

REPORT

Residential Travel Plan

Wellington Way, Waterloooville

Client: CPI Wellington Way 2 Ltd

Reference: PB8382-RHD-ZZ-XX-R-R-0006

Status: P01/S4

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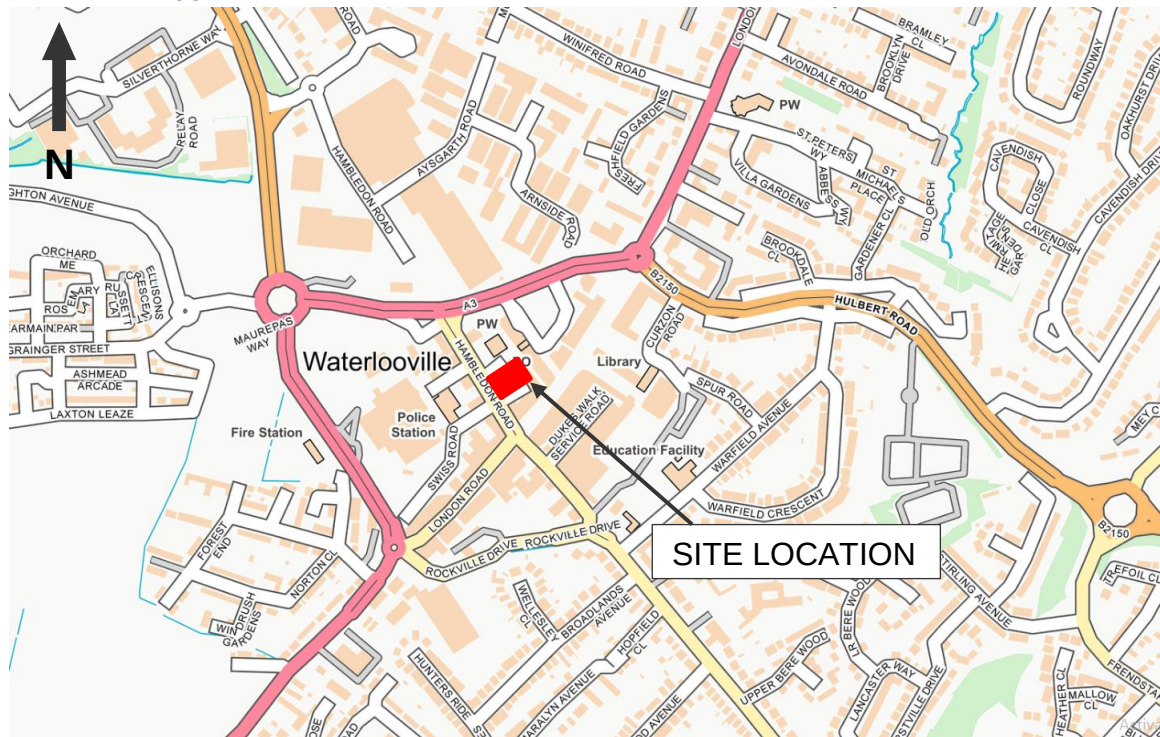
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1 Introduction

1.1 Background

- 1.1.1 This Residential Travel Plan (TP) has been produced by Royal HaskoningDHV on behalf of CPI Wellington Way 2 Ltd. The Travel Plan relates to planning application APP/18/00234 for a residential development off Hambledon Road in Waterloooville Town Centre.
- 1.1.2 The planning application is for the redevelopment of the Wellington Way shopping centre to provide 264 residential studio units with a gym and café at ground floor and associated parking and cycle parking.
- 1.1.3 The location of the application site is shown on **Insert 1.1**.

Insert 1.1 – Application Site Location



Contains Ordnance Survey data © Crown copyright and database right 2019

- 1.1.4 A new multi-storey car park is proposed at the existing Wellington Way car park to provide additional permit parking to support the residential scheme. The car park proposals have been brought forward as a separate planning application (planning application ref: APP/19/00513).
- 1.1.5 This Travel Plan has been prepared in line with the guidance contained within:

- National Planning Policy Framework (NPPF); and
- Overarching principles on Travel Plans, Transport Assessments and Statements, Planning Practice Guidance, March 2014.

1.1.6 The Travel Plan also addresses comments raised by Hampshire County Council (HCC) Highways Officers in the consultation response dated 10th May 2018

1.1.7 This Travel Plan should be read in conjunction with the Transport Assessment and Transport Assessment Addendum submitted in association with planning application APP/18/00234.

1.2 Basis of Report

1.2.1 A Travel Plan is a package of measures designed to promote travel to/ from a site by sustainable modes of transport, thereby reducing reliance on single occupancy private car usage. Travel Plans are site-specific and tailored to the individual requirements of the type of development and intended users of the site.

1.2.2 This Residential Travel Plan is a management tool that will facilitate a co-ordinated strategy to bring together better transport opportunities for essential and leisure travel to achieve a more sustainable travel choice. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government, helping to provide:

- Reductions in car usage, particularly influencing levels of single-occupancy car travel, with an increased number of journeys made by public transport, walking and cycling; and
- Improved road safety and personal security, particularly for pedestrians and cyclists.

1.2.3 The overall objective of this Travel Plan is to reduce the number of single-occupancy car journeys to and from the Wellington Way development and to achieve more sustainable travel patterns, including the use of active modes of travel to and from the site by all residents and visitors.

1.2.4 This Residential Travel Plan has been prepared in accordance with '*Travel Plans, Transport Assessments and Statements in Decision-Taking*', the National Planning Practice Guidance published by the Department for Transport.

1.3 Structure of Report

1.3.1 Following this introduction, the report is structured as follows:

- **Section 2** provides a review of relevant national and local planning policy;
- **Section 3** describes the proposed development;
- **Section 4** provides an audit of the accessibility of the site by sustainable and active modes of transport;
- **Section 5** identifies the anticipated travel patterns of the proposed development;
- **Section 6** describes the objectives of this Residential Travel Plan and its targets;
- **Section 7** outlines the management strategy and measures to be taken to reduce the need to travel by car; and
- **Section 8** details how the success of the Travel Plan will be monitored.

2 Policy Background

2.1 Overview

2.1.1 This section of the report sets out the national and local planning policy guidance relevant to this Framework Travel Plan. Applicable guidance documents include the following:

- National Planning Policy Framework (NPPF);
- Overarching principles on Travel Plans, Transport Assessments and Statements, Planning Practice Guidance, March 2014;
- A Guide to Development Related Travel Plans by Hampshire County Council's, January 2009;
- Havant Borough Local Plan (Core Strategy), March 2011; and
- Draft Havant Borough Council Local Plan 2036.

2.2 National Policy

National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) was published in March 2012 by the Department for Communities and Local Government and is the primary source of national planning guidance in England.

2.2.2 The NPPF contains the Government's strategies for economic, environmental and social planning policies in England and is designed to be a single, tightly focussed document setting out national planning priorities.

2.2.3 With regards to Travel Plans, Chapter 4 'Promoting Sustainable Transport' states that *"encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion...local planning authorities should therefore support a pattern of sustainable development which, where reasonable to do so, facilitates the use of sustainable modes of transport"*.

2.2.4 The document then goes on to state that *"all developments which generate significant amounts of movement should be required to provide a Travel Plan"*.

National Planning Policy Framework (February 2019)

2.2.5 On the 19th February 2019, the Ministry of Housing, Communities and Local Government (MHCLG) published a revised NPPF. The NPPF retains the *'presumption in favour of sustainable development'* and adopted the following revised wording:

"Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

2.2.6 Chapter 9 of the NPPF, ‘Promoting Sustainable Transport’ states 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.”*

2.2.7 When considering development proposals, paragraph 108 states the following should be ensured:

- 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) 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.*

109. 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...

111. 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.”

Overarching principles on Travel Plans, Transport Assessments and Statements, Planning Practice Guidance, March 2014

2.2.8 This guidance forms part of 2014 replacement to the superseded Guidance on Transport Assessments (2007) and it is used in decision-taking process.

- 2.2.9 Travel Plans are defined as “long-term management strategies for integrating proposals for sustainable travel into the planning process”. Travel Plans are based on evidence of the anticipated transport impact of the development and set measures to promote and encourage sustainable travel through the positive promotion of walking cycling and public transport use.
- 2.2.10 The document also sets out general requirements for Travel Plan during the planning process based on the scale and land use of proposed development as well as key information that should be included within the document. “Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.”

Guidelines For Providing For Journeys On Foot, 2000

- 2.2.11 Produced by The Institution of Highways and Transportation (IHT), the guidelines set out the acceptable walking distances for pedestrians. The “average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour”, therefore the distances in **Table 2.1** are the acceptable walking distances (for different purposes);

Table 2.1: Suggested Acceptable Walking Distances

	Town Centres (m)	Communiting/ School/ Sight-seeing (m)	Other (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

It is apparent that the Wellington Way site has many day to day facilities within 200m, by virtue of its location within the town centre. This will ensure many journeys are purely made on foot.

Buses in Urban Developments, 2018

- 2.2.12 This guidance, was issued by the Chartered Institution of Highways & Transportation (CIHT), to aid planning of developments to ensure the highest quality of bus services and infrastructure can be provided. At section A.4.2 the guidance introduces the concept of public transport orientated development, whose basic principles include:
- “develop at higher densities close to the public transport stops; and
 - provide a mix of land uses to reduce the demand for travel.”
- 2.2.13 The location of the site in close proximity to town centre bus stopes reflects the guidance regarding public transport orientated development.

2.3 Regional Policy

A Guide to Development Related Travel Plans by Hampshire County Council’s, January 2009

- 2.3.1 This guidance was issued by the Hampshire County Council Environmental Department in January 2009. This document sets out information relating to the requirements of a high quality and consistent travel plan to support sustainability across the region.

