



Long Copse Lane, Emsworth

Framework Travel Plan

Client: Land and Partners

i-Transport Ref: SJ/SJH/ITB13525-005C R

Date: 05 August 2021

Long Copse Lane, Emsworth Framework Travel Plan

Client: Land and Partners

i-Transport Ref: SJ/SJH/ITB13525-005C R

Date: 05 August 2021

i-Transport LLP

The Square
Basing View
Basingstoke
Hampshire
RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

Quality Management

Report No.	Comments	Date	Author	Authorised
ITB13525-005 R	Draft	25/10/2018	AI	SJ
ITB13525-005A R	For Planning	21/12/2018	SJH	SJ
ITB13525-005B R	Final Comments	23/07/2021	SJH	SJ
ITB13525-005C R	For Submission	05/08/2021	SJH	SJ

File Ref: T:\Projects\13000 Live Projects\13525ITB Long Copse Lane, Emsworth\Admin\Report and Tech
Notes\005C\ITB13525 - 005C R Framework Travel Plan.docx

Contents

SECTION 1	Introduction and Policy Context	1
SECTION 2	Principles, Objectives and Benefits	6
SECTION 3	Existing Conditions and Travel Patterns	7
SECTION 4	Targets	14
SECTION 5	Site Layout and Infrastructure Measures	16
SECTION 6	Soft Measures	18
SECTION 7	Management and Implementation	23
SECTION 8	Monitoring	27
SECTION 9	Summary	30

Figures

FIGURE 1	SITE LOCATION PLAN
FIGURE 2	LOCAL FACILITIES PLAN

Appendices

APPENDIX A.	ILLUSTRATIVE SITE LAYOUT PLAN
APPENDIX B.	LONG COPSE LANE IMPROVEMENT DRAWINGS
APPENDIX C.	EXAMPLE TRAVEL SURVEY

SECTION 1 Introduction and Policy Context

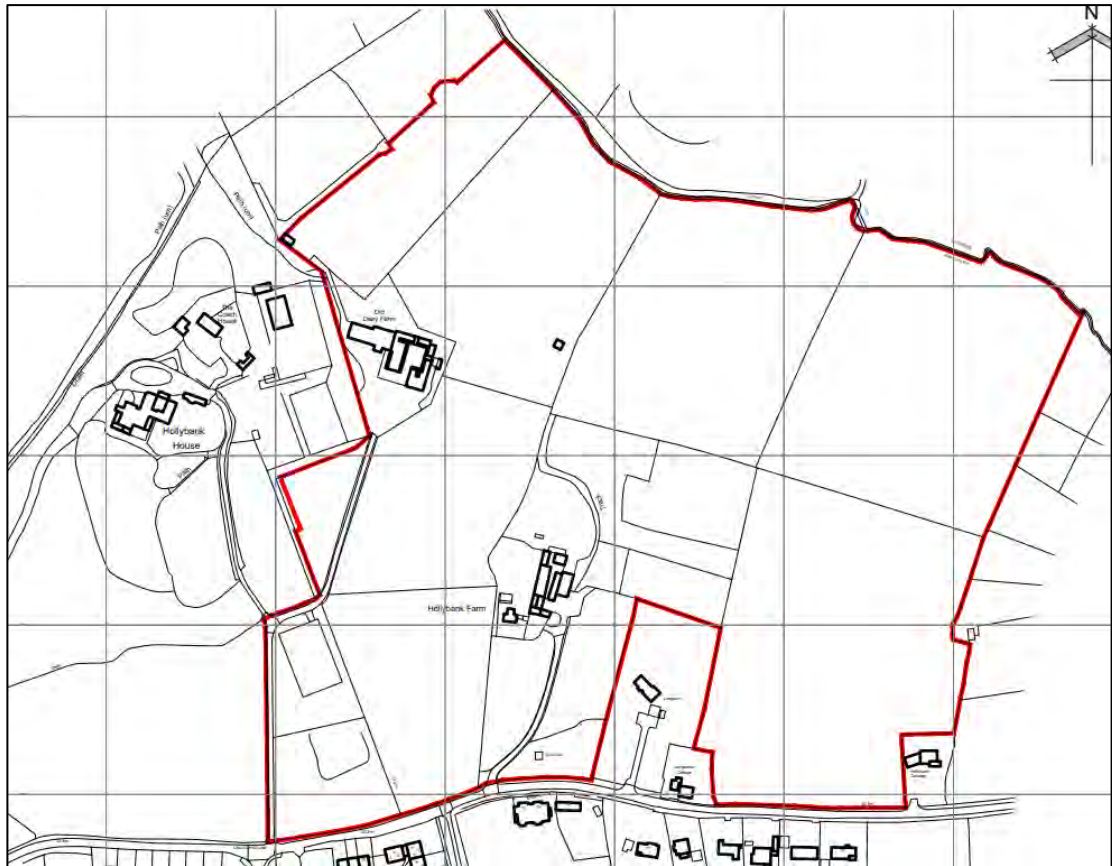
1.1 Background

- 1.1.1 i-Transport LLP has been appointed to provide highways and transport advice in relation to an outline planning application for a residential development on land at Long Copse Lane, Emsworth.
- 1.1.2 The outline planning application is for a new residential scheme (C3 use to include affordable housing) and associated landscaping, access and supporting infrastructure on a 14.6ha site. This site forms part of wider masterplan area of 16.9ha which proposes approximately 260 dwellings to correspond with a proposed housing allocation in the emerging Havant Borough Local Plan. Following extensive pre-application engagement and a Development Consultation Forum, it was agreed with Council officers to prepare a masterplan for the proposed allocation area to demonstrate how the application site related to and allowed for the overall allocation. This Transport Assessment considers the planning application itself, but where appropriate, considers the transport aspects of the wider allocation masterplan.
- 1.1.3 This application consists of the demolition of the existing buildings and a new residential scheme (C3 use to include affordable housing) and associated landscaping, access and supporting infrastructure covers a site area of 14.6ha, more than 85% of the H8 allocation / masterplan area.
- 1.1.4 The primary purpose of this Framework Travel Plan (FTP) is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes.
- 1.1.5 This FTP is submitted to accompany the Transport Assessment (TA) (i-Transport report ref: ITB137525-004 R) for the development proposal, which considers the wider transport implications of the proposed development.

1.2 Site Location and Context

- 1.2.1 The site is located to the north of Long Copse Lane and currently comprises land used for horse grazing, rural business and residential uses. The site is bounded to the north by extensive woodland and to the south by Long Copse Lane. The wooded landscaped grounds of Hollybank House and a small pasture field lie to the west of the site. The eastern boundary is formed by field boundaries and an existing line of trees. The site location is illustrated on **Figure 1**.

Image 1.1: Extract of Red Line Plan



Source: Land and Partners

1.3 National Policy

- 1.3.1** The National Planning Policy Framework (NPPF) was updated in 2021 and sets out at Paragraph 113 the need for the promotion of sustainable transport modes. It is apparent that Travel Plans are a key tool in ensuring sustainable development through the promotion and uptake of sustainable modes and all developments that generate significant amounts of movement should be required to provide a Travel Plan. Sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to the private car.
- 1.3.2** The web-based National Planning Practice Guidance (NPPG), which was released on 6 March 2014, brings together planning guidance for England across all disciplines in an accessible way. It also provides a clear link between guidance and the aims and objectives of the NPPF. The NPPG sets out the importance and requirements for Travel Plans and states:

“The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.”

