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Part 1

Text Only



**PROPOSED RESIDENTIAL DEVELOPMENT
MARKET PARADE, HAVANT**

Framework Residential Travel Plan

**Report No. 14-006-04
September 2015**

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Framework Residential Travel Plan

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1. INTRODUCTION

1.1 Foreword

1.1.1 The proposed development will consist of 130 residential dwellings on a total of 12 floors, above six small commercial units, totalling 1,170sqm. **Figure 1** shows the location of the site.

1.1.2 As set out throughout the Travel Plan (referred to as “The Plan” hereafter) the site proposes a number of sustainable transport improvement works that will contribute towards the promotion of sustainable travel for the residents of the site.

1.1.3 In accordance with Government policy, these aspects of the site have been designed to promote sustainable, healthy lifestyle choices, and provide the means for residents to reduce their reliance on travel by car; it is not however designed to be anti-car.

1.1.4 This document forms the ‘**Residential Travel Plan**’ for the site. It sets out to:

- **Inform** all involved with the Site, and especially the future residents, of the sustainable travel choices available;
- **Influence** how journeys are made by making sustainable travel easier and more attractive;
- **Include** residents in the monitoring of travel behaviour and enabling feedback to the developer and local authorities;
- **Improve** the transport network and facilities further in response to the monitoring and feedback received.

1.1.5 The planning application relating to the proposed development is an outline application and as such the site layout is indicative only. However, the

Masterplan showing the area of development covered by this Travel Plan is contained in **Appendix A**, for information purposes.

1.1.6 This Travel Plan will evolve over time, graduating from a framework to a full Travel Plan; however at this outline planning application stage it provides the initial detail.

1.1.7 As the Plan evolves the day-to-day management will be covered by a dedicated 'Travel Plan Coordinator' (TPC), subject to the agreement of Hampshire County Council (HCC). As well as the residents and the Highway Authority The Plan will involve others of relevance, e.g. Havant Borough Council (HBC).

1.2 Travel Plan Structure

1.2.1 **Section 2** describes the travel opportunities available from the site by walking, cycling, public transport and private car.

1.2.2 **Section 3** then outlines the aims and objectives of the Plan, and sets out how the targets will be set and are to be achieved through the life of this plan.

1.2.3 **Section 4** outlines the actual Travel Plan measures for the site, and relates them to the aims and objectives in a preliminary Action Plan.

1.2.4 Finally **Section 5** describes how the Travel Plan will be monitored to ensure that its aims are delivered in practice.

2. TRAVEL OPPORTUNITIES FROM THE SITE

2.1 Introduction

2.1.1 This section describes the travel opportunities available from the site by walking, cycling, public transport and private car. A plan of the location of the development is shown in **Figure 1** with its relation to the highway network shown on **Figure 2**.

2.2 The Proposed Development

2.2.1 The development proposals are for 130 residential units, a combination of one and two bedroom flats. The Masterplan is contained in **Appendix A**.

2.2.2 In addition to the residential units six small commercial units will be provided at ground floor level. Whilst The Plan is mainly aimed at the residential occupiers, future occupiers of the commercial units will also benefit from it.

2.2.3 Car parking will be provided at an average provision of 0.45 spaces per dwelling, which is below the maximum parking standards set out by HBC. However, the parking standards suggest that zero parking provision may be acceptable in highly sustainable locations, such as this one, as will be shown in the following paragraphs.

2.2.4 Cycle parking will be provided in line with current standards as defined in HBC's Parking Standards.

2.3 Travel on Foot or Cycle

2.3.1 Walking and cycling offer the cheapest, healthiest and most convenient way to travel over short distances. Generally it is considered that walking is attractive at distances up to 2km (1.25 miles) and cycling up to 5km (3.13 miles).

2.3.2 Being located in Havant town centre, the site is very well connected for pedestrians and cyclists. All local roads benefit from footways on one side, indeed most have footways on both sides. All local roads are lit and there are a number crossing facilities within Havant town centre.