- 2.3.2 This guidance document describes a travel plan as *“a long term strategy for improving and managing access to a site focusing on promoting sustainable modes, and minimising single occupancy car trips.”*
- 2.3.3 Accordingly, travel plans which are documented to support the planning process must contain the following sections:
- *“Objectives and targets;*
 - *Policies to be implemented;*
 - *Measures to be implemented;*
 - *An action plan; and*
 - *Monitoring and review arrangements.”*

2.4 Local Policy

Havant Borough Local Plan (Core Strategy), March 2011

- 2.4.1 The vision for Havant Borough Council as specified in the Core Strategy adopted in 2011 is *“working towards a cleaner, safer, more prosperous borough.”*
- 2.4.2 Policy DM12 ‘Mitigating the Impacts of Travel’, requires new developments to mitigate the impact of travel including the travel impacts on the environment, amenity, health and climate. The following criteria where relevant should be met:
1. *“Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.*
 2. *The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.*
 3. *The submission of a transport statement must accompany planning applications to explain changes to travel demand.*
 4. *A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.*
 5. *In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.”*

Draft Havant Borough Council Local Plan 2036

2.4.3 The Draft Havant Borough Council Local Plan 2036 sets out a *'framework for the future development, growth and prosperity'* of Havant Borough. The Local Plan sets out a number of policies which guide development within the area.

2.4.4 Policy KP2 provides specific policy with regards to WaterlooVille Town Centre. The policy states the following:

"Planning permission will be granted within WaterlooVille Town Centre for development that:

- a. Makes a positive change to the quality, vitality and viability of the town centre as a whole;*
- b. Provides consistent, high-quality surface treatments, landscaping, signage and street furniture;*
- c. Provides mixed housing types, tenures, sizes that meet the needs of all, including younger and older age groups, contributing to the delivery of about 600 dwellings in the centre;*
- d. Provides easy access to the town centre for all, in particular:*
 - i. Enhances and prioritises pedestrian and cycle connectivity with surrounding residential areas, including Bearwood and Wellington Park;*
 - ii. Provides safe, convenient and welcoming road crossings within and around the town centre;*
 - iii. Retains sufficient car and cycle parking to serve the needs of the town centre and considers the use of car clubs;*
- e. Delivers the fastest digital communication technology available across the town centre;*
- f. Minimises anti-social behaviour and other crime, as well as the fear of these; and*
- g. Retains and incorporates the protected trees found within the town centre.*

Wellington Way and North-East London Road

The focus for this area is high-quality, high-density residential development. Planning permission within the Wellington Way and North-East London Road area will be granted for development that:

- j. Provides innovative high-density residential redevelopment (in line with Policy DR1);*
- k. Creates a sense of place, demonstrating high-quality, contemporary design, landscaping, surface treatments and open space for residents, such as balconies or shared roof terraces; and*
- l. Provides improved pedestrian and cycle access to Wellington Retail Park and Dukes Walk via London Road."*

- 2.4.5 The development proposals are considered to be in line with Policy KP2, as the development would facilitate improved pedestrian and cycle routes in the area and retains sufficient car and cycle park to serve the needs of the town centre.

Havant Borough Council Parking Supplementary Planning Document

- 2.4.6 Car parking standards for the centre of Waterloooville Town can be found in the Havant Borough Council Parking Supplementary Planning Document. Table 4B sets out the maximum car parking ratios for shared / communal parking. For Waterloooville town centre the document sets out a maximum parking ratio of 0.6 spaces per one bedroom unit. Note 1 associated with the table sets out that an additional 20% unallocated visitor parking should also be provided. Note 2 recognises that the tenure of residential units affects car ownership, with rented accommodation having lower car ownership than owner occupied properties of the same size.
- 2.4.7 Table 4D presents the minimum cycle parking / storage ratios. For one bedroom units one long stay cycle space per unit is expected, together with 20% provision for short stay cycle parking.
- 2.4.8 It is noted that due to its town centre location, visitors to the development site would be able to use existing town centre parking.

2.5 Travel Plan Guidance

- 2.5.1 According to 'Making Residential Travel Plans Work' a published document by Department of Transport, a Residential Travel Plan can be defined as a *"package of supporting measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place"*.
- 2.5.2 This Residential Travel Plan has been prepared in accordance with best practice guidance.

3 Development Proposals

- 3.1.1 The proposed development seeks to provide 264 studio apartments set over nine floors on land currently occupied by the Wellington Way Shopping centre in Waterloooville. A gym and café use will be located on the ground floor along with car and cycle parking.
- 3.1.2 It is anticipated that 279 cycle spaces and 17 car parking spaces would be provided on-site. One car club vehicle would be provided on-site, with the potential for ten on-site car parking spaces to be allocated for the use of car club vehicles should sufficient demand transpire.
- 3.1.3 To accommodate parking at the proposed development, it is proposed that the Wellington Way car park would be redeveloped to provide a multi-storey car park. The proposed multi-storey car park would provide a total of 263 car parking spaces, including eight accessible parking bays and a further eight parent and child bays spread across three floors.
- 3.1.4 In order to complement on-site parking and avoid overspill parking on the local highway network due to the residential development, up to 137 parking permits could be purchased by residents to park within the redeveloped Wellington Way car park.
- 3.1.5 Vehicular access to the development will be gained from Hambledon Road, via two new routes situated north and south of the building. The northern and southern access routes create links between Hambledon Road and the Wellington Way shopping centre.
- 3.1.6 The northern route has been designed as a pedestrian dominated space and is expected to attract the most pedestrian activity. Likewise, access to the on-site cycle facilities is via the northern route, and thus there would be very limited cycle activity on the southern route.
- 3.1.7 The southern route will not provide pedestrian access into the residential building; however, it maintains servicing to the buildings located south of the development. Due to the cul de sac design of the access routes for vehicles, traffic is expected to be limited to residents parking, the development's servicing and surrounding uses.
- 3.1.8 The proposed master plan for the site was created by Bright Space Architects Drawing 17057_10_Rev C and is provided in **APPENDIX A**.

4 Accessibility by Sustainable Travel Modes

4.1 Policy Perspective

- 4.1.1 Current national, regional and local development planning policy encourages new developments to be located where the need to travel by car is minimised and the use of sustainable transport modes can be maximised.
- 4.1.2 In view of current transport and planning policy requirements, this section of the Transport Assessment considers the accessibility of the proposed development by non-car modes.

4.2 Accessibility by Walking

- 4.2.1 In terms of accessibility on foot, it is widely recognised that walking is the most important mode of travel at the local level. Walking has great potential to replace car journeys, particularly short trips below 2km¹.
- 4.2.2 The generally accepted maximum walking distance for commuting, identified by the Chartered Institution of Highways and Transportation (CIHT) is 2km, with a preferred distance of 1km. Accordingly, the 1km and 2km walking catchments for the application site are shown on **APPENDIX B**.
- 4.2.3 The catchment areas cover the whole of Waterlooville town centre and parts of outlying areas such as Stakes and Sudbrook. **Figure 1** demonstrates that it is possible to walk from the site to employment opportunities within the town centre and surrounding areas.
- 4.2.4 Pedestrian facilities including footways, tactile and dropped kerbs are present throughout the surrounding area, connecting the proposed development site with the wider pedestrian and public transport networks.
- 4.2.5 A Toucan crossing has been provided at the A3 Maurepas Way/ Hambledon Road junction situated approximately 120m northwest of the development site. Pedestrians would be able to utilise Hambledon Road to travel within the local highway network as it benefits from wide footways on both sides of its route.
- 4.2.6 **APPENDIX C** presents the walk isochrone for the site. It includes local facilities and attractions.

4.3 Accessibility by Cycling

- 4.3.1 It is widely acknowledged that cycling has the potential to replace short car journeys, particularly those under 5km. A 5km cycling catchment, which equates to approximately 24 minutes' cycling time, is shown on **APPENDIX B**.
- 4.3.2 The cycle catchment plan demonstrates that the application site is readily accessible to the majority of Waterlooville and the wider outlying suburbs. Combined with good quality cycle networks in the local area, this creates realistic cycle journey options for future residents, employees and visitors of the site.

¹ Guidelines for Providing for Journeys On Foot, Institute of Highways and Transportation (2000)

- 4.3.3 From the on-site cycle store, it is expected cyclists would turn west along the shared surface access way, to join Hambledon Road. South and westbound cyclists would then cross Hambledon Road to Swiss Road, a cul de sac for general traffic. Swiss Road provides a cycle only connection to the national cycleway on Maurepas Way. Connections are available from Maurepas Way back to Rockville Drive and hence the local cycle route at Stakes Hill Road.
- 4.3.4 Northbound cyclists would use Hambledon Road to access the shared pedestrian/cyclist crossing of Maurepas Way and hence route via the retail park to connect with cycleways on Hambledon Road to the north-west.
- 4.3.5 The site is located within close proximity to local and national cycle routes. National Cycle Route 222 (NCR222) is an 'on-road' and 'traffic-free' cycle route accessible from Stakes Hill Road approximately 300m from the site. NCR222 links Petersfield located north of the site and Portsmouth located to the south of the site. NCR222 provides access to further National Cycle Routes including NCR22 and NCR2.
- 4.3.6 In terms of local cycleways, Havant Brough Council provides maps of the local cycle network in the vicinity of the site. Cycle lanes can be found on sections of the A3 London Road to the south of the site.
- 4.3.7 The plan provided in **APPENDIX D** shows the local and national cycle route accessible from the site.
- 4.3.8 Future residents of the development site would benefit from ongoing local cyclist improvements schemes in the vicinity of the site. These schemes which seek to widen footways, enhance cycle lanes and provide cycle signage, form part of the wider aspirational improvements to complete the cyclist route from Havant to Waterville.
- 4.3.9 Plans relating to local cyclist improvement schemes at Warfield Avenue and St Georges Walk are provided in **APPENDIX E**.

4.4 Accessibility by Public Transport

Accessibility by Bus

- 4.4.1 This section reviews the accessibility of the application site to local bus stops and the bus routes which serve these stops.
- 4.4.2 Guidance published by the CIHT² states that new developments should be located so that public transport trips involve a walking distance of less than 400m to the nearest bus stop.
- 4.4.3 The application site is well served by public transport with the nearest southbound bus stop situated on Hambledon Road, approximately 50m south of the development's northern access route.
- 4.4.4 The closest northbound bus stop within the vicinity of the application site is situated opposite the northern access route. Additional northbound services can be accessed from the bus stop opposite the southbound bus stop previously identified.

