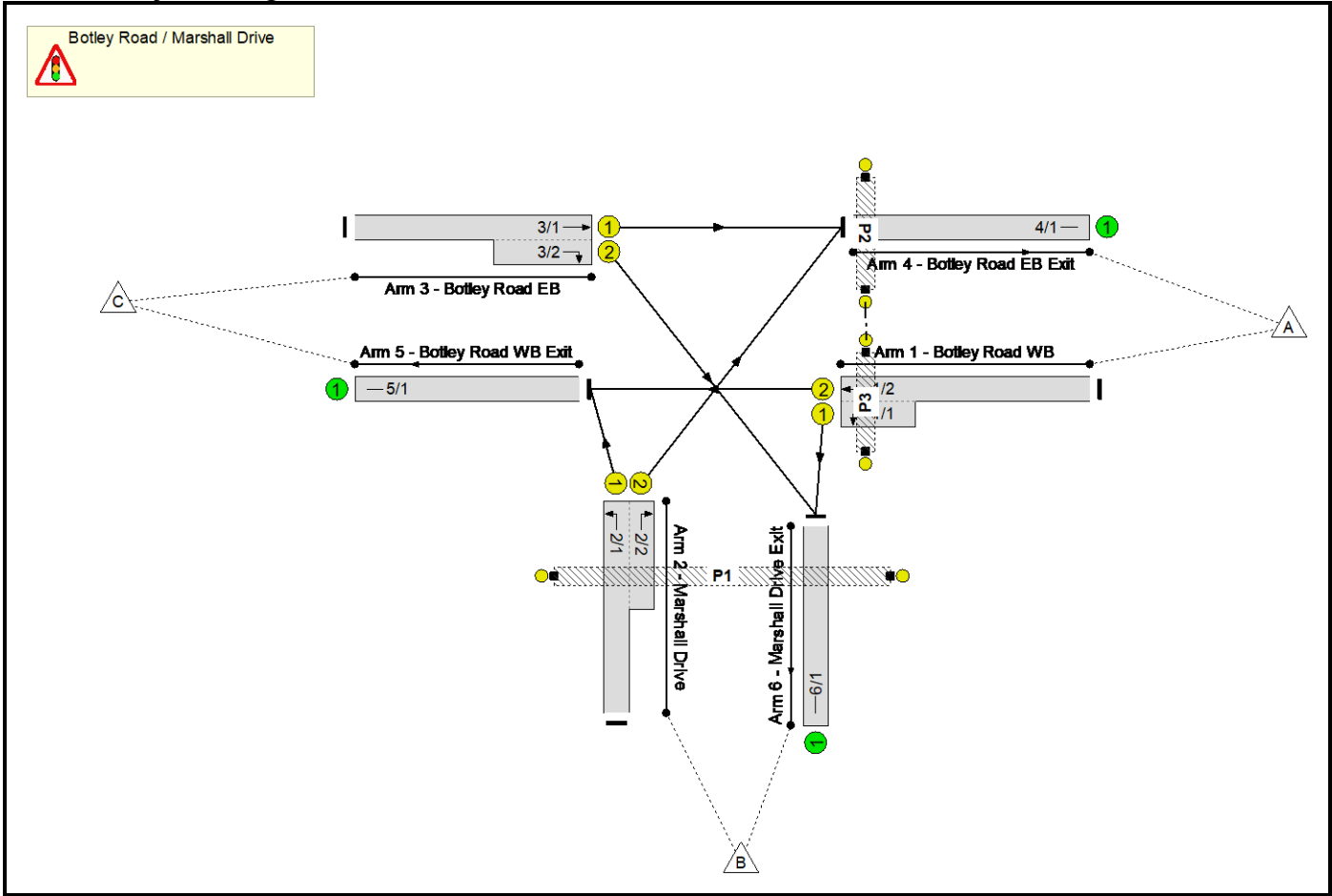
Full Input Data And Results

Full Input Data And Results

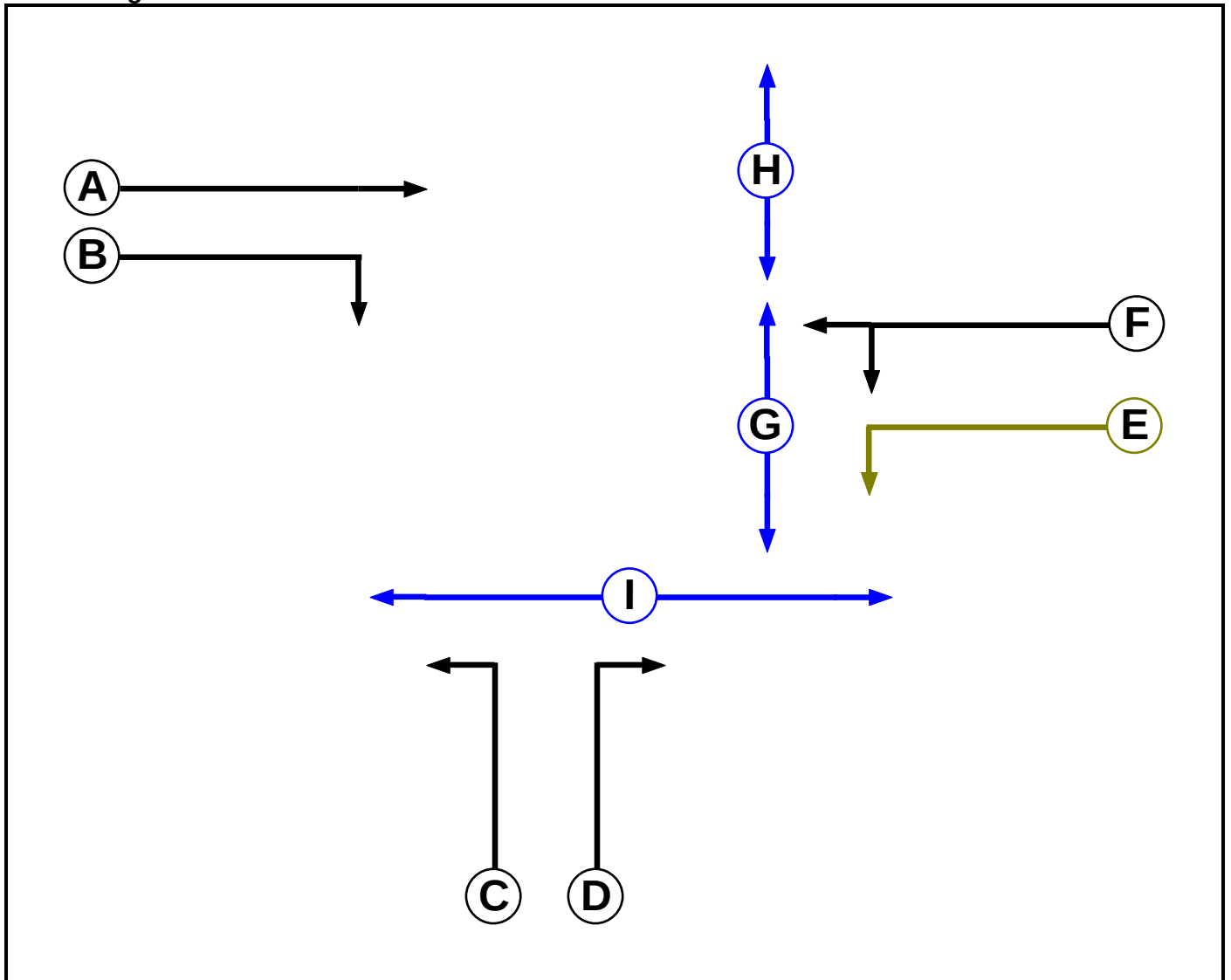
User and Project Details

Project:	Ageas Bowl Masterplan
Title:	Marshall Drive / Botley Road
Location:	
Additional detail:	
File name:	Marshall Drive_Botley Road 90 Updated - Highways Comments.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Filter	F	4	4
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		8	8

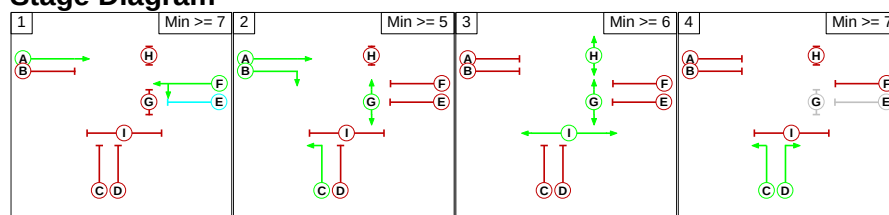
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	-	5	-	-	-	8	-
	B	-		-	5	6	6	-	-	8
	C	-	-		-	-	6	-	-	5
	D	6	6	-		-	6	-	8	5
	E	-	6	-	-		-	6	-	6
	F	-	5	7	7	-		5	-	8
	G	-	-	-	-	6	6		-	-
	H	6	-	-	6	-	-	-		-
	I	-	12	10	10	12	12	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A F
2	A B C G
3	G H I
4	C D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		7	8	7
	2	6		8	5
	3	12	12		10
	4	6	6	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Botley Road / Marshall Drive
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Botley Road / Marshall Drive												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Botley Road WB)	U	F E	2	3	4.5	Geom	-	3.25	0.00	Y	Arm 6 Left	16.85
1/2 (Botley Road WB)	U	F	2	3	60.0	Geom	-	3.25	0.00	N	Arm 5 Ahead	Inf
2/1 (Marshall Drive)	U	C	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Left	16.17
2/2 (Marshall Drive)	U	D	2	3	6.5	Geom	-	3.60	0.00	N	Arm 4 Right	10.00
3/1 (Botley Road EB)	U	A	2	3	60.0	Geom	-	3.70	0.00	Y	Arm 4 Ahead	Inf
3/2 (Botley Road EB)	U	B	2	3	5.9	Geom	-	3.50	0.00	N	Arm 6 Right	10.00
4/1 (Botley Road EB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Botley Road WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Marshall Drive Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Baseline AM'	08:00	09:00	01:00	
2: '2021 Baseline PM'	17:00	18:00	01:00	
3: '2021 Baseline AM + Dev'	08:00	09:00	01:00	
4: '2021 Baseline PM + Dev'	17:00	18:00	01:00	
5: '2027 Baseline AM'	08:00	09:00	01:00	
6: '2027 Baseline PM'	17:00	18:00	01:00	
7: '2027 Baseline AM + Dev'	08:00	09:00	01:00	
8: '2027 Baseline PM + Dev'	17:00	18:00	01:00	

Scenario 1: '2027 Baseline AM' (FG5: '2027 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination
--	-------------

Full Input Data And Results

Origin		A	B	C	Tot.
	A	0	138	798	936
	B	65	0	58	123
	C	767	90	0	857
	Tot.	832	228	856	1916

Traffic Lane Flows

Lane	Scenario 1: 2027 Baseline AM
Junction: Botley Road / Marshall Drive	
1/1 (short)	138
1/2 (with short)	936(In) 798(Out)
2/1 (with short)	123(In) 58(Out)
2/2 (short)	65
3/1 (with short)	857(In) 767(Out)
3/2 (short)	90
4/1	832
5/1	856
6/1	228

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.25	0.00	Y	Arm 6 Left	16.85	100.0 %	1781	1781
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	16.17	100.0 %	1807	1807
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2027 Baseline PM' (FG6: '2027 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	137	793	930
	B	108	0	90	198
	C	525	84	0	609
	Tot.	633	221	883	1737

Traffic Lane Flows

Lane	Scenario 2: 2027 Baseline PM
Junction: Botley Road / Marshall Drive	
1/1 (short)	137
1/2 (with short)	930(In) 793(Out)
2/1 (with short)	198(In) 90(Out)
2/2 (short)	108
3/1 (with short)	609(In) 525(Out)
3/2 (short)	84
4/1	633
5/1	883
6/1	221

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.25	0.00	Y	Arm 6 Left	16.85	100.0 %	1781	1781
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	16.17	100.0 %	1807	1807
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2027 Baseline AM + Dev' (FG7: '2027 Baseline AM + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	166	825	991
	B	112	0	110	222
	C	780	120	0	900
	Tot.	892	286	935	2113

Traffic Lane Flows

Lane	Scenario 3: 2027 Baseline AM + Dev
Junction: Botley Road / Marshall Drive	
1/1 (short)	166
1/2 (with short)	991(In) 825(Out)
2/1 (with short)	222(In) 110(Out)
2/2 (short)	112
3/1 (with short)	900(In) 780(Out)
3/2 (short)	120
4/1	892
5/1	935
6/1	286

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.25	0.00	Y	Arm 6 Left	16.85	100.0 %	1781	1781
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	16.17	100.0 %	1807	1807
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2027 Baseline PM + Dev' (FG8: '2027 Baseline PM + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	177	804	981
	B	135	0	119	254
	C	541	128	0	669
	Tot.	676	305	923	1904

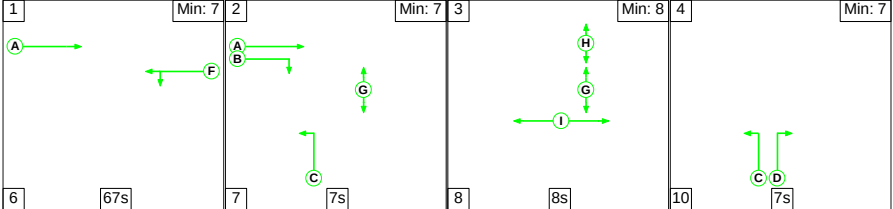
Traffic Lane Flows

Lane	Scenario 4: 2027 Baseline PM + Dev
Junction: Botley Road / Marshall Drive	
1/1 (short)	177
1/2 (with short)	981(In) 804(Out)
2/1 (with short)	254(In) 119(Out)
2/2 (short)	135
3/1 (with short)	669(In) 541(Out)
3/2 (short)	128
4/1	676
5/1	923
6/1	305

Lane Saturation Flows

Junction: Botley Road / Marshall Drive								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Botley Road WB)	3.25	0.00	Y	Arm 6 Left	16.85	100.0 %	1781	1781
1/2 (Botley Road WB)	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/1 (Marshall Drive)	3.60	0.00	Y	Arm 5 Left	16.17	100.0 %	1807	1807
2/2 (Marshall Drive)	3.60	0.00	N	Arm 4 Right	10.00	100.0 %	1839	1839
3/1 (Botley Road EB)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
3/2 (Botley Road EB)	3.50	0.00	N	Arm 6 Right	10.00	100.0 %	1830	1830
4/1 (Botley Road EB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Botley Road WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marshall Drive Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

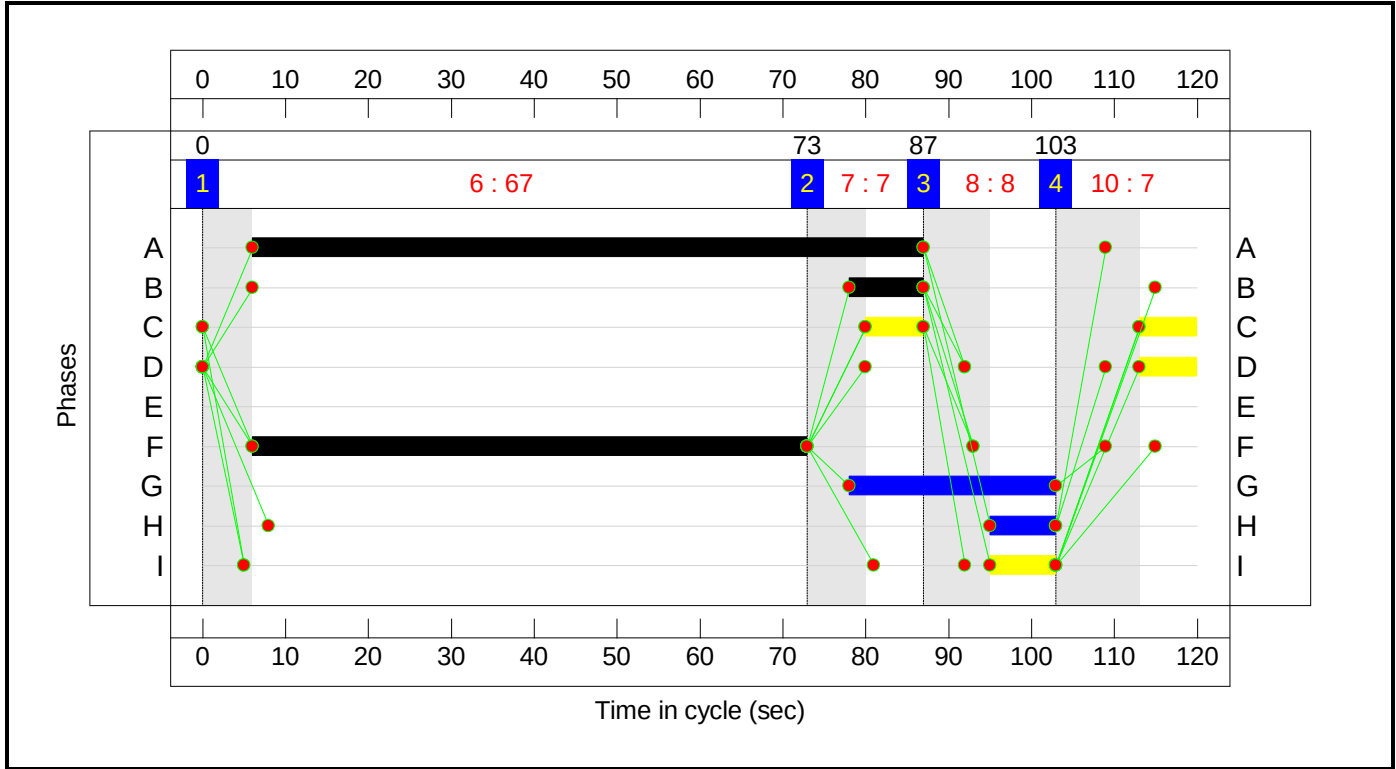
Scenario 1: '2027 Baseline AM' (FG5: '2027 Baseline AM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	67	7	8	7
Change Point	0	73	87	103

