

Residential Travel Plan

**Land South of Beech
Grove,
Mengham,
Hayling Island**

**Prepared for
Tolcarne Drive
Developments Ltd**

by

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ACRONYMS AND ABBREVIATIONS

CIHT	The Chartered Institution of Highways and Transportation (formerly IHT)
DfT	Department for Transport
HBC	Havant Borough Council
HCC	Hampshire County Council
IHT	The Institution of Highways and Transportation (now CIHT)
LDF	Local Development Framework
LTP3	Third Local Transport Plan
MfS	Manual for Streets
NCN	National Cycle Network
NPPF	National Planning Policy Framework
PTP	Personal Travel Planning
RTIP	Residents' Travel Information Pack
RTP	Residential Travel Plan
SAM	Standard Assessment Methodology
SMA	Stuart Michael Associates
SMART	Specific, Measurable, Achievable, Realistic and Time-bound
SPD	Supplementary Planning Document
TA	Transport Assessment
TPC	Travel Plan Coordinator
TRICS	Trip Rate Information Computer System

1.0 INTRODUCTION

- 1.1 This Travel Plan has been prepared by Stuart Michael Associates, consulting engineers, on behalf of Tolcarne Drive Developments Limited (the “Applicant”). This Travel Plan is in support of a Planning Application for 131 residential dwellings on land south of Beech Grove, Mengham, Hayling Island. Hayling Island is situated on the south coast in the Havant district of Hampshire.

Background

Site Location and Accessibility Summary

- 1.2 The site is located on land south of Beech Grove and is bounded to the west by Mengham Junior School, to the north by existing residential development on Hawthorne Grove and Beech Grove, to the east by fields, and to the south by existing residential development on Golding Close and My Lords Lane (**Figure 1.1** refers).
- 1.3 The Applicant proposes to construct 131 dwelling units at the site; the proposed site layout is attached at **Appendix 1**. The site is well-located for access to local facilities, with a full range of everyday amenities (including schools, convenience stores, post office, barbers, banks and public library) within reasonable walking distance of the centre of the site.
- 1.4 Bus services 30 and 31, operated by Stagecoach, comprise ‘The Bridge’ bus link between the town of Mengham and Havant, operating at a typical half hourly weekday frequency.

The Residential Travel Plan

- 1.5 The requirement for a Travel Plan is set out in Appendix B of the Department for Transport (DfT) document “Guidance on Transport Assessment” (March 2007). Both a Transport Assessment (TA) and Travel Plan are required for a development comprising more than 80 residential units.
- 1.6 This document is intended as a Full Residential Travel Plan (RTP) with the proposed modal shift ‘SMART’ targets to be finalised following occupation of the proposed development (Section 6 refers).
- 1.7 The RTP is designed to mitigate potential transport impacts which could arise from the proposed development. It should be considered in conjunction with the TA submitted in support of this application.
- 1.8 National policy documents and local guidance notes have been consulted and described in Section 2. In addition to these resources, the following documents have also been consulted in the preparation of this Travel Plan:

- Hampshire County Council (HCC) 'A Guide to Development Related Travel Plans' (January 2009);
- Mayor of London & Transport for London 'iTRACE and TRAVL compliancy' (January 2010);
- DfT et al. 'Manual for Streets' (2007);
- DfT 'Making Residential Travel Plans Work' (June 2007);
- Institution of Highways and Transportation (IHT) 'Providing for Journeys on Foot' (2000); and
- IHT 'Planning for Public Transport in Developments' (1999).

Report Outline

- 1.9 The structure of this document has been designed to take into account the guidance with regards to the contents of a Travel Plan presented in Table 4.1 of the HCC guidance document¹.
- 1.10 Section 2 specifically considers the National Planning Policy Framework (NPPF) and Hampshire's Third Local Transport Plan (LTP3).
- 1.11 Section 3 considers the availability of opportunities to travel on foot, by bicycle and on public transport. It also considers the local road conditions and the potential trip generation and modal split of the proposed development.
- 1.12 Section 4 describes the proposed development including the proposed access arrangements, site layout and housing mix.
- 1.13 Section 5 describes the proposed aims and objectives of the Travel Plan which are designed to ensure that progress is made towards delivering a modal shift away from the car and also to ensure that the Travel Plan is consistent with HCC local policy.
- 1.14 Section 6 proposes Action Targets and SMART targets to help establish the Travel Plan and define the intended modal shift away from the private car.
- 1.15 Section 7 proposes a package of measures, such as the provision of residential welcome packs to all residents, which would be implemented to encourage more sustainable travel patterns.
- 1.16 Section 8 proposes marketing and communication methods for the Travel Plan.
- 1.17 Section 9 explains how the Travel Plan will be managed and provides information about the role of the Travel Plan Coordinator, who is to be appointed by the Applicant.

¹ HCC (2009) 'A Guide to Development Related Travel Plans', Table 4.1 'Elements of a Travel Plan'

- 1.18 Section 10 provides information of how the Travel Plan's progress shall be monitored and reviewed. Travel surveys carried out for monitoring shall be iTRACE compliant.
- 1.19 Section 11 provides an Action Plan which may assist with the implementation, management and review of the Travel Plan.

2.0 POLICY CONTEXT

2.1 The promotion of more sustainable transport choices is embedded in national and local planning and transport policy. New developments are encouraged to give priority to pedestrians, cyclists and public transport users and promote more sustainable travel behaviour. The Travel Plan is an important accompanying document detailing the objectives, targets and proposed measures which may be implemented in order to achieve this. This section of the RTP summarises the most relevant policies to the planning application.

National Policy

2.2 The **National Planning Policy Framework (NPPF)** was published in March 2012 replacing all previous Planning Policy Guidance Notes. At the heart of the NPPF is a presumption in favour of sustainable development

2.3 With regard to promoting sustainable transport, it is recognised that all developments that generate significant amounts of movement should be supported by a Transport Statement or Assessment 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 refused on transport grounds where the residual cumulative impacts of development are severe.”

2.4 Developments expected to generate significant movement should be located such that the need to travel is reduced and the use of sustainable transport modes is maximised (NPPF, paragraph 34). The location of these developments should allow for the efficient delivery of goods and supplies; prioritise pedestrian and cycle movements; have access to high quality public transport facilities; utilise safe and secure layouts which result in minimal street clutter and conflicts between traffic and non-motorised road users; incorporate facilities for low emission vehicles where practical; and show consideration for the needs of disabled users of all modes of transport (NPPF, paragraph 35).

2.5 The NPPF states that a Travel Plan is “a key tool” in achieving the considerations described above; all developments which generate significant amounts of movement should produce a Travel Plan (NPPF, paragraph 36).

Local Planning Policy

Hampshire County Council (HCC)

- 2.6 The **Third Hampshire Local Transport Plan (LTP3)** provides the long term transport strategy for the County for 2011-2031 and was formally approved in February 2011.
- 2.7 There are 14 policy objectives presented in the LTP3 under 5 broad themes: 'supporting the economy through resilient highways'; 'management of traffic'; 'the role of public transport'; 'quality of life and place'; and 'transport and growth areas'. Reference is made to Travel Plans under the theme 'management of traffic' as they can be used as a tool to encourage lift sharing and use of park and ride, both of which can reduce the number of cars on the road, and consequently reduce the number of parking spaces generally required.
- 2.8 Travel Plans seek to promote active and sustainable travel. This complements **Policy H** of the **South Hampshire Joint Strategy** which seeks to promote active travel modes and develop supporting infrastructure. The South Hampshire Joint Strategy is contained within Chapter 7 of the LTP3. Specifically, "increasing the number of journeys undertaken by active travel will help to tackle obesity, reduce congestion and improve air quality"².
- 2.9 HCC seek to use Residential (and Workplace) travel planning "to effectively manage the journeys created with development"³ to make participation in travel by walking, cycling or public transport easier and more convenient.

Havant Borough Council (HBC)

- 2.10 The HBC **Local Development Framework (LDF)** is the collection of development plans which affect Havant, of which the **Havant Borough Core Strategy** is the central document. It was adopted by HBC in March 2011 and sets out the vision for planning in the Borough to 2026. It contains Core Strategy Policies and Development Management Policies to which developers should conform, some of which are mention herewith.
- 2.11 Themes covered in the Core Strategy include regeneration (**Policy CS6**), housing (**Policy CS9**), the concentration and distribution of development (**Policy CS17**), transport and access (**Policy CS20**) and developer requirements (**Policy CS21**).
- 2.12 Development Management **Policy DM11** 'Planning for more Sustainable Travel' seeks to "increase integration of sustainable travel modes and availability of non-motorised modes" by ensuring that:

"new developments are located and designed to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and

² Policy H, South Hampshire Joint Strategy LTP3

³ HCC LTP3, South Hampshire Joint Strategy, Policy L

public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges”⁴

2.13 **Policy DM12** 'Mitigating the Impacts of Travel' requires:

“the submission of a transport assessment and travel plan alongside any planning application in proposals for major development or where a proposal is likely to have significant transport implications”⁵

2.14 Further, HBC seeks to ensure, where relevant, that a bond is provided to be used in the event that the Travel Plan fails to achieve its targets and thereby falling short of the stated ambition to reduce vehicular car travel associated with development traffic.

2.15 **Policy DM13** states that proposals for residential development should adhere to the standards laid down in the **Residential Car Parking and Cycle Provision Supplementary Planning Document**. The standards provided in this SPD, adopted by HBC in March 2010, vary according to the accessibility of an area, or zone, and whether or not the spaces are to be allocated. The zones are identified as 'Standard', 'Havant town centre' and 'Waterlooville town centre'. Given the location of the proposed development site on Hayling Island, the 'standard' parking standards have been summarised herewith.

Table 2.1: 'Standard' zone vehicular residential parking standards

Size of Dwelling	No. of Spaces per Dwelling
Allocated Vehicle Parking (Standard zone)	
1 bed unit	1
2 bed unit	2
3 bed unit	2
4+ bed unit	3
Unallocated parking (Standard zone)	
1 bed unit	0.9
2 bed unit	1.3
3 bed unit	1.9
4+ bed unit	2.4

Source: HBC 'Residential Parking & Cycle Provision SPD' March 2010
Tables 4 and 5

2.16 **Table 2.2** overleaf provides the standards for the cycle storage / parking provision for 'Standard' zones.

