

Barratt Homes Ltd

Copseys Nursery, Havant

Framework Travel Plan

July 2014

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1 INTRODUCTION

- 1.1 Vectos has been appointed by Generator Group Ltd and Denis Wilson Homes to prepare a Framework Travel Plan (FTP) for the proposed residential development at Copseys Nursery/Manor Farm masterplan site, Denvilles, Havant, Hampshire.
- 1.2 The Copseys Nursery/Manor Farm site is a brown field site within Havant. The proposed development comprises a mix of residential dwellings.
- 1.3 This document has been prepared to update the previously submitted planning application for the Copsey's nursery residential development site in Denvilles, Havant on behalf of the developer Barratt Homes.
- 1.4 Planning consent was gained in April 2013 for a hybrid application to which the 91 residential units associated with the Copsey's nursery site was submitted in detail and the remaining 100 units associated with the Copsey's Nursery site was submitted in outline only.
- 1.5 A further document was submitted in relation to the site in July 2013 associated with a Reserved Matters application for the Copsey's Nursery which had previously been granted outline planning consent.
- 1.6 Outline application for Copsey's Nursery for the erection of 100 dwellings will consist of 65 open market units and 35 affordable units. The revised plans for the Copsey's nursery site comprises of 9 additional dwellings bringing the total number to 109, increasing the total number of dwellings on the site to 200. A community centre will replace the farmers market considered in the initial design.
- 1.7 The development proposals for which the FTP relates is for the construction of 200 residential units at Copseys Nursery/Manor Farm, Denvilles. The FTP sets out the overarching principles to be adopted to promote sustainable travel along with a range of measures to be considered. **Figure 1** shows the location of the site in a wider context within Hampshire. The site is identified in **Figure 2** in a local context.
- 1.8 This Framework Travel Plan should be read in conjunction with the Transport Assessment Addendum which accompanies the application.

Purpose and Scope

- 1.9 The purpose of this FTP is to set out an overarching strategy to ensure that travel made by residents of the Development is carried out in the most sustainable means possible.
- 1.10 The FTP sets out broad physical measures that will be implemented as part of the development proposals. Once the development proceeds through to the occupation process, this framework will be used to develop a full Travel Plan for the site.
- 1.11 This report has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan itself.
- 1.12 The remainder of this document is structured as follows:
- Section 2 - Policy Context;
 - Section 3 - Existing Site Accessibility by non-car modes;
 - Section 4 - Objectives and Targets;
 - Section 5 - Interim Travel Plan Strategy;
 - Section 6 - Monitoring and Review;
 - Section 7 - Measures and Initiatives; and
 - Section 8 - Action Plan.

2 POLICY CONTEXT

- 2.1 This section describes current planning policy guidance at National and Local level which is relevant to the development proposals and travel planning.

National Planning Policy

National Planning Policy Framework (NPPF) (March 2012)

- 2.2 The NPPF was published in March 2012 and sets out national policy for delivering sustainable growth and development in England. The NPPF details how it expects policy to be applied and it aims to make the planning system less complex and more accessible. It replaces a wealth of Planning Policy Statements and Guidance including PPG13 and PPS1.
- 2.3 The NPPF states that sustainable transport is about “giving people a real choice about how they travel” whilst recognising that solutions will “vary from urban to rural areas”. It advises that decisions should take account of amongst others whether “safe and secure access to the site can be achieved for all people”, and that “development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.
- 2.4 In terms of transport, the objectives outlined in NPPF are to:
- *facilitate economic growth by taking a positive approach to planning for development;*
 - *make the fullest possible use of sustainable modes of travel; and*
 - *support reductions in greenhouse gas emissions and congestion, and promote accessibility through planning for the location and mix of development.*
 - *Section 4 of the NPPF deals with “promoting sustainable transport”, and states:*
 - *“The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.*
- 2.5 All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
- *“the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - *safe and suitable access to the site can be achieved for all people; and*

- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*

2.6 The NPPF states:

- *“Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:*
- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

2.7 The NPPF states that local authorities should consider the accessibility of a development alongside the type, mix and use of the development as well as looking at local car ownership and the overall need to reduce the use of high emission vehicles when determining planning applications.