Signal Timings Diagram

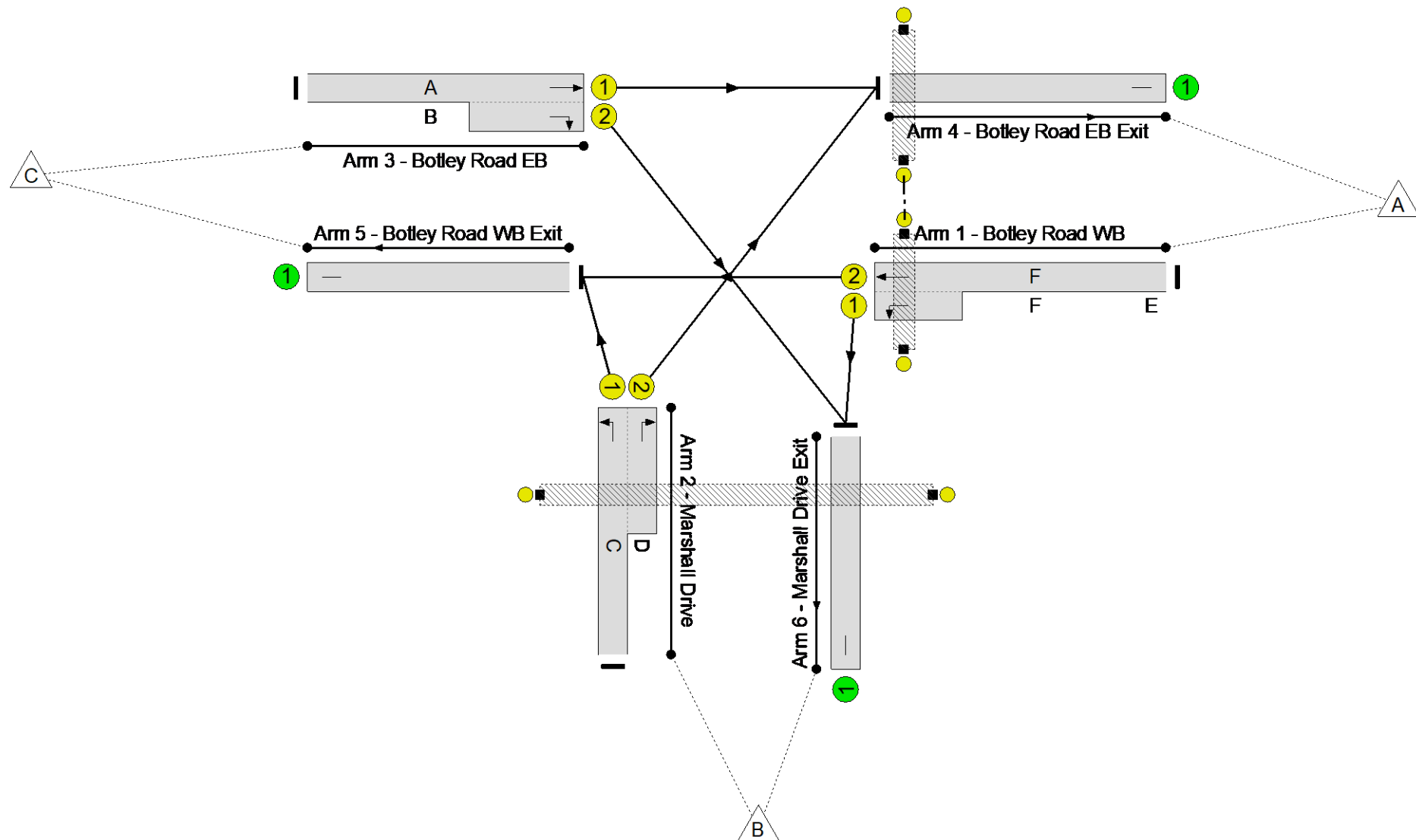


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Botley Road / Marshall Drive
 PRC: 13.7 %
 Total Traffic Delay: 13.2 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

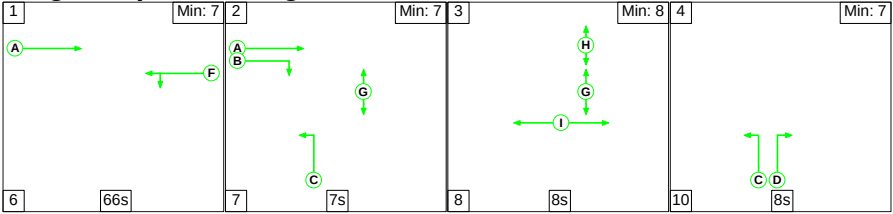
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	79.2%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	79.2%
1/2+1/1	Botley Road WB Ahead Left	U	N/A	N/A	F	E	1	67	0	936	2080:1781	1008+174	79.2 : 79.2%
2/1+2/2	Marshall Drive Right Left	U	N/A	N/A	C D		2:1	14:7	-	123	1807:1839	109+123	53.0 : 53.0%
3/1+3/2	Botley Road EB Ahead Right	U	N/A	N/A	A B		1	81:9	-	857	1985:1830	1235+145	62.1 : 62.1%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	856	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	8	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	25	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

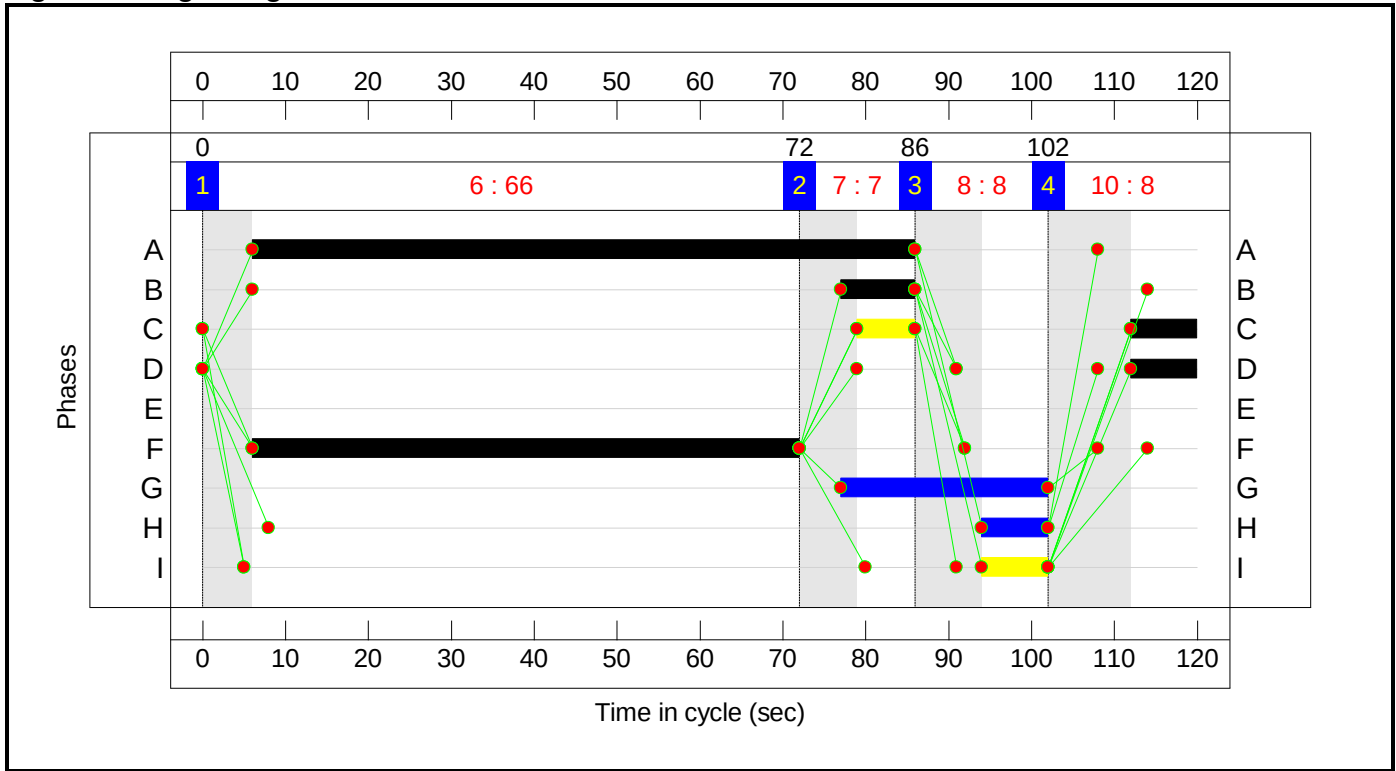
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	66	7	8	8
Change Point	0	72	86	102

Signal Timings Diagram

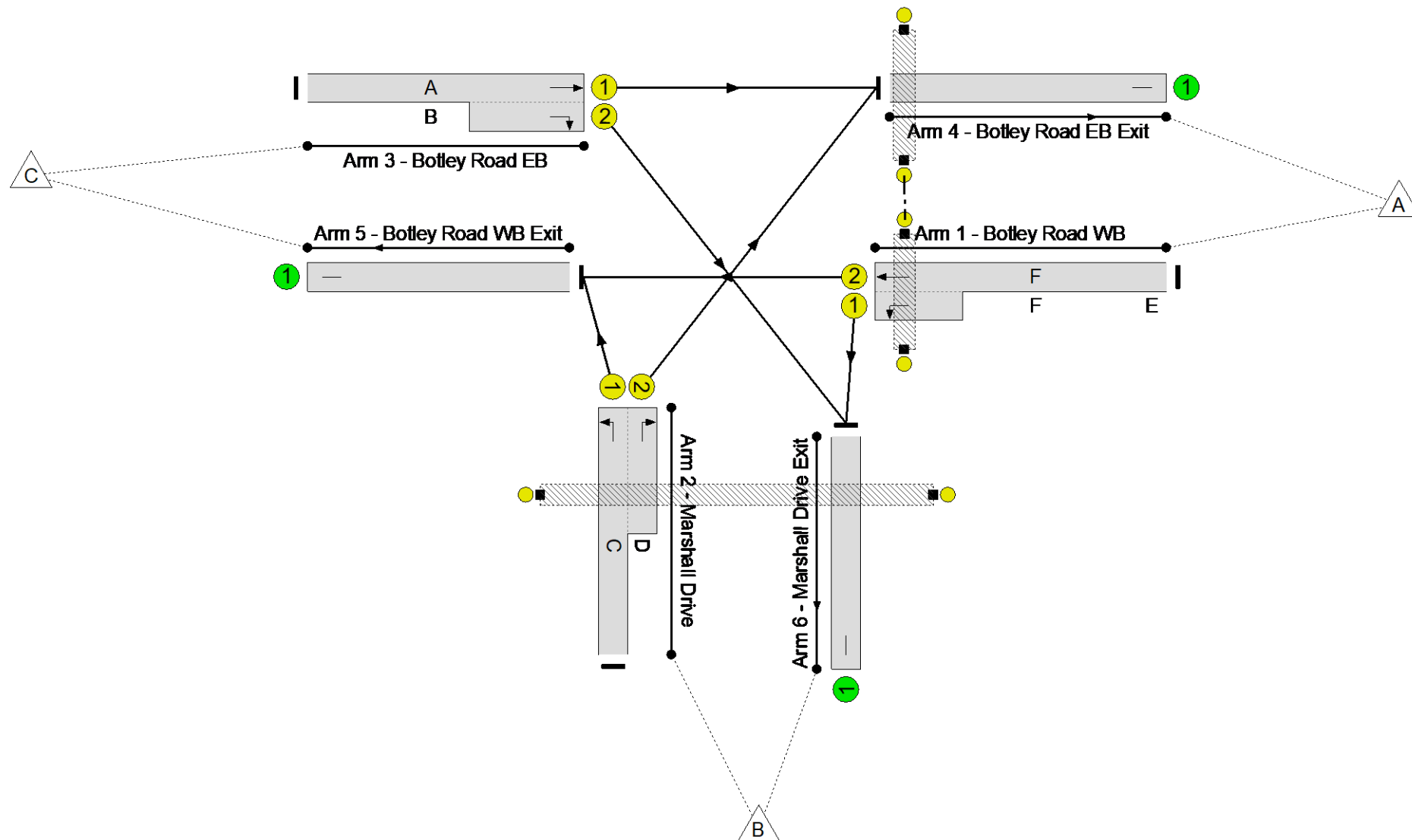


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results


Botley Road / Marshall Drive
 PRC: 12.8 %
 Total Traffic Delay: 14.3 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	79.8%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	79.8%
1/2+1/1	Botley Road WB Ahead Left	U	N/A	N/A	F	E	1	66	0	930	2080:1781	994+172	79.8 : 79.8%
2/1+2/2	Marshall Drive Right Left	U	N/A	N/A	C D		2:1	15:8	-	198	1807:1839	115+138	78.3 : 78.3%
3/1+3/2	Botley Road EB Ahead Right	U	N/A	N/A	A B		1	80:9	-	609	1985:1830	953+152	55.1 : 55.1%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	883	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	8	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	25	-	0	-	0	0.0%

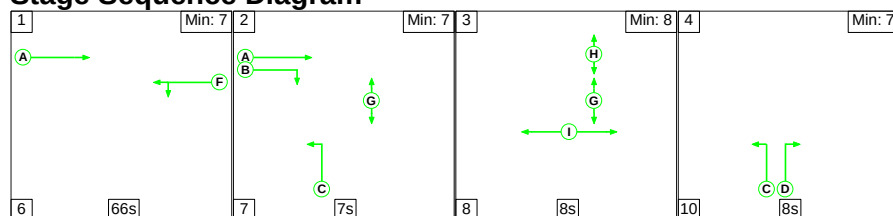
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	-	-	0	0	0	10.1	4.3	0.0	14.3	-	-	-	-
Botley Road / Marshall Drive	-	-	0	0	0	10.1	4.3	0.0	14.3	-	-	-	-
1/2+1/1	930	930	-	-	-	5.2	1.9	-	7.2	27.8	23.5	1.9	25.4
2/1+2/2	198	198	-	-	-	2.4	1.7	-	4.1	74.0	3.5	1.7	5.2
3/1+3/2	609	609	-	-	-	2.5	0.6	-	3.1	18.3	7.9	0.6	8.5
4/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 12.8 Total Delay for Signalled Lanes (pcuHr): 14.34 Cycle Time (s): 120 PRC Over All Lanes (%): 12.8 Total Delay Over All Lanes(pcuHr): 14.34													

Full Input Data And Results

Scenario 3: '2027 Baseline AM + Dev' (FG7: '2027 Baseline AM + Dev', Plan 1: 'Network Control Plan 1')

