



COLLEGE ROAD, CAMPDOWN

TRAVEL PLAN

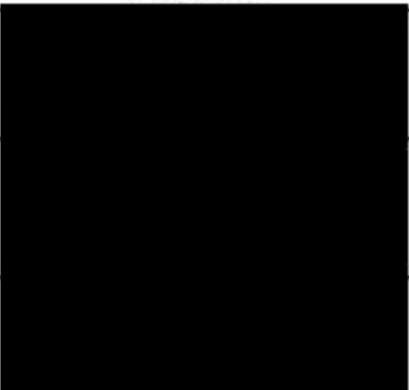
November 2019

Persimmon Homes

**RESIDENTIAL DEVELOPMENT
COLLEGE ROAD,
CAMPDOWN**

TRAVEL PLAN

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Persimmon Homes to support a planning application for a residential development comprising 780 dwellings at College Road, Campdown. The site is subject to a hybrid planning application comprising; a full planning application for the erection of 130 dwellings with the creation of new access onto College Road, landscape, drainage, car parking and associated works; and an outline planning application for up to 650 dwellings, community and nursery facilities (use class D1 and D2), retail unit (use class A1), public open space, landscaping, diversion of public right of way and associated works and infrastructure. The site location is shown below in **Figure 1**, with the site layout included in **Appendix A**.



Figure 1: Site Location

- 1.2 The site (UE70) was identified in the Strategic Housing Land Availability Assessment (2017) as having potential for development. The site was identified as suitable for accommodating approximately 560 dwellings.
- 1.3 The proposed development site is featured in Havant Borough Council's (HBC) Draft Local Plan (2036) and is identified as Policy H41: Land east of College Road with policy stating that both a Travel Plan and Transport Assessment should be submitted to support an application.

- 1.4 A full Transport Assessment (TA) has also been prepared by Paul Basham Associates to be read alongside this TP. The TA provides further information on the development proposals including the access arrangements as well as detailing the impact of the development on the operation of the local road network.

Purpose of the Travel Plan

- 1.5 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.6 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Persimmon Homes) and the Local Authorities ((HBC) and Hampshire County Council (HCC)). As such the TP will develop over time from feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.7 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES). This TP therefore aims to demonstrate sustainable local travel options and practices, highlighting them as a key aspect of wider measures taken along with an implementation and monitoring strategy.

Travel Plan Aim

- 1.8 The overall aim of the TP is to support a sustainable development by minimising the development's potential travel requirements through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

1.9 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

1.10 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Travel Plan Structure and Approach

1.11 This TP will follow the following structure:

Chapter 2 - Travel Plan Policy

Chapter 3 - Local Accessibility

Chapter 4 - Proposed Development

Chapter 5 - Indicative Baseline and Target Travel and Patterns

Chapter 6 - Travel Plan Strategy

Chapter 7 - Implementation and Monitoring

Chapter 8 - Summary and Conclusion

2. TRAVEL PLAN POLICY

Policy

- 2.1 The aim and objectives of the TP adhere to policies at a national, regional and local level and relate to;
- National Planning Policy Framework (adopted 2019) (NPPF);
 - Hampshire Local Transport Plan 3 (2011-2031) (LTP3);
 - Havant Core Strategy (2011); and
 - HBC's Draft Local Plan (2036)
- 2.2 The development of this Travel Plan has also been informed by HCC's "A Guide to Development Related Travel Plans" (2009), which state the role of the Travel Plan as the following;

- *Reduce the need to travel by provision of on-site facilities and access to information through the internet;*
- *Improve choice of travel options available to all residents;*
- *Improve the quality of public space;*
- *Enhanced social inclusion and sense of community; and*
- *Reduce congestion*

National Policy

- 2.3 The NPPF (adopted February 2019) acts as the central guidance for development planning and replaces national planning policy guidance including Planning Policy Guidance 13 (PPG13): Transport. As defined in the NPPF's Annex 2: Glossary, a TP is 'a long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the TP:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) *The potential impacts of development on transport networks can be addressed;*
- b) *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.*

(NPPF Para.102)

The planning system should actively manage patterns of growth in support these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestions and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.103)

All development that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

(NPPF Para. 111)

Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

(NPPF Para.34)

Regional Policy

- 2.4 Hampshire County Council's (HCC) Local Transport Plan 3 (LTP3) (2011-2031) sets out the counties transport strategy and identifies a range of policy objectives, with those most relevant to this TP stated below:

Policy Objective 4: *Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors.*

Policy Objective 9: *Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas.*

Policy Objective 11: *Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives.*

Policy Objective 12: *Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.*

Local Policies and Initiatives

- 2.5 HBC's Core Strategy (2011) is a long-term strategy that seeks to shape and guide new developments in Havant Borough. The Core Strategy proposes a policy framework for new developments. The Core Strategy proposes the following:

"In 2026 Havant Borough will be a cleaner, safer and more prosperous place. It will be a place where people of all ages and circumstances will want to live, visit or work. It will be a sought-after location, well known as the home of windsurfing and for its superb Solent coastline. It will be widely recognised for its sustainable, innovative and high-quality design developments and the stewardship of its natural and built environment."

2.6 HBC's Core Strategy also identifies the importance of development Travel Plans and Transport Assessments as a way of supporting the above aim. This TP and the accompanying TA seek to ensure that the proposed development supports and complements the following policies:

Policy CS9 Housing states:

- *Planning permission will be granted for housing proposals that will achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.*

Policy CS20 Transport and Access Strategy states development will be permitted that:

- *Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy*
- *Does not increase congestion and promotes better use of existing transport networks;*
- *Improves accessibility to goods, services and employment and promotes equality in the transport system;*
- *Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network;*
- *Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users; and*
- *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/ frequency buses and includes walking and cycling where appropriate*

DM11 Planning for More Sustainable Travel features:

- *Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.*
- *Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards,*
- *Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.*
- *Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.*
- *Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.*

DM12 Mitigating the Impacts of Travel states:

- *New developments will be required to mitigate their travel impacts, including the environmental impacts of travel (such as noise, air and visual pollution and impacts on amenity health and climate change).*

2.7 This TP has been written in accordance with these policies to meet the sustainable requirements for new developments within the Borough of Havant and increase the share of alternative transport options for the proposed development and wider community.