⁴ Havant BC Adopted Core Strategy, DM11 (5) (March 2011)

⁵ Havant BC Adopted Core Strategy, DM12 (2) (March 2011)

Table 2.2: 'Standard' zone cycle parking / storage standards

Size of Dwelling	Long Stay	Short Stay
1 bed unit	1 space per unit	1 loop/hoop per unit
2 bed unit	2 spaces per unit	1 loop/hoop per unit
3 bed unit	2 spaces per unit	1 loop/hoop per unit
4+ bed unit	2 spaces per unit	1 loop/hoop per unit

Source: HBC 'Residential Parking & Cycle Provision SPD' March 2010
Table 7

The Purpose of the Travel Plan

- 2.17 The DfT has defined a Travel Plan as: “a package of site-specific initiatives aimed at improving the availability and choice of travel modes to and from a development. It may also promote practices or policies that reduce the need for travel⁶”.
- 2.18 The Travel Plan's measures, or initiatives, seek to influence residents' modal choice in favour of sustainable travel options, such as local bus services or walking and cycling.
- 2.19 The main purpose of the Travel Plan is to encourage modal shift away from the use of the private car for journeys made to travel to work and for leisure purposes.
- 2.20 The DfT has also described the role of the Travel Plan as setting out to “combat over-dependency” on the car⁷. As such, the Travel Plan supports national and local transport policies targeting reduction in the number and length of motorised journeys.

⁶ DfT 'Guidance on Transport Assessment' paragraph 4.80

⁷ DfT 'The Essential Guide to Travel Planning, p.6

3.0 SITE ACCESSIBILITY AND TRANSPORT DATA

Site Accessibility

- 3.1 The Accessibility Plan at **Figure 3.1** illustrates the locations of many of the key facilities in the vicinity of the proposed site, including the closest bus stops, healthcare facilities, schools, recreation areas and community facilities, such as the local library and closest post office.
- 3.2 Figures 3.1 and 3.2 illustrate that many of the facilities located on Elm Grove are within a short distance (up to 1km radius) of the proposed site. These facilities include the Cooperative convenience store (with customer car and cycle parking); Hayling Island Health Centre; Hayling Island Library; Post Office; Mengham Infant and Junior Schools (Mengham Junior School is located adjacent to the site); and Hayling College. Other everyday facilities are represented including barbers, banks and several pharmacies.
- 3.3 The convenience of the site's location to local shops and facilities offers several opportunities for travel on foot, by bicycle and by public transport.

Pedestrian Accessibility

- 3.4 The concept of the 'walkable neighbourhood' is promoted by Manual for Streets (MfS). A walkable neighbourhood is typically characterised by having a range of facilities within 10 minutes walk, or approximately 800m⁸. **Figure 3.2** illustrates walking routes from the centre of the application site to some of the key facilities described above, showing that many are accessible within this MfS timeframe. However, the MfS guidance does not denote the uppermost acceptable thresholds. Guidance published by the IHT makes the following recommendations (**Table 3.1**).

Table 3.1: IHT Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting / Schools (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

source: CIHT (1999) 'Providing for Journeys on Foot' Table 3.2

- 3.5 Existing pedestrian movement in proximity to the site is facilitated by the flat local topography, and continuous street-lit footways linking the site with the surrounding area including local amenities.

⁸ MfS1 (2007) Paragraph 4.4.1
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- 3.6 A public right of way exists across the recreation ground at the western end of Hawthorne Grove. This gives access to the local shops and amenities on Elm Grove. From the centre of the proposed development, this route is approximately 630m / 7½ minutes' walk.
- 3.7 A public footpath exists at the eastern boundary of the proposed site, linking Beech Grove to the north of the site, with Mengham Lane to the south (approximately 425m / 5 minutes' walk).
- 3.8 The main shopping area within Mengham is largely located on Elm Grove, which benefits from pedestrian crossings and street lit continuous footways, thereby facilitating ease of movement on foot. Low vehicular speeds contribute to the overall attractiveness of travelling on foot.

Cyclist Accessibility

- 3.9 Cycling is generally considered to be an effective mode of travel over distances of up to 5km. This is supported by the recorded average cycling distance of 4.02km (2.5 miles)⁹. **Figure 3.3** shows existing cycle routes and facilities in the vicinity of the site.
- 3.10 Cycle parking exists at several locations on Elm Grove including the Cooperative store which is located on the corner of Tournurbury Lane and Elm Grove.
- 3.11 Havant Borough Council (HBC) promote cycling on Hayling Island on their Cycle Map and Guide (2011 Edition) which provides an illustration of suitable and recommended cycle routes on the island, as well as in Havant. The Sustrans cycle route NCN2 runs north-south on the west of the island, by way of the Hayling Billy Trail. This route is shown together with other recommended cycle routes on Figure 3.3.
- 3.12 The selection of cycle facilities available in the vicinity of the site, together with the flat topography, ample street lighting and generally wide roads show that the application site offers considerable scope for a variety of local trips to be made by cycling.

Public Transport User Accessibility

Bus

- 3.13 The existing public bus services in proximity to the proposed development site are shown on **Figure 3.4**.
- 3.14 Stagecoach bus services 30 and 31, known collectively as 'The Bridge' service, operate north-south in proximity to the site along Elm Grove. The services connect Hayling Island, from the sea front, with Havant on the mainland at a typical frequency of 15

⁹ Reference: National Travel Survey (2008)
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minutes Monday-Saturday and a combined frequency of 60 minutes on Sunday. **Table 3.2** provides details of the services.

- 3.15 The Bridge services terminate at Havant bus station which is located approximately 5 minutes walk from Havant railway station.

Table 3.2: Summary of The Bridge bus services (Stagecoach)

Route No.	Route	Day	Times of Operation*	Typical Frequency
30	Havant - West Town - Beachlands - Eastoke - Mengham - Havant	Mon - Fri	06:11 - 22:50	Half Hourly
		Sat	06:43 - 22:50	Hourly
		Sun	09:05 - 17:05	Every 2 hours
31	Havant - Mengham - Eastoke - Beachlands - West Town - Havant	Mon - Fri	06:09 - 21:42	2 - 3 buses per hour
		Sat	06:50 - 21:42	2 - 3 buses per hour
		Sun	09:57 - 17:57	Every 2 hours

* Route 30: times shown are from Mengham, Elm Grove (North-bound); Route 31: times shown are from Mengham, Elm Grove (South-bound)

- 3.16 In addition to The Bridge services, bus service 638 operates once daily in each direction Monday to Friday between the Hayling Island Lifeboat Public House on the sea front and Mengham Middle School, operating via Mengham Infant School. The service is provided by bus operator Emsworth & District.

Rail

- 3.17 The most convenient railway station for the application site is Havant railway station, situated on the Portsmouth Direct Line which operates between London Waterloo and Portsmouth Harbour. The station is located approximately 8.6km from the site on North Street, Havant and is accessible via the A3023. The Bridge bus services terminate on Elm Lane at Havant Bus Station, approximately 0.4km from the station. **Table 3.3** presents a summary of the rail services from Havant to key destinations.

Table 3.3: Summary of rail services from Havant

Key Destination	Train Operating Company	Number of services (AM Peak*, Weekday)	Approximate Journey Duration
Portsmouth	SWT / Southern	5	20 minutes
Littlehampton	Southern	2	38 minutes
Southampton	Southern	2	40 minutes
Brighton	Southern / FGW	2	1 hour 2 minutes
London Waterloo	SWT	3	1 hour 23 minutes
London Victoria	Southern	4	1 hour 50 minutes

*08:00-09:00

FGW = First Great Western SWT = South West Trains

- 3.18 Bicycle storage and car parking is available at the railway station.

The Local Road Network

- 3.19 Vehicular access to the proposed development will be taken from Beech Grove, a quiet residential road benefitting from street lighting and continuous footways. Traffic speeds are limited to 30mph and there are no parking restrictions currently in place. The road is approximately 7m wide.
- 3.20 Surrounding roads share similar characteristics with Beech Grove. Beech Grove connects with Hawthorne Grove which in turn provides pedestrian access to the recreation ground to the north west of the site. Pedestrians may access the shops and local facilities from this ground.
- 3.21 Traffic speeds are generally restricted to 30mph, with most streets benefitting from street lighting and continuous footways. Signage promotes a “20 is plenty” driver attitude on Elm Grove which also benefits from regular pedestrian crossing opportunities.
- 3.22 Elm Grove links Mengham with South Hayling to the south and with the A3023 to the north. The A3023 connects with the A27 north of Hayling Island, giving access to Southampton, the M27 and A3(M) to the west and Chichester to the east.

Transport Data / Forecast Travel Patterns

- 3.23 Given that this planning application is submitted in outline, it has not yet been possible to include site specific travel data; the travel patterns and behaviour of the residents are as yet unknown. Data from the TRICS (2012v6.9.2) database has therefore been used to forecast likely trip generation to and from the proposed development.
- 3.24 The data from the TRICS analysis has provided trip rates arising from developments with similar traits to those of the proposed development (the full TRICS output is attached at **Appendix 2**). The trip rates have been used to predict the potential trip generation associated with the 131 households. **Table 3.4** provides the average daily trip rates per TRICS category. **Table 3.5** presents the corresponding trip generation per TRICS category.

Table 3.4: TRICS – Average Daily Two-way Person Trip Rates (per dwelling)

TRICS Category	Daily
Vehicles	5.941
Vehicle Occupants	7.639
Public Transport Users	0.078
Cyclists	0.215
Pedestrians	1.271

Table 3.5: Average Daily Person Trip Generation – Count (131 dwellings)

TRICS Category	Daily
Vehicles	778
Vehicle Occupants	1001
Public Transport Users	10
Cyclists	28
Pedestrians	167
Total Person Trips*	1206

*Occupants + PTUs + Cyclists + Pedestrians

3.25 A baseline modal share may be established by assuming that the number of vehicle drivers is equal to the number of vehicles and that the number of vehicle passengers is equal to the number of vehicle drivers subtracted from the total number of vehicle occupants. Hence:

- 778 vehicles, therefore the number of vehicle drivers = 778;
- Vehicle occupants (1,001) – vehicle drivers (778) = vehicle passengers (223)

3.26 **Table 3.6** presents the corresponding baseline daily modal share proportions.