² *Guidelines for Planning Public Transport in Development, Institution of Highways and Transportation (1999)*

4.4.5 **Table 4.1** summarises the frequency of existing bus services accessible from the application site.

Table 4.1 – Existing Bus Service Frequencies

Bus No.	Route Summary	Approximate Frequency (minutes)		
		Monday-Friday	Saturday	Sunday
D1	Waterlooville – Hambledon The Gardens	120	120	-
	Hambledon The Gardens - Waterlooville	120	120	-
D2	Waterlooville – Denmead Green	120	120	-
	Denmead Green - Waterlooville	120	120	-
Star 7	Wecock – Waterlooville – Portsmouth	12	15	15
	Portsmouth – Waterlooville – Wecock	12	15	15
Star 8	Clarence Pier – Portsmouth – Waterlooville – Clanfield	15	15	20
	Clanfield – Waterlooville – Portsmouth – Clarence Pier	15	15	20
37	Havant – Waterlooville – Horndean – Petersfield	60	90	-
	Petersfield – Horndean – Waterlooville – Havant	60	90	-
39	Wecock Farm – Waterlooville – Leigh Park – Havant	12	12	60
	Havant – Leigh Park – Waterlooville – Wecock Farm	12	12	60

Information accessed from www.bustimes.org on 08/10/2019

4.4.6 **Table 4.1** demonstrates that the application site is well served by frequent bus services, providing access to surrounding areas.

Accessibility by Rail

4.4.7 The most accessible station to the application site is Cosham railway station, approximately 5.3km to the southwest. Bedhampton and Havant railway stations are respectively situated approximately 5.6km and 5.8km southeast of the application site.

4.4.8 Access to Cosham railway station from the site is provided by bus services Star 7 and Star 8. Bus journey times from Waterlooville to Cosham are approximately between 14-18 minutes; both bus services stop at Cosham Interchange which is less than 100m walk distance from Cosham railway station.

4.4.9 Cosham railway station benefits from 36 sheltered cycle parking spaces and 34 car parking spaces including one accessible parking space. Step-free access is provided from the street to all platforms.

4.4.10 Cosham railway station is primarily served by Great Western Railway, Southern Railway and South Western Railway providing access to destinations including Cardiff, Southampton and Portsmouth and Southsea. Direct rail services stopping at these destinations are summarised in **Table 4.2**.

Table 4.2 – Direct Rail Services from Cosham Railway Station

Destination	Route Summary from Cosham railway station	Approx. Frequency (minutes)		Approx. Journey Time
		Mon-Sat	Sunday	
Portsmouth Harbour	Fratton – Portsmouth & Southsea – Portsmouth Harbour	23/ 37	16/ 25	17/ 22 minutes
Cardiff Central	Fareham – Romesey – Salisbury – Westbury – Trowbridge – Bath Spa – Bristol Temple Meads – Severn Tunnel Junction – Newport (South Wales) – Cardiff Central *some stations missed out	60	60	3hrs 4 minutes
Southampton Central	Portchester – Fareham – Swanwick – Southampton Central	15	20	34 minutes
London Victoria	Havant – Emsworth – Southbourne – Chichester – Barnham – Horsham – Crawley – Three Bridge – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	60	-	1hr 58 minutes
London Waterloo	Portchester – Fareham – Botley – Hedge End – Eastleigh – Winchester – Micheldever – Basingstoke – Farnborough (Main) – Woking – London Waterloo	60		1hr 51 minutes
Brighton	Havant – Emsworth – Chichester – Barnham – Ford – Angmering – Goring-by-Sea – Durrington-on-Sea – West Worthing – Worthing – Lancing – Shoreham-by-Sea – Southwick – Portslade – Hove – Brighton	60	-	1hr 19 minutes

Information accessed from www.thetrainline.com on 09/10/2019

- 4.4.11 Cycle parking facilities are available within Bedhampton and Havant railway stations with a total of 20 cycle spaces at Bedhampton and 92 sheltered cycle spaces at Havant. Both stations serve destinations including Littlehampton, Portsmouth & Swansea and London Waterloo.

4.5 Car Clubs

- 4.5.1 No existing Car Club vehicles are present within the vicinity of the site.

4.6 Accessibility Summary

- 4.6.1 It has been demonstrated that the application site is highly accessible by a range of sustainable modes of transport including public transport, walking and cycling.
- 4.6.2 Improvements to the existing public transport offer within walking distance of the application site would further encourage travel by sustainable modes.
- 4.6.3 It is noted that the bus network will continue to evolve before the development is occupied. The occupants of the development generate further patronage for bus services, increasing their viability.

5 Mode Split and Trip Generation

5.1 Mode Split

- 5.1.1 TRICS data has been reviewed as part of the TAA in terms of modal share, especially car usage to show the variation in car modal share by the hour and direction of travel. The summary of this assessment indicates that the average car modal share is 29%, however, this varies by time of day and direction of travel.
- 5.1.2 The likely modal split for the proposed development has been determined by examining the 2011 Census Journey to Work data for the local area, with the modal splits shown as **Table 5.1**. It is noted that the Census data reflects that the majority of the Waterloo ward comprises much larger housing stock, further away from public transport and other facilities than the development site.
- 5.1.3 As detailed in the Transport Assessment Addendum, it is apparent that the average car modal share is 29%, however, this varies by time of day and direction of travel. Reviewing the modal shares for peak hour travel it is clear that morning outbound and evening inbound trips have lower car usage, likely reflecting the increased use of public transport and other sustainable modes for commuting trips. Likewise, inbound trips in the morning have higher car usage, likely reflecting residents working overnight shifts. This evidence also demonstrates the role of car clubs in providing for non-commuting trips.
- 5.1.4 The 2011 Census Journey to Work data has been reviewed for the local area. It is noted that the Census data reflects that the majority of the Waterloo ward comprises much larger housing stock, further away from public transport and other facilities than the development site. Based on the proposed parking provision and TRICS evidence, it is expected that car usage at the development site will be considerably lower. As a robust assumption, the average 29% car modal split calculated from TRICS has been used.. The proposed modal split is also presented in **Table 5.1**.

Table 5.1 – Modal Splits

Mode	2011 Census	Proposed
Vehicles	68%	20%
Passenger	7%	9%
Motorcycle	1%	1%
Taxi	1%	-
Other Goods Vehicles	-	-
Public Transport	8%	25%
Pedestrians	12%	30%
Cycles	3%	15%
All Modes	100%	100%

- 5.1.5 **Section 7** of this Residential Travel Plan stipulates proposed measures and improvement plans as part of the development. These measures and improvement plans have been initiated to encourage the use of sustainable travel modes and justify the proposed modal split.

- 5.1.6 It is anticipated that these measures would create a shift from single-occupancy car usage towards walking, cycling and public transport.

5.2 Trip Generation

- 5.2.1 Utilising the site-specific trip rates (Please see TAA for further details), and the modal split presented in **Table 5.1**, traffic flows associated with the proposed development have been calculated. The trip generation is shown in **Table 5.2** for the 264 dwellings.

Table 5.2 – Trip Generation (264 dwellings)

Mode	AM PEAK HOUR (08:00-09:00)		PM PEAK HOUR (17:00-18:00)		DAILY TRIPS (07:00-19:00)	
	IN	OUT	IN	OUT	IN	OUT
Vehicles	6	18	18	10	140	146
Vehicle Passenger	3	8	8	5	63	66
Motorcycle	0	1	1	1	7	7
Public Transport	7	23	23	13	175	183
Pedestrians	9	27	27	15	210	219
Cycles	4	14	14	8	105	110
All Modes	30	92	91	51	701	731

- 5.2.2 The trip generation assessment indicates that the development would generate a total of 1,432 two-way person trips. This is considered to be a very robust forecast, not taking into consideration the small unit sizes and facilities within the proposed development. However, the peak hour forecasts within **Table 5.2** appear reasonable.
- 5.2.3 A trip generation exercise has not been undertaken to establish the anticipated trip generation of the proposed café and gym. It is anticipated that trips associated with the proposed café would be the result of linked or pass-by trips, which constitutes the diversion of trips that already occur on the transport network.
- 5.2.4 The majority of trips associated with the café are anticipated to be linked with trips associated with the existing retail within WaterlooVille town centre. As such it is unlikely that the café would generate trips in its own right and would, therefore, have no material transport impact.
- 5.2.5 The proposed gym would be for the use of residents only and as such the proposed gym would not generate any trips to and from the development.

6 Objectives and Targets

6.1 Key Objectives

- 6.1.1 The objectives of this Residential Travel Plan are to reduce residents' reliance on travel by private car and to promote more sustainable modes of travel. The aims of these objectives are to provide better access to key destinations and services, reduce congestion and deliver health benefits for residents and the wider community by encouraging walking and cycling.
- 6.1.2 Where a Travel Plan is supported by a long-term commitment and mechanisms for implementation, the potential local benefits include:
- Reducing single-occupancy car trips generated by the development to minimise traffic impact on the local network;
 - Reducing the need for car use with benefits in terms of reduced congestion, air pollution and accidents;
 - Improving site accessibility and travel choice to local facilities;
 - Improving access by the wider community to the residential development by sustainable modes of transport; and
 - Increasing residents' awareness of economic, environmental and social implications of travel choices.
- 6.1.3 The objectives for this Travel Plan are to:
- Engage with residents of the application site to raise awareness of sustainable travel choices and encourage more sustainable travel behaviour;
 - Reduce the proportion of single-occupancy car trips to and from the development, thereby reducing congestion not only in the vicinity of the development but also near key employment and educational areas within the wider area; and
 - Increase the proportion of journeys by active travel modes and public transport.