Guidance on Transport Assessment (March 2007)

2.8 The Department for Transport (DfT) published ‘*Guidance on Transport Assessment*’ in March 2007 which explains the role of a supporting Travel Plan in delivering sustainable outcomes and provides links to guidance on preparing a Travel Plan.

2.9 The DfT has also published a variety of guidance documents to assist in the development and implementation of Travel Plans. The latest DfT guidance on Travel Plans is the ‘*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*’, April 2009.

- 2.10 This guidance document, which seeks to enable the most sustainable access to a new development, has been the primary guiding document for the compilation of this Travel Plan. The guidance places strong emphasis on ensuring the success of Travel Plans, linking them closely to the transport planning work undertaken at the planning stages and ensuring that clear objectives and outcomes are set.
- 2.11 The Department for Transport [DfT] have produced a number of documents providing guidance on Travel Plans, including 'Making residential travel plans work: guidelines for new development (2007)' and 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)'.
- 2.12 These guidelines include a Travel Plan pyramid, which sets out five key tiers to a successful residential Travel Plan. This Pyramid is reproduced in **Figure 2.1**.

Figure 2.1 – Travel Plan Pyramid



- 2.13 Considering the above tiers, the first tier considers site location. This is seen as a key element by the guidance and one that underpins '*all the other aspects of accessibility of the site*'.
- 2.14 The second tier '*comprises the fundamental characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and bus use*'. This effectively relates to the physical measures that can be delivered as part of the development to ensure it ties into the sustainable transport network as effectively as possible.

- 2.15 The third tier puts in place *‘the resource to facilitate and develop the measures in the plan’*. This effectively means the identification of a suitable person to lead the Travel Plan process and ensure the effective management and development of the Travel Plan.
- 2.16 The fourth tier then goes on to consider *‘the services that will need to be obtained for the site’* and primarily relates to the ‘soft’ travel planning measures, whilst the fifth and final tier looks at *‘promotion, marketing and awareness raising to ensure adequate take-up of these services and to communicate the travel plan to residents’*.

Local Policy

- 2.17 This Travel Plan has been prepared following guidance set out within the, *“Hampshire County Council Environment Department – A Guide to Development Related Travel Plans, January 2009”*.
- 2.18 In accordance with Appendix D of this document, annual monitoring of the Travel Plan will be undertaken over a 5 year period. The FTP also accords to Appendix F of the guidance document in including the required measures within a residential travel plan.

3 EXISTING SITE ACCESSIBILITY BY NON-CAR MODES

- 3.1 The site is located to the east of Southleigh Road, north of the A27 and is on the eastern side of Havant. It is approximately 2km to the north-east of the town centre. The site is currently accessed from a priority junction with Blenheim Gardens, a residential road that connects directly to Southleigh Road to the north via Spindle Close and to the south via Fifth Avenue.

Existing Travel Behaviour

- 3.2 In order to establish the existing travel patterns of residents within the Warblington/Denvilles area, census journey to work data has been reviewed based upon the daytime population for the ward within which the site is located, St. Faiths; and for the Havant area as a whole.
- 3.3 The table below provides a breakdown of person trips by mode in percentage terms.

Table 3.1 - Journey to work % Mode Share – Daytime Population

Mode	St. Faiths	Havant Borough	Average
Train	7%	3%	5.0%
Bus, minibus or coach	3%	6%	4.5%
Taxi or minicab	0%	1%	0.5%
Driving a car or van	67%	68%	67.5%
Passenger in a car or van	6%	8%	7%
Motorcycle, scooter or moped	1%	1%	1%
Bicycle	5%	4%	4.5%
On foot	10%	8%	9%
Other	1%	1%	1%
total	100%	100%	

- 3.4 The 2001 census data indicates that a relatively high proportion of journey to work trips are made by car, with an average of 74.5% of all trips made by private vehicle. Walking and cycling account for almost 15% of all person trips in St. Faith's, with bus based commuting accounting for 3% of trips.
- 3.5 In terms of distance travelled to work based upon residents of St. Faith's ward, 44% of trips are less than 5km, which is well within the desirable threshold for cycling trips. A further 32% of trips are less than 10km which is also within a distance considered acceptable for commuting purposes by cyclists.