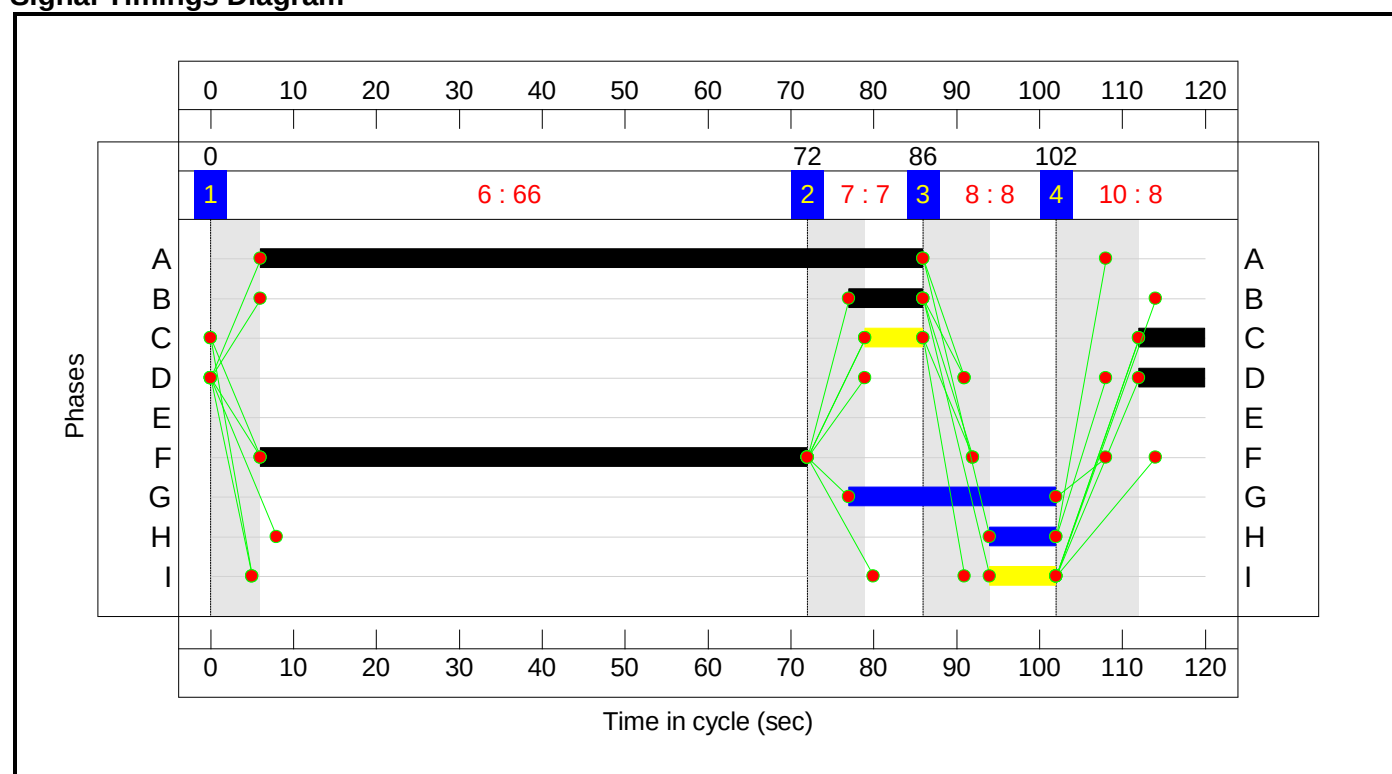
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	66	7	8	8
Change Point	0	72	86	102

Signal Timings Diagram

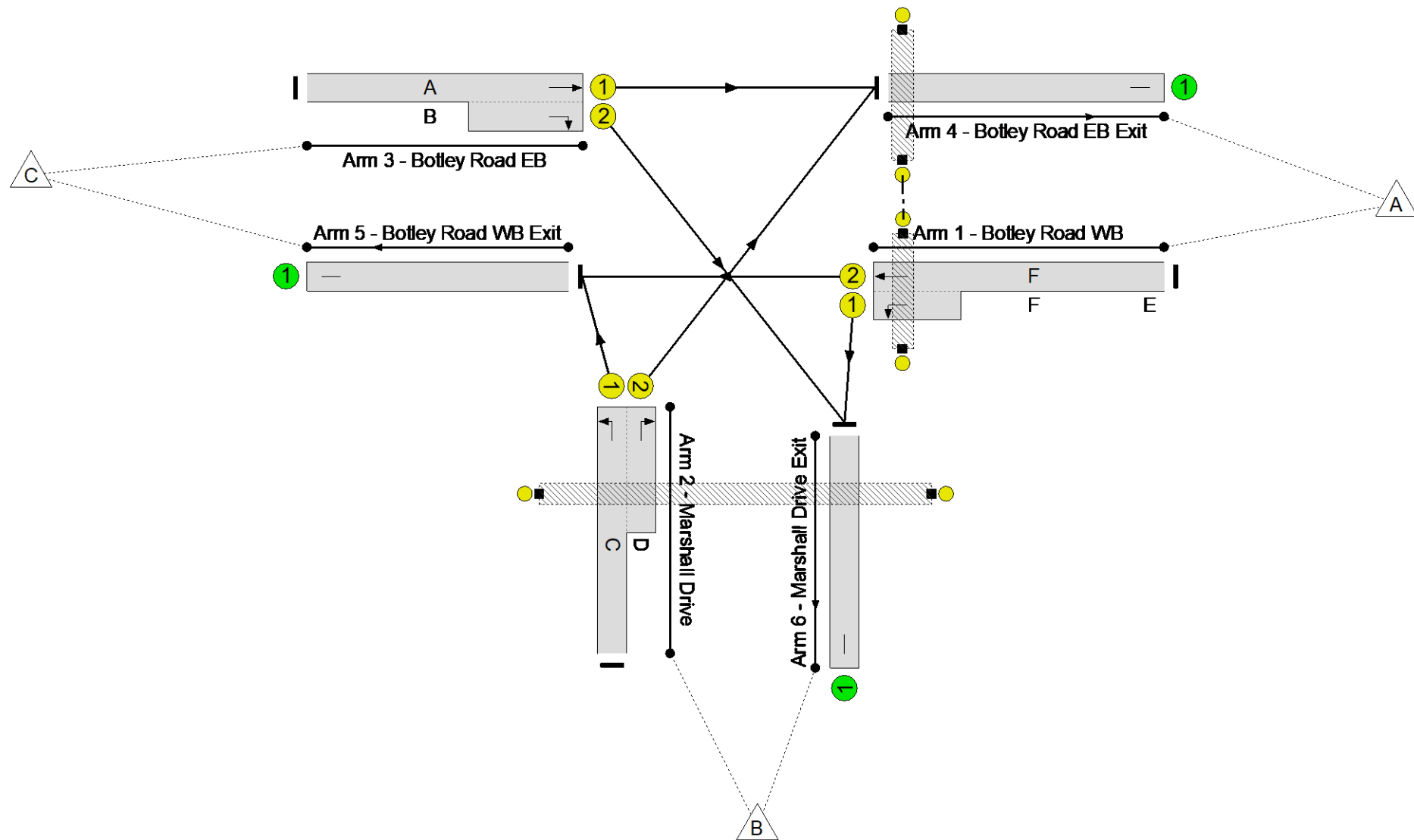


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Botley Road / Marshall Drive
 PRC: 5.9 %
 Total Traffic Delay: 19.1 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

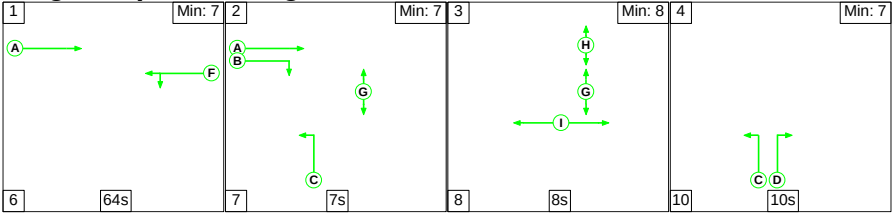
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
1/2+1/1	Botley Road WB Ahead Left	U	N/A	N/A	F	E	1	66	0	991	2080:1781	971+195	85.0 : 85.0%
2/1+2/2	Marshall Drive Right Left	U	N/A	N/A	C D		2:1	15:8	-	222	1807:1839	135+138	81.2 : 81.2%
3/1+3/2	Botley Road EB Ahead Right	U	N/A	N/A	A B		1	80:9	-	900	1985:1830	991+152	78.7 : 78.7%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	286	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	8	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	25	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	-	-	0	0	0	12.6	6.6	0.0	19.1	-	-	-	-
Botley Road / Marshall Drive	-	-	0	0	0	12.6	6.6	0.0	19.1	-	-	-	-
1/2+1/1	991	991	-	-	-	5.9	2.7	-	8.6	31.2	26.3	2.7	29.1
2/1+2/2	222	222	-	-	-	2.6	2.0	-	4.6	74.8	3.7	2.0	5.7
3/1+3/2	900	900	-	-	-	4.1	1.8	-	5.9	23.7	15.8	1.8	17.7
4/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	935	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 5.9 Total Delay for Signalled Lanes (pcuHr): 19.14 Cycle Time (s): 120 PRC Over All Lanes (%): 5.9 Total Delay Over All Lanes(pcuHr): 19.14													

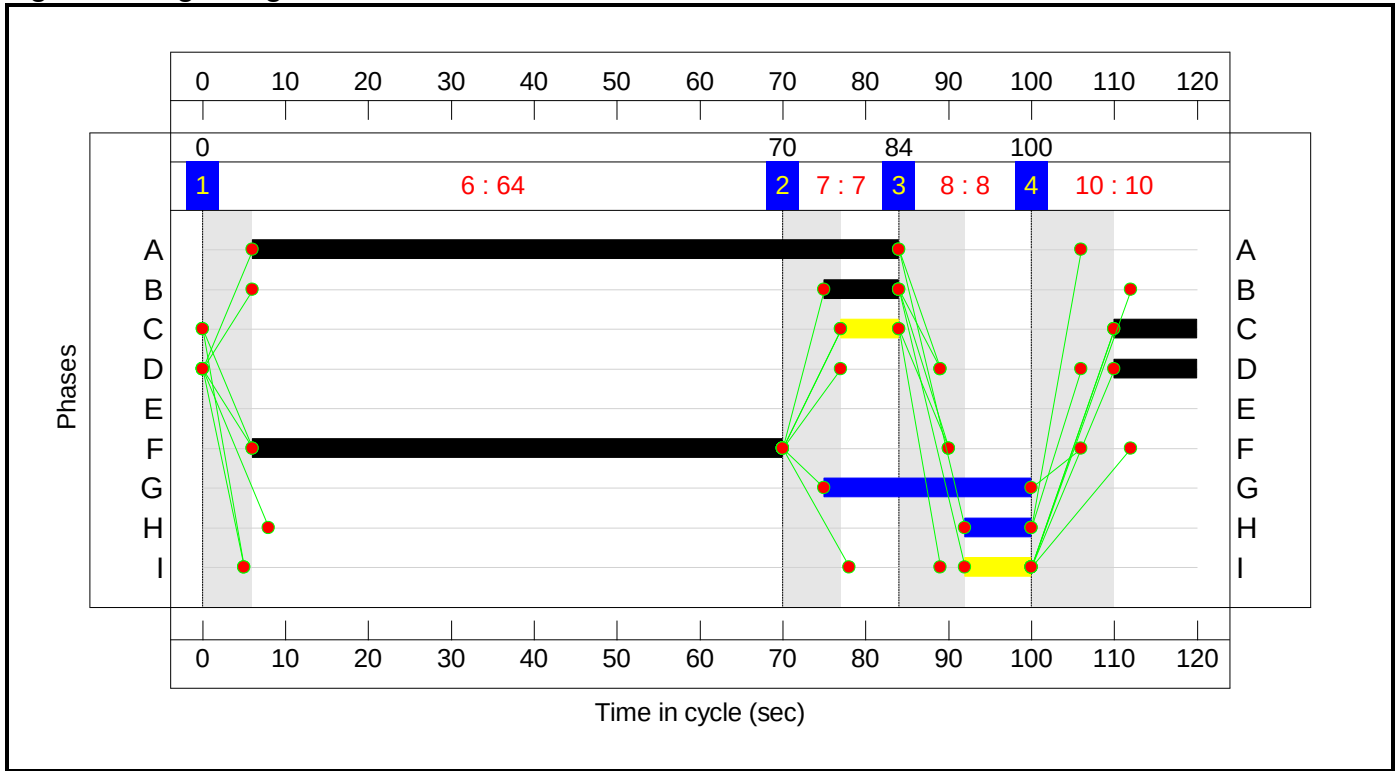
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	64	7	8	10
Change Point	0	70	84	100

Signal Timings Diagram

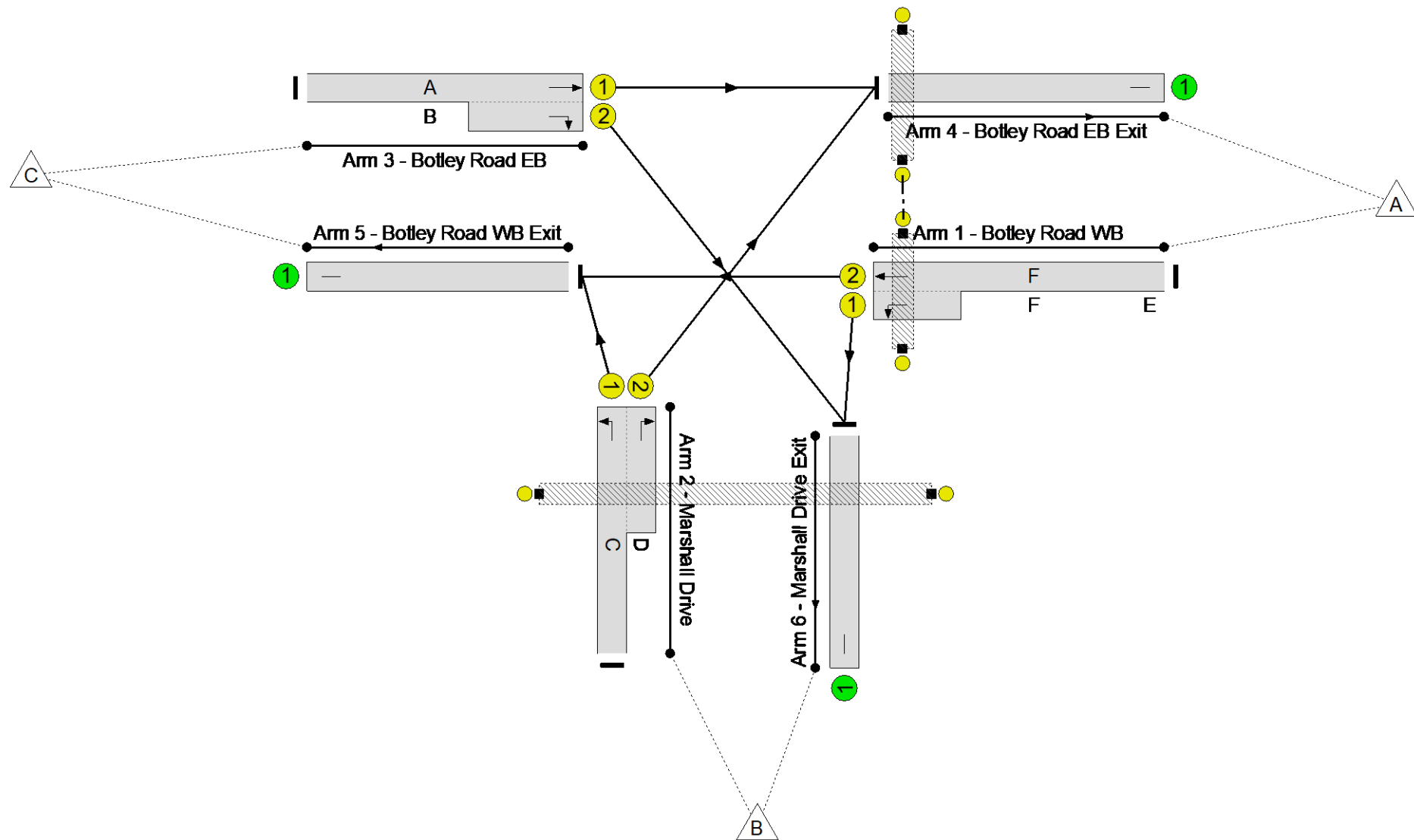


Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Botley Road / Marshall Drive
 PRC: 3.9 %
 Total Traffic Delay: 20.0 pcuHr
 Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