1.4 Local Policy

Hampshire’s Local Transport Plan (LTP) (2011 – 2031) – April 2013

1.4.1 Hampshire County Council’s (HCC) transport strategy for the next 20 years is set out in its LTP. The document also outlines how the LTP will contribute to the Council’s corporate priorities and includes a three-year implementation plan.

1.4.2 Three main priorities are set out in the LTP for the next 20 years. These are:

“Support economic growth by ensuring the safety, soundness, and efficiency of the transport network in Hampshire;

Provide a safe, well-maintained, and more resilient road network in Hampshire, as the basic transport infrastructure of the County, on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction; and

Manage traffic to maximise the efficiency of the existing network capacity, improving journey time reliability and reducing emissions, and thereby supporting the efficient and sustainable movement of people and goods.”

1.4.3 The LTP identifies Havant as being within the South Hampshire Joint Strategy area and identifies its vision for the area to create:

“A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment”

1.4.4 The LTP identifies a large number of transport policies to deliver this objective. Policies relevant to Havant Borough Council include:

- *“To develop transport improvements that support sustainable economic growth and development within South Hampshire”;*
- *“To optimise the capacity of the highway network and improve journey time reliability for all modes”;*
- *“To achieve and sustain a high-quality, resilient and well-maintained highway network for all”;*
- *“To deliver improvements in air quality”;*
- *“To improve road safety across the sub-region”;*

- *“To promote active travel modes and develop supporting infrastructure”;*
- *“To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services”;*
- *“To work with Local Planning Authorities to integrate planning and transport”;* and
- *“To safeguard and enable the future delivery of transport improvements within the TfSH area”.*

Havant Borough Council's Parking Supplementary Planning Document (July 2016)

1.4.5 Car and Cycle parking standards for new residential development are provided within HBC's Parking Standards SPD (adopted July 2016). **Table 1.1** details the parking standards for a 'non-Town Centre' location.

Table 1.1: HBC Residential Parking Standards

Type	Non -Town Centre	
	Allocated	Shared / Communal (unallocated)
No. of Allocated Spaces per Dwelling		
1 Bedroom	1.0	0.9
2 or 3 Bedroom	2.0	1.3 / 1.9
4 or More Bedroom	3.0	2.4

Source: HBC's Residential Standards Supplementary Planning Document

1.4.6 In addition, an additional 20% of unallocated parking for visitors should be accommodated.

1.4.7 Cycle parking standards are also set out within HBC's Parking Standards SPD, **Table 1.2** summarises the standards. Long stay cycle parking for dwelling houses requires secure covered parking for residents' cycles with short stay provision in the form of a secure loop attached to the house or garage.

Table 1.2: HBC's Cycle Parking Standards

Type	Long Stay	Short Stay
1 bedroom	1.0	In larger developments (schemes of 10 or more dwellings), short term visitor parking will be expected at 20% of the long term cycle parking standard
2 or 3 bedroom	2.0	
4 or more bedrooms	2.0	

Source: HBC's Residential Parking Standards Supplementary Planning Document

1.5 Scope of Framework Travel Plan

- 1.5.1 This Travel Plan has been prepared as a Framework Travel Plan (FTP). This FTP will be used by the developer of the site as a basis to develop a full and detailed Travel Plan (TP) in discussion with HCC.
- 1.5.2 This FTP has been developed having regard to HCC's Guide to Development Related Travel Plans guidance document (January 2009) and presents a comprehensive strategy to encourage sustainable travel at the development and in the wider area.
- 1.5.3 This Travel Plan should be read alongside the accompanying Transport Assessment document (i-Transport report reference: ITB13525-004 R).

1.6 Structure of Framework Travel Plan

- 1.6.1 The remainder of this FTP is structured as follows:
- **Section 2** - describes the principle objectives and benefits of the Travel Plan;
 - **Section 3** - considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics in the area;
 - **Section 4** - sets out the interim targets for the Travel Plan;
 - **Section 5** - sets out the infrastructure measures that will be provided to encourage non-car mode travel to the site and to manage travel demand;
 - **Section 6** - sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
 - **Section 7** - provides a strategy for the implementation and management of the travel plan;
 - **Section 8** - outlines how the Travel Plan will be monitored to ensure that it is achieving the targets set out in Section 4; and
 - **Section 9** - provides a summary of this Travel Plan report.

SECTION 2 Principles, Objectives and Benefits

2.1 Principles and Objectives

2.1.1 This Travel Plan sets out a sustainable transport strategy for the proposed development. In line with national and local guidance, the headline aims for the plan will be as follows:

- To reduce the number of single occupancy car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport.

2.1.2 The plan will have the following additional objectives:

- To manage car parking demand across the development;
- To support a range of sustainable transport alternatives to provide the future residents and visitors with options for travel to/from the site;
- To develop an awareness of the options for sustainable travel to and from the site amongst residents and visitors;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

2.2 Benefits

2.2.1 The development of a Travel Plan has numerous benefits for future residents and visitors to the site, as well as the local community and surrounding environment:

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

SECTION 3 Existing Conditions and Travel Patterns

3.1 Introduction

3.1.1 This section of the Travel Plan sets out the existing local travel patterns and describes the existing accessibility of the site by walking, cycling and public transport.

3.2 Existing Travel Patterns

3.2.1 Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys. The Havant 0013 (MSOA) has been used as it comprises Emsworth and is therefore considered directly comparable to the development.

3.2.2 An analysis of the likely destinations for future residents of the site (based on Census data for the local area and a non-work related travel gravity model) is presented in **Table 3.1** below.

Table 3.1: Key Destinations (All Modes)

Destination	Employment Trips (%)	Non-Commuter Trips (%)	Total (%)
Arundel/Westergate	0.2%	-	0.2%
Basingstoke	0.2%	-	0.2%
Bedhampton (Havant)	0.7%	-	0.7%
Chichester	10.3%	2.0%	12.3%
East Hampshire	2.4%	-	2.4%
Eastleigh	1.0%	-	1.0%
Emsworth	2.7%	2.4%	5.1%
Fareham	2.0%	2.8%	4.8%
Gosport	0.6%	-	0.6%
Hayling Island	0.4%	2.4%	2.9%
Havant	6.3%	20.6%	31.6%
London	0.4%	-	0.4%
Other East	0.6%	-	0.6%
Other North	0.9%	-	0.9%
Other North East	1.2%	-	1.2%
Other West	0.9%	-	0.9%
Portsmouth	9.1%	25.0%	34.1%
Purbrook/ Widley	1.1%	-	1.1%

Destination	Employment Trips (%)	Non-Commuter Trips (%)	Total (%)
Rose Green/Bognor Regis/North Bersted/Yapton	0.6%	-	0.6%
Southampton	0.9%	-	0.9%
Waterlooville	0.9%	6.3%	7.2%
Winchester	1.7%	-	1.7%
Total	45.0%	55.0%	100.0%

Source: Census / Gravity Model (some rounding applied)

3.2.3 Table 3.1 clearly demonstrates that Havant, Portsmouth, Chichester, Waterlooville and Emsworth will be key destinations for future residents of the proposed development.

3.2.4 Table 3.2 below summarises those key destinations (5% or more of all trips) for future residents of the proposed development and identifies the accessibility of those destinations by existing public transport services.