Pedestrian & Cycle Routes

- 3.6 On the Havant Borough Council Cycle Map, Southleigh Road is identified as a route for a sign posted cycle network link and on-road cycle lane.
- 3.7 The western footway measures approximately 1.8 metres in width, whilst the eastern footway measures approximately 3 metres in width, of which 1 metre consists of a grass verge. Advisory on-road cycle lanes are provided in both directions along Southleigh Road.
- 3.8 There are no formal pedestrian crossings within the immediate vicinity of the school, however, motorists are encouraged to reduce speeds to 20mph within the vicinity of the school. There is also signage which denotes a shared pedal cycle and pedestrian route.
- 3.9 The National Cycle Route 2 is partially incomplete but is proposed to link the entire south coast between Dover in Kent and St. Austell in Cornwall. The section between South Mundham and Christchurch in Hampshire has an alignment to the south connecting Emsworth to Havant. This section of route 2 is indicated as partly on-road and partly traffic free.

Bus Services

- 3.10 The 27 bus route operates along Southleigh Road to the west of the site and provides a connection to the town centre. The 27/27A serves the Denvilles, Southleigh Road bus stop and is operated by Emsworth & District Buses which operate many rural and urban services in Havant and Emsworth.
- 3.11 Bus stops are situated adjacent to the site providing covered shelters, seating and bus timetable information. The 27 bus route which travels from Rowland's Castle through to Southbourne and provides up to 3 services/hour in each direction from Monday to Friday, with 2 services/hour operating on Saturdays.

Rail Services

- 3.12 Approximately 400 metres to the south of the site is Warblington railway station that is on the coastal railway line. Warblington Rail station is operated by Southern Railways and is staffed on a part-time basis from 07:55 to 9:10 Monday to Friday. The rail station operates unstaffed at weekends. Services operate from Southampton Central to London Victoria with trains operating at a frequency of up to 2 trains per hour.

3.13 The Havant Borough Council website provides a summary of the train services at the station as follows:-

- 1 per hour to Southampton (SR)
- 1 per hour to London Victoria (SR)/London Bridge (weekday peak periods only)

3.14 Havant railway station is around 1.5km to the west of the site and is on both the coastal railway line and the line between Portsmouth and London. A summary of the train services at Havant station is as follows:-

- 3 per hour to London Waterloo (SW)
- 2 per hour to Brighton (SR, GW)
- 1 per hour to Littlehampton (SR)
- 2 per hour to London Victoria (SR)
- 2 per hour to Southampton (SR)
- 6 per hour to Portsmouth (SR, SW)
- Occasional to Great Malvern (GW)

4 OBJECTIVES AND TARGETS

Introduction

- 4.1 This chapter sets out the overarching objectives for the travel plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the travel plan can be found in Chapter 7.
- 4.2 Objectives are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- 4.3 Targets are the measureable goals by which progress will be assessed. The travel plan sets out targets which the site occupiers will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.
- 4.4 The objectives, targets and indicators are set out in this chapter.

Objectives

- 4.5 The Framework Travel Plan's overriding objective is to:

Put in place the management tools deemed necessary so that residents of the proposed site are able to make informed choices about their travel, while at the same time minimising the adverse impacts of their travel on the environment and surrounding highway network.

- 4.6 The sub-objectives are:

- *To raise the awareness of sustainable modes available to residents;*
- *To promote healthy lifestyles and sustainable, vibrant local communities;*
- *To encourage good urban design principles that maximise the permeability of the Development for walking and cycling;*
- *To improve existing infrastructure, improve public transport, and ensure connectivity and assimilation both within the Development and between the existing wider community; and*
- *To avoid reliance on car usage, especially single occupancy vehicles.*

- 4.7 These objectives will be achieved by introducing a package of physical and management measures that will facilitate resident travel by sustainable modes.

Targets and Indicators

- 4.8 Travel Plan targets are measurable goals by which progress of the Travel Plan can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART, i.e. Specific, Measurable, Achievable, Realistic and Time related.
- 4.9 There are two types of targets, namely: 'action' and 'aim' targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 4.10 The Action Targets for this Travel Plan are:
- To appoint a Travel Plan Coordinator (TPC) 1 month prior to initial occupation;
 - To launch the travel plan no later than 1 month after the appointment of the TPC; and;
 - To provide travel information to all residents of the site.