Table 3.6: Trip Generation – Modal Share (%) (131 dwellings)

Mode	Modal Share	
	Count	Proportion
Vehicle Drivers	778	65%
Vehicle Passengers	223	18%
Public Transport Users	10	1%
Cyclists	28	2%
Pedestrians	167	14%
Total	1206	100%

3.27 Table 3.6 forecasts that a total of 1,206 trips could arise, 1,001 of which could be vehicle trips (drivers + passengers). Further assumptions can be based on the data presented in Table 3.6 to provide a modal share which divides the vehicle users (drivers and passengers) into 'single occupancy vehicle users' and 'car sharers'. This is in accordance with a request by HCC,

3.28 The Travel Plan will consequently aim to target a reduction in the number of single occupancy (drivers only) vehicle trips forecast and will target increases in the other, more sustainable travel modes (car sharing, use of public transport, cycling and walking). To forecast the potential number of daily single occupancy trips which could arise from the completed development, should no travel planning initiatives be put in place, the following assumptions have been applied:

- A driver will take a maximum of one passenger; both occupants of the vehicle are termed 'car sharers', resulting in two car sharing trips per vehicle;
- All drivers who do not take a passenger are termed 'single occupancy vehicle users', resulting in one single occupancy vehicle trip per vehicle;
- and the sum of the number of single occupancy vehicle users plus the number of car sharers shall be equal to the total number of vehicle users, as stated above (1,001).

3.29 According to these assumptions, the forecast modal split of the completed development, should no travel planning measures be implemented, has been calculated as follows (**Table 3.7** provides full modal split):

- Vehicle drivers (772) – Vehicle passengers (223) = single occupancy vehicle users (555);
- Total vehicle users (1,001) – single occupancy vehicle users (555) = car sharers (446).

Table 3.7: Forecast Modal Split – Completed Development (131 dwellings), no travel planning measures

Mode	Modal Share	
	Count	Proportion
Single Occupancy Vehicle Users	555	46%
Car Sharers (driver + passenger)	446	37%
Public Transport Users	10	1%
Cyclists	28	2%
Pedestrians	167	14%
Totals	1206	100%

3.30 The data presented in Tables 3.4 – 3.7 will be used to set modal share 'SMART' targets (see Section 6).

Baseline Travel Survey

3.31 Whilst the TRICS analysis above provides a benchmark which can be used to propose potential modal share targets, it is not fully reflective of, or specific to, the proposed development. It will therefore be necessary to conduct a baseline travel survey of residents' travel patterns and travel choices once a significant level of occupation has been reached. The exact level of occupation to be reached before the survey can be carried out will be agreed with HCC.

3.32 The contents of the survey shall be compliant with iTRACE, as required by HCC. An iTRACE compliant travel survey will allow the modal split of the development to be established. This will be used to finalise the modal share targets. To be iTRACE

compliant, the survey must specifically ask “What is your usual main mode of travel to/from work? Main mode means the mode which you travel furthest on during your journey”¹⁰.

3.33 A draft baseline travel survey is attached at **Appendix 3** for reference. The survey contains:

- residents’ usual mode of travel;
- reasons for residents’ usual mode of travel; and
- demographic data.

3.34 In addition to being used to determine the modal split and subsequently agree modal share targets, data collected from the baseline survey and consequent monitoring surveys (Section 10 refers) will also be used to improve or develop the Travel Plan further, where appropriate.

¹⁰ Mayor of London & Transport for London (2010) ‘iTRACE and TRAVL compliancy ‘new way to plan’ Technical Note’, page 3
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4.0 THE DEVELOPMENT

Development Proposals

- 4.1 The proposed development comprises the construction of 131 residential units on land south of Beech Grove and north of My Lords Lane and Goldring Close, Mengham. The development will include affordable housing provision, public open space and play areas.
- 4.2 The affordable housing element of the development will comprise 39 dwellings, consisting of:
- 10 x 1 bed flat;
 - 15 x 2 bed house;
 - 12 x 3 bed house; and
 - 2 x 4 bed house.
- 4.3 The privately owned element will comprise 92 dwellings, the mix of which is proposed as follows:
- 4 x 2 bed flat;
 - 33 x 2 bed house;
 - 37 x 3 bed house; and
 - 18 x 4 bed house.

Access Arrangements

- 4.4 Access to the proposed development will be taken from Beech Grove at the northern end of the site. The feasibility report, also undertaken by SMA (document reference: **3726/HFR**, February 2011) referred to the reconfiguration of the junction between Beech Grove and Hawthorne Grove. Hawthorn Grove will give way to traffic using Beech Grove.
- 4.5 Pedestrian movement in and out of the development is to be assisted via a 2 metre wide footway to be provided on the western side of the access road. This footway will connect with the existing footway on Hawthorne Grove and contribute to the permeability of the development and its connection with the wider area.
- 4.6 Cyclists will also be able to access the development via the proposed vehicular access at Beech Grove. Further pedestrian and cycle access will be facilitated via the proposed emergency access from St Margarets Road at the south western corner of the site.

Site Layout

- 4.7 A site layout is provided at Appendix 1. It is proposed that the development will be designed and built to a 20mph design speed. Low vehicular speeds will help encourage movements on foot and bicycle.
- 4.8 Pedestrian and cycle links will connect the development with the surrounding residential area and local community. A permeable layout, with convenient routes to opportunities to travel by public transport, will be important to encourage travel by modes other than the private car.

5.0 AIMS AND OBJECTIVES OF THE TRAVEL PLAN

- 5.1 Aims and objectives are required to ensure that the Travel Plan makes progress towards delivering a modal shift away from the car and also to ensure that the Travel Plan is consistent with the HCC LTP3.

Aims

- 5.2 The purpose of the Travel Plan is to encourage residents to make smarter travel choices when travelling to and from the site thereby reducing dependence on the private car and adhering to national and local policy guidelines. On this basis, the proposed aims are:

Aim 1: To reduce overall use of private car travel; and

Aim 2: To promote the use of sustainable travel modes.

- 5.3 Together, achieving the aims should result in a modal shift away from the use of the private car towards the more sustainable travel modes of car share, public transport use, walking and cycling.

Objectives

- 5.4 A number of objectives support the aims of the Travel Plan. The objectives will focus on increasing residents' awareness of the sustainable travel choices available to them and provide information regarding the associated personal benefits of travelling more sustainably, such as a healthier lifestyle and cost savings.

- 5.5 The following proposed objectives will be met through the use of SMART targets (see Section 6):

Objective 1: Influence travel behaviour to reduce car travel through implementing travel measures and communication methods;

Objective 2: Promote cycle facilities to encourage sustainable journey patterns to common destinations from the proposed development, such as workplaces;

Objective 3: Raise awareness of the available sustainable travel modes to the proposed development;

Objective 4: Enable easy and convenient access to information about sustainable travel modes; and

Objective 5: Work with transport operators and use available funding mechanisms to make public transport more attractive and accessible as an alternative to the private car.

6.0 POTENTIAL TARGETS

- 6.1 This section proposes Action Targets and 'SMART' targets for the Travel Plan. Action Targets present essential actions required to establish the Travel Plan, whilst the 'SMART' targets relate to the desired modal shift away from the private car.
- 6.2 Setting Specific, Measurable, Achievable, Realistic and Time-bound (SMART) targets will allow the progress of the Travel Plan to be monitored throughout its duration. This section of the Travel Plan proposes SMART targets for the reduction of the use of the private car and for the corresponding increase in use of other more sustainable travel modes. The targets proposed are subject to change following discussion with HCC and the completion of a site-specific baseline travel survey following occupation of the proposed development.
- 6.3 The SMART targets support Aim 1 of the Travel Plan which seeks to reduce the number of vehicular journeys taken in association with the development. The targets will be subject to regular monitoring and review as part of the Travel Plan auditing process. Where the Travel Plan may not result in targets being reached as planned, remedial measures may be put in place and targets altered. It is important that the Travel Plan is an evolving document and keeps pace with the needs of the development.
- 6.4 Section 3 presented the forecast travel data for the development, using trip rates obtained from the TRICS database. It is considered that this represents a reasonable benchmark upon which to base the proposed SMART targets. Government research and assessment of the site's accessibility (Section 3) has also informed the proposed SMART targets.
- 6.5 Prior to addressing the SMART targets however, it is important that the Travel Plan is supported by Action Targets, designed to aid the implementation and ongoing management of the Travel Plan. They do not constitute SMART targets.

Action Target 1: Appoint a Travel Plan Coordinator (TPC) 6 months prior to occupation of the proposed development;

Action Target 2: Implement appropriate and applicable Travel Plan measures in time for occupation and continue for the duration of the Travel Plan;

Action Target 3: Implement a communication strategy to disseminate information to residents; and

Action Target 4: Monitor the Travel Plan measures as required by HCC and in accordance with iTRACE practices for the duration of the Travel Plan.

SMART Targets

- 6.6 To comply with the iTRACE format of assessing and monitoring the Travel Plan the SMART Targets will be described as targeted percentage point change targets and not as percentage reductions/increase¹¹.
- 6.7 Following the TRICS analysis presented in Tables 3.4 – 3.7, therefore, the following target is proposed:
- Achieve a **6 percentage point reduction (equal to a 13% decrease¹²) in the number of single occupancy vehicular trips** taken in association with the proposed development over the lifetime of the Travel Plan.
- 6.8 This aspiration targets the forecast number of daily single occupancy vehicular trips (555) calculated in Section 3.
- 6.9 In response to this targeted reduction, it is also proposed that the remaining modes (car share, public transport, walking and cycling), more sustainable than the car, are targeted with increases to their trip numbers. **Table 6.1** presents the benchmark data (proportions) alongside the targeted modal shares and corresponding percentage point changes.

