LAND NORTH OF WOODCROFT FARM (PHASE 3), HORNDEAN

Framework Travel Plan

October 2024

Grainger PLC

RESIDENTIAL DEVELOPMENT
LAND NORTH OF WOODCROFT FARM (PHASE 3)
HORNDEAN

FRAMEWORK TRAVEL PLAN

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1. INTRODUCTION

1.1 This Framework Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Grainger PLC to support an outline planning application for a residential development of up to 164 units with associated vehicular access and landscaping (all matters reserved except access) at Land to the north of Woodcroft Farm, Horndean. The site will be referred to as Woodcroft Farm Phase 3.

1.2 The site comprises c.7-hectares of grazing land and is located within the southernmost extent of East Hampshire District Council (EHDC) boundary. The site is bounded to the west by Clarendon Farm and existing residential development to the east. Immediately to the north of the site lies James Copse; an Ancient Replanted Woodland and SINC, beyond which are further open grazing fields, existing residential developments and a solar farm.

1.3 Along its southern boundary, the site abuts the previously consented development known as Catherington Park (APP/13/00804). This falls within the boundary of Havant Borough Council (HBC) and consists of a 288 residential dwelling scheme, with a dedicated vehicular access onto Eagle Avenue, which will also support Woodcroft Farm Phase 3.

1.4 The site location is shown within **Figure 1** and the site masterplan is attached as **Appendix A**.

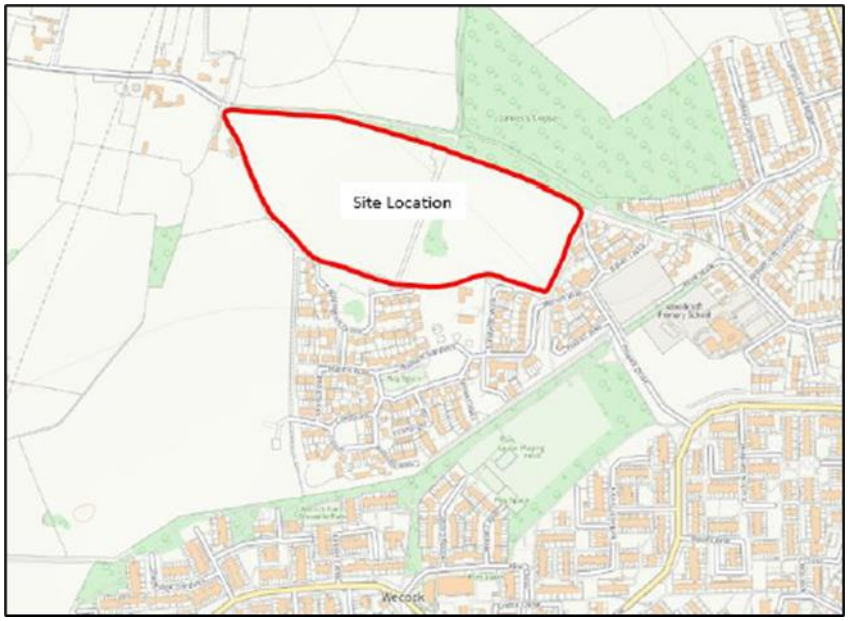

Figure 1: Site Location

1.5 As outlined above, the site is located adjacent to a number of local planning authority boundaries, all within Hampshire County Council's (HCC) local highway authority boundary. The site itself is located within East Hampshire and adjoins HBC to the south and east.

1.6 The development site is within East Hampshire District Council's Local Plan Site Allocations document which is currently at the Regulation 18 stage. The development site is within the site allocations under HD-024 Land at Woodcroft Farm for 164 units and access from the Catherington Park development in East Hampshire District Council Local Plan (2021-2040).

1.7 In addition to this framework Travel Plan, a Transport Assessment (TA), Decide and Provide Technical Note (TN) and Walking, Cycling and Horse-Riding Assessment Review (WCHAR) have been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with these documents.

Catherington Park Development

1.8 The Catherington Park development located directly south of the site, was submitted for a planning application for the '*Development of 288 residential units comprising 9 x one bedroom, 110 x two bedroom, 124 x three bedroom and 45 x four bedroom, retention of existing farmhouse, new access road from Eagle Avenue, internal access roads, associated car parking, open space and landscaping and including works to trees'* in 2013 and was granted permission in May 2015. The site is now in its final stages of being built out, with the final units being constructed and occupied. All internal roads and a priority junction with Eagle Avenue are constructed.

1.9 The Catherington Park development was designed with the knowledge that the land to the north (Woodcroft Farm Phase 3 – this application) could come forward. Therefore, there are two areas within the development where roads can be continued to provide access into the proposed development site and the main site access onto Eagle Avenue was designed to accommodate future use associated with Phase 3 Woodcroft Farm.

1.10 The access at Eagle Avenue was originally designed as a mini-roundabout to accommodate future capacity. However, in the interim period a bellmouth junction was implemented and is currently in place. This TA will include an assessment of the existing bellmouth junction to determine the suitability of the existing access and make reference to the proposed mini-roundabout design.

1.11 As part of Catherington Park Condition 25 (Phasing plan for off-site highways works) it was agreed *that 'prior to the mini roundabout being constructed on Eagle Avenue, a temporary bellmouth arrangement will be put in place and an appropriate trigger for the addition of the roundabout will be agreed with HCC'.*

1.12 Therefore, the proposed development site has a vehicular access arrangement of a temporary priority junction and a mini-roundbout (when the correct traffic threshold is met), agreed at planning for Catherington Park, to support all future development that includes Catherington Park and the land north of Catherington Park. The agreed junction arrangement at Eagle Avenue is being implemented by Linden Homes in agreement with HCC.

Pre-Application Advice

1.13 The scope of the highways input required for this application has been discussed at length with HCC, as the highway authority, through pre-application consultations. These discussions have been set out within the Transport Assessment, which should be read in conjunction with this Travel Plan.

1.14 There were no specific points raised in regard to the Travel Plan as part of the pre-application response received.

Planning Comments

1.15 However, this application has since been submitted to the planning process and, as part of this, HCC raised comments at planning. The main comment HCC raised was that a decide and provide trip assessment should have been undertaken rather than a predict and provide approach.

1.16 To respond to this comment, the decide and provide approach has been undertaken (separate TN detailing this has been submitted) and it was agreed with HCC that based on the available census data that showed an indicative baseline of 87% vehicle trips (including car share) for the site and the year 3 Travel Plan survey results from Catherington Park, showing a 70% mode share for vehicle trips, that the travel plan could be responsible for a 17% reduction in vehicle trips.

1.17 A further 10% reduction is also deemed achievable from the walking, cycling and public transport improvements and contributions that the development will provide/contribute towards (exact improvements/contributions to be agreed with HCC). Therefore, a total vehicle trip reduction of 27% is expected from the development.

1.18 This Travel Plan has been updated to reflect a 17% reduction in vehicle trips based solely on measures within the TP (not including the additional 10% from improvements/contributions).

Purpose of the Travel Plan

1.19 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

1.20 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Grainger PLC) and the Local Authorities (HCC and EHDC). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

1.21 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES), as outlined in HCC guidance. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

1.22 This TP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Existing Conditions and Local Accessibility
- Chapter 4 – Proposed Development
- Chapter 5 – Indicative Baseline and Targets
- Chapter 6 – Travel Plan Strategy
- Chapter 7 – Implementation and Monitoring
- Chapter 8 – Summary and Conclusions

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- HCC Draft Local Transport Plan 4 (March 2024);
- EHDC Local Cycling and Walking Infrastructure Plan (LCWIP) (August 2020);
- EHDC Local Plan (Reg 18): Site Allocations (2021-2040);
- East Hampshire District Council Adopted Local Plan (Reg 18);
- East Hampshire District Local Plan: Joint Core Strategy (June 2014);
- East Hampshire Local Plan second review – saved policies (2006); and
- HCC's A Guide to Development Related Travel Plans (2009)

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2023) acts as the central guidance document for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

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.* ***(NPPF Para.108)***
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. ***(NPPF Para.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. ***(NPPF, Para. 115)***
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. ***(NPPF Para. 117)***

Hampshire County Council Local Transport Plan 4 (LTP4)

2.3 LTP4 was adopted in March 2024 and sets out core policies which are used to determine how HCC plans and delivers all aspects of transport. LTP4 details the vision for 2050, transport policies, a roadmap for 2050 and wider strategies. The LTP4 policies which are relevant to this development are outlined below.