Aim Targets

- 4.11 The aim targets of this Travel Plan are focused on all residents of the proposed development.
- 4.12 In the absence of existing travel data for the site, 2001 census Travel to Work data has been used to inform the pre-occupation baseline from which targets have been derived. The baseline travel patterns are outlined in Table 3.1 in the previous section. The following targets will then be refined after baseline travel surveys are carried out by residents of the development.
- 4.13 The planning application is for the development of a single masterplan by two sets of developer's/housebuilders. The Manor Farm site entailing 91 dwellings will form a detailed application, whereas the Copseys nursery site entailing 109 dwellings has been submitted as outline. As a result, it is anticipated that the Manor Farm site will be developed within phase 1 and the Copseys nursery site will be developed within phase 2.

- 4.14 A baseline resident survey will be undertaken upon occupation of the first phase of the development which is anticipated to constitute the 91 residential units associated with the Manor Farm site or 12 months after occupation of the first unit.
- 4.15 **Table 4.1** outlines the Aim Targets set out for the site. The targets are set to measure progress towards the main objectives over five years. This Travel Plan will seek to achieve targets within five years of the launch of the Travel Plan. The Travel plan will seek to achieve the interim targets within three years of the launch of the Travel Plan.
- 4.16 Future targets for mode share have been established taking into account the proposed sustainable measures associated with the Development, and future measures to be implemented through the travel plan. The targets have also been designed to take into account of the fact that as a new development, whilst inducing a behavioural change for the residents and visitors to the Development, it may also be possible to establish a standard of sustainable travel at the outset.

Table 4.1 – Travel Plan Aim Targets

Mode of Travel	Baseline Mode Share (%) – Year 0	Interim Target (%) – Year 3	Final Target (%) – Year 5
Rail	7	7.5	8
Bus, Mini Bus or Coach	3	3.5	4
Motorcycle, Scooter or Moped	1	1	1
Driving a Car or Van	67	64.5	62
Passenger in a Car or Van	6	6	6
Single occupancy Drivers	60	58.5	56
Taxi or Minicab	1	1	1
Bicycle	5	5.5	6
On Foot	10	11	12
Total	100	100	100

- 4.17 The travel plan targets as set out in Table 4.1 aim to reduce the modal share for car driver by 5% over the course of the 5 year travel plan. The targets as set out within the Travel Plan will be reviewed in agreement with Hampshire County Council (HCC) once a baseline survey for residents has been undertaken and analysis of the results is completed. It is proposed that the Travel Plan targets be reviewed after 5 years from occupation.

- 4.18 A travel survey will take place on the anniversary of the baseline travel survey on an annual basis for 5 years. The modal share results that will come out of the survey will indicate the success of the Travel Plan.

5 TRAVEL PLAN STRATEGY

Management

- 5.1 The Travel Plan will be managed and monitored by a Site Travel Plan Coordinator (TPC) who will have overall responsibility to ensure that the delivery of the proposed measures and initiatives are successfully delivered on time and to budget. Upon appointment the details of the appointed Site TPC will be provided to HCC.
- 5.2 The main responsibilities for this role are set out below and will be reviewed and amended on a regular basis:
- to provide guidance to, and be the main point of contact for residents within the Development site requiring information;
 - To design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
 - to communicate information to residents regarding relevant national, regional and local initiatives related to the promotion of sustainable travel;
 - to coordinate and collect monitoring data and arrange travel monitoring annual surveys, and supply evidence of this to HBC/HCC;
 - to discuss, set and amend the FTP mode shift targets as agreed with Havant Borough Council/Hampshire County Council; and
 - to undertake reviews of the FTP and assess the progress towards achieving mode shift targets.
- 5.3 To support the work of the Site Travel Plan Coordinator, the formation of a Travel Plan steering group comprised of residents, the TPC, and the site management company will be considered.
- 5.4 The co-ordination is expected to be sustained over a 5 year period in line with the proposed monitoring strategy. The role of the Travel Plan coordinator will be reviewed after the fifth annual travel survey and Travel Plan review. After this point, negotiations between the developer/site management and HBC/HCC will determine future monitoring requirements.