6.2 Targets

- 6.2.1 The success of the Travel Plan will primarily be measured by its impact on travel mode choice. Modal share targets will be set annually, in liaison with CPI Wellington Way 2 Ltd and Havant Borough Council's Travel Plan officer (TPO), or other relevant officer(s).
- 6.2.2 Although the 2011 Census Journey to Work data provides an indication of the modal splits at the site, the Baseline Travel Surveys play an essential role in the implementation of the Travel Plan in terms of identifying the actual (occupational) baseline position.
- 6.2.3 A Baseline Residents' Travel Survey agreed with Havant Borough Council would be undertaken as soon as reasonably possible after 75% site occupancy had been reached. The same survey process would be carried out on a yearly basis, to ensure accurate comparisons of travel behaviour.

- 6.2.4 To achieve an accurate statistical appraisal of travel trends, an adequate number of responses must be obtained. As such an appropriate number of responses from the proposed development would be targeted. For the purposes of the Baseline Travel Plan, all residents would be targeted in order to gain sufficient response level.
- 6.2.5 Using results for Baseline Travel Surveys, realistic Travel Plan targets that seek to reduce single car occupancy journeys can be set and further implemented.
- 6.2.6 In order to measure the effectiveness of the Travel Plan, as the intended key tool to deliver sustainability with regards to transport, SMART targets would be included to help achieve the primary target of this Travel Plan. The future targets will be:
- **Specific;**
 - **Measurable;**
 - **Achievable;**
 - **Realistic; and**
 - **Timed.**
- 6.2.7 **APPENDIX F** presents the action plan for this site.
- 6.2.8 Table 6.1 presents the target modal splits. It should be noted that HCC has requested census data to be used as a baseline in this table, however it is expected that the TP would have an impact on the modal split from day one of occupation.

Table 6.1 – Target Modal Splits

Mode	Baseline (2011 Census)	3 rd Year	5 th Year
Vehicles	68%	35%	20%
Passenger	7%	8%	9%
Motorcycle	1%	1%	1%
Taxi	1%	-	-
Other Goods Vehicles	-	-	-
Public Transport	8%	20%	25%
Pedestrians	12%	25%	30%
Cycles	3%	11%	15%
All Modes	100%	100%	100%

7 Travel Plan Responsibilities and Measures

7.1 Travel Plan Coordinator (TPC)

- 7.1.1 In order to ensure the success of the Travel Plan, a Travel Plan Coordinator (TPC) should be appointed to implement the TP measures on a day to day basis. The TPC would ensure that the latest information pertaining to the Residential Travel Plan objectives are made available to the site's residents.
- 7.1.2 The TPC would be responsible for the day to day management of the TP and would act as a point of contact for the site's tenants. The responsibility of the TPC would also include issuing and recording data from the residential travel surveys.
- 7.1.3 The TPC would work closely with the Havant Borough Council/ Hampshire County Council and the contact details of the TPC will be shared with both councils upon appointment.
- 7.1.4 The appointment of the TPC would take place prior to occupation so that implementation of the Travel Plan can begin before travel patterns start to develop at Wellington Way.
- 7.1.5 Before occupation of the site, the TPC will identify and contact local cycle shops and public transport operators to arrange discounts for residents. It is noted that HCC would prefer these liaisons for occur before planning application submission, however given the scale of development, retailers and bus operators are very likely to change before occupation. As such consultation will be undertaken on the run up to occupation, when conditions are more certain.
- 7.1.6 The TPC will liaise with HCC to identify any other relevant developments with a travel plan. The development TPC will then arrange to liaise with the TPCs of other identified developments.
- 7.1.7 Promotional strategy and actions to be used by the TPC for the communication of information to the development's tenants would include:
- The provision of Travel Information Packs to all tenants for the proposed development; and
 - The display of Travel Plan noticeboards with up to date information regarding travel in communal areas;

7.2 Promotion and Marketing

Welcome Pack

- 7.2.1 It is important that residents are fully aware of the existence and benefits of the Travel Plan when they move into the site and that they are effectively 'signed up' to the potential benefits as soon as possible.
- 7.2.2 Each household would be provided with a Welcome Pack upon first occupation of the development, containing sustainable travel information, including the following:
- TPC contact details;
 - Introduction to the Travel Plan detailing objectives/ aspirations;
 - Sustainable travel incentives;

- Details of car-sharing schemes;
- Location of nearest bus stops and train station;
- Up to date local bus and train timetables;
- Maps showing safe walking and cycling routes to the nearest key facilities including bus stops, shops, schools, medical and leisure facilities;
- Promotional material highlighting the health and financial benefits of walking and cycling;
- Details of a development specific Facebook page where sustainable travel and car-sharing information could be provided;
- Details of websites and apps such as www.walkit.com, which provides a free online walking journey planner; and
- Details of journey planning websites and applications such as www.traveline.info and myjourneyhampshire.com
- Details of free health apps such as Change4Life Food Scanner and the NHS's One You Couch to 5k.
- Details of local bike service stations and "Bike Doctor" services available in the local area.

7.3 Digital Information

- 7.3.1 There is now a wealth of information on travel choices and journey planning available digitally. 'My Journey Hampshire' provides free and useful travel information about walking maps, cycle routes and public transport access.
- 7.3.2 In addition to travel information the site, myjourneyhampshire.com, provides journey planning services across all modes of transport available within the Hampshire region.
- 7.3.3 As well as the internet, there are a number of smartphone apps which provide information and, in some cases, real-time travel information, enabling smart travel choices to be made. These apps include: 'Walkit', 'CycleStreets', 'National Rail Enquiries', and 'Trainline'.
- 7.3.4 Additional free apps that aid healthy living would be promoted.
- 7.3.5 Useful journey planning websites include Moovit website (www.moovitapp.com) and Bus Times (www.bustimes.org).

7.4 Measures to Reduce Car Use

- 7.4.1 The development's location in the town centre creates a great opportunity for reduced car journeys as most facilities are centralised to the surrounding area. Also, the inclusion of shared internal facilities including a gym and the ground floor café further limit the need to leave the application site.
- 7.4.2 The residential development provides the infrastructure to allow dwellings to connect to a broadband internet network. This will allow residents to carry out a range of tasks that would otherwise require a journey such as internet shopping or working from home.

Travel Information

- 7.4.3 The Welcome Pack contains information relating to alternative access to the development, including up to date information about public transport.
- 7.4.4 Information promoting website supporting sustainable travel modes would be provided in the Welcome Pack.
- 7.4.5 This allows residents to create their own individual Travel Plan, by providing a specific range of travel choices to suit their journey.

Hard Measures

- **Car Clubs**

- 7.4.6 Working in partnership with a Car Club provider such as 'Enterprise' or 'CoWheels', Car Club vehicles will be provided on-site for use of residents and the public.
- 7.4.7 The day to day running of the car club would be subcontracted to a suitable operator, as set out in the Transport Assessment. The operator would work with the Travel Plan Co-ordinator to promote the car club to residents and monitor their usage of the vehicles.
- 7.4.8 As part of the tenancy, use of the Car Club will be included for residents with a membership and some initial free credit will be provided as part of the travel plan.
- 7.4.9 One car club vehicle would be provided on-site, with the potential for ten on-site car parking spaces to be allocated for the use of car club vehicles should sufficient demand transpire. The usage of the car club would be monitored to ensure it met residents demands, for instance, the size and type of vehicles provided.
- 7.4.10 The results of the monitoring would be reported by the Travel Plan Co-ordinator. If there is a good uptake of car club vehicles, then additional vehicles up to a maximum of ten vehicles could be introduced to the site to meet the demand.
- 7.4.11 The allocation of on-site parking spaces would be the responsibility of the building operator. Where the car club operator and Travel Plan Co-ordinator identified demand for changes, these would be discussed with the building operator and a strategy for implementation agreed

- **Car Sharing Scheme**

- 7.4.12 Car sharing is a good method of reducing single-occupancy car use. It is a convenient form of travel and has the potential to save total private mileage.
- 7.4.13 Information regarding the car share scheme can be circulated to residents in a number of ways including;
 - Through the residents' travel surveys;
 - Via the Welcome Pack; and
 - Through promotional leaflets left in display areas.
- 7.4.14 Priority parking spaces would be allocated to those part of the car-sharing scheme.

7.5 Measures to Promote and Facilitate Walking

Hard Measures

- 7.5.1 As described previously, the development is well connected to the existing pedestrian infrastructure with footway links provided along Hambledon Road and A3 Maurepas Way.

Travel Information

- 7.5.2 The Welcome Pack would include a map showing a 15-minute walk catchment and the locations of the most common destinations therein. Bus stops are also shown on the map to encourage walking as part of a longer journey.
- 7.5.3 National walking events, such as 'Walk to Work Week' and 'National Walking Month' will continue to be advertised annually through information provided to residents electronically and via a newsletter.

Awareness

- 7.5.4 Local and national campaigns will continue to be marketed and promoted. These will include 'Walk to Work' and government campaigns which highlight concern about obesity and awareness of the need to build physical activity into everyday life.

7.6 Measures to Promote and Facilitate Cycling

Hard Measures

- 7.6.1 The development will provide on-site infrastructure for the National Cycle Route and a shared footway/cycleway which will link the development to the surrounding local cycle network.
- 7.6.2 The development would provide 279 cycle parking spaces for the residential uses. The secure residential cycle parking would be located at ground level, north of the building.
- 7.6.3 A variation of Traffic Regulation Orders and signage in the very centre of Waterloooville will be sought where carriageways are currently restricted to buses only. This would improve cycling permeability of the town centre and benefit both residents of the proposed development and other town centre cyclists.
- 7.6.4 Potential contributions will be made towards local cycle improvement schemes situated in the vicinity of the development including proposals at Warfield Avenue and St Georges Walk.
- 7.6.5 Provision of a selection of rental cycles including some electric cycles, for residents to use for either commuting or leisure, will be made available from the on-site building management team. The usage of the cycle rental scheme would be monitored by the TPC to ensure it met residents demands, for instance, the type of cycles provided.
- 7.6.6 The increased demand for rental cycles by residents would be met by an increase in the number of cycles provided for the scheme. Upon an acceptable level of occupancy, the TPC will liaise with local cycle stores to seek cycle equipment and servicing discounts for residents.