Guiding Principle 1: Give people a choice of high-quality travel options.
• Provide a choice of high-quality travel options and reduce dependency on the private car by:
  ○ providing better walking, cycling and public transport choices
  ○ creating opportunities to 'live locally' (including homeworking)
  ○ owning fewer cars and using them less
• Use vehicles more efficiently to reduce per vehicle emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well used public transport and more car sharing
• Replace our petrol and diesel vehicles (which emit CO2) with zero emission
• Offset any remaining emissions that cannot be eliminated by the above

Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first. Planning for people and places means: • Creating high quality places, which encourage active and public transport use, enable social interaction, and create stronger communities; • Creating safe, healthy, accessible, and inclusive transport options that provide more equitable access to services, opportunities and life chances, leisure and recreation, and which tackle the adverse impacts of transport on the environment; and • Supporting and promoting key transport strategic infrastructure (primarily public and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.
Policy C1: Putting people and places at the heart of our decisions • Develop and apply a Movement and Place Framework to manage the transport network in accordance with its function in different locations, i.e. to decide what type of measures are needed where; • Prioritise the needs of walking and cycling, public transport users and delivery vehicles, in accordance with the specific function of different types of location; • Use a 'Healthy Streets' approach and our 'Hampshire Walking and Cycling Principles' to plan and design welcoming, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age and disability; • Seek opportunities to create or reallocate road space to create better walking and cycling routes and faster routes for buses; and • Support targeted highway capacity improvements where there is a strong economic, safety, health, social or environmental case and where the Movement and Place Framework is achieved
Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users. Ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following Road User Utility Framework: i opportunities to reduce travel demand and the need to travel; ii vulnerable users, including people with disabilities or long-term mobility-related health conditions; iii people who walk; iv people who cycle and ride horses; v people who use public transport (bus, coach, rail, taxi, community transport); vi delivery of goods; and vii other motor vehicles.
Policy C5: Support local living and reduce demands on transport • Support measures that enable residents to make greater use of local services and facilities and will create stronger communities (based around the liveable neighbourhood concept); • Enable local communities to deliver community-led place and transport improvements where there is funding to do so; • Support the roll out of superfast/gigabit broadband to enable home working and online access to services, so that people can travel less for these services - especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower.
Policy C6: Encourage sustainable travel behaviour

- Raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change;
- Work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence-based interventions to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel;
- Deliver transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private Car (with supporting behaviour change interventions where feasible);
- Ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged;
- Develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes; and
- Monitor the effectiveness of our approach and adapt it to changing transport needs.

EHDC Local Cycling and Walking Infrastructure Plan (LCWIP) (August 2020)

2.4 East Hampshire District Council Local Cycling and Walking Infrastructure Plan (LCWIP) V1.2 was produced in August 2020 setting out the walking and cycling plans within East Hampshire. An LCWIP is living document to define and prioritise walking and cycling infrastructure needs.

2.5 The LCWIP Technical Report V1.2 assesses the existing levels of walking and cycling infrastructure across East Hampshire through site assessments, data analysis and propensity to cycle modelling.

2.6 The LCWIP provides a coordinated approach and highlights a range of measures over the short, medium and longer term. The key strategy objectives are to:

- Increase cycling and walking activity, where activity is measured as the estimated total number of stages per person (walking) and completed journeys (cycling).
- Reduce the rate of cyclists killed or seriously injured (including fatalities more than one month following a serious injury) on England's roads per billion miles travelled.
- Increase the percentage of children aged five to ten normally travelling to school on foot.

2.7 The Milton Road corridor has been reviewed as part of Havant's adopted LCWIP and is noted under route 359. As part of this route the LCWIP suggests that a review of the Lovedean Lane/Milton Road priority junction should be undertaken to explore improvements for cycle route continuity through the junction. It also suggests reviewing the Milton Road/Eagle Avenue mini roundabout to better support cycle movements and the northern extent of Milton Road between the Lovedean Lane and Hart Plain Avenue junction.

EHDC Local Plan (Reg 18): Site Allocations

2.8 East Hampshire District Council's Local Plan Site Allocations document is currently at the Regulation 18 stage. The development site is within the site allocations under HD-024 Land at Woodcroft Farm. The details of the allocation are outlined below:

> 164 units for housing
> Access:
> Potential to connect the site to the public rights of way network, improving permeability for walking and cycling modes and enabling healthy & active lifestyles.
> Connection to the local road network could be achieved through recent housing development to the south and east. The access road to the north-west is unlikely to be suitable as a principal access route for motor vehicles.
> New vehicular connections via recent development to the south and improvements to the adjoining rights of way networks (e.g. new connections) would be necessary to support development. Improved pedestrian connections through to the Wecock Recreation Ground and on to the community centre at Wecock Farm should be investigated.
> ***(HD-024 – Land at Woodcroft Farm)***

East Hampshire District Council Local Plan (Reg 18)

2.9 In addition to the site allocations, EHDC Reg 18 Local Plan (2021-2040) sets out a number of policies. Those relevant to this TP are outlined below:

> Development of more than ten new homes or more than 500m2 of non-residential floorspace should be situated in the most sustainable locations, taking account of the settlement hierarchy, to reduce demands on transport and reliance on private car travel.
> Development will be permitted that:
> a. provides linkages to existing or proposed transport infrastructure and networks, prioritising connections to public transport services and routes promoted in the LCWIP;
> b. provides attractive and well-designed walking and cycling networks with relevant supporting infrastructure that will improve the perceived safety and security of these modes;
> c. provides inclusively designed streets that are safe and accessible for all of the community and relevant services, including emergency and refuse vehicles;
> d. takes appropriate measures to avoid the harmful effects of poor air quality, to people and the environment, including in connection with internationally designated biodiversity sites;
> e. provides well-designed parking provision for a range of vehicles, including cycle, electric and ultra-low emission vehicles, in accordance with the standards set out in Appendix F;
> f. protects or enhances the character of historic rural roads, particularly within the setting of the South Downs National Park;
> g. does not have a severe impact on the operation of, safety of, or accessibility to the local or strategic highway networks;
> h. mitigates impacts on the local or strategic highway networks, caused from the development itself and/or the cumulative effects of development, through the provision of, or contributions towards, necessary and relevant transport improvements; and
> i. recognises the importance of adequate lorry parking as part of any proposals for large distribution centres, particularly when such parking provision is likely to be required overnight.
> ***(Policy DGC2 Sustainable Transport)***

EHDC Local Plan: Joint Core Strategy (June 2014)

2.10 The Joint Core Strategy was adopted by EHDC in May 2014 and South Downs National Park in June 2014. The purpose of this document is to provide a policy framework that plans for new development to deliver the vision. The vision for East Hampshire is:

"*By 2028, East Hampshire will be a better place where people live, work and build businesses in safe, attractive and prosperous towns and villages. They will have good access to a range of housing, jobs, leisure and community facilities, and enjoy a high quality built, historic and natural environment. They will live and work in a way that respects resources and protects and enhances the District's natural environment.*"

2.11 The transport and access objectives are listed below:

- To reduce the need to travel, particularly by car, through careful planning of development and the location of services, whilst recognising that the car will remain part of the mix of transport modes, particularly for those in the rural areas;
- To improve accessibility to all services, particularly for those who may need them most, but are least able to access them; and
- To increase the use of public and community transport, cycling and walking where travel remains necessary.

2.12 The policies relating to this TP are listed below:

Policy CP1 Presumption in favour of sustainable development When considering development proposals, the Council and National Park Authority will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
Policy CP29 Design New development will be required to: f) make provision for waste and recycling bin storage and collection within the site; k) provide car parking in a way that secures a high quality environment and is conveniently located, within curtilage wherever possible, taking account of relatively high levels of car ownership where necessary.
Policy CP31 Transport Through implementation of the Hampshire Local Transport Plan (2011 – 2031), the fullest possible use of sustainable modes of transport (including cycling, walking and public and community transport) and reduced dependence on the private car will be encouraged. Development proposals will include a range of mitigating measures and, where appropriate, will be required to: a) enhance the quality, viability, availability, accessibility and frequency of public transport and alternative community transport provision, especially in rural areas, to ensure that those without access to a private car have access to services and facilities necessary for their well-being; b) protect and provide safe and convenient cycle and pedestrian links that integrate with existing cycle and pedestrian networks, such as the South Downs Way and Shipwrights Way, and reflect the amenity and rural character of the area;

c) ensure that highway design and associated signing meets the needs of vehicular traffic and the need for safety whilst also placing a high priority on meeting the needs of pedestrians, cyclists and public transport users and without detriment to the quality of the environment;
d) plan for new highway infrastructure that will reduce congestion, improve highway safety, increase accessibility to the District's town and district centres and enhance economic prosperity of the District;
e) improve access to rail stations at Rowlands Castle, Petersfield, Liss, Liphook, Alton and Bentley Station by sustainable modes of transport and, where appropriate, provide additional car and cycle parking at rail stations;
f) provide adequate, convenient and secure vehicle and cycle parking in accordance with adopted standards;
g) ensure that the type and volume of traffic generated would not harm the countryside or the rural character of local roads;
i) improve access for people with impaired mobility to all forms of transport and to all developments to which the public will reasonably expect to have access;
j) produce and implement transport assessments and travel plans for proposals that are likely to have significant transport implications;
k) include measures, to be funded by the developer, that address the impact of the new development so as to ensure the continued safe and efficient operation of the strategic and local road networks.

EHDC Local Plan second review

2.13 A number of policies remain extant from the Local Plan second review, which was adopted in March 2006. Chapter 4 of this document relates to transport, energy and pollution. The relevant policies within this chapter are listed below.

Public Transport Provision and Improvement – T2 Planning permission will not be granted for development likely to generate a significant level of travel demand unless: a) it is, or arrangements are made for it to be, well-served by public transport; and b) its layout is designed to ensure that existing and/or future bus routes lie within easy walking distance of the entire scheme with conveniently sited bus stops with shelters.
Pedestrians and Cyclists – T3 Development proposals which are likely to generate significant levels of travel demand will only be permitted where the development can be served effectively by walking and cycling. Development proposals should provide safe and convenient pedestrian and cyclist facilities which should link, where feasible, with the existing or proposed pedestrian network and the District-wide cycle network. Where appropriate, contributions will be sought for the provision of new, and/or the improvement of the existing pedestrian and cycle routes. In new residential development, where practicable opportunities exist, access routes into the site for cyclists and pedestrians should be separate from roads, particularly if this would create an advantage over motorised transport in the distance to local facilities and services.
Pedestrians and Cyclists – T4 - Development will not be permitted where it would adversely affect the amenity of users of footpaths, bridleways, or cycleways or where the rights of way network or cycle network is disrupted and no equally attractive, safe and convenient satisfactory remedial measures, such as re-routing, can be undertaken.

