HAVANT ROAD, EMSWORTH

REVISED TRAVEL PLAN

March 2017

Barratt Homes Ltd

RESIDENTIAL DEVELOPMENT
HAVANT ROAD, EMSWORTH

REVISED TRAVEL PLAN

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1. INTRODUCTION

1.1 This Revised Travel Plan (TP) has been prepared by Paul Basham Associates (PBA) on behalf of Barratt Homes (BH) to support a revised planning application for a residential development comprising 161 dwellings at Havant Road, Emsworth.

1.2 This TP is a revision to the formerly prepared TP which was submitted in July 2016 (application reference APP/16/00774) for the *'erection of 192 dwellings with associated parking, access, landscaping and surface water drainage, pumping station and substation'*, and is associated with the revised unit numbers (from 192 units to 161 units).

1.3 This TP also addresses comments received from both Hampshire County Council (HCC) and Highways England (HE) through the previous application consultation process. The comments received from both HCC and HE were positive in nature with only minor amendments suggested to the TP, with HCC stating, *'Overall, it [the TP] is of a very high quality and there are only a few areas that need attention before it can be approved for the proposed new residential units.'*

1.4 The application site covers 6.23 hectares in total and is located approximately 1.8km east of Havant town centre and 1.4km west of Emsworth's local centre. The application site is identified within **Figure 1**, with the revised site layout included as **Appendix A**.

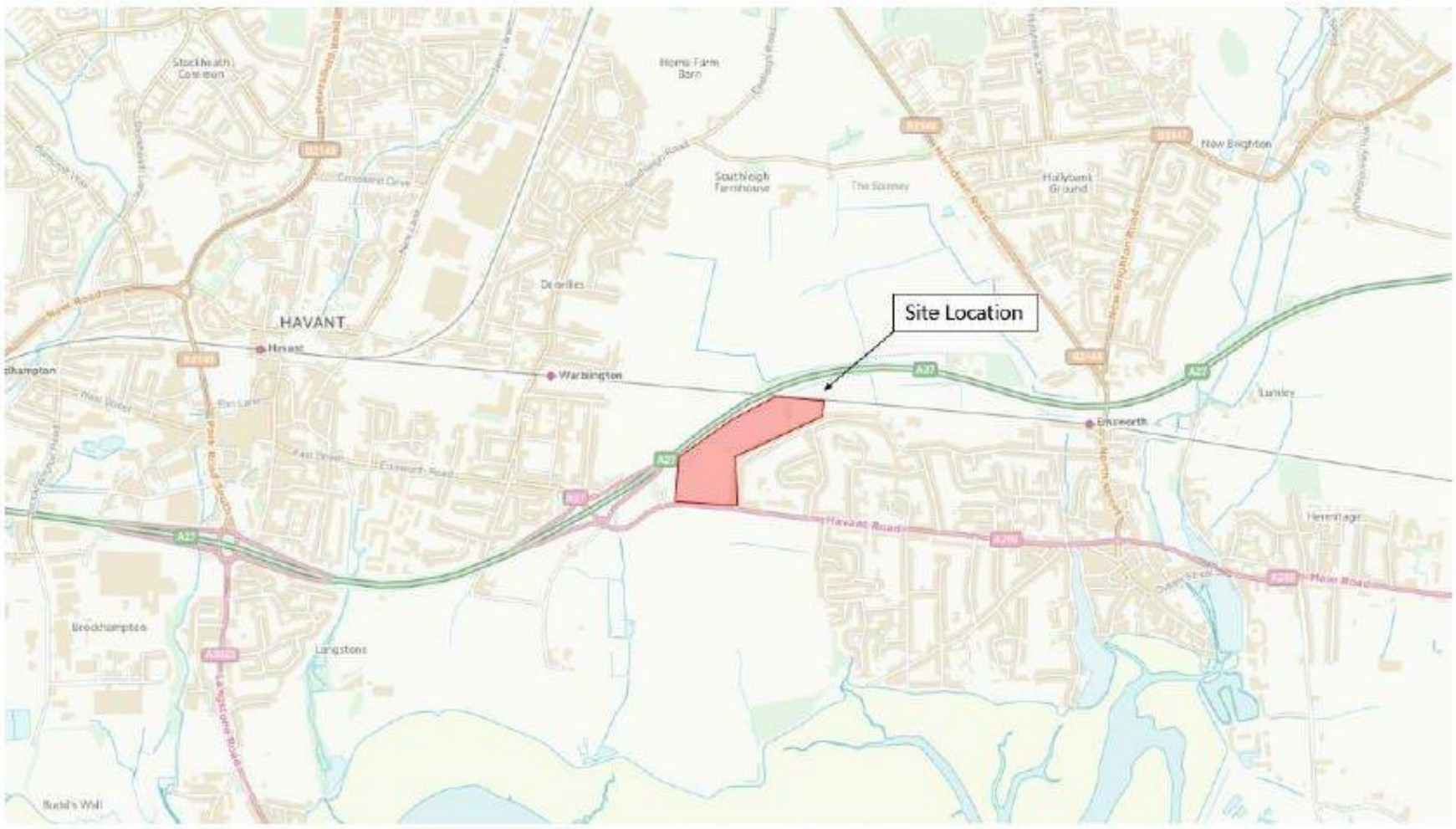

Figure 1: Site Location Plan

Travel Plan Principles

1.5 A TP is a strategy for managing access demands to a development site by ensuring that the travel needs of its users are met by a range of modes of transport in order to;

- Reduce the impact of car travel;
- Support a reduced need to travel; and
- Increase sustainable travel practices where appropriate and possible.

1.6 A TP is an evolving process initiated through site visits and discussions between the main stakeholders and Hampshire County Council (HCC). This TP has been prepared alongside and should be read in conjunction with the application's Addendum Transport Assessment, which has also been prepared to support the revised application.

Travel Plan Objectives

1.7 In pursuit of reducing the impact of car travel, the need to travel by car and increasing sustainable travel practices, this TP will be supported by a number of objectives, as set out in **Table 1**.