Table 3.2: Key Destinations – Residents of Long Copse Lane, Accessibility

Destinations	Rail	Bus	Walk
Bedhampton	Yes	Yes	n/a
Emsworth	Yes	Yes	Yes
Havant	Yes	Yes	n/a
Portsmouth	Yes	Yes	n/a
Waterlooville	n/a	Yes	n/a

Source: Census Data / Gravity Model

3.2.5 It is clear from **Table 3.2** that the likely key destinations for future residents of the Long Copse Lane site are already well served by having existing good quality transport services (walk, cycle, rail and bus) the latter are within a reasonable walk distance of the site. It is notable that Emsworth Railway Station can also be reached via the No. 27 bus service (approximately 2 minutes bus journey time), this is examined further below. The facilities in some of these areas are shown in **Figure 2**.

3.2.6 The existing journey to work modal split from the 2011 Census for the Havant 013 MSOA ref: 013 is summarised in **Table 3.3** below.

Table 3.3: Modal Split of Journeys to Work (excluding work from home)

Mode	% Split from Census Data
Car Driver	72.6%
Car Passenger	4.6%
On Foot	7.0%
Train/underground	7.8%
Bicycle	4.6%
Bus	2.0%
Motorcycle/Moped	0.8%
Other	0.3%
Total	100%

Source: 2011 Census

- 3.2.7** The main mode of travel for journeys to work of residents of the local area is the car (both driver and passenger), which accounts for 77.2% of all journeys to work. Travel by train and bus account for around 9.8% of journeys to work, while 7% are made on foot and 4.6% by bicycle.
- 3.2.8** Whilst Journey to Work data clarifies established travel patterns, this analysis only considers employment-based trips which are generally longer distance trips and so more likely to be carried out by car. In contrast, and in view of local facilities provided near the site (**Figure 2**), there is potential for several other journey purpose trips to be made by sustainable travel modes.

3.3 Walking and Cycling Facilities

Walking

- 3.3.1** Long Copse Lane currently operates as a shared surface with no dedicated footways in the vicinity of the site frontage. A series of improvements are proposed and detailed within the Transport Assessment (Report Ref: ITB13525-004 R). Long Copse Lane connects with North Street to the east, which provides a link to the centre of Westbourne. To the west, Long Copse Lane ties into Hollybank Lane which routes south towards Southleigh Road where bus provisions can be accessed. Wraysbury Park Drive and Redlands Lane are located just to the south of the site and provide routes to the south through a residential area. These two roads converge at Birch Tree Drive before routing further south as Redlands Lane.

- 3.3.2 Hollybank Lane provides footways on both sides of the carriageway, excluding a circa 65m stretch to the north where a single footway is provided on the western side of the carriageway. Street lighting is provided along the extent of Hollybank Lane along with good natural surveillance from surrounding properties. Additional residential roads are accessible off Hollybank Lane such as Oak Tree Drive and Churchill Drive.
- 3.3.3 Wraysbury Park Drive provides footways on both sides of the carriageway with street lighting and good natural surveillance. There is a high level of undesignated on-street parking which reduces traffic speeds through the residential area.
- 3.3.4 Redlands Lane lies to the east of Wraysbury Park Drive along Long Copse Lane. The first 200m of Redlands Lane is a designated PROW in the form of a footpath (FP67). After the footpath ends, Redlands Lane forms part of the road network, providing footways on both sides of the carriageway all the way to the Westbourne Road/New Brighton Road/Southleigh Road roundabout.
- 3.3.5 North Street provides footways on both sides of the carriageway through the centre of Westbourne. Further north, the footway on the western side of the carriageway stops and a single footway is provided on the eastern side.
- 3.3.6 New Brighton Road routes south towards Emsworth Station. The roundabout at the northern extent benefits from dropped kerbs, tactile paving and pedestrian refuge islands on all four arms. A single footway is provided on the eastern side of the carriageway for the first 185m on New Brighton Road. Beyond this point footways are provided on both sides of the carriageway. To the south, New Brighton Road, and the associated footways, connect with Horndean Road via a priority junction.
- 3.3.7 Horndean Road also provides footways on both sides of the carriageway. A 65m stretch of road to the south, running under the railway line, provides a single footway on the eastern side of the carriageway. Beyond this point, two footways are provided southbound into Emsworth.

Cycling

- 3.3.8 Cycle travel is appropriate on many of the surrounding roads given the current 30mph speed limit and low traffic flows.
- 3.3.9 Manual for Streets (MfS) guidance suggests:

“Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street” (MfS, para. 6.4.1).

- 3.3.10 An extensive cycle network exists immediately adjacent to the site and throughout Emsworth and Havant, comprising designated cycle routes, cycle lanes and the National Cycle Route 2, linking Dover with Cornwall, to the south.
- 3.3.11 Many of the routes forming the main desire lines from the site provide cycle provisions. For example Hollybank Lane, New Brighton Road and Horndean Road provide on-road cycle routes while Southleigh Road provides both designated on-road cycle lanes and off-road cycle routes.
- 3.3.12 The full cycle and PROW networks can be seen in **Figure 2**.
- 3.3.13 The DfT Document LTN 02/08 Cycle Infrastructure Design indicates a cycling distance of up to around 5km (3 miles) offers the greatest potential to replace cars trips and is therefore a “reasonable” cycling distance although a number of cycle journeys may be longer at 8km (5 miles). In addition, paragraph 2.2.2 of the DfT Document LTN 01/20 ‘Cycle Infrastructure Design’ discusses typical cycle trip distances and states that ***“Two out of every three personal trips are less than five miles (8km) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking”***.
- 3.3.14 All the facilities located within Emsworth and Westbourne are located within a “reasonable” cycling distance therefore.

3.4 Bus

- 3.4.1 The nearest bus stops are located approximately 750m to the south of the site on Southleigh Road. **Table 3.4** summarises the buss services which operate from these stops.

Table 3.4: Local Bus Services

Bus Stop	Service No.	Route	Frequency		
			Mon-Fri	Sat	Sun
Southleigh Road / Hollybank Lane Junction	27	Rowlands Castle- Havant – Emsworth	Every 2 hours. First service to Emsworth 09:06, last return 17.22	Every 2 hours. First service to Emsworth 10:42, last return 15:41	-
	28A	Southbourne - Horndean Technology College	1 service. First service to Horndean School 07.15, last return 15.17.	-	-

Source: Traveline South East Note: School service times vary between Monday/Wednesday/Thursday and Tuesday/Friday

3.4.2 As shown in **Table 3.4**, existing bus services near the site provide opportunities to travel to key destinations including Havant and Emsworth centre whilst also providing onward connections via Emsworth Rail station to higher order centres.

3.5 Rail

3.5.1 The nearest rail station to the site is Emsworth Station which is located approximately 1.9km to the south of the site. Emsworth rail station is therefore located within a walking and cycling distance of the site (see Section 6) and can also be accessed via the 27/28 bus service operating via the Southleigh Roundabout approximately 600m south of the site.

3.5.2 **Table 3.5** provides a summary of the rail services which operate from Emsworth rail station which can be accessed via the buses operating on Southleigh Road.

Table 3.5: Emsworth Rail Station – Rail Services

Destination	Typical Peak Frequency	Typical Off-Peak Frequency	Typical Journey Duration
Southampton Central	2	2	45mins
Brighton	2	2	1 hr 3 mins
London Victoria	3	3	1hr 48 mins
Horsham	3	3	50 mins
Portsmouth Harbour	3	2	20 – 34 mins
Chichester	4	3	10 - 20 mins

Source: National Rail Enquiries

3.5.3 **Table 3.5** demonstrates that Emsworth Rail station provides frequent rail services to a number of destinations including London Victoria, Brighton, Southampton, Chichester and Portsmouth. This provides the opportunity for future residents to travel further afield for leisure, employment and retail opportunities via direct connections.

