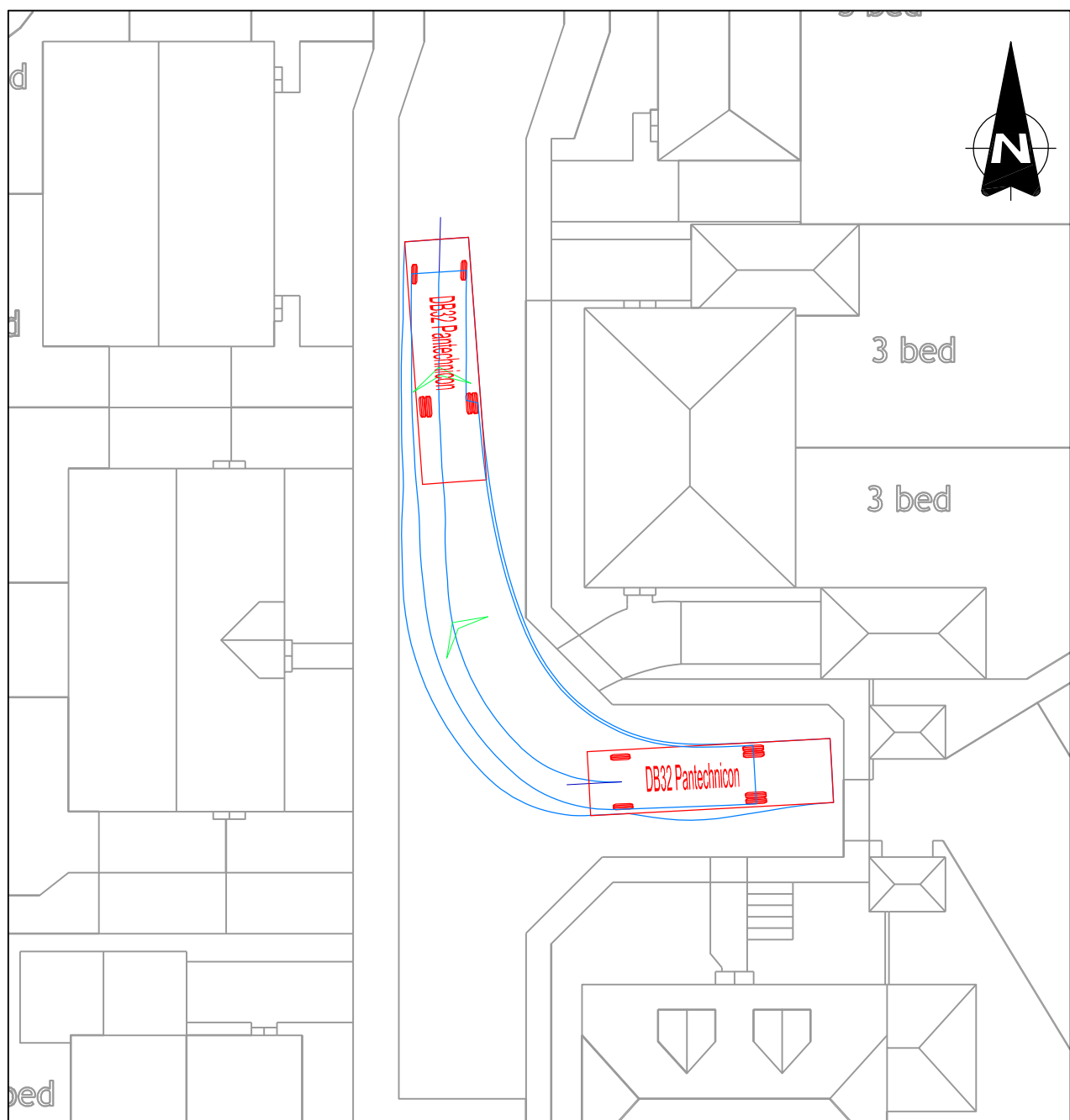
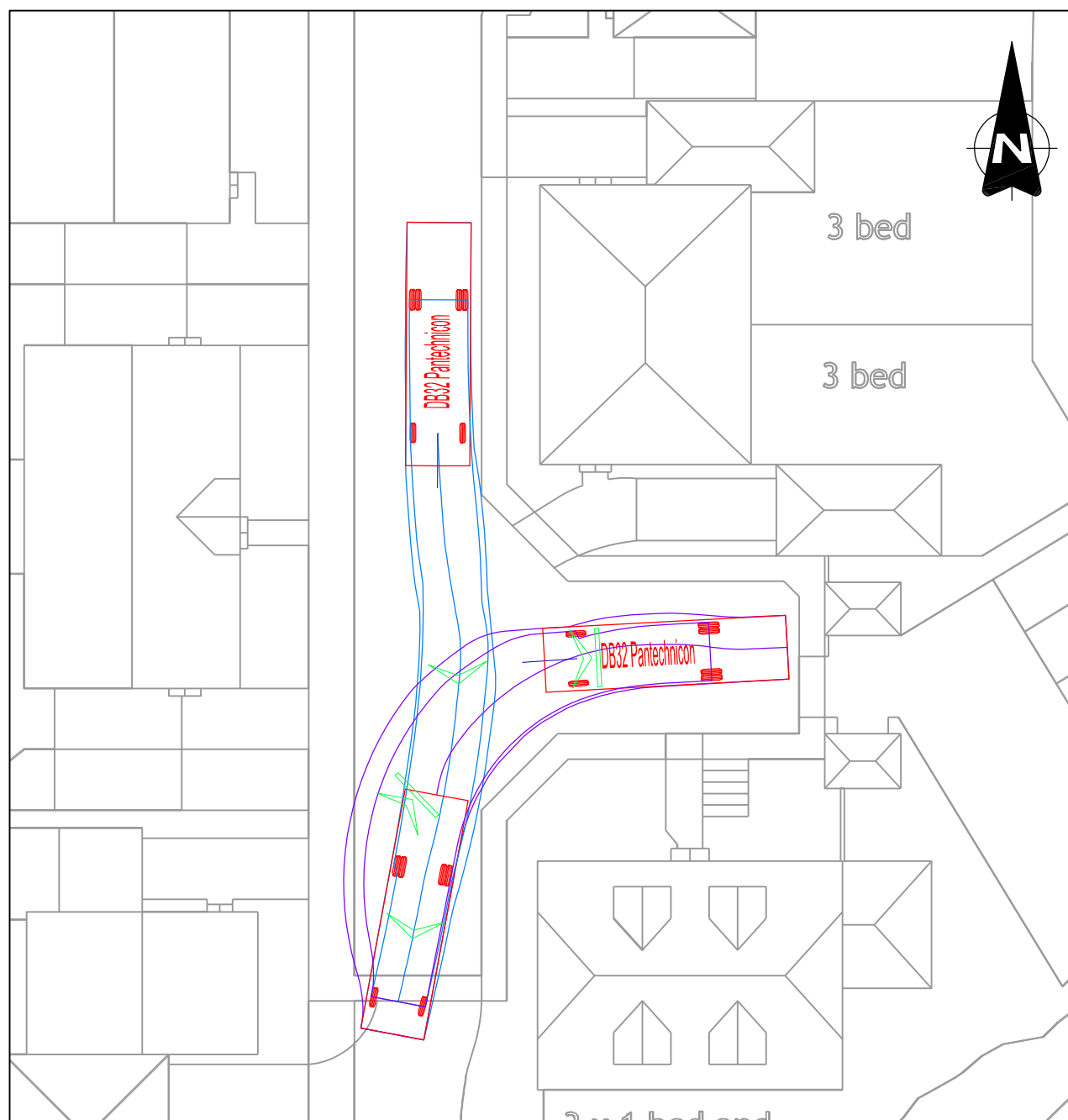
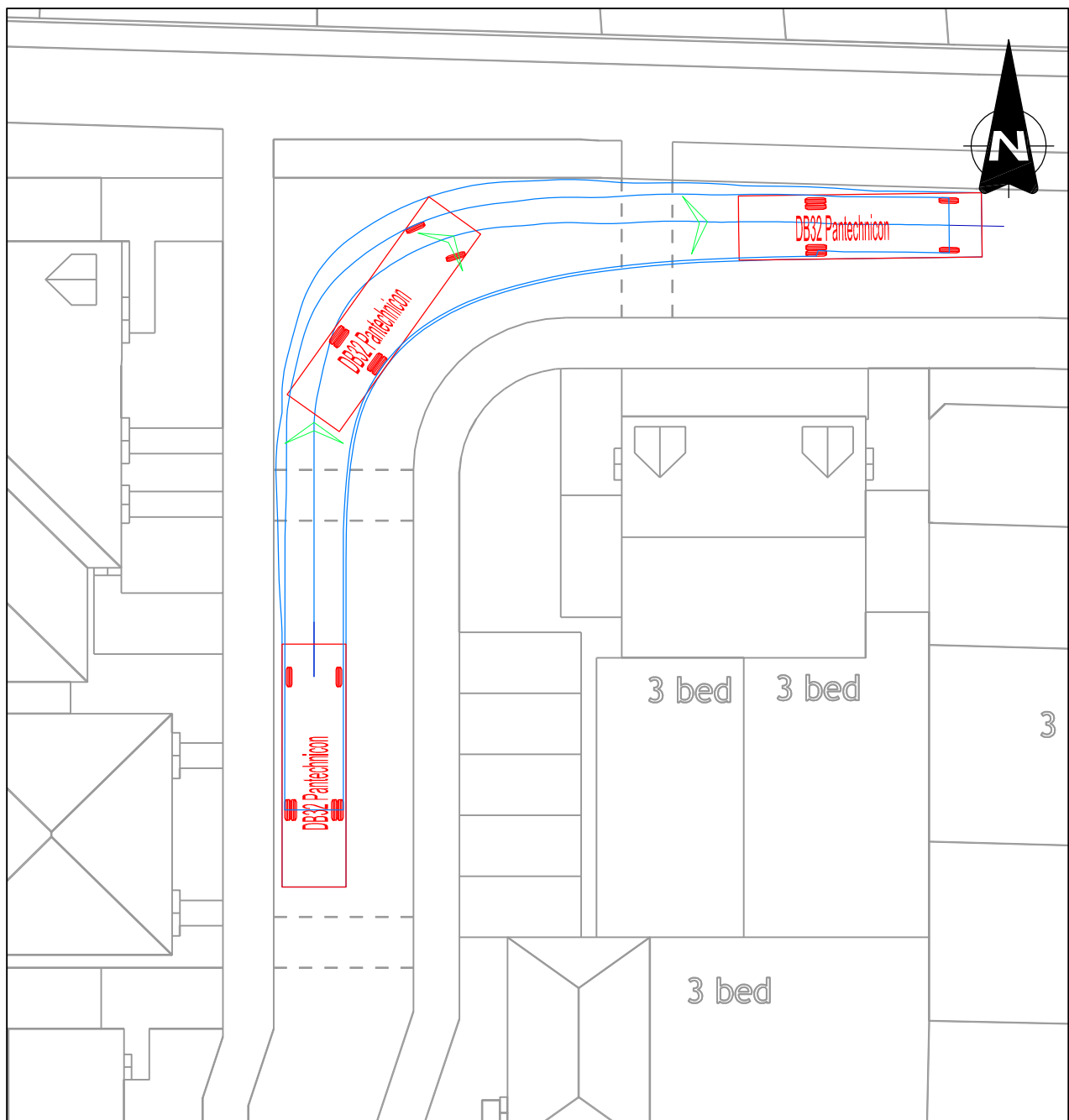
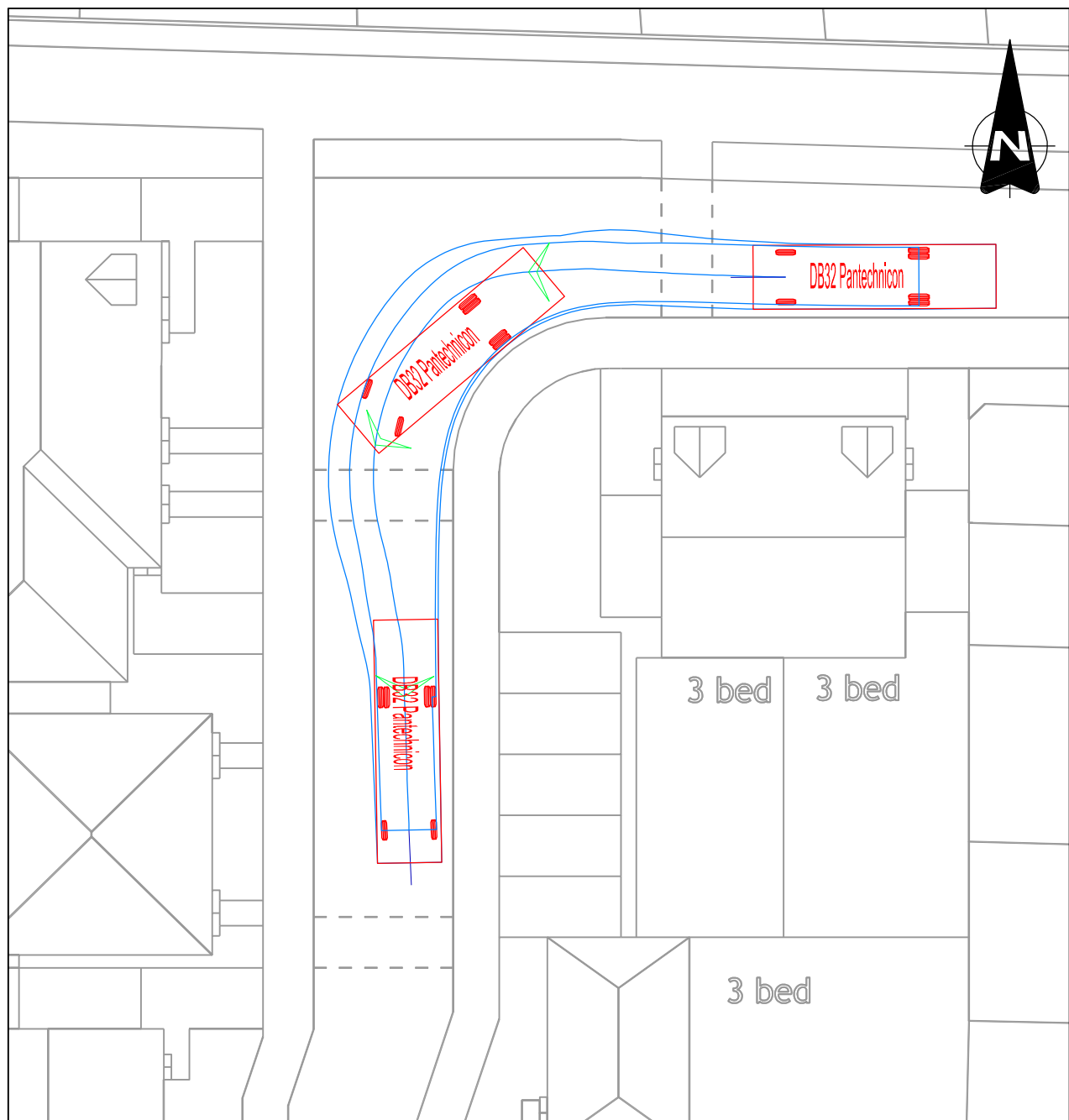
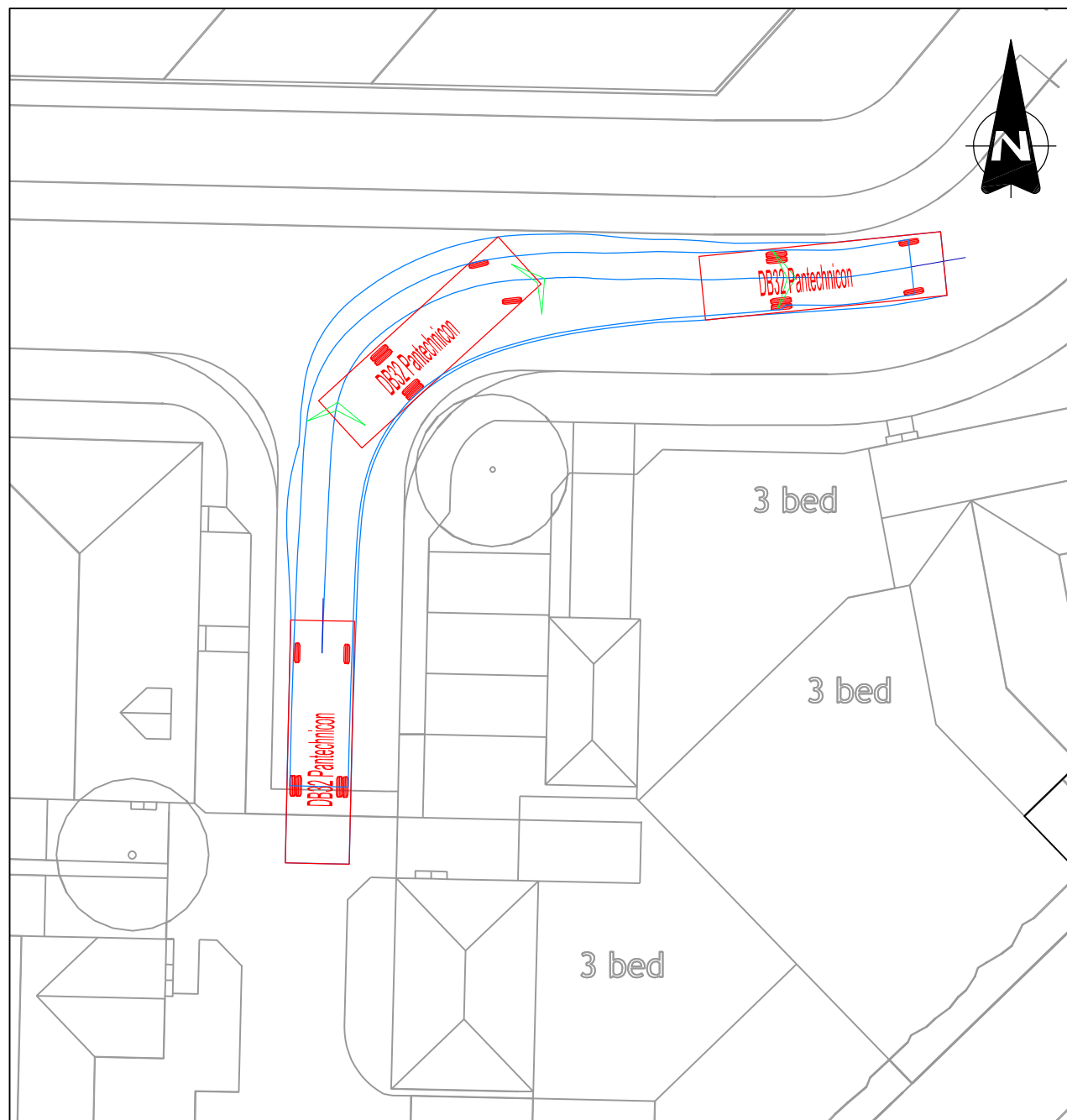
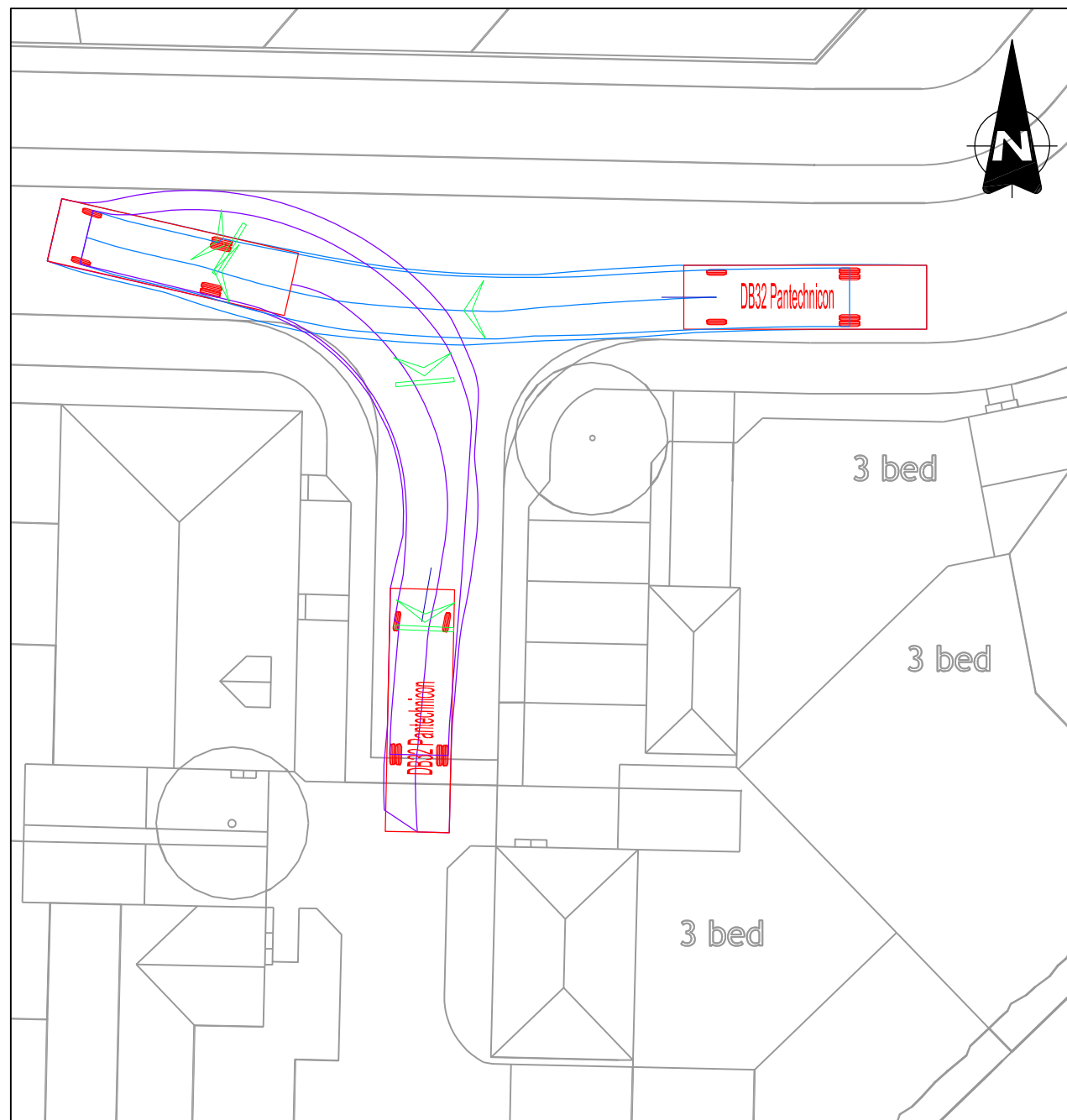
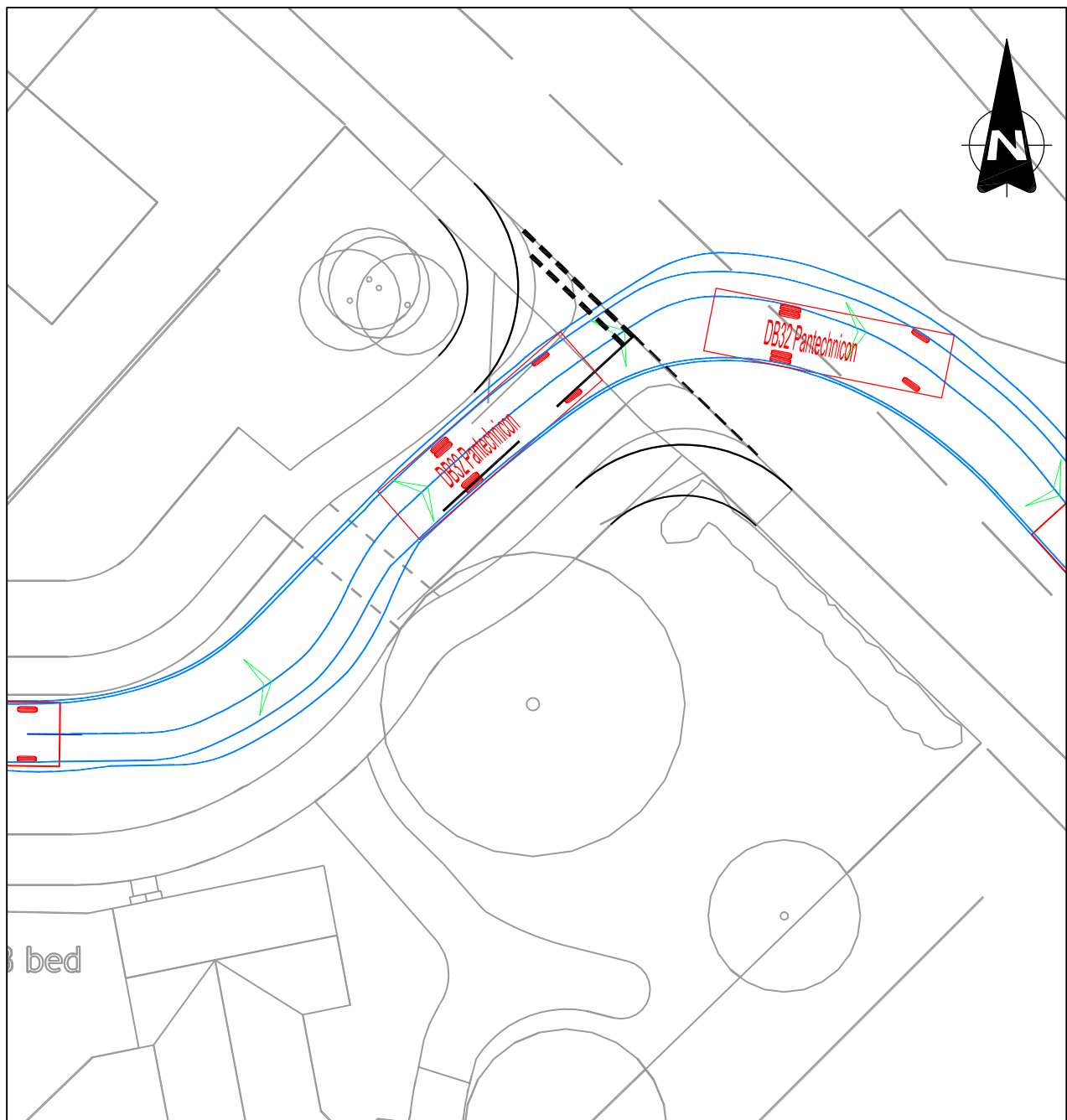
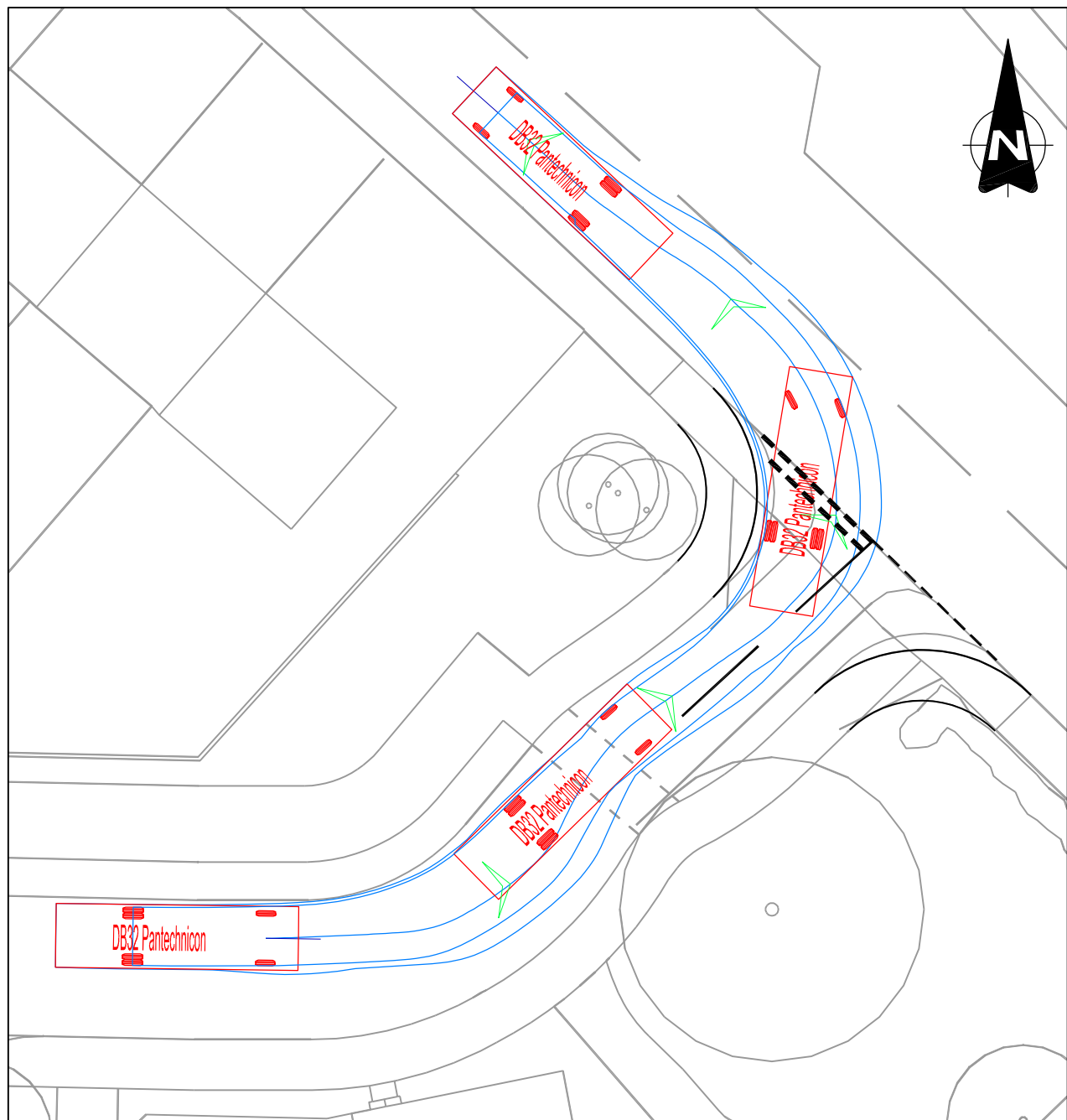
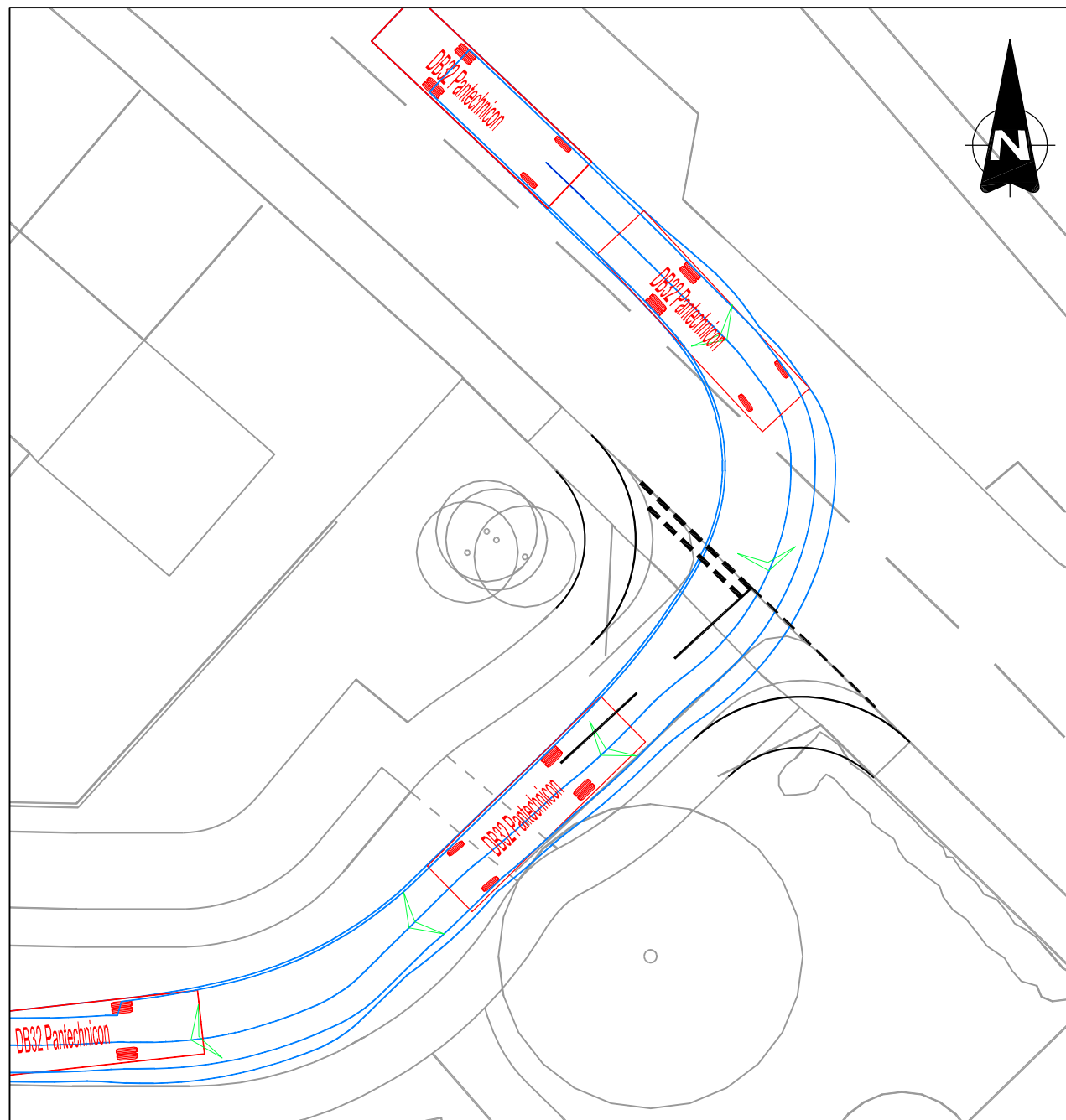
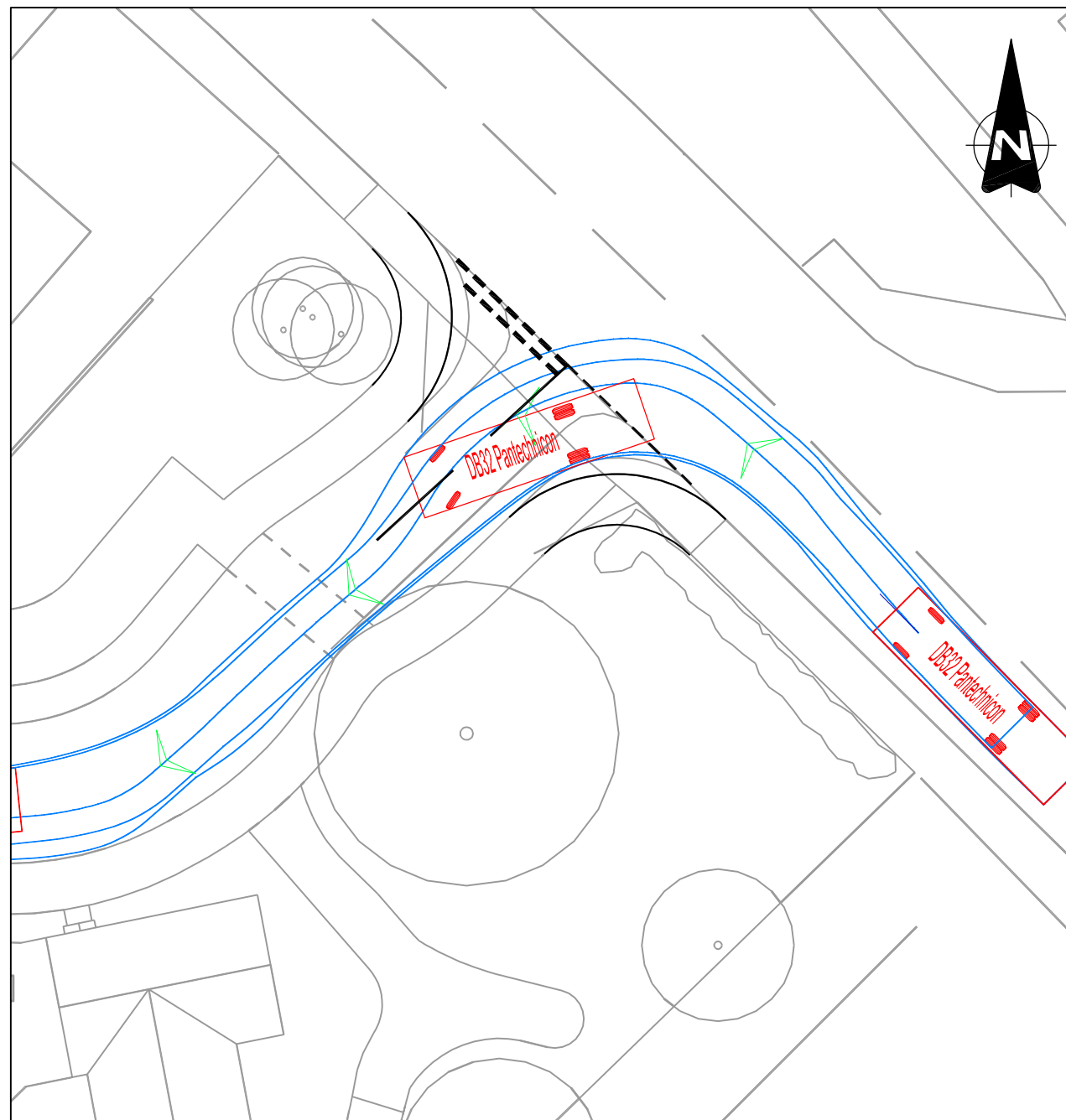