Objective Number	Objective
1	To support the development on land at Havant Road, Emsworth as a sustainable community.
2	To facilitate and encourage the use of sustainable travel modes in preference to the use of the private car
3	Continually develop, implement, monitor, evaluate and review the progress of the travel plan towards achieving its targets.
4	To promote and improve awareness of the TP process

Table 1: Travel Plan Objectives

1.8 Meeting these objectives will help achieve a development that has good sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel. Continual evolution of the TP is necessary to ensure that it meets its targets and objectives. Promoting the TP process will better residents' understanding of the Travel Plan Co-Ordinator (TPC) work, which in turn should increase resident engagement with the TP.

Travel Plan Structure and Approach

1.9 This TP has been informed by Hampshire County Council's A Guide to Development Related Travel Plans (2009) and comments received from both HCC and HE and is broken down into the following structure:

Chapter 2 - Travel Plan Local Policy

Chapter 3 - Existing Local Conditions

Chapter 4 - Proposed Revised Scheme

Chapter 5 - Indicative Baseline Target Travel Patterns

Chapter 6 - Travel Plan Strategy

Chapter 7 - Implementation and Monitoring

Chapter 8 - Conclusion and Summary

2. TRAVEL PLAN LOCAL POLICY

2.1 The objectives of the TP as outlined in **Table 1** have been designed to work alongside those set at national, regional and local levels. In particular the aims relate to:

- National Planning Policy Framework (NPPF);
- Hampshire County Council Local Transport Plan 3 (2011-2031) (LTP3); and
- Havant Borough Local Plan (Core Strategy (2011-2026)).

National Policy

2.2 The NPPF (Paragraph 36) recognises that a TP acts as a "key tool for realising a number of The Framework's policies towards new developments, and is a requirement for developments which generate a significant amount of movement". The following NPPF paragraphs are relevant to the TP:

Pursuing sustainable development involves seeking positive improvements in the quality of the built environment…as well as in people's quality of life, including… • Making it easier for jobs to be created in cities, towns and villages • …replacing poor design with better design • Improving the conditions in which people live, work, travel and take leisure ***(NPPF Para.9)***
Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. ***(NPPF Para.29)***
Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion… In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of travel. ***(NPPF Para.30)***
Plans and decisions should ensure developments that generate significant movement are located where the need of travel will be minimised and the use of sustainable transport modes can be maximised. ***(NPPF Para.34)***
Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be designed and located where practical to • Accommodate the efficient delivery of goods and supplies; • Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; • Create safe and secure layouts which minimise conflicts between traffic and cyclists and pedestrians, avoiding street clutter and where appropriate establishing home zone;

- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

(NPPF Para.35)

Regional and Local Policy

2.3 LTP3 sets out Hampshire's 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

2.4 Havant Borough Core Strategy is a long-term strategy which seeks to shape and guide development in Havant Borough to 2026. The Core Strategy proposes a policy framework that plans for new development to deliver the vision that has been developed alongside the Sustainable Community Strategy. The Core Strategy identifies the following as its mission:

> *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.*

2.5 This Core Strategy identifies the importance of Travel Plans in association with Transport Assessments in supporting planning applications, as a way of supporting the above mission. This TP (and accompanying Transport Assessment) seek to ensure the proposed development supports and complements the following elements of Policy '*CN9- Housing and CS20- Transport and Access Strategy*'

along with *'DM12- Mitigating the Impacts of Travel'* as set out within the Local Plan:

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;*
- *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; and*
- *Improves highway, cycling and pedestrian links between the western built up area of the Borough and the eastern area of the Borough to create a strong east/ west communication axis that passes through Dunsbury Hill Farm/ Leigh Park'.*

DM12 Mitigating the Impacts of Travel states:

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

3. EXISTING CONDITIONS

Local Conditions

3.1 The application site comprises arable farmland located to the north of Havant Road, with the northern and western boundaries comprising the A27 trunk road and the boundary to the east characterised by residential development. The site and its surroundings are shown in **Figure 2**, with the existing site use demonstrated in **Photograph 1**.

Figure 2: Site Context

Photograph 1: Existing Site Use

3.2 The existing fields are accessed to the east of the site via vehicle crossover leading to a gated entrance along Selangor Avenue. This access is demonstrated in **Photograph 2.**

Photograph 2: Existing Access along Selangor Avenue

3.3 The site is located 1.4km to the west of Emsworth's local centre and 1.8km to the east of the town of Havant. In addition, the site is located 13.4km to the north east of Portsmouth and 16.6km to the west of Chichester.

3.4 The site's proximity to existing local amenities, pedestrian, public transport and cycle networks presents an opportunity to encourage the use of sustainable transport and create a sustainable development, particularly by encouraging travel by bus and cycle. A summary of the local facilities and their associated walking and cycling distances from both the site access on Havant Road and the rear of the site is shown in **Table 2**.

3.5 An Accessibility Map, showing local facilities in relation to the proposed development, is contained in **Appendix B**.

Amenity	Approximate Walking Distance (site access)	Walking Time (minutes)	Cycle Time (minutes)	Approximate Walking Distance (rear of site)	Walking Time (minutes)	Cycle Time (minutes)
Local Primary School	900m	11	3	900m	11	3
Local Secondary School	1.5km	19	5	1.5km	19	5
Railway Station	1.9km	20	6	1.7km	21	6
Closest Post Office	1.5km	19	5	1.8km	23	6
Bank	1.6km	20	5	2km	25	8
Doctors	1.6km	20	5	2km	25	8
Dentist	1.4km	18	5	1.9km	20	6
Closest Bus Stop	160m	2	1	580m	7	2
Closest Convenience Store	400m	5	2	730m	9	2

Table 2: Distances to Local Facilities

3.6 The CIHT provides guidance for 'Providing for Journeys on Foot (2000)', which identifies 'desirable', 'acceptable' and 'preferred maximum' distances for certain locations. As demonstrated in **Table 3** and referring to **Table 2**, each distance is considered to be within the 'preferred maximum', as recommended by the CIHT guidance.