3. LOCAL ACCESSIBILITY

- 3.1 To assist in the completion of the TP's aims and objectives it is important to consider the site in the local context in which it is situated. This section of the TP therefore assesses the existing conditions of the site in relation to its surroundings.

Site and Surroundings

- 3.2 The proposed site, which is currently greenfield land, is located approximately 3.5km south of Waterloooville Town Centre and 4km west of Havant. The site is bordered by South Downs College to the north, the A3(M) to the east, Portsmouth Golf Course and Portsdown Hill Road to the south and College Road (from which access is proposed) and residential dwellings to the west. The site and its surroundings are demonstrated in **Figure 2**.



Figure 2: Existing Site Conditions (Source: Google)

- 3.3 Within a 15-minute walk of the site, located on Crookhorn Lane, facilities include a post office, convenience store, public house, pharmacy and doctor's surgery. A summary of the site's proximity to local amenities is summarised within **Table 1**, with an accessibility map, which demonstrates a comprehensive range of facilities and services, included within **Appendix B**.

Amenity	Distance (m)	Walking Time (minutes)	Cycle Time (minutes)
Bus Stop	150m	2	1
Primary School	950m	11	3
Pharmacy	1.1km	14	4
Secondary School	1.2km	15	5
Doctors	1.2km	14	4
Convenience Store	1.2km	15	5
Post Office	1.2km	15	5
Dentist	1.7km	20	6

Table 1: Proximity to Local Amenities

- 3.4 Moreland's Primary School is situated approximately 950m west of the site access (accessed via College Road and Crookhorn Lane) and caters for pupils in Reception to Year 6. Crookhorn College situated c.1.1km north of the site (14-minute walk) is the nearest secondary school to the site. The development site is also situated adjacent to South Downs College, and therefore the site's proximity to educational facilities provides a good opportunity to promote sustainable travel.
- 3.5 In terms of health provision, there is a doctor's surgery (Crookhorn Lane Surgery) located approximately 1.2km (14-minute walk) north of the site, adjacent to the pharmacy. The nearest dentist (Oasis Dental Care) is situated within a 20-minute walk of the site. Queen Alexandra Hospital, Portsmouth, situated 4km southwest of the site, provides the nearest Accident and Emergency facilities.

Local Pedestrian Network

College Road

- 3.6 The local footway network benefits from a gentle topography which makes it attractive for use by pedestrians. College Road benefits from a shared footway/cycleway to the north of the site, before reducing to a footway, c.1.8m in width, flanking its eastern edge past the site access.
- 3.7 To the south of the site, where College Road becomes Crookhorn Lane, shared footway/cycleways approximately 2.5m in width flank either side of the carriageway for its duration and to the junction with Portsdown Hill Road. A pedestrian crossing point supported by dropped kerbs and tactile paving is provided 50m south of the Crookhorn Lane/College Road junction facilitating the movements of pedestrians across College Road. An underpass is also provided in this location ensuring a safe route for all non-motorised users. The pedestrian infrastructure along Crookhorn Lane/College Road is demonstrated in **Photograph 1**.



Photograph 1: Crookhorn Lane Infrastructure

Scratchface Lane

- 3.8 At the pre-application stage, comments were made by both HBC and HCC highway officers with regards to ensuring that the development provides a continuous footway/cycleway link between College Road and Scratchface Lane. Scratchface Lane is an existing Bridleway (Havant no. 28) which connects Purbrook to the west to Bedhampton to the east. The existing conditions along Scratchface Lane are demonstrated in **Photograph 2**.



Photograph 2: Scratchface Lane Conditions

Crookhorn Lane

- 3.9 Crookhorn Lane benefits from continuous footways, approximately 1.8m in width, flanking both sides of the carriageway. Several crossing points are located along Crookhorn Lane, including a signalised crossing situated directly opposite the post office and convenience store (c.500m north of the junction with College Road). The signalised crossing is supported by dropped kerbs and tactile paving, facilitating the movement of all non-motorised users around the village, and is demonstrated in **Photograph 3**.



Photograph 3: Crookhorn Lane Signalised Crossing

Public Rights of Way

- 3.10 The site is also well placed in relation to Public Rights of Way (PRoW), with a number of routes located in the vicinity of the site. Route 28 passes across the northern border of the site and connects to College Road and Purbrook Way. The Public Rights of Way are demonstrated in **Figure 3**.

- 3.15 Further afield, National Cycle Network (NCN) Route 222, which connects Southsea to the south to the South Downs to the north, runs to the west of the development site on Crookhorn Lane. The local cycle routes in the vicinity of the site are demonstrated in **Figure 4**.



Figure 4: Local Cycle Routes (Source: Havant Borough Cycle Network 2017)

- 3.16 For a local cycle, a journey into Havant takes approximately 13 minutes, whilst a journey into Portsmouth takes approximately 35 minutes, via NCN 2 along the coastline.

Bus Services

- 3.17 The site is supported by northbound and southbound bus stops on College Road, approximately 150m north of the site. Both bus stops benefit from a shelter with seating and a detailed timetable. An additional set of bus stops are provided approximately 450m south of the proposed internal footway/cycleway, both of which benefit from a single pole and timetable. A summary of the bus services that operate from these stops is provided within **Table 2**.