HCC's A Guide to Development Related Travel Plans (2009)

2.14 HCC's 'A Guide to Development Related Travel Plans' provides guidance for developing TP's for residential uses within Hampshire, and as previously identified the structure of this TP has been informed by such guidance.

2.15 The guide document states that a Travel Plan should have three main purposes:

- Ensure that development takes place in locations and in ways that minimise the impact of additional demand;
- Increase accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways; and
- Reduce dependence on the use of the car

2.16 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within HCC and EHDC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

3.1 The site is located directly north of the Linden Homes 'Catherington Park' housing development, c.1km north of Wecock Farm. The site is bound by agricultural fields to the west and southwest, Catherington Park and other residences to the south and east (which are within HBC) and are bound by agricultural fields to the north (located within EHDC). The site itself is also within EHDC's local authority boundary.

3.2 Byway 119/46/1 runs along the site's northern boundary, bridleway 108/1b/1 runs along the eastern boundary and bridleway 119/30/1 runs along the site's western boundary.

3.3 The proposed site has a gated access into the field located at the northwestern corner of the site, shown in **Photograph 1**. This is believed to be the only vehicular access point currently afforded into the site. This access is served from an unnamed road (accessed from Anmore Lane/Broadway Lane) and to the east of the access, Byway 119/46/1 can be accessed.

Photograph 1: Gated Field Access to Site (north-western corner)

3.4 An access from Anmore Lane/Broadway Lane has been explored (and detailed within the TA) however, due to visibility restrictions, this access will be closed up and not used as access to the site.

3.5 At present, there is no vehicular route from the 'Catherington Park' development into the proposed site, however, **Photographs 2** and **3** show the intended points of access into the site, as both sections of road can be extended.

Photograph 2: End of Road at Merritt Way

Photograph 3: End of Road at Wilkes Way

3.6 The access design and reason to connect in these locations are detailed within Chapter 5 of the accompanying Transport Assessment.

Local Highways Network

3.7 The site is accessed via an unnamed road from Anmore Lane/Broadway Lane located to the west/northwest of the site. Anmore Lane/Broadway Lane are subject to the national speed limit in the vicinity of the junction which provides access to the site and the roads are rural in nature with no white lining present and no road edge markings.

3.8 The road, which is a single-track road allowing for one-way vehicle movement, provides access to a small number of residential properties, the site and further agricultural fields to the north and west of the site and ends as it meets Byway 119/46/1. There are informal passing places along the road allowing vehicles to pass one another.

3.9 To the south and west, Anmore Lane provides a connection to Anmore, Denmead and the B2150, and to the north Broadway Lane provides a connection to Lovedean Lane (via Day Lane) and Hinton Manor Lane. The rural roads provide a connection to the wider highways network.

3.10 Directly south of the site is the 'Catherington Park' development which is accessed from Powell Drive. Powell Drive is subject to a 30mph speed limit and forms a simple priority junction with Eagle Avenue. Eagle Avenue provides a connection to Milton Road to the east and to the southwest Eagle Avenue becomes Hart Plain Avenue which also connects to Milton Road further south.

3.11 The local road network provides connections to the A3 Portsmouth Road, the B2150, the A3 London Road, the A3(M) junction 3, the M275 and M27. Therefore, the site is well situated in terms of both the local and the strategic highways network.

Local Facilities

3.12 The site is located in proximity to a number of local facilities which are outlined within **Table 1**. The distances have been measured from the centre of the site.

Facility	Distance	Walking Time (80m per minute)	Cycling Time (250m per minute)
Curlew Gardens Bus Stop	550m	7 minutes	2 minutes
Woodcroft Primary School	550m	7 minutes	2 minutes
Wecock Play Area	550m	7 minutes	2 minutes
Dove Close Bus Stops	750m	9 minutes	3 minutes
Tesco Express (Woodcroft Lane/Lovedean Lane Local Shop)	750m	9 minutes	3 minutes
Wecock Church	850m	10 minutes	3-4 minutes
Premier Convenience Store	900m	11 minutes	3-4 minutes
Eagle Avenue/Milton Road Local Shops	900m	11 minutes	3-4 minutes
Lovedean Pharmacy	950m	12 minutes	4 minutes
The Acorn Community Centre	1.1km	14 minutes	4-5 minutes
Wecock Recreation Ground and Skate Park	1.2km	15 minutes	5 minutes
Lovedean Village Hall	1.2km	15 minutes	5 minutes
Lovedean Post Office	1.3km	16 minutes	5 minutes
Rachel Madocks School	1.3km	16 minutes	5 minutes
Milton Road/Hart Plain Avenue Local Shops	1.9km	22 minutes	6-7 minutes
Hart Plain Infant School	2.4km	30 minutes	9-10 minutes
Cowplain Shops	2.4km	30 minutes	9-10 minutes
Hart Plain Junior School	2.5km	31 minutes	10 minutes
Vine Medical Group – Health Centre	2.5km	31 minutes	10 minutes
Horndean Technology College	2.7km	32 minutes	11 minutes
Morrisons (Horndean)	2.7km	34 minutes	11 minutes
The Cowplain School	2.8km	35 minutes	11 minutes
Horndean Shops	3.2km	40 minutes	13 minutes
Horizon Waterlooville Leisure Centre	3.5km	44 minutes	14 minutes
Horndean Shops	3.5km	44 minutes	14 minutes
Lidl	3.6km	45 minutes	14 minutes
Sainsburys	3.6km	45 minutes	14 minutes
Waterlooville Town Centre	4.1km	51 minutes	16 minutes

Table 1: Local Amenities and Facilities

3.13 As summarised within **Table 1**, there are a variety of facilities including bus stops, schools, convenience stores and supermarkets, a pharmacy, post office and community and recreation areas all within 1.3km of the site. The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). Therefore, the development provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.

3.14 In addition, Manual for Streets (MfS) also states that walking has the potential to replace journeys up to 2km, meaning that a greater range of facilities are considered to be within a walkable distance from the site.

3.15 CIHT 'Planning for Cycling' document suggests that 80% of cycle trips undertaken are less than 5 miles (8km), with 40% being less than 2 miles (3.2km). Therefore, there is potential for all facilities stated within **Table 2** to be accessed by bike.

3.16 Moreover, as the 'Catherington Park' development is located directly south of the proposed development site, the location has already been deemed as a suitable area for development. It is also noted that the site has been allocated in EHDC Regulation 18 Local Plan Review (2023) as HD-024 Land at Woodcroft Farm for 164 residential units.

3.17 The isochrone maps (**Figure 2** and **3**) show the amenities and facilities within 15-minutes of the site (shown in walk/cycle time intervals).