	Town Centre (m)	Commuting/ School/ Sight-Seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 3: CIHT Guidance for Providing for Journeys on Foot

Pedestrian & Cycle Network

Havant Road

3.7 Pedestrian and cycle facilities within the vicinity of the site have recently been substantially upgraded, to provide a shared footway/ off road cycleway across the site frontage and an on-road cycleway adjacent to this on both sides of the carriageway. The footway/ cycleway provision on Havant Road is demonstrated in **Photograph 3**.

Photograph 3: Recently Improved Footway/ Cycle provision on Havant Road

3.8 As part of the recent improvements, the pedestrian refuge island 120m to the east of the site has been improved also, and now provides a crossing for both pedestrians and cyclists to the bus stop on the opposite side of the carriageway, as shown in **Photograph 4**. A route is also provided from the site to Havant Footpath 56, which is part of the Wayfarers Way/ Solent Way.

Photograph 4: Recently Improved Pedestrian Crossing on Havant Road

3.9 To the west of the site, towards Havant, the pedestrian/cycle facilities have also been improved, to provide a more user-friendly link to the underpass, which takes users along a vehicle-free route to Havant under the A27. The improved facilities in this area are demonstrated in **Photograph 5**.

Photograph 5: Recently Improved Pedestrian/ Cycle facilities to the west of the site

Selangor Avenue

3.10 Selangor Avenue (onto which a separate pedestrian/cycle access to the site is proposed) is supported by well-lit, continuous footways along the length of both sides of the carriageway, in a residential environment. The footways provide access to Emsworth Primary School and residential areas to the north, and Havant Road (and associated pedestrian/cycle infrastructure) to the south.

3.11 At the junction of Selangor Avenue with Havant Road, a recently upgraded dropped kerb/ pedestrian tactile paving arrangement is provided, with appropriate signage for cyclists to dismount. This arrangement is demonstrated in **Photograph 6**.

Photograph 6: Pedestrian/ Cycle arrangements at the end of Selangor Avenue

3.12 In the wider vicinity, the local highway network is conducive to walking/cycling activity with a gentle topography. National Cycle Route 2 passes along the southern site boundary along Havant Road on both sides of the carriageway, as demonstrated in **Photograph 3**. National Cycle Route 2 runs along the south coast between Emsworth town centre and Chichester to the east, and Havant Railway Station to the west (by way of an underpass under the A27).

3.13 Cycle routes on the wider road network are demonstrated in **Figure 3**, with green coloured routes representing off-road cycling facilities, purple coloured routes representing on-road cycle facilities, the yellow route representing National Cycle Route 2 and the red circle representing the site location.

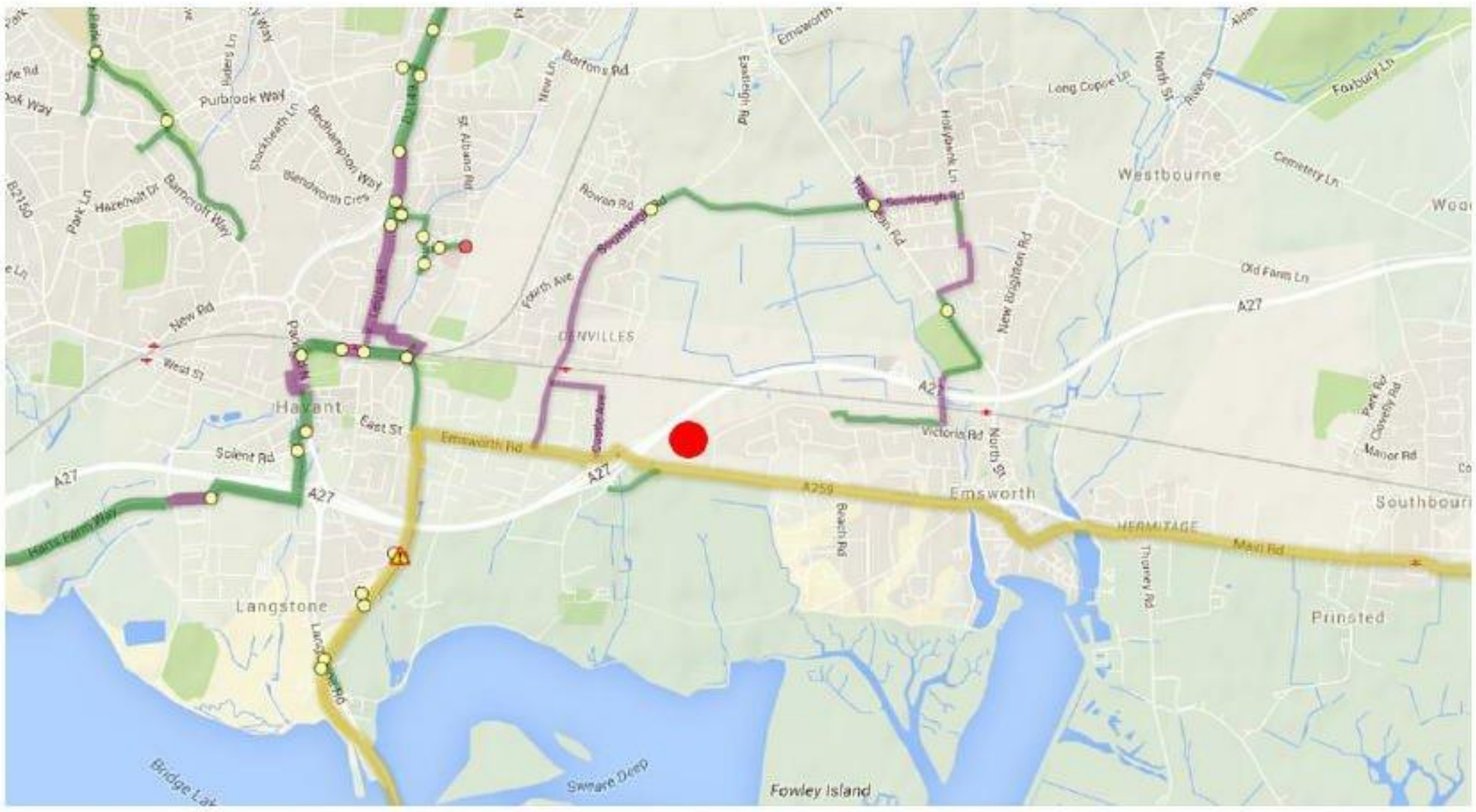

Figure 3: Local Cycle Routes (extract from www.sustrans.co.uk)

Bus Services

3.14 The site is supported by a pair of bus stops on Havant Road, approximately 280m from the site access, which are served by the Stagecoach Coastliner 700 bus service and two school buses; the 31A and the 145. A summary of these services is provided in **Table 4**.