Service	Route	Frequency		
		Monday – Friday	Saturday	Sunday & Bank Holidays
37	Havant – Waterloo – Horndean – Petersfield	Hourly	Hourly	No Service
39	Havant – Leigh Park – Bedhampton – Waterloo – Wecock Farm	Every 10 minutes	Every 15 minutes	Hourly
737*	Havant and South Downs College – Bordon	Arrives – 08:50 and 10:50 Departs – 14:55 and 17:00	No Service	No Service
7C*	South Downs College – Cosham – The Hard, Portsmouth	Arrives – 08:42 Departs – 15:35	No Service	No Service
21	Havant – Leigh Park – Farlington – Portsmouth	Every 10 minutes	Every 10 minutes	Every 10 minutes
654*	Southdowns College – Waterloo – Denmead – Hambledon	Arrives – 08:49 Departs – 17:15	No Service	No Service
SD4*	Portchester – Wickham – Cosham – South Downs Campus – Bishops Waltham	Arrives – 08:35 Departs – 17:05	No Service	No Service
SD5*	Havant Campus – Fareham – Bridgemary – Gosport – South Downs Campus – Cosham – Portchester – Fareham Rail Station	Arrives – 08:50 Departs – 17:42	No Service	No Service
SD7*	South Downs College – Fratton – Eastney – Southsea	Arrives – 08:35	No Service	No Service

Table 2: Local Bus Services: College Road

*school service

3.18 The 39 service provides a regular service to Havant and Wecock Farm 7 days a week. A typical journey to Havant takes approximately 15 minutes, whilst a journey to Wecock Farm takes approximately 20 minutes.

3.19 Additional bus services operate from Crookhorn Lane, 10-minute walk from the site, providing frequent services to destinations including Queen Alexandra Hospital (half hourly) and Portsmouth City Centre (every 10/15 minutes). A journey to Portsmouth takes approximately 35 minutes. A summary of the bus services available from these bus stops are summarised in **Table 3**.

Service	Route	Frequency		
		Monday – Friday	Saturday	Sunday & Bank Holidays
20	Portsmouth, Cosham, QA Hospital, Havant	Every 30 minutes	Every 30 minutes	No Service
37	Havant – Waterloo – Horndean – Petersfield	Hourly	Hourly	No Service
39	Havant – Leigh Park – Bedhampton – Waterloo – Wecock Farm	Every 10 minutes	Every 15 minutes	Hourly
The Star 7	Southsea, City Centre, Cosham, Waterloo, Wecock Farm	Every 10-15 minutes	Every 15 minutes	Every 20 minutes

Table 3: Local Bus Services: Crookhorn Lane

Rail Services

- 3.20 Bedhampton Railway Station is located approximately 3km (9-minute cycle) east of the development site. The station is also accessible by a short walk-bus-walk journey from the site, via bus service 37.
- 3.21 The station is equipped with 20 cycle storage spaces, a manned ticket office Monday - Saturday, customer help points and CCTV.
- 3.22 Bedhampton Railway Station provides direct access to destinations including Portsmouth and Southsea, Littlehampton and London Waterloo. Trains typically operate at a frequency of 3 per hour for services to Portsmouth, with journeys taking approximately 13 minutes. Services to Littlehampton and London Waterloo typically operate hourly, with journeys taking approximately 40 and 90 minutes respectively.
- 3.23 In addition, Havant Railway Station is accessible via a 15-minute cycle from the site. Havant station provides a more comprehensive range of facilities and serves a greater number of destinations. Destinations available from Havant include Brighton and London Victoria.

Key Travel Resources

- 3.24 Sustainable travel opportunities are supported locally, with a summary of available resources included within **Table 4**.

Resource	Description	Website Link
Sustrans	UK sustainable transport charity	https://www.sustrans.org.uk
National Rail	UK rail travel portal	http://www.nationalrail.co.uk
My Journey Hampshire	Travel information and advice for Hampshire	https://myjourneyhampshire.com
Traveline	Online public transport journey planner	http://www.traveline.info
Cycle Street	Online cycling journey planner	www.cyclestreets.net
Lift Share	Car sharing database	https://liftshare.com/uk

Table 4: Key Travel Resources

Summary of Site Accessibility

- 3.25 The proposed site is within a suitable location as it is within a 15-minute walk of a number of facilities and amenities located in Crookhorn village, and therefore presents a good opportunity to encourage the use of non-car transport modes and create a sustainable development, particularly for local journeys.
- 3.26 The gentle topography experienced within the area, coupled with suitably wide footways flanking all

major desire lines in the area makes walking a suitable alternative to the private car. Pedestrian crossing points are provided along College Road, however additional crossing points have been assessed with a particular focus on crossing College Road and access through to Atlantis Avenue.

- 3.27 The existing cycle infrastructure is considered suitable to accommodate additional cyclists generated by the site. Shared footway/cycleways are provided both to the north and south of the site providing a continuous route between the site and the wider cycle network.
- 3.28 A number of bus stops are located in the vicinity of the site serving a wide range of destinations with the no.39 bus service providing the most frequent service.
- 3.29 Bedhampton Railway Station is accessible via a 9-minute cycle or short walk-bus-walk journey from the site. The station provides direct services to Portsmouth, Littlehampton and London Waterloo presenting a good opportunity to encourage rail journeys for longer distance journeys.

4. PROPOSED DEVELOPMENT

- 4.1 The site is subject to a hybrid planning application with a full application submitted for Phase 1 of the development and an outline application submitted for the remainder of the site. The accommodation schedule for Phase 1 is discussed subsequently, however the remainder of the site is due to comprise a mixture of both 1, 2, 3 and 4-bedroom properties and will be assessed further through a Reserved Matters application.
- 4.2 Phase 1 of the proposed development comprises a total of 130 dwellings. **Table 5** demonstrates the accommodation schedule associated with Phase 1 of the proposed development site.