3.5.4 Future residents will therefore be well located to existing public transport services including regular bus services and connections to the rail network. As a result, future residents will have realistic opportunities to access everyday facilities and destinations by public transport.

3.6 Summary

3.6.1 The site is located immediately north of Long Copse Lane, Emsworth and currently comprises agricultural and open land.

- 3.6.2 Long Copse Lane currently operates without pedestrian provisions along the site frontage with a shared surface layout adopted along the route. Pedestrian provisions are provided via Wraysbury Park Drive and Redlands Lane. Furthermore, an extensive footway, cycleway and PROW network is available throughout Emsworth, providing connections to surrounding areas and increasing the opportunity for sustainable travel. Improvements along the site frontage are detailed in the Transport Assessment (Report Ref: ITB13525-004 R), these provide new footways and crossings and wider pedestrian and cycle improvement opportunities.
- 3.6.3 The above analysis demonstrates there is a wide and varied range of facilities for future residents that can be easily accessed from the site by non-car modes.

SECTION 4 Targets

4.1 Overview

4.1.1 The key aim of the Travel Plan is to reduce single occupancy car use for travel to/from the development, and the use of targets will enable the monitoring of progress against the Travel Plan objectives.

4.1.2 The key target of the FTP has been set as follows:

- To reduce the number of single occupancy vehicle trips to and from the site during weekday morning and evening peak hours by 10% from the baseline position by year five.

4.2 Baseline Position and Interim Targets

4.2.1 For the purpose of the Framework Travel Plan, no site-specific data is available. As such, the baseline modal split is taken from travel to work data within the 2011 Census for the 'Havant 013' MSOA (**Table 3.3**). This identifies a baseline Car Driver mode share of 72.6% (with an additional 4.6% car passengers).

4.2.2 Against this baseline, the Interim Target is to:

"Achieve car driver mode share on the site of 65.3% or less by Year 5 of the Travel Plan."

4.2.3 Once the first monitoring surveys at the development have been undertaken this target will be updated and thereafter the target will be annually reviewed.

4.2.4 The overarching target will be to achieve a year on year reduction in single occupancy car trips from the development site to achieve a 10% reduction of the current modal share by year five.

4.2.5 As such the following car driver mode share targets are proposed (**Table 4.1**):

- Year 1: no greater than current census levels- 72.6% (to be reviewed following first travel survey);
- Year 3: 68.9% (to be reviewed following the first travel survey); and
- Year 5: 65.3% (to be reviewed following the first travel survey).

Table 4.1: Interim Modal Split Targets

Mode	Baseline 2011 Census	Year 1 Target	Year 3 Target	Year 5 Target
Car Driver	72.6%	72.6%	68.9%	65.3%
Car Passenger	4.6%	4.6%	5.2%	5%
On Foot	7.0%	7.0%	7.7%	8.3%
Train/underground	7.8%	7.8%	8.4%	9%
Bicycle	4.6%	4.6%	5.2%	6.1%
Bus	2.0%	2.0%	2.7%	3.2%
Motorcycle/Moped	0.8%	0.8%	0.8%	0.8%
Other	0.3%	0.3%	0.3%	0.3%
Total	100%	100%	100%	100%

Source: 2011 Census, Consultant's Estimates and **Table 3.3**

4.2.6 Once the first monitoring surveys have been undertaken and analysed (see section 8) the baseline position and the interim and mode shift targets will be reviewed and updated as necessary, in consultation with HCC.

4.2.7 In addition to mode share targets, it is important to identify a number of action targets to ensure that the commitments made by the developer through this FTP are delivered. The action targets are as follows:

- Nominate a Travel Plan Co-ordinator prior to sales and marketing phase of development, and retain the Travel Plan Co-ordinator for the duration of the FTP;
- Undertake first phase of monitoring during the first year of occupation;
- Following the first phase of monitoring, review measures and targets to ensure that they remain appropriate. This will be repeated following the surveys in years 3 and 5; and
- Once agreed with HCC, update FTP with any necessary revisions to measures.

SECTION 5 Site Layout and Infrastructure Measures

5.1 Introduction

- 5.1.1 This section describes the on-site and off-site infrastructure measures which will encourage residents to travel using sustainable modes.

5.2 On-Site Infrastructure Measures

- 5.2.1 This FTP has been prepared to accompany an outline planning application and at this stage therefore, the site layout is illustrative only (**Appendix A**). As a statement of intent, transport infrastructure will form an integral part of the site design, aiming to encourage the use of non-car modes of transport for local journeys.

Parking

- 5.2.2 Car and cycle parking are reserved matters and at the appropriate stage will be provided in line with Havant Borough Council's Parking Standards document.
- 5.2.3 The document identifies the minimum car parking standards for residential dwellings as follows:
- One-bedroom dwellings- one car space per dwelling;
 - Two/three-bedroom dwellings- one space per dwelling; and
 - Four or more-bedroom dwellings- two spaces per dwelling.
- 5.2.4 Adequate visitor and casual parking will be provided in line with HBC's Parking Standards.
- 5.2.5 Cycle parking standards are as follows:
- One-bedroom dwellings - minimum of one cycle space per dwelling; and
 - Two or more-bedroom dwellings - minimum of two cycle spaces per dwelling.
- 5.2.6 The provision of adequate cycle parking close to each property will encourage the use of cycling for residents. The specific number and nature of cycle parking facilities will be determined by the precise form and mix of the development sought at the Reserved Matters stage. However, to provide some guidance on the nature of cycle parking provision to be made at the site, the following principles will be applied:
- Cycle parking facilities would be provided within garages where they are provided with the dwelling units;

- Where garages are not provided, cycle parking for houses will be provided within sheds within gardens, close to the house, where rear or side access to the property is available;
- In the case of apartments, secure covered cycle parking would be provided within the apartment buildings; and
- Short stay cycle parking would be provided by the provision of cycle-hoops located in appropriate locations on the site.

5.3 Off-Site Infrastructure Measures

5.3.1 Long Copse Lane currently provides access to the site and the existing residential access roads situated along it. It is subject to a 30mph speed limit. Long Copse Lane links to North Street to the east and Hollybank Lane to the west.

5.3.2 A series of improvements are proposed within the Transport Assessment which will enhance local accessibility, these include:

- A pedestrian link to connect to Wraysbury Park Drive;
- A pedestrian / cycle link to Redlands Lane (FP67);
- Width, alignment and surfacing improvements to Redlands Lane (FP67);
- A 3m shared-use footway cycleway between Redlands Lane (road) and the Hampshire Farm (Skylark) development; and
- A pedestrian connection to the western part of the site allocation which allows a future connection to a new footway along the western part of Long Copse Lane to connect to the existing footway in Hollybank Lane – the application site will initially lay the footway out as a highway verge.

5.3.3 These proposals are all shown on Drawings ITB13525-GA-101, 102 and 103 in **Appendix B**.

5.4 Infrastructure Summary

5.4.1 The layout of the site and provision of off-site transport infrastructure supports the aims and objectives of this FTP. The development will provide a range of improved pedestrian and cycle facilities to connect with existing walking and cycling routes, allowing future residents to reach key local destinations on foot or by bike as opposed to using the car.

SECTION 6 **Soft Measures**

6.1 **Introduction**

6.1.1 This section of the FTP describes the non-infrastructure or 'soft' measures that will be developed and promoted for the residents of the new development. It covers:

- Measures to encourage residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage residents to car-share; and
- Information provision.

6.2 **Promotion of Walking and Cycling**

6.2.1 As described in Section 5, the development has been designed to facilitate and improve connections to the local pedestrian and cycle network, allowing for local journeys to key destinations to be undertaken by these modes.