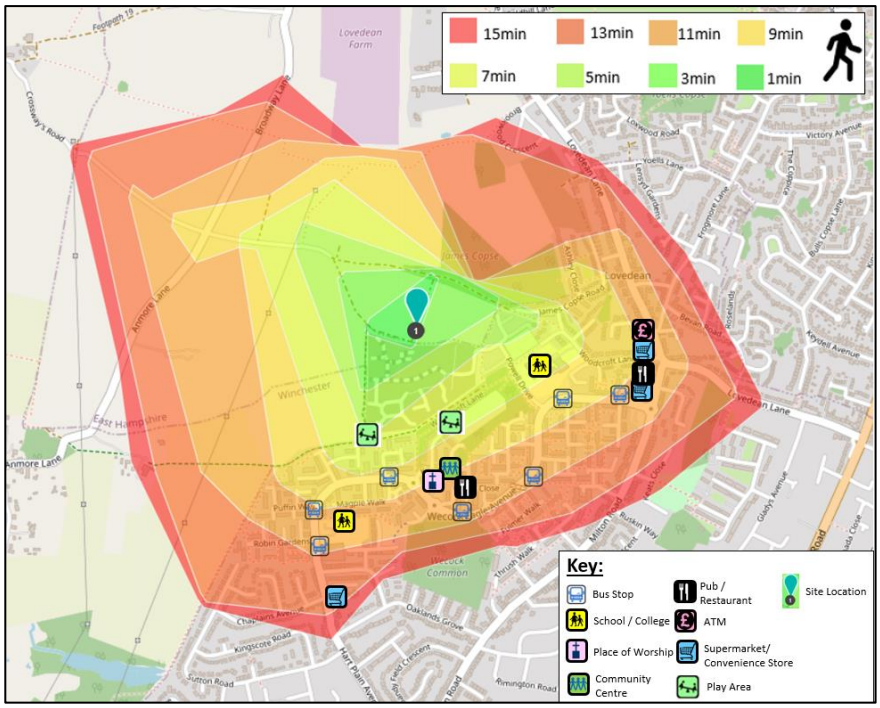

Figure 2: Walking Isochrone Map

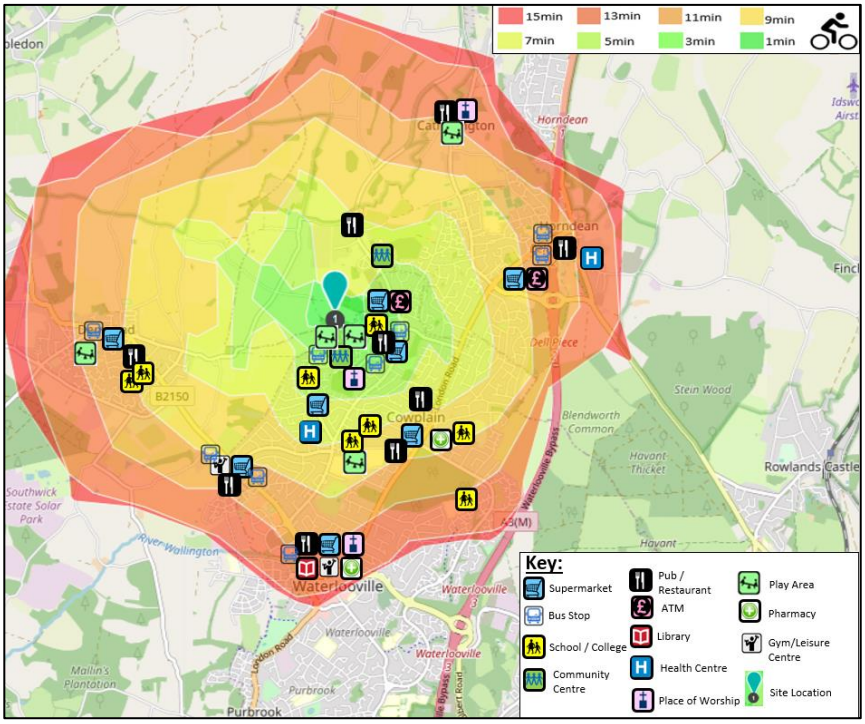

Figure 3: Cycling Isochrone Map

3.18 **Figures 2** and **3** show that the site is within 15-minutes walking and cycling distance to key amenities and facilities including local convenience stores, bus stops, schools and areas for recreation. Therefore, there is scope for a number of local journeys to be undertaken on foot or by bike from the development site.

Pedestrian Network – Public Rights of Way

3.19 At present, there are PRoW in the direct vicinity of the site to the north, west, east and south as shown within **Figure 4**.

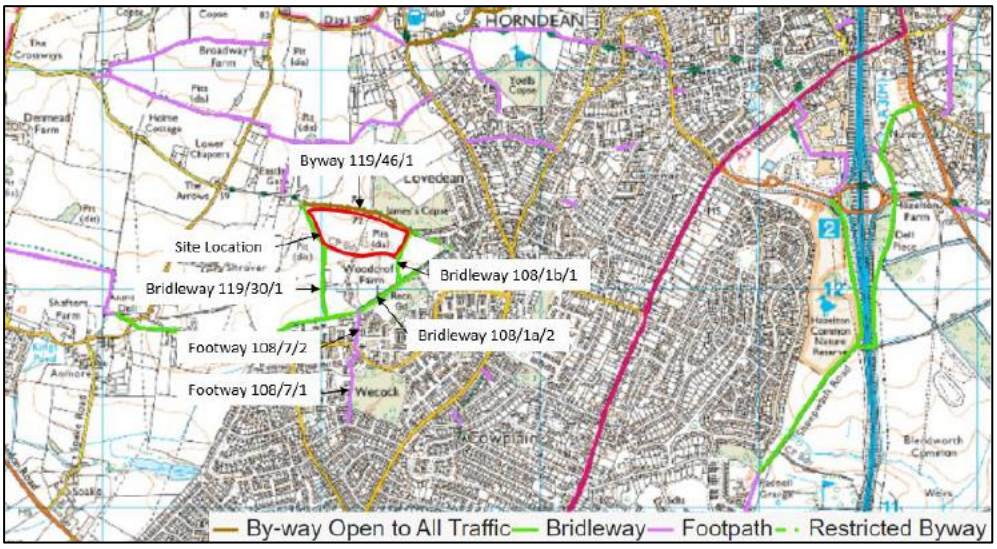

Figure 4: Public Rights of Way

3.20 As shown within **Figure 4**, the site is bound by byway 119/46/1 to the north, bridleway 108/1b/1 to the east and bridleway 119/30/1 to the west. Both bridleways also provide a connection to the Catherington Park development.

3.21 It is understood that byway 119/46/1 has an uneven surface with craters/ditches which makes the route unusable for most. This was also highlighted during the Public Consultation, in addition to antisocial behaviour from quad bikes along the route, which residents would not want to reoccur.

3.22 In addition, the byway and the two bridleways are overgrown with vegetation and lack of lighting along the route, which could make them unattractive to use, particularly in darker month. However, it is understood that volunteers are working to maintain these routes to ensure there is a connection to the Catherington Park development, local recreational routes and local facilities. The condition of the byway and bridleway are shown within **Photographs 4** and **5**.

3.23 Although some of the PRoW routes require maintenance, as aforementioned there are a variety of additional pedestrian routes which could be utilised. In addition, as outlined within the TA and suggested by HCC in their pre-application response, liaison with HCC's Countryside Services team is expected to occur to further discuss improvement schemes for the PRoW routes in the vicinity of the site. This would be done to support the future Reserve Matters application.

Photograph 4: Byway (119/46/1) Conditions

Photograph 5: Bridleway (108/1b/1) Conditions

3.24 Bridleway 108/1b/1 (**Figure 2**) connects to the 'Catherington Park' development and connects to a path which routes around the perimeter of the site to provide a connection to the footways within the Catherington Park development and connects to Woodcroft Lane via Reed Close (**Photograph 6**).

Photograph 6: Footway in Catherington Park Development (Reed Close Connection)

3.25 The footpath within the Catherington Park development (part of bridleway 108/1b/1) then provides a connection to Woodcroft Lane and James Copse Road, as well as connecting to the footways in the development which link to further PRoW routes and footways within the surrounding road network.

3.26 The two bridleways connect to bridleway 108/1a/4 to the south of the site which runs c.280m north of Eagle Avenue to the north of the recreation ground. Bridleway 108/1a/4 provides a connection to footpath 108/7/2 which connects to Eagle Avenue and also connects to Powell Drive, as shown in **Photograph 7**. From Eagle Avenue footpath 108/7/1 can be accessed which provides a connection to Wecock Farm and connects to footways that provide connections to local facilities.

Photograph 7: Footway from Powell Drive which connects to Bridleway 108/1a/4 and Recreation Ground

3.27 These routes are suitable to be utilised by residents of the development to access local facilities and connect to further pedestrian infrastructure in the local area. The routes adjacent to, and through, Catherington Park have suitable surfacing and provide connections to other pedestrian infrastructure, linking to local facilities.

3.28 As aforementioned and suggested by HCC during pre-application, some of the routes including Bridleway 1b may not be suitable all year round due to the current width and surface conditions and therefore liaison with HCC's Countryside Services team is expected to support the Reserve Matters application, to discuss improvement schemes for the route. This will help to increase the accessibility of the site and the TPC can promote the enhanced routes to residents to further promote sustainable travel.

Pedestrian Infrastructure within the Catherington Park Development

3.29 The Catherington Park development is flanked with footways and pedestrian crossing points. Merritt Way, which the site will connect into has footways measuring c2m on both sides of the carriageway (**Photograph 8**). Dropped kerbs supported by tactile paving are present at crossing points, such as Baker Close (**Photograph 9**) providing a connection to the southern footway which continues along Powell Drive.

Photograph 8: Footways along Merritt Way

Photograph 9: Crossing Point across Baker Close

3.30 A footway is provided along the eastern side of the carriageway along Powell Drive and a footpath is available on the western side from the junction with Eagle Avenue which continues into the 'Catherington Park' development site. The footway along Powell Drive provides a connection to Woodcroft Primary School, as shown in **Photograph 10**.

Photograph 10: Entrance to Woodcroft Primary School

3.31 Powell Drive benefits from dropped kerbs and tactile paving between the two footways/footpath at the junction with Eagle Avenue, as shown within **Photograph 11**.

Photograph 11: Crossing Point at Junction of Powell Drive and Eagle Avenue

3.32 Footways flank both sides of the carriageway of Eagle Avenue, shown in **Photograph 12**, providing a route to the bus stops along Eagle Avenue and the footways along Milton Road which provide connections to local shops. There are also dropped kerbs with tactile paving provided to allow access to the footways on both side of the carriageway (**Photograph 13**).

Photograph 12: Footways Along Eagle Avenue

Photograph 13: Crossing Point along Eagle Avenue

3.33 Further pedestrian infrastructure in the form of footways, shared footway/cycleways and pedestrian crossing points are provided to the north, east and south of the development, supporting both pedestrian and cycle connections to further facilities.

3.34 Footways are of a suitable width at c1.8m-c2m (in line with the HCC's requirements) and include dropped kerb and tactile paving crossing points between footways and across junctions. It is not anticipated that any of the footways within the Catherington Park development or along Eagle Avenue will need to be upgraded as these are deemed sufficient as they are newly surfaced and appropriate crossing points with tactile paving are provided.

Cycle Network

3.35 There is no designated cycle infrastructure in the direct vicinity of the site, however, the road widths and low speed limits (30mph) along Eagle Avenue, Milton Road and roads in the 'Catherington Park' development support an attractive on-road cycling experience.

3.36 In addition, there is a good provision of shared footways/cycleways to the south of the site along Milton Road, Sunnymead Drive, Hart Plain Avenue (E) and B2150 Hambledon Road, which provide connections to local facilities.

3.37 The HBC Cycle Map shows the designated cycle routes in the vicinity of the site. An extract of the map is shown within **Figure 5**.