Type of Dwelling	Private	Affordable	Total
2 Bedrooms	26	32	58
3 Bedrooms	45	7	52
4 Bedrooms	20	-	20
Total	91	39	130

Table 5: Proposed Accommodation Schedule (Phase 1)

Car Parking Provision

- 4.3 Car parking will be provided in accordance with the HBC Parking Supplementary Planning Document (2016), which provides minimum parking standards for residential dwellings. Phase 1 of the development will provide a total of 248 allocated and 24 unallocated/visitor parking spaces. The site's subsequent phases would also provide parking in line with HBC's Parking Supplementary Planning Document.
- 4.4 Further details on the site's parking strategy are provided within the Transport Assessment also prepared by Paul Basham Associates.

Access Arrangement

- 4.5 The proposed development would be served via one point of vehicular access onto College Road and provided in the form of a signalised junction. A pedestrian crossing would be provided along access arm to facilitate safe connection into the site and the wider pedestrian network.

Pedestrian/Emergency Access

- 4.6 A separate pedestrian access is provided to the south of the proposed signalised junction in the form of a shared footway/cycleway. An emergency access is also provided to the north of the proposed shared footway/cycleway as demonstrated on the site layout included in **Appendix A**.

Off-site Highway Improvements

- 4.7 Highway comments received at the pre-application stage requested the requirement of the site to provide a connection onto Scratchface Lane. As part of the proposed development a shared footway/cycleway would be provided on-site running east to west, thus ensuring a continuous connection is implemented in this area. Whilst on-site, the suitability of providing a connection through to the existing Bridleway (Havant no.28) was explored, with the optimal location demonstrated in **Figure 5**.



Figure 5: Identified connection point onto Scratchface Lane

- 4.8 As part of an approved (and implemented) development for 92 residential dwellings at Land South of Scratchface Lane, adjacent to A3M and West of Brooklands Road (application reference: APP/12/00612), Schedule 1 of the Section 106 agreement stated that '*On or before commencement of the development.... towards the cost of transport improvements including but not limited to: - Scratchface Lane to Crookhorn Lane upgrade Bridleway for shared use*'. The proposed development will therefore not provide any further improvements to this Bridleway other than a suitable connection onto it.
- 4.9 Highway comments raised at the pre-application stage also identified that the walking distances to the

existing bus stops would exceed the CIHT guidance of 400m from various locations within the site and therefore provision to either improve the existing situation or provide a service through the site should be explored.

4.10 As such, discussions have been held with Stagecoach who provide the most frequent and comprehensive service in the area. Stagecoach have stated that *'stops on College Road would be the best option as any route through the site would be much slower'*. It is therefore proposed that a new pedestrian crossing point and bus stops would be provided along College Road to improve access to local bus services.

4.11 The approximate location of the proposed bus stops is demonstrated in **Figure 6**, and as demonstrated on the drawing included in **Appendix C**. It is proposed that the southbound bus stop would be supported by a shelter flag pole and demarcated layby with the northbound bus stop provided with a demarcated layby and flag pole. Due to third party land constraints it would not be possible to provide a shelter for the northbound bus stop. To facilitate access to the bus stops 2m wide section of footway would be provided to each stop, which would be supported by a pedestrian crossing point in the form of tactile paving and dropped kerbs.



Figure 6: Potential Location of New Bus Stops

4.12 The proposed pedestrian and cycle infrastructure will be promoted to all residents of the site through the tasks of the Travel Plan Coordinator (TPC), as detailed in **Section 6**.

5. INDICATIVE BASELINE AND TARGETS

- 5.1 The indicative baseline modal shares have been obtained from the 2011 Census: Method of Travel to Work data, published by the Office for National Statistics. Using data from the 'Havant 011' Ward to yield the most representative sample, percentage figures have been calculated for the different modes of travel included within the TP (discounting those that work from home).
- 5.2 The resulting multimodal splits are demonstrated within **Table 6**, with the full census data included in **Appendix D**.

	Private Car/Motorcycle	Car Share	Bus	Train	Walking	Cycling	Other	Total
Method of Travel to Work (2011 Census)	78%	6%	4%	1%	8%	2%	1%	100%

Table 6: Indicative Baseline Modal Split for proposed Development

- 5.3 The 'actual' baseline modal shares for the residential parcels of land that this TP focuses upon, will be determined by a resident travel survey. As outlined in the following sections, the baseline survey is to be completed at full occupation of Phase 1 to ensure that the TP can be informed as early as possible whilst still allowing for a sufficient sample size.
- 5.4 Once the 'actual' baseline has been established, the Travel Plan Coordinator (TPC) should discuss the acceptability of the interim mode share targets presented in **Table 7** with the Travel Plan Officer (TPO). An overall development target of achieving a 10% modal shift away from the private car would be in line with HCC's guidance.

Mode	Indicative Baseline	Interim Target (End of Year 1)	Interim Target (End of Year 3)	Target after 5 years
Single Vehicle	78%	-3% (75%)	-7% (71%)	-10% (68%)
Car Share	6%	+/-0% (6%)	+1% (7%)	+1% (7%)
Pedestrians	8%	+1% (9%)	+2% (10%)	+3% (11%)
Bus	4%	+1% (5%)	+2% (6%)	+3% (7%)
Rail	1%	+/-0% (1%)	+/-0% (1%)	+1% (2%)
Cycling	2%	+/-1% (3%)	+2% (4%)	+2% (4%)
Other	1%	+/-0% (1%)	+/-0% (1%)	+/-0% (1%)

Table 7: Interim Modal Share Targets Based on 2011 Census Data

6. TRAVEL PLAN STRATEGY

- 6.1 To meet the key objectives of this TP and to reach the overarching aim of maximising the use of sustainable travel modes it is important to administer measures at an early stage that are relevant to the site's demographic and local conditions, as assessed above. The measures proposed are influenced by the site's location, the TP aims, objectives and targets and local and national policy. In addition, most of these measures could be continued by residents and users once the official monitoring period has ended.
- 6.2 Whilst the site is due to come forward in phases and, as part of the wider application, includes sports pitch provision, the measures set out in the subsequent paragraphs are focused mainly on the residential aspect of development but should be promoted to the site as a whole where applicable.