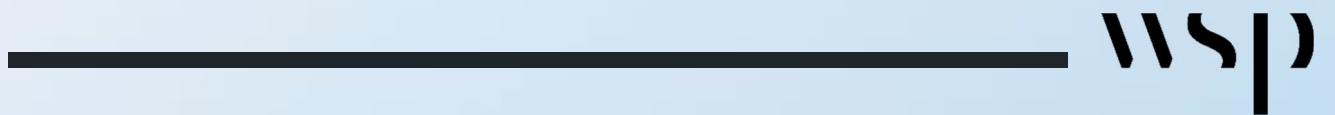
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Marshall Drive / Botley Road	-	-	N/A	-	-		-	-	-	-	-	-	86.6%
Botley Road / Marshall Drive	-	-	N/A	-	-		-	-	-	-	-	-	86.6%
1/2+1/1	Botley Road WB Ahead Left	U	N/A	N/A	F	E	1	64	0	981	2080:1781	929+204	86.6 : 86.6%
2/1+2/2	Marshall Drive Right Left	U	N/A	N/A	C D		2:1	17:10	-	254	1807:1839	149+169	80.1 : 80.1%
3/1+3/2	Botley Road EB Ahead Right	U	N/A	N/A	A B		1	78:9	-	669	1985:1830	645+152	83.9 : 83.9%
4/1	Botley Road EB Exit	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
5/1	Botley Road WB Exit	U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
6/1	Marshall Drive Exit	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
Ped Link: P1	Marshall Drive	-	N/A	-	I		1	8	-	0	-	0	0.0%
Ped Link: P2	Botley Road	-	N/A	-	H		1	8	-	0	-	0	0.0%
Ped Link: P3	Botley Road	-	N/A	-	G		1	25	-	0	-	0	0.0%

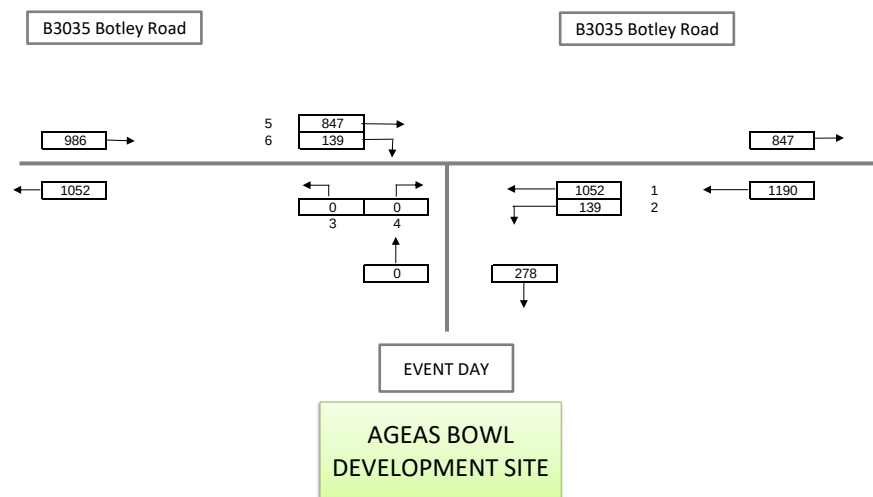
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Marshall Drive / Botley Road	-	-	0	0	0	12.5	7.5	0.0	20.0	-	-	-	-
Botley Road / Marshall Drive	-	-	0	0	0	12.5	7.5	0.0	20.0	-	-	-	-
1/2+1/1	981	981	-	-	-	6.2	3.1	-	9.3	34.0	26.8	3.1	29.9
2/1+2/2	254	254	-	-	-	2.9	1.9	-	4.8	68.7	4.4	1.9	6.3
3/1+3/2	669	669	-	-	-	3.4	2.5	-	5.9	31.7	9.0	2.5	11.5
4/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
C1				PRC for Signalled Lanes (%):		3.9	Total Delay for Signalled Lanes (pcuHr):		20.01	Cycle Time (s): 120			
				PRC Over All Lanes (%):		3.9	Total Delay Over All Lanes(pcuHr):		20.01				

Appendix H

Traffic Flow Diagrams - Event Day
Access





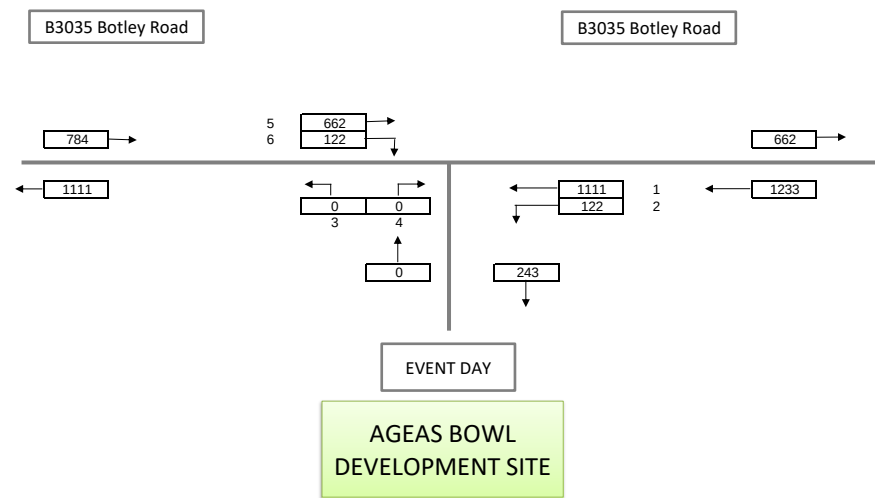
Event Day
New Access Junction
AM Peak

TITLE

Ageas Bowl
Traffic Flow Diagram

FIGURE No.

FIGURE No



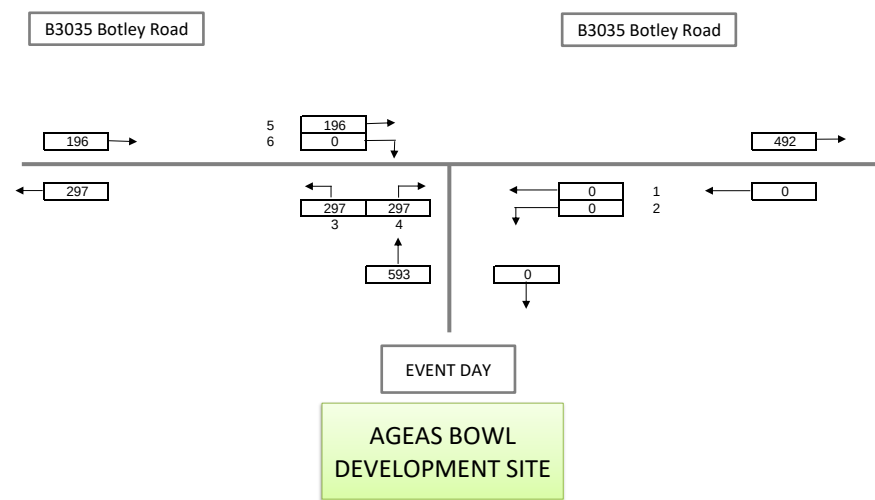
Event Day
New Access Junction

TITLE

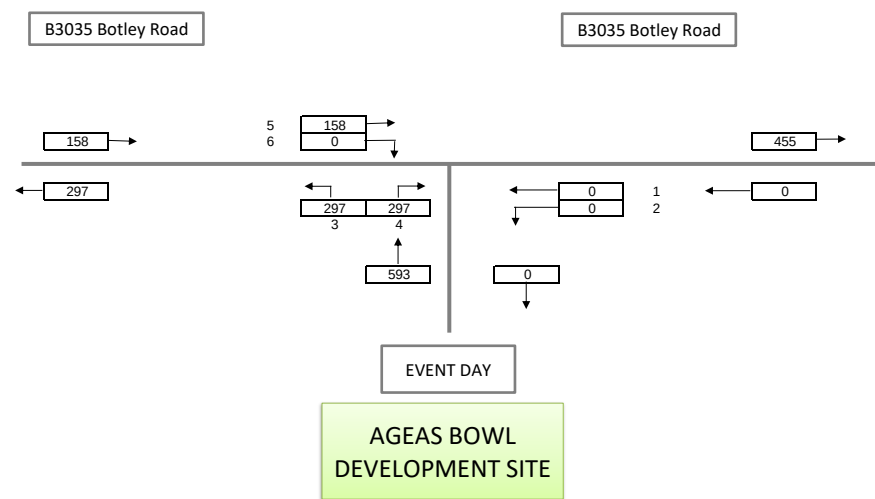
Ageas Bowl
Traffic Flow Diagram

FIGURE No.

FIGURE No



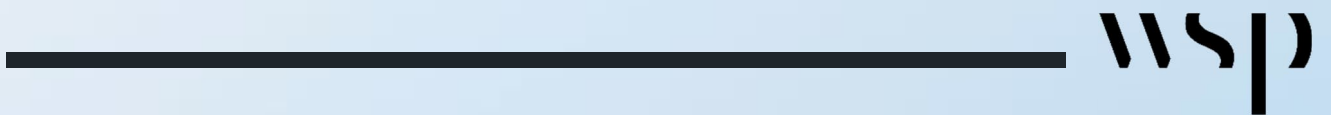
Event Day New Access Junction PM Peak Event Egress	
TITLE	Ageas Bowl Traffic Flow Diagram
FIGURE No:	FIGURE No



Event Day New Access Junction PM Peak Event Egress
TITLE Ageas Bowl Traffic Flow Diagram FIGURE No

Appendix I

New Event Day Junction Junctions
10 Modelling Outputs



Junctions 10															
PICADY 10 - Priority Intersection Module															
Version: 10.0.1.1519															
© Copyright TRL Software Limited, 2021															
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com															
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution															

Filename: New Access Junction V2.j10

Path: \\uk.wspgroup.com\central data\Projects\700735xx\70073579 - Ageas Bowl Masterplan\03 WIP\TP Transport Planning\01 Analysis & Calcs\Masterplan Application\New Access J9

Report generation date: 30/11/2023 09:30:34

»2027 + Dev Event Day, AM
»2027 + Dev Event Day, PM
»2027 + Dev Event Day Egress 1, PM
»2027 + Dev Event Day Egress 2, PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2027 + Dev Event Day															
Stream B-C	D1	0.0	0.00	0.00	A	0.88	A	39 %	D2	0.0	0.00	0.00	A	0.81	A	41 %
Stream B-A		0.0	0.00	0.00	A			[Stream C-AB]		0.0	0.00	0.00	A			[Stream C-AB]
Stream C-AB		1.4	8.17	0.41	A			1.0		9.13	0.37	A				
	2027 + Dev Event Day Egress 1															
Stream B-C									D3	1.0	10.84	0.50	B	8.72	A	53 %
Stream B-A										1.1	12.35	0.53	B			[Stream B-A]
Stream C-AB										0.0	0.00	0.00	A			
	2027 + Dev Event Day Egress 2															
Stream B-C									D4	1.0	10.80	0.50	B	9.02	A	54 %
Stream B-A										1.1	12.05	0.52	B			[Stream B-C]
Stream C-AB										0.0	0.00	0.00	A			

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	21/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKMXB100
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	35.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 + Dev Event Day	AM		ONE HOUR	00:00	01:30	15	✓
D2	2027 + Dev Event Day	PM		ONE HOUR	17:00	18:30	15	✓
D3	2027 + Dev Event Day Egress 1	PM	6-7pm	ONE HOUR	17:00	18:30	15	✓
D4	2027 + Dev Event Day Egress 2	PM	10-11pm	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2027 + Dev Event Day, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	39	Stream C-AB	0.86	A

Arms

Arms

Arm	Name	Description	Arm type
A	B3035 Botley Road E		Major
B	New Event Day Access Junction		Minor
C	B3035 Botley Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00			210.0	✓	1.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.50	3.50	190	180

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	656	0.109	0.276	0.173	0.394
B-C	761	0.106	0.269	-	-
C-B	696	0.246	0.246	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2027 + Dev Event Day	AM	ONE HOUR	00:00	01:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1191	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	985	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	139	1052
	B	0	0	0
	C	847	139	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.41	8.17	1.4	A	211	317
C-A					693	1040
A-B					128	191
A-C					985	1448

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	537	0.000	0	0.0	0.0	0.000	A
B-A	0	0	274	0.000	0	0.0	0.0	0.000	A
C-AB	136	34	615	0.220	134	0.0	0.4	7.469	A
C-A	607	152			607				
A-B	105	26			105				
A-C	792	198			792				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	493	0.000	0	0.0	0.0	0.000	A
B-A	0	0	200	0.000	0	0.0	0.0	0.000	A
C-AB	189	47	652	0.289	188	0.4	0.6	7.757	A
C-A	698	174			698				
A-B	125	31			125				
A-C	946	236			946				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	433	0.000	0	0.0	0.0	0.000	A
B-A	0	0	97	0.000	0	0.0	0.0	0.000	A
C-AB	310	78	756	0.410	307	0.6	1.3	8.065	A
C-A	776	194			776				
A-B	153	38			153				
A-C	1158	290			1158				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	433	0.000	0	0.0	0.0	0.000	A
B-A	0	0	96	0.000	0	0.0	0.0	0.000	A
C-AB	310	78	756	0.410	310	1.3	1.4	8.167	A
C-A	776	194			776				
A-B	153	38			153				
A-C	1158	290			1158				

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	493	0.000	0	0.0	0.0	0.000	A
B-A	0	0	199	0.000	0	0.0	0.0	0.000	A
C-AB	189	47	652	0.289	192	1.4	0.6	7.891	A
C-A	698	174			698				
A-B	125	31			125				
A-C	946	236			946				

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	537	0.000	0	0.0	0.0	0.000	A
B-A	0	0	273	0.000	0	0.0	0.0	0.000	A
C-AB	136	34	615	0.220	137	0.6	0.4	7.548	A
C-A	607	152			607				
A-B	105	26			105				
A-C	792	198			792				

2027 + Dev Event Day, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.81	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	41	Stream C-AB	0.81	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2027 + Dev Event Day	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1233	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	784	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	122
	B	0	0
	C	682	122

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A	B	C
From	A	0	0
	B	0	0
	C	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.37	9.13	1.0	A	165	248
C-A					554	831
A-B					112	168
A-C					1019	1529

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	526	0.000	0	0.0	0.0	0.000	A
B-A	0	0	293	0.000	0	0.0	0.0	0.000	A
C-AB	111	28	565	0.197	110	0.0	0.3	7.895	A
C-A	479	120			479				
A-B	92	23			92				
A-C	836	209			836				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	480	0.000	0	0.0	0.0	0.000	A
B-A	0	0	222	0.000	0	0.0	0.0	0.000	A
C-AB	150	37	577	0.259	149	0.3	0.5	8.412	A
C-A	555	139			555				
A-B	110	27			110				
A-C	999	250			999				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	417	0.000	0	0.0	0.0	0.000	A
B-A	0	0	124	0.000	0	0.0	0.0	0.000	A
C-AB	235	59	632	0.372	233	0.5	1.0	9.037	A
C-A	628	157			628				
A-B	134	34			134				
A-C	1223	306			1223				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	417	0.000	0	0.0	0.0	0.000	A
B-A	0	0	124	0.000	0	0.0	0.0	0.000	A
C-AB	235	59	632	0.372	235	1.0	1.0	9.126	A
C-A	628	157			628				
A-B	134	34			134				
A-C	1223	306			1223				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	480	0.000	0	0.0	0.0	0.000	A
B-A	0	0	221	0.000	0	0.0	0.0	0.000	A
C-AB	150	37	577	0.259	152	1.0	0.5	8.521	A
C-A	555	139			555				
A-B	110	27			110				
A-C	999	250			999				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	526	0.000	0	0.0	0.0	0.000	A
B-A	0	0	292	0.000	0	0.0	0.0	0.000	A
C-AB	111	28	565	0.197	112	0.5	0.3	7.962	A
C-A	479	120			479				
A-B	92	23			92				
A-C	836	209			836				