Service	Route	Operator	Frequency		
			Monday - Friday	Saturday	Sunday and Public Holiday
700	Flansham Park – Bognor Regis – Chichester – Havant - Portsmouth	Stagecoach	Every 20 minutes (first bus 05.57, last bus 22.35)	Every 20 minutes (first bus 07.02, last bus 22.35)	Every 30 minutes (first bus 07.38, last bus 20.27)
31A (School Bus)	Hayling Island – Southbourne – Chichester High School	Emsworth & District	Daily at 07:45	-	-
145 (School Bus)	Hambledon – Waterlooville – Havant - Emsworth	First	Daily at 16.15	-	-

Table 4: Summary of Local Bus Services

3.15 Both stops are supported by pole and flag signage with a covered, seated waiting area. The stop on the northern (site) side of the carriageway is demonstrated in **Photograph 7**, whilst the stop on the southern side can be easily accesses from the site via the pedestrian refuge island.

Photograph 7: Havant Road Bus Stop

Rail Services

3.16 Warblington Railway Station is located c.1.3km (15 minute walk/ 4 minute cycle) to the north west of the proposed site, with an underpass providing a safe route under the A27.

3.17 Warblington Railway Station is on the West Coast Way Line and provides direct access to destinations including Brighton (1h), Southampton Central (45m), Portsmouth Harbour (21m), Littlehampton (35m) and London Victoria (1h44m).

3.18 Trains typically stop at a frequency of two per hour for services between Brighton and Southampton and at a frequency of one per hour for services to London, with trains running from 05.50 to 22.30.

3.19 The station can also be accessed via the Number 700 bus service (as previously described) which stops within 450m (6 minute walk) of Warblington Railway Station along Emsworth Road.

3.20 In addition, Emsworth Railway Station is located 1.9km to the east and is on the same line, whilst Havant Railway Station is located 2km to the west. Havant Railway station can also be accessed via the aforementioned bus service.

4. PROPOSED REVISED SCHEME

Accommodation Schedule

4.1 The revised scheme comprises 161 dwellings (compared to the former 192), of which 30% would be affordable. The revised accommodation schedule is summarised within **Table 5**, whilst the revised site layout is included within **Appendix A**.

	Unit Type	Number of Dwellings
Affordable	1 Bedroom Flat	3
	2 Bedroom Flat	12
	2 Bedroom Coach House	4
	2 Bedroom House	10
	3 Bedroom House	19
	TOTAL	48
Private	1 Bedroom Flat	3
	2 Bedroom Flat	18
	2 Bedroom Coach House	5
	2 Bedroom House	18
	3 Bedroom House	56
	4 Bedroom House	13
	TOTAL	113
	Total	161

Table 5: Accommodation Schedule

Car Parking Provision

4.2 The revised development provides a total of 326 residential spaces, of which 1 space would be provided for the 1 bedroom units, 1-2 spaces for the 2 bedrooms units, 2 spaces per 3 bedroom units and 3 spaces per 4 bedroom unit. A further 27 spaces are intended for formal visitor parking spaces, totalling 353 spaces.

4.3 The slight shortfall below the standards relates to plots 110, 117 and 129 (all 2 bedroom Coach Houses) and additional visitor parking is provided near each of these plots. Further justification of the parking allocation is detailed in the Addendum Transport Assessment, but clearly an overprovision of car parking can undermine efforts to encourage more sustainable travel.

Cycle Parking Provision

4.4 Havant Borough Council's Parking SPD (adopted in July 2016) also identifies cycle parking standards based on dwelling size, as outlined in **Table 6** for reference.

Size of dwelling	Cycle Parking per Dwelling
	Long Stay
1 Bedroom	1 space per unit
2 Bedroom	2 spaces per unit
3 Bedroom	2 spaces per unit
4+ Bedroom	2 spaces per unit

Table 6: HBC Cycle Parking Standards

Additional 20% should be provided for short-stay cycle parking

4.5 Long-stay cycle parking will be provided for each unit within a dedicated cycle shed in the rear of each garden, or a garage (where provided and measuring at least 6m x 3m). For the flats, secure communal stores are proposed, which will be overlooked and well-lit to ensure that the stores are safe and user-friendly. Whilst no specific visitor parking is provided, the long-stay provision in each dwelling will ensure that visitor demand is catered for, as there are no other facilities at the site which would require additional cycle parking.

4.6 Cycle storage is demonstrated on the Cycle Parking and Bin Storage layout, included as **Appendix C**.

Pedestrian/ Cycle Accesses & Internal Layout

4.7 The vehicular site access onto Havant Road is proposed to be via a signalised junction arrangement, which has been designed to include provision for pedestrians and cyclists, with a controlled crossing point on both Havant Road and across the site access. In addition to the crossing points, the on-road cycle lanes have been incorporated into the junction design to ensure that cyclists are well catered for.

4.8 In addition to the pedestrian/cycle access onto Havant Road, a further pedestrian/ cycle access will be provided to the east of the site onto Selangor Avenue. This separate access will measure 3m wide and will be supported by bollards and appropriate signage to improve safety for cyclists/ to restrict vehicular access.