Key Stages: Preliminary

- 6.3 To meet the objectives of the TP and the aims of increasing the use of sustainable travel and reducing single occupancy vehicle use, it is essential that several measures be implemented at an early stage. Completing the tasks set out within the preliminary section of the Action Plan would help to embed the TP and local awareness of it, as its success would ultimately be determined by the level of ownership generated amongst residents. This Action Plan is included in **Appendix E**.

Key Stages: 5 Years from full occupation of Phase 1

- 6.4 The TP would become fully active from full occupation of Phase 1 the site and will remain active for a period of 5 years following that date. After the 5 years of official monitoring has ended, ownership and responsibility would pass to the residents.
- 6.5 During this time, the Action Plan set out at the preliminary stage would be expanded upon through implementing a variety of measures. Such measures would be determined by the TPC in dialogue with residents, local authorities and other key players. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is included in **Appendix E**.

Walking and Cycling Measures

- 6.6 This TP has previously summarised the local walking and cycling networks and facilities available within the site's surrounding area. The site benefits from being within a suitable walking distance of several facilities and amenities located in Crookhorn Village and therefore presents an excellent opportunity to encourage local trips to be made by walking or cycling, especially for school drop offs and pick-ups during peak traffic periods.
- 6.7 The census data demonstrates that 8% of residents in the area walk as their primary mode of transport to work with a further 2% selecting cycling. As part of the development a new footway/cycleway would be provided which would further encourage the uptake of walking, particularly when accessing local amenities within Crookhorn Village.
- 6.8 The TPC would encourage the use of walking and cycling modes through the promotion of national and local campaigns (such as Cycle to Work Day and International Walk to School Month). To further encourage walking and cycling the TPC would seek to secure discounts at relevant local stores (cycle shops) with information on local routes provided as part of the Welcome Packs.

Public Transport Measures

- 6.9 The local frequent and comprehensive bus network presents an opportunity to promote bus journeys as a method of transport for local travel. The closest bus stops are located approximately 150m north of the site access and provides services to nearby towns such as Havant (3.5km east) and Waterlooville (3.5km north).
- 6.10 As part of the development opportunities to improve the bus services in the vicinity of the site have been explored and with new stops to be implemented along College Road, bus travel should be encouraged for all residents. Similarly, when the provision of the sports pitches is implemented on-site the comprehensive bus services to the local area present a good opportunity to encourage local teams to travel sustainably.
- 6.11 Bedhampton Railway Station provides direct access to destinations including Portsmouth and Southsea, Littlehampton and London Waterloo. Bedhampton Railway Station can be accessed by walking (35 minutes) or cycling (10 minutes), further increasing the destinations accessible from the site using the sustainable travel modes available.

- 6.12 To further encourage bus and rail the TPC would seek to secure discounts for relevant local public transport services with information on local routes provided as part of the Welcome Packs.

Car Sharing Measures

- 6.13 Car sharing is a sociable and simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and air pollution.
- 6.14 Hants Carshare provides an excellent platform to encourage the use of car sharing attributable to it being a well-established scheme which has a partnership with Liftshare. This service would be promoted through the webpage, newsletters and welcome packs.

Sustainable Private Car Use

- 6.15 Electric and hybrid vehicles are becoming a popular aspect of sustainable transport and therefore the TPC should also promote the uptake and usage of both electric and hybrid vehicles.
- 6.16 The TPC would inform residents of the benefits of electric and hybrid vehicles including government grants that reduce the price of brand new electric and hybrid vehicles. The TPC would also inform residents on charging points at home, in the local area, on the road network and at workplaces.

Home/Remote working and Other Modes

- 6.17 Options for working from home, utilising technology to enable remote working in public locations such as cafes, and teleconferencing are becoming an increasing feature for many work routines.
- 6.18 The TPC would inform residents of the initiatives to reduce journeys by car e.g. flexible working, teleconferences, cycle to work, whilst also keeping abreast of developments in new working practices and promoting the benefits of 'smarter working'.
- 6.19 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) should be explored by the TPC through dialogue with the local key players such as operators.

Visitors and Deliveries

- 6.20 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site and opportunities to coordinate deliveries. Resident's own positive sustainable travel experiences should have a knock-on effect to visitors.
- 6.21 Along with encouraging residents to co-ordinate deliveries, promoting the use of self-service parcel delivery services (e.g. Amazon Locker) further enhances the sustainability of the site given that there would be a reduction in usage by delivery vans and trucks on-site. A selection of self-service parcel delivery services within the vicinity of the site are summarised in **Table 8**.

Type	Location	Opening Hours	Distance from Site
Local Collect (Royal Mail)	Crookhorn Lane Post Office, 8 Purbrook Chase Precinct, Crookhorn Lane, Waterlooville Hampshire PO7 5QH	Mon - Sat: 06:00 - 22:00 Sun: 07:00 - 22:00	1.1km
Pass My Parcel	Debbens News, 144 Park Avenue, Waterlooville PO7 5HF	Mon - Sat: 05:00 - 18:00 Sun: 05:00 - 12:00	2.2km
Amazon Locker – 'Glad'	McColl's Havant, 46 Park Parade, Havant Hampshire PO9 5AD	Mon - Sat: 06:00 - 22:00 Sun: 07:00 - 22:00	3.4km

Table 8: Self-service Parcel Delivery Services near College Road

Financial Incentives: Travel Gift

- 6.22 The TPC would seek to negotiate a 'Travel Gift' incentive in the form of a bus or cycle voucher/discount for the residents of the site. This incentive would be negotiated with local bus operators and local cycle shops. The TPC would aim to secure a voucher/discount scheme for each unit towards cycling equipment or bus tickets and once issued the voucher/discount would be valid for 3 months.