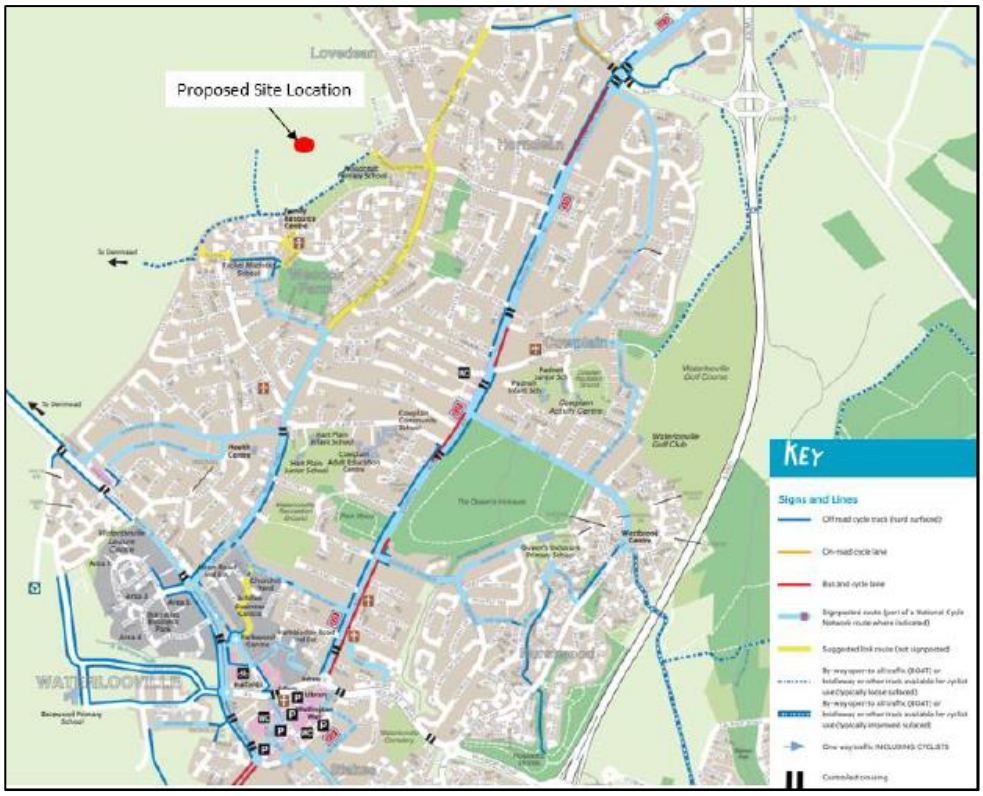

Figure 5: Extract from Havant Borough Council Cycle Map

3.38 As shown in **Figure 5**, the site is located in proximity to a 'suggested' cycle route along Milton Road and Woodcroft Lane. This route would provide access to a number of local shops and to Woodcroft Primary School.

3.39 To the south and east of the site, National Cycle Network (NCN) route 222 and a number of off-road cycle lanes and on-road cycle lanes are provided which offer access to local facilities as well as those further afield in Waterlooville, Horndean, Cowplain, Havant and Rowlands Castle. Therefore, cycling in the local area would be a realistic option.

3.40 As summarised within **Table 2**, there are a wide range of facilities within 8km of the site, which based upon CIHT's planning for cycling document, have the potential to be reached by bike. In addition, the range of cycle routes in the local area make cycling an attractive mode of transport for residents.

3.41 In addition, the Milton Road corridor has been reviewed as part of Havant's adopted LCWIP and is included as route 359. As part of this route the LCWIP suggests that a review of the Lovedean Lane/Milton Road priority junction should be undertaken to explore improvements for cycle route continuity through the junction. It also suggests reviewing the Milton Road/Eagle Avenue mini roundabout to better support cycle movements and the northern extent of Milton Road between the Lovedean Lane and Hart Plain Avenue junction. This can be fully explored within the WCHAR, provided at the Reserve Matters stage, to determine whether the proposed development could provide improvements at this junction to support pedestrian and cycle movements and any improvements will be promoted to residents to further encourage walking and cycling in the vicinity of the site.

Public Transport Provision

Bus Services

3.42 There are three bus stops located in proximity to the site, all located along Eagle Avenue. Curlew Gardens Bus Stop is located to the east of the junction with Powell Drive and is a c.6 ½ minute walk from the site. The other two bus stops 'Dove Close' are located c.180m south the junction with Powell Drive and is a c.9-minute walk from the centre of the site. The bus stops offering northbound/eastbound services consist of a flagpole and the southbound bus stop consists of a flagpole, timetable and sheltered seating area (Photographs 14-16).

Photograph 14: Curlew Gardens Bus Stop

Photograph 15: Dove Close Bus Stop (Northbound)

Photograph 16: Dove Close Bus Stop (Southbound)

3.43 In addition, further services are available from 'Milton Road Roundabout' bus stop located on Hambledon Road and from bus stops along the A3 ('Lovedean Lane' bus stop being the closest to the site at c1.3km). These bus stops have a sheltered seating area with a timetable and flagpole and the bus stops along the A3 also benefit from real-time bus information.

3.44 The bus services available from these stops are summarised within **Table 2**.

Service	Destination	Monday-Friday	Saturday	Sunday
7 The Star	City Centre- Wecock Farm	Every 20 minutes First Bus: 04:10 Last Bus: 22:45	Every 20 minutes First Bus: 04:10 Last Bus: 00:43	Every 30 minutes First Bus: 06:00 Last Bus: 22:45
39	Havant – Wecock Farm	Every 15 minutes First Bus: 06:00 Last Bus: 22:05	Every 15 minutes First Bus: 06:30 Last Bus: 22:05	Hourly First Bus: 07:55 Last Bus: 18:55
8 The Star	The Hard - Clanfield	Every 20 minutes First Bus: 04:23 Last Bus: 23:10	Every 20 minutes First Bus: 04:34 Last Bus: 01:10	Every 30 minutes First Bus: 06:55 Last Bus: 22:10

Table 2: Bus Services

3.45 As summarised within **Table 2**, there are services as frequent as every 12-15 minutes between Havant and Wecock Farm and services as frequent as every 20 minutes between Portsmouth, Wecock Farm and Clanfield Monday-Saturday. Services are as frequent as every 30 minutes on a Sunday. The provision of bus services is suitable for both commuter and leisure travel to/from the site making bus services a viable option for reducing the use of the private car.

Rail Services

3.46 The closest Railway Stations to the site are Rowlands Castle (7.4km) which can be accessed by bike in 24 ½ minutes, Bedhampton (8.9km) which can be accessed by bike in 29 ½ minutes and Havant Railway Station (9.2km) which can be accessed by bike in 31 minutes. In addition, bus service 39 provides a connection to Havant Bus Station (c40-minute journey) which is a 5-minute walk from Havant Railway Station.

3.47 Rowlands Castle Station provides 26 car parking spaces and 4 cycle storage spaces. The station provides hourly services towards Portsmouth (30-minute journey) and London Waterloo (1 hour journey). These services also call at Petersfield (10-minutes), Liss (15-minutes), Liphook (23-minutes), Havant (5-minutes), Bedhampton (10-minutes) and Hilsea (15-minutes).

3.48 Bedhampton Station provides no car parking but does provide 20 cycle storage spaces. The station provides hourly services to London Waterloo (1 hour 30-minute journey), hourly services to Littlehampton (45-minute journey) and two services an hour towards Portsmouth (14-minute journey). These services also call at Hilsea, Fratton, Havant, Emsworth, Chichester, Rowlands Castle and Petersfield.

3.49 Havant Railway Station provides 492 car parking spaces and 92 cycle storage spaces and is accessible by public transport. The station provides hourly services to London Victoria (1 hour 50-minute journey), London Waterloo (1 hour 30-minute journey), Littlehampton (40-minute journey) and Southampton Central (40-minute journey), as well as two services an hour towards Portsmouth (15-minute journey). These services also call at Brighton, Worthing, Cosham, Fareham, Fratton, Rowlands Castle, Petersfield, Chichester, Horsham and Crawley.

3.50 Therefore, with three railway stations accessible within a c.30-minute cycle, by car or by bus (Havant), the availability of rail services to a variety of destinations makes train travel an attractive form of transport for both commuter and leisure travel.

Summary

3.51 In summary, the site is located in proximity to a number of local facilities, with bus stops accessible within 400m of the site and facilities within 800m of the site (CIHT's walkable neighbourhood) and within CIHT's average pedestrian journey length (1.37km). There is a good provision of pedestrian footways, shared footway/cycleways, crossing points, cycle routes and public rights of way which provide a connection towards local facilities.

3.52 In terms of public transport there are bus services as frequent as every 12-15 minutes between Havant and Wecock Farm and services as frequent as every 20 minutes between Portsmouth, Wecock Farm and Clanfield Monday-Saturday. Services are as frequent as every 30 minutes on a Sunday. In addition, there are three railway stations: Rowlands Castle (7.4km) which can be accessed by bike in 24 ½ minutes, Bedhampton (8.9km) which can be accessed by bike in 29 ½ minutes and Havant Railway Station (9.2km) which can be accessed by bike in 31 minutes. In addition, bus service 39 provides a connection to Havant Bus Station (c.40-minute journey) which is a 5-minute walk from Havant Railway Station. Therefore, bus and rail travel can be utilised by both commuters and leisure travellers.

4. PROPOSED DEVELOPMENT

4.1 The proposed development will comprise of up to 164 residential units with associated vehicular access and landscaping at the site known as 'Land to the north of Woodcroft Farm, Horndean'.

4.2 The development is split into two development parcels, each with their own point of access from the Catherington Park development (which is located south of the proposed development). Whilst the application is at Outline stage the exact split of residential units is still to be confirmed, but based on current proposals the western parcel will provide access to a higher number of units than the eastern parcel (circa 60% of traffic from the western parcel and 40% from the eastern). The indicative layout is shown within **Appendix A**.

4.3 As this application is outline, the current unit types are unknown although they are likely to be a mixture of 1-2 bed flats and 2, 3 and 4 bed houses.