6.2.2 To support the delivery of physical infrastructure, all new residents will be issued with a Residents 'Travel Pack' which will include details of journey planning websites, walking and cycle maps, local cycle shops and local public rights of ways (one of which is accessed on Redlands Lane). Residents will also receive such information via other ongoing communication described on other parts of this travel plan.

6.2.3 A bicycle user group will be set up for the new development. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact experienced cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle rides and journeys.

6.2.4 The Travel Plan Co-ordinator (see Section 7) will assist with the dissemination of information regarding the user group and will help residents get in contact with one another.

6.2.5 Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores for the purchase of cycling equipment.

6.3 Promotion of Public Transport

- 6.3.1** Information on the public transport routes and facilities serving the new development will be made available to new residents through the Residents' Travel Information Pack and on the noticeboard provided on site. The information pack includes the offer of a sustainable travel voucher for use on rail or bus services.
- 6.3.2** The Solent Go Travelcard is a new initiative and can be used to travel across South Hampshire. Options include Isle of Wight Hovercraft and Red Funnel Ferry links, in addition to a bus pass which can be used across all local service providers including those serving the site. Each household will be offered a sustainable travel voucher.

6.4 Car Sharing Scheme

- 6.4.1** Car sharing (when Covid safe) will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of residents making similar journeys at the same time, thereby reducing peak hour impacts on routes between the site and local employment areas.
- 6.4.2** Residents will therefore be provided with information about car sharing via Hampshire County Council's car sharing scheme (<https://hants.liftshare.com/default.asp>). This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys. The scale of the site offers a good prospect of matched commuters carrying out similar journeys, and so increases the likelihood of car sharers being found.

6.5 Information Provision and Marketing

- 6.5.1** New residents will be provided with travel information from the outset – including leaflets about the sustainability credentials of the proposal during the purchase process. Upon occupation of each dwelling, a Residents' Travel Information Pack will be provided. Full details and other marketing measures, are provided in Section 7.
- 6.5.2** To ensure access to up to date information for residents, a community notice board will be provided within a prominent area of the site. This board will contain up to date bus and rail timetable information, and information on car sharing as well as provide walking and cycling facilities maps, and information on any travel events occurring locally.

- 6.5.3 New residents of the development site will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and staff will be trained in personal journey planning in order that this service can be offered to new residents shortly after completion of their purchase. This will offer an in-depth, personalised approach to identifying the sustainable travel choices available to residents and will be advertised through the welcome pack. The staff will be fully briefed on the content and purposes of the travel plan and will be able to highlight the incentives to prospective purchasers.
- 6.5.4 Within one month of first occupation of the development site, residents will be provided with a letter/leaflet informing them about the FTP. The letter will also offer access to a Personalised Travel Planning (PTP) appointment that will be arranged and coordinated by the Travel Plan Co-ordinator.
- 6.5.5 To ensure access to up to date information for residents, a community notice board will be located within the site. This board will contain up to date bus and rail timetable information, and information on car sharing. The board will also provide walking and cycling facilities maps.
- 6.5.6 The Travel Plan Co-ordinator will also set up a Community travel website. This could take the form of a social media site / group which would enable the dissemination of the information above. It would also provide an interactive travel planning resource; for example residents will be able to discuss Travel Plan matters in an open forum (and this might, for example, be helpful in enabling experienced cyclists to guide less experienced ones). It could also be used to enable residents to post their own helpful information, advice and tips and it is envisaged that this would continue as a functioning page indefinitely.

6.6 Residential Travel Information Pack

- 6.6.1 The first occupier of each household will be provided with a Residents' Travel Information Pack.
- 6.6.2 The pack will pull together information on the above listed measures and contain information about the objectives of the FTP, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport.
- 6.6.3 It is proposed that the following items will be included in the pack:
- A choice of a £50 sustainable travel voucher for the first owner of each dwelling, with options from the following:
 - A £50 bus travel voucher, for credit the Solent Go region wide Travelcard;

- A cycle purchase voucher for £50 for each household to assist with the purchase of a bicycles; and
- A £50 voucher towards a rail season ticket to encourage travel by rail.

6.6.4 The following will also be provided

- An offer of Personalised Travel Planning (PTP) with the Travel Plan Co-ordinator, within three months of occupation of the site;
- Details regarding the provision of broadband access to enable easy access to local home delivery services and home working;
- An information leaflet about the FTP, its aims and objectives, how to get involved and how travel will be monitored;
- Information about the community travel website and the locations of community notice board providing local travel information;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking, and the location of bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, including details of any local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking/cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;
- Copies of HCC's cycle plans;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about car sharing through HCC's lift share scheme (<https://hants.liftshare.com/default.asp>);
- Information about local car club's such as (<https://www.citycarclub.co.uk/>); and
- Information about the home delivery services offered by local supermarkets and potentially a voucher for free home delivery on first use.

6.7 Personalised Travel Planning

- 6.7.1 This Framework Travel Plan (FTP) provides a commitment to the delivery of PTP within the site which will provide individual and focused travel planning advice to households should they wish to take the offer up. In many circumstances the reason why people do not use alternative transport modes is they do not have the information to know what options are available to them and PTP seeks to address this.
- 6.7.2 An initial targeting exercise will be carried out to identify the households likely to benefit most from PTP based on demographics and travel opportunities and contact will be made with each household to offer them the opportunity to participate in the PTP programme.
- 6.7.3 A trained employee or consultant of the developer will then visit each individual household wishing to take part and establish the destinations of journeys undertaken most often (i.e. commuting journeys or journeys to school). They can then identify how such destinations can be reached by the local public transport routes available, whilst providing a comparative cost and journey time between the two means.
- 6.7.4 The PTP programme will be overseen by the Travel Plan Coordinator. Residents within the development who do not wish to participate will still be provided with the Residential Travel Information Pack (6.1.17).
- 6.7.5 Hampshire County Council has recently delivered PTP as part of its sustainable travel towns initiatives. The results of previous PTP campaigns by Sustrans in various locations in the UK has resulted in significant decreases in car use with the residents choosing a range of alternative sustainable transport modes to complete their journey.

6.8 Summary

- 6.8.1 Soft measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to reduce single occupancy car journeys. The proposed measures aim to achieve the objectives set out in Section 2 of this report. A range of information and marketing initiatives are also proposed to encourage awareness and participation in the Travel Plan by local residents from the outset.

SECTION 7 Management and Implementation

7.1 Travel Plan Management

- 7.1.1 The developer will nominate an individual or company to act as the Travel Plan Co-ordinator for the site. Contact details will be supplied to HCC prior to first occupation of the development proposal. The developer will also investigate the possibility of a shared TPC with neighbouring sites.
- 7.1.2 The TPC will be supported by a steering group, potentially comprising representative of any housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport), and voluntary residents' representatives.
- 7.1.3 The steering group will meet every 6 months during the first two-years and then again following the surveys in years 3 and 5. This extensive management period will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the continuation of the Travel Plan post developer involvement is set out below.

7.2 Role of Travel Plan Co-Ordinator

- 7.2.1 The role of the Travel Plan Co-ordinator will be as follows:
- To manage the day to day delivery of the measures contained in the Travel Plan;
 - To set up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored and key decisions taken as necessary;
 - To market the Travel Plan to encourage interest and involvement of residents;
 - To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
 - To negotiate discounts with local cycle shops for residents;
 - To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;
 - To organise monitoring of the Travel Plan in line with the strategy outlined in Section 8; and

- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

7.3 Involvement of Residents

7.3.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan information by the sales office and provided with a Residents' Travel Information Pack on completion of their purchase. The Travel information pack will be kept up to date for the duration of the travel plan.