7. IMPLEMENTATION AND MONITORING

The Travel Plan Coordinator (TPC)

- 7.1 This section covers the implementation and monitoring of Phase 1 of the development. It is envisaged that a similar process will be undertaken for subsequent phases, with TP's developed as part of any future Reserved Matters applications.
- 7.2 The TPC position would be part-time over the life of the TP which is at this stage anticipated to be the preliminary period followed by five years of full implementation, beginning at 100% of occupation of Phase 1. The TPC is to be appointed by Persimmon Homes, with the TPC being responsible for the day to day implementation and monitoring of the TP to ensure targets are met. The early stages of a TP are relatively time intensive and the budget should be 'front-loaded' to take into account the work that is required to establish the TP.
- 7.3 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support;
 - Designing and implementing an effective marketing strategy and raising awareness;
 - Staying informed on campaigns, promotions, services and facilities;
 - Acting as the point of call for all TP enquiries; and
 - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Travel Forums

- 7.4 The TPC would be required to attend any local Travel Forums and community group meetings where available, with these being a key element of ensuring the TP is well co-ordinated, remains relevant and is understood by future residents and local networks.

Surveys and Feedback

- 7.5 A consistent approach must be implemented with the following aims in mind:
- Co-ordinating the monitoring programme for the TP including organisation of surveys;
 - All informed of TP's aims and objectives, including HCC, residents, and developer;
 - A representative and informative account in accordance with development timescales;
 - An understanding of local travel modal shares, perceptions and influencing factors;
 - An understanding of the progress and impact (successes and obstacles) of the TP;

- Avoiding resident/responder fatigue by securing a time-efficient, user-friendly and incentivised method of data collection which benefits subsequent TP implementation;
- Being adopted in some form by local residents beyond the TP's active life; and
- Co-ordinated questions with other local TPs.

7.6 This TP's approach to monitoring acknowledges the above requirements and is displayed within **Table 9** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Resident survey (100% Occupation of Phase 1) + TRICS SAM Survey	Resident survey	Resident Survey	TRICS SAM Survey	Resident Survey	TRICS SAM Survey

Table 9: Travel Plan Monitoring Strategy

7.7 Once the Phase 1 reaches 100% occupation a resident travel survey would be undertaken, with a TRICS SAM survey undertaken at the end of the preliminary period to establish the baseline. Further TRICS SAM surveys will be completed at the end of years three and five, whilst a resident survey will be conducted in years one, two and four in order to confirm the development's modal share. An example resident survey is included in **Appendix F**.

7.8 The results of the survey will be available for residents to view on the development's dedicated Travel Plan website and also included within newsletters. These results will also be presented at resident association meetings and displayed on the TP website.

7.9 After each annual travel survey has been conducted and an acceptable response rate from residents has been reached, a monitoring/ progress report will be produced and submitted to HCC within 2 months of the survey taking place. This report will outline how the TP has been implemented for the year along with a presentation of survey results and analysis of the responses. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/ applicable.

Marketing and Communication

7.10 The co-ordination of TP documentation within resident information / welcome packs and subsequent local communication opportunities (e.g. through resident groups, newsletters and an online webpage)

adds a significant weight which would be added to the marketing campaign for the TP.

7.11 The TPC would develop a TP logo; an easily identifiable symbol synonymous with the TP. This would be used on all TP material and used within the co-ordinated marketing campaign and communication forms below;

- The Travel Plan Welcome Pack
- Six monthly newsletters; and
- Use of social media pages

Travel Planning Website

7.12 The dedicated webpage for the site (such as Paul Basham Associates' Travel Planning Website: <https://tpc-paulbashamassociates.com/>) would provide residents with access to information related to accessibility and sustainable travel opportunities. It would provide information on and promote the following:

- An introduction to the TP objectives and strategy
- Accessibility Map
- Link to walking, cycling and public transport timetables and journey planners
- Local Travel Plan Forum meeting minutes and updates
- Relevant sustainable travel news and advertisements (e.g. cycling promotions, bus timetable changes, website articles)

Overcoming Barriers to Success

7.13 Should the annual progress review identify shortfalls in the TP's progress (with consideration to any unforeseen circumstances beyond the control of the TPC) the TPC would work with the TPO to identify possible areas for improvement, new measures to try and the period in which such remedial actions should be completed. The evolution of the TP would highlight aspects that were successful and those having little impact and this would guide the choice in any remedial measures.

7.14 Potential barriers may be created by mismanagement of the TP. To prevent these barriers from being created the TPC should have ongoing coordination with HCC.

- 7.15 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with HCC Travel Plan Officers. The 5-year budget for implementing the Travel Plan Coordination works would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in Year 1, there would be budget in Year 2 to rectify this and change to new measures if needed.
- 7.16 The developer would also be committed to paying the following HCC TP monitoring and evaluation fees based on the size of the development:
- £1,500 Initial Evaluation Fee
 - £3,000 Annual Monitoring Fee (£15,000 total cost over 5 active years)
- 7.17 This TP should be secured by a Section 106 Agreement with HCC to help ensure a successful Travel Plan. A bond value would be agreed through the Section 106 process and is anticipated to be a proportion of total value of TPC works. Previous TP bond figures have been agreed with HCC at 20%, equating to 1 year of TPC works with this figure rolling for subsequent years. This surety can be used by HCC should the aims and objective of the TP not be achieved.