Access Arrangements

4.4 As aforementioned, the site abuts the HBC 288-dwelling scheme 'Catherington Park' to the south, which is now largely occupied, and takes access from Eagle Avenue. Woodcroft Farm Phase 3 would take vehicular and pedestrian access through the 'Catherington Park' development, utilising its connections to the local highway network (Powell Drive/Eagle Avenue junction), as identified within **Appendix A**.

4.5 As part of Catherington Park Condition 25 (Phasing plan for off-site highways works) it was agreed *that 'prior to the mini roundabout being constructed on Eagle Avenue, a temporary bellmouth arrangement will be put in place and an appropriate trigger for the addition of the roundabout will be agreed with HCC'*. It is unknown what the agreed trigger point for the implementation of the mini-roundabout is as this was agreed with HCC to be once the traffic flows were high enough to support the design and this will need to be confirmed by HCC and is part of the conditions for application APP/13/00804.

4.6 It has been confirmed by HCC within the pre-application and subsequent planning process that the mini-roundabout is still due to be implemented at Powell Drive/Eagle Avenue. The Section 278 design is awaiting technical approval and the Highway Authority are await confirmation from the developer of Catherington Park as to when they intend to commence works on the access.

4.7 As detailed within the TA the existing t-junction arrangement can continue to operate without issue, with the proposed development and therefore the implementation of the mini-roundabout at Powell Drive/Eagle Avenue is not required to support this proposal. However, as this has been pre-agreed as is part of a wider scheme along Eagle Avenue, the roundabout design was also modelled and it is confirmed that the junction will continue to operate within capacity with the addition of the development traffic.

4.8 There will be two points of vehicular access to the site within Catherington Park, an access road to the eastern parcel and access road to the western parcel.

4.9 The eastern parcel will take access from Merritt Way which is accessed to the east of Powell Drive and the road currently forms a dead end at the boundary with the proposed development site. The road will be a continuation of a 6m carriageway which will reduce to c5-5.5m further into the site.

4.10 A further vehicular access is proposed for the western parcel, taking access from Wilkes Way, which is accessed off Hudson Gardens, which is accessed from Merrit Way to the west of the junction with Powell Drive. The carriageway is designed to support two-way vehicle movements and one build out will be provided in the vicinity of the badger set to reduce traffic speeds in the area and provide pedestrian crossing points between the existing footway which runs north-south through the site.

4.11 Both access points will have a 3m wide, LTN 1/20 compliant, shared footway/cycleway provided on one side of the access road. The proposed vehicular access arrangements have been explained further within the Transport Assessment.

Pedestrian/Cycle Access

4.12 Pedestrian access from the development site would connect with the existing provision in 'Wilkes Way' and 'Merritt Way'. As aforementioned, these footways would be provided as part of the new vehicular access points at the top of Merritt Way and Wilkes Way, where a 3m wide shared footway/cycleway would be provided on one side of the carriageway and continue into the proposed development site where a mixture of footways and shared footway/cycleways will be provided.

4.13 Moreover, a shared footway/cycleway (which is also the emergency access) will be provided between the eastern and western parcel, providing a connection to the footways and roads around the development. This will also measure at least 3m in width to accord with LTN 1/20 requirements.

4.14 As shown within **Appendix A**, the site is also proposing a pedestrian connection from the development site to tie into byway 119/46/1 to the north of the site. Two of these connections would be new connection points from new footpaths within the site, while one connection would be from the existing footpath which connects from Catherington Park to byway 119/46/1. This would increase connectivity from the site, providing a connection to the existing PRoW network, Catherington Park (where footways to Woodcroft Primary School are provided) and also provides a connection to Woodcroft Lane, where Woodcroft Primary School can be accessed via the main school access.

Parking

4.15 EHDC 'Vehicle Parking Standards' SPD sets out the required car and cycle parking for new developments. Therefore, car and cycle parking at the development will be provided in line with these standards, although this will be discussed as part of any future reserved matters application.

4.16 Electric vehicle charging infrastructure would be provided in accordance with the latest building regulation requirements.

Servicing

4.17 The internal layout of the site will be dealt with as part of a future reserved matters application however the internal road network has been designed to ensure that an 11.2m refuse vehicle is able to enter/egress and turn around on site. The location of dwellings will be such that the refuse vehicle can get within 25m of each unit or 10m of any units utilising euro-bins.

4.18 In addition, the site will be designed such that a fire tender can enter/egress and turn around on site. It will also be ensured that the fire tender can get within 45m of each unit in line with building regulations.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

to support a sustainable development by reducing the need for car trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

5.2 Specific to this TP, the objectives are to:

- Reduce vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

5.4 Before setting specific targets, understanding how residents/employees currently travel to work is essential. Using 2011 'Method of Travel to Work' Census data (QS703EW) for Super Output Area (SOA) of East Hampshire 014 (where the site is located). The 2011 census data has been utilised rather than the 2021 census data due to the fact the 2021 data was collected during COVID-19 restrictions where working from home was higher than average and people were not travelling as much. Therefore the 2011 census data provides a more robust modal split, even though it does not account for post-covid conditions.

5.5 The baseline modal splits are presented in **Table 3**.

Mode of Travel	Indicative Baseline
Car (including car share)	87%
Train	3%
Bus	3%
Cycle	1%
Walk	4%
Other	1%
Total	**100%**

Table 3: Indicative Baseline Splits and Targets Based on 2011 Census Data

5.6 **Table 3** demonstrates that travel by car is the most popular mode of travel (87%) and only 6% of residents are travelling to work via public transport (bus and train). In addition to this, only 5% of resident are travelling by active modes (walking and cycling).

Travel Plan Targets

5.7 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented. With consideration to the baseline modal splits presented in **Table 3**, **Table 4** sets a target shift of a 17% reduction away from car use over a 5-year period (which has been agreed with HCC), which would be in addition to the 10% reduction associated with the decide and provide elements.

Mode of Travel	Indicative Baseline	10% reduction (decide and provide)	+ Travel Plan Target (17%) – Year 5
Car (including car share)	87%	77%	60%
Train	3%	3%	3%
Bus	3%	7%	13%
Cycle	1%	4%	8%
Walk	4%	7%	14%
Other	1%	1%	1%
Total	**100%**	**-**	**-**

Table 4: Travel Plan Targets

5.8 As summarised within **Table 4**, the proposed development can be expected to reduce car trips by a total of 27% by the end of year 5 of the travel plan, with 10% of the reduction coming from the physical measures put in place to support the development. It should be noted that rail travel is not targeted to increase due to the fact the site is not in proximity to a rail station, however, all other sustainable travel modes and targeted to increase.

5.9 It is proposed that to determine the 'actual' travel patterns, surveys would be completed within 3 months of the occupation of the 96th dwelling (i.e. 50% occupation). This would enable a sufficient sample size whilst also providing the opportunity to embed the residential TP before too many units are occupied.

5.10 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and the council's Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 4**.

6. TRAVEL PLAN STRATEGY

6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport to private car journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

6.2 In addition to footway connections at the site access and along the internal roads and improvements and contributions set out within the WCHAR which will contribute to 10% of the overall 27% vehicle trip reduction, the following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.

6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 17% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through the master planning process, the Transport Assessment submitted as part of the outline application.

Key Stages: Preliminary

6.4 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (**Appendix B**). These include:

- Appoint a Travel Plan Coordinator (developer)
- Produce Resident Welcome Pack (TPC) including:
    - Walking and cycling routes;
    - Bus stop locations, prices and times;
    - Rail Station information;
    - Electric charging information;
    - Car sharing information and benefits; and
    - Details of the TPC.

6.5 There is a commitment within this TP to ensure the details of the Travel Plan Coordinator will be provided to HCC at least 3 months prior to 50% occupation. The following information will be provided:

- Name
- Organisation
- Contact details, including: Email address and contact number
- Website (where applicable)

Key Stages: Five Years Following 50% Occupation of the Development

6.6 It is proposed that the TP period would become fully active upon occupation of 50% of the development and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to the local community.

6.7 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, HCC/EHDC and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Costed Action Plan which is included in **Appendix B**.

Modal Measures: Walking and Cycling

6.8 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. These will be detailed to residents in their welcome pack and through the biannual newsletters (as discussed later in the report).

6.9 Whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing residents, it is hoped that the proposed improvements to the infrastructure will help this become a more favourable travel mode and can increase walking from 4% and cycling from 1%. The accessibility review highlighted that the site is situated in a well-lit location, with wide footways and a number of facilities and amenities within reasonable proximity to the proposed development.

6.10 A number of improvements will also be made as set out within the WCHAR which will help to increase the suitability of walking and cycling routes in the vicinity of the site and increase the attractiveness of sustainable travel, contributing towards the overall modal shift and allowing the TPC to encourage use of suitable and practical routes for residents. Where appropriate these routes will be promoted to residents through the newsletters/Welcome Pack.

6.11 Residents could be provided with route maps for local walking and cycling routes and details on the best routes to access local facilities. These maps could be provided within promotional material (newsletters/leaflets).

6.12 The TPC would support local and national campaigns and events (i.e. 'Cycle to Work' Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise the potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

6.13 Local cycle training groups, bikeability and events could be promoted to residents to encourage residents to take up cycling or improve their cycle skills and improve safety when using sustainable travel methods. Bicycle User Groups (BUG) and Bike Dr events will be set up if the demand is there from residents, which would be investigated as part of the resident surveys.

6.14 Cycle storage will be provided for residents and visitors to encourage cycling to and from the site.

6.15 The TPC will also explore opportunities to collaborate with local transport providers to improve services, negotiate discounts and trial initiatives.