Appendix G

Barncroft Way Swept Path Analysis

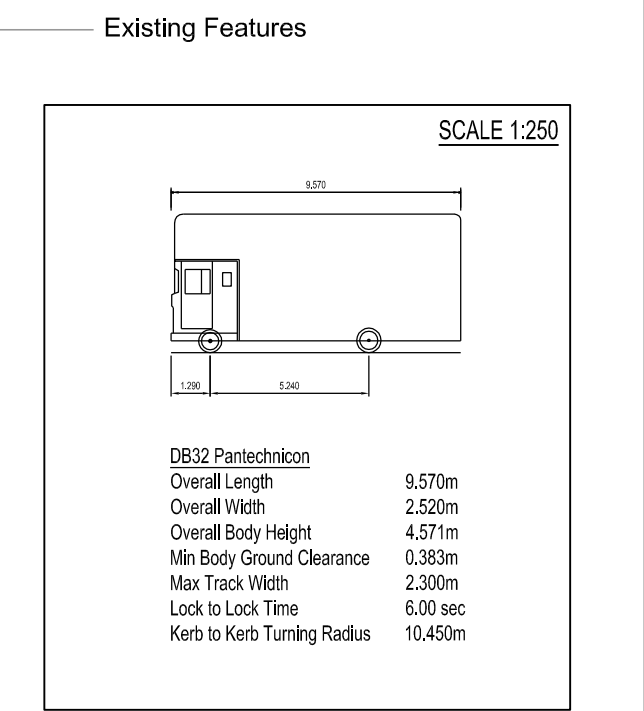
Job No	Report No	Issue no	Report Name	Page
STH2507	1	3	Barncroft Infant School Disposal	G1



Notes:

1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.

Key



Rev	Date	Revision details	Drawn	Checked	Approved
A	13.01.11	Updated site plan	BPC	SM	MW