7.3.2 The Travel Plan Co-ordinator will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. The Travel Plan Co-ordinator will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the Travel Plan, advertising the website and reporting the results of the monitoring;
- Involvement of resident volunteers in the monitoring process (to be recruited by the Travel Plan Co-ordinator); and
- The steering group will involve resident participation and will review and develop other methods of ensuring ongoing involvement from residents.

7.4 Framework for Implementation

7.4.1 The Travel Plan Co-ordinator will be nominated one to three months before the first occupation of the new development, in order to commence development of the initial Travel Plan measures in time for the first occupations.

7.4.2 **Table 7.1** provides an Action Plan for the implementation of the measures set out in Sections 5, 6, 7 and 8 of this FTP.

Table 7.1: Framework for Implementation / Action Plan

Measure	Timescale	Responsibility
Infrastructure Measures as Per Section 5/6	To be phased in line with the development, S278 and via S106 contributions.	Developer
Travel Plan Co-Ordinator	Nominated one to three months prior to 1st occupation.	Developer
Steering Group	1st meeting one month after appointment of TPC. Subsequent 6 monthly meetings for first two years after first occupation.	TPC

Measure		Timescale	Responsibility
Information Development and Provision	Training of sales team about the Travel Plan and in personal journey planning	Training as part of induction process.	Developer
	Production of Travel Plan Information for Sales Packs	To be developed before 1st occupation.	TPC
	Production of Residents' Travel Information Packs	To be developed before 1st occupation. Initial occupations to have simplified version of pack, with bicycle user group information for example to be provided at a later date in line with implementation of this scheme.	TPC
Personal Travel Planning with TPC		To be offered to each household within 3 months of occupation and to be implemented on an area wide scale within the first year after occupation of the development	TPC
Develop community travel website		To be developed before 1st occupation.	TPC
Sustainable Travel Voucher		A £50 voucher to be included in resident's travel packs at 1st occupation for each dwelling.	Developer
Community travel noticeboard		To be phased in line with development.	TPC
Promote car share schemes		With Residents' Travel Information Pack and on website/community notice boards.	TPC
Walking / cycling / local facilities / rail maps and journey planning services		With Residents' Travel Information Pack and on website/community notice boards.	TPC
Develop bicycle user group		By 100th occupation.	TPC
Information regarding home delivery services		With Resident's Travel Information Pack and on website/community notice boards.	TPC

Source: Consultant's Estimates

7.5 Funding

7.5.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 5 and 6 of the FTP;
- The TPC role for 5 years;

- The initial implementation of the measures outlined in Sections 6, 7 and 8 and Table 7.1; and
- The monitoring surveys outlined in Section 8.

7.6 Enforcement

7.6.1 The implementation of the Travel Plan will be secured within a Section 106 obligation with HCC, in line with the HCC guidance. The obligation will secure the following matters;

- Implementation of the Framework Travel Plan, including the measures outlined in the Action Plan (Table 7.1) and the ongoing monitoring of the plan;
- Preparation and agreement of a Full Travel Plan within 12 months of occupation of the site; and
- Appointment of a Travel Plan coordinator to be responsible for implementing the plan, who will be retained for the duration of the travel plan period.

7.7 Framework for Handover at End of the Developer Involvement

7.7.1 At the end of the five-year monitoring period the developer will no longer be responsible for the management of the Travel Plan. The Travel Plan Co-ordinator will offer residents the opportunity to set up a Travel Plan working group. The Travel Plan Co-ordinator will seek to 'hand-over' the Travel Plan Co-ordinator role to this group.

SECTION 8 Monitoring

8.1.1 The total monitoring programme of the travel plan will run until five years after first occupation. Monitoring will be primarily undertaken via:

- The issue of a travel questionnaire.

8.2 Travel Questionnaires

8.2.1 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures and enable residents to remain involved in the Travel Plan process. The first questionnaire survey will be undertaken during the first year of occupation on the site and then in years 3 and 5 following first occupation. An example questionnaire is included as **Appendix C**.

8.2.2 The surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport.

8.2.3 These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan and to monitor travel patterns at the site over set periods of time to quantify modal shift.

8.2.4 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 20% or more, it will be re-distributed to residents after 6 months, following further promotion and greater incentives for taking part.

8.2.5 The results of the surveys and the analysis will be included in an updated Travel Plan, or the first monitoring reports, with the Travel Plan targets updated accordingly.

8.3 Use of Surveys

8.3.1 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highway authorities to examine how the Travel Plan is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

8.3.2 The TPC will monitor and review the progress and success of the Travel Plan and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve the local planning authority as well as the Steering Group. The use of newsletters will assist in informing users of any new measures and give them an understanding of how the Travel Plan is operating.

8.4 Reporting

8.4.1 Following each travel survey a monitoring report will be prepared and submitted to HCC. The monitoring report will set out the results of the travel survey against the targets and objectives identified within the Travel Plan. Residents will also be informed of the survey results via newsletters, the community travel website and notice boards. The following information is likely to be provided:

- Recap of the site travel plan's objective and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;
- Corrective measures to get the plan back on track if targets are not met; and
- Proposals to further develop the Travel Plan for the future.

8.4.2 The TPC will make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters distributed to all users will assist in informing users of any new measures and provide an understanding of how the Travel Plan is operating.

8.5 Remedial Measures

8.5.1 Should the Travel Plan targets not be met by the end of the monitoring period, the developer will use reasonable endeavours to work with HCC to identify a strategy and to agree further reasonable actions to get the Travel Plan back on track.

8.5.2 The traffic assessments carried out in the supporting transport assessment are based upon a 'without Travel Plan' situation and demonstrate that, on the basis that a reduction of 10% in single occupancy traffic flows is not achieved, the impact of the development on the local highway network after highway improvements is still acceptable in highway and safety terms. On this basis, the development is not dependent on the success of the Travel Plan in making the development acceptable in terms of traffic impact on the local highway network.

- 8.5.3 The proposed sustainable transport strategy and all of the associated measures will provide a genuine opportunity for the 10% reduction in single occupancy traffic flows associated with the development to be achieved. This will provide further benefit to the operation of the local highway network, as well as offering health, cost and lifestyle benefits to local people.

SECTION 9 Summary

9.1.1 This Framework Travel Plan (FTP) is submitted to accompany an outline planning application for a new residential scheme (C3 use to include affordable housing) on land to the north of Long Copse Lane, Emsworth.

9.1.2 The FTP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.

9.1.3 The following main interim target has been set:

“To reduce the number of single occupancy vehicle trips to and from the site during weekday morning and evening peak hours by 10% from the baseline position by year five.”

9.1.4 The objective is to achieve these targets at the end of the monitoring period, but to achieve a significant proportion of the shift upon the occupation of 50% of the homes. Interim mode split targets have been established and will be subject to on-going review.

9.1.5 This FTP supports an outline application and as such, the site layout has not been determined at this stage. However, a series of sustainable transport measures will be incorporated as an integral part of the site access strategy. The development proposal will bring forward improvements to the pedestrian and cycle linkages between the site and the existing key facilities and services including comprehensive improvements to Long Copse Lane, Redlands Lane and Hollybank Lane.

9.1.6 The Travel Plan puts forward a range of non-infrastructure or ‘soft’ measures aimed at influencing modal choice for travel to the site, including:

- A choice of a £50 sustainable travel voucher for the first owner of each dwelling, with options from the following:
- A £50 bus travel voucher, for the Solent Go region wide Travelcard;
- A cycle purchase voucher for £50 for each household to assist with the purchase of a bicycles; and
- A £50 voucher towards a rail season ticket to encourage travel by rail.