2027 + Dev Event Day Egress 1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	53	Stream B-A	8.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2027 + Dev Event Day Egress 1	PM	6-7pm	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	594	100.000
C		ONE HOUR	✓	196	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	0
	B	297	0
	C	196	0

Vehicle Mix

Heavy Vehicle Percentages

	To		
	A	B	C
From	A	0	0
	B	0	0
	C	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.50	10.84	1.0	B	273	409
B-A	0.53	12.35	1.1	B	273	409
C-AB	0.00	0.00	0.0	A	0	0
C-A					180	270
A-B					0	0
A-C					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	224	56	693	0.322	222	0.0	0.5	7.601	A
B-A	224	56	630	0.355	221	0.0	0.5	8.761	A
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	148	37			148				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	267	67	679	0.393	266	0.5	0.6	8.707	A
B-A	267	67	625	0.427	266	0.5	0.7	10.005	B
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	176	44			176				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	327	82	659	0.496	326	0.6	1.0	10.744	B
B-A	327	82	618	0.529	326	0.7	1.1	12.232	B
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	216	54			216				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	327	82	659	0.496	327	1.0	1.0	10.838	B
B-A	327	82	618	0.529	327	1.1	1.1	12.351	B
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	216	54			216				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	267	67	678	0.394	268	1.0	0.7	8.806	A
B-A	267	67	625	0.427	268	1.1	0.8	10.127	B
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	176	44			176				
A-B	0	0			0				
A-C	0	0			0				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	224	56	693	0.323	224	0.7	0.5	7.701	A
B-A	224	56	630	0.355	224	0.8	0.6	8.889	A
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	148	37			148				
A-B	0	0			0				
A-C	0	0			0				

2027 + Dev Event Day Egress 2, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.02	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	54	Stream B-C	9.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2027 + Dev Event Day Egress 2	PM	10-11pm	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	0	100.000
B		ONE HOUR	✓	594	100.000
C		ONE HOUR	✓	158	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	0	0
	B	297	0	297
	C	158	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.50	10.80	1.0	B	273	409
B-A	0.52	12.05	1.1	B	273	409
C-AB	0.00	0.00	0.0	A	0	0
C-A					145	217
A-B					0	0
A-C					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	224	56	694	0.322	222	0.0	0.5	7.588	A
B-A	224	56	635	0.352	221	0.0	0.5	8.662	A
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	119	30			119				
A-B	0	0			0				
A-C	0	0			0				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	267	67	680	0.393	266	0.5	0.6	8.692	A
B-A	267	67	631	0.423	266	0.5	0.7	9.844	A
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	142	36			142				
A-B	0	0			0				
A-C	0	0			0				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	327	82	661	0.495	326	0.6	1.0	10.707	B
B-A	327	82	626	0.523	326	0.7	1.1	11.942	B
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	174	43			174				
A-B	0	0			0				
A-C	0	0			0				

17:45 - 18:00

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	327	82	660	0.495	327	1.0	1.0	10.799	B
B-A	327	82	626	0.523	327	1.1	1.1	12.047	B
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	174	43			174				
A-B	0	0			0				
A-C	0	0			0				

18:00 - 18:15

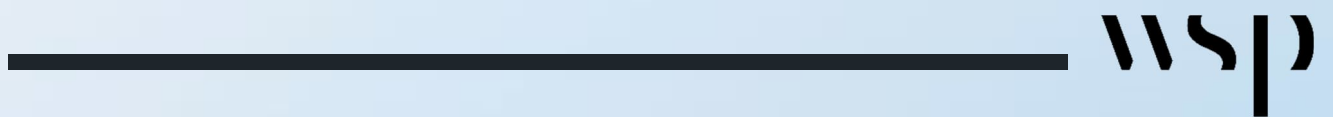
Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	267	67	679	0.393	268	1.0	0.7	8.788	A
B-A	267	67	631	0.423	268	1.1	0.7	9.958	A
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	142	36			142				
A-B	0	0			0				
A-C	0	0			0				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	224	56	693	0.323	224	0.7	0.5	7.691	A
B-A	224	56	635	0.352	224	0.7	0.6	8.780	A
C-AB	0	0	1391	0.000	0	0.0	0.0	0.000	A
C-A	119	30			119				
A-B	0	0			0				
A-C	0	0			0				

Appendix J

Residential Travel Plan





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: NOVEMBER 2023

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Frist Issue	Second Issue	Third Issue	Fourth Issue
Date	26/05/22	03/02/2023	28/07/2023	28/11/223
Prepared by	Milly Bagshaw Stacey Gander	Milly Bagshaw	Milly Bagshaw	Milly Bagshaw
Signature				
Checked by	Phil Moss	Phil Moss	Chris Williams	Chris Williams
Signature				
Authorised by	Chris Williams	Chris Williams	Chris Williams	Chris Williams
Signature				
Project number	70073579	70073579	70073579	70073579
Report number	3579-RTP-001	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 - V2 Nov '23\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 - V2 Nov '23\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 - V2 Nov '23\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 - V2 Nov '23

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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

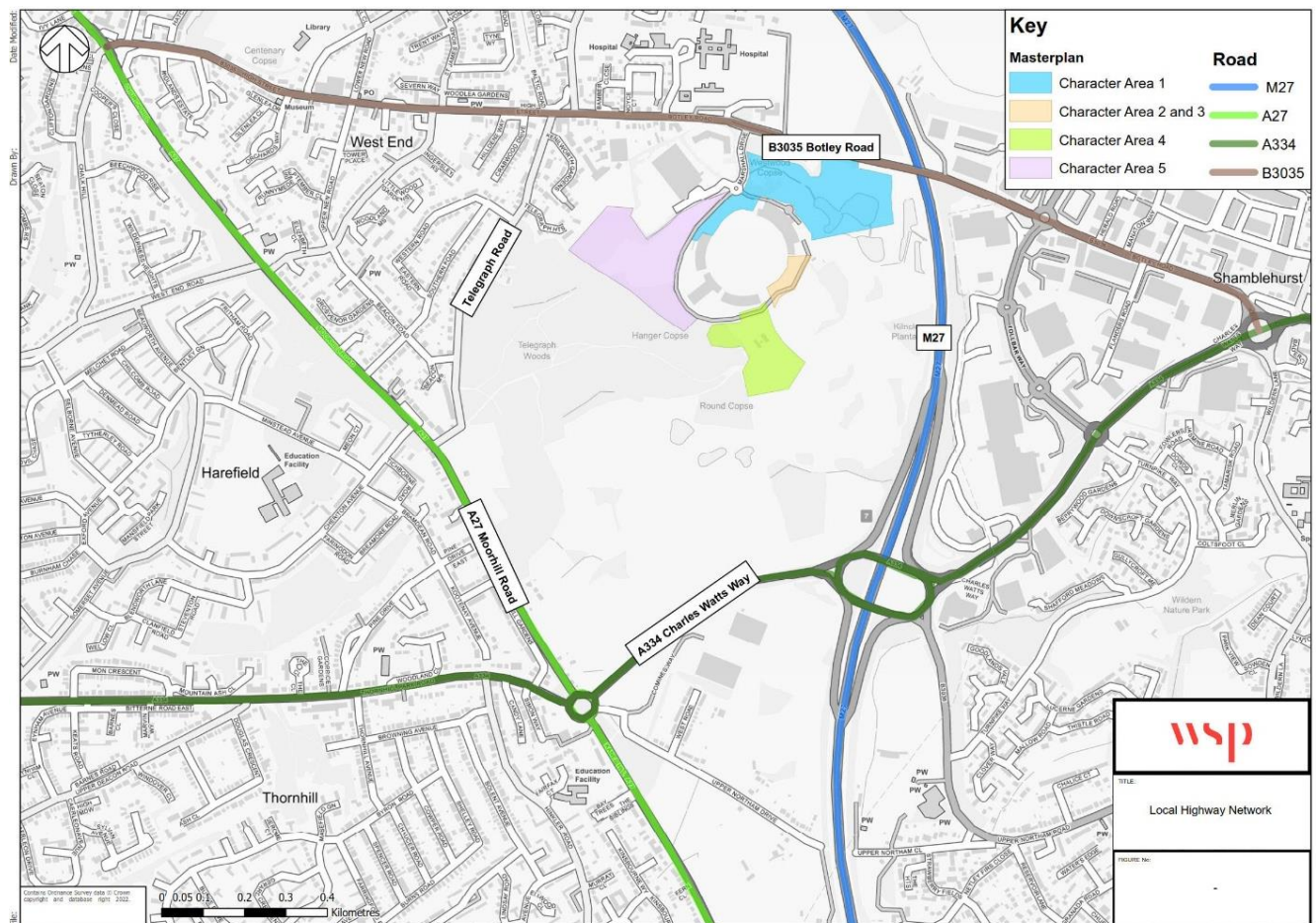
3.1.1. This chapter outlines the development proposals and reviews the existing transport conditions in the vicinity of the Ageas Bowl and surrounding area. Details on existing walking and cycling networks, and public transport services are presented, along with a description of the existing local highway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

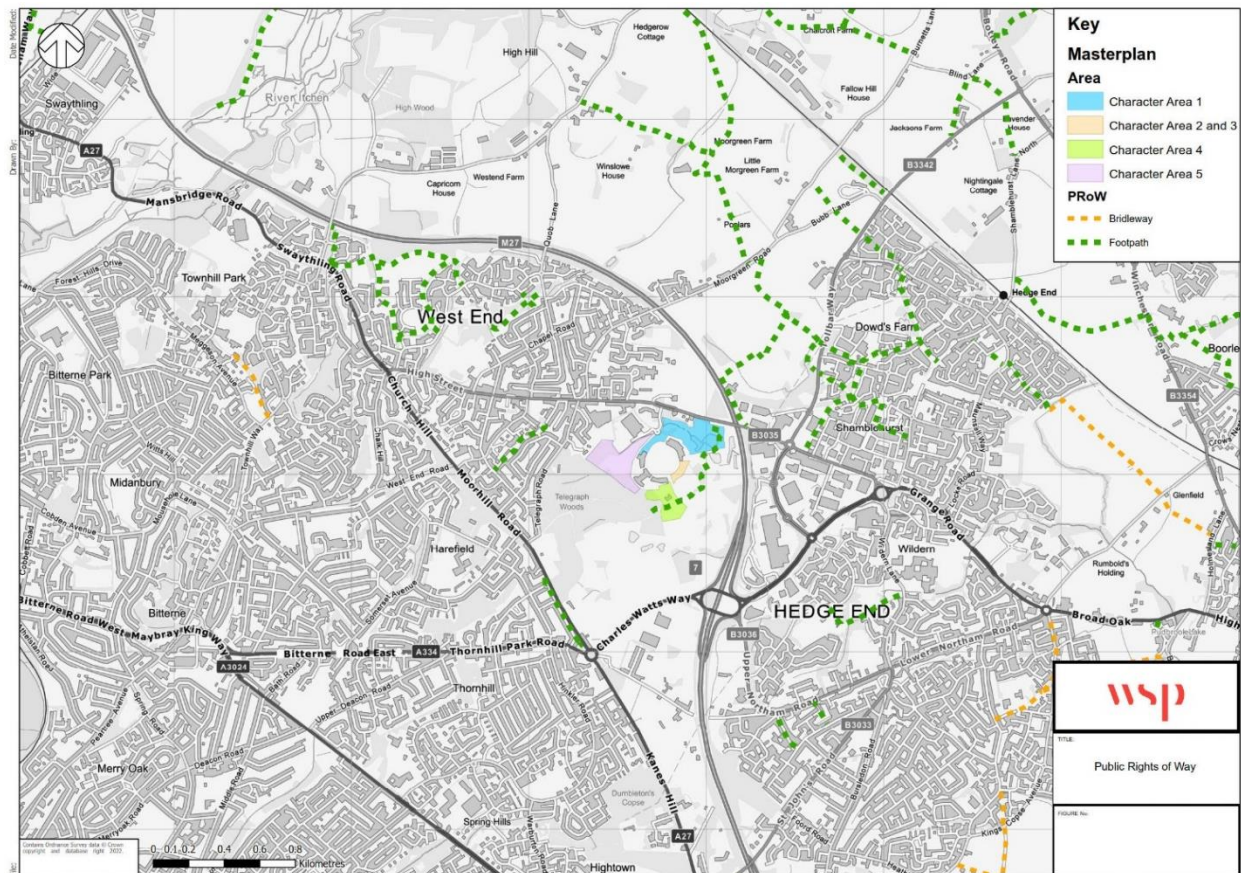
Figure 3-1 - Local Highway Network



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

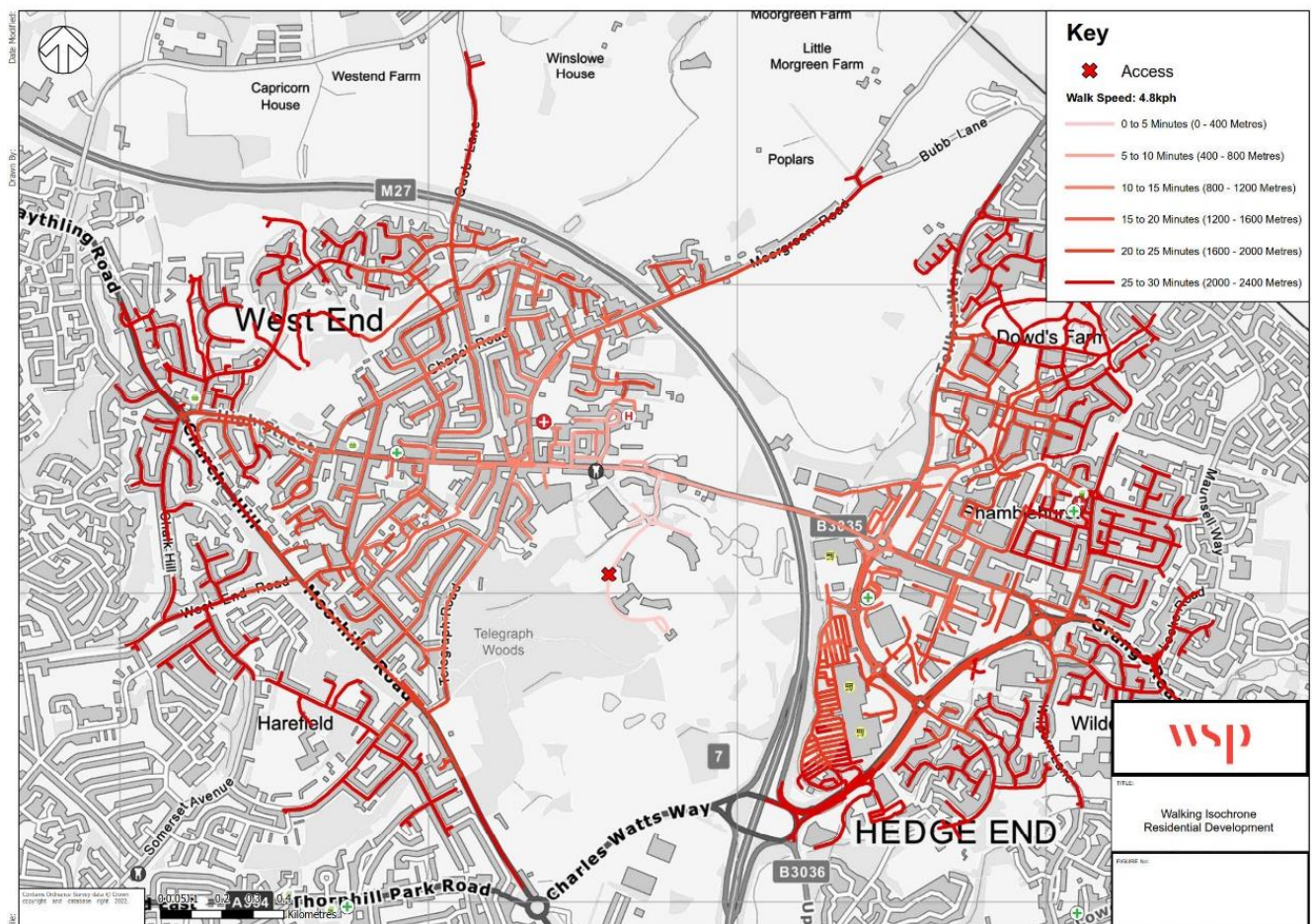
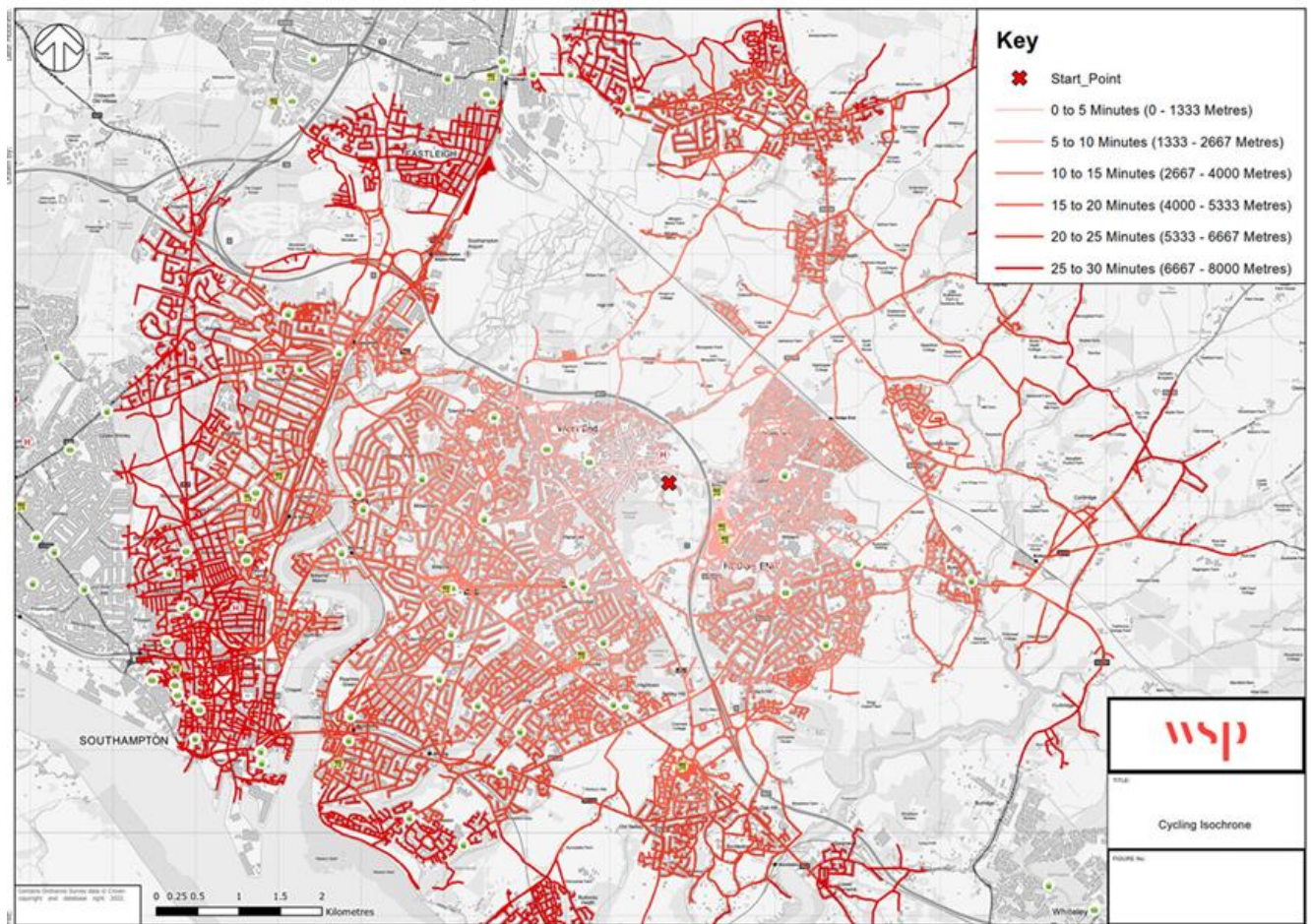