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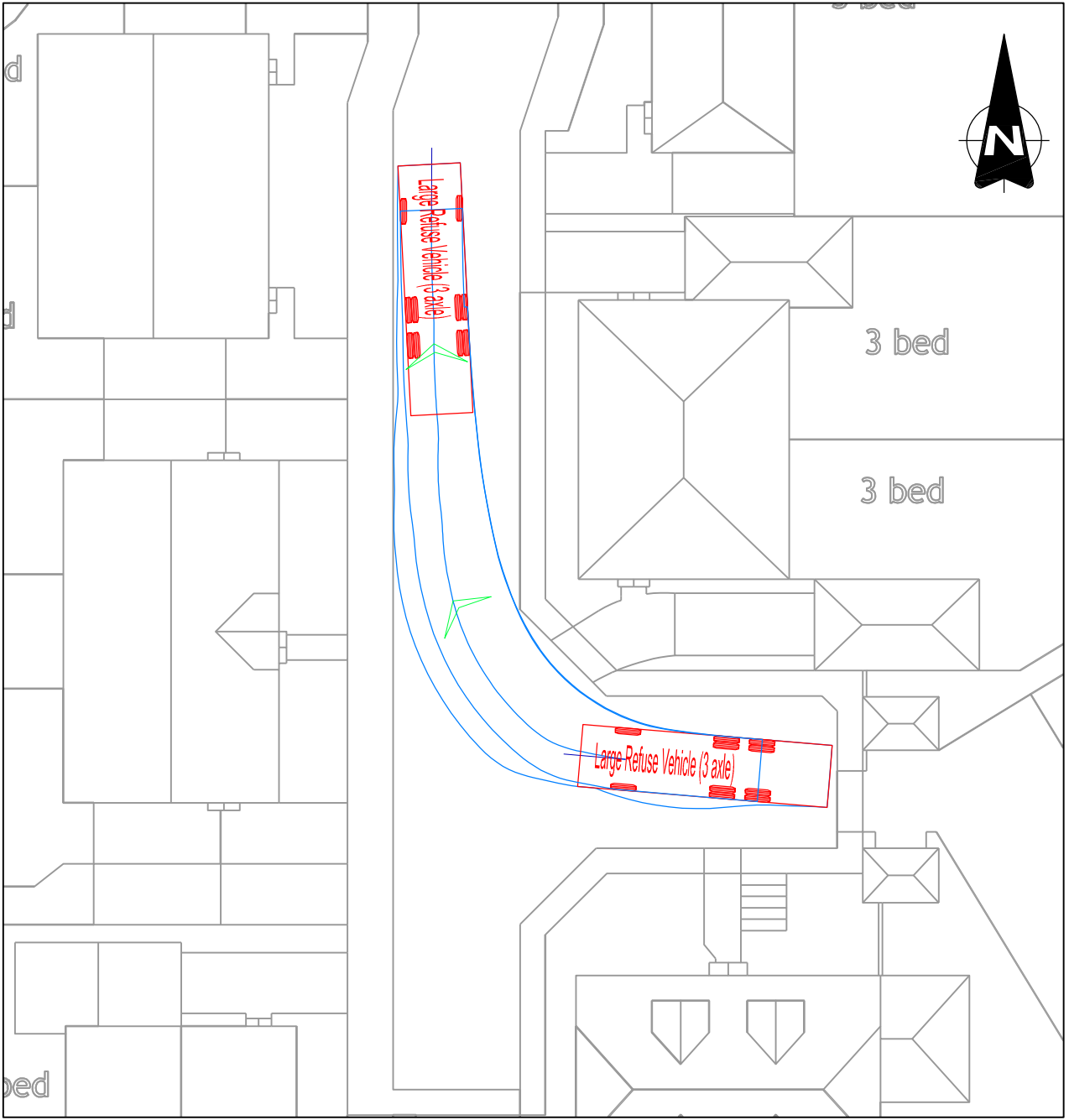
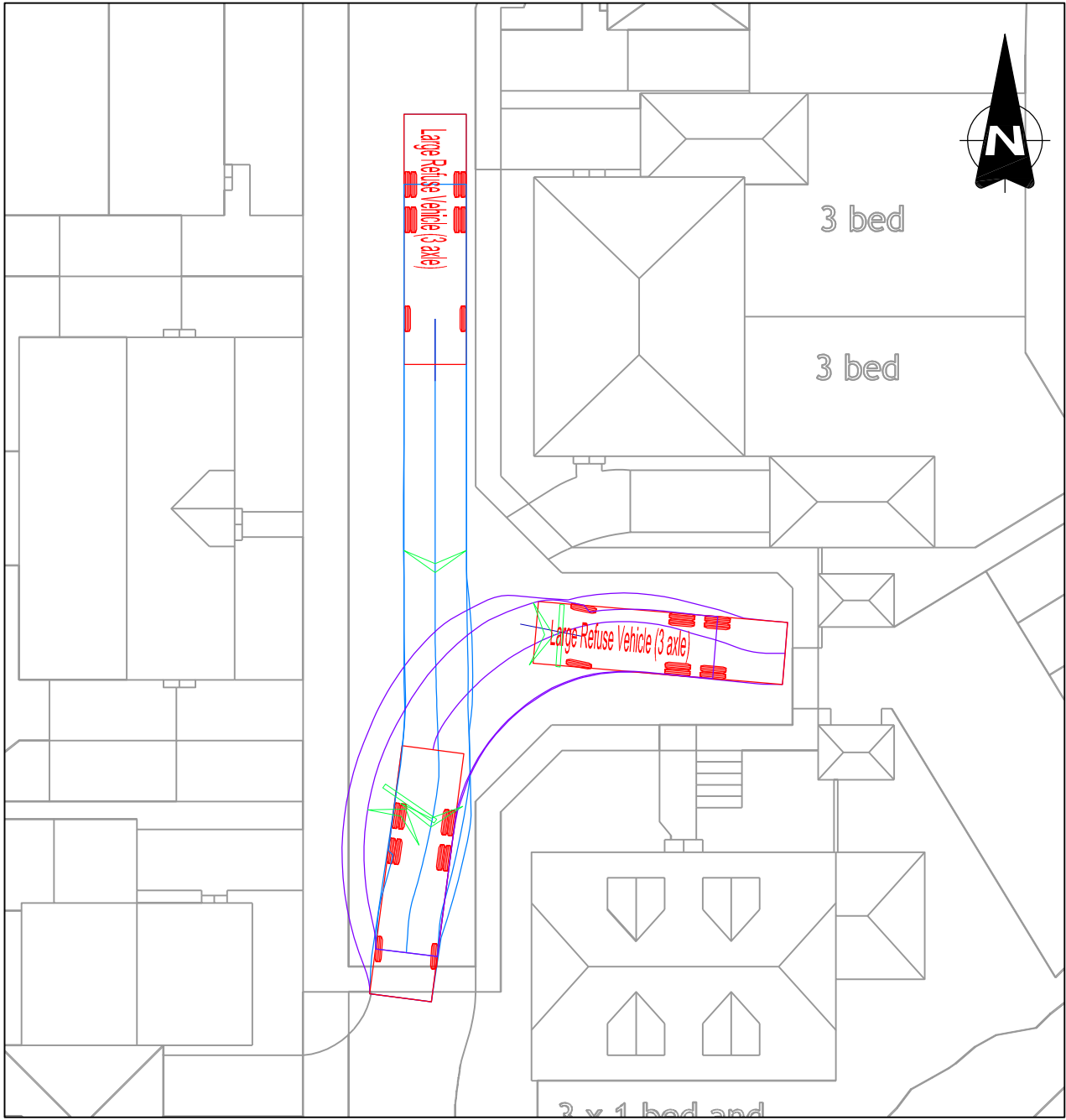
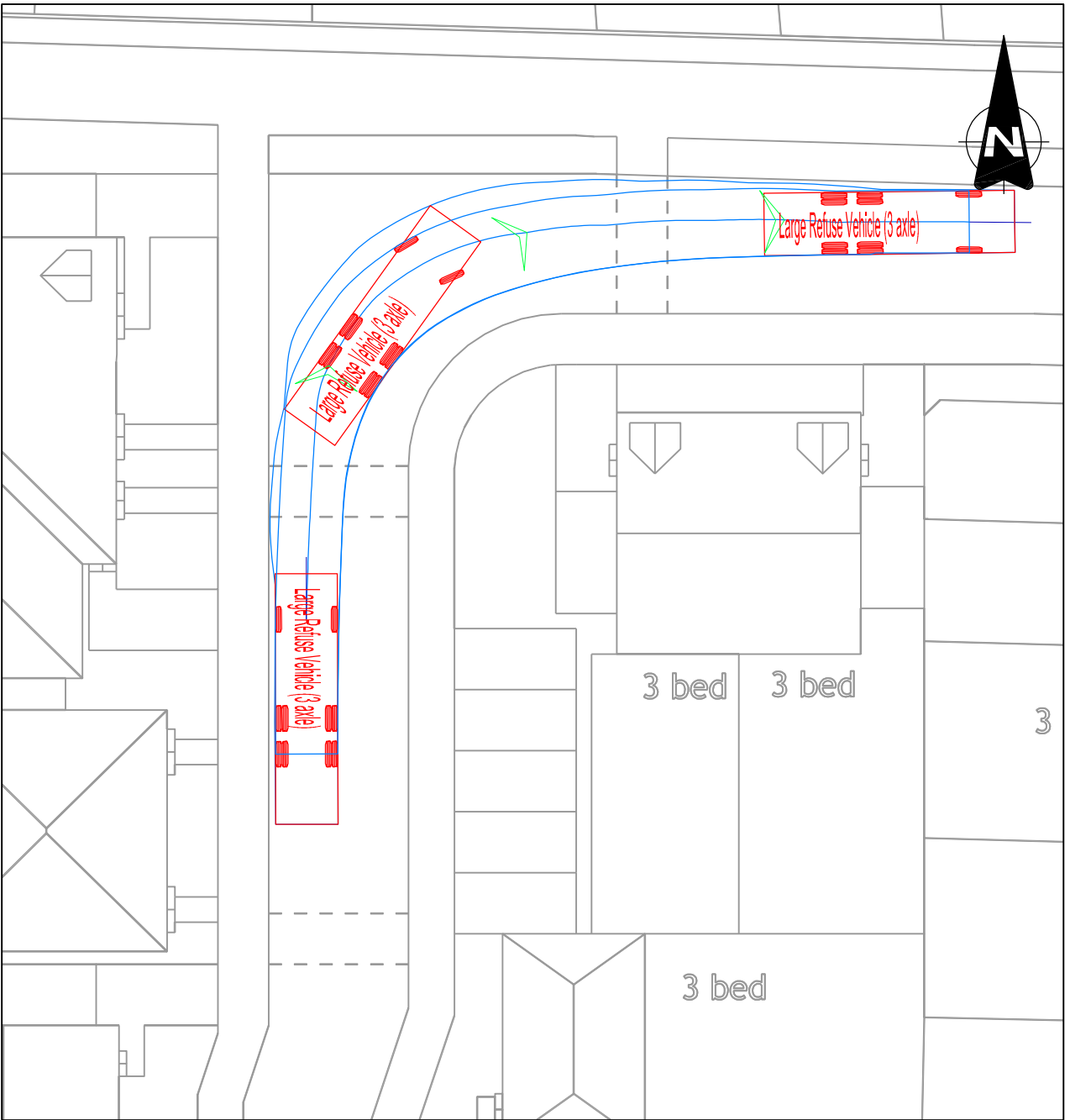
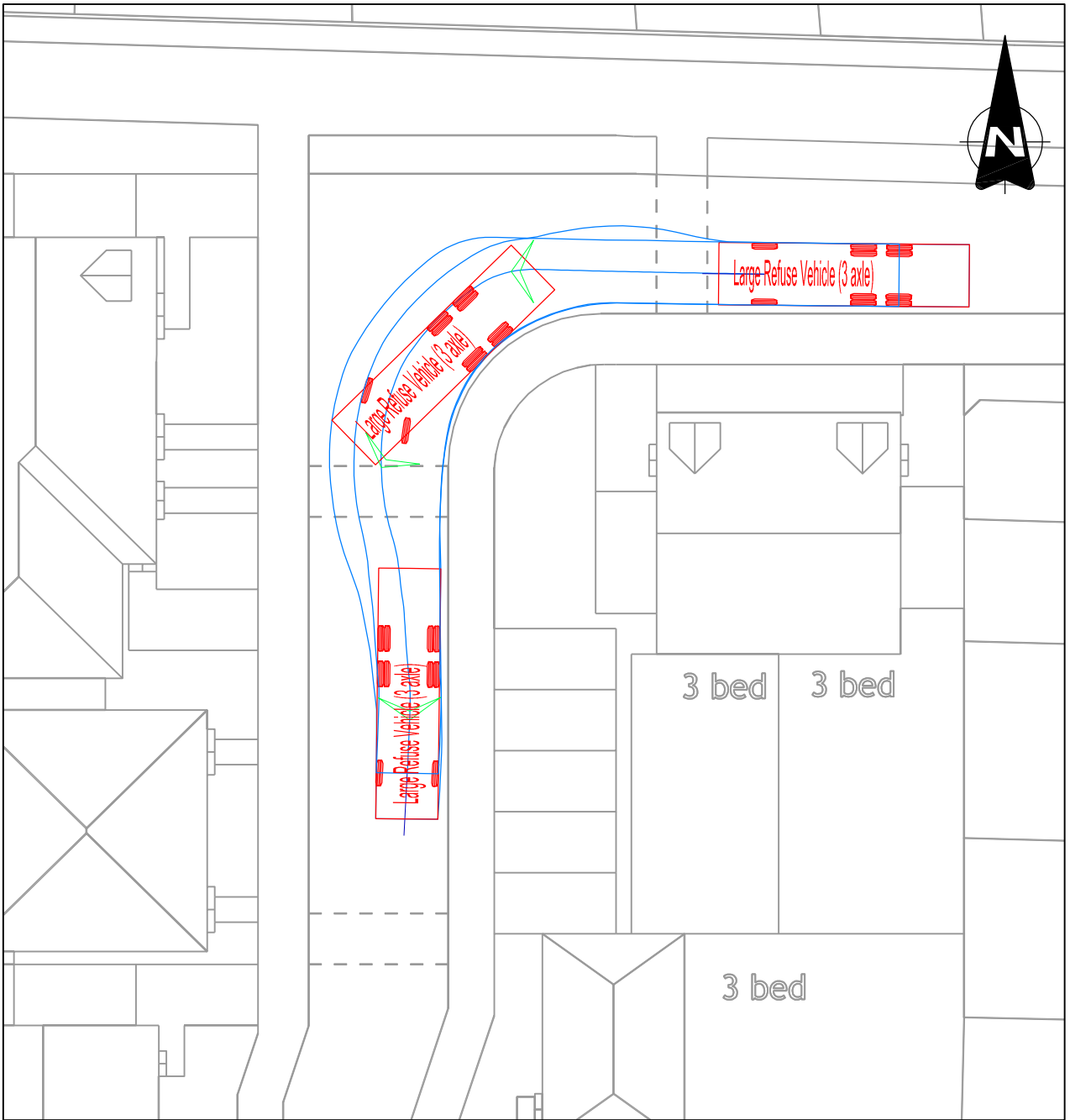
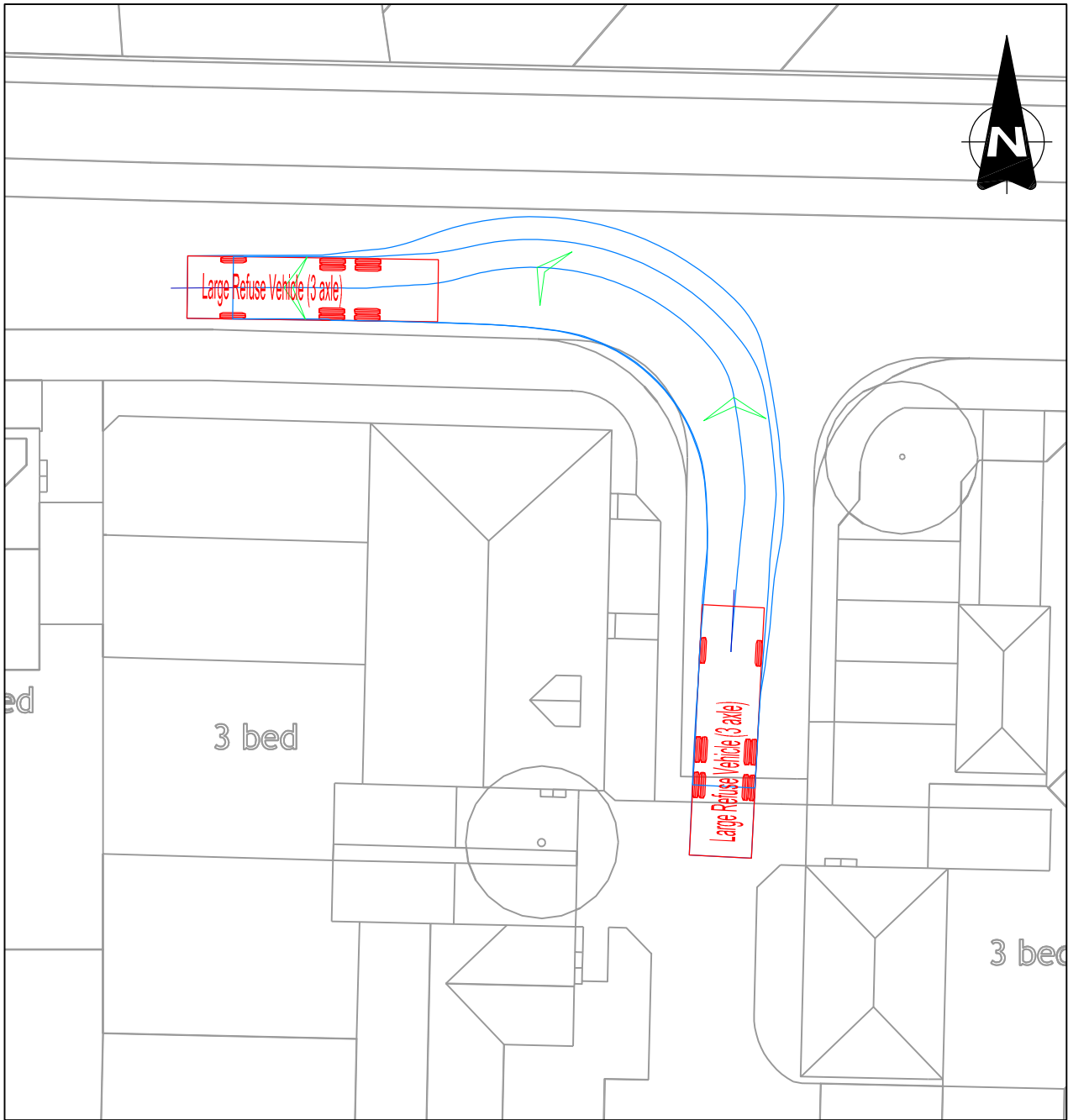