9.1.7 Additional measures include:

- The promotion of walking and cycling, including provision of plans showing walking and cycling routes to local facilities, and a bicycle user group;

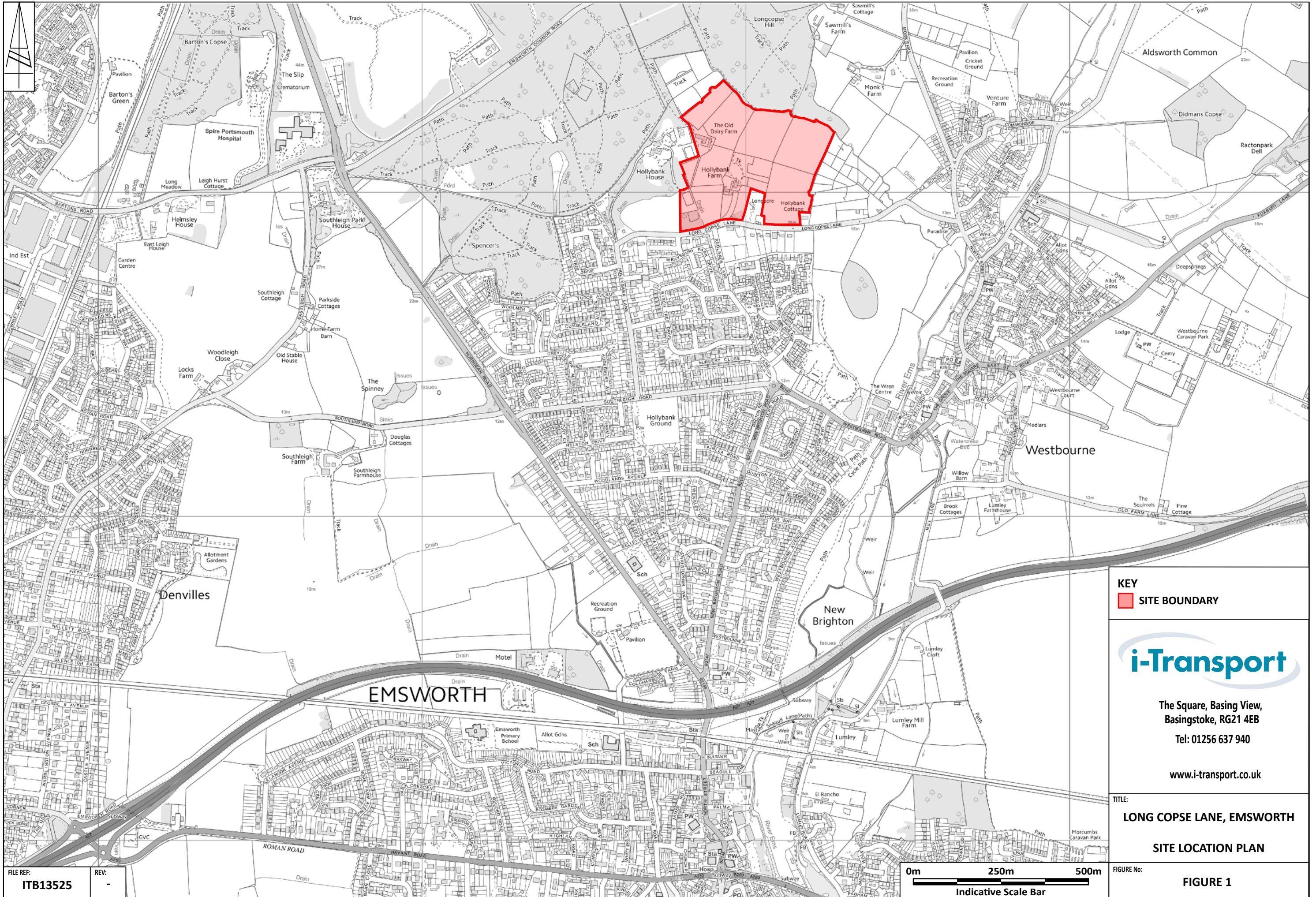
- Provision of broadband access to enable easy access to local home delivery services and home working;
- A resident's travel information pack and web-based Travel Plan Group; and
- Provision of up to date travel information by other means, including a community travel website and community notice boards.

9.1.8 A framework for management and implementation of the Travel Plan is proposed. A Travel Plan Co-ordinator will be appointed by the developer prior to first occupation of the proposed development, to oversee the development of the proposed measures and ensure the implementation of the Travel Plan ahead of occupation. A suggested timetable for the implementation of these measures has been put forward.

9.1.9 The Travel Plan Co-ordinator will be supported by a Steering Group, comprising representatives from the developer, local authority, residents etc. A framework is proposed for the handover of the Travel Plan at the end of the developer's involvement.

9.1.10 The total monitoring programme of the development will be for the duration of the building programme. The final survey will be carried out at full occupation of the site. An annual monitoring report over this period will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