Marketing

- 5.5 An essential element of the travel plan strategy, and one which largely determines the success of the FTP, is promotion of the travel plan. In order to promote and increase awareness of the FTP the following measures will be adopted:
- Distribution of travel information packs to all future residents of the development (to include maps, public transport routes and frequencies and details of local amenities);
 - Display of key Travel Plan information on public notice boards, including posters and leaflets;
 - arrange Q&A sessions and offer a personalised travel planning service;
 - Promote national travel initiatives and organise site-wide events such as organised cycle rides.
- 5.6 Types of information to be provided:-
- Public Transport timetables, infrastructure locations and telephone enquiry lines;
 - Local Taxi numbers;
 - Community Guides about facilities and services on or near the development;
 - Travel Planning websites and contact details; and
 - Information on home shopping sites.
- 5.7 These marketing measures will be introduced on a site wide basis by the Travel Plan Coordinator.
- 5.8 The Travel Information or Welcome Pack will be produced based on the information in this document. The Travel Information Pack will include public transport routes/timetable information as well as suggested walking and cycling routes. Locations of accessible public transport for the mobility impaired will also be included. The Travel Information Pack will be distributed to all households upon initial occupation. This document will be reviewed and updated on a regular basis and consequently be reissued if deemed necessary.
- 5.9 Communal notice boards will also be provided and would allow for continued promotion of the Travel Plan. All notice boards will have a similar layout and content so that they become familiar and accessible to people visiting the site. The notice boards will contain up-to-date public transport information and information detailing cycling and walking opportunities.

6 MEASURES AND INITIATIVES

Introduction

- 6.1 This section of the FTP outlines the specific physical and management measures to be implemented as part of the Travel Plan.
- 6.2 The measures that have been identified for the Development are focused broadly on two specific themes; ‘action’, encouraging new residents to experiment with using different modes of travel, and ‘appreciation’, raising awareness to the benefits to be gained from making sustainable choices. ‘Enablement’ measures to ensure permeability and connectivity throughout the Development and the surrounding area for pedestrians and cyclists are largely incorporated within overall design of the scheme.
- 6.3 It should be noted, however, that the measures and initiatives to be included within the full Travel Plan will be subject to further discussions between HBC/HCC and the developer regarding funding provision within the Section 106 Agreement.

Appreciation Measures

Welcome Packs:

- 6.4 As mentioned in the Marketing Section of this Travel Plan, Welcome Packs will be distributed to all new residents upon initial occupation of each unit. The packs will provide residents with relevant public transport information (such as maps, routes, timetables, fares, etc.); contact details of local black cab/licensed minicab operators, car share organisations and will include walking and cycling maps for the local area.

Cycling

- 6.5 Information for cycling in Havant such as the Havant Borough Cycle Network Map and other local cycle routes will be provided for within Welcome Packs.
- 6.6 Hampshire County Council has a commitment to encourage more pupils to travel to school in a safer, more sustainable, and where possible, healthier way. Future residents will be made aware of Hampshire’s Bikeability Cycling Proficiency Test which provides cycle training to Years 5 - 9 children across the county between April 2012 and March 2013 (and beyond this period).

Walking

- 6.7 Along with walking route maps, events such as Walk to School Weeks will be promoted as part of the Travel Plan.

Public Transport

- 6.8 Further resources within the Welcome Packs will provide relevant information about sustainable travel websites such as Sustrans (<http://www.sustrans.org.uk/>), Transport Direct (<http://www.transportdirect.info>) and Travel Line (<http://traveline.info/>)

Car Sharing

- 6.9 Welcome Packs will promote the use of car sharing at the residential development. Residents will be encouraged to sign up to the Hampshire Car Share Scheme:
http://www.shareacar.com/hampshire_carshare_index.php
<https://hants.liftshare.com/default.asp>.

Action Measures

Buses

- 6.10 The developer will liaise with local bus operators about the potential of providing funding for new residents to have Plusbus Havant Passes which allow unlimited travel on Stagecoach, First and Emsworth & District bus services for a 1 month period within Havant and Hayling. This would be limited to one pass per unit.

Cycling

- 6.11 A free information pack will be provided detailing cycle routes in the area.

Personalised Travel Planning Service

- 6.12 The residents will be provided with a personalised travel planning service, which can be set up directly through the Site Travel Plan Coordinator.