Travel Information

- 7.6.7 The Welcome Pack will contain information, advice and maps concerning the existing local cycle routes, cycle parking, cycle shops and local cycle groups. In addition, information relating to the following websites and initiatives are also provided to residents;
- Cycle route planning websites (www.cyclestreets.net), (www.mapmyride.com) and (www.cyclyclinguk.org).
 - Details of local bike service stations and “Bike Doctor” services available in the local area.
- 7.6.8 Information relating to cycle-specific smartphone apps such as the ‘CycleStreets Journey Planner’ would be provided to residents through the Welcome Pack, the development’s Facebook page and via the newsletter. The CycleStreets free app calculates the best route between user-specified points, providing distance, time and type of route.
- 7.6.9 The Welcome Pack will contain information relating to the cycle discounts and equipment provided at Halfords situated 400m north of the development site (five-minute walking journey). Halfords actively supports the Cycle2Work scheme which provides up to 42% savings on cycle equipment. Residents will also be made aware of the free bike check service offered at Halfords before cycle servicing.

Awareness

- 7.6.10 Events such as ‘Cycle to Work Day’ will be promoted. It is also a good practice to link the Travel Plan awareness-raising initiatives with a local or national campaign, such as participating in the annual ‘National Bike Week’ event.
- 7.6.11 The TPC will investigate the potential to set up a Bicycle Users Group (BUG), liaising with near-by residential communities where possible.

7.7 Measures to Promote and Facilitate the Use of Public Transport

- 7.7.1 Up-to-date details of bus services, including route information and service frequencies will be available via the Welcome Pack.
- 7.7.2 Part of the TPC’s role will be to liaise with bus operators prior to occupation and thereafter to understand the network at that time and what changes are envisaged. Changes to these bus services will be passed on to the residents through the development’s Facebook page and the newsletter.
- 7.7.3 Residents will also be made aware, via the Welcome Pack, of on-line websites administered by the local bus operators.
- 7.7.4 The Welcome Pack will include details of journey planning websites such as myjourneyhampshire.com, www.traveline.org.uk, and www.bustimes.org.uk.
- 7.7.5 In conjunction with local public transport operators, vouchers for discounted public transport fares would be provided.

8 Monitoring and Review

8.1 Introduction

- 8.1.1 It is essential that Travel Plans are monitored for their effectiveness to be ascertained. This Travel Plan will be monitored as an ongoing process with a monitoring report issued to Havant Borough Council/ Hampshire County Council. Typical this is achieved through a Section 106 agreement.
- 8.1.2 HCC's monitoring and approval fees will be paid for this site.
- 8.1.3 The monitoring report will include:
- Details of progress made since the submission of the previous report;
 - A summary of the survey results;
 - An assessment of whether the Travel Plan targets will be met.

8.2 Resident Travel Survey

- 8.2.1 Resident travel surveys will be undertaken annually, and all results will be reported to the Local Authority, upon request.
- 8.2.2 A minimum 35% response rate must be attained in order for travel questionnaire surveys to be considered statistically significant. If this cannot be achieved, then discussions should be had with HCC regarding carrying out TRICS SAM or ATC surveys.
- 8.2.3 Entry into a prize draw could be offered to those who complete a survey, although it would not be travel-related (e.g., bus tickets, cycle vouchers, etc).
- 8.2.4 An example of a resident travel survey can be found in **APPENDIX G**.

8.3 Steering Group

- 8.3.1 The TPC will establish a steering group to assist with the future development of the Travel Plan. The group will include key stakeholders such as the occupiers, local public transport operators and other local development groups.

8.4 Targets and Monitoring

- 8.4.1 The baseline and subsequent travel surveys results will be used to monitor the effectiveness of 'measures' implemented. Monitoring will take place for the first five years of development.
- 8.4.2 In addition, the success of the Travel Plan can be judged with reference to initial set targets, and new annual targets can be set (if required) in light of the survey results.

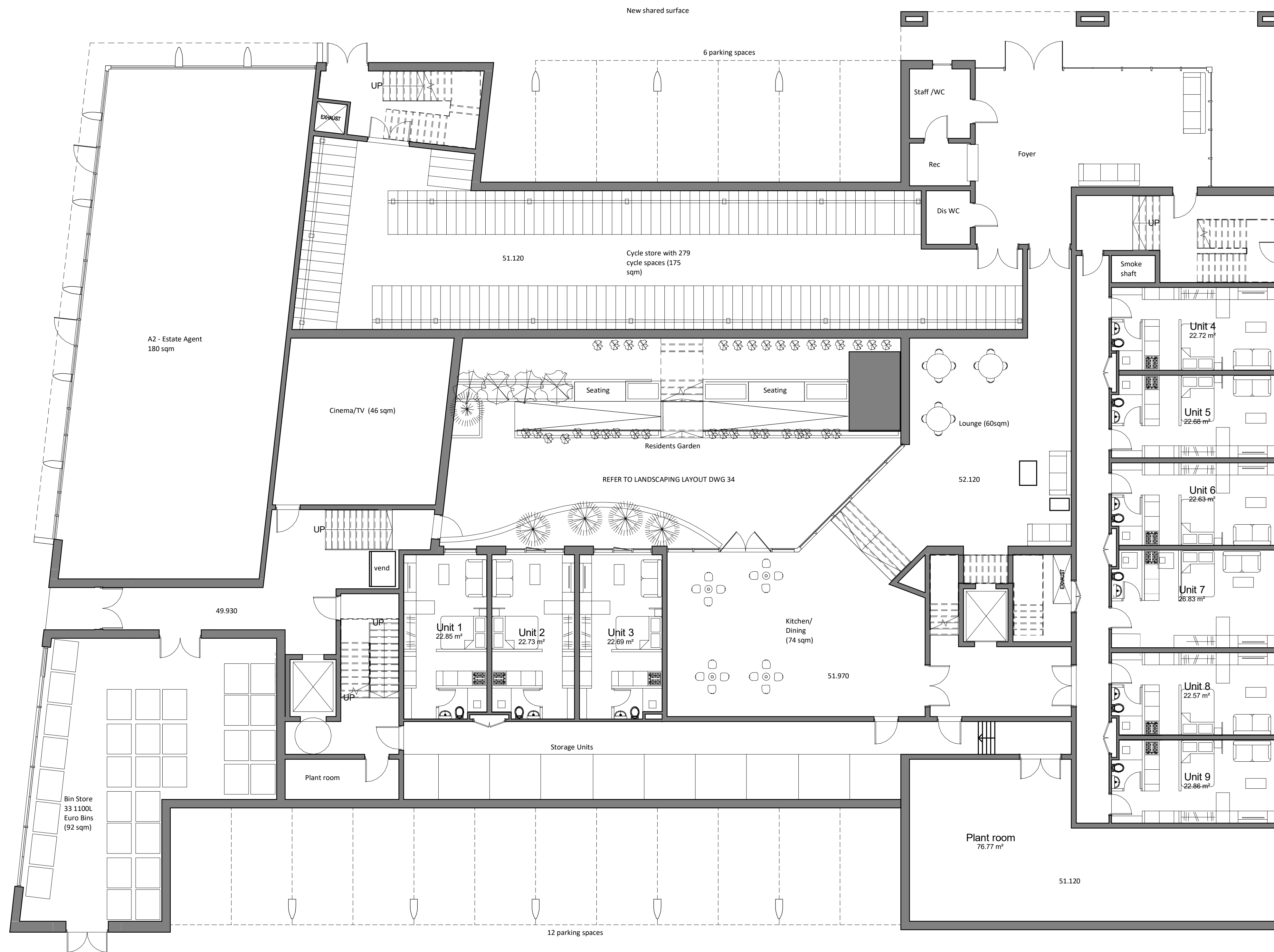
8.5 Targets Re-Evaluation

- 8.5.1 The initial and annual targets will be reviewed after each subsequent travel survey and revised accordingly, in consultation with the council.
- 8.5.2 The Travel Plan will be updated with the agreed targets, incentives and measures discussed with HBC/ HCC, such as personalised travel planning for residents.

8.6 Dissemination

- 8.6.1 Information concerning the Travel Plan will be reported to the local authority on agreed time intervals.
- 8.6.2 Feedback will be obtained from residents, mainly through the annual re-issue of the travel surveys. This feedback will be presented to HBC/ HCC as part of the annual review process

Appendix A – Architects Layout Plans



GENERAL NOTES

- All drawings are subject to Planning and Building Control consent.
- Do not scale drawings, if in doubt ask.
- The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contractors.
- Proposals subject to consultation and approval from Building Control Approved Inspector.
- Setting out dimensions should be checked on-site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately.
- Proposals indicated are subject to ongoing coordination and review, with M&E and structural engineers, building control, the planning authority.