FIGURES



FILE REF:
ITB13525

REV:
-

KEY
SITE BOUNDARY

i-Transport

The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637 940

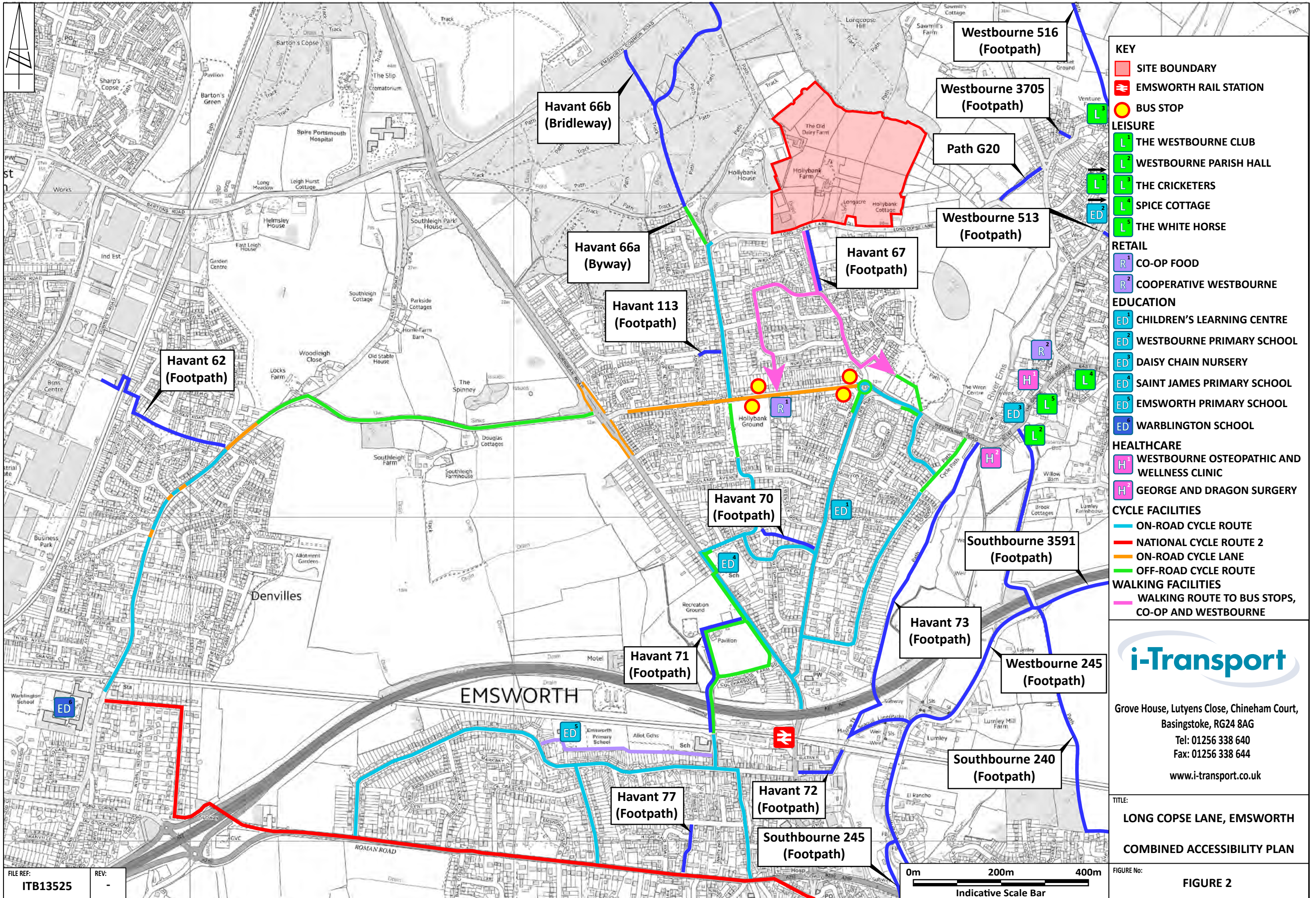
www.i-transport.co.uk

TITLE:
LONG COPSE LANE, EMSWORTH
SITE LOCATION PLAN

FIGURE No:
FIGURE 1

0m 250m 500m
Indicative Scale Bar

Reproduced from ordnance survey by the permission of the controller of her majestys
stationary office. Crown copyright. All rights reserved. Licence number 100022432



APPENDIX A. ILLUSTRATIVE SITE LAYOUT PLAN



Drawn by :	Checked by :
Date:	
© The drawing and the works depicted contains information that is the copyright of Carlton Design Partnership Ltd. This drawing may also contain copyrighted information of third parties. This drawing or part thereof may not be reproduced, re-used or altered except with the written permission of the originators. No liability will be accepted for amendments made by third parties. Scaled measurements must not be taken from this drawing. Any discrepancy or discrepancy must be notified to the originator in writing. This drawing may contain Ordnance Survey Data that is subject to Crown Copyright. All Rights reserved.	
Revisions	
Rev	Date
Drawn	Checked

Project:
LAND NORTH OF LONG COPSE LANE
EASWORTH

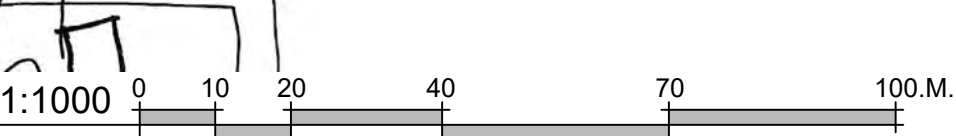
Drawing Title:
SKETCH MASTERPLAN



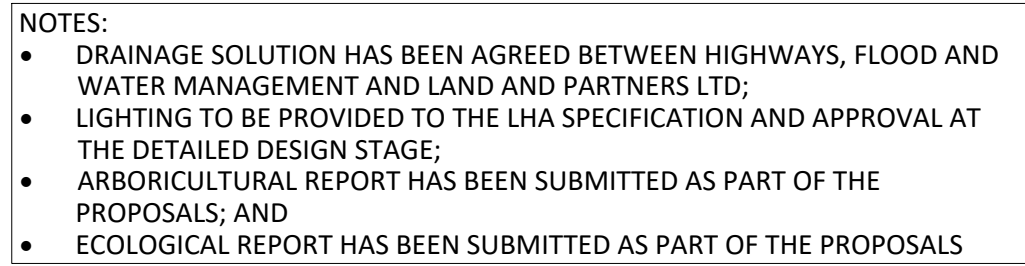
Selwyn House, 32a Castle Way, Southampton, SO14 2AW
023 8011 8864 www.carltondesignpartnership.com

Scale: 1:1000 © A1

Dwg No: 170116/SU/SK1	Rev: M
-----------------------	--------

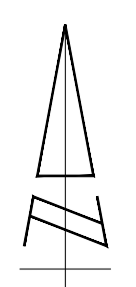
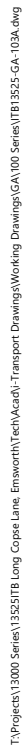


APPENDIX B. LONG COPSE LANE IMPROVEMENT DRAWINGS





- NOTES:
- DRAINAGE SOLUTION HAS BEEN AGREED BETWEEN HIGHWAYS, FLOOD AND WATER MANAGEMENT AND LAND AND PARTNERS LTD;
 - LIGHTING TO BE PROVIDED TO THE LHA SPECIFICATION AND APPROVAL AT THE DETAILED DESIGN STAGE;
 - ARBORICULTURAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS; AND
 - ECOLOGICAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS



APPENDIX C. EXAMPLE TRAVEL SURVEY

Residential Travel Survey

About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender Male ☐ Female ☐

5. Age Group

Under 18 ☐ 18 - 34 ☐ 35 - 44 ☐ 45 - 60 ☐ 60+ ☐

6. Number of people in household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

7. Number of cars per household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

8. Number of bicycles per household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

9. Do you have a disability that affects your travel arrangements?

Yes ☐ No ☐

About your job

10. Do you work? 1 -3 days ☐ 4 days ☐ Full time ☐ Shifts ☐

Other, please specify

11. What hours do you normally work? Regular Office ☐ Flexi ☐

Other (please specify)

12. Are there any aspects of your job that require you to have the use of a car?

None ☐ Attend meetings ☐ Visit site / clients ☐ Other ☐

Travel to work

13. How do you normally travel to work?

Walk/jog

Bicycle

Bus

Train

Taxi

Motorbike

Car on own

Car Share

Other (please specify)

14. What alternatives do you occasionally use?

Walk/jog

Bicycle

Bus

Train

Taxi

Motorbike

Car on own

Car Share

Other (please specify)

15. How far do you travel to work? (one way)

Up to 1 mile

1 - 3 miles

3 - 10 miles

10 - 20 mile

Over 20 miles

16. How long does it normally take you to get to work? (one way)

0 - 15 mins

16 - 30 mines

30 - 60 mins

60 mins +

17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency

Covered and secure cycle parking

Changing / locker facilities

Pool car available for business use

Other (please specify)

For drivers only

18. Is a car share a possibility if a suitable sharer/s was found?

Yes

No

I already car share

19. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner		Financial incentives for car shares	
Free transport home in an emergency		Pool car available for business use	
Priority parking for car sharers			
Other, please specify			

20. Is bus or train travel a possibility?

Yes		No		Both	
-----	----------------------	----	----------------------	------	----------------------

Which is most convenient?

Bus		Train	
-----	----------------------	-------	----------------------

21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route		Pool car available for business use	
More frequent services		More reliable services	
Better information on times and fares			
Regular link between station/bus stop and place of work			
Other, please specify			

24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.

Education for self		Education for dependants	
Access to Health services		Access to retail services	
Leisure			
Other, please specify			

This information is collected in accordance with the Data Protection Act 1998.
The data has been collected for the purposes of:-

- * establish travel patterns to site;
- * to assist with setting objectives for the Travel Plan which may be implemented in the future
- * to monitor travel patterns at the site over set periods of time to quantify modal shift.