2.3.3 Whilst there are no off road cycle lanes on the roads immediately adjacent to the site, there are a number of on-road and off-road routes nearby. Route 22 of the National Cycle Network (NCN) runs to the north of the site connecting Petersfield to the north with Portsmouth to the south. The cycle network map of Havant Borough Council is included as **Appendix B**.

2.3.4 Given the town centre location, accessibility to local facilities on foot and by cycle is excellent, as Havant town contains supermarkets, a wide range of High Street stores as well as restaurants and entertainment.

2.3.5 As The Plan evolves from a Framework to a full Travel Plan, details of pedestrian and cycle infrastructure will be collated by the Travel Plan Coordinator and distributed to residents, most likely through a Travel Information Pack.

2.4 Travel by Public Transport

Public Transport - Buses

2.4.1 The nearest bus stop is located c.60m south of the site on Market Parade. Havant bus station is also easily accessible, being c.240m from the centre of the site, whereby access to bus routes 20, 21, 23, 27, 28, 30, 31, 36, 37, 38, 39 & 700 is gained.

2.4.2 These bus routes provide connections to multiple key destinations such as Hayling Island, Chichester, Bognor Regis, Southbourne, Waterlooville, Gunwharf Quays, and Portsmouth and Southsea at a typical combined frequency of one bus every 2 minutes.

2.4.3 A summary of these bus services and their frequencies are shown in **Table 2.1** overleaf, whilst **Figure 3** shows the local routing of the bus services and the nearest bus stops to the site. **Appendix C** contains the full timetable information and route maps.

2.4.4 As can be seen the aforementioned bus routes provide high frequency services to a range of towns and facilities therefore encouraging the use of sustainable transport modes.

Public Transport - Rail

3.1 Havant railway station is located only c.100m north of the centre of the site; refer **Figure 3**. The station is operated by South West Trains and has facilities including sheltered cycle storage, parking for motorcycles and a car park for 290 cars.

3.2 Havant railway station is served by regular services that operate westbound to Portsmouth, Southsea and Southampton, eastbound to Chichester, Brighton, Gatwick Airport and London Victoria and northbound to Guildford, Woking, Clapham Junction and London Waterloo.

3.3 **Table 2.2** overleaf, provides a summary of the rail services and their frequencies whilst **Appendix C** contains full timetable information.

Table 2.1: Summary of Bus Service Frequencies

No.	Route	Service Frequency (minutes)							
		Monday - Friday			Saturday			Sunday	
		Early	Day	Eve	Early	Day	Eve	Day	Eve
20	Havant Bus Station - Leigh Park - Queen Alexandra Hospital - Cosham - Portsmouth - Gunwharf Quays	30	30	60	30	30	60	-	-
21	Havant Bus Station - Leigh Park - Farlington - Portsmouth - Gunwharf Quays	20	30	30	30	30	30	60	60
23	Leigh Park - Havant Bus Station - Cosham - Portsmouth - Southsea	20	10	30	10	10	30	20	30
27	Rowlands Castle - Leigh Park - Havant Leisure Centre - Havant Bus Station - Emsworth Hospital	120	120	-	120	120	-	-	-
28	Southbourne - Emsworth - Havant Bus Station - Emsworth - Southbourne	60	60	-	60	60	-	-	-
30/31	Havant Bus Station - West Town - Beechlands Bus Stand - West Town - Havant Bus Station	15	15	60	15	15	60	60	-
36	Southbourne - Westbourne - Emsworth - Havant Bus Station - ASDA	-	120	-	-	-	-	-	-
37	Havant Bus Station - Waterlooville - Horndean - Clanfield - Petersfield Railway Station	30	60	60	60	60	60	-	-
39	Havant Bus Station - Leigh Park - ASDA - Purbrook - Waterlooville - Wecock	20	10	30	20	10	30	60	-
700	Flansham Park - Bognor Regis - Chichester Bus Station - Emsworth - Havant Bus Station - Portsmouth - Gunwharf Quays	20	20	30	20	20	30	30	30