4.9 The development site's spine road measures 5.5m in width, after which the carriageways become narrower and more reflective of Manual for Streets (MfS) design guidance principles, with 4.8m being sufficient for a car and larger vehicle to pass. To summarise the design principles on which the scheme is based:

- Site access measures 7.2m in width to allow for the proposed signalised site access, after which the internal spine road narrows to 5.5m. Adjacent to plot 69 the spine road narrows to 4.8m, with a continued width beyond this point to the rear of the site.

- The entire length of the spine road is supported by a 2m wide footways on the northern side, with at least a 1m wide and in most places a 2m wide footway on the southern side.
- The southern loop road leading off the spine road measures 4.8m in width, supported by 2m wide footways on either side.
- A 2m wide 'Trim Trail' is provided around the perimeter of the site.

5. INDICATIVE BASELINE AND TARGET TRAVEL PATTERNS

5.1 Indicative 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 'Emsworth' 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). The resulting multimodal splits are demonstrated within **Table 7**.

Private Car	Private Car Passenger	Public Transport	Walking	Cycling	Total
75%	5%	9%	7%	4%	100%

Table 7: 2011 Census Data 'Journey to Work'

5.2 **Table 7** indicates that approximately 75% of all trips are undertaken in a private vehicle without passengers, whilst 5% of trips are undertaken as a passenger. In comparison, 9% of people choose to travel by public transport, 7% of people walk and 4% of cycle. The Journey to Work Census Data output file is contained in **Appendix D**.

Targets

5.3 SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets are proposed to be met over the TP period, commencing from occupation of the 50th unit. These targets inform the measures and monitoring strategy and the Action Plan included as **Appendix E**, with the Travel Plan Co-Ordination period lasting 5 years from full occupation. Five year targets have therefore been applied to the indicative Census modal splits to determine the TP mode share targets, with the baseline split, 1 year, 3 year and 5 year targets shown in **Table 8**.

Target	Objective	Baseline Modal Share	End of Year 1 Target	End of Year 3 Target	End of Year 5 Target	Modal Share End of Travel Plan
TP1	Reduce single occupancy vehicles/ trips	75%	-5%	-8%	-10%	**65%**
TP2	Increase the number of residents choosing to Car-Share for commuting purposes	5%	+1%	+2%	+3%	**8%**
TP3	Increase the number of resident travelling by bus and train	9%	+1%	+2%	+3%	**12%**
TP4	Increase the number of residents walking and cycling to and from the site	11%	+3%	+1%	+4%	**15%**

Table 8: Baseline TP Modal Share Targets (based on Census data)

5.4 The baseline modal share would be determined through surveys completed at milestones relating to occupation of the development, with the baseline survey conducted at occupation of the 50th unit then again at 100% occupation, although this would need to be agreed with HCC's Travel Plan Officer. This survey will determine the actual baseline travel patterns for the development, which are expected to be similar to those outlined in **Table 8** above. The targets outlined in **Table 8** should therefore be considered indicative only at this stage, with the opportunity to be revised, if necessary, following completion of the baseline survey. Details of the survey schedule are set out in **Chapter 7**: Implementation and Monitoring.

6. TRAVEL PLAN STRATEGY

6.1 The following section proposes a package of measures to be adopted and refined by the Travel Plan Co-ordinator (TPC) throughout the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP objectives and targets and by local and national policy. The measures chosen could also be continued by local residents beyond the monitoring period.

6.2 The overarching Action Plan, including indicative costs and timescales, is included within **Appendix E**.

Key Stages: Preliminary

6.3 In order to meet the key objectives of the TP, it is essential that a number of measures be implemented at an early stage. Completing the tasks set out within the Preliminary Action Plan would help to embed the TP and local awareness of it, as its success will ultimately be judged on the level of ownership amongst residents. Prior to first occupation, the TPC should complete preliminary tasks set out within **Table 9**.

	Action Target
Preliminary Period Measures	Travel Plan Co-ordinator (TPC) to be appointed
	TPC to Undertake a Site Visit
	BDWH to Implement Infrastructure (cycle links, pedestrian routes, crossing points)
	TPC to contact HCC TPO for information on local travel events and confirm Action Plan
	TPC to contact local TPCs including local schools and employers
	TPC to develop a webpage for community information to residents
	TPC to prepare a Travel Welcome Pack inc. a mechanism for providing financial incentives
	TPC to determine communication strategy inc. resident meetings, newsletters, online tool (to agree with HCC)
	Relevant Travel Plan 'logo' and identity to be established
	Encourage resident engagement in social media (initially run by the TPC for residents to then take ownership)
	TPC to prepare TP action database for logging/recording: Household details, Household Personal Travel Planning, Assistance/Communication Local Key Players, Contact Details, Survey Responses
	TPC to Liaise with house building Sales Representatives to introduce TP and incentives available.

Table 9: Preliminary Travel Plan Tasks

6.4 The TPC would be required to provide contact details and a finalised Action Plan; complete with dates, costs and measures to HCC's Travel Plan Officer (TPO) prior to occupation (and within the preliminary period). Throughout this process there should be dialogue between the TPC and the TPO to give confidence to HCC that the preliminary works are being undertaken.

Key Stages: Five Years Following Full Occupation

6.5 The TP period would become fully active upon occupation of the 50th unit and the completion of the preliminary actions and residents survey, and would remain active for 5 years following that date. The ultimate aim of the TP is for residents to take over the day to day implementation of the TP and for it to become firmly embedded within the local community.

6.6 During this time, activities defined in the preliminary stage would be expanded upon. These measures would be determined by the TPC in conjunction with residents, local authorities and other stakeholders such as public transport operators, local cycle champions and other TPCs operating in the local area (e.g. Schools or Employers). These measures are discussed in further detail in the remainder of this section.

Physical Infrastructure

6.7 This package of measures primarily focuses on 'soft measures'. A number of 'hard measures' (infrastructure) are also proposed to support the development and wider network, focusing on site layout parameters and permeability to create a sustainable and integrated form of development.

6.8 As previously described, a number of 'hard' infrastructure measures have recently been implemented immediately across the development site boundary by Hampshire County Council, which will aid in the implementation of the soft measures outlined in this TP.