Figure 3-4 - Cycling Isochrone



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.

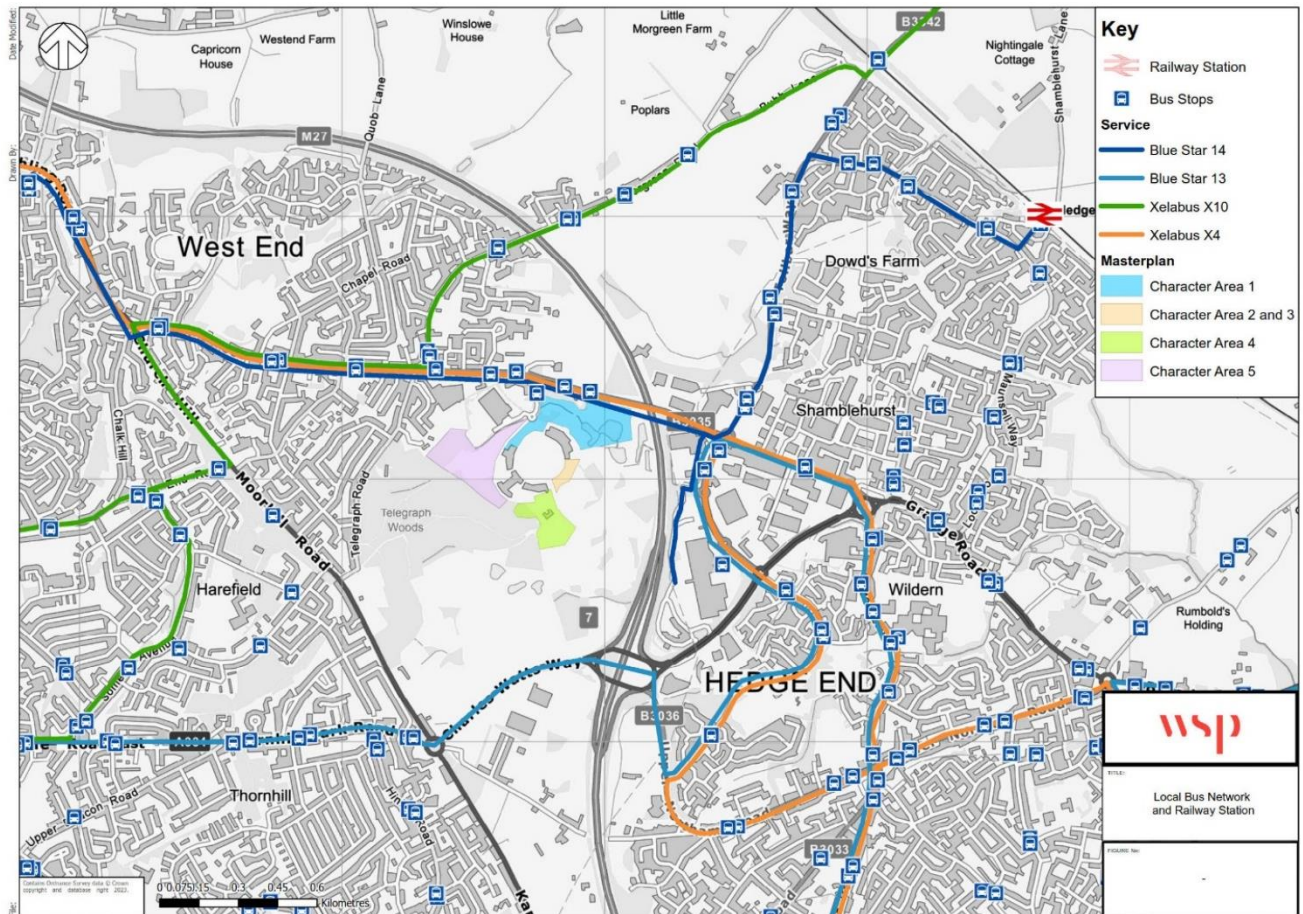
Table 3-3 – Summary of Rail Services from Hedge End

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:

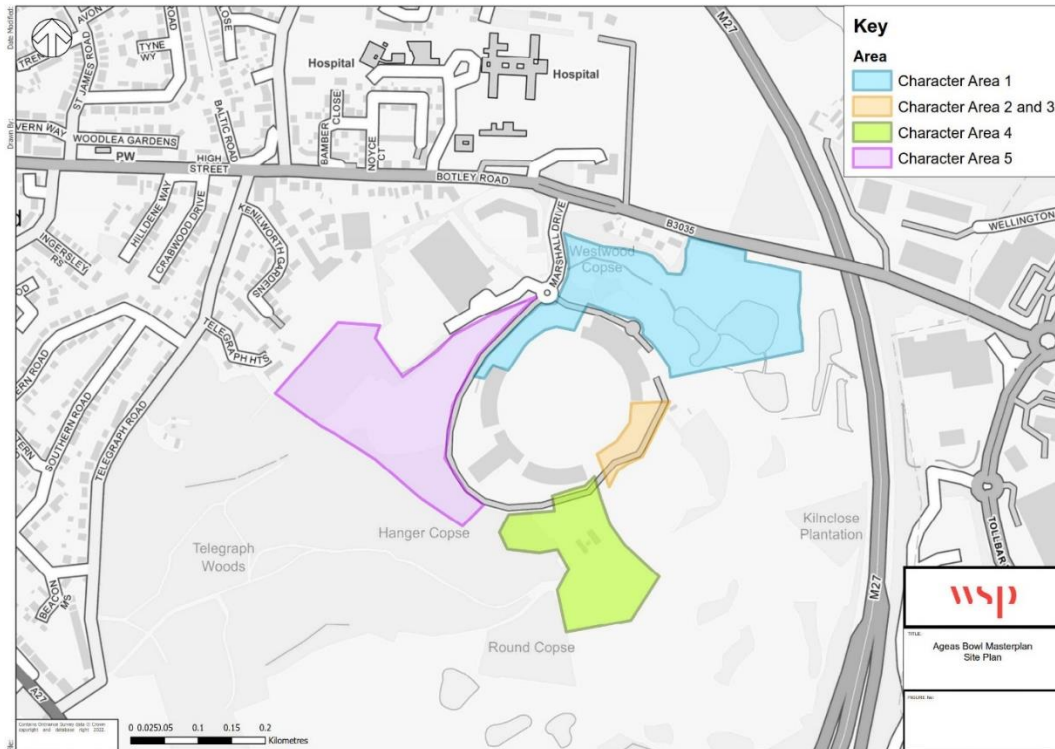
- Character area 1: (Sui Generis) – Currently used for golf course and car parking;
- Character area 2: (Sui Generis) – Ageas Bowl internal road and servicing;
- Character area 3: Ageas Bowl internal road and servicing;
- Character area 4: Class E(d) Indoor sport, recreation or fitness / E(e) Provision 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 84 dwellings and 88 apartments.

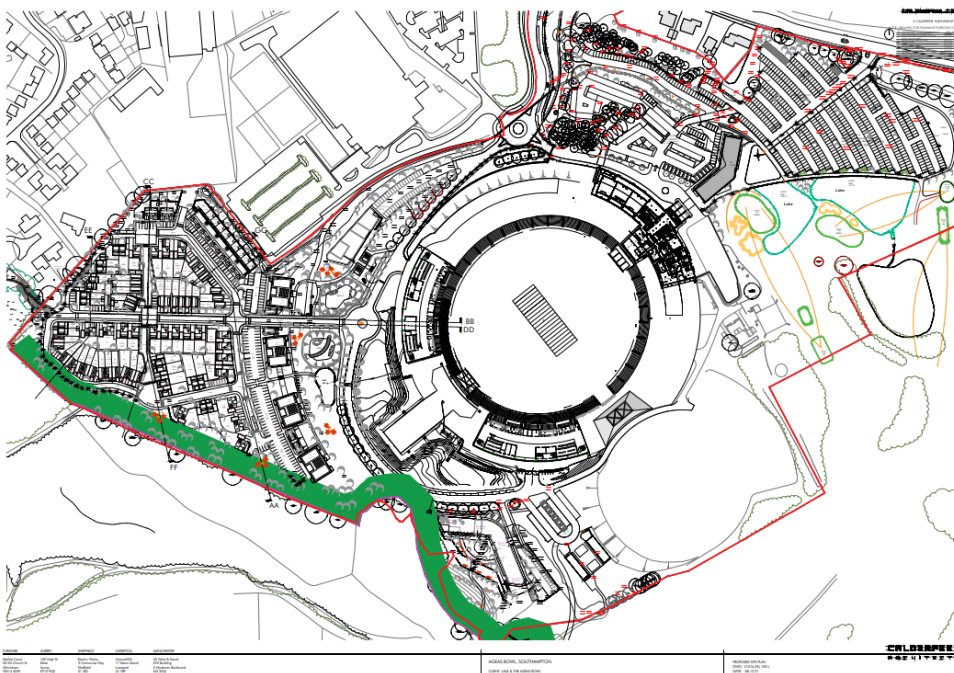
3.6.3. Figure 3-6 below presents the masterplan development. The residential aspect of the development is situated in character area 5.

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.

ROUTE THROUGH TELEGRAPH WOODS

- 3.7.7. Proposals are in place for a formalised route between Telegraph Road and the residential aspect of the development, through Telegraph Woods. The design consists of the following aspects:
- A 1.5m wide, all weather footpath link that largely follows the existing gravelled section of path off Telegraph Road, along an unmade path through to the proposed residential area.
 - A stepped section is proposed to navigate the steep slope to the west of the proposed residential area.
 - With the exception of the steps detailed above, the approach seeks to minimise the impacts on existing trees and would be largely constructed using a 'no dig' approach.

ADDITIONAL SUSTAINABLE ACCESS IMPROVEMENTS

- 3.7.8. To improve access to and from the Site by sustainable modes of transport, a set of walking and cycling improvements are proposed along B3035 High Street and B3035 Botley Road. These include:

- A shared-use path running from the Marshall Drive onto the southern side of Botley Road, connecting onto the existing shared-use path via a new Toucan crossing east of Moorgreen Hospital Road.
- Implementation of priority crossings for pedestrians and cyclists at Moorgreen Hospital Road and Noyce Court.
- Provision of a zebra / parallel crossing at Moorgreen Road and widening of the existing shared-use facility between here and Baltic Road, where a priority crossing is provided.
- Removal of the EB bus layby close to St James Road to facilitate widening of the existing shared use path (removing the existing pinch point around the bus stop) and provision of a priority crossing across St James Road.
- Replacement of the existing parking area around the High Street shopping parade with a parking layby adjacent to the carriageway, thereby allowing the existing shared use path to be widened.
- Removal of the parking layby outside Kia Motors to facilitate widening of the shared-use path, relocating the existing disabled bay to the opposite side of the carriageway adjacent to the existing pedestrian crossing.

3.7.9. Provision of 3x additional Sheffield bicycle stands outside of the post-office. In addition, the existing pedestrian refuge island located adjacent to the proposed event-day access junction has been widened to accommodate cyclists.

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. The table shows that to meet the standards, 184 allocated spaces are required. 179 allocated spaces are provided in the development proposals. This is accompanied by an additional 34 visitor spaces, which exceeds the required unallocated visitor space amount by 17 spaces. Therefore, the number of parking spaces is considered appropriate for the housing aspect of the residential development.

Table 3-4 – Updated Houses Car Parking Assessment (Based on Eastleigh Borough Council Parking)

House Size	Number of Houses	Individual / 'on-plot' allocation	Spaces Required	Spaces Provided
------------	------------------	-----------------------------------	-----------------	-----------------

2-Bedroom	9	2	18	18
3-Bedroom	59	2	118	114
4-Bedroom	16	3	48	47
Visitor Bays	N/A	N/A	17	34
Total Spaces				
Including Visitors:		201		213
Not Including Visitors		184		179

- 3.9.3. The revised masterplan allows for 124 spaces for the apartments, with 4 additional dedicated visitor spaces. As all spaces will be unallocated, the Eastleigh Borough Council standards require the provision of 124 spaces, meaning the standards are met for the apartments.

Table 3-5 – Updated Flats Car Parking Assessment (Based on Eastleigh Borough Council Parking)

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

- 3.9.4. The parking standards recommends that visitor parking is allowed for at a rate of 0.2 spaces per dwelling. This equates to 17 spaces for the houses and 18 spaces for the flats (35 in total). Across the development a total of 38 visitor spaces are proposed between the houses and the flats.
- 3.9.5. It should be noted that residents and visitors will also be able to use the internal road on non-event days. The internal road can accommodate 43 parked vehicles in parallel parking bays and whilst this parking is used by the Cricket Club for operational purposes at least 50% should be available on normal basis for visitor use.
- 3.9.6. In addition, for formal parking for visitor spaces, the masterplan is able to cater for ad-hoc on-street parking at various locations that do not impede access for residents, HGVs, refuse or emergency vehicles. This is aligned to Eastleigh Borough Council Parking Standards, which states that visitor parking can be provided as on-road provision so long as the highway is at least 5.5m wide.
- 3.9.7. The overall parking requirement for the residential element of the site is 325 spaces when taking account of parking requirements for residents and visitors, with provision for 341 formal spaces included on the masterplan. The parking proposed at the development is therefore considered to be appropriate.