Table 6.1: Targeted Modal Shares, compared to the Benchmark Data

Mode	Benchmark Data*	Targeted Modal Share	Percentage Point Change
Single Occupany Vehicle Users	46%	40%	-6%
Car Sharers (driver + passenger)	37%	39%	+2%
Public Transport Users	1%	3%	+2%
Cyclists	2%	3%	+1%
Pedestrians	14%	15%	+1%
Totals	100%	100%	0%

*Based on TRICS analysis, see Section 3

Rationale behind a 6% (percentage point) targeted decrease in vehicular trips

- 6.10 Analysis following the Smarter Choices Programme which took place between April 2004 and 2009 revealed that a significant modal shift away from the private car is possible where Travel Planning initiatives are undertaken. An average fall in car driver trips of 9%, for distances up to 50km, was achieved in towns where such initiatives were in place. However, for journeys less than 3km in length an average 18% reduction was recorded; for journeys less than 5km in length, an average reduction of 15.33% was recorded¹³.

¹¹ This is as described in the document 'iTrace Workplace Travel Plan Pro-forma'.

¹² The proposed 6% point change is equivalent to a 13% reduction. Workings: 555/1206 trips = 46%. 38% target = 0.40 x 1206 = 482 trips; 555-482 = 73 trips; 73/555 = 13% reduction

¹³ DfT 'The Effects of the Smarter Choice Programmes in the Sustainable Travel Towns' March 2010

6.11 Whilst these statistics suggest that a modal shift greater than 6 percentage point reduction (13% decrease¹⁴) may be achieved at the development, it is considered that targets should be realistic and achievable for the site in question. Whilst the site is well-connected to the surrounding area and amenities, with good opportunities for walking, cycling and travel by local bus, public transport services are still not as plentiful as they might be in town centre locations such as those included in the Smarter Choice Programme research. It is therefore felt that in this case a slightly lower target is more suitable.

6.12 The Transport Statistics Bulletin (2008) contains facts also useful for considering realistic modal shift SMART targets:

- 85% of households in Great Britain are located within 6 minutes walk of a bus stop;
- The average length of journeys made by foot has remained constant since 2002 at 0.7 miles (1.1km); the average journey time for walking remained at 17 minutes;
- The average length of journey by bicycle was 2.6 miles (4.2km), with an average cycle journey duration of 21 minutes;
- The average distance travelled by car was 8.5 miles (13.6km) with an average car driver journey duration of 21 minutes;
- The average distance travelled by local bus outside London was 5.1 miles (8.2km), and was 33 minutes in duration; and
- The average length of journeys, by all modes, was 7 miles (11.2km).

6.13 It is important that the SMART targets are considered as a whole with the principal aim being to reduce the use of the private car for accessing the site as a consequence of modal shift. For example, if a higher percentage of walking is achieved against a lower percentage of bus travel than those targeted, this should not be seen as a failure of the Travel Plan as long as the aim to reduce overall use of single occupancy private car journeys and promote the use of sustainable travel modes is being met.

¹⁴ The proposed 6% point change is equivalent to a 13% reduction (see footnote 12).

7.0 PROPOSED MEASURES

7.1 Implementing a package of measure ensures that the aims, objectives and targets of the Travel Plan may be met. The measures are each targeted at a specific mode and are therefore closely linked with the SMART targets.

7.2 Measures will be undertaken both pre-occupation and post-occupation and will include incentives to encourage alternative modes to the car.

Private Vehicle Use

7.3 Target: Achieve a 6 percentage point reduction (13% decrease) in the number of trips made by private car over the lifetime of the Travel Plan, compared with the baseline travel data.

7.4 As the proposed development is residential and therefore considered a journey origin, it is not considered advisable to restrict parking levels beyond the residential parking standards provided by the Council. Instead, car travel behaviour should be managed more by the journey destination (workplaces or retail outlets, for example). Measures to influence car travel behaviour at source will therefore largely be 'soft' measures, such as the promotion of health benefits gained from travelling by more active modes, or the promotion of environmental benefits gained through fewer cars on the road. Incentives provided to travel by other means (discounted bus vouchers, cycle vouchers) will also contribute to encouraging fewer trips by private car.

Measure: Raise awareness of the benefits of travelling by alternative modes to the private car.

Car Sharing

7.5 Target: Achieve an increase of 2% in the number of vehicular passengers compared with the baseline travel data.

7.6 The HantsCarShare scheme is delivered in partnership with Liftshare and is designed to make car sharing convenient and easy to participate in. The key benefits of car sharing are economical and environmental. These will be communicated to the residents of the development to encourage a wider participation in the scheme.

Measure: Promote the HantsCarShare scheme.



Cycling

7.7 Target: Achieve an increase in bicycle journeys of 2% over the duration of the Travel Plan compared with the baseline travel data.

7.8 The Travel Plan Coordinator (TPC¹⁵) will adhere to the HCC cycling strategy and cycle parking standards. Any garages provided on site will be large enough (measuring 6m by 3m) to accommodate cycle storage.

Measure: Provide sufficient cycle parking facilities on site.

Bikeability is the Government's National Standard of cycling proficiency training. Taking into consideration the variety of local opportunities to cycle and the flat topography, it would be beneficial to offer this cycling training at periodic intervals to encourage wider participation.

7.9 Providers of Bikeability training may be obtained from the DfT website¹⁶.

Measure: Offer Bikeability training sessions to residents.

7.10 The TPC will approach the local cycle shop to explore the options available for providing subsidised cycle vouchers as a financial incentive to residents which will be redeemable against cycle clothing, accessories and bicycles. The vouchers would be equivalent to the sum of £50 per household (first occupants of each household) and would be subsidised by the Applicant.

Measure: Offer subsidised cycle vouchers to new residents.

Walking

7.11 Target: Achieve an increase in the number of journeys made on foot by 2% over the duration of the Travel Plan compared with the baseline travel data.

7.12 Guidance provided in Manual for Streets (MfS, 2007) states that developments should comprise of connected or 'permeable' street networks to encourage walking and cycling¹⁷. The proposed development will include a good standard of footways to connect the site with the surrounding area and better promote walking, particularly to nearby trip ends including the local schools and amenities located on Elm Grove.

Measure: Provide a permeable design layout with convenient and attractive opportunities for travel on foot.

¹⁵ See Section 9 for full details regarding the role of Travel Plan Coordinator (TPC)

¹⁶ <http://www.dft.gov.uk/bikeability/>

¹⁷ DfT (2007) 'Manual for Streets' paragraph 4.2.3

- 7.13 All new residents of the development will receive a map of the local area depicting public footpaths and convenient walking routes connecting the development with local facilities.

Measure: Provide walking maps to all new residents of the development and advertise the walking links as part of the initiatives to market the new development (in show homes or marketing suites and on the developer website, for example).

- 7.14 Walking events such as Walk To Work Week (held annually in May, by sustainable travel campaign organisation Living Streets) help create a sense of community and encourage willingness to try an alternative mode of transport.

Measure: Promote national and local walking events.

Use of Public Transport

- 7.15 Target: Achieve an increase of 2% in the number of journeys made on public transport (as the principal mode) over the duration of the Travel Plan compared with the baseline travel data.

- 7.16 'The Bridge' bus services (numbers 30 and 31) provide an excellent connection between South Hayling and the mainland at Havant. The services connect the proposed development site from Elm Grove with Havant railway station and Havant bus station to the north.

- 7.17 The services could be promoted through the offer of discounted bus vouchers for use on the network. Providing vouchers for use on local public transport can be an effective incentive to create higher patronage levels on local public transport.

- 7.18 The TPC will enter into discussions with the local bus operator (Stagecoach) to explore the options available. It is proposed that the Applicant will subsidise the provision of a 4 week 'Megarider' ticket for use on all Stagecoach services on Hayling Island through to Havant bus station¹⁸. The ticket will be valid at all times. This provision equates to circa £56.00 per household. The vouchers would be provided to the first occupants of each household at the development.

Measure: Promote 'The Bridge' bus services.

¹⁸ Some minor exceptions will be relevant, for example private contracts and special event services.

- 7.19 The TPC would approach local transport operators to obtain current pocket timetables for distribution to residents. Ensuring that information regarding the local transport options is easily accessible and reliable will be essential to successfully influence residents' travel behaviour and encouraging modal shift.

Measure: Ensure the latest bus and rail timetable information is supplied.

Reducing the Need to Travel

- 7.20 The location of the application site is considered to be highly sustainable given its proximity to everyday essential facilities such as a doctors' surgery, post office, supermarkets and convenience stores, as well as educational and recreational facilities. Located within reasonable walking and cycling distance from the application site, these facilities will be promoted by the TPC to encourage walking and cycling to become the natural choice for accessing local amenities.

8.0 COMMUNICATING AND PROMOTING THE TRAVEL PLAN

- 8.1 Delivering effective promotion and communication of the Travel Plan measures supports Action Target 3 ('Implement a communication strategy to disseminate information residents') of the proposed Travel Plan targets and will contribute towards achieving the proposed SMART targets.
- 8.2 It is therefore important that the TPC endeavours to deliver the measures of the Travel Plan consistently with the promotional methods proposed herewith.
- 8.3 Prospective residents of the proposed development will be made aware of the Travel Plan upon first contact with the site. Promotion of the Travel Plan measures will be ongoing for the duration of the Travel Plan and will help to maintain its progress and momentum.
- 8.4 Potential methods of communication are described herein which may be added to or altered in time for the implementation of the Travel Plan.
- 8.5 The methods of marketing and promoting the Travel Plan will include, but may not be limited to, the following:
- delivery of residents' travel information packs;
 - delivery of personal travel planning;
 - provision of necessary printed materials;
 - creation and maintenance of a development webpage/website; and
 - promotion of sustainable travel events.

