

Land at Larchwood Avenue, Havant Interim Travel Plan

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Appendix A –Havant Borough Cycle Map
Appendix B – Indicative Site Plans
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1.0 Introduction

1.1 Background and Site Context

- 1.1.1 Curtins has been appointed by Tiger Developments Ltd to provide traffic and transport advice in relation to the proposed development of a circa 81-bed hotel on land at Larchwood Avenue in Havant, Hampshire.
- 1.1.2 The proposed scheme comprises an 81 bedroom hotel development on a vacant site to the west of Larchwood Avenue, Havant. It is proposed that the hotel will span 4 floors and include 40 double rooms, 37 family rooms and 4 fully accessible rooms. The hotel shall be located in the south-western quarter of the site, with provision for 85 car parking spaces in addition to accessible and cycle parking facilities, plus associated highway and drainage infrastructure. A layby adjacent to the existing mast will be provided for the parking of service vehicles.
- 1.1.3 This Interim Travel Plan (ITP) has been produced by Curtins in conjunction with Tiger Developments Ltd to supplement the Transport Assessment (TA) and encourage the uptake of sustainable modes by employees and visitors of the development by outlining measures, initiatives and targets for the proposed hotel development to adopt and deliver once completed and occupied.
- 1.1.4 Travel surveys will then be undertaken, and targets developed where appropriate to further enhance the ITP and encourage the uptake of sustainable modes of transport. The overall aim of this ITP process is to reduce the number of vehicle trips generated by the development and it has been produced in accordance with Hampshire County Council (HCC) guidance and best practice.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

"A long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

Sources: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009

- 1.2.2 A TP is produced to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. This plan should include a range of measures and promotional activities designed to achieve this goal. An effective TP should be subject to regular monitoring and review exercises which help to ensure that the plan remains fit for purpose through a process of continued evolution. This subsequently enables an organisation or group to address any issues which may be identified as a result of the travel planning process and implement appropriate mitigation measures.

- 1.2.3 An interim Travel Plan (ITP) such as this report is typically produced when the occupiers of a development are not known or currently in place and therefore provides a speculative series of measures and targets which will be developed into a full TP following occupation of the hotel. This will involve a series of travel surveys to validate the monitoring process as outlined in the TP.

1.3 Document Purpose

- 1.3.1 This ITP has been prepared to help employees and visitors of the scheme with their transportation arrangements and to demonstrate a commitment to sustainable travel initiatives. The document is intended to be read alongside the accompanying TA, prepared in support of the development proposals.

- 1.3.2 Hampshire County Council (HCC) endorses the need for workplace TPs to help promote sustainable travel and reduce the traffic impacts associated with development. They also play a key role in increasing road safety awareness, reducing pollution, encouraging a healthier population and securing the future use of sustainable travel in the wider district. There are a number of publicly available resources designed to encourage the production and implementation of TPs and share information regarding sustainable travel, including HCC's 'Guidance on Development-related Travel Plans' (2009). Others useful resources include:

- Hampshire Local Transport Plan 2011 – 2031
- HCC 'Guidance Notes of Our Pre-Application Services'
- National Planning Policy Framework (NPPF), MHCLG, 2018;
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009;

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

- Health Benefits;
- Environmental Benefits; and
- Financial Benefits.

2.1.2 This section provides an overview of the advantages which can be attained by an organisation as a result of a successfully implemented TP. It must be noted that this list is non-exhaustive, with varying benefits which range from short-term to long-term improvements within both the development and wider local community.

2.2 Health Benefits

2.2.1 A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There are well-documented health benefits associated with active travel, such as walking and cycling, and these are increasingly being recognised as ways to reduce sedentary lifestyles.

"Physical activity levels are low in the UK: 33% of men and 45% of women do not meet the minimum recommendations for physical activity in adults."

Source: Statistics on Obesity, Physical Activity and Diet, Health and Social Care Information Centre (HSCIC) 2014.

2.2.2 Regular moderate physical activity can also help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Increasing awareness of these benefits can often encourage a greater uptake of such travel modes.

2.3 Environmental Benefits

2.3.1 Climate change is an issue that impacts on nation on a global scale. The British Government has pledged to play its role in reducing carbon emissions which are harmful to our environment by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline."

Source: Climate Change Act 2008, Chapter 27, Part 1, 2008.

- 2.3.2 Encouraging employees and visitors to make smarter, low carbon travel choices in the way they travel can reduce the impact that developments across Hampshire can have on the local environment and air quality.
- 2.3.3 An increase in car trips can also contribute to negative local environmental issues such as severance and blight. By encouraging sites to reduce car dependency, the local highway networks will benefit from a reduction in vehicular movements and local communities will subsequently benefit from less traffic.

2.4 Financial Benefits

- 2.4.1 There are also financial benefits to be gained from increasing active travel rates and reducing harmful emissions produced by vehicles, both for individuals and wider society:

"By 2050 the NHS cost of obesity is projected to be £9.7 billion with wider societal costs estimated at £49.9 billion (at 2007 prices)."

Source: Economic costs of physical inactivity, British Heart Foundation, 2013.

- 2.4.2 Individuals can benefit financially from travelling to and from a site with a TP in place due to an increased awareness and improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can altogether remove an individual's need for a car (or their household's need for a second car) and subsequently negate the ongoing cost of car ownership.
- 2.4.3 An effective TP can help encourage employees and visitors to lessen their environmental impact by reducing emissions from transport, encourage a healthier and more active lifestyle and reduce financial expenditure. These benefits are not only felt by those associated with the development, but also the wider local community.

2.5 Travel Plan Aims

- 2.5.1 This ITP aims to achieve the following benefits:
- A clearer understanding of any transport issues associated with the proposed development;
 - A reduction in the number of employees and visitors who may typically travel by car;
 - An increase in the number of employees and visitors travelling by sustainable modes such as cycle, walking and public transport; and
 - An increase in the awareness of the hotel travel plan.
- 2.5.2 The measures contained in this ITP are intended to meet the above aims and objectives and those outlined within the associated TA. Following occupation of the hotel, the measures will be reviewed to determine their suitability and developed into a full TP document.

3.0 Site Audit

3.1 Introduction

- 3.1.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. This section includes an audit of the site considering the surrounding highway network and existing highway features, as well as accessibility by sustainable modes of transport including access to the site on foot, by bicycle and by public transport.
- 3.1.2 The proposed development site is currently vacant and located approximately 200m of the A3(M) and 2.4km away north west of Havant town centre and situated on the western edge of a predominantly residential town of Havant to the east of junction 4 of the A3(M). The site is located on Larchwood Avenue, south of the B2150 roundabout at the junction between Purbrook way and Hulbert Road.
- 3.1.3 The proposed development site is located approximately 7 kilometres north east of Portsmouth and approximately 17 kilometres west of Chichester.
- 3.1.4 The proposed development site is bounded by industrial facilities to the north, Asda superstore to the south and west, and Larchwood Avenue to the east. Both McDonalds and KFC drive thru restaurants are located on the eastern side of Larchwood Avenue.
- 3.1.5 The site is accessed via Larchwood Ave, which is the main access road to industrial units at Eaton aerospace systems and Larchwood Business Centre. Other businesses accessible off Larchwood Avenue include the McDonalds and KFC Restaurants. Beyond Larchwood Avenue and via the Larchwood Avenue/Asda roundabout, Asda superstore lies to the south and Asda petrol station to the north of the roundabout. To the south east of the site, beyond the Asda access road, is a residential area. Access to the residential area is via the B2150 Hulbert Road.
- 3.1.6 The site is bounded by Larchwood Avenue to the north east, an Asda Supercentre to the south and west and Eaton aerospace systems to the north. Larchwood Avenue and the Asda access road meet at a roundabout some 100m north east of the site with access to an Asda petrol filling station to the north. The Asda access road continues north east from the roundabout to meet Purbrook Way and the B2150 Hulbert Road at a five arm roundabout. To the south west the Asda access road provides access to Asda only.
- 3.1.7 Improvement works at the Purbrook Way/Hulbert Road roundabout have recently been completed. As part of the works the Purbrook Way approaches from the east and west have been signalised. The works also include a widened circulatory carriageway increased from two to three lanes, with Purbrook Way west and Hulbert Road north approaches also widened to three lanes.