Community Handover

- 7.18 Following the completion of the TP, the site should be operating in a sustainable manner with the promotion of sustainable travel methods embedded in the community's practices. The handover strategy should form a key subject in annual liaison with HCC's TPO and the developments residential association as the TP draws to an end.

8. SUMMARY AND CONCLUSION

- 8.1 This Travel Plan has been prepared by Paul Basham Associates on behalf of Persimmon Homes to support a hybrid planning application for up to 780 dwellings at land east of College Road, Campdown.
- 8.2 A TP is a strategy that supports national, regional and local policies through managing access to a development site and supporting an increase in sustainable travel. The TP is an evolving process which requires input of the TP authors, HCC and the developer.
- 8.3 The TP's primary objective is to support sustainable development by reducing the impact of the development's travel demands through raising awareness of and promoting more sustainable travel practices.
- 8.4 Baseline travel modal splits and indicative targets have been established for the development site based on 2011 Journey to Work census data for the Havant 011 ward. The 'actual' site specific modal splits would be reviewed and revised where necessary after the baseline survey has been completed at 100% occupation of Phase 1. The overall target of the TP is to create a **10% shift** away from single occupancy car trips towards more sustainable modes.
- 8.5 In order to meet the key objectives of this TP, a number of measures are proposed for implementation from an early stage. Such measures primarily focus on cycling and walking for shorter journeys and bus, rail travel and car sharing for longer distance journeys, with a voucher/discount scheme for sustainable transport to be explored by the TPC to encourage survey completion.
- 8.6 The TPC will oversee the implementation of all aspects of the TP. The TPC would raise awareness and encourage changes in travel behaviour through effective communication strategies. The TPC will organise surveys and subsequently liaise with HCC to ensure accurate baseline travel trends against which the TP targets are set. Survey results will be used to update and revise the content of the TP's Action Plan to ensure it remains an active process that becomes increasingly integrated into and adopted by the local community, and thus maximising available opportunities to increase levels of sustainable travel.

Appendix A



D	02.10.19	Community building relocated	br	db
C	02.06.19	Allotment boundary amended	br	db
Rev	Date	Revision Details	Dr	Ch



Job Title
Campdown, College Road,
Purbrook

Drawing Title
Masterplan Layout

Job No	Drawing No	Rev
536	A-02-200-MP	D
Drawn	Checked	Date
br		26.03.19

Scale
1:1000 @ A0 / 1:2000 @ A2

Status
INFORMATION

Appendix B



Project Number:
048.0010

Project Name:
College Road,
Campdown

Title:

ACCESSIBILITY MAP



Checked By:
JH

Drawn By:
SB

Checked Date:
28.02.18

Drawn Date:
28.02.18

Scale:
N/A

Drawing No:
N/A

Appendix C



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A	REVISED DRAWING	01.11.19	SN	MS
Rev	Description	Date	By	Chd



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Project Name COLLEGE ROAD, CAMPDOWN			
Title PROPOSED FOOTWAY/CYCLEWAY			
Project Phase PRELIMINARY			
Checked By JH	Checked Date 20.07.2018	Drawn By EK	Drawn Date 16.07.2018
Client Drawing No. -		Scale 1:500	(AT A1 SIZE)
PBA Drawing No. 048.0010.006			Revision A

Appendix D

WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 11 July 2018]

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	2011 super output areas - middle layer
area name	E02004772 : Havant 011

Method of travel to work	2011
All categories: Method of travel	2,715
Work mainly at or from home	423
Underground, metro, light rail or	2
Train	20
Bus, minibus or coach	93
Taxi	16
Motorcycle, scooter or moped	13
Driving a car or van	1,776
Passenger in a car or van	125
Bicycle	46
On foot	186
Other method of travel to work	15

Appendix E

College Road, Campdown Action Plan



Actions	Responsibility	Timescale	Notes
TPC to contact HCC and agree targets, monitoring and confirm Action Plan	Developer/TPC	Prior to first occupation	
Site Visit	TPC	Prior to first occupation	
Establish contact with local service providers including cycle stores and local bus services to obtain financial incentive for survey completion	TPC	Prior to first occupation	
Develop webpage	TPC	Prior to first occupation	
Prepare and distribute a Travel Welcome Pack	TPC	3 months from first occupation	
Determine communication strategy inc. resident meetings, newsletters	TPC	Prior to first occupation	
Travel Plan 'logo' and branding to be established	TPC	Prior to first occupation	
Prepare TP action database for logging/recording: Action Plans, Household details, Household Personal Travel Planning, Assistance/Communication, Local Key Players Contact Details, Survey Responses	TPC	3 months from first occupation	
Liaison with Sales Representatives to introduce TP and incentives available	TPC	Prior to first occupation	
Monitoring Stages - Surveys and Feedback			
End of Preliminary Phase Report and revise targets where necessary	TPC/HCC	End of Preliminary Phase	£1,500 for Report
Baseline Survey	TPC	100% Occupation of Phase 1	
TRICS SAM Survey	TPC	End of Preliminary Phase	
	Preliminary Costs	£6,500	