C	16.04.18	Landscape updated	LM	AE
B	04.04.18	Updated Plan	LM	AE
A	21.12.17	Planning Issue	LM	AE

Rev.	Date	Details	Drawn	Checked
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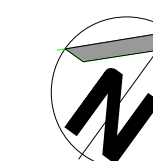
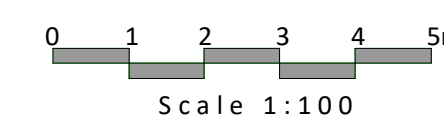
Issued for:

PLANNING

Project/Client:	Project No:
Wellington Way	17057
Waterlooville	Dwg No:
	10
Rev:	Rev:
C	C
Drawing:	Scale:
Ground Floor Plan	1 : 100 @ A1
Drawn By:	Date:
LM	20/12/17
Checked By:	Date:
AE	20/12/17

1 Ground Floor Plan

Scale - 1 : 100

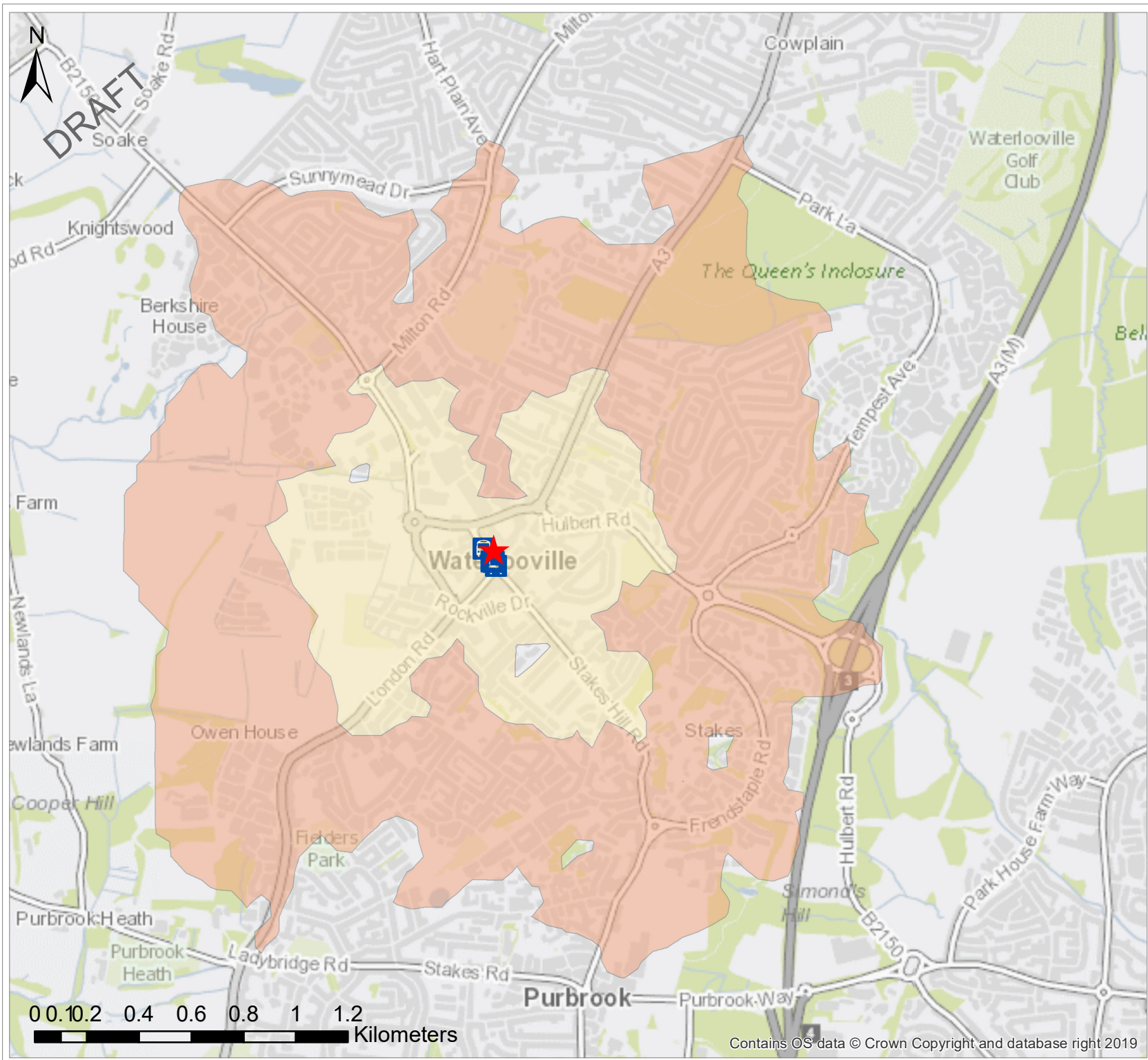


Bright Space
architects

27 Glasshouse Studios, Fryern Court Road, Fordingbridge
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Registered Office - 17 Northover Rd, Pennington, Lymington, Hampshire, SO41 8SU. Registered Number - 07399008

Appendix B – Walking and Cycling Catchment Plans



Key

- ★ The Site
- 🚌 Bus Stop

Walk Isochrone

- 0 - 1km
- 1 - 2km

Title
Walking Catchment Plan

Project
PB9749 Wellington Way

Client
CPI Wellington Way 2 Ltd

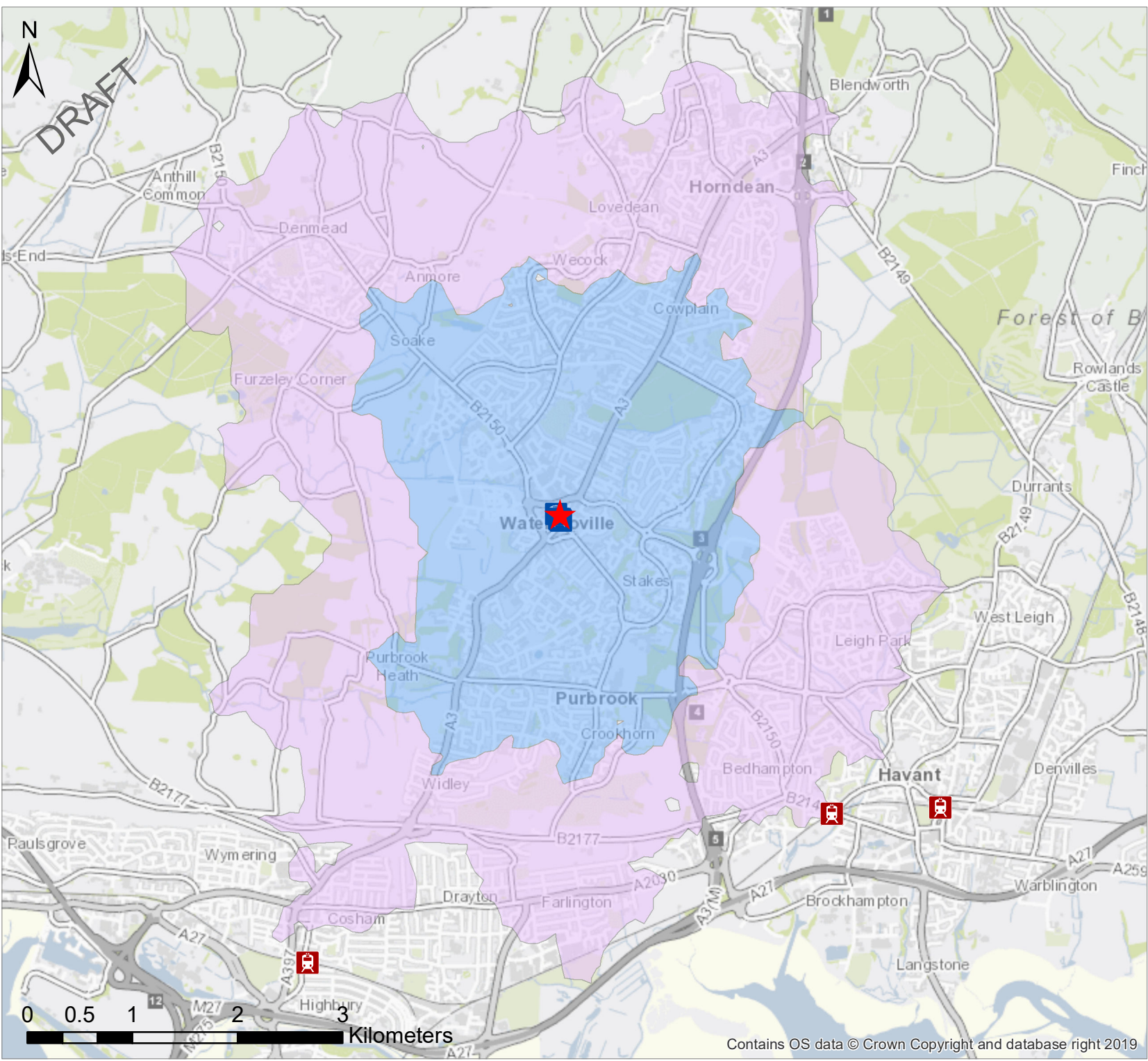
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14/10/2019	1:20000