- 3.1.8 As noted in **Section 4.4** below, the nearest bus stops to the site are located within the Asda shopping centre car park, opposite the site. The stops along Purbrook Way provide frequent services to areas within Havant, as well as Portsmouth, Petersfield and Weacock Farm. Further details on the bus services in the vicinity of the site are provided in **Section 4.4** of this report.
- 3.1.9 The neighbouring Leigh Park and Bedhampton residential area occupies an area to the east of the site and south of the Purbrook Way roundabout between Hulbert Road and B2150. The immediate surrounding highway network largely serves both the residential town centre amenities and car parks, with access facilitated directly from the Purbrook Way Roundabout to the north-east of the proposed development. **Plan TPNO69235_001** illustrates the location of the site in relation to the surrounding areas and local highway network.
- 3.1.10 Purbrook Way is situated approximately 220 metres north-east of the development site and constitutes one of the key arterial west-east routes through Havant. It provides direct access to both the A3(M) Southbound at junction 4, which lies to the west of the development and the A3(M) Northbound at junction 3 to the north of the Purbrook Way / Hulbert Road Roundabout. The A3(M) constitutes a major local route between Portsmouth and London. **Plan TPNO69235_002** highlights the location of the site in relation to the wider Hampshire area and regional highway network.
- 3.1.11 The site forms part of the industrial facilities and occupies a key position in the wider regeneration of the town centre. It currently comprises a combination of vacant land in between an Asda superstore to the south and west, and Larchwood Avenue to the east. Both McDonalds and KFC drive thru restaurants are located on the eastern side of Larchwood Avenue. Larchwood Avenue and the Asda access road meet at a roundabout some 100m north east of the site with access to an Asda petrol filling station to the north. The Asda access road continues north east from the roundabout to meet Purbrook Way and the B2150 Hulbert Road at a five-arm roundabout. To the south west the Asda access road provides access to Asda only.

3.2 Surrounding Highway Network

Larchwood Avenue

- 3.2.1 Larchwood Avenue is a single lane two-way carriageway, which extends from a three armed roundabout off the Asda access road to the north east of the proposed development site. It primarily serves industrial units at Eaton aerospace systems and Larchwood Business Centre which are situated to the north of the site. Other businesses accessible off Larchwood Avenue include McDonalds and KFC Restaurants both with drive thru facility to the east.
- 3.2.2 The carriageway varies from approximately 5.75m to 6.0m in width and has a 2.0m footway which is provided on the eastern side of the carriageway. Larchwood Avenue has no street lighting, no parking restrictions and is subject to a 30mph speed limit.
- 3.2.3 Drop kerb crossing points with tactile paving are provided at appropriate locations to enable pedestrian connectivity across access points, and a zebra crossing facility is in place to enable pedestrian accessibility to Larchwood Business Centre.



Figure 2.8 – View north along Larchwood Avenue

- 3.2.4 Pedestrian access to the bus stops on Purbrook Way is achievable via steps provided along the footway link from Larchwood Business Centre on Larchwood Avenue.



Figure 2.8 – Footway Link from Larchwood Business Centre to Purbrook Way

Asda Access Road

- 3.2.5 The Asda access road is a dual, two-way carriageway with one lane provided in each direction, extending in a south westerly course from its junction with the Purbrook Way / Hulbert Road roundabout, to the Asda Havant Supercentre to the south of the development site.
- 3.2.6 The access road has a 20mph speed limit, is in good condition, has ample street lighting provided and has no parking restrictions in place.
- 3.2.7 Two three armed roundabouts are situated along the Asda access road. One of which is situated at the centre point of the access road and allows access to Larchwood Avenue and the Asda petrol filling station, at this roundabout a two-lane approach is provided from the north east only. The second roundabout is located further south and provides access to the Asda Havant Supercentre.
- 3.2.8 The carriageway measures between approximately 11 and 12 metres in width. A footway is available on the eastern side extending for the full length of the access road measuring approximately 2.5m in width. A zebra crossing is provided south of the Larchwood Avenue / Asda access road roundabout which connects the pedestrian footway on the east of the Asda access road with a 2.0m footway on the west of the Asda access road which extends north from the zebra crossing to connect with Larchwood Avenue.



Figure 2.11 – View North of Larchwood Avenue / Asda Access Road Roundabout

Purbrook Way

- 3.2.9 Purbrook Way is a two-way single carriageway road with two lanes provided in each direction, which runs in an east to west alignment, and is located to the north of the proposed development site. Purbrook Way links to the Purbrook Way / Hulbert Road roundabout to the east and the A3 (M) southbound at junction 4 and Purbrook to the west. The road is subject to a speed limit of 30mph and street lighting is provided.
- 3.2.10 The carriageway measures approximately 13 metres in width (including central hatching). On the southern side of the carriageway, a shared pedestrian / cycleway is provided from the Purbrook Way / Hulbert Road roundabout to a bus stop that provides access to westbound services. Between the bus stop and the roundabout, a toucan crossing is provided connecting to the northern side of the carriageway where there is a continuous shared footway/cycleway measuring between 2.0m and 2.5m in width. A bus stop is also provided on the north side of the carriageway which provides access to eastbound services.



Figure 2.12 – View west on Purbrook Way

3.3 Highway Safety

- 3.3.1 Personal Injury Collision (PIC) data for the highway network adjacent to the site has been obtained via Crashmap and has been interrogated for the most recent five-year period on Larchwood Avenue and Asda access road, and from 30th June 2016 until the present day at the Purbrook Way/Hulbert Road roundabout and along Purbrook Road.
- 3.3.2 No collisions have occurred in the vicinity of the site access on Larchwood Avenue in the past five years.
- 3.3.3 It is concluded that in terms of highway safety, the surrounding highway network can comfortably accommodate existing traffic flows on the network without detriment to safety on the surrounding highway network. It is considered that there is not an existing safety issue that is likely to be exacerbated by the proposed development.

4.0 Accessibility by Sustainable Modes of Transport

4.1 Introduction

- 4.1.1 The following section provides an assessment of existing accessibility to and from the site by sustainable modes of travel, primarily walking, cycling and by public transport. Accessibility maps are also included within the specified plans to quantify the accessibility of the site in relation to the above modes. This provides an overview of the sustainable travel options available to employees at the proposed development site.