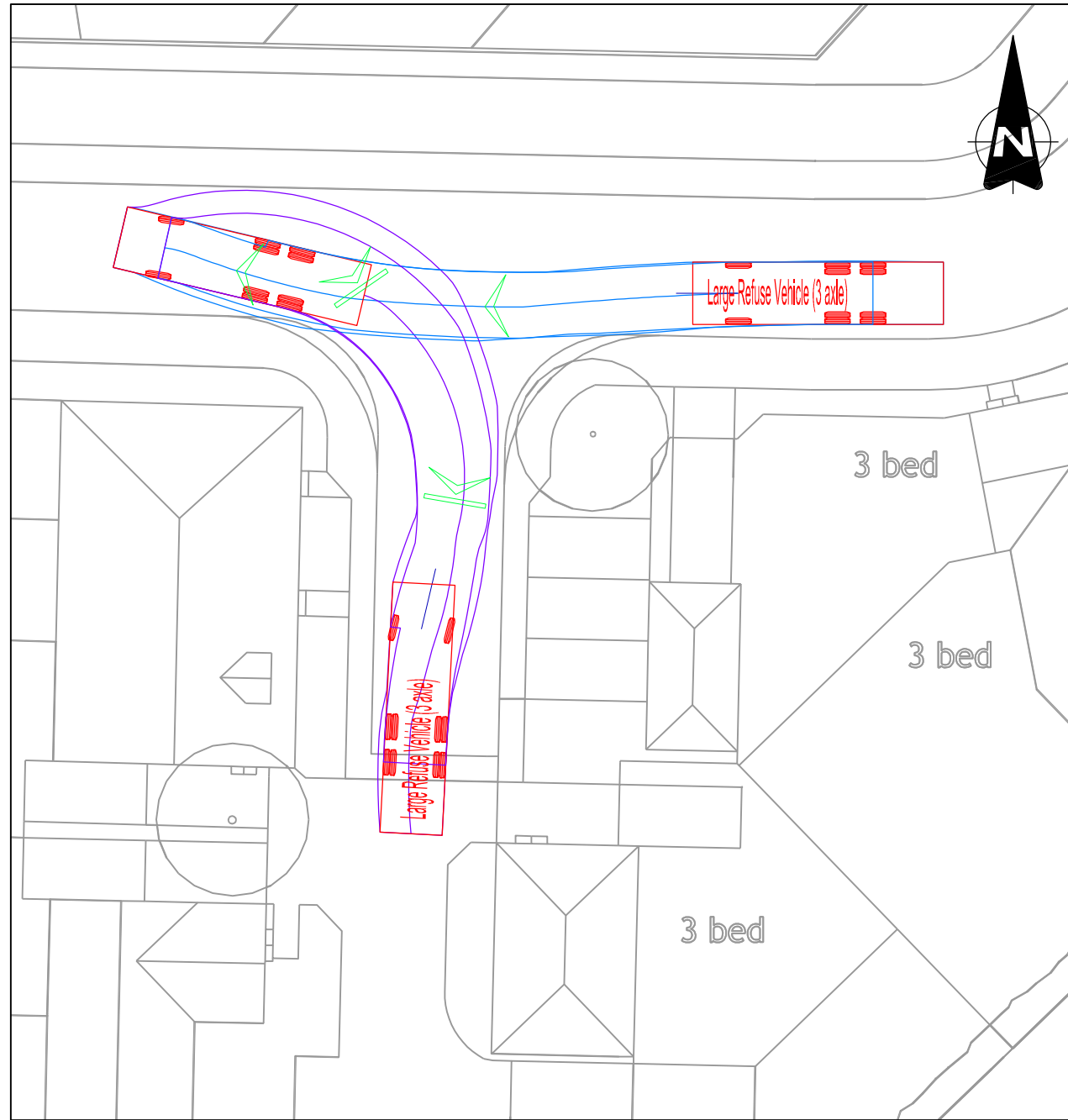
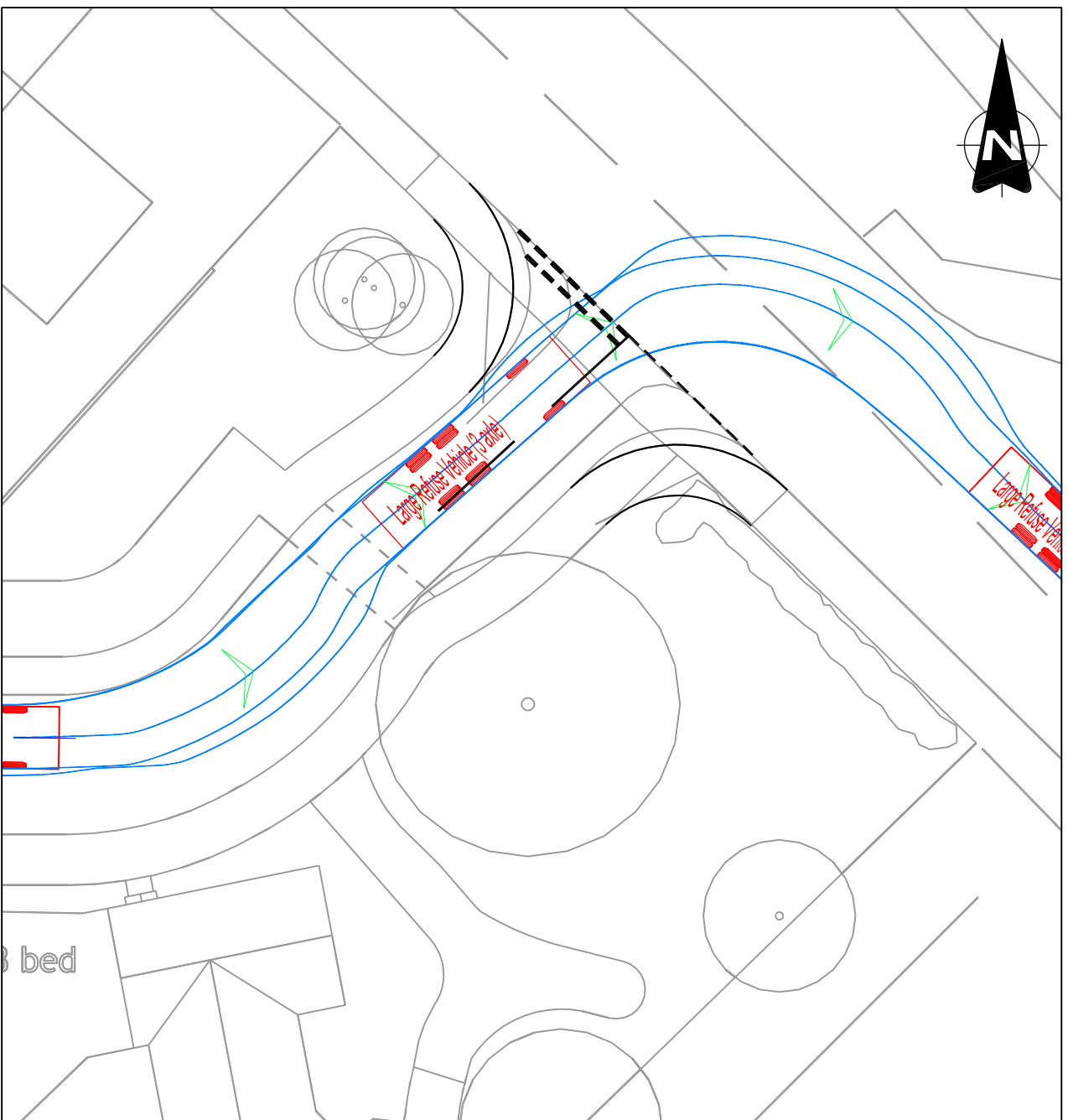
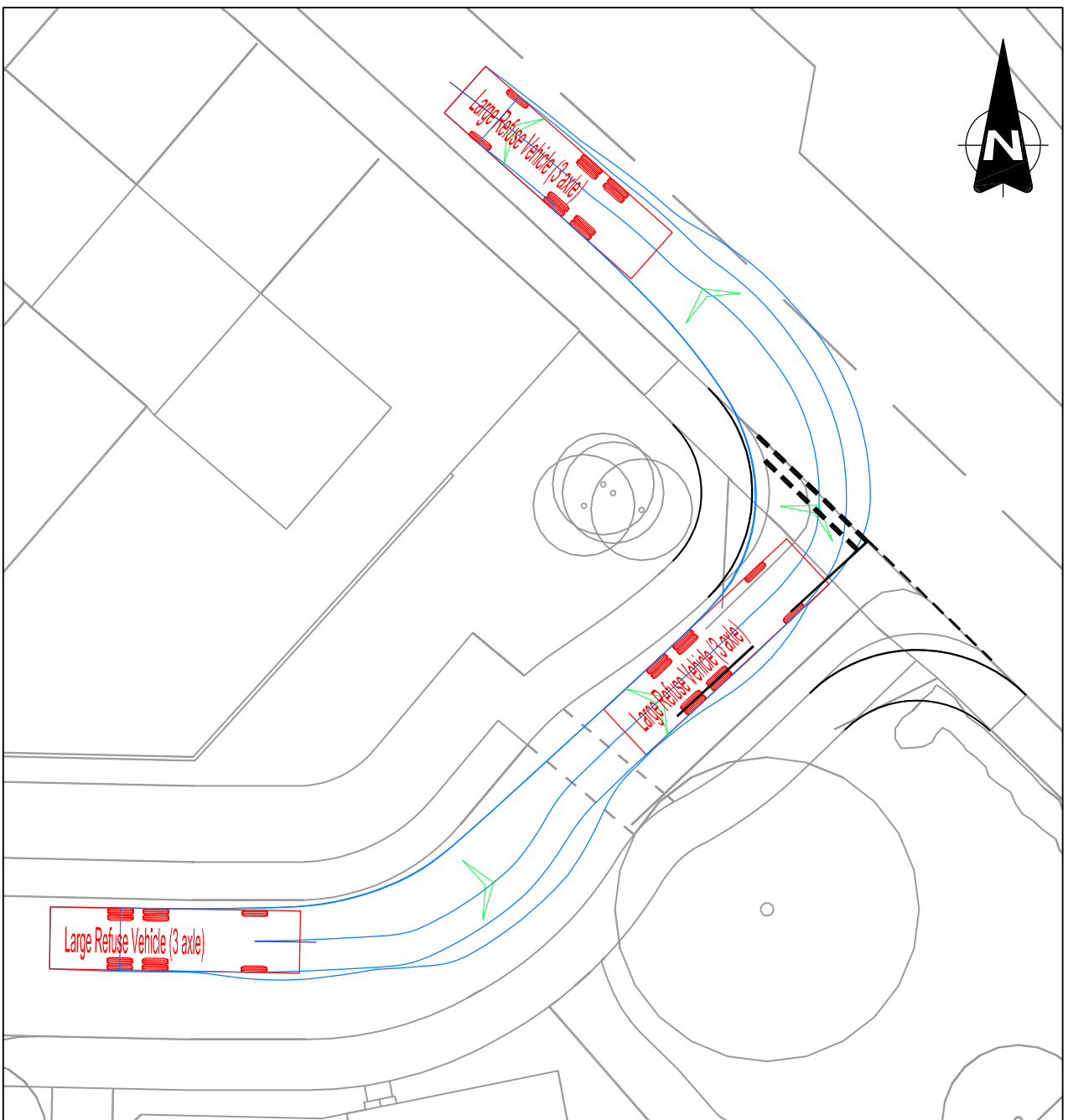
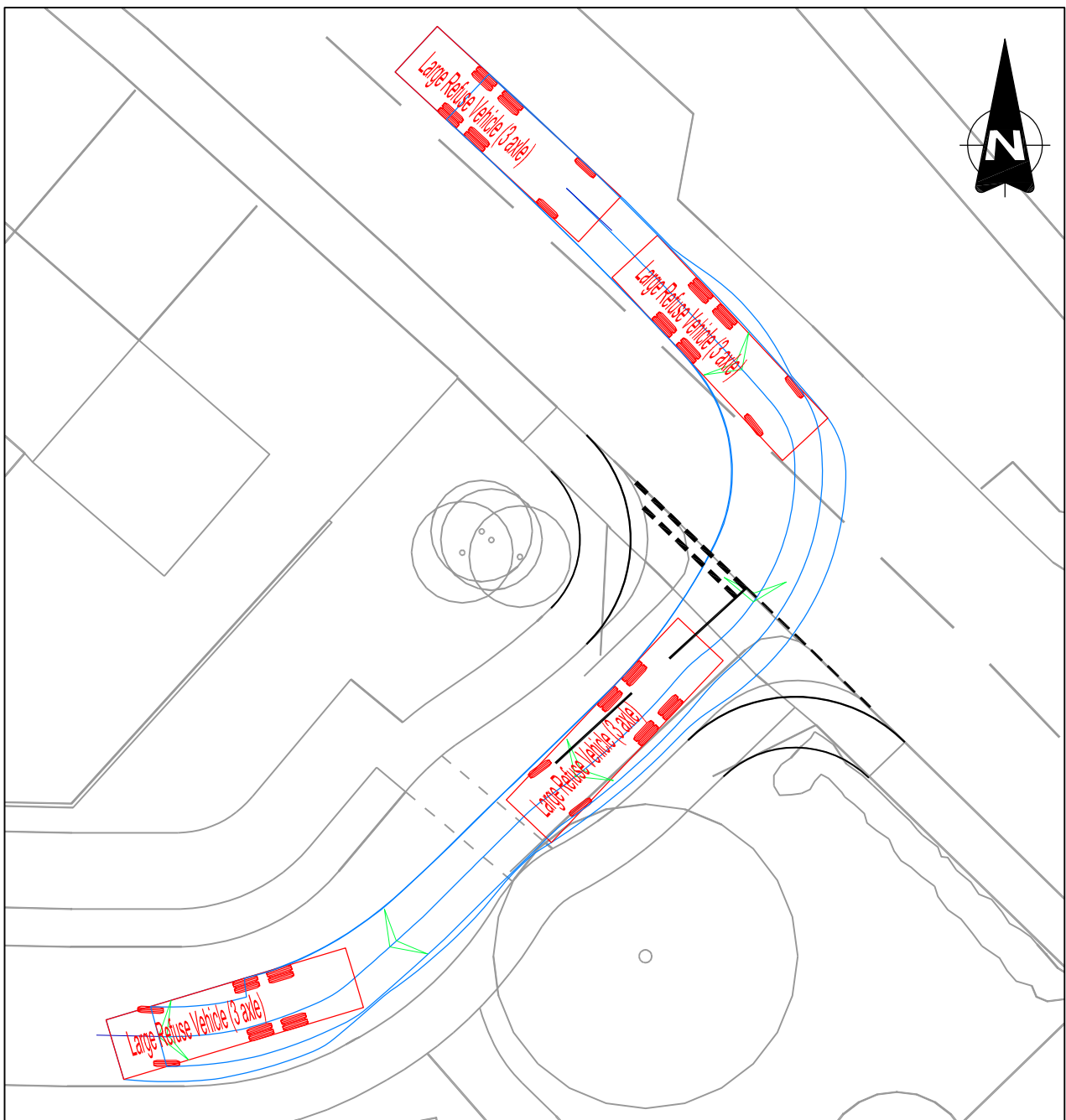
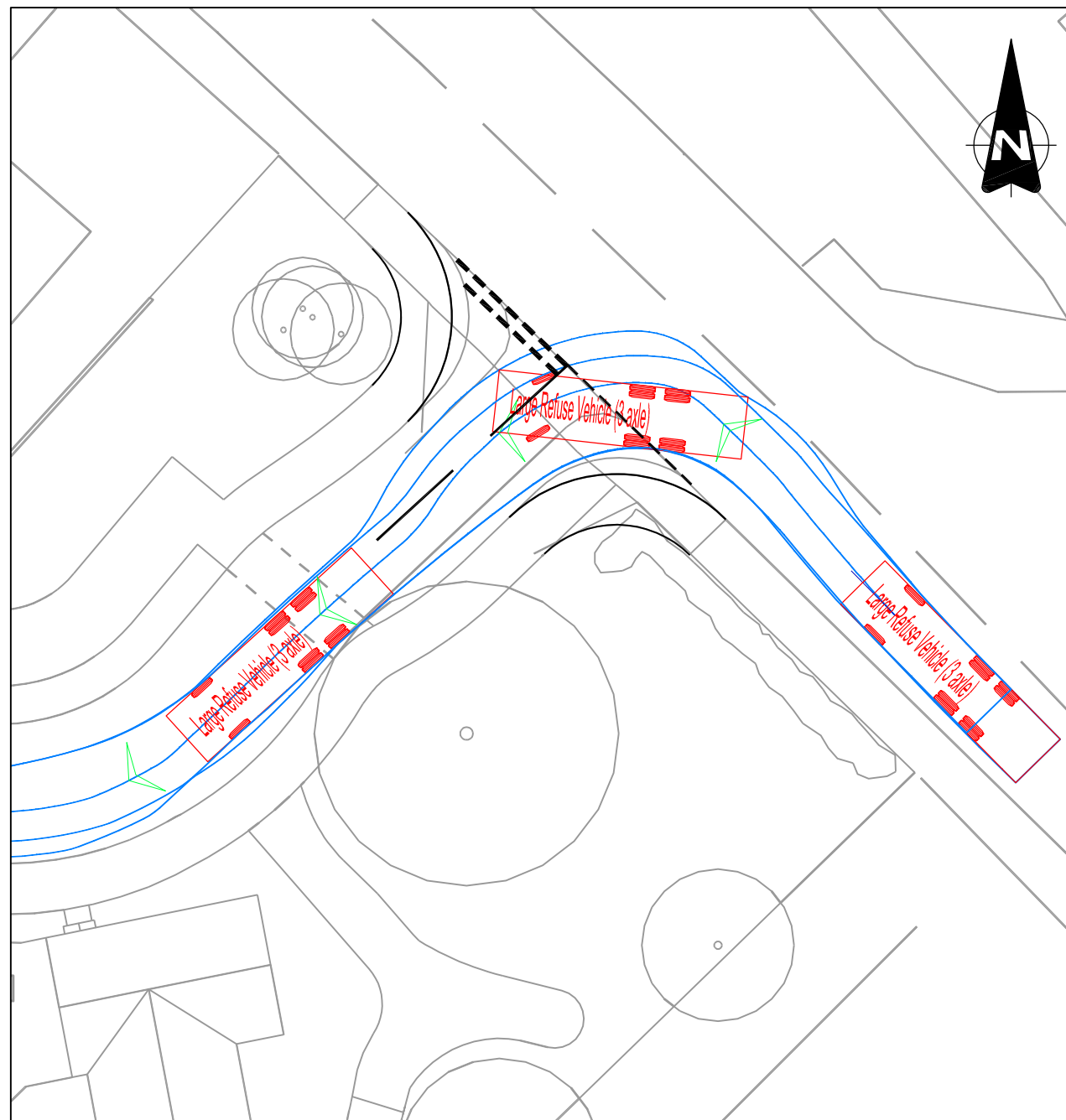
T 020 7336 8040
F 020 7305 0462
E london@jmp.co.uk
W www.jmp.co.uk