Residents' Travel Information Packs

- 8.6 Action: Distribute a Residential Travel Information Pack (RTIP) to each household on first occupation.
- 8.7 Each household will receive an information pack containing details of the Travel Plan upon moving into the development. These will be distributed by the Travel Plan Coordinator.
- 8.8 The packs will further introduce new residents to the Travel Plan informing them of its aims and objectives and the benefits it will bring. Other information to be included in the packs is as follows:
- easy to use walking and cycling maps depicting the site and likely trip destinations such as the retail facilities located on Elm Grove, the Health Centre, local schools and the location of the closest bus stops;

- discounts for local transport use – these could focus particularly on the bus journey between Elm Grove and Havant bus station / railway station, for example;
- details of the proposed cycle vouchers;
- a map of the local public transport facilities, indicating the routes of The Bridge bus services;
- timetables for The Bridge bus services;
- information regarding the Hampshire car share scheme (Hantscarshare.com);
- details of the personalised travel planning to be offered (see below);
- details of available home delivery services; and
- references to useful resources such as the Transport Direct Journey Planner website (www.transportdirect.info), which provides a wealth of travel information allowing users to check live travel news, plan door-to-door journeys and research discount rail fares.

Personal Travel Planning Sessions

- 8.9 Action: Conduct Personal Travel Planning (PTP) sessions with all residents, within a reasonable timeframe of their occupying a unit.
- 8.10 PTP typically takes place across residential areas with the aim of achieving long-term behavioural change. The tools involved might be¹⁹:
- one-to-one conversations – by telephone or by visiting residents' homes;
 - provision of information and advice regarding how to travel more sustainably, for example local bus network maps or walking and cycling routes;
 - the offer of incentives to encourage participation in modes other than the car, for example discounted bus vouchers or discounts in local bicycle shops.

- 8.11 The TPC would offer PTP sessions to all residents upon their arrival at the development. It would be funded by the developer and would be on offer to the residents of all first-time occupations on site.

Printed materials

- 8.12 Action: Compile and distribute travel choice information leaflets for use at site promotion events and show homes.
- 8.13 Promoting the Travel Plan at the earliest stage will ensure that potential residents are aware of the site's commitment to the Travel Plan.

¹⁹ DfT 'Making Personal Travel Planning Work Summary Report' (2007)
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Development Webpage

- 8.14 Action: Construct and maintain a webpage in connection with the development, detailing its associated travel options.
- 8.15 As part of promoting the development site, the Applicant will build a community webpage. In addition to information regarding the development itself, suggested further information to upload might include:
- the accessibility of the development and its proximity to local facilities and employment opportunities;
 - local bus information;
 - details of Havant railway station, and the preferred sustainable mode to access the station;
 - the developer's commitment to sustainable transport development; and
 - the role of the Travel Plan and the identified aims and objectives.
- 8.16 It would be important once the development is established to upload more detailed information regarding bus fares and available discounts, as well as links to other useful resources (the Traveline and Transport Direct websites, for example).
- 8.17 Once the community is established, it would also be beneficial to include local travel news on the webpage – the status of the A3023, for example, or details of changes to train services or delays at Havant railway station.
- 8.18 The webpage would provide the opportunity to promote walking and cycling in the area by providing local walking routes and cycle maps for download by residents.
- 8.19 Feedback about the travel options available could be collected from residents via the webpage, providing a useful tool for communication.

9.0 MANAGING THE TRAVEL PLAN

- 9.1 In order to effectively implement, monitor and review the Travel Plan, an efficient management structure will be maintained.

Travel Plan Coordinator

- 9.2 A Travel Plan Coordinator (TPC) will be appointed by the Applicant to oversee the Travel Plan before, during and after the development of the site. The TPC will have overall responsibility for implementing the Travel Plan and for arranging its monitoring and review.
- 9.3 The Travel Plan will have some degree of flexibility in order to allow it to evolve over time. The TPC will play a crucial role in maintaining this flexibility to ensure that it meets the residents' needs for access and remains appropriate and relevant.
- 9.4 The TPC will ensure that the Travel Plan measures and communication strategy are implemented, and that the momentum of the Travel Plan is maintained. The TPC will also be responsible for communicating with external parties (public transport operators, for example) and HCC.
- 9.5 At a minimum, the TPC would adopt the following duties:

- oversee the implementation and development of the Travel Plan;
- implement effective marketing and promotional campaigns to promote the Travel Plan amongst residents;
- establish and coordinate a Steering Committee, if appropriate;
- coordinate the necessary data collection exercises required to monitor and review the Travel Plan, in accordance with iTRACE;
- act as a point of contact for all residents requiring information about the Travel Plan and sustainable travel choices; and
- ensure that all residents are aware of the site's commitment to the Travel Plan.

Steering Committee

- 9.6 It may prove beneficial for the TPC to be assisted by a steering committee comprising of residents, HCC representatives and local transport operators. The committee would assist with the development and implementation of the Travel Plan as directed by the TPC. Members of the committee could prove an invaluable way to keep the Travel Plan measures and initiatives relevant to the site.
- 9.7 The steering committee would be able to take over the operation of the Travel Plan following the 5 year TPC period. The steering committee could meet every six months,

whilst coinciding with the programmed reviews of the Travel Plan following the results of each travel survey (Section 10 refers).

10.0 MONITORING, REVIEW AND COSTS OF THE TRAVEL PLAN

Monitoring Strategy

- 10.1 In accordance with DfT and HCC guidance, periodic monitoring of the Travel Plan will be required to assess its progress towards achieving a modal shift. Monitoring will be carried out on a biennial basis. It is anticipated that monitoring would take place shortly after the first occupation and in years 1, 3 and 5.
- 10.2 An iTRACE compliant baseline travel survey will be carried out in year 1, to establish the **modal split** at the development and allow the Travel Plan SMART targets to be finalised in agreement with HCC. The Travel Plan aims to achieve an 8 percentage point reduction in the number of private car journeys. This modal shift target will be finalised following the results of the baseline travel survey to ensure that the target is reflective of the resident travel patterns.
- 10.3 A template travel survey has been drafted with the intention to comply with iTRACE monitoring requirements and is included at Appendix 3. The main aim of the travel survey is to establish modal split by identifying residents' main mode of travel (i.e. that which is used for the longest distance/section of any journey).
- 10.4 The same travel survey will be used 12 months, 3 years and 5 years after the baseline travel survey as an iTRACE compliant monitoring survey to enable **modal shift** to be identified. A total of four travel surveys will therefore be undertaken
- 10.5 In addition to the iTRACE compliant travel surveys, it is anticipated that monitoring will also be undertaken by way of the UK TRICS 'Standard Assessment Method' (SAM)²⁰ in years 1, 3 and 5.

Review of the Travel Plan

- 10.6 A general review of the Travel Plan will take place following each monitoring survey. This written review will use the results from the monitoring strategy and discuss which Travel Plan measures have been implemented and which have not (where appropriate). The success or otherwise of each measure will be discussed.
- 10.7 The written review of the Travel Plan will be submitted to HCC after which a review meeting between the TPC, HCC and any associated public transport operators and community representatives will take place. Any changes to the Travel Plan will be discussed and agreed by all parties.
- 10.8 Following this review period, the Travel Plan will not cease but it is anticipated that travel patterns and behaviour will have been established and be sustainable.

²⁰ Details of the SAM procedure are contained in the TRICS leaflet entitled 'UK Standard Assessment Method for Travel Plan Impacts'

Potential Costs of the Travel Plan

- 10.9 The Travel Plan will require a level of investment in order to achieve its aims and objectives. An indication of potential costs has been provided in **Table 10.1**.

Table 10.1: Indicative costs of the Travel Plan

Management/Monitoring of Travel Plan (over 5 years)	Cost Per Year	Total
Travel Plan Coordinator	£ 3,250.00	£ 16,250.00
Revisions to Travel Plan (Years 1, 3 & 5)	£ 300.00	£ 6,900.00
Annula iTRACE Monitoring of Travel Plan (Years 1, 3 & 5)	£ 2,000.00	£ 6,000.00
Travel Plan Marketing Budget	£ 300.00	£ 1,500.00
HCC monitoring fees	£ 3,000.00	£ 15,000.00
Travel Plan Measure	Cost Per Unit	Total
Travel Pack	£ 15.00	£ 1,965.00
Personal Travel Planning	£ 20.00	£ 2,620.00
Cycle Voucher	£ 50.00	£ 6,550.00
Bus Voucher (Hayling Island 4 week Megarider ticket)	£ 56.00	£ 7,336.00
Total		£ 64,121.00

11.0 ACTION PLAN

11.1 An Action Plan has been provided herewith to assist with the implementation, management and review of the Travel Plan. The objectives of the Travel Plan have been reiterated in **Table 11.1** for ease of reference. The actions and measures listed in the Action Plan (**Table 11.2**) directly relate to the objectives.

Table 11.1: Objectives of the Travel Plan

Objective 1:	Influence travel behaviour to reduce car travel through implementing travel measures and communication methods;
Objective 2:	Promote cycle facilities to encourage sustainable journey patterns to common destinations from the proposed development, such as workplaces;
Objective 3:	Raise awareness of the available sustainable travel modes to the proposed development;
Objective 4:	Enable easy and convenient access to information about sustainable travel modes; and
Objective 5:	Work with transport operators and use available funding mechanisms to make public transport more attractive and accessible as an alternative to the private car.