4.2 Pedestrian Accessibility

- 4.2.1 The proposed development site is situated central of an established commercial area of Havant and therefore pedestrian infrastructure of a good standard already exists around the site and wider residential area. The continuous pedestrian network provides safe and convenient access to neighbouring residential and town centre areas and routes are generally flat with street lighting provided. Development schemes already delivered within the vicinity of the site around Havant have sought to improve pedestrian amenity, public realm and the permeability of the residential area.
- 4.2.2 A footway measuring at least two metres in width is provided on the eastern side of the carriageway, opposite the site for approximately 65m westbound from the Larchwood Avenue roundabout up until the point at which the footway meets the priority junction into McDonalds car park and continues further south to the KFC exit point. Other key roads around the site facilitate safe pedestrian movement from the site to the town centre and neighbouring residential areas. A network of footpaths is present to the east of the site around the Larchwood Avenue roundabout which provides direct access to the Asda superstore to the south, and further north the Purbrook Way / Hulbert Road signalised roundabout is accessible by pedestrians via toucan crossings, a segregated traffic free route through the central island and drop kerb crossing points and provides access to the surrounding neighbourhoods east of the A3(M). This presents safe opportunities for encouraging users of the site to walk when accessing local amenities and employment spaces.
- 4.2.3 Elsewhere throughout the surrounding development area there are a number of crossing facilities at key areas, including a zebra crossing outside the Larchwood Business Centre entrance on Larchwood Avenue, and a zebra crossing situated approximately 45m south of the McDonald's roundabout. Dropped kerb crossing points with tactile paving are located at minor side roads surrounding the local amenities. The provision of traffic management features along the Asda access road from the Purbrook Way roundabout to reduce vehicle speeds, including a 20mph speed limited zone and 'slow' road markings throughout the entirety of the business park which promotes a suitable environment for safe pedestrian journeys.

- 4.2.4 The Chartered Institution for Highways and Transportation (CIHT) publication '*Guidelines for providing for journeys on foot*' [2000] highlights that the definition of acceptable working distances depends on a number of factors, including the quality of the development and personal circumstances such as physical ability, encumbrances and convenience of other available transport modes. The CIHT's '*Providing for Journeys on Foot*' subsequently suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 - CIHT Recommended Walking Distances

- 4.2.5 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan TPNO69235_003** shows distances of 500m, 1,000m and 2,000m which demonstrate the 'Desirable', 'Acceptable' and the 'Preferred Maximum' walking distances by the CIHT for many trips. The catchment areas have been taken from the centre of the proposed development site and show that the all business park amenities, surrounding residential areas and the Bedhampton train station can be accessed within a two-kilometre walking distance. The distance to local amenities is within the 500m isochrone and subsequently in accordance with CIHT guidance.
- 4.2.6 The walking catchment plan also confirms that residents and users of the development can access the site using sustainable transport modes other than the private car, with a significant number of local bus stops located within a 500m walking distance of the site.

4.3 Accessibility by Cycle

- 4.3.1 To demonstrate the accessibility of the site by cycling, **Plan TPNO69235_004** presents an eight-kilometre cycling catchment plan for the site. The catchment has been measured from the centre point of the development site and demonstrates that a significant area of Havant, including a separate rail station located in Bedhampton for multi-modal journeys, are within reasonable walking distance as well as cycle distance of the site. In addition, both the outskirts of Cosham, Blendworth and Emsworth reside within the eight-kilometre cycle catchment area.
- 4.3.2 Whilst there are no designated national cycle routes located within the vicinity of the site, local roads are generally flat with restricted vehicle speeds and traffic calming measures in place with the surrounding highway accommodating cycle network links which are sign posted. They are therefore

considered suitable for use by cyclists travelling to and from the site by bike, particularly for those living locally.

- 4.3.3 There is a good provision of cycle infrastructure surrounding the site, including a shared cycle and pedestrian footpath in both directions along the B2150 at the Purbrook Way Roundabout and shared use footway and cycleways around Victoria Road and Farnborough Road. The Havant Borough Cycle Network Map is included in **Appendix A** to further demonstrate the accessibility of the site.
- 4.3.4 Based on the above review and accessibility mapping, it is therefore considered that residents and users of the site are provided with reasonable opportunities to travel by bicycle.

4.4 Accessibility by Bus

- 4.4.1 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that, ideally, a bus stop should be located within 400m from a new development to provide good opportunities for sustainable travel choices.
- 4.4.2 The closest public bus stops to the proposed development are located approximately 100 metres north of Larchwood Avenue along Purbrook Way. Connectivity to these bus stops is provided via the footway through Larchwood Business Park and also via the pedestrian facilities at the Purbrook Way / Hulbert Road roundabout.
- 4.4.3 Further south of the development site situated adjacent to the Asda superstore, there is a bus stop which provides accessibility to bus routes 20 and 39. Both the Purbrook Way bus stop and Asda bus stops comprise of a sheltered waiting area with timetable information which are served by Stagecoach services throughout the day. Further bus stops are located beyond the Purbrook Way roundabout along the eastern arm of Purbrook Way providing additional opportunities for travel by public transport. **Table 4.2** below details the available public bus services and associated frequencies available from the closest stops to the development site.

Bus Service	Operator	Route	Peak Hourly Frequency		
			Mon – Fri		Daytime freq.
			AM Peak	PM Peak	
20	Stagecoach	The Hard - Portsmouth - Havant	07:05, 07:35, 08:05, 08:35	16:35, 17:15, 18:00	Every 30 minutes
		Havant – Portsmouth – The Hard	07:15, 07:45, 08:15, 08:45	15:15, 17:15, 17:45, 18:15	Every 30 minutes
37	Stagecoach	Havant - Petersfield	07:00, 08:45, 10:00	16:00, 17:00, 18:05	Hourly (from 10:00 – 18:05)

Bus Service	Operator	Route	Peak Hourly Frequency		
			Mon – Fri		Daytime freq.
			AM Peak	PM Peak	
		Petersfield - Havant	06:43, 07:20, 09:30	17:30, 18:40	Hourly (from 09:30 – 17:30)
39	Stagecoach	Havant – Wecock Farm	07:00 – 09:00 (every 12-15 mins)	17:00 – 18:00 (every 15 mins)	Every 12 mins
		Wecock Farm - Havant	07:30, 08:35	16:30, 16:55, 17:30, 18:00	Every 30 minutes

Table 4.2 - Public bus service details

- 4.4.4 The bus services outlined in **Table 4.2** include public buses which operate from the stops adjacent to the site. These buses provide access to a wide range of areas both within Havant and further afield toward Waterlooville and further north to Petersfield.
- 4.4.5 **Plans TPNO69235_005** furthers this assessment and demonstrate those areas which are accessible via public transport within 20, 40 and 60-minute journeys from the site during the AM and PM peak periods. It is noted that a large number of origins and destinations are present within the isochrone, including a number of rail stations with services direct to London in less than an hour. It is considered that the available local public transport opportunities provide a good frequency of services and will provide opportunity for residents, visitors and employees of the site to travel using public transport.

4.5 Accessibility Conclusions

- 4.5.1 Based on the above review, it is considered that the site is accessible by sustainable modes of transport. This assessment details the information required for users of the site to make informed travel choices with the aim of increasing uptake by these modes and a reduction of car use associated with the site. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Development Proposals

5.1 Development Description

- 5.1.1 This TA has been prepared to order to support the proposed hotel development off Larchwood Avenue. The proposed scheme comprises an 81 bedroom hotel development on a vacant site to the west of Larchwood Avenue, Havant. The proposed layout is included within **Appendix B**.
- 5.1.2 It is proposed that the hotel will span 4 floors and include 40 double rooms, 37 family rooms and 4 fully accessible rooms. The hotel shall be located in the south-western quarter of the site, with provision for 85 car parking spaces in addition to accessible and cycle parking facilities, plus associated highway and drainage infrastructure. A layby adjacent to the existing communications mast will be provided for the parking of service vehicles.
- 5.1.3 As there is no existing provision to tie into on the western side of the carriageway on Larchwood Avenue, the installation of dropped kerbs in order to provide access to existing footways on the eastern side of Larchwood Avenue is proposed.
- 5.1.4 The proposed hotel development is programmed to be operational by 2019.