Figure
Figure 1

Drawn by	Number
GA	1



Royal HaskoningDHV
Enhancing Society Together



Key

- The Site
- Bus Stop
- Train Station

Cycle Isochrone

- 0 - 3km
- 3 - 5km

Title
Cycling Catchment Plan

Project
PB9749 Wellington Way

Client
CPI Wellington Way 2 Ltd

Date	Scale
14/10/2019	1:50000

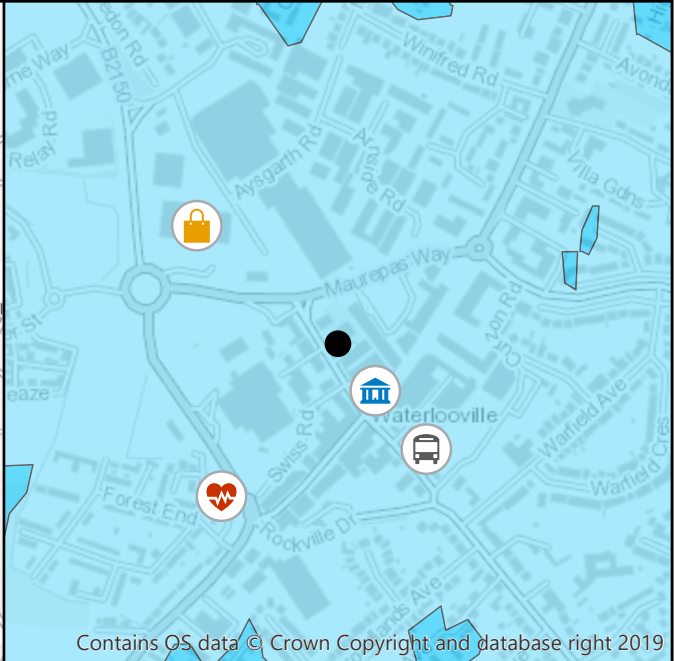
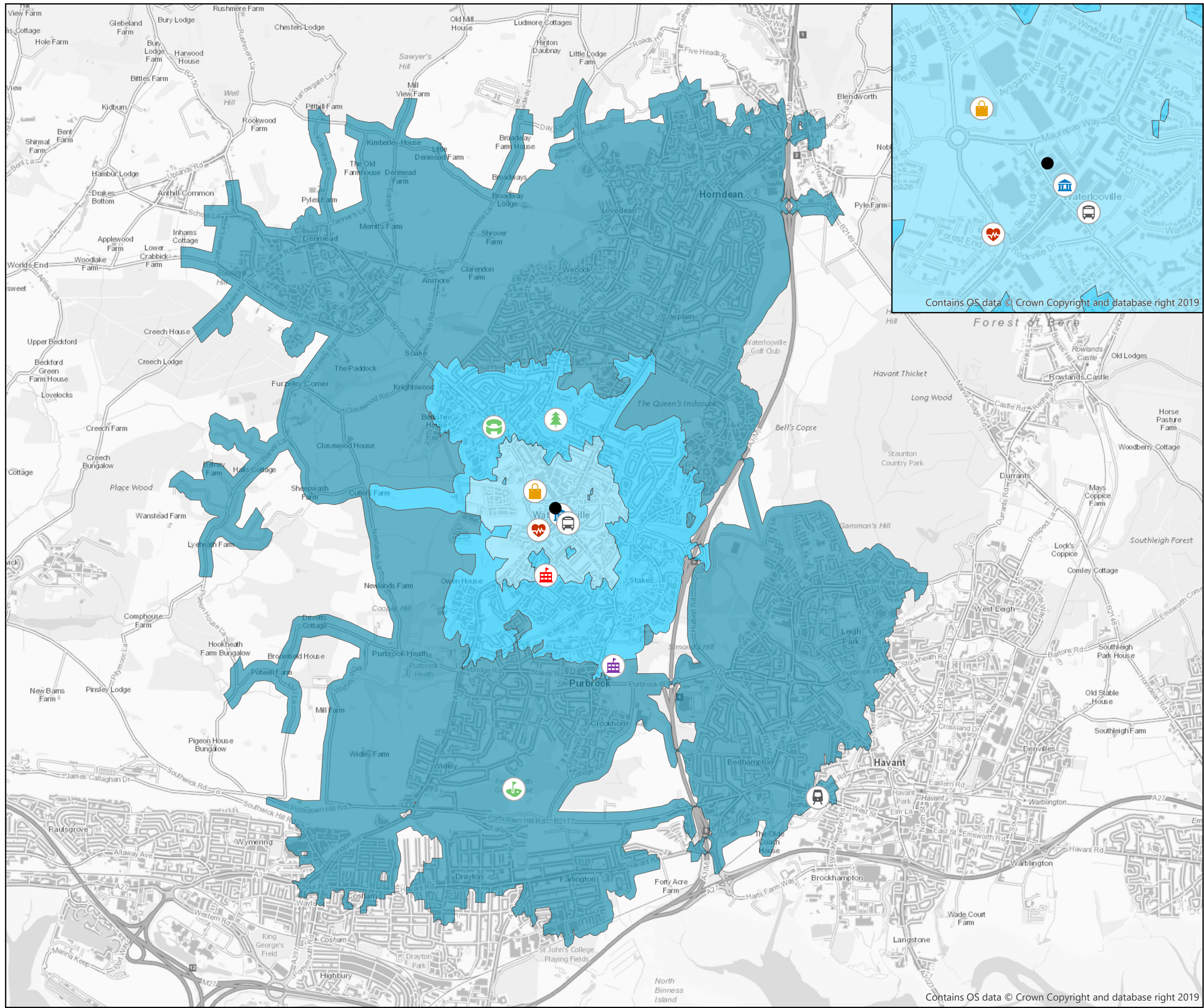
Figure
Figure 2

Drawn by	Number
GA	1



Royal HaskoningDHV
Enhancing Society Together

Appendix C – Walk Isochrone Map



- Site Location
- 🏫 Secondary School
- 🏠 Primary School
- 🏌️ Golf Club
- 🎡 Leisure Centre
- 🩺 Doctor Surgery
- 🛍️ Retail Park
- 🚌 Bus Station
- 🏛️ Waterloo Town Centre
- 🌳 Jubilee Park
- 🚉 Bedhampton Train Station

Walk Isochrone

Distance (km)

- 5
- 2
- 1

Title
Walk Isochrone Map

Project
Wellington Way

Client
CPI Wellington Way 2 Ltd

Date	Scale
27/01/2020	1:35,000

Figure
Appendix C

Checked by	Number
PM	1



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Appendix D – Local and National Cycle Routes

DO NOT SCALE

Based upon Superplan Ordnance Survey® map with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown copyright AL 100017728 2016.

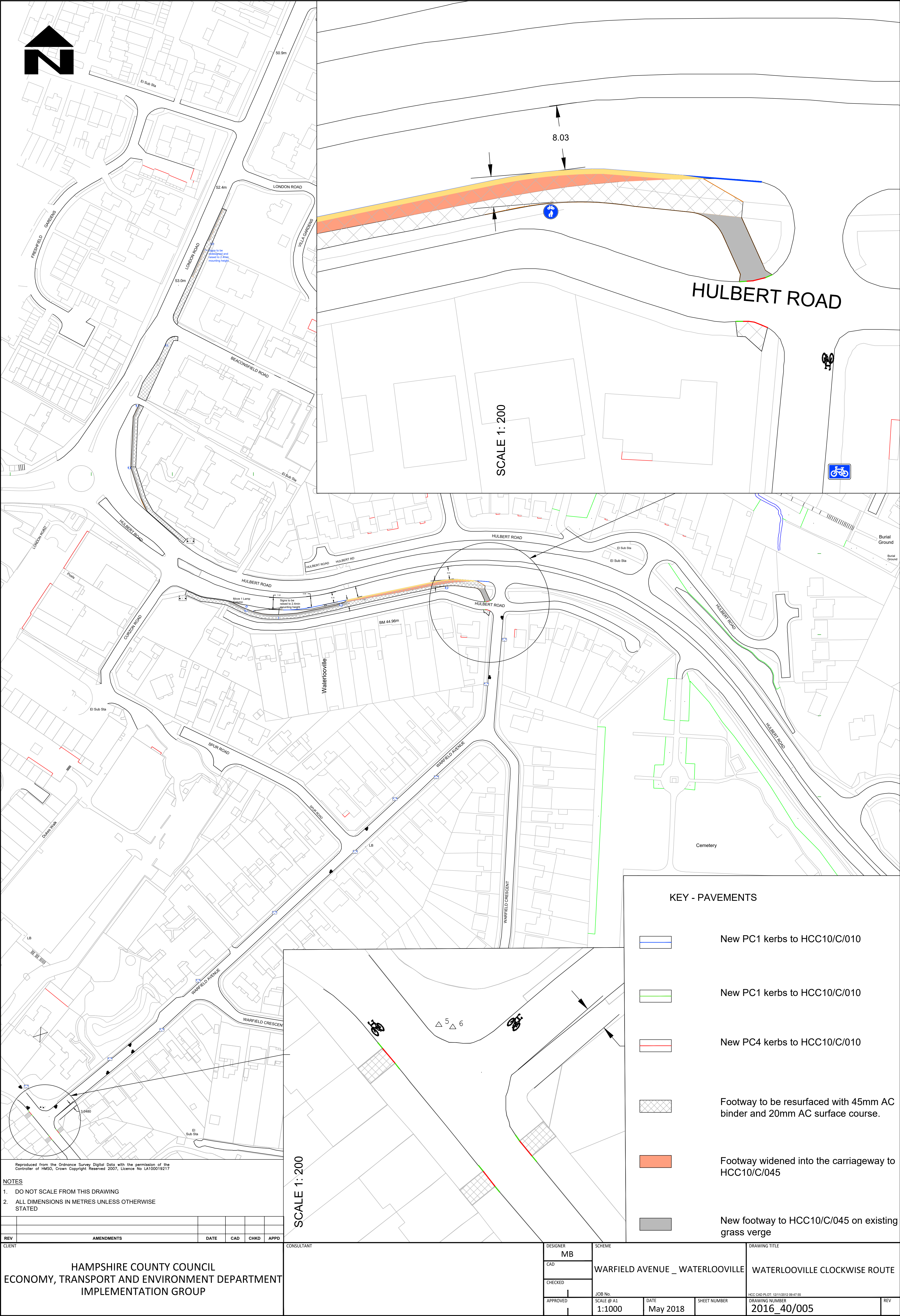
Legend:

- SITE (Red dot)
- TRAIN STATION (Green dot)
- NATIONAL CYCLE ROUTE (Red line)
- LOCAL CYCLE ROUTE (Blue line)

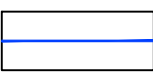
Map labels include: Waterloo, Purbrook, Widley, Farlington, Drayton, Cosham, Havant, Bedhampton, Leigh Park, and various farms and estates.