Client
Hampshire County Council

Project
Barncroft Disposal Site

Title
Barncroft Way
Swept Path Analysis
DB32 Pantechtron: 2.52m x 9.57m

Drawn BPC	Checked SM	Approved
Original dwp size A1	Date 16.12.10	Scale 1:250
Drawing Status Information	Drawing Number STH2507-BW-004	Rev. A



Notes:

1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.

Key

Existing Features

SCALE 1:250

Large Refuse Vehicle (3 axle)

Overall Length 8.860m

Overall Width 2.450m

Overall Body Height 3.814m

Min Body Ground Clearance 0.366m

Track Width 2.450m

Lock to Lock Time 4.00 sec

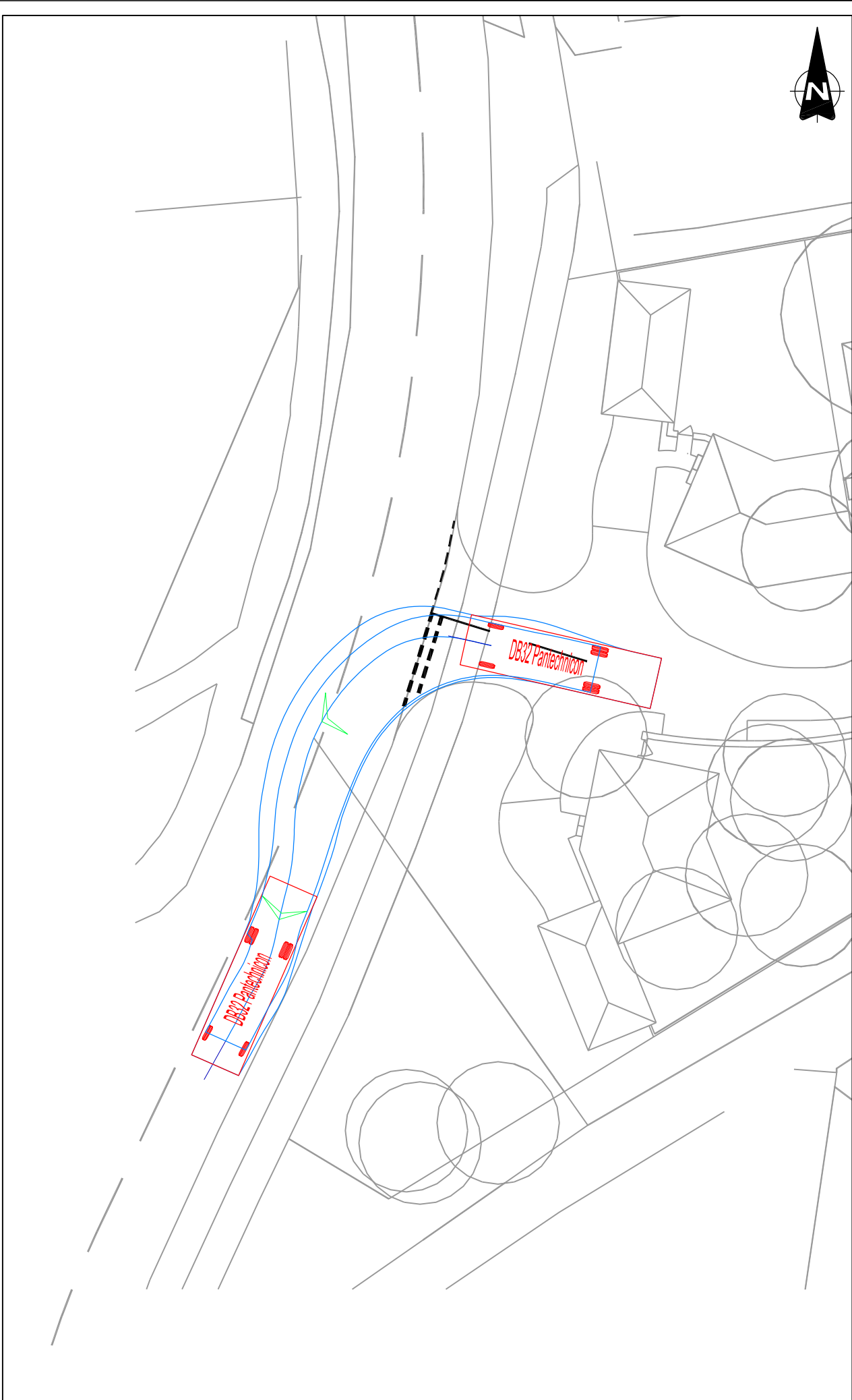
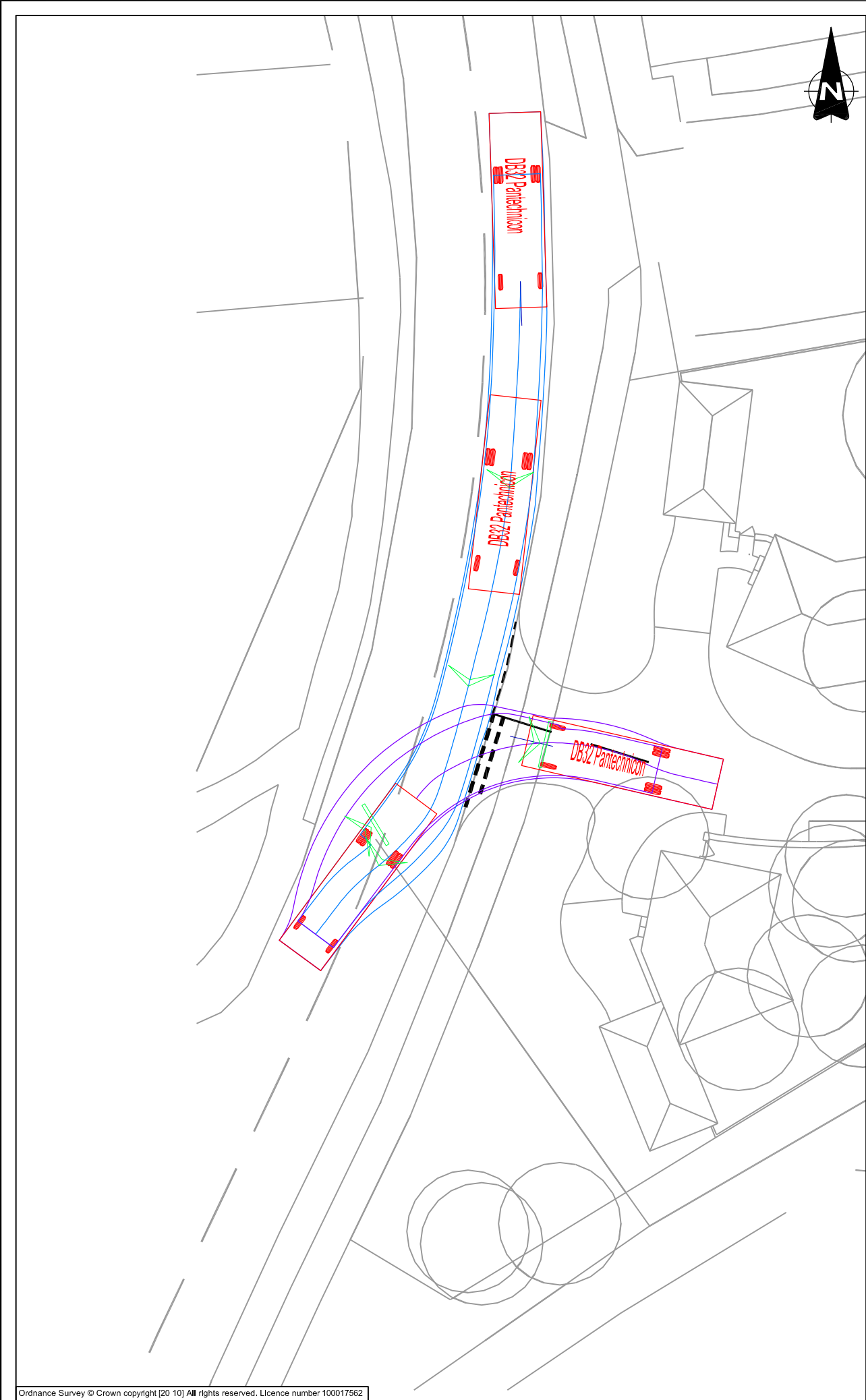
Kerb to Kerb Turning Radius 9.500m