6.16 A sustainable travel voucher worth £50 will be provided once to each address for redemption towards cycle equipment (or bus travel).

6.17 The TPC will promote free health apps including (but not limited to) Better Points, NHS Better Health, Map My Walk, Strava and Footpath Route Planner to help encourage active travel.

6.18 The TPC can promote national/international walk and cycle to school events, including those set up by Sustrans and living streets. These will be promoted through newsletters/information leaflets.

Modal Measures: Public Transport

6.19 The baseline modal splits indicate that 3% of existing residents currently travel to work by bus and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode.

6.20 The attractiveness of the bus services, particularly those from Curlew Gardens Bus Stop would be supported and promoted through tailored promotions, especially as services are frequent as every 12-15 minutes between Havant and Wecock Farm. Timetable, bus app and ticket pricing details will be promoted within the Welcome Pack/newsletter (as appropriate) to encourage individuals to use the service.

6.21 In addition, the WCHAR has proposed upgrading the facilities at the Curlew Gardens bus stop which will help to increase the attractiveness of public transport in the vicinity of the site.

6.22 Maximising resident use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.

6.23 The TPC will promote within the Welcome Pack/newsletter (as appropriate) rail services from Havant Railway Station as well as the potential link-trip afforded by the Stagecoach 39 bus service which operates between the station and Curlew Gardens Bus Stop, as well as Rowlands Castle and Bedhampton Railway Stations. This will also include timetable information and ticket pricing details.

6.24 A sustainable travel voucher worth up to £50 will be provided once to each address for redemption towards bus travel (or cycle equipment).

Modal Measures: Car Sharing

6.25 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident interaction and creating a sense of community.

6.26 Liftshare is a well-established scheme and would be promoted to residents through bi-annual newsletters, the welcome pack and a dedicated website, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

6.27 On occasions when vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.

6.28 Electric charging infrastructure will be provided as part of the development, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development. The TPC will therefore also promote any government grants that may be available as well as websites that detail electric charging points, on the wider highway network.

Modal Measures: Home/ Remote Working and Other Modes

6.29 Following the COVID-19 pandemic working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines.

6.30 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.

6.31 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the HCC Travel Plan Officer.

6.32 Home delivery services will be promoted to residents to encourage them to reduce their vehicular trips for food/leisure purposes.

6.33 The developer will ensure that the necessary infrastructure for good broadband services is provided to enable people to work from home and utilise home delivery services.

Personalised Travel Planning

6.34 Upon moving into their new home, households will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Website/Newsletters/Posters

6.35 To ensure the ongoing promotion of the Travel Plan to residents, over its life a number of marketing and communication elements would be implemented.

6.36 Firstly, a dedicated Travel Plan website (e.g. https://tpc-paulbashamassociates.com) will be established prior to occupation, which provides residents with up-to-date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.

6.37 The TPC would also produce biannual newsletters for the five years of the Travel Plan (following the preliminary stage of occupation), providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

Local Area and Other Site Users

6.38 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, the schools' TPC, as well as local events and businesses. Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

6.39 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

Financial Incentives: Travel Voucher

6.40 The developer would look to offer a £50 travel voucher, available once for each address. Details of what the voucher could be utilised for would be agreed by the TPC, prior to occupation but is expected to be a travel voucher that could be used towards:

- Contribution towards a bus ticket; or
- Cycle voucher.

6.41 The value of the travel voucher can be agreed within the S106 agreement and set out within the Travel Plan submitted to support the reserve matters application for the site.

6.42 The voucher would be valid for a set period of time which would be clearly defined on the voucher. Terms and conditions would also be clearly displayed.

7. IMPLEMENTATION AND MONITORING

Implementation

7.1 The Travel Plan would be secured through a Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by HCC. A bond value would be agreed through the Section 106 process based on the costed Action Plan provided within this TP. The bond value would be returned to Grainger following the successful implementation of the Travel Plan.

Travel Plan Coordinator

7.2 The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning on occupation of 50% of dwellings.

7.3 The TPC role and contact details will be finalised with HCC prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.

7.4 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support:
- Liaising with public transport operators, local interest groups, HCC/EHDC
- Designing and implementing an effective marketing strategy and raising awareness:
- Attending relevant networking events:
- Organising travel-based events:
- Acting as the point of call for all TP enquiries: and
- Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

7.5 On appointment of the TPC (at least three months prior to first occupation), contact details and a final action plan (with dates) for the TP will be provided to HCC to ensure clear dialogue is possible from first introduction of the TP and that measures stated within this TP are being conducted in a satisfactory manner. It is not possible to provide such details or a start date at this stage given this TP has been prepared to support an outline planning application and thus the TPC has not been appointed. However, there is a commitment to provide these details 3 months prior to first occupation.

Surveys and Feedback

7.6 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales:
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
- Adoption of the TP by local residents beyond the TP's active period: and
- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

7.7 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within this TP and is based on our experience of being TPC's on a number of sites within Hampshire.

7.8 The resultant monitoring structure for the TP is therefore set out within **Table 5** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Resident Questionnaire (occupation of 50% of dwellings)	Resident Questionnaire	No Monitoring	Resident Questionnaire	No Monitoring	Resident Questionnaire

Table 5: Monitoring Strategy

7.9 A resident questionnaire is proposed to be undertaken upon occupation of the 96th dwelling (50% occupation), with further questionnaires in Year 1, 3 and 5 to understand why residents travel the way they do. It is proposed that the survey will be completed electronically, although postal surveys may also be used and that an incentive would be utilised to encourage responses. In the first instance the incentive would be any travel voucher offer available at the site. An example resident survey is included in **Appendix C**.

7.10 The results of the survey will be available for residents to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.

7.11 An annual monitoring/progress report will be produced and submitted to HCC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of

targets and revisions where necessary/applicable.

7.12 HCC require a minimum response rate for such surveys of 35% (as requested by HCC Travel Plan Guidance). If a response rate of 35% is not achieved on the first round of surveys, a second round of surveys which include a non-travel related incentive will be sent out in the hope of achieving a 35% response rate to ensure that results are statistically significant. Should response rates still be too low, Automatic Traffic Counts (ATCs) or TRICS SAM surveys may need to be arranged instead.

7.13 There is a commitment to pay HCC's monitoring and approval fees as well as a travel plan cash deposit to cover a proportion of the measures contained within the travel plan action plan. It is anticipated that these would be discussed and secured through the S106 agreement.

Overcoming Barriers to Success

7.14 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with HCC TPO will ensure that mismanagement does not occur.

7.15 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with HCC Travel Plan Officers. The 5-year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.

7.16 If the five-year target is not achieved, the requirement for remedial measures would be explored with HCC and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

7.17 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP/ maintain the website etc.

7.18 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with HCC TPO as the TP draws to an end.

8. SUMMARY AND CONCLUSION

8.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Grainger PLC to support an outline planning application for a residential development of up to 164 units with associated access, parking and landscaping (all matters reserved except access) at Land to the north of Woodcroft Farm, Horndean. The site will be referred to as Woodcroft Farm Phase 3.

8.2 The site comprises a c.7-hectare area of grazing land and is located within the southernmost extent of East Hampshire District Council (EHDC) boundary. The site is bounded to the west by Clarendon Farm (Winchester District) and existing residential development to the east. Immediately to the north of the site lies James Copse; an Ancient Replanted Woodland and SINC, beyond which are further open grazing fields, existing residential developments and a solar farm.

8.3 Along its southern boundary, the site abuts the previously consented development known as Catherington Park (APP/13/00804). This falls within the boundary of Havant Borough Council (HBC) and consists of a 288 residential dwelling scheme, with a dedicated vehicular access onto Eagle Avenue, which will also support Woodcroft Farm Phase 3.

8.4 East Hampshire District Council's Local Plan Site Allocations document is currently at the Regulation 18 stage. The development site is within the site allocations under HDN1, LAA Reference HD-024 Land at Woodcroft Farm for 164 units and access from the Catherington Park development.

8.5 The TP has been written in accordance and with reference to the following policy documents: National Planning Policy Framework (NPPF) (December 2023); HCC Local Transport Plan 3 (2011-2031); HCC Draft Local Transport Plan 4 (2050); EHDC Local Cycling and Walking Infrastructure Plan (LCWIP) (August 2020); EHDC Local Plan (Reg 18): Site Allocations (2021-2040); East Hampshire District Council Local Plan (Reg 18); East Hampshire District Local Plan: Joint Core Strategy (June 2014); and East Hampshire Local Plan second review – saved policies (2006).

8.6 The site is situated with good connections to both the local (Anmore Lane, Cathrington Park, Eagle Avenue, Milton Road) and strategic highways network (A3 London Road, A3 Portsmouth Road, the B2150, the A3(M) junction 3, the M275 and M27).

8.7 The site is located in proximity to a number of local facilities, with bus stops accessible within 400m of the site and facilities within 800m of the site (CIHT's walkable neighbourhood) and within CIHT's average pedestrian journey length (1.37km). There is a good provision of pedestrian footways, shared footway/cycleways, crossing points, cycle routes and public rights of way which provide a connection towards local facilities.

8.8 In terms of public transport there are bus services as frequent as every 12-15 minutes between Havant and Wecock Farm and services as frequent as every 20 minutes between Portsmouth, Wecock Farm and Clanfield Monday-Saturday. Services are as frequent as every 30 minutes on a Sunday. In addition, there are three railway stations: Rowlands Castle (7.4km) which can be accessed by bike in 24 ½ minutes, Bedhampton (8.9km) which can be accessed by bike in 29 ½ minutes and Havant Railway Station (9.2km) which can be accessed by bike in 31 minutes. In addition, bus service 39 provides a connection to Havant Bus Station (c.40-minute journey) which is a 5-minute walk from Havant Railway Station. Therefore, bus and rail travel can be utilised by both commuters and leisure travellers.