6.9 The site access is to be provided as a signalised junction, with crossing points for pedestrians and cyclists on both Havant Road (to allow ease of crossing to the bus stop) and at the site access. In addition, the development is to provide contributions towards improved pedestrian facilities near to the Emsworth Primary School.

6.10 Within the site permeable footpaths and a Trim Trail will be provided improve links to public transport and public facilities, and cycle storage will be implemented in accordance with HBC requirements.

Modal Measures: Walking and Cycling

6.11 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. The accessibility review suggests that cycling and bus travel are an attractive option for shopping, school and commuter trips, due to the distances to the nearest retail, school and employment areas respectively and the recent improvements along Havant Road. With Warblington Rail Station located a 4 minute cycle ride away along the on and off-road cycle routes, cycle – rail – cycle commuter trips are a likely occurrence.

6.12 Encouraging residents to become familiar with local cycling routes early on –for example by working with local and national campaigns and events and with local stakeholders – whilst aiming to secure discounts at local stores, would maximise the potential for residents to habituate cycling as part of a healthy and sustainable lifestyle. Potential measures for supporting local cycling (as well as walking) are set out within **Table 10**.

Promotional Measures: Walking and Cycling
Preparation and maintenance of local area accessibility map with residents adding further information and photograph contributions
Co-ordinate a Bike Doctor event/ Bikeability training
Publicise improvements along Havant Road/ NCR 2
Publicise local cycle facilities and negotiate special ongoing discounts for residents
Co-operation and co-ordination with local, regional or national campaigns and events such as Walk to Work Week (www.livingstreets.org.uk) Bike Week (www.bikeweek.org.uk) Sustrans Big Cycle and Walk Challenge (www.getmeactive.org.uk) Sustrans adult cycle training
Promote National Cycle Network Routes
Promote 'cycle to work' scheme

Table 10: Proposed Walking and Cycling Measures

Modal Measures: Public Transport

6.13 The regular frequency of the Stagecoach Coastliner 700 bus service which provides access to Havant, Chichester, Portsmouth and Bognor Regis is a major asset for encouraging this mode of transport, particularly as the bus stop is only a 2 minute walk from the proposed site access. In addition, the provision of a signalised crossing across Havant Road will further aid safe pedestrian and cycle movement to the westbound stop on the southern side of the Havant Road carriageway; also a short (1 minute walk) from the proposed site access.

6.14 In addition, the comprehensive rail network, whilst outside of the recommended 800m walking distance, is easily accessible by bus, providing a further method of sustainable transport to wider areas.

6.15 Maximising residents' use of public transport would be supported through awareness-raising of the local bus and rail services whilst highlighting the costs and benefits in comparison to single occupancy vehicle use.

6.16 The attractiveness of the bus service would be further supported through tailored promotions and

schemes resulting from dialogue with bus operators' commercial managers and listening to residents. Proposed public transport promotional measures are set out within **Table 11**.

Promotional Measures: Public Transport
Preparation and maintenance of local Public Transport network/facilities maps, timetables and information with residents, adding further information and photograph contributions from new residents
Keep abreast of bus service provision developments through dialogue with HCC passenger transport officer, Stagecoach, First and Emsworth & District bus operators and Southern Trains rail operator
Prepare a comparison cost table for Public Transport and Single Car Travel and parking charges
Negotiate special development discounts and season ticket rates
Maintain dialogue with local public transport service operators for service changes and promotions

Table 11: Proposed Public Transport Measures

Financial Incentives: Travel Gifts

6.17 The TPC will seek to negotiate a discount at a local cycle store offering residents discounted purchases on cycling equipment and services. Upon completion of a Baseline Travel Survey, each household would be offered the option to be sent a £50 'Travel Gift' towards purchases at a local cycle store.

6.18 An alternative option would be a free bus pass for a given period of time as negotiated with local bus or rail operator. A £50 budget per household would provide a negotiating tool with which operators would determine an appropriate season pass use time period (for example one month).

6.19 The voucher would be valid for 3 months from order to encourage cycle/bus use from the outset. Terms and conditions would be clearly stated on the voucher. An example voucher is included in **Appendix F**.

6.20 Provision of these incentives would be enabled by the completion a residents' travel survey in the form of a questionnaire. Subsequent travel surveys would be undertaken annually and could include an additional incentive for survey completion.

Modal Measures: Car Sharing

6.21 Car sharing is a simple and effective way to reduce the number of lone car trips, whilst bringing reductions in transport costs, congestion and pollution, and also social benefits including increasing resident interaction and co-operation. The nature and location of the proposed development between Havant and Emsworth and within close proximity of Portsmouth and Chichester via the A27 lends itself to car sharing.

6.22 When single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, the TPC should seek opportunities to promote sustainable driving practices.

6.23 The free https://hants.liftshare.com/ website service, where members can find potential car-sharing partners, should be promoted by the TPC. Potential measures for supporting car-sharing are set out within **Table 12**.

Promotional Measures: Car Sharing
Promote benefits of car-sharing, including the hants.liftshare.com link.
Support residents in setting up forums through social media.
Provision of information on local road network routes- fastest journeys

Table 12: Proposed Car Sharing Measures

Modal Measures: Home/Remote Working and Other Modes

6.24 Options for working from home, utilising mobile technology to enable remote working in public locations, and teleconferencing, are becoming popular working practices for many companies.

6.25 Whist this residential TP has limited scope to influence workplace practices, it can ensure that residents are aware of the developments in smarter working technology and encourage them to enquire with their employers regarding their application. Proposed home/remote working measures are set out within **Table 13**.

Promotional Measures: Home/Remote Working and Other Modes
Promote smarter working technologies
Consider and explore measures and targets for other travel modes if and when become relevant
Gathering "case study" stories of residents who use home working to promote in Newsletters and other residents communication techniques.