Table 2.2: Summary of Rail Service Frequencies

Route	Service Frequency (minutes)							
	Monday – Friday			Saturday			Sunday	
	Early	Day	Eve	Early	Day	Eve	Day	Eve
Emsworth - Rowlands Castle - Havant - Bedhampton - Fratton - Portsmouth / Southsea - Portsmouth Harbour	20	10	12	20	10	12	15	15
London Waterloo - Clapham Junction - Woking - Guildford - Liphook - Rowlands Castle - Havant - Bedhampton	20	20	20	20	20	20	30	30
Brighton - Chichester - Havant - Fareham - Southampton Central	15	15	15	12	12	12	15	15
London Victoria - Gatwick Airport - Chichester - Emsworth - Havant	60	30	30	30	30	30	60	60

2.5 Key Travel Destinations

2.5.1 The site is located in the centre of Havant with good pedestrian connections to the local facilities. Plans highlighting the key local services and facilities in the area surrounding the site are shown in **Figure 4**.

2.5.2 The nearest infant school, Fairfield Infant School, is located along Fairfield Road, just 250 metres from the site whilst the nearest junior school, Bosmere Junior School, is located around 600m south of the site, along South Street.

2.5.3 The nearest Secondary School to the site, Warblington School, is located approximately 900m to the east side of the site.

2.5.4 Havant town centre offers a wealth of shopping as well as employment opportunities; Kenwood Business Park offers further employment opportunities close to Havant town centre. A number of retail outlets on the outskirts of Havant also provide shopping facilities.

2.5.7 There are numerous health facilities within Havant, with the nearest GP Surgery being at Havant Health Centre on Civic Centre Road.

2.6 Road Access

2.6.1 The site will be accessed via the surrounding road network, in particular Market Parade and North Street. Vehicular access to the underground car park will be taken from North Street whilst the residential units will be accessed via four residential stairwells.

3. AIMS, OBJECTIVES AND TARGETS

3.1 Introduction

3.1.1 This section outlines the aims, objectives and targets of the Residential Travel Plan.

3.2 Aims and Objectives

3.2.1 The overarching aim of The Plan is to reduce the need to travel and encourage residents to travel sustainably by achieving the following objectives:

- reducing the actual need to travel (through the provision of local services and facilities);
- providing a choice of sustainable travel modes (pedestrian, cycle and public transport) for residents and visitors in order to minimise car trips, but especially cars carrying only one person; and
- managing traffic (e.g. vehicle speeds).

3.2.2 These objectives will seek to help the site achieve, or exceed, the mode share targets. Once the actual mode share for the site has been obtained then the future mode share targets of the development will be reviewed and updated in accordance with best practice.

3.3 Targets

3.3.1 The main target areas for this Residential Travel Plan are:

- Mode Share;
- Car trip rates (a measure of the average number of car trips made by a household);
- Uptake of alternative, non-car, travel modes; and
- Travel Plan awareness.

3.3.2 Initial targets have been based on the analysis undertaken in the accompanying Transport Assessment and previous experience in preparing Travel Plans for new residential development sites.

Initial Targets

3.3.3 Given that the site is in a highly sustainable location and parking provision is very limited, it is likely that the initial car mode share is relatively low compared to some out of town locations.

3.3.4 Based on the 2011 Census information for the ward of St Faith's in which the development is located, the proposed residential development's estimated mode share is summarised in **Table 3.1** below. However, it should be noted that the ward of St Faith's contains many properties with a higher provision of car parking than the proposed development, which is likely to result in a higher car mode share than that anticipated for the proposed development.