Table 11.2: Action Plan

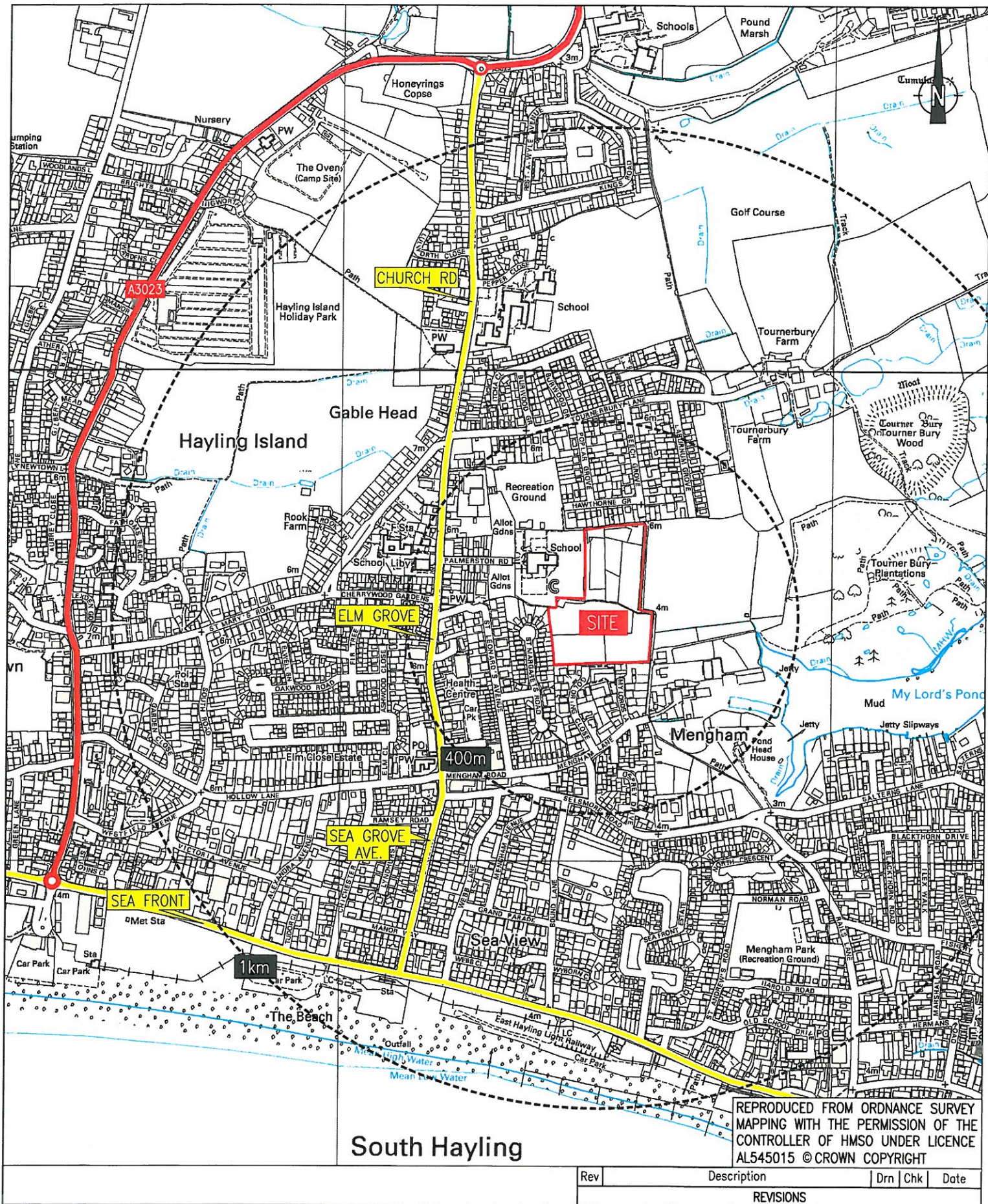
Objective	Action / Measure	Communication Tool	Target Date	Responsibility
Pre Occupation				
	Appoint a TPC	-	6 months prior to occupation	Developer
	Prepare marketing materials for use in sales suites and show homes	Printed materials	Pre-occupation	TPC
	Finalise Travel Plan measures and communication strategy with HCC	-	6 months prior to occupation	Developer
	Provide sufficient cycle parking on site	-	Design stage	Developer
	Advertise the development's 'walkability'	Printed materials; RTIP; PTP; webpage	Pre-occupation; ongoing	Developer / TPC
	Promote the development's accessibility and proximity to local services	Printed materials; RTIP; PTP; webpage	Pre-occupation; ongoing	TPC
	Construct a development webpage	Webpage	3 months prior to occupation	Developer / TPC

Table continued overleaf.

Objective	Action / Measure	Communication Tool	Target Date	Responsibility
On Occupation				
	Distribute RTIPs to all households on first occupation	RTIP	On occupation of each unit	TPC
	Promote the HantsCarSchare scheme	Printed materials; RTIP; PTP; webpage	On occupation and ongoing	TPC
	Provide walking maps	Printed materials	On occupation	TPC
	Provide vouchers for use on the local bus network	RTIP	On occupation, as per arrangement with Stagecoach	TPC
	Conduct Personal Travel Planning sessions with all residents	PTP	Following occupation of each unit / tbc.	TPC
	Conduct Baseline Travel Survey and submit results to HCC to finalise SMART targets	-	3 months following first occupation, or when X% (tbc) occupation is reached	TPC
Post Occupation				
	Conduct Travel Survey and submit results to HCC to finalise SMART targets	-	12 months after the baseline travel survey	TPC
	Offer Bikeability training	Printed materials; RTIP; PTP; webpage	Within 3 months of occupation and yearly thereafter	TPC
	Promote walking events	Printed materials; RTIP; PTP; webpage	As Per Event	TPC
	Maintain development webpage	Webpage	Quarterly, or as appropriate	
	Conduct two further travel surveys for monitoring and review purposes. Submit results to HCC in timely manner.	-	36 months and 60 months after the baseline travel survey (i.e. biennially on the anniversary of the Baseline Travel Survey)	TPC
	Review progress of Travel Plan and agree future course of action if necessary (additional surveys, changes to the Travel Plan)	-	5 years after the first implementation of the Travel Plan	TPC

Objective	Action / Measure	Communication Tool	Target Date	Responsibility
On Occupation				
	Distribute RTIPs to all households on first occupation	RTIP	On occupation of each unit	TPC
	Promote the HantsCarShare scheme	Printed materials; RTIP; PTP; webpage	On occupation and ongoing	TPC
	Provide walking maps	Printed materials	On occupation	TPC
	Provide vouchers for use on the local bus network	RTIP	On occupation, as per arrangement with Stagecoach	TPC
	Conduct Personal Travel Planning sessions with all residents	PTP	Following occupation of each unit / tbc.	TPC
	Conduct Baseline Travel Survey and submit results to HCC to finalise SMART targets	-	3 months following first occupation, or when X% (tbc) occupation is reached	TPC
Post Occupation				
	Conduct Travel Survey and submit results to HCC to finalise SMART targets	-	12 months after the baseline travel survey	TPC
	Offer Bikeability training	Printed materials; RTIP; PTP; webpage	Within 3 months of occupation and yearly thereafter	TPC
	Promote walking events	Printed materials; RTIP; PTP; webpage	As Per Event	TPC
	Maintain development webpage	Webpage	Quarterly, or as appropriate	
	Conduct two further travel surveys for monitoring and review purposes. Submit results to HCC in timely manner.	-	36 months and 60 months after the baseline travel survey (i.e. biennially on the anniversary of the Baseline Travel Survey)	TPC
	Review progress of Travel Plan and agree future course of action if necessary (additional surveys, changes to the Travel Plan)	-	5 years after the first implementation of the Travel Plan	TPC

FIGURES



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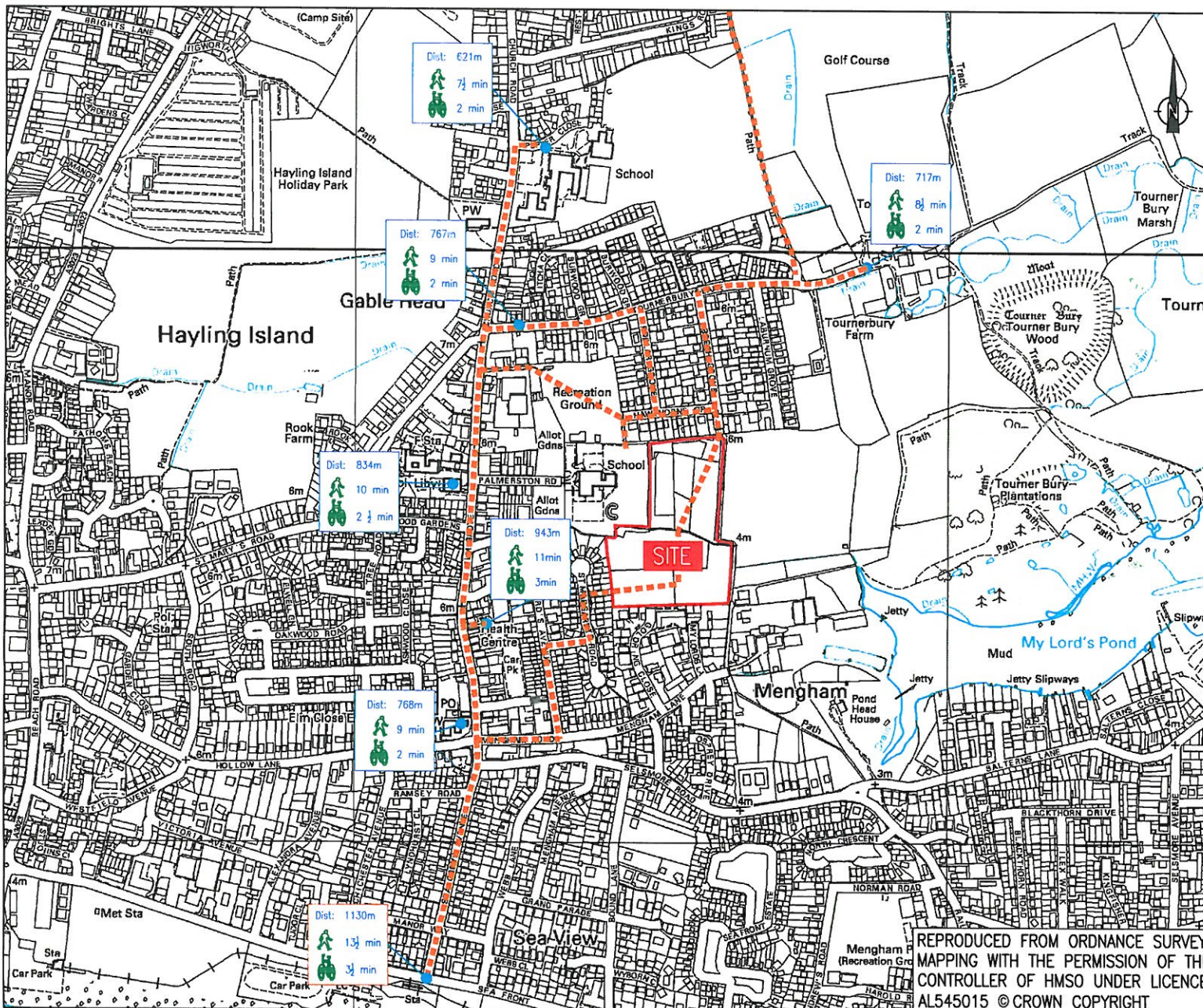
Rev	Description	Drn	Chk	Date
REVISIONS				