REV	P0
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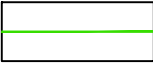
Appendix E – Local Cycle Improvement Scheme Plans



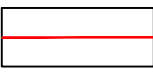
KEY - PAVEMENTS



New PC1 kerbs to HCC10/C/010



New PC1 kerbs to HCC10/C/010



New PC4 kerbs to HCC10/C/010



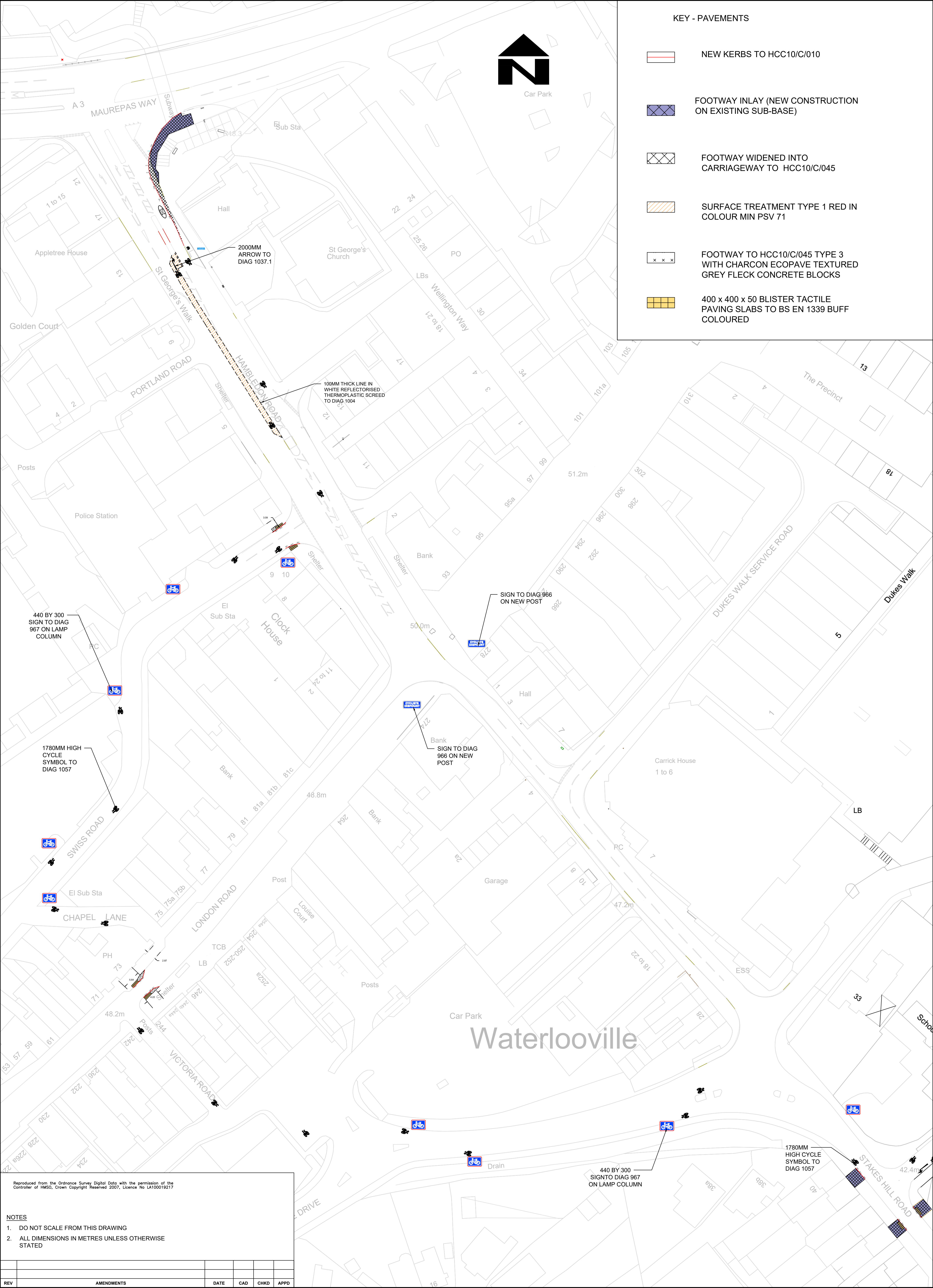
Footway to be resurfaced with 45mm AC binder and 20mm AC surface course.



Footway widened into the carriageway to HCC10/C/045



New footway to HCC10/C/045 on existing grass verge



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NOTES					
1. DO NOT SCALE FROM THIS DRAWING					
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED					
REV	AMENDMENTS	DATE	CAD	CHKD	APPD
CLIENT	CONSULTANT				

Havant BOROUGH COUNCIL Planning Civil Engineering and Landscape		Public Service Plaza Civic Centre Road Havant. Hants. PO9 2AX Telephone: (023) 9247 4174 Email: customer.services@havant.gov.uk Internet: www.havant.gov.uk		Havant BOROUGH COUNCIL Regeneration Civil Engineering and Landscape		Public Service Plaza Civic Centre Road Havant. Hants. PO9 2AX Telephone: (023) 9247 4174 Email: customer.services@havant.gov.uk Internet: www.havant.gov.uk		DESIGNER MB CAD MB CHECKED SM APPROVED SW	SCHEME ST GEORGES WALK _ WATERLOOVILLE JOB No. SCALE @ A1 1:500			DATE JUNE 2019	SHEET NUMBER	DRAWING TITLE MAUREPAS WAY TO STAKES HILL GENERAL ARRANGEMENT HCC CAD PLOT: 12/11/2012 09:47:55 DRAWING NUMBER 2016_40/102	REV
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Appendix F – Action Plan

Objective	Action	Target Date	Responsibility	Mode affected	Cost Estimate
Enforce Travel Plan	Agree Interim Targets and timelines.	Upon Occupation	Occupier	N/A	
	Determine monitoring and review methods and timeframes.	Upon Occupation	Occupier	N/A	
	The occupier to appoint a Travel Plan Coordinator to oversee the implementation of the Travel Plan.	Upon Occupation	Occupier	N/A	
	The TPC would establish a timeline for the implementation of soft measures	Upon Occupation	Travel Plan Coordinator	N/A	
	Continue to implement and review travel planning measures.	On-going	Travel Plan Coordinator	N/A	
Engage with residents of the application site to raise awareness of sustainable travel choices and encourage more sustainable travel behaviour	Launch of Travel Plan	On opening/ Occupation	Travel Plan Coordinator	N/A	
	Initial survey of resident's travel patterns	Upon 3 months occupation	Travel Plan Coordinator	N/A	
	Carry out resident travel surveys and monitor progress.	Year 1, 3 and 5	Travel Plan Coordinator	N/A	
Increase the proportion of journeys by active travel modes and public transport	Identify and contact local cycle shops and public transport operators for discounts	Before Occupation	Travel Plan Coordinator	Cycle and public transport	
	Implementation of Physical Measures (Cycle Parking)	During construction	Developer	Cycle	
	The TPC to monitor parking within the site, including cycle parking demand. Carry out travel surveys and monitor progress.	On-going Year 1, 3 and 5	Travel Plan Coordinator	Cycle and Car	

Appendix G – Example Travel Survey for Residents

A request to complete the survey, their purpose and data protection.
Prize draw?

1. Please provide your address

House number

Street name

* 2. Please indicate how many people live in your household?

* 3. How many cars or vans are owned, or available for use, by one or more members of your household?

- ☐ None
- ☐ 1
- ☐ 2
- ☐ 3 or more

* 4. How many bicycles are owned, or available for use, by one or more members of your household?

- ☐ None
- ☐ 1
- ☐ 2
- ☐ 3 or more

* 5. What is your employment status? (if you are not currently in employment/ education please proceed to Question 16)

- | | |
|--|--|
| ☐ Full-time | ☐ Student part-time |
| ☐ Part-time | ☐ Unemployed |
| ☐ Student full-time | ☐ Retired |

6. Please give us a postcode of your usual place of work/ study?

* 7. How far do you live from your regular place of work/ study?

- ☐ less than 2 miles
- ☐ 2-5 miles
- ☐ 6-8 miles
- ☐ 9-15 miles
- ☐ Over 15 miles

8. How long is your usual journey to your usual place of work/ study?

- ☐ 0-15 minutes
- ☐ 16-30 minutes
- ☐ 31-45 minutes
- ☐ 46-60 minutes
- ☐ over 60 minutes

* 9. What is your main mode of transport for travelling to work/ education centre (the one you use most often, for the longest part of your journey by distance)?

- | | |
|----------------------------------|--|
| ☐ Bus | ☐ Taxi |
| ☐ Train | ☐ Car alone |
| ☐ Bicycle | ☐ Car with others |
| ☐ Walk | ☐ Motorbike |

Other (please specify)

10. How often do you use the following methods of travel to get to your regular place of work/ study?

	Bus	Car alone	Car with others	Cycle	Motorbike	Park and Ride	Train	Walking	Work at home	Work off-site (no usual place of work)
Daily	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
More than once a week	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Once a week	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Once every two weeks	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Once per quarter	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Never	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

11. Why do you use a car to travel to work/ education centre? (please choose all that apply)

- | | |
|---|---|
| ☐ Car necessary to perform my job | ☐ Journey reliability |
| ☐ Childcare duties | ☐ Personal comfort |
| ☐ Sharing a journey with my partner | ☐ Personal safety |
| ☐ Health reasons | ☐ Quicker than alternatives |
| ☐ Lack of alternatives | ☐ I don't use car |
| ☐ The cost of next best alternative | |
| ☐ Other (please specify) | |

12. Which of the following would encourage you to use alternative modes of transport for your journey to work / education centre?

- | | |
|---|--|
| ☐ Local travel information | ☐ Bus stop near your home locations |
| ☐ Travel group | ☐ Reduced car parking availability at your destination |
| ☐ Voucher to purchase cycle equipment | ☐ Cycle parking at your destination |
| ☐ Voucher to purchase bus ticket | ☐ Motorcycle parking at you destination |
| ☐ Home office equipment | ☐ Cycle/ walking routes signage |
| ☐ Travel information webiste | ☐ Personal Travel Planning |
| ☐ More cycle paths | ☐ Other |
| ☐ Improved local bus service | |

13. Would you be prepared to car share?

- ☐ Yes
- ☐ No
- ☐ Already car share

14. Which of the following improvements would encourage you to car share?

- ☐ Help in finding partners
- ☐ Free lift home if let down by driver
- ☐ Reserved parking for car sharers
- ☐ Reduced or free parking charges

15. If the above improvements were made, how often would you consider car sharing on your journey to work / education centre?

- ☐ Daily
- ☐ 3-4 times per week
- ☐ 1-2 times per week
- ☐ Occasionally

16. We offer a Personalised Travel Planning service where we review your travel options in context to your regular journeys and everyday requirements. Would you be interested in discussing your travel requirements with us? (If yes, please provide us with your contact details and our Travel Plan Coordinator will contact you)

- ☐ No
- ☐ Yes

17. Please use the following space to provide any comments you wish to make in relation to travel in the local area. Alternatively please email Development.Name@rhdhv.com