Table 13: Proposed Home/Remote Working and Other Modes

6.26 This TP has not identified specific targets for other travel modes such as motorcycle or taxi or potential future alternative options such as Electric/Alternatively Fuelled Vehicles. Should the monitoring exercises and communication with residents and stakeholders identify a strong interest in other travel modes, measures (and associated targets) should be explored by the TPC through dialogue with the HCC TPO.

Local Area and Other Site Users

6.27 The TP should not evolve in isolation to the local area and community as maximising the use and enjoyment of the local area is essential to providing an effective TP. The TP should promote the local area's facilities whilst actively engaging with local residents, community groups, and local schools, local employers, at events such as open days and village fairs etc. Early engagement with other active residential, school and employer TPs, would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

6.28 Local engagement measures are set out within **Table 14**.

Promotional Measures: Local Area and Other Site Users
Promotion of local area's key facilities and players through information/maps/photographs/details
Negotiate with local businesses to establish opportunities for long term interest/investment in the TP
Work with Local Community Groups; attend meetings, share communication platforms
Develop dialogue with local schools and employers to share TP initiatives, communication platforms and experiences
Encourage residents promotion of sustainable travel options to visitors
Promote and explore opportunities to co-ordinate deliveries

Table 14: Proposed Engagement with Local Area and Other Site Users

Visitors

6.29 TPs try to encourage and extend sustainable travel opportunities to any visitors travelling to and from the site. Residents' own positive sustainable travel experiences should have a knock-on effect to visitors. Visitors will have access to the Travel Plan Website similarly to local residents, and will be able to make an informed decision on how they travel to and from the site.

7. IMPLEMENTATION AND MONITORING

The Travel Plan Coordinator (TPC)

7.1 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 on occupation of the 50th unit. The TP is likely to be operated by an external consultant, with initial support from Barratt Homes sales staff. The TPC would be 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.

7.2 More specifically, the role of the TPC requires:

1. Overseeing the development and implementation of the TP and maintaining support;
2. Designing and implementing an effective marketing strategy and raising awareness;
3. Staying informed on campaigns, promotions, services and facilities;
4. Setting up, co-ordinating/attending steering group/resident association meetings and travel based events such as 'Bike Doctors'/ bikeability training;
5. Acting as the point of call for all TP enquiries; and
6. Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

7.3 On appointment (at least three months prior to occupation), contact details for the TPC will be provided to HCC to ensure that clear dialogue is possible from first introduction of the TP and that the measures stated within this TP are being conducted in a satisfactory manner.

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 to and understood by future residents and local networks.

Surveys and Feedback

7.5 A consistent approach must be implemented with the following aims in mind:

7. Co-ordinating the monitoring programme for the TP including organisation of surveys;
8. All informed of TP's aims and objectives, including HCC, residents, and developer;
9. A representative and informative account in accordance with development timescales;
10. An understanding of local travel modal shares, perceptions and influencing factors;
11. An understanding of the progress and impact (successes and obstacles) of the TP;
12. Avoiding resident/respondee fatigue by securing a time-efficient, user-friendly and incentivised method of data collection which benefits subsequent TP implementation;
13. Being adopted in some form by local residents beyond the TP's active life; and
14. Co-ordinated questions with other local TPs.

7.6 This TP's approach to monitoring acknowledges the above requirements and is displayed within **Table 15**, 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 (initial 50 occupants)	Resident survey (remaining c.111 occupants) + TRICS SAM Survey	Resident Survey + Compare to Year 3 target	TRICS SAM Survey	Resident Survey	TRICS SAM Survey

Table 15: Travel Plan Monitoring Strategy

7.7 A TRICS survey will be undertaken at 100% occupation, which will be complemented by an online Resident Travel Survey at the end of Year 1 in order to ascertain the baseline conditions. Further TRICS SAM surveys will be completed at the end of years three and five, whilst a Resident Survey will be conducted in years two and four in order to confirm the development's modal share. An example resident survey is included in **Appendix G**.

7.8 The results of the survey will be available for residents to view on the developments dedicated Travel Plan website and also included within newsletters. These results will also be presented at resident associated 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 (with HCC's desired response rate set at 35%), a monitoring/ progress report will be produced and submitted to HCC within 3 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, information of voucher co-ordination to highlight which vouchers have been arranged and the number and reflective percentage of voucher take up and how residents intend to use to voucher. 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, and community websites) 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 welcome pack
- Six monthly newsletter
- Use of social media

Travel Planning Website

7.12 The TPC should also consider developing a website (such as PBA's Travel Planning website http://pbatravelplan.com/) providing access to information related to accessibility and sustainable travel opportunities. Such a website could further complement and form a part of the monitoring exercises. It could provide information on and promote the following and in the longer term may be maintained and developed further on a voluntary basis by residents:

- An introduction to the TP objectives and strategy
- Accessibility Map
- Online resident forum for sharing advice, tips and ideas promoting sustainable travel
- Link to walking, cycling and public transport timetables and journey planners
- Link to HCC's "My Journey" personal journey planning tool
- TP Newsletters

- TP Survey Results
- Local Travel Plan Forum meeting minutes and updates
- Relevant sustainable travel news and advertisements (e.g. cycling promotions, bus timetable changes, website articles)

Action Plan

7.13 An Action Plan has been developed that identifies all the measures to be implemented the person / organisation responsible for their implementation, and timescales for delivery. This Action Plan is attached in full as **Appendix E**.

7.14 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 complete. The evolution of the Travel Plan over Years One to Five would highlight aspects that were successful and those having little impact, and therefore guide the choice of remedial measures.

Community Embedding and Handover

7.15 Following the successful completion of the TP's full five -year strategy, the site should be operating in a sustainable fashion with opportunities for the TP's principles and practices to become embedded in the development and the wider local area. Local resident engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in the annual liaison with HCC's TPO as the TP draws to an end.

Overcoming Barriers to Success

7.16 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with HCC's TPO will ensure that mismanagement does not occur.

7.17 This TP should be secured by a Section 106 Agreement with the Local Highway Authority to help ensure a successful TP. PBA propose a bond/cash deposit of **£12,275** to HCC which equates to 20% (1 year) of the total TPC cost for 161 units. This bond/cash deposit would roll over to subsequent phases/ years of development. Based on other, similar developments in the region, this 20% figure is deemed reasonable.