JOB TITLE
**LAND SOUTH OF BEECH GROVE
HAYLING ISLAND**

DRAWING TITLE
SITE LOCATION PLAN

DATE **JUNE 2012** DRAWN **CT** CHECKED **DW** ISSUE CHECKBOX

DRAWING No. **FIGURE 1.1** REV. SCALE **1:10,000** © **A4**



KEY

SITE BOUNDARY

---- ROUTE SUITABLE FOR WALKING OR WALKING AND CYCLING

🚶 PEDESTRIAN TIME

🚲 CYCLIST TIME

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JOB TITLE

LAND SOUTH OF BEECH GROVE
HAYLING ISLAND

DRAWING TITLE

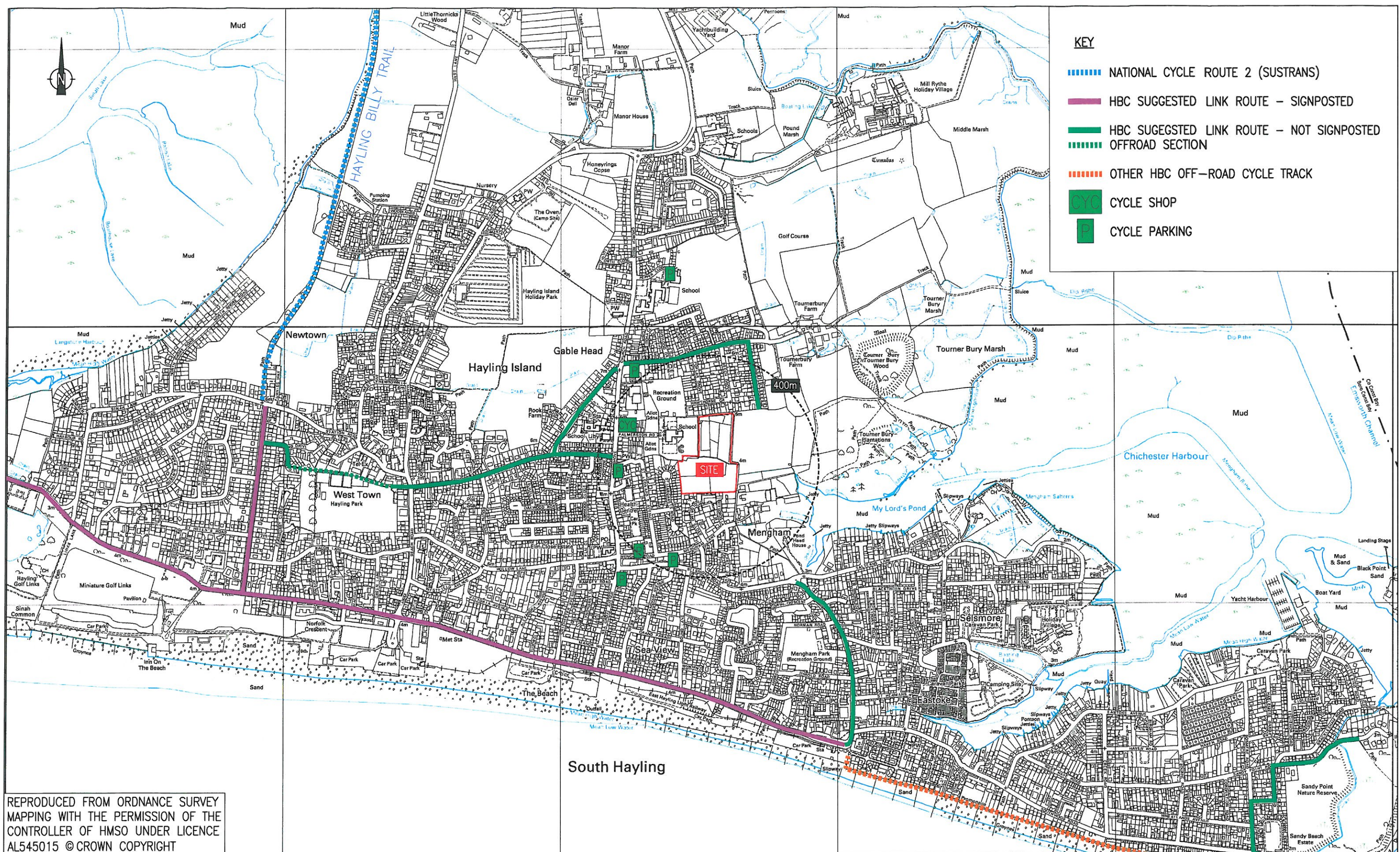
WALKING AND CYCLING JOURNEY TIMES

Rev	Description	Dn	Chk	Date
REVISIONS				

DATE: AUGUST 2012 DRAWN: CT CHECKED: DW ISSUE CHECKBOX

DRAWING No. FIGURE 3.2 REV. SCALE 1:10,000 @ A4

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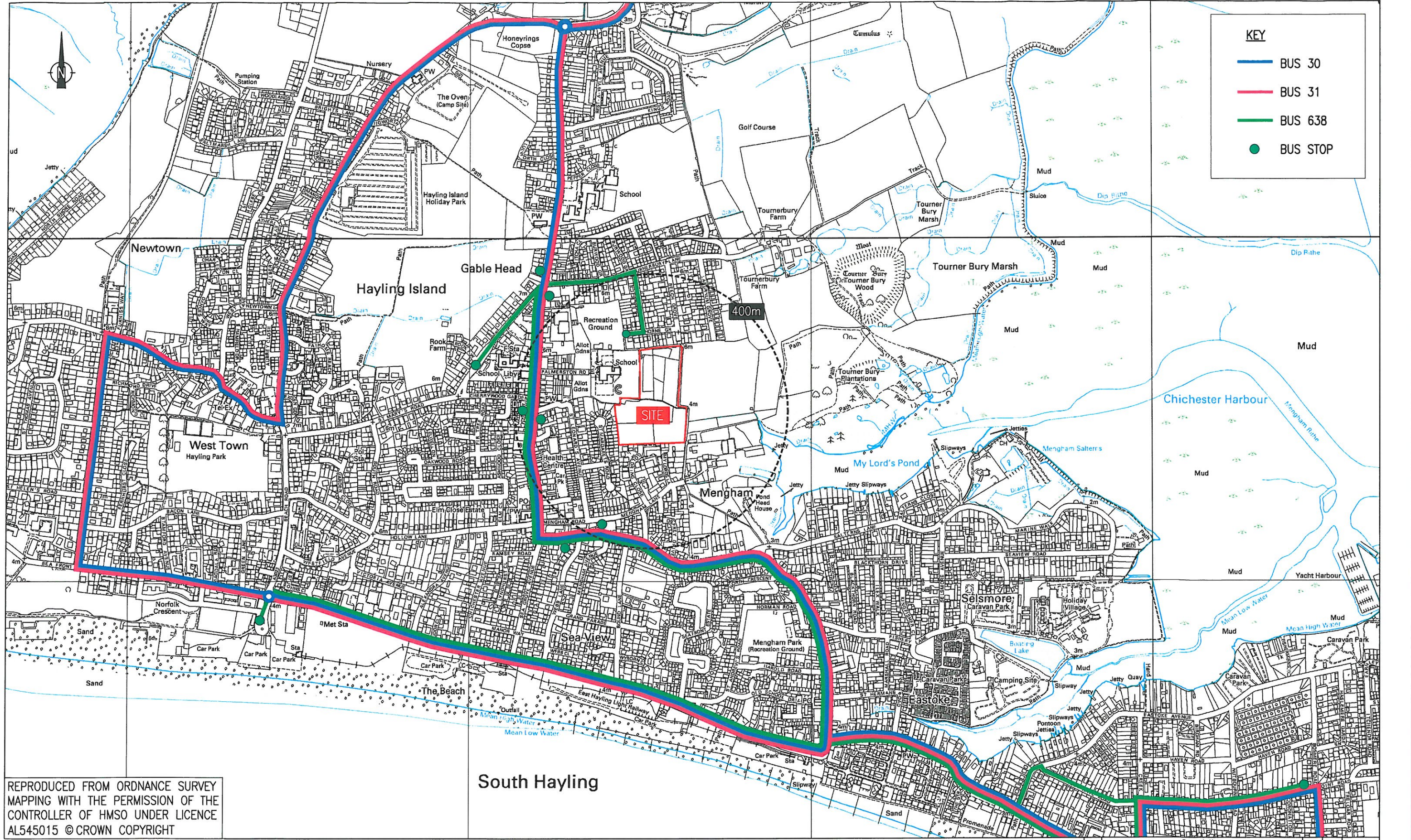
EXISTING CYCLE PROVISIONS

KEY

- NATIONAL CYCLE ROUTE 2 (Sustrans)
- HBC SUGGESTED LINK ROUTE – SIGNPOSTED
- HBC SUGGESTED LINK ROUTE – NOT SIGNPOSTED
- OFFROAD SECTION
- OTHER HBC OFF-ROAD CYCLE TRACK
- CYCLE SHOP
- CYCLE PARKING

Rev	Description	Drn	Chk	Date
REVISIONS				
Preliminary	Approval	Tender	Const.	
DRAWING STATUS				
DATE	JUNE 2012	DRAWN	CT	CHECKED DW
DRAWING No.	FIGURE 3.3	REV	SCALE	1:12,500 © A3