- 3.9.8. 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

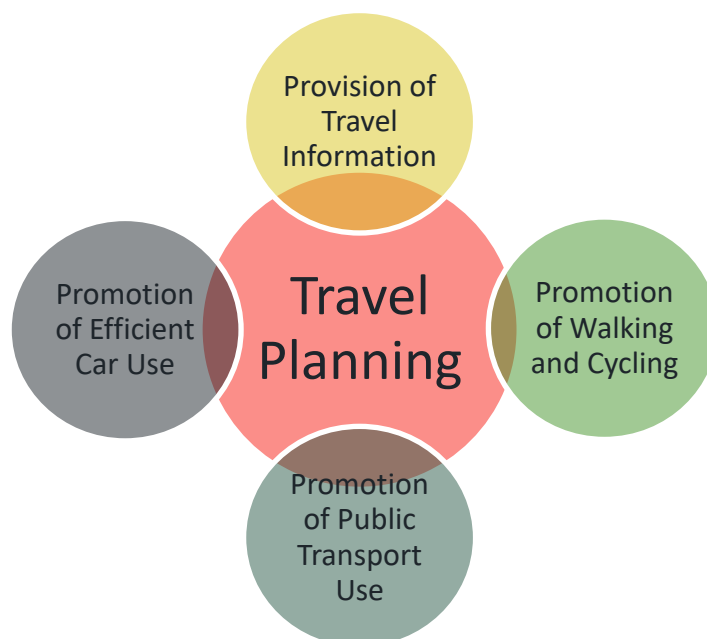
- 5.3.1. This Travel Plan will be secured through a s106 agreement and is to be funded by the Developer. This will include a commitment to pay HC's monitoring and evaluation fees as detailed in Table 7-2.

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				
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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	£860
Bike Voucher	-	-	£50 per household	£8,600
Public Transport Taster Tickets	-	-	£50 per household	£8,600
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	£5,160
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				£91,250 (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:

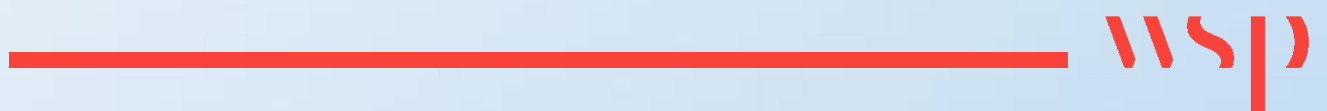
- Provision of travel information, via a website, travel information packs and a board on-site;
- A personal travel planning service;
- On-site promotion and marketing;
- Promotional events;
- Various schemes to promote walking, cycling and public transport use;
- Promoting efficient car use via car 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

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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

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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

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

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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

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Contactless available onboard... simples!



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Xelabus
www.xelabus.info

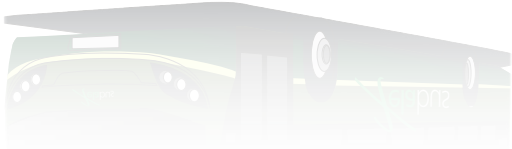
route
x10

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



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admin@xelabus.info

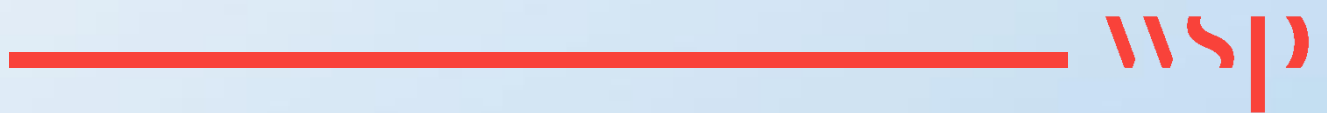
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Appendix B

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 	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



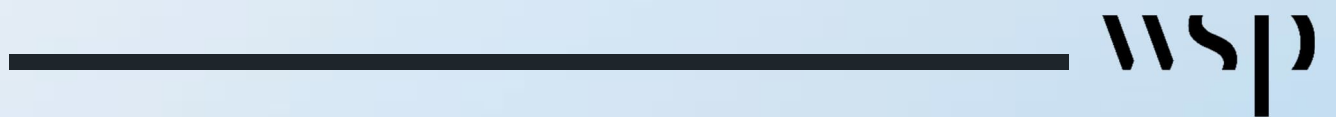
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Southampton, Hampshire
SO15 2BE

wsp.com

PUBLIC

Appendix K

Workplace Travel Plan





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: NOVEMBER 2023

WSP

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
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Prepared by	Milly Bagshaw Stacey Gander	Milly Bagshaw	Milly Bagshaw	Milly Bagshaw
Signature				
Checked by	Phil Moss	Phil Moss	Chris Williams	Chris Williams
Signature				
Authorised by	Chris Williams	Chris Williams	Chris Williams	Chris Williams
Signature				
Project number	70073579	70073579	70073579	70073579
Report number	3579-WTP-001	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 - V2 Nov '23\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 - V2 Nov '23\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 - V2 Nov '23\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 - V2 Nov '23

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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

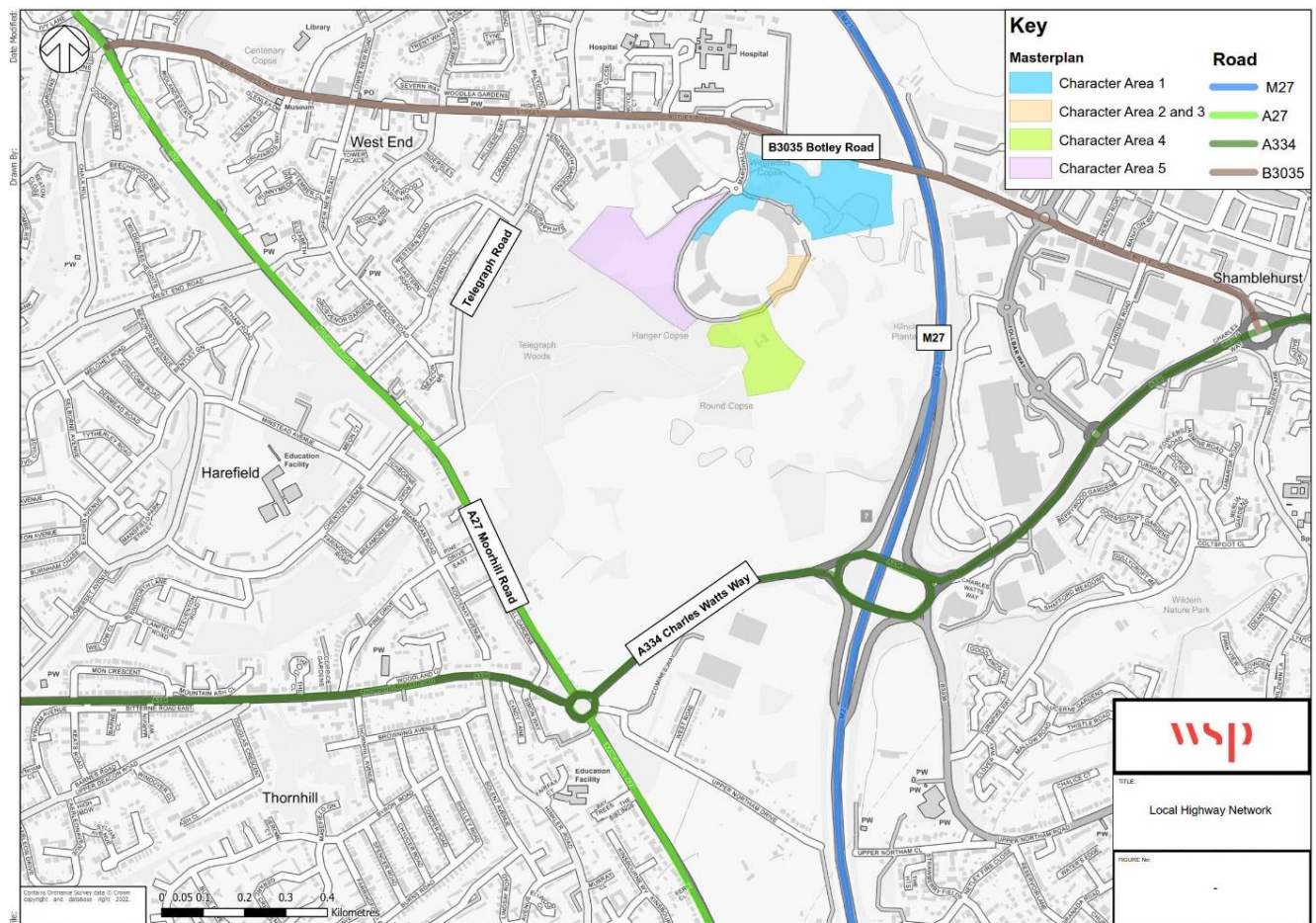
3.1.1. This chapter outlines the development proposals and reviews the existing transport conditions in the vicinity of the Ageas Bowl Site and surrounding area. Details on existing walking and cycling networks and public transport services are presented, along with a description of the existing local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

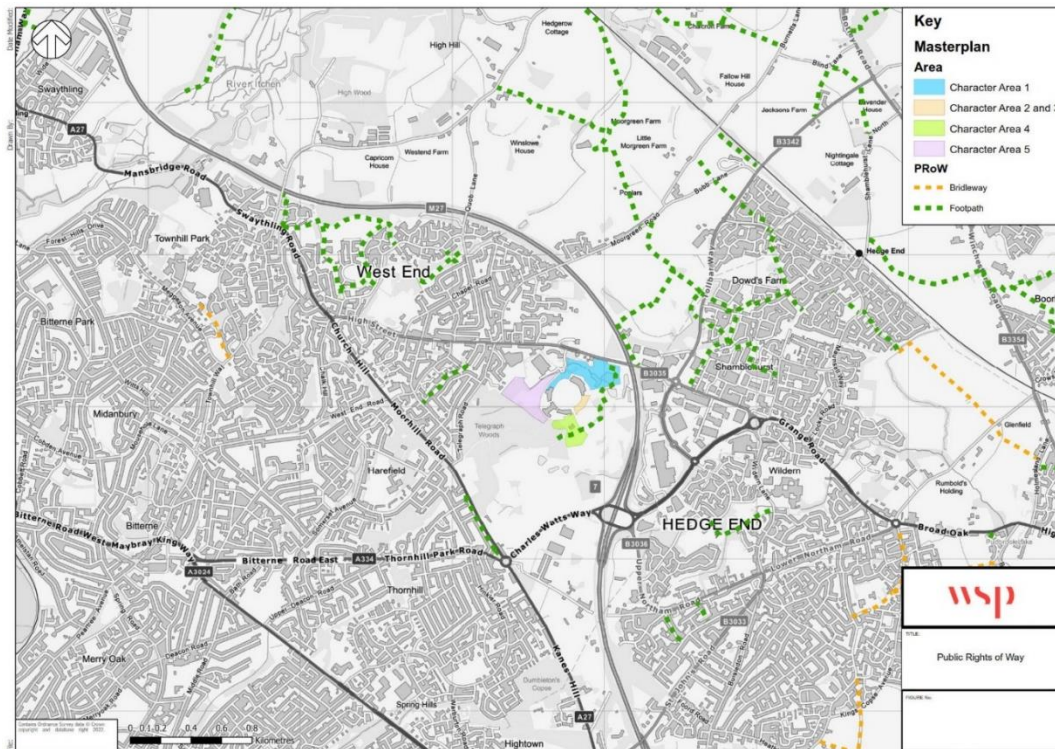
Figure 3-1 - Local Highway Network



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

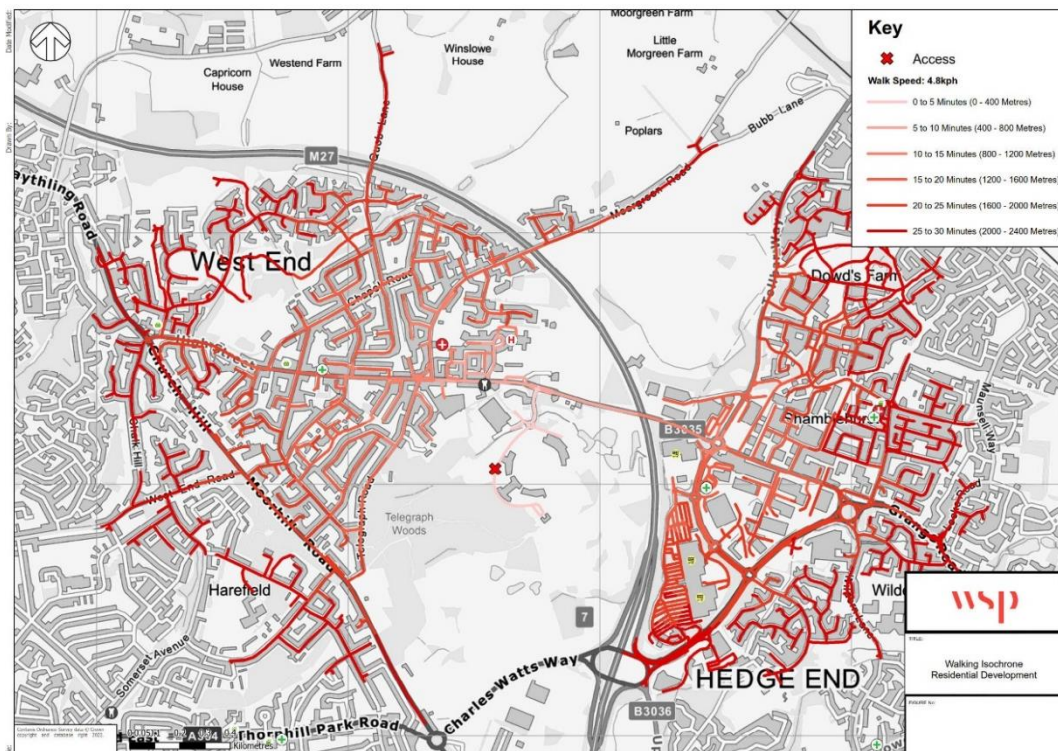
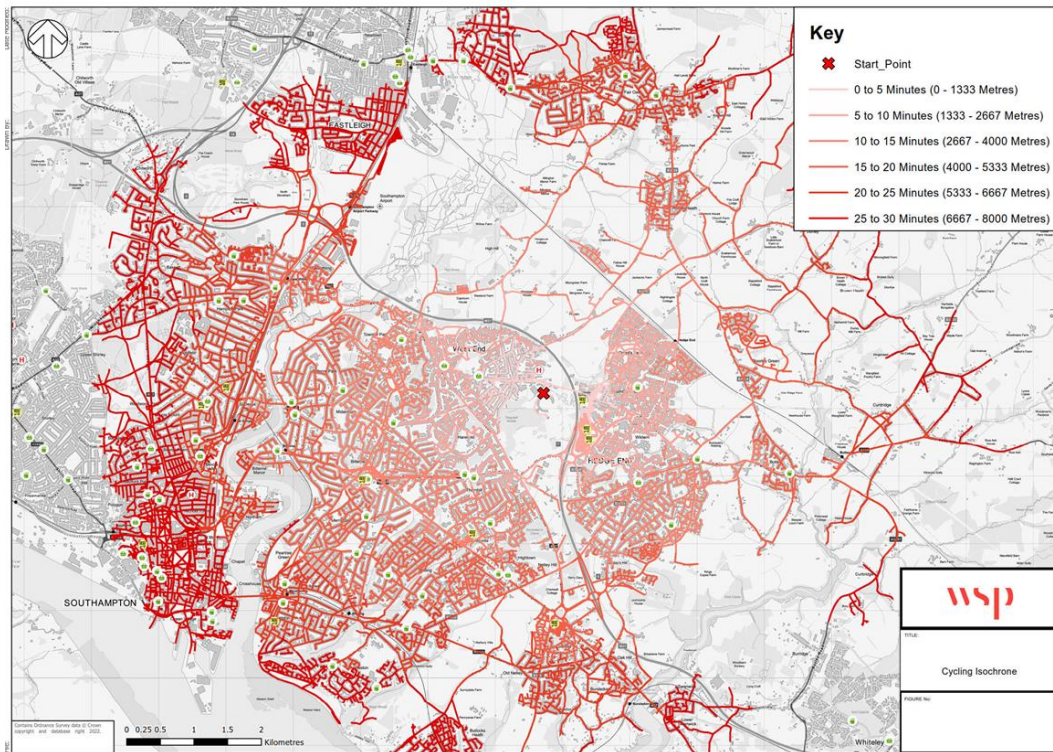


Figure 3-4 - Cycling Isochrone



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
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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.