5.2 Site Access

- 5.2.1 The proposed scheme will be served via the existing site access junction from Larchwood Avenue and upgrades to the access point have been designed in accordance with the Manual for Streets (MfS) and Manual for Streets 2 (MfS2) as well as local Hampshire County Council highways design guidance as detailed within the supporting Transport Assessment.

5.3 Car and Cycle Parking Provision

- 5.3.1 HBC Parking Supplementary Planning Document (July 2016) provides guidance for car and cycle parking requirements for developments which advises that for an 81 bedroomed hotel, a minimum of 81 car parking spaces would be required. Proposals include the provision of 85 car parking spaces which is compliant with current guidelines.
- 5.3.2 Parking for people with disabilities is to be provided at a minimum of 5% of the total car parking provision. 6 car parking spaces are proposed to accommodate people with disabilities which exceeds the minimum guidelines set out in the HBC parking document. Parking for people with disabilities should be designed in line with Department for Transport document 'Inclusive Mobility (Dec 2015)' requirements which states that,

"spaces for Blue Badge holders should be provided as close as possible, preferably within 50 metres of the facilities served by the car park with level or ramped (preferred gradient 5 per cent) access" and, "Where bays are perpendicular to the access aisle, an additional width of at least

1200mm along each side. Where bays are adjacent the same 1200mm space can serve both sides. There should also be a 1200mm wide safety zone at the vehicle access end of each bay to provide boot access or for use of a rear hoist."

- 5.3.3 Disabled parking has therefore been designed with these guidelines in mind.
- 5.3.4 Minimum cycle parking standards are defined within the HBC Parking Supplementary Planning Document, July 2016 which recommends a minimum of 1 short stay cycle parking stands per 10 hotel bedrooms. In order to meet the minimum parking standards eight cycle parking spaces are required to be provided.
- 5.3.5 For long stay sheltered and secure cycle parking, one stand per six staff members or 40 sqm of GEA are to be provided according to the HBC cycle parking standards. The maximum number of staff proposed to be on site at any one time shall be ten staff members. This accounts for the peak staffing period where cleaning and operational staff shall be in attendance. To comply with HBC cycle parking requirements, a total of 2 long stay sheltered and secure cycle spaces shall be provided.
- 5.3.6 The proposals include for ten cycle parking spaces and are therefore considered to be appropriate for the scale and nature of the proposed hotel and are in accordance with minimum cycle parking standards. As above, the hotel will adopt and implement a Travel Plan which is intended to help encourage active modes of travel including cycling. As a result of this Travel Plan, the use of onsite cycle parking spaces will be monitored.

5.4 Servicing

- 5.4.1 Other than refuse collection vehicles, the largest vehicle that would require access to the site should typically be a 18 tonne goods vehicle to deliver food and supplies. Swept path analysis has been carried out within the supporting Transport Assessment to demonstrate that the proposed layout can accommodate the movement of refuse and service vehicle movements safely by accessing and egressing the site in forward gear.
- 5.4.2 The site shall be satisfactorily accessible to goods vehicles with suitable servicing management in place.

6.0 Travel Surveys

6.1 Overview

- 6.1.1 In order to inform a baseline modal split for the site it is usual that staff travel surveys are undertaken. As previously described, this ITP has been developed in part to set the framework for an emerging full Travel Plan. As the proposed development has not been occupied, this ITP will require updating once the hotel has been occupied.
- 6.1.2 Within three months of the new development being occupied a full employee travel survey will be undertaken using the survey template provided in **Appendix C**.
- 6.1.3 The 'Staff Travel Survey' will typically be completed online via the SurveyMonkey portal or captured on hard copies for those without access to a computer.
- 6.1.4 The templates for these surveys have been developed based on previous experience of producing TP surveys and produced in line with current local and national TP guidance. Any travel survey undertaken should gain a response rate of at least 35%, as outlined in further detail within **Section 10.0** relating to monitoring.
- 6.1.5 For the purpose of this ITP, modal split targets have been generated in Section 10 using anticipated baseline modal splits which have been reviewed within the associated TA. These will be updated accordingly once full travel surveys have been reviewed by the newly occupied hotel.

7.0 Travel Plan Initiatives

7.1 Introduction

- 7.1.1 This section draws together the ITP measures to be investigated with the development for encouraging more sustainable and active travel to lower the number of car trips.
- 7.1.2 The possible measures have also been developed in accordance with services and support available from HCC, which recognises and promotes the benefits of both residential and workplace travel plans. The options below are to be investigated at the site where suitable in the context of the operation of a budget hotel with limited staff numbers, and form part of a wider on-going process to monitor the impact of the development.
- 7.1.3 The initiatives have been organised into the following headings and discussed in the subsequent paragraphs:
- Induction Pack and information;
 - Encouraging cycling;
 - Encouraging public transport use;
 - Encouraging car sharing;
 - Encouraging walking; and
 - Encouraging sustainable travel in general.
- 7.1.4 These measures provide a non-exhaustive list of opportunities which can be enhanced and supplemented during the production of the full TP associated with the development and the respective employer Travel Plan Coordinators (TPCs).
- 7.1.5 Discounts and the exact details of other incentives will be confirmed by each TPC in negotiation with suppliers and providers once the suitability of the measure has been determined after the staff surveys have been undertaken.

7.2 Induction Pack and Information

- 7.2.1 The most effective initiative of any TP is likely to be the distribution of an Induction and Welcome Pack to new employees. These could be issued to all employees following the construction of the new hotel prior to occupation and include a TP summary for enhanced awareness.
- 7.2.2 Induction/Welcome Packs can be critical in influencing travel patterns, and the contents of the packs could include a range of information to encourage the uptake of sustainable journeys, such as:

- An introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Details of journey planning websites and tools;
- Personal travel initiatives;
- Maps showing local walking / cycling routes and places of interest;
- Details of public transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

7.3 Encouraging Cycling

7.3.1 **Table 7.1** below summarises the cycling initiatives to be investigated to encourage more employees and visitors to cycle to the site.

Initiative	Description
Cycle2Work	Investigate the options to join the 'Cycle2Work' government initiative.
Cycle Discounts	Investigate the possibility of discounts for employees through negotiations with local retailers.
Bike User Group (BUG)	Look into the possibility of establishing a group focused on issues related to cycling.

Table 7.1 - Initiatives to Encourage Cycling

Cycle2Work

7.3.2 Introducing the 'Cycle2Work' government initiative could help reduce the financial burden of purchasing bicycles by reducing the amount of tax consumers pay on bicycles and encourage more to cycle to the new site.

7.3.3 This is achieved by registering through this web link: www.cyclescheme.co.uk/register-employer. Halfords' website notes that employees could make savings of up to 42% on a brand new bike and safety accessories for cycling to work when they participate in the scheme.

Cycle Discounts

7.3.4 In order to further lessen the financial burden of purchasing a bicycle, a discount from local retailers could be investigated and organised by the TPC to provide employees the opportunity to purchase cheaper cycling equipment and / or discount on bicycles. This may encourage more employees to travel by bicycle.