8.9 The aim of the Travel Plan is "to support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods."

8.10 Baseline travel modes have been based upon 2011 census data and indicate that the development site travel split would be 87% total car uses (single occupancy and car share). The target is to reduce this by 27% over the 5-year period (a 10% reduction from physical measures/improvements set out within the WCHAR and a 17% reduction from the Travel Plan measures), meaning the private car use at the site would account for 60%. Actual baseline travel patterns would be sought through residents' surveys and will be completed within three months of 50% occupation.

8.11 The TPC will promote a range of sustainable travel information to residents including information on walking, cycling, travel vouchers, public transport and sustainable travel events (walk to schools, Bike week etc).

8.12 The TPC will provide information to residents in bi-annual newsletters, information on notice boards and through the TPC website.

8.13 A costed Action Plan detailing the proposed measures and expected measures required to implement a future residential travel plan has been included.

8.14 Once appointed, the TPC (at least three months prior to first occupation), contact details and a final action plan (with dates) for the TP will be provided to HCC to ensure clear dialogue is possible from first introduction of the TP and that measures stated within this TP are being conducted in a satisfactory manner. It is not possible to provide such details or a start date at this stage given this TP has been prepared to support an application and thus the TPC has not been appointed. However, there is a commitment to provide these details 3 months prior to first occupation.

8.15 Monitoring will be in the form of resident's surveys. Resident's surveys will be at 50% occupation, year 1, 3 and year 5. Should the response rate not be achieved, the TPC would liaise with HCC to determine whether ATC surveys would be required for the site. A monitoring report will be produced and issued to HCC on an annual basis to summarise the TPC words for each year.

Appendix A

Planning Red line boundary

Land owned by Grainger plc

Key building frontages

Indicative Private Garden

Indicative Main Access Road

Indicative Secondary Street

Indicative Shared Street/ Lane

Indicative Private Drives

Indicative Courtyard/ private drive

Indicative pedestrian streets

Indicative Cycling Route

Public Right of Way (PRoW)

Existing Footpath

Indicative Footpath

Indicative SuDS

Existing Vegetation

Indicative New Trees

Indicative Orchard

LEAP (Locally Equipped Area for Play)

Ecological Enhancement

LAP (Local Area for Play)

Land at Woodcroft Farm

on behalf of Grainger plc

Published for the purposes of identification only and although believed to be correct accuracy is not guaranteed.

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revision	I(28.10.24)	scale	1:2,500@A3
drawn by	AIL/JM	checked by	PF
date	08.11.2023	job no.	445315

Urban Design Studio

savills

Appendix B

Land North of Woodcroft Farm (Phase 3), Horndean
RESIDENTIAL TRAVEL PLAN ACTION PLAN

Actions	Responsibility	Timescale
Travel Plan Co-ordinator (TPC) Instruction, Establish Database and Confirm TPC's role with HCC	Developer/ TPC	3 months prior to Occupation
Relevant TP logo and identity established	TPC	Prior to Occupation
Set up including online web page	TPC	Prior to Occupation
Development and distribution of Welcome Packs	TPC	Prior to Occupation
Site Visit	TPC	Prior to Occupation
Provision of Cycle Parking/off site works	Developer	Prior to Occupation
Prepare TP action database for logging/recording	TPC	Prior to Occupation
Liaise with Cycle Shop and Bus Operator and organise voucher and/or discounts	TPC	Prior to Occupation
Monitoring Stages - Surveys and Feedback		
Baseline Resident Travel Surveys	TPC	50% Occupation
End of Preliminary Phase Report and revise targets where necessary	TPC/HCC	End of Preliminary Phase
	Preliminary Costs	**£4,300**

Actions	Responsibility	Timescale	Year 1 (start at 50% Occupation)	Year 2	Year 3	Year 4	Year 5	Total
Personal Travel Planning (General TPC Activities)								
Liaison with residents re: PTP and distribution of travel vouchers	TPC	Ongoing	£1,900.00	£1,900.00	£1,900.00	£1,900.00	£1,900.00	**£9,500.00**
Promote sustainable routes to school	TPC	Ongoing						
Promote car sharing	TPC	Ongoing						
Maintain dialogue with local public transport service operators for service changes and promotions	TPC	Ongoing						
Maintenance of local area walking / cycling route map and public transport information	TPC	Ongoing						
Keep up to date on local walking, cycling, public transport and car-sharing initiatives	TPC	Ongoing						
Promote local area key facilities, including walking and cycling	TPC	Ongoing						
Promote National Events (Walk to Work Week/Bike Week)	TPC	Ongoing						
Promote Bike Week and local cycling routes	TPC	Ongoing						
Promote care sharing schemes such as Hampshire Liftshare	TPC	Ongoing						
Provision of information on local road network routes, cost comparison tables, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing						
Marketing and Communications								
Newsletters/ Leaflets	TPC	Biannually	£ 500	£ 500	£ 500	£ 500	£ 500	**£ 2,500**
Website	TPC	Minimum of 2 updates per year	£ 200	£ 200	£ 200	£ 200	£ 200	**£ 1,000**
Site Visit	TPC	Annual	£ 600	£ 600	£ 600	£ 600	£ 600	**£ 3,000**
Monitoring Stages - Surveys and Feedback								
Progress Review	TPC	End of Each Year	£ 400	£ 400	£ 400	£ 400	£ 400	**£ 2,000**
Resident Travel Surveys	TPC	Years 1, 3 and 5	£ 500		£ 500		£ 500	**£ 2,000**
Handover	TPC	End of Year 5					£ 200	**£ 200**
		Year Estimates	£ 4,100	£ 3,600	£ 4,100	£ 3,600	£ 4,300	£ 20,200
						Preliminary Stage + Year Estimates		**£ 24,500**

Project Details	
Scheme	Woodcroft Farm (Phase 3)
No. of Units	190
Personal Travel Planning Budget per unit	£ 50
Total Personal Travel Planning Budget	£ 9,500
Consent Date	TBC
1st Unit Occupation Target	TBC
Full Occupation Target	TBC
Applicant	Grainger PLC
Local Authority	East Hampshire District Council/ Hampshire County Council
LA Travel Plan Officer	TBC
Travel Plan Author	CID
Travel Plan Co-ordinator	TBC

Disbursements:	Amount (per voucher/survey)	Units	TOTAL
Voucher	£50	190	£9,500
			£9,500

Total including Disbursement
£ 34,000

Version	Date	TPC Author	Comment
1	Jan-24	TP	
2	Sep-24	CID	

Appendix C

Thank you for taking the time to complete our annual travel survey. This will help us understand your travel needs.
Don't forget to fill out your details at the end!
You can send your completed survey via:

- **Post using the pre-paid envelope:** Paul Basham Associates, Office Address, Office Address, Office Address
- Or you can fill this out via **Survey Monkey** on https://www.surveymonkey.com/s/xxxxxxx
- **Email:** travelplan@paulbashamassociates.com

SITE NAME

Hello SITE NAME resident! This survey will only take a few minutes and will help us understand a little more about your journeys and your local travel. Thank you for your time!

1. What is your main mode of travel? (Please choose 1)
   - ☐ Car Alone
   - ☐ Car Share
   - ☐ Walk
   - ☐ Cycle
   - ☐ Public Transport
   - ☐ Other (please specify_____)

2. How often do you use another form of transport?
   - ☐ Never
   - ☐ Very rarely/sometimes
   - ☐ Once a month
   - ☐ Once a fortnight
   - ☐ Once a week

3. If you were to change your mode of travel what mode would it most likely be:
   - ☐ Cycle
   - ☐ Walk
   - ☐ Train
   - ☐ Bus
   - ☐ Car Share
   - ☐ Other please specify

   _____

4. What is your most frequent journey for?
   - ☐ Work/Education
   - ☐ Leisure/Retail
   - ☐ Health (doctors/hospital)
   - ☐ Visiting friends/family
   - ☐ Other

5. How far do you usually travel for your most frequent journey?
   - ☐ 0-10 Miles
   - ☐ 11-20 Miles
   - ☐ 21-30 Miles
   - ☐ 31-40 Miles
   - ☐ 41 Miles Plus

6. How long does your most frequent journey usually take?
   - ☐ 0-10 Minutes
   - ☐ 11-20 Minutes
   - ☐ 21-30 Minutes
   - ☐ 31-45 Minutes
   - ☐ 46-60 Minutes
   - ☐ Over 1 hour

7. To which location do you travel the most regularly?
   - ☐ XXX
   - ☐ XXX
   - ☐ XXX
   - ☐ XXX
   - ☐ XXX
   - ☐ Other please specify

   _____

8. Have you claimed your FREE travel gift? (£XX bus pass or £XX Cycle voucher)
   - ☐ Yes (Please go to question 10)
   - ☐ No (Please complete next question)

9. I would like to claim:
   - ☐ £XX Bus Pass
   - ☐ £XX Cycle voucher

10. If you answered 'YES' to question 8, did this voucher change your travel habits, if so how?:

11. Is there anything else you would like to tell us about travel in your local area?:

In order for us to process your voucher request, we require the following information. Please note that this information can be deleted at any time.

Name:_____

House/Flat number: _____

Street Name:_____

Postcode:_____

Email Address:_____

INSERT DEVELOPER LOGO