Table 3.1: Modal Split for Journeys to Work for residents living in St Faith's ward

Mode of Transport	Percentage Split
Car Driver	67%
Car Passenger	4%
Public Transport	11%
Walk	12%
Cycle	4%
Other	2%
Total	100%

3.3.4 It is acknowledged that using Journey to Work data does not provide an accurate estimate of the overall mode share, however it does provide an initial estimate. The initial mode share targets for journeys to and from the site at completion of development are those set out in **Table 3.1**. These targets will be reviewed once the results of the first sets of travel survey data is available.

3.3.5 It is proposed that a survey of the basement car park will be undertaken, for two weeks following the 65th dwelling occupation (50%) of the development, to allow travel mode trends to be identified. This will be complemented by a survey questionnaire to determine mode share by means other than the private car.

3.3.6 Further targets will be set following the results of these initial surveys to ascertain the actual mode share when the site is occupied. These will seek to increase the proportion of journeys by foot, cycle and bus, whilst reducing car use.

Awareness

3.3.7 The findings from the Sustainable Travel Town Project (DfT 2004) found that an intensive marketing approach and personalised travel planning can, over three years, result in a 8-9% reduction in the proportion of single occupancy car journeys.

3.3.8 Although slightly different in scope, these results show that projects to increase awareness of sustainable forms of transport do have success in reducing private vehicle journeys, hence the reason for setting initial and then future targets. Awareness of the Plan, its aims and objectives can be tested through attendance / take up of travel planning measures and responses to a bi-annual residential travel survey.

3.3.9 In order for the Travel Plan to be successful awareness of The Plan must be high among residents of the development. This information could be used as a qualitative measure of the willingness of residents to change their travel behaviour.

4. PROPOSED TRAVEL PLAN MEASURES

4.1 Introduction & Summary Action Plan

4.1.1 This section of The Plan outlines the measures to promote travel by modes other than the private car to and from the site.

4.1.2 Travel by sustainable modes can have many benefits, including:

- Lower journey costs;
- Less pollution (emissions, noise);
- Health benefits (walking and cycling);
- Creating a sense of community;
- Less congested and safer roads.

4.1.3 The Plan should not be seen as anti-car, as travel by car is often desirable, convenient and at times / for some the only practical mode of travel. The measures in The Plan instead aim to reinforce the availability of other modes of travel, such as walking, cycling and public transport, and also inform residents about their benefits, that they may not know about or may not have previously considered.

4.1.4 The package of proposed measures comprises the:

- Appointment of a 'Travel Plan Coordinator';
- Promotion of walking and cycling;
- Promotion of bus services;
- Promotion of car sharing;
- Provision of comprehensive travel information;
- Provision of appropriate levels of car parking; and
- Provision to homeowners of 'Travel Packs'.

4.1.5 These measures are described in more detail in the following sub-sections whilst the preliminary Action Plan set out at **Table 4.1** relates them to the aims, objectives and targets set out in **Section 3**.

Table 4.1: Preliminary Action Plan

Target	Measures / Initiatives	Tasks / Actions	Responsibility	Timescale of Tasks / Action	Review
Appoint Travel Plan Co-ordinator	Dedicated member of staff at developer or external consultant on a part-time basis	See below	TPC	Prior to first occupation	Ongoing
To reduce the proportion of trips undertaken by car	Promotion of car sharing	Promote to residents within Travel Pack	Travel Plan Co-ordinator		Annually
	Levels of car parking provision	Provide within the parameters of HBC's parking standards	Developer in liaison with HCC / HBC	As part of construction	
	Promotion of delivery services	Promote to residents within Travel Pack	Travel Plan Co-ordinator		Annually
		Provide broadband within homes	Developer	As part of construction	
	Personalised Travel Planning (PTP)	Offer PTP to residents	TPC	Ongoing to final occupation	Annually
To increase bus mode share	Promotion of bus travel	Promote to residents within Travel Pack	Travel Plan Co-ordinator		Annually
	Offer bus incentive to new residents	Negotiate potential redemption arrangement with bus service provider	Travel Plan Co-ordinator	Prior to first occupation	Following last occupation
To increase cycle mode	Provision of cycle parking and storage for each dwelling	Design, procure and install	Developer and Travel Plan Co-ordinator	Ongoing to final occupation	
	Provision of off-site facilities	Funding for potential town centre wide improvements	Developer	At end of construction period	
	Cycle training	Investigate reduced rate cycle training for residents	Travel Plan Co-ordinator	Prior to first occupation	Following last occupation
	Discount with local retailer	Investigate potential redemption arrangement with local cycle retailers	Developer and Travel Plan Co-ordinator	Prior to first occupation	
To increase walking mode share	Provision of off-site facilities	Funding for potential town centre wide improvements	Developer	Prior to first occupation	