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South Hayling

JOB TITLE

LAND SOUTH OF BEECH GROVE
HAYLING ISLAND

DRAWING TITLE

EXISTING BUS SERVICES

Rev	Description	Dwn	Chk	Date
REVISIONS				
Preliminary	Approval	Tender	Const.	
DRAWING STATUS				
DATE	JUNE 2012	DRAWN	CT	CHECKED
			DW	ISSUE
DRAWING No.	FIGURE 3.4	REV	SCALE	1:10,000 @ A3

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APPENDICES

APPENDIX 1



APPENDIX 2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

Filtering Stage 2 selection:

Parameter:	Number of dwellings
Actual Range:	115 to 186 (units:)
Range Selected by User:	100 to 195 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 14/10/11

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
------------------------------------	---

Selected Location Sub Categories:

Residential Zone	4
------------------	---

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	4	143	0.088	4	143	0.267	4	143	0.355
08:00 - 09:00	4	143	0.161	4	143	0.447	4	143	0.608
09:00 - 10:00	4	143	0.195	4	143	0.253	4	143	0.448
10:00 - 11:00	4	143	0.181	4	143	0.184	4	143	0.365
11:00 - 12:00	4	143	0.186	4	143	0.189	4	143	0.375
12:00 - 13:00	4	143	0.240	4	143	0.235	4	143	0.475
13:00 - 14:00	4	143	0.235	4	143	0.207	4	143	0.442
14:00 - 15:00	4	143	0.237	4	143	0.240	4	143	0.477
15:00 - 16:00	4	143	0.296	4	143	0.209	4	143	0.505
16:00 - 17:00	4	143	0.377	4	143	0.218	4	143	0.595
17:00 - 18:00	4	143	0.437	4	143	0.270	4	143	0.707
18:00 - 19:00	4	143	0.307	4	143	0.282	4	143	0.589
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.940				3.001		
							5.941		

Parameter summary

Trip rate parameter range selected: 115 - 186 (units:)
 Survey date range: 01/01/04 - 14/10/11
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	4	143	0.011	4	143	0.012	4	143	0.023
08:00 - 09:00	4	143	0.012	4	143	0.035	4	143	0.047
09:00 - 10:00	4	143	0.005	4	143	0.004	4	143	0.009
10:00 - 11:00	4	143	0.002	4	143	0.011	4	143	0.013
11:00 - 12:00	4	143	0.007	4	143	0.002	4	143	0.009
12:00 - 13:00	4	143	0.005	4	143	0.005	4	143	0.010
13:00 - 14:00	4	143	0.011	4	143	0.005	4	143	0.016
14:00 - 15:00	4	143	0.005	4	143	0.009	4	143	0.014
15:00 - 16:00	4	143	0.016	4	143	0.005	4	143	0.021
16:00 - 17:00	4	143	0.014	4	143	0.005	4	143	0.019
17:00 - 18:00	4	143	0.011	4	143	0.014	4	143	0.025
18:00 - 19:00	4	143	0.005	4	143	0.004	4	143	0.009
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.104			0.111			0.215

Parameter summary

Trip rate parameter range selected: 115 - 186 (units:)
 Survey date range: 01/01/04 - 14/10/11
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	4	143	0.105	4	143	0.300	4	143	0.405
08:00 - 09:00	4	143	0.219	4	143	0.588	4	143	0.807
09:00 - 10:00	4	143	0.225	4	143	0.295	4	143	0.520
10:00 - 11:00	4	143	0.223	4	143	0.239	4	143	0.462
11:00 - 12:00	4	143	0.233	4	143	0.226	4	143	0.459
12:00 - 13:00	4	143	0.293	4	143	0.295	4	143	0.588
13:00 - 14:00	4	143	0.300	4	143	0.246	4	143	0.546
14:00 - 15:00	4	143	0.282	4	143	0.298	4	143	0.580
15:00 - 16:00	4	143	0.402	4	143	0.274	4	143	0.676
16:00 - 17:00	4	143	0.512	4	143	0.314	4	143	0.826
17:00 - 18:00	4	143	0.588	4	143	0.353	4	143	0.941
18:00 - 19:00	4	143	0.411	4	143	0.418	4	143	0.829
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			3.793				3.846		
							7.639		

Parameter summary

Trip rate parameter range selected: 115 - 186 (units:)
 Survey date range: 01/01/04 - 14/10/11
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	4	143	0.021	4	143	0.021	4	143	0.042
08:00 - 09:00	4	143	0.039	4	143	0.193	4	143	0.232
09:00 - 10:00	4	143	0.042	4	143	0.061	4	143	0.103
10:00 - 11:00	4	143	0.061	4	143	0.035	4	143	0.096
11:00 - 12:00	4	143	0.030	4	143	0.033	4	143	0.063
12:00 - 13:00	4	143	0.039	4	143	0.042	4	143	0.081
13:00 - 14:00	4	143	0.023	4	143	0.032	4	143	0.055
14:00 - 15:00	4	143	0.040	4	143	0.023	4	143	0.063
15:00 - 16:00	4	143	0.161	4	143	0.070	4	143	0.231
16:00 - 17:00	4	143	0.082	4	143	0.056	4	143	0.138
17:00 - 18:00	4	143	0.061	4	143	0.030	4	143	0.091
18:00 - 19:00	4	143	0.039	4	143	0.037	4	143	0.076
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.638			0.633			1.271

Parameter summary

Trip rate parameter range selected: 115 - 186 (units:)
 Survey date range: 01/01/04 - 14/10/11
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	4	143	0.000	4	143	0.000	4	143	0.000
08:00 - 09:00	4	143	0.000	4	143	0.007	4	143	0.007
09:00 - 10:00	4	143	0.000	4	143	0.007	4	143	0.007
10:00 - 11:00	4	143	0.004	4	143	0.002	4	143	0.006
11:00 - 12:00	4	143	0.004	4	143	0.000	4	143	0.004
12:00 - 13:00	4	143	0.004	4	143	0.009	4	143	0.013
13:00 - 14:00	4	143	0.004	4	143	0.005	4	143	0.009
14:00 - 15:00	4	143	0.000	4	143	0.004	4	143	0.004
15:00 - 16:00	4	143	0.014	4	143	0.000	4	143	0.014
16:00 - 17:00	4	143	0.005	4	143	0.000	4	143	0.005
17:00 - 18:00	4	143	0.004	4	143	0.000	4	143	0.004
18:00 - 19:00	4	143	0.005	4	143	0.000	4	143	0.005
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			0.044				0.034	0.078	

Parameter summary

Trip rate parameter range selected: 115 - 186 (units:)
 Survey date range: 01/01/04 - 14/10/11
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	4	143	0.137	4	143	0.333	4	143	0.470
08:00 - 09:00	4	143	0.270	4	143	0.823	4	143	1.093
09:00 - 10:00	4	143	0.272	4	143	0.367	4	143	0.639
10:00 - 11:00	4	143	0.289	4	143	0.286	4	143	0.575
11:00 - 12:00	4	143	0.274	4	143	0.261	4	143	0.535
12:00 - 13:00	4	143	0.340	4	143	0.351	4	143	0.691
13:00 - 14:00	4	143	0.337	4	143	0.288	4	143	0.625
14:00 - 15:00	4	143	0.328	4	143	0.333	4	143	0.661
15:00 - 16:00	4	143	0.593	4	143	0.349	4	143	0.942
16:00 - 17:00	4	143	0.614	4	143	0.375	4	143	0.989
17:00 - 18:00	4	143	0.663	4	143	0.396	4	143	1.059
18:00 - 19:00	4	143	0.460	4	143	0.458	4	143	0.918
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			4.577				4.620		
							9.197		

Parameter summary

Trip rate parameter range selected: 115 - 186 (units:)
 Survey date range: 01/01/04 - 14/10/11
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

APPENDIX 3

Residents' Travel Survey

Section A - About You

1 Gender (please circle): Male Female

2 Age (please tick one ✓):

Under 18

18-25

26-35

36-45

46-55

56-65

Over 65

Prefer not to disclose

3 What is your home postcode? _____

4 Do you have a mobility impairment which affects how you travel?

Section B - Your Travel Choices

5 What is your main mode of travel to/from home? Main mode means the mode by which you travel furthest on your journey. (Please tick one ✓).

Walk

Cycle

Tube/Underground

Train

Bus

Park and Ride bus

Car share as a driver

Car share as a passenger

Drive a car alone

Taxi

Scooter/Motorcycle (< 125cc)

Motorcycle (> 125cc)

Work from home

Other (please state)

6 Please tick ✓ the **three** most important reasons for travelling by your usual mode from Question 5 in the list below. Please state any other reasons which have not been included in the list.

Lack of alternatives

Cost

Convenience and Comfort

Personal Safety

Environmental concerns

Health and fitness

Parking issues

Avoiding congestion

I need my car for work

Available information about sustainable travel

I have a disability

Other (please specify)

7 For each of the following sustainable modes, please suggest measures which would encourage you to use them more, as alternatives to the car.

Walking:

Cycling:

Bus:

Train:

Car Share:

Survey continues overleaf

8 Please provide details of the last 7 trips you have made to or from the development by completing the table below.

Trip		Example	1	2	3	4	5	6	7
Time of Departure		06:30							
From	Postcode / name of origin	Home							
To	Postcode / name of destination	Havant							
Main reason for trip: Shopping / Work / Leisure / Education / Escorting Trip*		Work							
Main Mode of Travel Used	Walk								
	Cycle								
	Tube / Underground								
	Train								
	Bus	✓							
	Park and Ride bus								
	Car share as a driver								
	Car share as a passenger								
	Drive a car alone								
	Taxi								
	Scooter / Motorcycle (< 125cc)								
	Motorcycle (> 125cc)								
	Other (please state)								
Other modes used on my trip	Walk	✓							
	Cycle								
	Tube / Underground								
	Train								
	Bus								
	Park and Ride bus								
	Car share as a driver								
	Car share as a passenger								
	Drive a car alone								
	Taxi								
	Scooter/Motorcycle (< 125cc)								
	Motorcycle (> 125cc)								
	Other (please state)								

*e.g. Drop off at school / work / hospital appointment

Thank you for completing the survey