Enabling Measures

Pedestrian/Cycle Infrastructure

- 6.13 Of the various measures being promoted to improve the local transport network, the most significant of these proposals is for the developers of Copseys Nursery/Manor Farm to provide a financial contribution to the implementation of the footbridge at Warblington Station.
- 6.14 Following a number of recent meetings and site visits, the design principles have been agreed with Network Rail, Southern Rail and Hampshire County Council, and the submission of a planning application for the bridge is now imminent. The footbridge will include a cycle gully to permit cyclists to wheel cycles over the bridge.
- 6.15 This will minimise the risk of pedestrian injury from traffic or the rail network; increase pedestrian accessibility to amenities south of the railway line; and improve the efficiency of the crossing, particularly at peak pedestrian periods such as school start and finish times, when pedestrians mixing with traffic impedes vehicular flow.
- 6.16 To support the new cycle infrastructure, cycle facilities will be provided. Secure, covered cycle parking facilities will be provided for each residential unit within the Development.

Pedestrian Network

- 6.17 Footways along residential streets within the Development will be provided at a minimum width of 1.8 metres, with appropriate lighting. Street design will ensure pedestrian permeability, providing links within and between residential areas, and link with existing public rights of way (PROWs).
- 6.18 The developer is prepared to make a suitable contribution towards the provision of the Warblington School path, which will link Southleigh Road towards Havant Town Centre adjacent to the railway line, a proposed cycle path measuring 3m in width, with lighting and fencing.

7 MONITORING & REVIEW

- 7.1 This Framework Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the site. This chapter sets out the proposals for monitoring and review.

Monitoring

- 7.2 Monitoring will take place throughout the five years life span of the travel plan. All monitoring will follow the most up to date HCC/DfT best practice guidance.
- 7.3 The monitoring programme will begin with the initial travel survey; to be undertaken once 100 dwellings has been occupied, i.e. once 100 of the entire 200 dwellings which will encompass the overall site masterplan are occupied. The survey will be used to adjust and ratify the baseline travel patterns and the targets.
- 7.4 Further surveys will take place annually, to monitor progress towards the Year 3 and Year 5 Targets.
- 7.5 All surveys will be undertaken using the TRICS Standard Assessment Methodology. Details of this are available at www.trics.org.
- 7.6 Additional monitoring of comments received from residents relating to the operation and implications of the Travel Plan is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored on a regular basis:
- 7.7 Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to the HCC and HBC.

Reporting

- 7.8 The TPC will submit annual monitoring reports to HCC. The monitoring reports will include the results of any site wide surveys conducted, details of any new measures introduced and provide a general summary.

8 ACTION PLAN

- 8.1 The Action Plan outlined below in **Table 8.1** sets out the measures included within the Travel Plan that are directed at influencing resident travel.