Target	Measures / Initiatives	Tasks / Actions	Responsibility	Timescale of Tasks / Action	Review
To make residents aware of the Travel Plan	Provision of homeowners Travel Packs	Design and compile contents	Travel Plan Co-ordinator	Prior to first occupation	Six monthly or sooner if timetable changes warrant
	Newsletter	Produce twice yearly newsletter to residents	Travel Plan Co-ordinator	Phased	Following last occupation

4.2 Travel Plan Coordinator

4.2.1 The developer will appoint a Travel Plan Coordinator (TPC), to manage the implementation of The Plan. The TPC may be a new or existing member of staff at the develop company and will be appointed three months prior to the first occupation. Contact details of the TPC will be given to HBC and HCC upon appointment.

4.2.2 The TPC monitors the success of the Travel Plan and works with the local authorities, public transport operators and other interested parties. The TPC is also responsible for arranging review meetings involving the residents, the facility operators and the local planning and highway authorities.

4.2.3 The sales office staff will have the responsibility of providing 'Travel Packs' for first time homeowners (see Section 4.8). It is anticipated that the Travel Plan will be a good marketing tool for the development and as such awareness of the Travel Plan will be brought to the fore.

4.2.4 The TPC will be responsible for the following:

- Acting as the contact regarding The Plan;
- Overseeing the full implementation of The Plan;
- Promotion and encouragement, including publicity towards residents use of travel modes other than the private car;
- Ensuring that all new residents are provided with a 'Travel Pack' containing information on sustainable modes of transport;
- Negotiating cycle and cycle accessory discounts with local suppliers;
- Providing details of cycle training / 'bike doctor' surgeries;
- Liaising with the Local Planning Authority, Highway Authority and other external organisations, such as public transport operators;

- Promoting a car sharing scheme;
- Providing an initial point of contact for any transport related issues that residents may have, including providing a personal travel planning service to residents (as required);
- Setting up a residents Travel Plan committee;
- Commissioning traffic surveys and monitoring reports;
- Commissioning the resident travel surveys; and
- Ensuring that all travel literature supplied in the 'Travel Packs' is maintained for issue to new households.

4.3 Promotion of Walking & Cycling

4.3.1 the site is located in a highly sustainable location and as such it is anticipated that the walking and cycling mode share will be relatively high. Nonetheless, the TPC will provide details of walking and cycling facilities, events and benefits to residents, through the provision of Travel Packs and newsletters.

4.4 Promotion of Bus Services

4.4.1 Residents will be provided with bus route maps including the location of the nearest bus stops to the site and given detail of up-to-date bus fares; this will be contained within the 'Travel Packs'.

4.4.2 Significantly, the developers will provide a **bus travel incentive scheme** for residents of the site. This will enable residents to obtain discounted bus travel for an initial period. It is envisaged that this scheme will be implemented / administered by the TPC.

4.4.3 Free and discounted fares are also currently available within Havant and the wider Hampshire area for both children and pensioners. Weekly (and longer period) season tickets are also available from the local bus operators, which allow reduced cost bus travel within the surrounding areas. These will be advertised through the 'Travel Packs'.

4.5 Promotion of Car Sharing

4.5.1 Information will be provided to first purchasers regarding the “*liftshare.com*” car sharing scheme, or others operating at the time.