Bike User Group (BUG)

7.3.5 A Bike User Group (BUG) is a group often set up to raise and discuss cycling issues. BUG meetings could be set up on a quarterly basis to discuss issues and implement any ideas as future TP initiatives.

7.4 Encouraging Public Transport Use

- 7.4.1 It is considered that promoting initiatives to encourage public transport use can play an important role in offsetting some of the journeys made by employees of the site. **Table 7.2** summarises the options of public transport use initiatives that could be implemented at the site.

Initiative	Description
Liaise with Local Public Transport Providers	Liaise with local service providers to explore the possibility of discounted public transport fares.
Public Transport Service Details	Provide the details of bus services included in the site audit section of this TP to all employees, and place information in visible locations.

Table 7.2 - Initiatives to Encourage Public Transport Use

Liaise with Local Public Transport Providers

- 7.4.2 Public transport discounts could be agreed with local service providers in order to provide ticketing offers which could encourage public transport use.

Public Transport Service Details

- 7.4.3 Public transport service details could be made available throughout the building in visible locations for both employees and visitors. This could supplement the information provided within individual Induction/Welcome Packs. This initiative could make people more aware of the services available to them and subsequently encourage the use of public transport.

7.5 Encouraging Car Sharing

- 7.5.1 There is the potential to increase the rates of car sharing amongst potential employees with a series of initiatives. This would help reduce the impact of single occupancy vehicle trips on the local area and potentially save employees money. **Table 7.3** below summarises the possible car share initiatives:

Initiative	Description
Promote Car Sharing	Investigate the promotion of car sharing informally for employees.
Emergency Lift Home	Look into the option of providing a guaranteed free ride home in an emergency to employees who are let down by their car sharing partner.

Table 7.3 - Initiatives to Encourage Car Sharing

Promote Car Sharing

- 7.5.2 To aid the co-ordination of car sharing, it is suggested that people willing to car share could submit their name to the TPC. People could then be matched with those undertaking similar journeys on a more informal basis via information boards in the staff room.

Emergency Ride Home

- 7.5.3 In order to improve confidence in joining a car share scheme, providing an emergency ride home could possibly be made available to employees who are let down by their regular car share partner. The emergency ride could be provided free of charge, once the terms are clearly outlined by the employers.

7.6 Encouraging Walking

- 7.6.1 An increase in people walking can contribute towards a healthier population and reduce the impact of vehicles on the local area, both in terms of traffic and pollution. It can also have benefits in saving money for those who choose to walk. **Table 7.4** below summarises the possible initiatives designed to encourage walking:

Initiative	Description
Walking Route Maps	The provision of <i>Walk It</i> walking maps to those who are unsure of their best route, shall be investigated.

Table 7.4 - Initiatives to Encourage Walking

Walking Route Maps

- 7.6.2 Online journey planning tools such as www.walkit.com could be used to provide optimal route information for those wishing to walk. Plans and walking routes could be shared amongst both employees and residents to increase awareness of potential travel options as part of the Induction and Welcome Packs.

7.7 Encouraging Sustainable Travel in General

- 7.7.1 The following sub-section discusses initiatives that are not aimed at encouraging any one specific mode of travel but are instead generic measures to encourage any form of sustainable travel. The possible initiatives are summarised in **Table 7.5** below:

Initiative	Description
Employment of local staff	Aiming to employ as many locally-based staff as possible
Visitor Sheet	The possibility of providing a single sheet detailing the sustainable transport opportunities available to visitors shall be investigated.

Table 7.5 - Initiatives to Encourage Sustainable Travel in General

Employment of local staff

- 7.7.2 The employment of local staff will provide greater opportunities for those employed to access the site by active and sustainable modes.

Visitor Sheet

- 7.7.3 As the hotel development is likely to attract residents from other areas, the production and circulation of a visitor information sheet could be beneficial in encouraging sustainable travel to the site. It is important that this should be concise and easy to follow. The contents of the sheet could include basic information on bus services, the location and capacity of on-site cycle storage and walking distances/times from nearby transport nodes. The option to provide the information sheet at the reception desk and in hotel rooms shall be investigated.

7.8 Summary

- 7.8.1 In summary, the options of TP initiatives contained in this section shall be investigated as to the viability of implementation to encourage employees and visitors to travel by sustainable modes of transport and contribute to the achievement of objectives set out earlier within this ITP. Once options have been investigated and initiatives confirmed, the hotel shall appoint a Travel Plan Coordinator (TPC) who shall review the measures once put in place, on behalf the employees and promote these measures for the foreseeable future.

8.0 Travel Plan Management Strategy

8.1 Introduction

- 8.1.1 DfT Good Practice Guidelines outline six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.”*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

- 8.1.2 It is clear from the above that a TP document will be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.
- 8.1.3 It is particularly the case with an ITP such as this, which will require a review and update following occupation. This ITP establishes the modal split baseline and measures to be implemented in order to achieve the aims and objectives detailed within this report.

8.2 Travel Plan Coordinator

- 8.2.1 The primary support and leadership for implementing a TP will come from an individual appointed as the Travel Plan Coordinator (TPC). The TPC will be responsible for the TP following the development. In line with the overarching aims of the TP, duties of the TPC include:

- Organising and distributing travel surveys once the development has been occupied;
- Overseeing the day to day operation of the plan;
- Keeping all relevant databases, information, and administration up to date;
- Liaising with appropriate partners;
- Leading on the delivery of the TP;

- Promoting the TP by explaining its purpose and opportunities;
- Promoting individual measures in the TP;
- Establishing a Steering Group or Working Party of staff;
- Monitoring the TP;
- Reviewing the TP using regular surveys;
- Engage with other local employers also actively promoting Travel Plans.

8.2.2 One of the main actions undertaken by the TPC will be to organise and oversee the required employee travel surveys that will be used to review and update the TP accordingly. They will also liaise with external stakeholders such as transport operators, interest groups and Travel Plan Officers at HCC to ensure local promotional activities are adopted and they are aware of ongoing TP activities.

9.0 Communications Strategy

9.1 Introduction

9.1.1 The initiatives identified in **Section 7.0** of this ITP need to be communicated by a clear strategy to ensure maximum effectiveness and encourage significant levels of uptake. The Communications Strategy is therefore considered to be a vital step in ensuring the success of any TP.

9.1.2 The benefits of this ITP must be communicated correctly:

"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfH, 2009.

9.2 Promotion of the TP

9.2.1 Promotion of the TP around the site will take the following forms:

- Produce TP information leaflet;
- Produce regular TP newsletter every three/six months;
- Publicise the TP with posters in staff communal areas and on reception information boards; and
- Provide information on the TP to employees.

9.3 Document Distribution

9.3.1 A version of this ITP document and any subsequent TP review documents will be made readily accessible. In order to ensure this, the following strategy will be undertaken:

- Make an electronic copy available to employees;
- Make a hard copy available in communal and administration areas; and
- Produce the visitor sheet as discussed as an initiative.

10.0 Monitoring and Review

10.1 Introduction

- 10.1.1 Monitoring and review is of central importance to the progression of the TP. Good Practice Guidelines from the DfT state that:

"Monitoring and review are essential to ensure Travel Plan objectives are being achieved."

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process. DfT, 2009.

- 10.1.2 It must however be noted that excessive monitoring and review of TPs is thought to be damaging to the overall effectiveness and impact of the document. It is important to find the right balance of monitoring.