A	13.01.11	Updated site plan	BPC	SM	MW
Rev	Date	Revision details	Drawn	Checked	Approved
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8th Floor 3 Harbour Exchange Square London E14 9GE T 020 7536 0040 F 020 7005 0462 E london@jmp.co.uk W www.jmp.co.uk					
Client Hampshire County Council					
Project Barncroft Disposal Site					
Title Barncroft Way Swept Path Analysis Large Refuse Vehicle (3 axle): 2.45m x 9.86m					
Drawn	BPC	Checked	SM	Approved	
Original dwg size	A1	Date	16.12.10	Scale	1:250
Drawing Status	Information	Drawing Number	STH2507-BW-003	Rev.	A

Appendix H

Park Lane Swept Path Analysis

Job No	Report No	Issue no	Report Name	Page
STH2507	1	3	Barncroft Infant School Disposal	H1



Notes:

1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.

Key

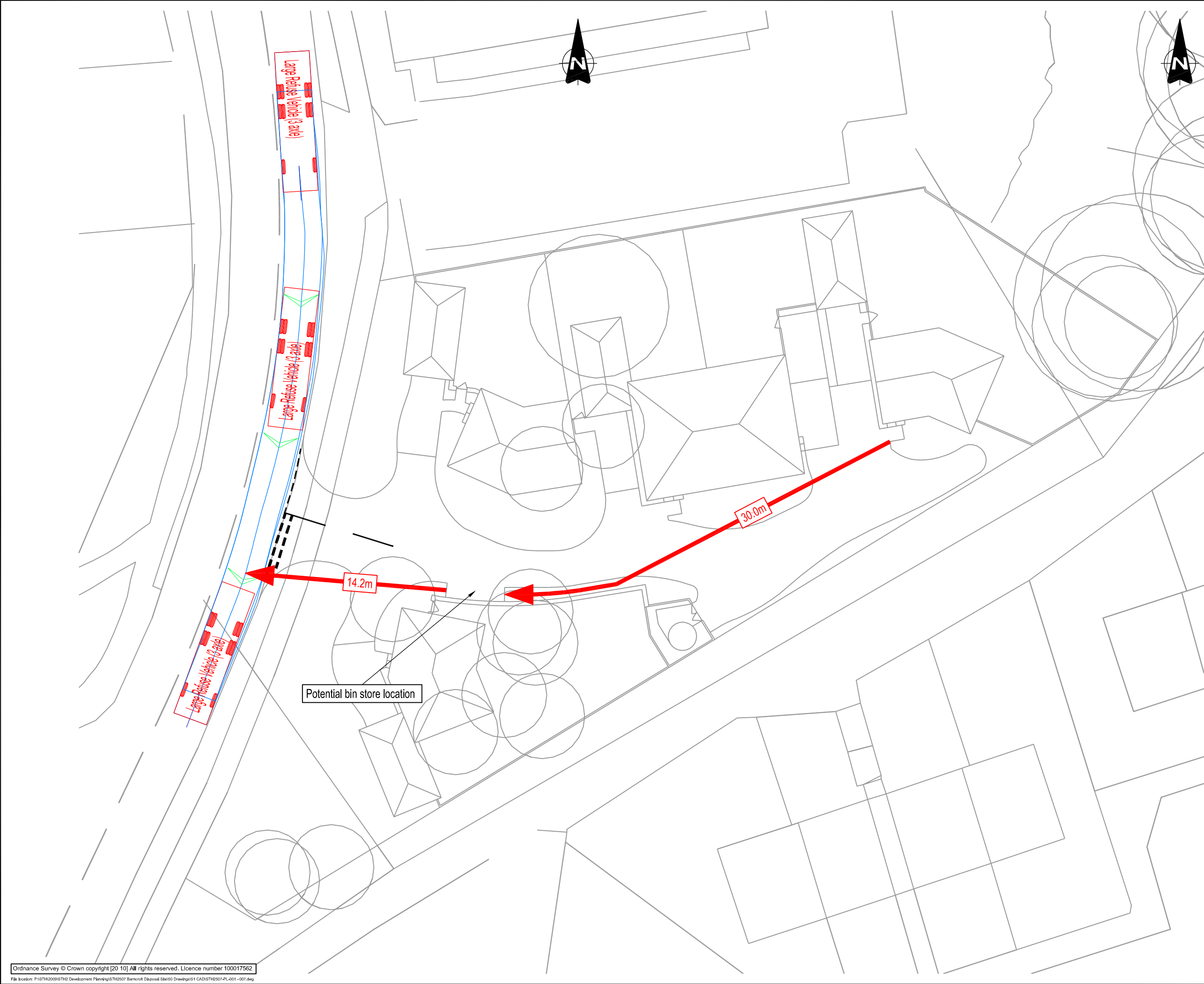
Existing Features

SCALE 1:250

DB32 Pantechmicon

Overall Length	9.570m
Overall Width	2.520m
Overall Body Height	4.571m
Min Body Ground Clearance	0.383m
Max Track Width	2.300m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	10.450m

A	13.01.11	Updated site plan	BPC	SM	VB
Rev.	Date	Revision details	Drawn	Checked	Approved
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			8th Floor 3 Harbour Exchange Square London E14 9GE T 020 7536 8040 F 020 7005 0462 E london@jmp.co.uk W www.jmp.co.uk		
Client			Hampshire County Council		
Project			Barncroft Disposal Site		
Title			Park Lane Swept Path Analysis Large Refuse Vehicle (4-axle): 2.5m x 11.35m		
Drawn		Checked	Approved		
BPC		SM	VB		
Original dwg. size		Date	Scale		
A3		15.12.10	1:250		
Drawing Status			Drawing Number		Rev.
Information			STH2507-PL-003		A



Notes:

1. Do not scale from this drawing. If in doubt refer to the project manager for clarification.

Key

Existing Features

SCALE 1:250

Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	9.500m

A	13.01.11	Updated site plan, revised tracking	BPC	SM	VB
Rev.	Date	Revision details	Drawn	Checked	Approved

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E london@jmp.co.uk
W www.jmp.co.uk

Client

Hampshire County Council

Project

Barncroft Disposal Site

Title

Park Lane
Swept Path Analysis
Large Refuse Vehicle (3-axle): 2.45m x 9.86m

Drawn	BPC	Checked	SM	Approved	VB
Original dwg. size	A3	Date	15.12.10	Scale	1:250
Drawing Status	Information	Drawing Number	STH2507-PL-002	Rev.	A

Appendix I

Trip Generation Calculation

Job No	Report No	Issue no	Report Name	Page
STH2507	1	3	Barncroft Infant School Disposal	11

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Range: 12 to 129 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/02 to 26/06/09

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	2

LIST OF SITES relevant to selection parameters

1	CH-03-A-06 CREWE ROAD CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 129	SEMI-DET./BUNGALOWS, CREWE	CHESHIRE
2	LC-03-A-22 CLIFTON DRIVE NORTH BLACKPOOL Edge of Town Residential Zone Total Number of dwellings: 98	BUNGALOWS, BLACKPOOL	LANCASHIRE
3	NY-03-A-03 NEW ROW BOROUGHBRIDGE Edge of Town Centre Residential Zone Total Number of dwellings: 14	PRIVATE HOUSING, BOROUGHBRIDGE	NORTH YORKSHIRE
4	SH-03-A-04 ST MICHAEL'S STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108	TERRACED, SHREWSBURY	SHROPSHIRE
5	TW-03-A-01 LEECHMERE ROAD HILLVIEW SUNDERLAND Edge of Town Residential Zone Total Number of dwellings: 81	SEMI DETACHED, SUNDERLAND	TYNE & WEAR
6	WL-03-A-01 MAPLE DRIVE WOOTTON BASSETT Edge of Town Residential Zone Total Number of dwellings: 99	SEMI D./TERRACED W. BASSETT	WILTSHIRE
7	WM-03-A-01 FOLESHILL ROAD FOLESHILL COVENTRY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 79	TERRACED, COVENTRY	WEST MIDLANDS
8	WM-03-A-02 HEATH STREET STOURBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12	DETACHED/SEMI D., STRBRIDGE	WEST MIDLANDS

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	8	78	0.077	8	78	0.279	8	78	0.356
08:00 - 09:00	8	78	0.177	8	78	0.363	8	78	0.540
09:00 - 10:00	8	78	0.210	8	78	0.218	8	78	0.428
10:00 - 11:00	8	78	0.173	8	78	0.192	8	78	0.365
11:00 - 12:00	8	78	0.176	8	78	0.181	8	78	0.357
12:00 - 13:00	8	78	0.229	8	78	0.205	8	78	0.434
13:00 - 14:00	8	78	0.208	8	78	0.189	8	78	0.397
14:00 - 15:00	8	78	0.187	8	78	0.185	8	78	0.372
15:00 - 16:00	8	78	0.266	8	78	0.244	8	78	0.510
16:00 - 17:00	8	78	0.321	8	78	0.177	8	78	0.498
17:00 - 18:00	8	78	0.340	8	78	0.200	8	78	0.540
18:00 - 19:00	8	78	0.231	8	78	0.179	8	78	0.410
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:			2.595			2.612			5.207

Parameter summary

Trip rate parameter range selected: 12 - 129 (units:)
 Survey date range: 01/01/02 - 26/06/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 27

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	8	78	0.008	8	78	0.008	8	78	0.016
08:00 - 09:00	8	78	0.002	8	78	0.006	8	78	0.008
09:00 - 10:00	8	78	0.006	8	78	0.005	8	78	0.011
10:00 - 11:00	8	78	0.002	8	78	0.002	8	78	0.004
11:00 - 12:00	8	78	0.005	8	78	0.003	8	78	0.008
12:00 - 13:00	8	78	0.003	8	78	0.003	8	78	0.006
13:00 - 14:00	8	78	0.002	8	78	0.003	8	78	0.005
14:00 - 15:00	8	78	0.010	8	78	0.000	8	78	0.010
15:00 - 16:00	8	78	0.008	8	78	0.003	8	78	0.011
16:00 - 17:00	8	78	0.016	8	78	0.006	8	78	0.022
17:00 - 18:00	8	78	0.005	8	78	0.013	8	78	0.018
18:00 - 19:00	8	78	0.006	8	78	0.008	8	78	0.014
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:			0.073			0.060			0.133

Parameter summary

Trip rate parameter range selected: 12 - 129 (units:)
 Survey date range: 01/01/02 - 26/06/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 27

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	8	78	0.084	8	78	0.339	8	78	0.423
08:00 - 09:00	8	78	0.197	8	78	0.476	8	78	0.673
09:00 - 10:00	8	78	0.235	8	78	0.281	8	78	0.516
10:00 - 11:00	8	78	0.215	8	78	0.252	8	78	0.467
11:00 - 12:00	8	78	0.216	8	78	0.237	8	78	0.453
12:00 - 13:00	8	78	0.273	8	78	0.248	8	78	0.521
13:00 - 14:00	8	78	0.247	8	78	0.211	8	78	0.458
14:00 - 15:00	8	78	0.234	8	78	0.234	8	78	0.468
15:00 - 16:00	8	78	0.390	8	78	0.303	8	78	0.693
16:00 - 17:00	8	78	0.402	8	78	0.229	8	78	0.631
17:00 - 18:00	8	78	0.453	8	78	0.282	8	78	0.735
18:00 - 19:00	8	78	0.303	8	78	0.240	8	78	0.543
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:			3.249			3.332			6.581

Parameter summary

Trip rate parameter range selected: 12 - 129 (units:)
 Survey date range: 01/01/02 - 26/06/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 27

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	8	78	0.044	8	78	0.085	8	78	0.129
08:00 - 09:00	8	78	0.032	8	78	0.155	8	78	0.187
09:00 - 10:00	8	78	0.042	8	78	0.055	8	78	0.097
10:00 - 11:00	8	78	0.044	8	78	0.073	8	78	0.117
11:00 - 12:00	8	78	0.061	8	78	0.053	8	78	0.114
12:00 - 13:00	8	78	0.061	8	78	0.058	8	78	0.119
13:00 - 14:00	8	78	0.063	8	78	0.077	8	78	0.140
14:00 - 15:00	8	78	0.058	8	78	0.076	8	78	0.134
15:00 - 16:00	8	78	0.171	8	78	0.110	8	78	0.281
16:00 - 17:00	8	78	0.131	8	78	0.077	8	78	0.208
17:00 - 18:00	8	78	0.089	8	78	0.056	8	78	0.145
18:00 - 19:00	8	78	0.098	8	78	0.082	8	78	0.180
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:			0.894			0.957			1.851

Parameter summary

Trip rate parameter range selected: 12 - 129 (units:)
 Survey date range: 01/01/02 - 26/06/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 27

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	8	78	0.003	8	78	0.019	8	78	0.022
08:00 - 09:00	8	78	0.031	8	78	0.047	8	78	0.078
09:00 - 10:00	8	78	0.016	8	78	0.011	8	78	0.027
10:00 - 11:00	8	78	0.006	8	78	0.018	8	78	0.024
11:00 - 12:00	8	78	0.011	8	78	0.013	8	78	0.024
12:00 - 13:00	8	78	0.006	8	78	0.003	8	78	0.009
13:00 - 14:00	8	78	0.002	8	78	0.002	8	78	0.004
14:00 - 15:00	8	78	0.008	8	78	0.006	8	78	0.014
15:00 - 16:00	8	78	0.024	8	78	0.034	8	78	0.058
16:00 - 17:00	8	78	0.010	8	78	0.003	8	78	0.013
17:00 - 18:00	8	78	0.024	8	78	0.005	8	78	0.029
18:00 - 19:00	8	78	0.019	8	78	0.005	8	78	0.024
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:			0.160			0.166			0.326

Parameter summary

Trip rate parameter range selected: 12 - 129 (units:)
Survey date date range: 01/01/02 - 26/06/09
Number of weekdays (Monday-Friday): 8
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 27

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	8	78	0.139	8	78	0.452	8	78	0.591
08:00 - 09:00	8	78	0.261	8	78	0.684	8	78	0.945
09:00 - 10:00	8	78	0.300	8	78	0.352	8	78	0.652
10:00 - 11:00	8	78	0.266	8	78	0.344	8	78	0.610
11:00 - 12:00	8	78	0.294	8	78	0.306	8	78	0.600
12:00 - 13:00	8	78	0.344	8	78	0.313	8	78	0.657
13:00 - 14:00	8	78	0.313	8	78	0.294	8	78	0.607
14:00 - 15:00	8	78	0.310	8	78	0.316	8	78	0.626
15:00 - 16:00	8	78	0.594	8	78	0.450	8	78	1.044
16:00 - 17:00	8	78	0.558	8	78	0.316	8	78	0.874
17:00 - 18:00	8	78	0.571	8	78	0.356	8	78	0.927
18:00 - 19:00	8	78	0.427	8	78	0.335	8	78	0.762
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:			4.377			4.518			8.895