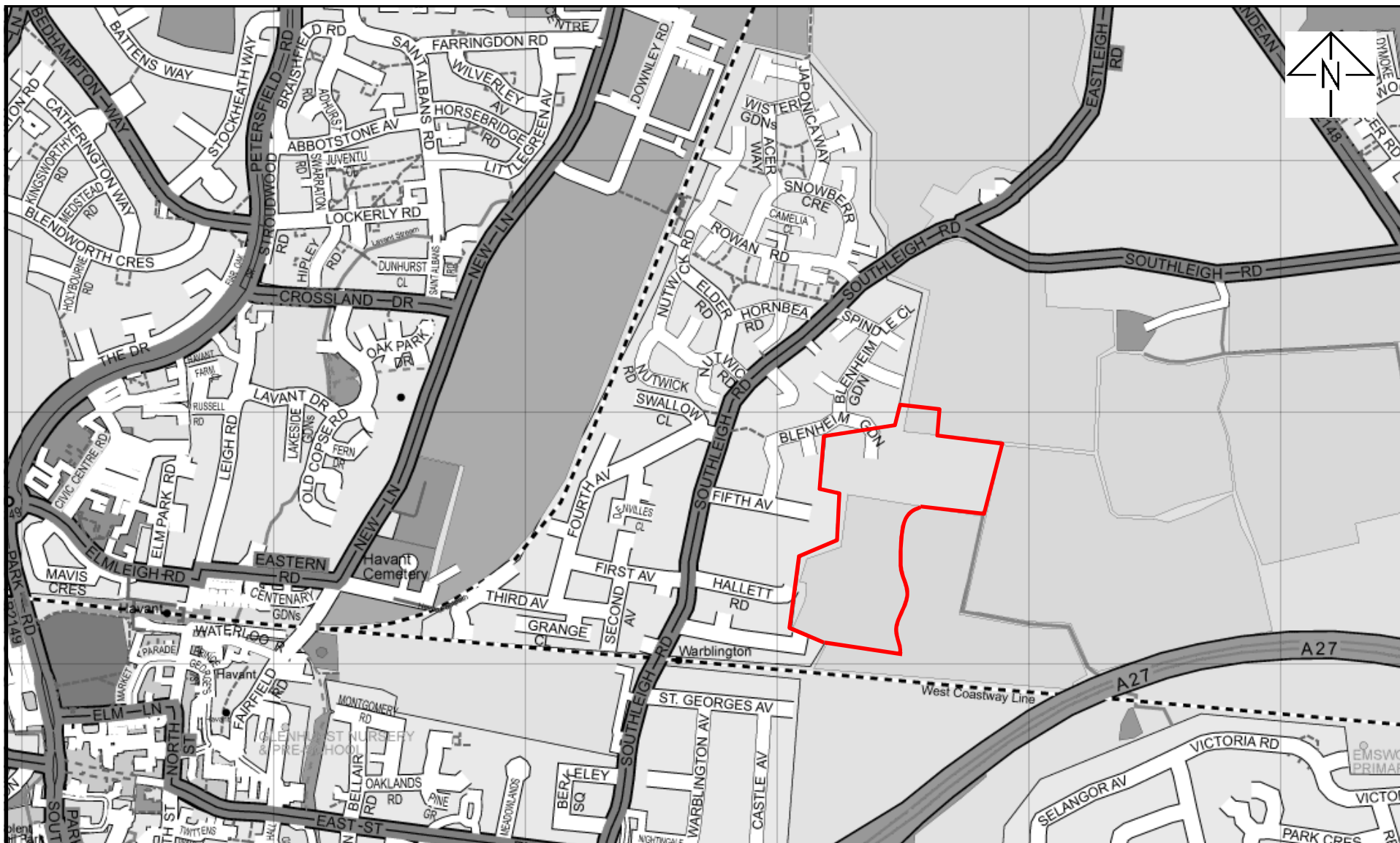
Table 8.1 Action Plan for Travel Plan Measures

Measures	Notes	Status/ Target Date	Method of Monitoring	Responsibility
General				
Appointment of Travel Plan Coordinator (TPC)	A TPC will be appointed 1 month prior to initial occupation	One month prior to occupation	N/A	Developer
Information Provision				
Sustainable Travel Notice Board	The Sustainable Travel Notice Board will outline the sustainable options for travelling to the Development for residents and visitors	Prior to development operation	N/A	TPC/Developer
Personalised Travel Planning Sessions	The TPC will offer planning services for residents	When necessary	The TPC will keep a record of which residents have utilised the service as well as the nature of the service (group, one on one).	TPC
Cycling				
Provision of secure cycle parking facilities at each residential unit	Secure, covered cycle parking facilities will be provided for each residential unit	Provided as part of development process	N/A	Developer
Provide cycle route maps and other information relating to cycle facilities	Provided as part of Welcome Packs and on notice board	On-going	N/A	TPC
Walking				
Residents to be provided with information related to safe walking routes.	Provided as part of Welcome Packs and on notice board	On-going	TPC to monitor uptake	TPC
Public Transport				
Residents to be provided with public transport information and timetables	Provided as part of Welcome Packs and on notice board	On-going	TPC to monitor uptake	TPC