10.2 Targets

- 10.2.1 Once further baseline modal splits have been established through travel surveys, series of targets must be established in order to encourage sustainable travel and better understand the progress of the TP. They should be 'SMART' Targets – Specific, Measurable, Achievable, Realistic and Timed and provide an aspirational structure as outlined below:

- Short Term – Target for the first year after adoption of the TP;
- Medium Term – Target for between 1 – 2 years; and
- Long Term – Target for between 2 – 5 years.

	Base year	Short Term	Medium Term	Long Term
Car, single occupant	38%	34%	30%	28%
Car Share	46%	46%	47%	47%
Bicycle	1%	3%	5%	6%
Walk	4%	5%	6%	7%
Bus	8%	10%	11%	12%
Other	3%	2%	1%	0%

Table 10.1 – Indicative Staff Modal Shift Targets

- 10.2.2 As can be seen from the targets, there will be an overall aim to reduce the number of employees travelling to the hotel in a vehicle as a single occupant. The above modal splits are taken from the TRICS data used within the supporting Transport Assessment and includes travel data from both staff and visitors. It should be noted that anticipated mode split for the hotel will differ to this, as TP surveys will be targeted at staff members only.
- 10.2.3 It is anticipated that the initiatives will help increase the proportion of employees who travel by more sustainable modes. This includes increasing the proportion who regularly car share, walk, use the bus and cycle.

10.3 Monitoring

- 10.3.1 The monitoring of travel behaviour is essential in measuring the progress towards the objectives outlined in the Introduction. Annual employee travel surveys will therefore be scheduled to effectively monitor the traffic impact and travel habits amongst those working at the site.
- 10.3.2 The TPC should arrange for travel surveys at the site commencing one year after the initial surveys following full re-development, and at 12-month intervals thereafter. Such future surveys should focus on establishing the ongoing modal splits at the site, and do not have to be as detailed as the survey used to inform this TP. As a minimum, future surveys should include a question concerning mode of travel to allow the indication of progress against mode share targets.

10.4 Annual Review

- 10.4.1 In order to record and communicate the progression of the TP, the TPC's will produce an annual review report for submission to HCC, which will, as a minimum, include the following:
- Reporting of progress against the targets set once the travel surveys are completed for employees;
 - Provision of information relating to new initiatives introduced;
 - Provision of information on proposed initiatives due for implementation; and
 - Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).

11.0 Action Plan and Budget

11.1 Action Plan Table

11.1.1 **Table 11.1** below summarises the key actions from the document by providing an Action Plan for the TP process:

Action	Indicator	Target Date	Responsibility
Appoint TPC's	Development nearing completion	Prior to occupation of the development	Building management
Produce Welcome Pack	TPC appointed	Construction completion	TPC
Undertake Initial Travel Surveys	Construction completion	Within three months of occupation	TPC
Review Existing TP Measures/Initiatives	Receipt of the initial Travel Survey results	Within one month of receiving the initial survey results	TPC
Present Annual Monitoring Report	Once full TP is approved by HCC	Annually for the next five years following the agreement of targets	TPC

Table 11.1 - Action Plan

11.2 Budget, Funding and Timescales

Budget

- 11.2.1 The anticipated relative cost of each TP measure has also been set out on in the following pages in **Table 11.2**. Further details of costs and specific measures will be developed as part of the full TP which will be managed by the TPC.
- 11.2.2 Those categorised as "No Cost" only involve small amounts of employee time for organisation and encouragement to employees.
- 11.2.3 "Low" costs primarily involve small costs in organising external meetings and liaison, and the cost of employee time. Low cost initiatives are expected to cost up to £250.
- 11.2.4 Those costs categorised as "Medium" are small facilities improvements and larger events, which will take more time to organise and carry out and need more funding to implement. Medium cost initiatives are anticipated to cost up to £1,000.
- 11.2.5 Costs categorised as "High" are long term expensive costs. High cost initiatives are expected to cost over £1,000.

Funding

- 11.2.6 Funding will continue to be made available, not only for the implementation of the suitable measures proposed in the fully developed TP, but also for their management and communication. As identified in throughout this document, the communication and management of a TP is best undertaken by the appointed TPC's.
- 11.2.7 Resources should continue to be made available for the provision of this role, whether this was an allowance of additional time for the TPC to complete elements of their responsibility, or allowance of additional funding.
- 11.2.8 By engaging proactively with Travel Plan Officers at HCC, further resources by way of time, promotional material and in some cases, funding can be made available for the TP process.

Timescales

- 11.2.9 The following phrases have been used in **Table 11.2** below to give a general indication of timescales for each element of the action plan:
- Short Term – to be completed within one year;
 - Medium Term – to be completed within 1 – 2 years;
 - Long Term – to be completed within 2 – 5 years; and
 - On-Going – an on-going element which spans the TP.
- 11.2.10 These timescales are intended as a guide only and have been included in order to help the monitoring and review process.

Initiative	Measure	Cost	Timescale
Induction/Welcome Pack	Collect relevant information for the Induction/Welcome Pack.	No Cost	Short Term
	Produce and distribute packs to any new employees upon arrival.	Medium	On-Going
Cycle2Work	Register to the Cycle2Work scheme and promote internally.	Low Cost	Short Term
	Encourage employees to purchase cycles with a tax reduction.	No Cost	On-Going
Cycle Discounts	Identify local bicycle retailers.	No Cost	Short Term
	Liaise with local retailers and negotiate discounts for employees.	No Cost	Medium Term
Bike User Group (BUG)	Explore the possibility and popularity of a BUG. Elect a leader.	No Cost	Short Term
	Establish a BUG and encourage employees to become members.	Low	Short Term
	Encourage people to attend by arranging informal meetings.	Low	On-Going
Public Transport Service Details	Provide the details of public transport services included in the site audit section of this ITP to all employees, displaying the information in communal/high traffic areas.	No Cost	Short Term
Promote Car Sharing Database and Parking Permit	Brief relevant staff on the benefits of car sharing	No Cost	Short Term
Emergency Lift Home	Agree and clearly define to all employees the circumstances in which they would be entitled to a free emergency lift.	No Cost	Short Term
	Provide and promote a guaranteed free emergency lift home to car sharers who are let down by their sharing partner.	Medium Cost	On-Going
Employment of Local Staff	Aim to employ locally to reduce the need to travel to site	No Cost	On-Going
Visitor Sheet	Establish the Visitor Sheet.	No Cost	Short Term
	Review every 6 months in order to ensure the information is correct.	No Cost	On-Going
	Encourage reporting of transport issues around the site.	No Cost	Short Term

Table 11.2 - Budget, Funding and Timescales

Plans



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Leeds • Liverpool • London • Manchester • Nottingham

Project:
LARCHWOOD AVENUE, HAVANT

Dwg Title:
LOCATION PLAN
LOCAL LEVEL

Status:
PRELIMINARY

Drawn By: LL Checked By: NA

Designed By: LL Date: 13/08/18

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

69235 - CUR - 00 - XX - DR - TP - 06002 - P01



KEY:  Site



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Leeds • Liverpool • London • Manchester • Nottingham