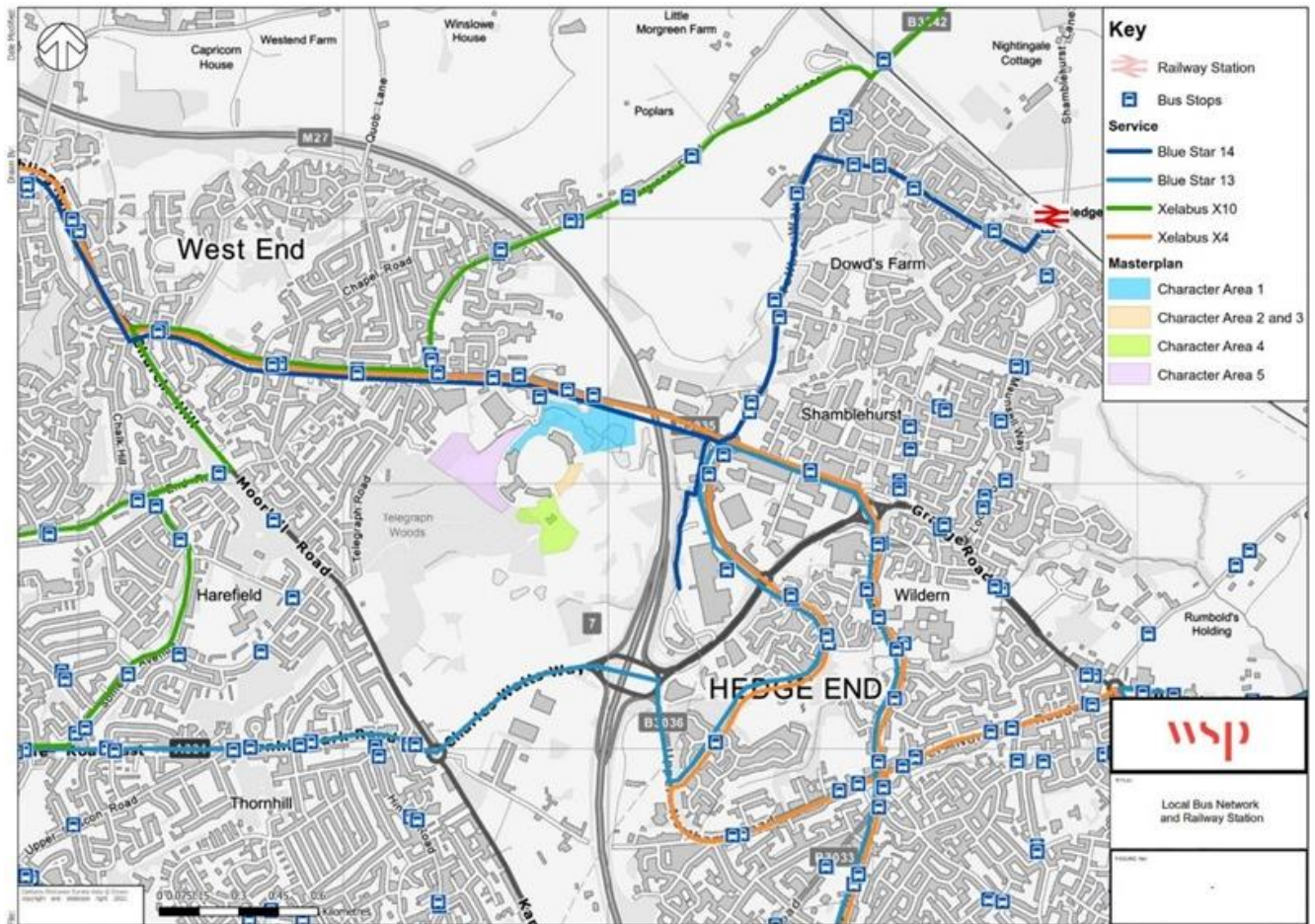
Table 3-2 – Summary of Rail Services from Hedge End

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:

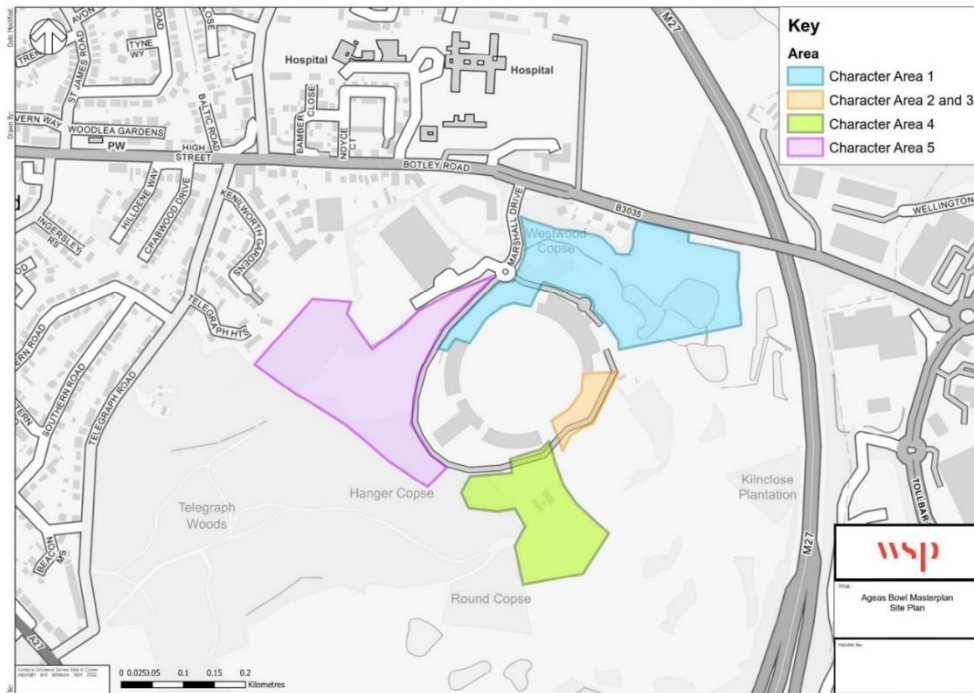
- Character area 1: (Sui Generis) – Currently used for golf club car parking
- Character area 2: (Sui Generis) – disused space
- Character area 3: Class B8 Storage or Distribution
- Character area 4: Class E(d) Indoor sport, recreation, or fitness / E(e) Provision of medical or health services - Currently 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 84 dwellings and 88 apartments.

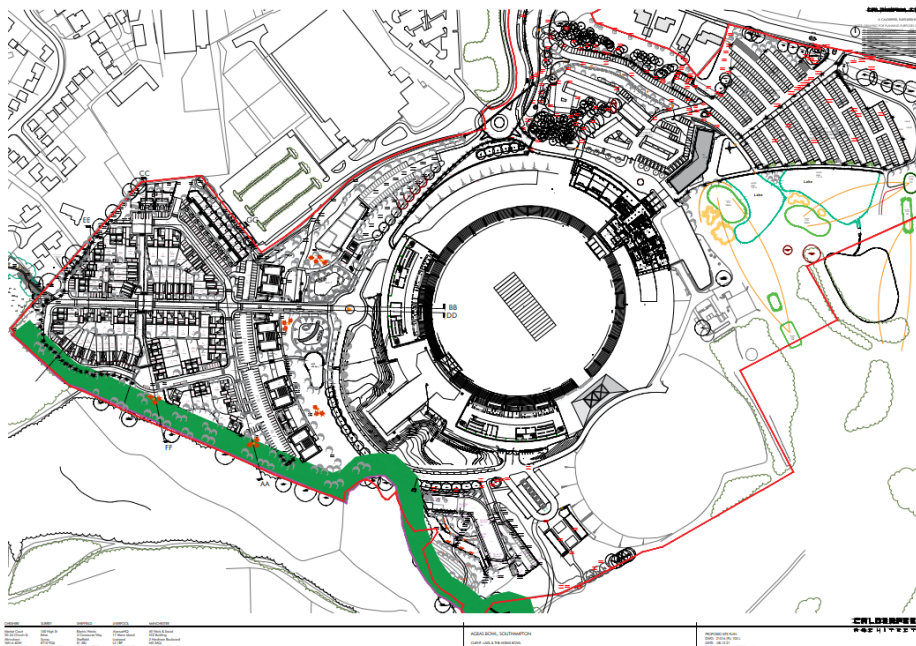
3.5.3. **Figure 3-5** below presents the masterplan development. The budget hotel is situated in character area 1, the new pavilion is situated in character areas 2 and 3, the care home is situated in character area 4 and the residential area and wellbeing centre are situated in character area 5.

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.

ROUTE THROUGH TELEGRAPH WOODS

- 3.6.8. Proposals are in place for a formalised route between Telegraph Road and the residential aspect of the development, through Telegraph Woods. The design consists of the following aspects:
 - A 1.5m wide, all weather footpath link that largely follows the existing gravelled section of path off Telegraph Road, along an unmade path through to the proposed residential area.

- A stepped section is proposed to navigate the steep slope to the west of the proposed residential area.
- With the exception of the steps detailed above, the approach seeks to minimise the impacts on existing trees and would be largely constructed using a 'no dig' approach.

ADDITIONAL SUSTAINABLE ACCESS IMPROVEMENTS

- 3.6.9. To improve access to and from the Site by sustainable modes of transport, a set of walking and cycling improvements are proposed along B3035 High Street and B3035 Botley Road. These include:
- A shared-use path running from the Marshall Drive onto the southern side of Botley Road, connecting onto the existing shared-use path via a new Toucan crossing east of Moorgreen Hospital Road.
 - Implementation of priority crossings for pedestrians and cyclists at Moorgreen Hospital Road and Noyce Court.
 - Provision of a zebra / parallel crossing at Moorgreen Road and widening of the existing shared-use facility between here and Baltic Road, where a priority crossing is provided.
 - Removal of the EB bus layby close to St James Road to facilitate widening of the existing shared use path (removing the existing pinch point around the bus stop) and provision of a priority crossing across St James Road.
 - Replacement of the existing parking area around the High Street shopping parade with a parking layby adjacent to the carriageway, thereby allowing the existing shared use path to be widened.
 - Removal of the parking layby outside Kia Motors to facilitate widening of the shared-use path, relocating the existing disabled bay to the opposite side of the carriageway adjacent to the existing pedestrian crossing.
- 3.6.10. Provision of 3x additional Sheffield bicycle stands outside of the post-office. In addition, the existing pedestrian refuge island located adjacent to the proposed event-day access junction has been widened to accommodate cyclists.

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 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

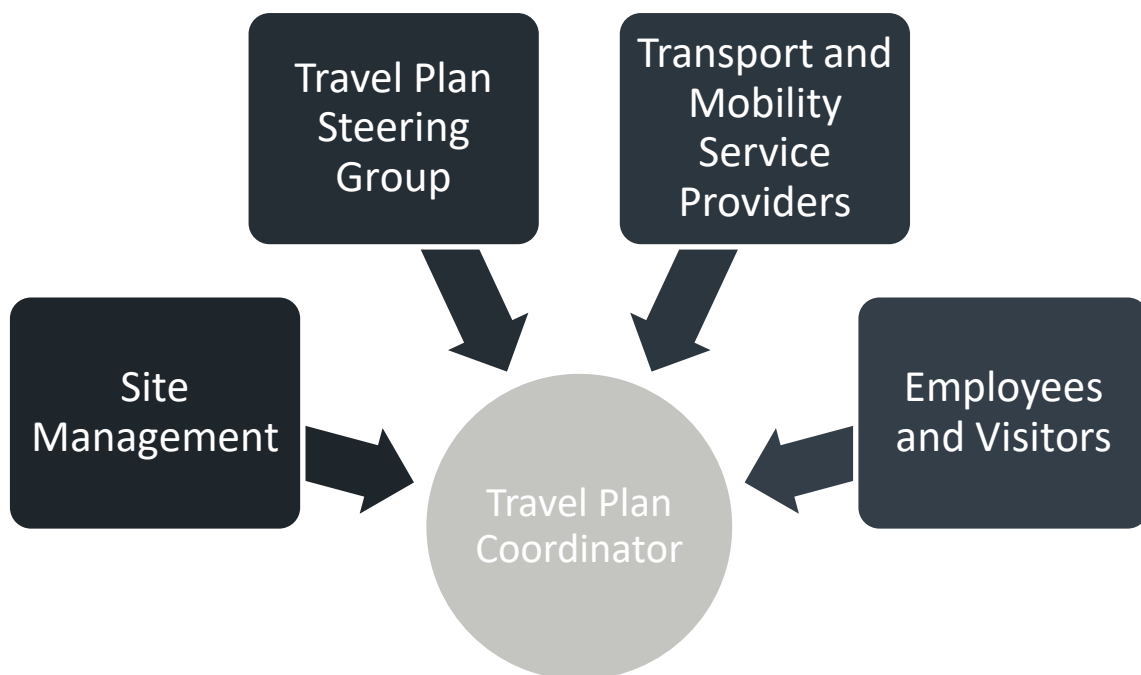
- 5.1.1. Considering the number of journeys to and from the development annually, the management of the workplace Travel Plan must be robust and effective to successfully achieve the plan's vision and desired outcomes. This section explains the overall management strategy for the Travel Plan, detailing 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



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

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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

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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

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Greenrider (buy one from the driver)

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

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Hampshire's **Greenest** bus company

Xelabus
www.xelabus.info

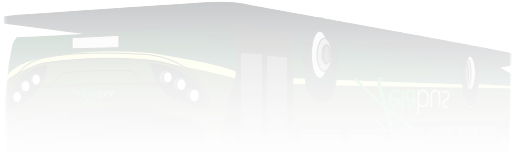
route
x10

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

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admin@xelabus.info

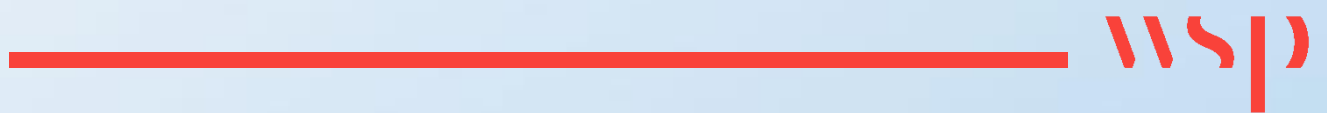
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Appendix B

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 	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

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
0624	0726	0752	0854	0954	1054	1154	1255	1354	1454	1554	1654	1718	1754

SW	SW	SW	SW	SW	SW
1840	1940	2040	2139	2241	2341
1901	2002	2101	2157	2258	0003

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
0651	0753	0854	0954	1054	1154	1255	1354	1454	1554	1654	1754	1854	1954

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
2054	2154	2254	0002	0847	0950	1050	1150	1250	1350	1450	1550	1650	1750

SW	SW	SW	SW	SW
1832	1932	2132	2232	2332
1850	1949	2150	2250	2350

PORTSMOUTH & SOUTHSEA [PMS]

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
0642	0744	0813	0912	1011	1111	1211	1312	1411	1511	1611	1711	1734	1811

SW	SW	SW	SW	GW	SW	SW
1840	1940	2040	2139	2230	2241	2341
1918	2019	2119	2214	2259	2315	0020

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
0710	0810	0912	1011	1111	1211	1312	1411	1511	1611	1711	1811	1911	2011

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
2112	2211	2311	0019	0908	1014	1114	1213	1313	1413	1513	1613	1713	1813

SW	SW	SW	SW	SW
1832	1932	2132	2232	2332
1913	2013	2213	2312	0010

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



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