Parameter summary

Trip rate parameter range selected: 12 - 129 (units:)
 Survey date range: 01/01/02 - 26/06/09
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 27

Appendix J

Travel Plan



Hampshire
County Council

Barncroft Disposal Site

Travel Plan

Report



Barncroft Disposal Site

Travel Plan

Report

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Barncroft Disposal Site

Travel Plan

Report

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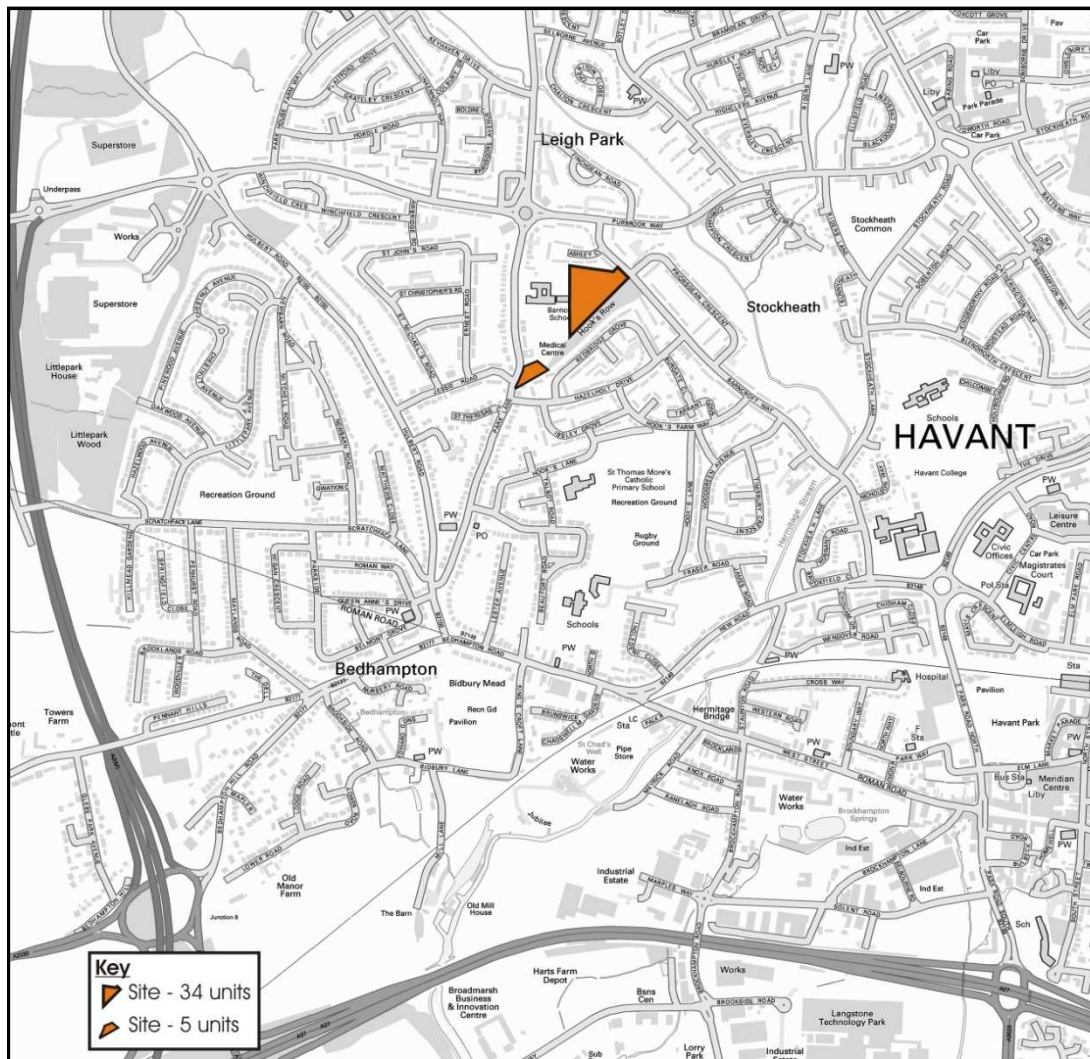
1 Introduction

Background

Context

- 1.1 JMP Consultants Ltd (JMP) has been commissioned by Hampshire County Council (HCC) to prepare a Framework Residential Travel Plan (RTP) to support an outline planning application for a residential development to be located on the Barncroft Infant School disposal site.
- 1.2 It is considered that a Framework RTP is appropriate for this outline planning application and this has been confirmed by a representative of the highway authority. A full RTP would be required as part of a reserved matters/full planning application.
- 1.3 The site is located in Havant within South East Hampshire. The overall development proposals consist of 39 residential units split between two sites with independent accesses. 34 units will be accessed from Barncroft Way with additional five units accessed from Park Lane. A site location plan is provided in Figure 1.1.

Figure 1.1 Site Location Plan



Based upon the Ordnance Survey Map with the permission of The Controller of Her Majesty's Stationary Office (Licence No: ALD 542369) Crown Copyright reserved.

- 1.4 The disposal of this site will follow the redevelopment of Barncroft Primary School which is part of a separate planning application. Therefore, the construction of this residential development is not likely to commence before September 2011.

Transport Statement

- 1.5 This Framework RTP has been prepared and should be read in conjunction with the Transport Statement (TS) for the redevelopment of the Barncroft Infant School disposal site. The TS provides more detailed information on the future trip generation and the proposed parking provision.

Roles and Responsibilities

- 1.6 Implementing and ongoing monitoring of the final RTP submitted with the reserved matters/full planning application will be the responsibility of the Travel Plan Co-ordinator (TPC). The TPC will be appointed once the redevelopment has been completed.

Proposed Development

- 1.7 The proposal includes a development of 39 residential units comprising a mix of one, two and three bedroom dwellings.
- 1.8 As part of the development proposals, the Barncroft Infant School will be demolished for a development of 34 residential units with the remaining five units on a separate site adjacent to Park Lane. In total, the development will consist of 34 houses and five flats.

Travel Plan Structure

- 1.9 This RTP is structured as follows:
- Section 2 outlines the policy context of the development of the RTP;
 - Section 3 describes the site accessibility;
 - Section 4 includes the proposed travel patterns for the residential development;
 - Section 5 identifies the aims and targets of the RTP;
 - Section 6 describes the RTP measures that will be put in place for residents;
 - Section 7 provides an action plan for implementation of the RTP; and
 - Section 8 describes monitoring procedures and describes how the RTP will be delivered.

2 Policy Context

- 2.1 This section of the Framework RTP establishes the current transport planning policy context of the proposed development. It examines integrated transport planning policies at the national, regional and local level in order to demonstrate how the development proposals conform to relevant planning policy guidance.

National Policy

Good Practice Guidelines: Delivering Travel Plans through the Planning Process Guidance (Department for Transport DfT April 2009)

- 2.1 This document sets out guidance on how to successfully create and deliver travel plans through the planning process. The aim is to: *'Help all those involved in creating and implementing travel plans – local authority planners, transport and travel plan officers, developers and consultants – understand the processes involved and good practice steps for achieving successful and sustainable travel plans.'*
- 2.2 The guidance includes an explanation of the benefits of travel plans, the main elements at each stage of the planning process and how to ensure they are successfully designed, secured, implemented, managed and monitored.
- 2.3 This document was created by DfT in consultation with the Department of Communities and Local Government (DCLG) to further the influence of travel plans as a way to encourage sustainable transport.
- 2.4 The benefits of travel plans for major new developments are summarised as follows:
- *'to support increased choice of travel modes;*
 - *to promote and achieve access by sustainable modes;*
 - *to respond to the growing concern about the environment, congestion, pollution and poverty of access; and*
 - *to promote a partnership between the authority and the developer in creating and shaping place.'*

Planning Policy Guidance Note 13: Transport (PPG13)

- 2.2 The Government's Planning Policy Guidance 13: Transport (PPG13), published in March 2001, includes Government policy on the role of RTPs in relation to proposed developments. It states that RTPs are required to be submitted alongside planning applications that are likely to have significant transport implications. The aims include (p.89):
- *'reducing car usage (especially single occupancy journeys) and increasing the use of public transport, walking and cycling;*
 - *decreasing traffic speeds, and improving road safety and personal security particularly for pedestrians and cyclists; and*
 - *incorporating more environmentally friendly delivery and freight movements.'*
- 2.5 PPG13 also states that better use should be made of previously developed land and the focus for additional housing should be existing towns and cities.

- 2.6 PPG13 also advises that RTPs should have measurable outputs and should arrange for monitoring the progress of the plan.

Future of Transport: A Network for 2030

- 2.7 In July 2004, the DfT published the new White Paper 'Future of Transport: A Network for 2030' looking at the factors that will shape the UK's transport over the next thirty years. The paper sets out the Government's plan to respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.
- 2.8 The White Paper recognises that we need a transport network that can meet the challenges of a growing economy and increasing demands for travel, whilst achieving our environmental objectives (Para 6, p.12). This requires, amongst others:
- *'the road network providing a more reliable and free-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;'*
 - *'buses that are reliable, flexible, convenient and tailored to local needs;'* and
 - *'making walking and cycling real alternatives for local trips.'*
- 2.9 Part of the strategy of this White Paper is to enhance local travel through the promotion of TPs to encourage people to consider alternatives means of transport.

Regional Policy

South East Plan

- 2.10 The Regional Spatial Strategy (RSS) and Regional Transport Strategy (RTS) for the South East of England are contained within the South East Plan, which covers the period to 2026. The overall spatial vision for the South East of England is set out in Section 3 of the Plan as below:
- 'through the Plan and other measures, the South East will show a sustained improvement in its quality of life over the period to 2026, measured by the well-being of its citizens, the vitality of its economy, the wealth of its environment and the prudent use of natural resources.'*
- 2.11 Policies on transport are contained within Chapter 8 of the Plan. The Plan recognises the need to *'re-balance the transport system in favour of sustainable modes.'* Travel Planning is listed as one of the key components of managing demand on the transport system.
- 2.12 Policy T5 entitled 'Travel Plans and Advice' outlines the obligation of local authorities to ensure that *'their local development documents and local transport plans identify those categories of major travel generating developments for which travel plans should be developed.'* In addition, Policy T5 refers to the DfT's Smarter Choices document, which has served to emphasise the important role that travel planning plays as part of delivering the mobility management approach.
- 2.13 The Policy also describes TPs as a positive measure in enabling economic activity and growth in the region.

Local Policy

- 2.14 The Local Transport Plan (LTP) sets out HCC's transport strategy for the period 2006-2011. The overall vision for this LTP is of a transport strategy that: *'enhances quality of life and economic prosperity by connecting people, communities, employment, goods, services and amenities.'*
- 2.15 Chapter six contains strategy for the Solent area where Havant is located. Paragraph 6.11 sets out the vision which seeks to ensure that a suitable mix of housing types and tenures is provided. It continues to mention that this needs to be achieved in a sustainable way which ensures that the quality of life is enhanced.
- 2.16 Policy SH11 states that the transport and planning authorities will work together to: *'reduce the need to travel through the development of smarter choices, such as travel planning and measures to discourage less sustainable journeys.'*

Havant Borough District Wide Local Plan – Saved Policies

- 2.17 The Saved Policies from the Havant Borough District Wide Local Plan form part of the Havant Borough Local Development Framework.
- 2.18 Policy T1 states that a development will be permitted: *'where it assists the implementation of an integrated transport network, a choice of transport modes, or the operation of efficient public transport.'*
- 2.19 Policy T6 mentions that: *'development will be permitted provided it is, or could be, served efficiently by public transport, cycling and walking.'* It also states that new developments should be located to provide a choice of transport modes and minimise travel demand.

HCC Guide to Development Related Travel Plans – January 2009

- 2.20 In January 2009 HCC produced a Travel Plan guide in order to ensure that development takes place in sustainable locations and in a sustainable manner.
- 2.21 It is stated that securing a travel plan as part of the development process has three main purposes:
- Securing a travel plan as part of the development process has three main purposes;
- *'ensuring that development takes place in locations and in ways that minimise the impact of this additional demand;*
 - *increasing accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways; and*
 - *reducing dependence on the use of the car.'*
- 2.22 In section 3.2 the document states that: *'for speculative developments or where the likely end user(s) of the development is unknown (including multi-occupant sites) a framework travel plan should be submitted with the planning application. This should be informed by the outcomes of the TA and will include objectives, a programme for developing and submitting the full travel plan, physical measures required, and a robust monitoring and evaluation strategy.'*

Summary

- 2.23 This Framework RTP is being submitted as part of the planning application to ensure that development at the site is both sustainable and accessible.
- 2.24 This Framework RTP has been prepared in line with national policy in that it aims to reduce reliance on the private car and to encourage sustainable travel choices. The Framework RTP seeks to remove barriers to walking and cycling, encourage the use of public transport and to reduce the overall need to travel.
- 2.25 The targets and measures have been established based on the outcome of the TS.

3 Site Accessibility

Site Location and Description

- 3.1 The existing site on which the majority of residential units (34) are to be developed is currently occupied by Barncroft Infant School. The school comprises 1,350m² GIA and has around 140 pupils and 29 staff. The existing site layout is included within Appendix B of the Transport Statement.
- 3.2 The school is accessed from Barncroft Way and an on-site car park is provided for staff and visitors; this comprises 12 car parking spaces.
- 3.3 The surrounding area is predominantly residential with a housing estate located immediately to the north of the site.

Public Transport Accessibility

Bus Services

- 3.4 The site is within a walking distance (500m) of six different bus services that provide connections to local destinations including Portsmouth, Emsworth, Fareham and Liss. The closest bus stops, served by three different bus routes, are located on Barncroft Way within 150m of the site. A summary of bus services available within 500m of the site is provided in Table 3.1.

Table 3.1 A Summary of Bus Services with 500m of the Site

Bus Route	To	From	Frequency	
			08:00 – 09:00	17:00 – 18:00
21	Portsmouth	Havant	2	3
21	Havant	Portsmouth	2	3
23	Portsmouth	Havant	6	5
23	Havant	Portsmouth	6	5
27	Leigh Park	Emsworth	1	1
27	Emsworth	Leigh Park	1	1
37	Liss	Havant	1	1
37	Havant	Liss	1	1
39	Havant	Wecock Farm	4	4
39	Wecock Farm	Havant	3	4
63	Havant	Fareham	1	1
63	Fareham	Havant	1	1
Total			29	31

- 3.5 As can be seen, there are a total of 29 and 31 bus services in both directions in the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak respectively. This equates to an average of a bus every two minutes arriving and departing within 500m of the site.

Rail Services

- 3.6 Bedhampton and Havant Railway Stations are located approximately 1.5km to the south of the site. The stations can therefore be reached in approximately 20 minutes assuming an average walking speed of 80 metres per minute.

Walking and Cycling Networks

- 3.7 A designated circulatory cycle lane is provided at Purbrook Way Roundabout located approximately 280m north of the proposed development. The cycle facility continues onto Park Lane and is present on both sides of the highway.
- 3.8 National Route 2 and 22 are located approximately 1.6km to the south of the site.
- 3.9 The local residential roads around the site are lightly trafficked and are therefore suitable for cyclists.
- 3.10 Barncroft Way and Park Lane both have footways present on either side of the road. At present, there are no formal pedestrian crossing points in the vicinity of the site. A school crossing patroller is currently available on Barncroft Way and Park Lane during the school peak arrival and departure times.

4 Proposed Travel Patterns

- 4.1 As the development has not been built yet, it is not possible to carry out a residents travel survey. The travel survey will be undertaken once the development has been occupied and the RTP will be updated accordingly.
- 4.2 The TRICS trip generation database has been interrogated to derive multimodal trip rates for the proposed development. As 87% of the units will be houses, the private housing category has been selected to derive the trip rates. This also provides a worst case as trip rates for flats or non-private units (rented/part-owned) are typically lower.
- 4.3 A total of eight sites were considered in the analysis because they demonstrated similar characteristics in terms of size, public transport accessibility and parking provision. Location characteristics have also been considered in the selection of sites.
- 4.4 Details of the sites selected are shown in Table 4.1.

Table 4.1 Private Housing Sites Selected from TRICS Database

Development Name / Address	No. of Units	Parking Spaces/Unit	Public Transport Services/Hour (Both Directions)	Location
Cheshire	129	2.5	43	Suburban Area
Lancashire	98	1.0	36	Edge of Town
Shropshire	108	1.8	24	Suburban Area
Staffordshire	14	2.8	10	Suburban Area
Tyne & Wear	81	1.0	10	Edge of Town
Wiltshire	99	2.1	13	Edge of Town
West Midlands	79	0.9	40	Suburban Area
West Midlands	12	2.6	13	Suburban Area
Average	77	1.8	24	-

- 4.5 Table 4.1 demonstrates that the selected sites compare favourably with the proposed development. On average, the selected sites have slightly lower public transport provision in comparison to the proposed development. The parking provision per unit is on average slightly higher than at the proposed site.
- 4.6 The TRICS output reports are included within Appendix H of the TS.