4.5.2 Car sharing is where two or more people, who currently make a similar journey independently in separate cars, start travelling together sharing the cost of the journey. Benefits of car sharing include:

- Reduced travel costs;
- Less congestion and pollution;
- Reducing parking problems (less single occupant cars = more parking spaces available).

4.5.3 Providing information regarding the car sharing scheme also has the potential to reduce single occupancy car journey, and thus reduce the number of car journeys to and from the development.

4.6 Travel Information

4.6.1 A board showing travel information will be displayed at the site. This board would likely display the following information:

- a map highlighting pedestrian and cycle routes and bus stops (including the proposed stops) in the local area;
- relevant bus and train timetable and route information;
- telephone numbers and website addresses where additional travel information can be obtained; and
- Travel initiatives organised by local and national transport groups, such as; Walk to School Week, Bike Week, Bike to Work Day, Green Transport Week, Lift-Share Week, Travelwise Week, Car Free Day and European e-Work Week.

4.6.2 The travel information board would be kept up to date by the TPC.

4.6.3 The end users/sales and marketing website can also provide a specific page dedicated to travel information. This can be used as a marketing tool for potential buyers, but a version will also be available for future residents for a readily available reference point.

4.7 Car Parking Provision

4.7.1 Residential parking within the site will be at a level below the maximum parking standards set out by HBC, thereby limiting the availability of the private car to residents.

4.8 Homeowners 'Travel Packs'

4.8.1 All the travel information described in the Travel Plan will be brought together into a 'Travel Pack' for the first purchaser of each dwelling. This will contain a range of information relating to travel from the site. The final content of the pack will depend upon up-to-date information at the time of issue, but the pack following are being considered and are shortlisted for inclusion within the pack:

- Contact details for the TPC;
- Local Facilities map, including the nearest bus stops, Havant rail station and town centre facilities;
- Pedestrian, cycle and public transport network maps and information, including typical journey times, routes to local facilities;
- Information on the health benefits of walking and cycling, through the use of websites such as www.walkit.com;
- Full set of published timetables for bus and train services operating in and through Havant, including contact details for operators;
- Pocket public transport guide for routes serving the development;
- Cost comparison details between non-car modes of travel and car travel (including parking costs);
- Travel Vouchers for every household (first occupiers) to be exchanged for either:
 - Ticket for local bus services; and/or

- Contribution towards a rail season ticket or network card
 - Voucher for a local bike retailer (if applicable)
- Contact details of local taxi companies, to avoid the need to own or use a private car;
- Information regarding local businesses selling bicycles and protective clothing and providing cycle maintenance services;
- Internet links to local authority road safety information relating to walking, cycling and vehicle speeds;
- Information leaflets on car sharing schemes available in Havant such as www.liftshare.com, or others operating in the area at the time;
- Details of local businesses providing home delivery services, including the benefits of using such businesses and internet shopping;
- Eco-driving techniques to reduce fuel consumption;
- Information on initiatives and proposals detailed in this Travel Plan; and
- Information on sources of travel information (telephone numbers and internet links), such as:
 - National Rail Enquiries (www.nationalrail.co.uk)
 - Transport Direct (www.transportdirect.infoWeb2/Home.aspx)
 - Traveline (<http://traveline.info/>)
 - Cycle Route Planner (www.cyclestreets.net)

4.8.2 These '*Travel Packs*' will be produced by the developer. It is envisaged that they will take the form of an A5 ring binder so that information can be updated in new packs, although the final format will depend on availability and HBC requirements. Third party leaflets and information will be required and permission to use the information will be sought.

4.8.3 A summary of the Travel Plan will be provided as an 'introductory' flyer to the homeowners '*Travel Pack*'.

5.0 MONITORING THE TRAVEL PLAN

5.1 Introduction

5.1.1 This section outlines how the Travel Plan is to be monitored to ensure that the aims of the plan are delivered.

5.2 Baseline Data

5.2.1 The transport and travel requirements for the development have been assessed from the data set out in the Transport Assessment for the planning application (**Report No. 14-006-02**). This data will be used as the baseline data for the proposed development.