Project:
LARCHWOOD AVENUE, HAVANT

Status:
PRELIMINARY

Dwg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

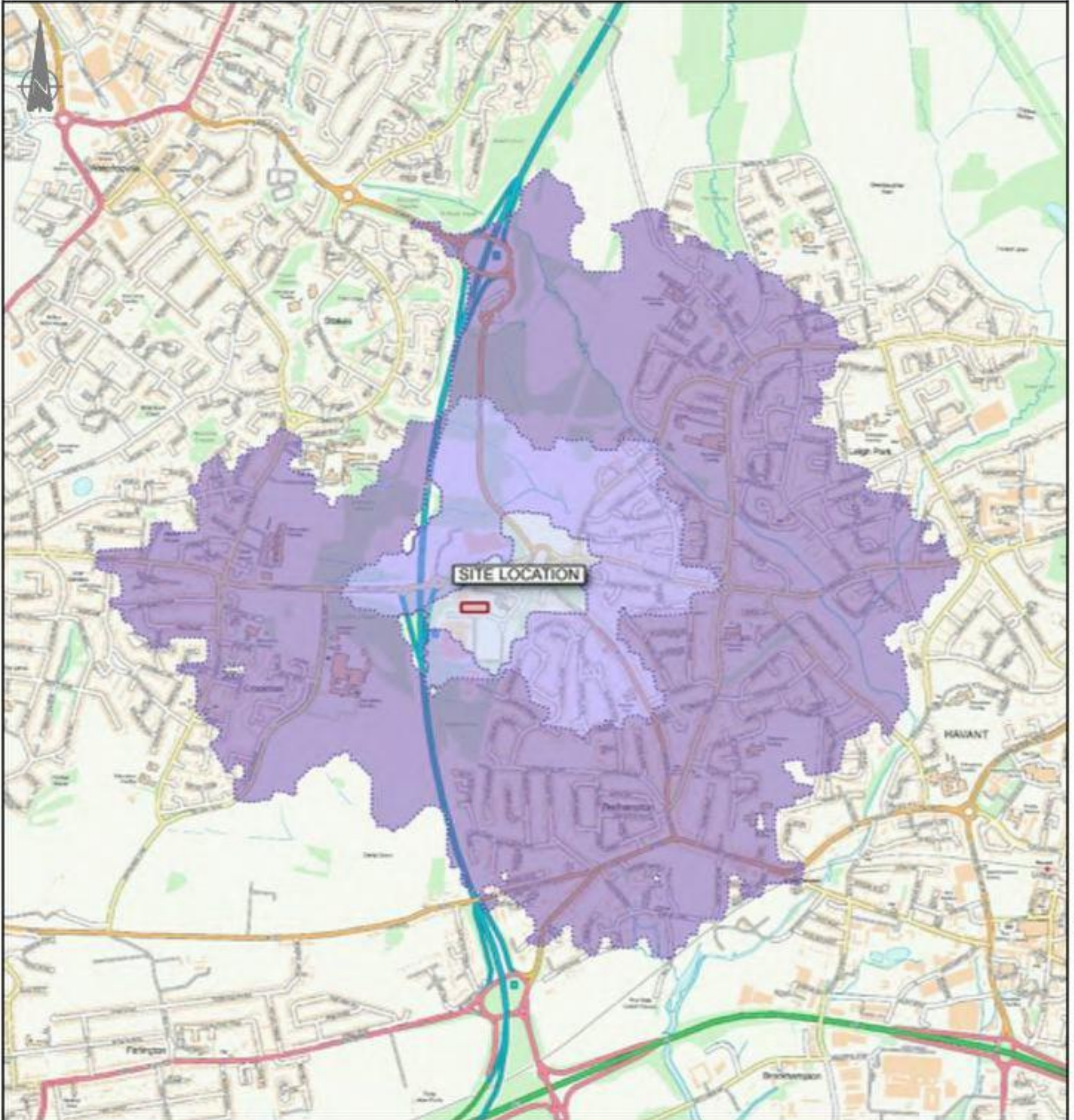
Drawn By: LL Checked By: NA

Designed By: LL Date: 13/08/18

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

69235 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY:  Site

Walking Catchment:

-  2000m
-  1000m
-  500m

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Leeds • Liverpool • London • Manchester • Nottingham

Project:
LARCHWOOD AVENUE, HAVANT

Status:
PRELIMINARY

Dwg Title:
**ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT**

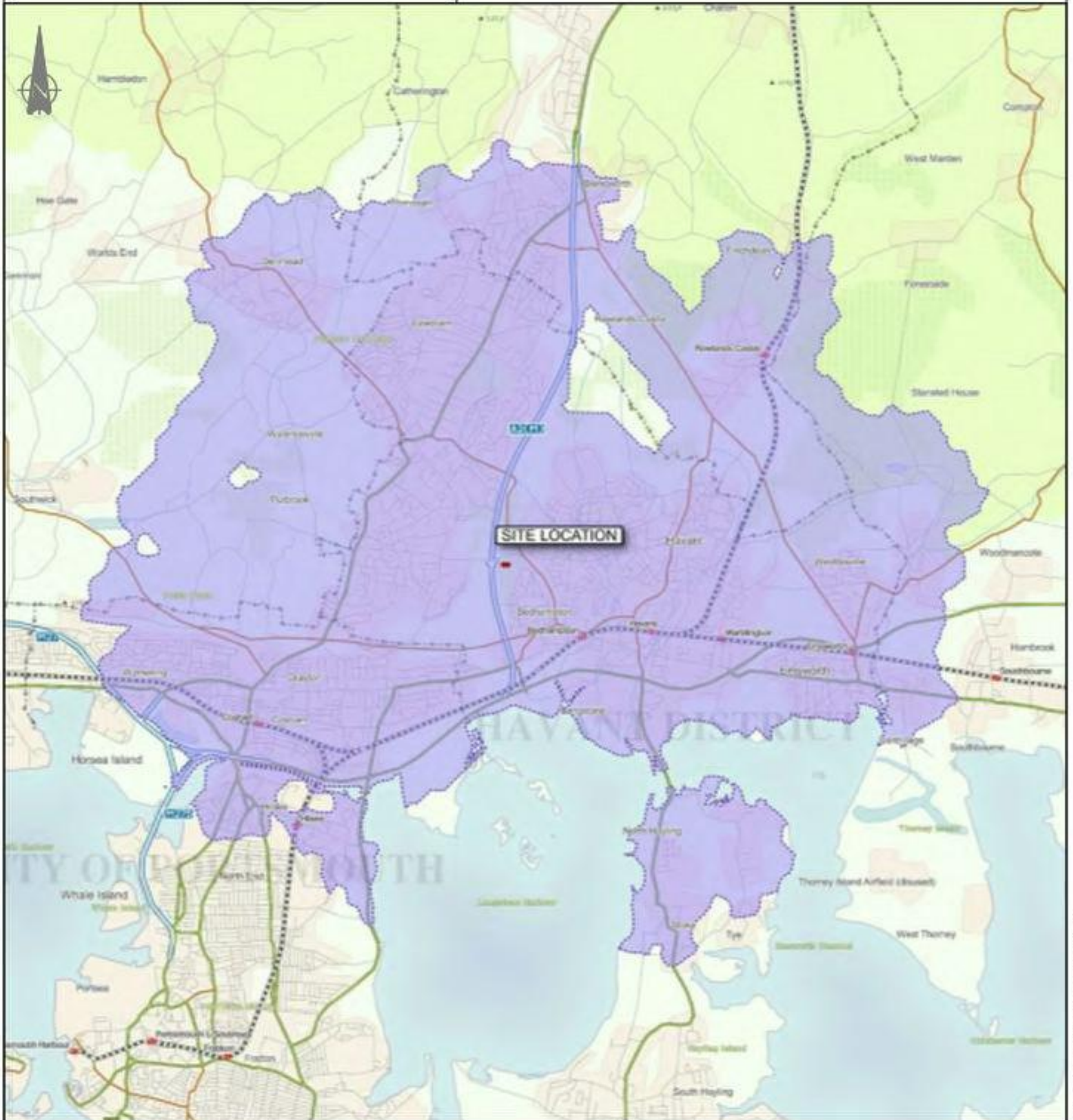
Drawn By: LL Checked By: NA

Designed By: LL Date: 13/08/18

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

69235 - CUR - 00 - XX - DR - TP - 06004 - P01



KEY:  Site  Cycle Catchment:
8000m

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Leeds • Liverpool • London • Manchester • Nottingham