Vehicular Trip Generation

- 4.7 The trip generation for the proposed development is summarised in Table 4.2. The analysis shows that in total, the proposed development is expected to generate a total of 22 two-way car trips during both the AM and the PM peak.

Table 4.2 Vehicle Trips for the Proposed Development

Road Name	Arrivals	Departures	Total
AM Peak 08:00 – 09:00			
Barncroft Way	6	13	19
Park Lane	1	2	3
Total AM	7	15	22
PM Peak 17:00 – 18:00			
Barncroft Way	12	7	19
Park Lane	2	1	3
Total PM	14	8	22

Modal Split

- 4.8 The selected sites have also been interrogated to provide a mode split of trips to and from the proposed development. The daily modal split as well as the morning (08:00 – 09:00) and the evening (17:00 – 18:00) peak percentage shares have been provided in Table 4.3.

Table 4.3 Development Modal Split

Mode	AM Peak	PM Peak	Daily
Car Driver	58%	57%	58%
Car Passenger	16%	15%	21%
Public Transport	4%	8%	3%
Pedestrian	21%	19%	16%
Cycle	1%	1%	2%
Total	100%	100%	100%

5 Aims, Objectives and Targets

- 5.1 This section sets out RTP aims, objectives and targets specific to the proposed residential development.

Aims

- 5.2 This Framework RTP sets out the overall aim for the full RTP submitted as part of the reserved matters/full planning application; this is as follows:
- create a more sustainable, community driven environment for residents living within the development, which promotes a range of lifestyle and travel choices and reduces reliance on the private car.

Objectives

- 5.3 Objectives are the high-level aims of the RTP. They help to give the RTP direction and provide a clear focus. The site specific objectives that focus the Framework RTP include:
1. raise awareness of sustainable modes of travel available to residents and visitors;
 2. to reduce the amount of single occupancy car trips to the development; and
 3. to encourage car-sharing or use of car clubs in order to reduce single vehicle occupancy.

Targets and Indicators

- 5.4 Targets are measurable goals by which the progress of the full RTP will be assessed. Targets are essential for monitoring progress and success of the full RTP. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

The interim and full targets are set out in

- 5.5 and are based on the mode share derived from the trip generation analysis.

Table 5.1 Travel Plan Targets

Mode	Baseline Mode Split (Year 1)	Interim Mode Split (Year 3)	Final Mode Split (Year 5)
Car Driver	58%	55%	52%
Car Passenger	16%	17%	17%
Public Transport	4%	6%	8%
Pedestrians	21%	21%	21%
Cyclists	1%	1%	2%
Total	100%	100%	100%

NB. The baseline mode split will be revised in light of a site-specific resident travel survey at the site on occupation

- 5.6 A resident travel survey will be carried out to monitor the progress and will act as an indicator of whether the targets are being achieved. The monitoring schedule is outlined within Chapter 10 of this framework RTP.

- 5.7 The actual baseline mode share will be determined following residents travel surveys that will take place post-occupation. The targets will need to be revised in the light of these surveys and agreed with the relevant HCC Travel Planning Officer.
- 5.8 Areas for improvement have been identified and the RTP aims to address these. These areas include:
- reducing car usage (single occupancy vehicles) in the five years following site occupation;
 - increasing use of public transport in the five years following site occupation; and
 - increasing walking and cycle usage in the five years following site occupation.
- 5.9 The suggested targets represent what is considered to be an achievable increase in sustainable travel as a result of the introduction of the RTP and the proposed measures. Table 5.1 indicates that a relatively high proportion of residents are already expected to walk and car share and therefore it is important that this is achieved and maintained. The increase in public transport users from 8% to 11% is based on the accessibility of the site to frequent bus services within 500m of the site.
- 5.10 It is noted that after five years, update of the Travel Plan would be on a voluntary basis; this could be a residents group or other organisation considered for this role.

6 Measures

- 6.1 This Framework RTP contains details of measures which aim to maximise the opportunities offered by the site in terms of its location in relation to existing services and facilities. It sets out the 'hard' measures alongside 'soft' measures which aim to promote and encourage sustainable travel amongst new residents.
- 6.2 It is considered that those measures would be explored further and should be included within the full RTP submitted with the reserved matters/detailed planning application.

Measures for Residents

General Information & Awareness Raising

- 6.3 The RTPs objectives and benefits should be promoted to residents. It is recommended that regular updates on the RTP, improvements made to facilities and modal split figures are presented to residents in order to engage them in the RTP from the outset. General measures to raise awareness of the RTP are detailed below. This would be co-ordinated by the TPC.

Residential Information Packs

- 6.4 A Residential Information Pack containing travel information would be provided to each household before they move into the new development. Providing this information in advance ensures that residents become aware of the various modes of transport and existing services that are available to them at the earliest opportunity.
- 6.5 The packs would include the following information:
- awareness of the health, economic and environmental benefits of walking and cycling;
 - safe and secure walking and cycling route maps: a residents guide to local facilities within 2km (walking) and 5km (cycling) of the site would be produced; and
 - promotion of local cycle shops: information about the availability of local cycle shops, and any discounts of offers that may be available.

Travel Plan Website

- 6.6 A travel website for the site could be developed to promote the RTP and offer tips and advice on travelling sustainably. The information enclosed in the residential packs should be available to upload with all relevant walking and cycling maps.

Walking

Walking Maps

- 6.7 Residents would be provided with a guide to local facilities within 2km (walking) distance would help to encourage more walking to and from the site. This information would be included in the Residential Information Pack.

Travel Plan Website

- 6.8 A link to Transport Directs journey planner (www.transportdirect.info) would be included and promoted to all residents and visitors as this may encourage them to walk more (e.g. to walk to local amenities rather than use the car). Links to other sites which provide information on the benefits of walking and walking routes will also be promoted via the Site. These may include www.walkit.com www.ramblers.org.uk and www.hants.gov.uk/walking.

Cycling

- 6.9 An increasing number of people are realising the benefits of cycling. This Framework RTP sets out the information and awareness raising, facilities, and reward/incentive measures that could be implemented to encourage and maintain cycling to/from the site.

Cycle Parking

- 6.10 The proposed development would provide cycle storage in safe and secure locations; this would conform to Hampshire County Council minimum parking standards.

Cycle Discounts

- 6.11 An arrangement with a local cycle shop should be investigated during the reserved matters/detailed planning application so residents could benefit from discounts on bicycles and cycling equipment. Expert advice from local cycle shops would ensure that cyclists receive specialist information and support about the different equipment (e.g. bicycle, lights, helmets and reflective clothing) they would need to use this mode safely. This information would also be included in the Residential Information Pack.

Cycle Training and Route Advice

- 6.12 HCC funds cycle training throughout Hampshire. In order to promote and increase cycle use for residents the site occupier will use the contacts provided by HCC's cycling webpage's and arrange training for residents, as appropriate.
- 6.13 Maps showing the local cycle network would be included within the Residential Information Pack.

Public Transport

- 6.14 One of the main objectives of the RTP is to encourage sustainable travel patterns. The following measures are proposed to maximise the potential of existing public transport services within walking distance of the site.

Public Transport Map

- 6.15 A map showing all the local railway and bus stations, bus stops and bus routes near the development would be supplied to the residents via the Residential Information Pack.

Car Sharing

- 6.16 Residents would be encouraged to become members of an existing car sharing schemes that are available to all members of the public (e.g. Liftshare) and the economic, social and environmental benefits would be promoted and advertised within the Residents Information Pack.

7 Consultation and Engagement

Introduction

- 7.1 In order for a RTP to be successfully implemented, it is essential to have the support of those who would be affected by its measures. Key to securing is to engage and consult with residents of the site.

Steering Group

- 7.2 A steering group would be formed from the residents based at the site, including the TP Co-ordinator, upon occupation of the site. The steering group would be required to meet twice a year and the initial meeting would be used as an opportunity to discuss the RTP, its benefits to the community and the measures being introduced in order to meet targets.
- 7.3 Owing to the size of the site collusion with neighbouring residential development is advisable.
- 7.4 The steering group would also be responsible for ensuring future ownership of the RTP to continue beyond the first five years of occupation. Members of the steering group would help to inform the RTP process and to speak on behalf of other users of the site.

Open Day

- 7.5 The RTP would also affect the existing residents in the immediate vicinity of the site. In order to engage and consult them, an open day would be arranged at a local centre to promote the measures identified in the RTP. This open day would also be open to residents based on the site and would be used as an opportunity to sign-up members for the steering group.

8 Management Strategy

Introduction

- 8.1 A RTP strategy that sets out clearly the stages by which the RTP would be developed and implemented is very important. Elements of a RTP strategy usually relate to:
- securing the resources (including time) that are necessary to develop and implement the RTP; and
 - consulting and educating residents and visitors.
- 8.2 The Framework RTP sets out strategy and discusses how the RTP would be managed and marketed.

Managing the Plan: Roles & Responsibilities

Travel Plan Co-ordinator

- 8.3 RTPs are dependent on a nominated individual being given time and resources for success to occur. The RTP Co-ordinator would be responsible for overseeing and implementing the various measures outlined in this RTP.
- 8.4 The RTP Co-ordinator would be nominated by the developer when submitting the reserved matters/detailed planning application; they would be responsible for reviewing and agreeing the RTP with the RTP Co-ordinator.
- 8.5 After five years, it is expected that the RTP would be taken up on a voluntary basis by the management company or another member of the RTP Steering Group.
- 8.6 The Travel Plan Co-ordinator will liaise with other stakeholders and contacts as necessary, these are likely to include:
- HCC Travel Plan Officers;
 - Havant Travel Plan Officers;
 - bus operators;
 - local retailers; and
 - schools in the local area.

Marketing

- 8.7 Marketing and awareness-raising strategies form an important part of all RTPs. They cover the involvement/engagement of residents and visitors about travel options and the benefits of more sustainable and efficient travel.
- 8.8 This RTP would be marketed to residents of the development through Residential Travel Packs and Website.

9 Action Plan

- 9.1 This section of the Framework RTP draws together the proposals for the RTP implementation, monitoring and review. The actions that will be undertaken are summarised in the Action Plan tables, which indicate how the various elements of the RTP will be organised and how actions will be prioritised.

Action Plan Tables

- 9.2 Table 9.1 – Table 9.3 constitute the RTP's Action Plan for the proposed development at the site pre-occupation stage (for the developer to implement), upon-occupation (for the Travel Plan Coordinator to implement) and post-occupation stage (for the Travel Plan Coordinator to implement).

Pre Occupation

Table 9.1 Action Plan: (Pre-Occupation)

Activity				When	By Whom
Objective	Mode	Measure	Task		
Objective 1	All	Travel Packs for residents	Collate travel information (maps, timetables, routes, fares etc) for all sustainable modes of transport within Havant and surrounding areas and put into a pack to distribute to all new residents.	Pre-Occupation	Developer
	All	RTP Website	Explore a potential to develop a website with information about walking, cycling and public transport.	Pre-Occupation	Developer/ HCC
Objective 2	Walking and Cycling	Cycle walking routes /	Ensure adequate walking and cycling links which also link with existing routes.	Pre-Occupation	Developer/ HCC (masterplan)
	Cycling	Cycle parking	Provide cycle parking storage (to meet HCC requirements).	Pre-Occupation	Developer
		Cycle Training	Negotiate free cycle training with HCC for residents of the Site.	Pre-Occupation	Developer/ HCC
	Cycling	Cycle Discounts	Negotiate discounts with local cycle retailer.	Pre-Occupation	Developer

Upon Occupation

Table 9.2 Action Plan: Upon-Occupation

Activity				When	By Whom
Objective	Mode	Measure	Task		
Objective 1	None	Travel Plan Coordinator	Identify and appoint Travel Plan Coordinator to carry forward all tasks within action plan.	Upon Occupation	Developer/HCC
	All	Steering Group	Set up a steering group and arrange for first meeting.	Upon Occupation	TPC
	All	Travel Packs for residents	Distribute travel packs to all residents within the development.	Upon Occupation	TPC
Objective 3	Car share	Car share scheme	Promote existing car share schemes such as www.liftshare.com . Include this information in Travel Packs and website.	Upon Occupation	TPC
Objective 2	Cycling	Cycling Training	Promote cycle training to residents (if implemented).	Upon Occupation	TPC, HCC

Post-Occupation

Table 9.3 Action Plan: Post-Occupation

Activity				When	By Whom
Objective	Mode	Measure	Task		
Objective 1	All	Website	Continue to update/maintain website if developed.	Post Occupation	TPC
Objective 2	Cycling	Cycle routes	Promote existing cycle routes and consider promoting the participation in national and local cycle events.	Post Occupation	TPC, HCC
	Walking	Walking routes	Promote existing walking routes and any new pedestrian links. Also promote the participation in national and local walking events.	Post Occupation	TPC
Objective 3	Car share	Car share scheme	Investigate the need for an area wide car share scheme where interested residents can register on the website for commuter trips.	Post Occupation	TPC
-	None	Steering Group	Arrange regular meetings to discuss progress of RTP and set-up a date for carrying out travel surveys.	Post Occupation	TPC
-	None	Travel Survey	Distribute the travel survey to all residents and review interim and full targets.	Post Occupation	TPC

10 Monitoring and Review

Introduction

- 10.1 Monitoring and review of the RTP would be in line with the standardised approach to monitoring and reporting for Hampshire County Council.
- 10.2 This section sets out the specific monitoring proposals associated with the proposed development and the means by which progress towards targets would be assessed.

Monitoring Plan

- 10.3 Monitoring would be carried out over five years. Years one, three and five would consist of the following core elements:
- site management/steering group questionnaire;
 - resident questionnaires; and
 - update RTP and submit to HCC's Development Planning team.
- 10.4 The RTP would be monitored in years one, three and five using SAM compatible surveys. The surveys could be issued electronically to encourage a good response rate, ensure convenience and uphold the sustainability message. This would enable follow on monitoring to be easily undertaken and compared to this original dataset.
- 10.5 In interim years two and four, monitoring would only consist of snapshot surveys for residents and visitors. The results of these surveys would be analysed and submitted to Hampshire County Councils Development Planning team within a RTP review document for review.
- 10.6 The annual monitoring and review of the RTP would be the responsibility of the assigned TP Co-ordinator. Agreement would be sought from Hampshire County Council Development Planning team before any review is formalised.
- 10.7 **Error! Reference source not found.** 10.1 summarises the Monitoring Plan, including the data collection activities that would be undertaken and when these would occur.

Table 10.1 Monitoring Plan

Element	Data Collection Exercise	Key Information	Frequency					By Whom
			Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	
1	Site management questionnaire	Cycle parking/usage Car parking space usage	✓		✓		✓	Travel Plan Co-ordinator
2	Resident questionnaire	Response rate Mode share	✓		✓		✓	Travel Plan Co-ordinator
3	Snapshot surveys	Mode share		✓		✓		Travel Plan Co-ordinator

Reporting

- 10.8 The results of travel surveys and of any review of the RTP would be reported annually to the Hampshire County Council's RTP Officer within the Development Planning team.

- 10.9 As appropriate, key survey and/or monitoring findings and associated sustainability messages would also be disseminated amongst residents.

11 Summary and Conclusions

- 11.1 This Framework RTP has been prepared to support an outline planning application for a residential development located in Havant, South East Hampshire.
- 11.2 The development proposals include a provision of 39 residential dwellings split across two sites with independent accesses.
- 11.3 This Framework RTP has been prepared and should be read in conjunction with the Transport Statement (TS) for the redevelopment of the Barncroft Infant School disposal site.
- 11.4 This Framework RTP is in accordance with the national and local policies by seeking to ensure sustainable transport to and from the site.
- 11.5 The site is accessible by public transport and benefits from the already established pedestrian network.
- 11.6 Based on the predicted modal split to the site, targets for each mode have been set. It should be noted that the actual baseline mode share will be determined following residents travel surveys that will take place post-occupation. The targets will need to be revised in the light of these surveys and agreed with the relevant HCC Travel Planning Officer.
- 11.7 A package of measures would be introduced to ensure the targets could be met. The measures would include Residential Information Packs, a site travel website and the promotion of car clubs and car sharing amongst others. The measures would be promoted to residents through various streams including consultation and engagement to take place once the site is occupied.
- 11.8 The Travel Plan would be monitored in years one, three and five using travel surveys approved by Hampshire County Council. The RTP would then be updated (including the survey results) and submitted to Hampshire County Council's Development Planning team for review. During years two and four snapshot surveys would be undertaken and submitted with a RTP review.
- 11.9 Following year 5 the RTP could be continued on a voluntary basis.