5.3 Targets

5.3.1 The Travel Plan targets will be set following the initial surveys at the site following the 65th occupation (50%), refer **Section 3** of this report for further detail.

5.3.2 It is initially envisaged that a 10% reduction in car trips could be achieved between the 12-hour weekday trip rate set out in **Section 3** and the surveys undertaken following five years of the 50th occupation.

5.4 Travel Surveys (Qualitative)

5.4.1 An initial baseline travel survey based upon travel questionnaires will be conducted following the occupation of the 65th unit on the site. This is in order to provide a reasonably large sample and to allow new residents to start to form travel patterns. Further monitoring (by household survey) will then take place every two years, to assess travel mode shares and to identify where the Travel Plan measures need changing.

5.4.2 It is envisaged that the questionnaires will ask residents about all aspects of their travel; an example Residents Travel Survey Questionnaire is contained in **Appendix D**. This will likely include the following for each typical journey:

- Number of residential occupants;
- Modal split by questionnaire;
- Awareness of the Travel Plans, its aims and objectives;
- Review of transport initiatives;
- Comparison of actual and predicted travel modes;
- Residents response, participation and views;
- Content and effectiveness of information supplied to residents; and
- Development of new initiatives.

5.5 Travel Surveys (Quantitative)

5.5.1 The TPC will be responsible for monitoring residents travel patterns, in accordance with the TRICS UK Standard Assessment Methodology (SAM). These surveys will be co-ordinated by the TPC and commissioned directly through TRICS. Following the year 1 survey (following occupation of the 65th unit), further surveys will be undertaken on or around the anniversary in years 2, 3, 4 and 5.

5.6 Monitoring Reports

5.6.1 The monitoring program will be developed in conjunction with HBC/HCC to ensure that the monitoring procedures are appropriate. The developers will fund the data collection through a contribution.

5.6.2 The TPC will produce annual Monitoring Reports, based upon the travel survey results which will be held on a travel database. Monitoring will start after occupation of the 65th unit.

5.6.3 The findings will be presented to HCC/HBC to assist the local authority in their assessments of the success of the Travel Plan. Monitoring will continue at regular intervals from the 65th occupation of the development and thereafter for a further period of five years, refer to **Table 5.1**.

Table 5.1: Survey Schedule

Type of Survey	Year 1*	Year 2	Year 3	Year 4	Year 5
SAM	*	*	*	*	*
Residential Questionnaire	*		*		*

*Occupation of 65th unit

5.7 Review of Targets

5.7.1 Following submission of the annual Monitoring Reports, the TPC will in conjunction with HCC/HBC; review the report, assess the effectiveness of the measures implemented and identify areas for improvement. In particular the following will be assessed:

- Modal split;
- Demand for car and cycle parking on-site; and
- Recommendations for future use and user satisfaction.

5.7.2 The TPC will examine the need to amend the targets and adapt the measures package in order to achieve the targets.

5.7.3 The developers are committed to the delivery of the Plan, and there will be legal and financial obligations further contained within the Section 106 Agreement. Any re-prioritisation of existing measures or the instigation of new measures will be within the limits of the overall budget, however the developers will use their reasonable endeavours to maximise the use of the agreed resources.

5.8 Enforcement

5.8.1 Should, following the review of the year five survey results, the Travel Plan not have met its targets (i.e. a reduction in car trips of 10% from those initially set out in **Table 3.1** or the initial survey not be achieved) then further enforcement

action may be required. This would typically include a second round of travel vouchers to be issued to each residential dwelling.

5.8.2 If this situation were to arise we would request that HCC/HBC look favourably on the developer, should the TPC be able to demonstrate that they have consistently applied all reasonable endeavours with respect to the implementation of the Travel Plan.