Project:
LARCHWOOD AVENUE, HAVANT

Status:
PRELIMINARY

Dwg Title:
**ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT
CATCHMENT**

Drawn By: LL Checked By: NA

Designed By: LL Date: 13/08/18

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

69235 - CUR - 00 - XX - DR - TP - 06005 - P01



KEY:  Site

Public Transport Catchment

 60 minutes

 40 minutes

 20 minutes

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Appendix A – Havant Borough Cycle Map



Appendix B – Proposed Site Plan

NOTES
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DO NOT SCALE: Use figured dimensions only.
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H	AMENDMENTS TO REFUSE AND CYCLE STORIES	REV	TO	12.11.18
G	GENERAL AMENDMENTS	FZ	TO	22.10.18
F	ENTRANCE CANOPY ADDED	MF		25.04.19
E	GENERAL AMENDMENTS	MF		21.04.19
D	GENERAL AMENDMENTS	MF		19.04.19
C	GENERAL AMENDMENTS	MF		14.04.19
B	HOTEL ROOM MIX REVISION	MF		13.04.19
A	BOUNDARY REVISION	MF		30.08.18
Z	FIRST ISSUE	MF	BS	29.08.18
REV	DESCRIPTION	DRAWN	APP	DATE

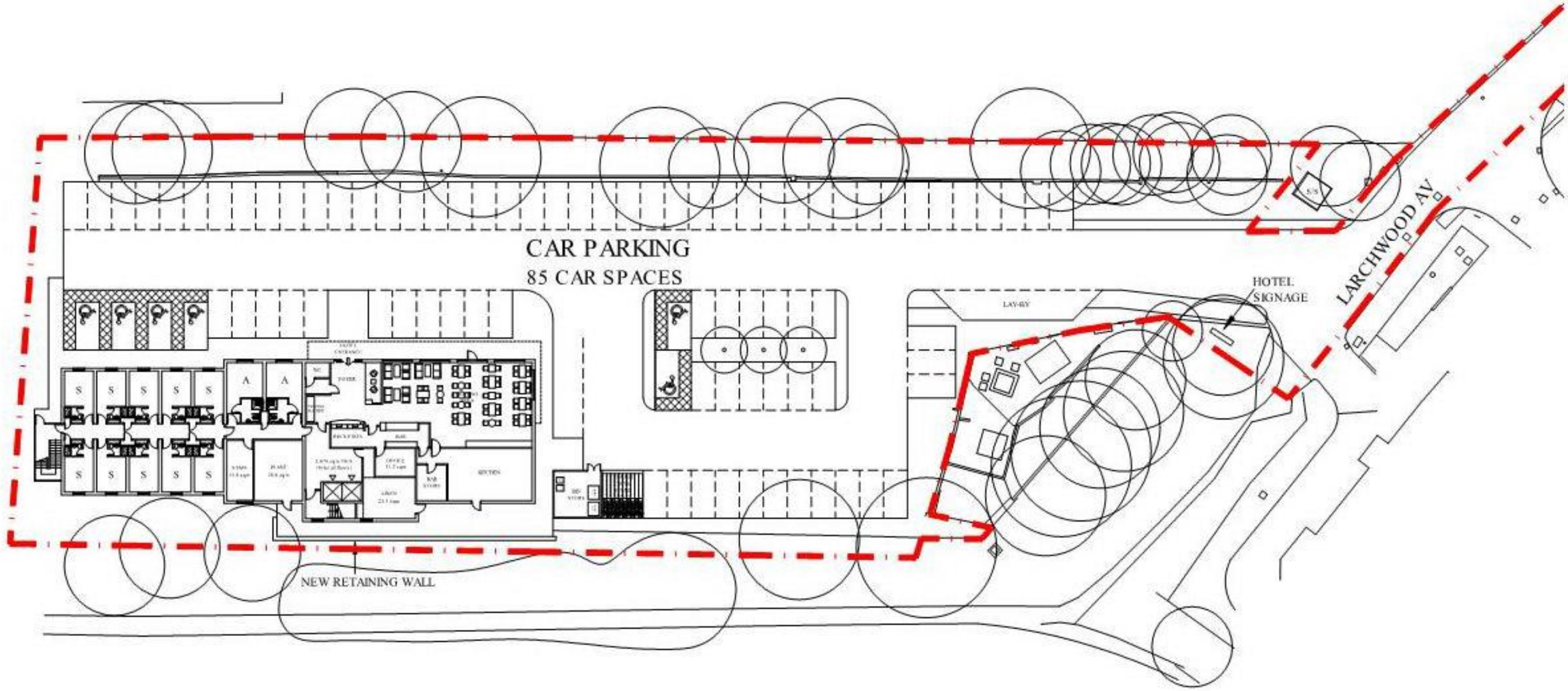


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PROJECT	Havant Travelodge
DRAWING	Ground Floor Plan Proposed
SCALE	1:500 @ A3
CHECKED	
NUMBER	4231-AL(0)110-REVH



HOTEL ROOM MIX

GROUND	FIRST	SECOND	THIRD	TOTAL
10 S	10 S	10 S	10 S	40 S
	11 F	13 F	13 F	37 F
2 A	2 A			4 A
				81

Appendix C – Staff Travel Survey Template

Staff Travel Survey Template

1. Are you? Male, Female
2. Which age range do you fall into? 16-25, 26-35, 36-45, 46-55, 56-65, 65+
3. What is your current postcode?
4. Do you own a car? Yes, No, If yes how many in total?
5. How do you most frequently travel to and from work? (Choose the mode of travel that you use most often).
6. How often do you use the following modes of travel for journeys from your home to work? (Tick all modes that you ever use, for all or part of a journey, choosing the frequency with which you use them). (Travel modes listed with very often, quite often, occasionally, never).
7. Have you changed your most common mode of transport since beginning employment at this development? Yes, No, If yes what was the main reason for this change?
8. Which of the following changes would most encourage you to cycle for journeys to work? (If you already cycle, which would you most like to see?) (Cycle initiatives listed).
9. Which of the following changes would most encourage you to use public transport for journeys to work? (If you already use public transport, which would you most like to see?) (Public transport initiatives listed).
10. Which of the following changes would most encourage you to walk for journeys to work (If you already walk, which would you most like to see?) (Walking initiatives listed).
11. Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?) (Car share initiatives listed).
12. Did you know this development operated a Travel Plan? Yes, No.
13. If yes, how did you find out about the Travel Plan? During the sales process, Word of Mouth, Development publication/newsletter/notice board/website, Personalised travel planning process, Other (please specify).
14. Would you like to receive more information regarding the Travel Plan? Yes, No.
15. Please use the following box to provide any comments you wish to make in relation to travel to work in the local area:

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