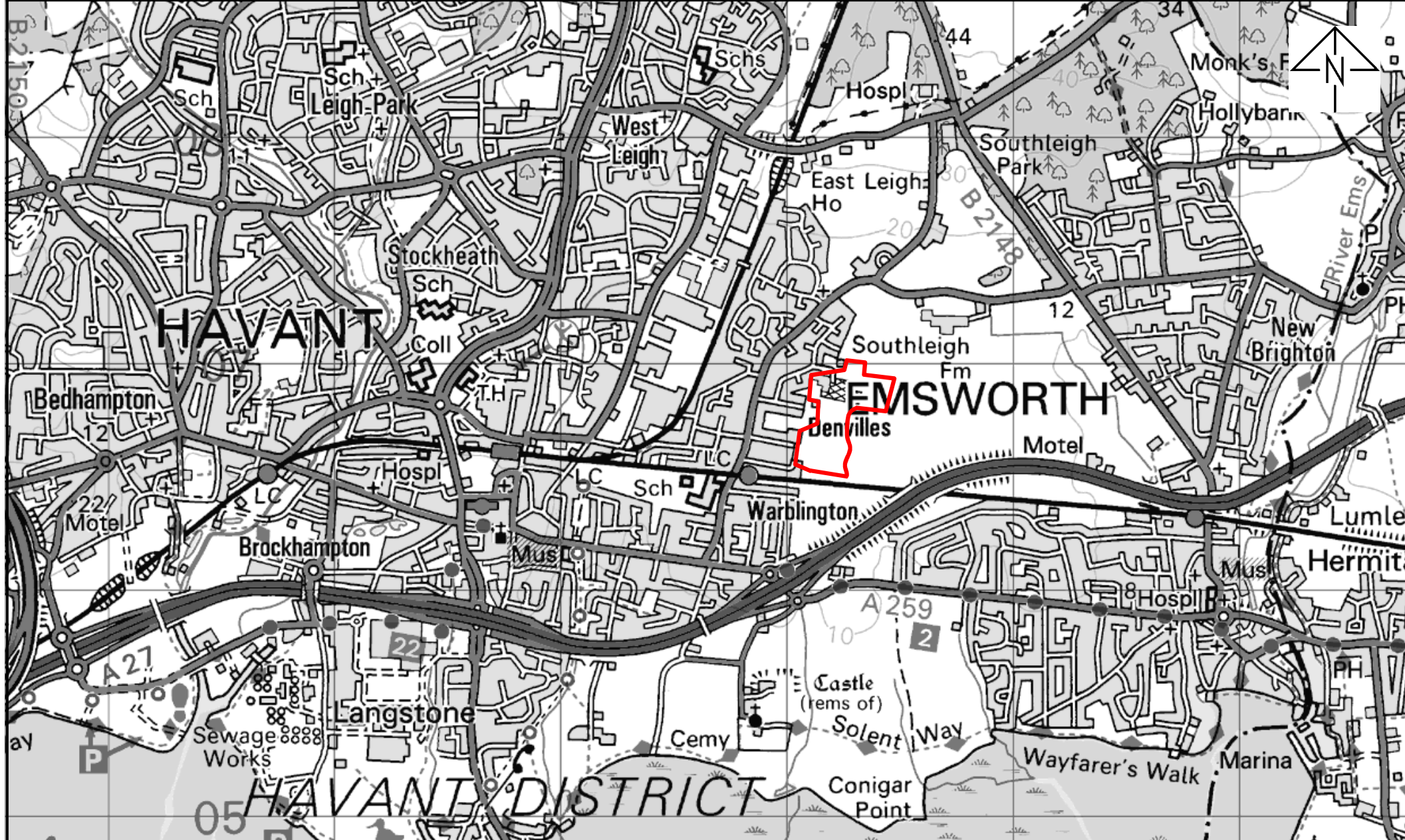
Table 8.1 Action Plan for Travel Plan Measures

The developer will fund the provision of 200 (1 per unit) PlusBus Passes which allow unlimited travel on Stagecoach, First and Emsworth & District services	Valid for a 1 month period	Upon unit occupation	TPC to monitor	Developer/TPC
Car Sharing				
Residents will be encouraged to sign up to Car Sharing Schemes	Hampshire Car Share Scheme (http://www.shareacar.com/hampshire_carshare_index.php)	On-going	TPC to monitor uptake	TPC

FIGURES



Key:  Site Location	Barratt David Wilson Homes				Copsey's Nursery
	Site Location – Local Context				 85 Tottenham Court Road, London W1T 4TQ Tel: 020 7268 3020 Email: london@vectos.co.uk www.vectos.co.uk
	DRAWN: SO'D	CHECKED: C.S	DATE: 08/10/2012	SCALE: NTS	DRAWING REFERENCE: Figure 2



Key:



Site Location

Barratt David Wilson Homes

Copsey's Nursery

Site Location – Strategic Context



85 Tottenham Court Road, London W1T 4TQ
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DRAWN:

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08/10/2012

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Figure 1