Actions	Responsibility	Timescale	Year 1	Year 2	Year 3	Year 4	Year 5	Total
Personal Travel Planning (General TPC Activities)								
Liaison with residents re: PTP and awareness of financial incentive	TPC	Ongoing						
Attend Resident Association Event / Group meetings	TPC	Ongoing						
Work within local community groups, attend meetings, share communications	TPC	Ongoing						
Maintain dialogue with local public transport service operators for service changes and promotions including bus and train services	TPC	Ongoing						
Maintenance of local area walking / cycling route map and public transport information via online methods and bi-annual newsletters	TPC	Ongoing						
Keep up to date on local walking, cycling, public transport and car-sharing initiatives	TPC	Ongoing						
Promote use of new bus stops to be implemented along College Road	TPC	Ongoing						
Promote local area key facilities, including walking and cycling	TPC	Ongoing						
Promote use of new internal shared footway/cydeaway connecting College Road to the west to Scratchface Lane to the west	TPC	Ongoing						
Promote new crossing facility along College Road enhancing and improving the route to the local facilities	TPC	Ongoing						
Promote Walk to Work Week	TPC	Ongoing						
Promote Sustrans Big Cycle and Walk Challenge	TPC	Ongoing	£ 17,550.00	£ 10,535.00	£ 10,535.00	£ 13,630.00	£ 17,125.00	£ 69,375.00
Promote local cycle events and local cycle shops	TPC	Ongoing						
Promote Bike Week	TPC	Ongoing						
Provision of information on local road network routes, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing						
Investigate and promote new and existing health walks	TPC	Ongoing						
Prepare cost comparison table for public transport against single car travel	TPC	Ongoing						
Promote and explore opportunities to co-ordinate deliveries	TPC	Ongoing						
Promotion of car sharing club and electric charging locations	TPC	Ongoing						
Cooperate with local businesses to promote home/remote working and establish opportunities for long term investment in TP	TPC	Ongoing						
Promotion of home and remote working using case studies as possible evidence	TPC	Ongoing						
Promote use of Parcel pick up services to reduce number of vans accessing the site	TPC	Ongoing						
Encourage residents promotion of sustainable travel options to visitors	TPC	Ongoing						
Marketing and Communications								
Newsletters	TPC	Bi-annual Event	£ 750	£ 750	£ 750	£ 750	£ 750	£ 3,750
Website/ Social Media Marketing	TPC	Annual Update	£ 750	£ 250	£ 250	£ 250	£ 250	£ 1,250
Monitoring Stages - Surveys and Feedback								
Annual Progress Review	TPC	End of Each Year	£ 1,000	£ 750	£ 750	£ 750	£ 750	£ 4,000
Liaison with HCC	TPC	End of Each Year	£ 500	£ 500	£ 500	£ 500	£ 500	£ 2,500
Resident Travel Survey	TPC	End of Years 1, 2 & 4	£ 500	£ 500		£ 500		£ 1,000
TRICS SAM Surveys	TPC	End of 3 & 5				TBC	TBC	
Handover	TPC	End of Year 5				£ 500		£ 500
Year Estimates			£ 20,550	£ 12,785	£ 12,785	£ 15,880	£ 19,875	£ 82,375
			Preliminary Stage + Year Estimates					

Disbursements		Cost	Estimated Quantity Required	Total	Note
Subscription to Online Survey Tool	TPC	£300 per annum	5	£1,500	
Vouchers	TPC	£50 per dwelling	735	£110,250	
Mileage/ Printing Costs	TPC	Costs to be agreed with developer on an Ad-hoc basis			
				Disbursement 5 year total	£111,750.00

Project Details	
Scheme	College Road, Campdown
No. of Units	780
Personal Travel Planning Budget per unit	£ 90
Total Personal Travel Planning Budget	£ 70,200
1st Unit Occupation Target	TBC
Full Occupation Target	TBC
Applicant	Perumman Homes
Local Authority	Hampshire County Council
LA Travel Plan Officer	Nicola Wright
Travel Plan Author	Harry Chernill
Travel Plan Co-ordinator	PBA

Appendix F

Thank you for taking the time to complete our annual travel survey. This will help us understand your travel needs.

Don't forget to fill out your details at the end!

You can send your completed survey via:

- ☐ **Post using the pre-paid envelope:** Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU
- ☐ Or you can fill this out via **Survey Monkey** on <https://www.surveymonkey.com/s/xxxxxxx>
- ☐ **Email:** travelplan@paulbashamassociates.com



SITE NAME

Hello **SITE NAME** resident! This survey will only take a few minutes and will help us understand a little more about your journeys and your local travel. Thank you for your time!

1. What is your main mode of travel? (Please choose 1)

- ☐ Car Alone
- ☐ Car Share
- ☐ Walk
- ☐ Cycle
- ☐ Public Transport
- ☐ Other (please specify _____)

2. How often do you use another form of transport?

- ☐ Never
- ☐ Very rarely/sometimes
- ☐ Once a month
- ☐ Once a fortnight
- ☐ Once a week

3. If you were to change your mode of travel what mode would it most likely be:

- ☐ Cycle
- ☐ Walk
- ☐ Train
- ☐ Bus
- ☐ Car Share
- ☐ Other please specify _____

4. What is your most frequent journey for?

- ☐ Work/Education
- ☐ Leisure/Retail
- ☐ Health (doctors/hospital)
- ☐ Visiting friends/family
- ☐ Other

5. How far do you usually travel for your most frequent journey?

- ☐ 0-10 Miles
- ☐ 11-20 Miles
- ☐ 21-30 Miles
- ☐ 31-40 Miles
- ☐ 41 Miles Plus

6. How long does your most frequent journey usually take?

- ☐ 0-10 Minutes
- ☐ 11-20 Minutes
- ☐ 21-30 Minutes
- ☐ 31-45 Minutes
- ☐ 46-60 Minutes
- ☐ Over 1 hour

7. To which location do you travel the most regularly?

- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ Other please specify _____

8. Have you claimed your FREE travel gift? (£XX bus pass or £XX Cycle voucher)

- ☐ Yes (Please go to question 10)
- ☐ No (Please complete next question)

9. I would like to claim:

- ☐ £XX Bus Pass
- ☐ £XX Cycle voucher

10. If you answered 'YES' to question 8, did this voucher change your travel habits, if so how?:

11. Is there anything else you would like to tell us about travel in your local area?:

In order for us to process your voucher request, we require the following information. Please note that this information can be deleted at any time.

Name: _____

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

**INSERT DEVELOPER
LOGO**