7.18 It is recognised that this TP is subject to sanctions as outlined in the Section 106 Agreement, which could take a number of forms as outlined below:

- Payments to the County Council to implement agreed measures/ targets contained within the travel plan which have not been implemented (this could include marketing/ promotional materials in addition to infrastructure works);
- The implementation by the developer of specified 'works' that are expected to remedy the failure to achieve agreed measures/ targets or to implement the measures/ targets agreed;
- Specified payments by the developer to meet the Council's cost of taking action to achieve the agreed measures/ targets; and
- A restriction on the build out or occupation of the development in the event that the travel plan fails to achieve agreed measures/ targets or to implement the measures/ targets agreed.

8. CONCLUSION AND SUMMARY

8.1 This Revised Travel Plan (TP) has been prepared by Paul Basham Associates (PBA) on behalf of Barratt Homes to support a revised planning application for residential development on land at Havant Road, Emsworth, Hampshire. The revised development proposals are for 161 dwellings, with associated vehicular and cycle/ footway access from Havant Road and a further cycle/ footway access from Selangor Avenue.

8.2 A TP is a strategy that supports National and Local policies through managing access to a development site and supporting an increase in sustainable travel. It is an evolving process which requires input of the TP authors, Hampshire County Council and the applicant.

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 An indicative baseline travel modal split and targets have been established for the proposed development site, although all targets and measures would be reviewed and revised where necessary (including after the site-specific baseline survey has been completed at occupation of the 50th unit), and agreed with HCC. The overall target of the TP is to create a **10% shift** in modal choice 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, commuter trips.

8.6 A Travel Plan Co-ordinator (TPC) would be appointed to 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

OPEN SPACE
OPEN SPACE
OPEN SPACE
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OPEN SPACE
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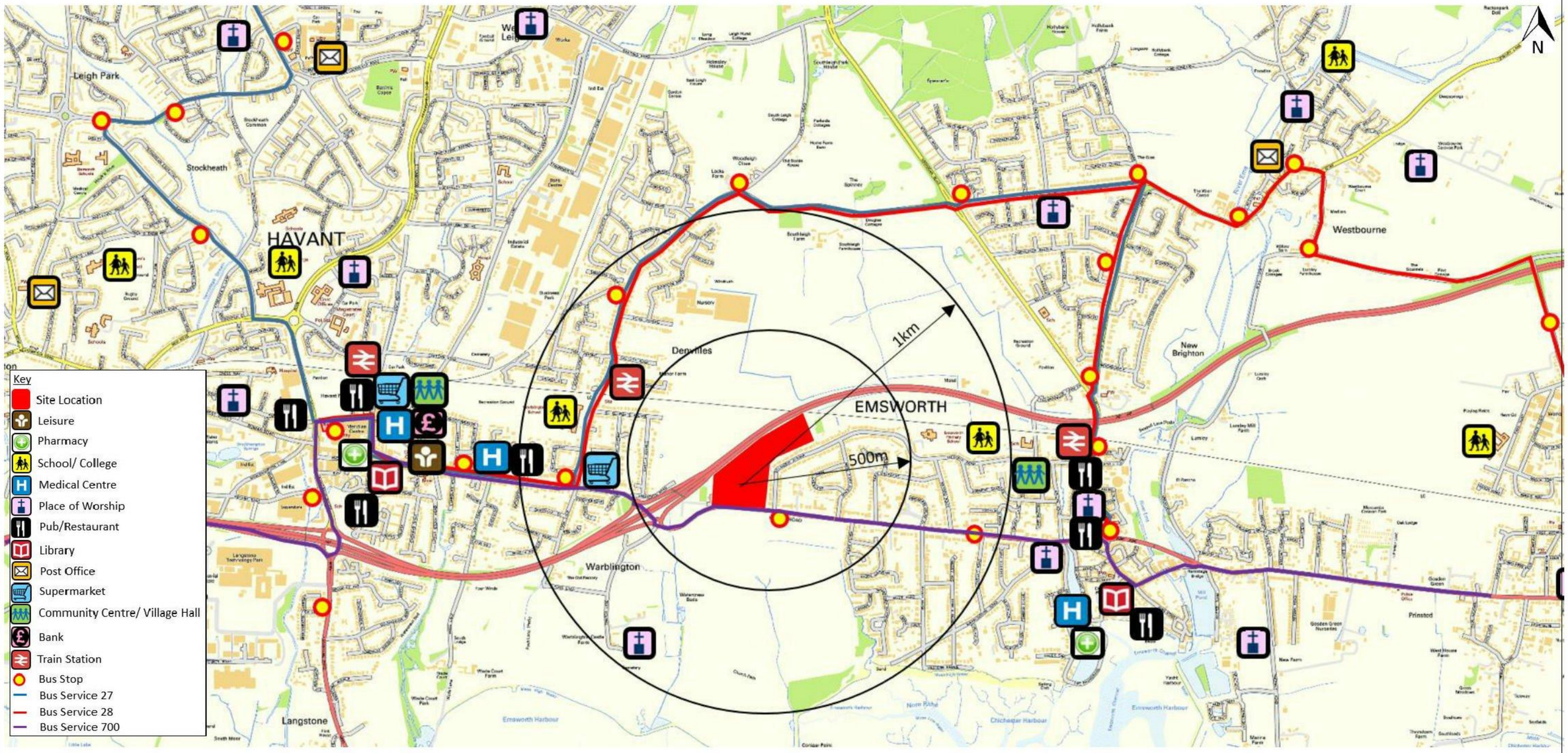
Appendix B



Project Number: 041.0025	Title:		Checked By: BW	Checked Date: 27.01.16	Scale: N/A
Project Name: HAVANT ROAD, EMSWORTH	ACCESSIBILITY MAP		Drawn By: AS	Drawn Date: 27.01.16	

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Appendix C

Drawn by RKDB Checked by MAH

Date FEBRUARY 2017

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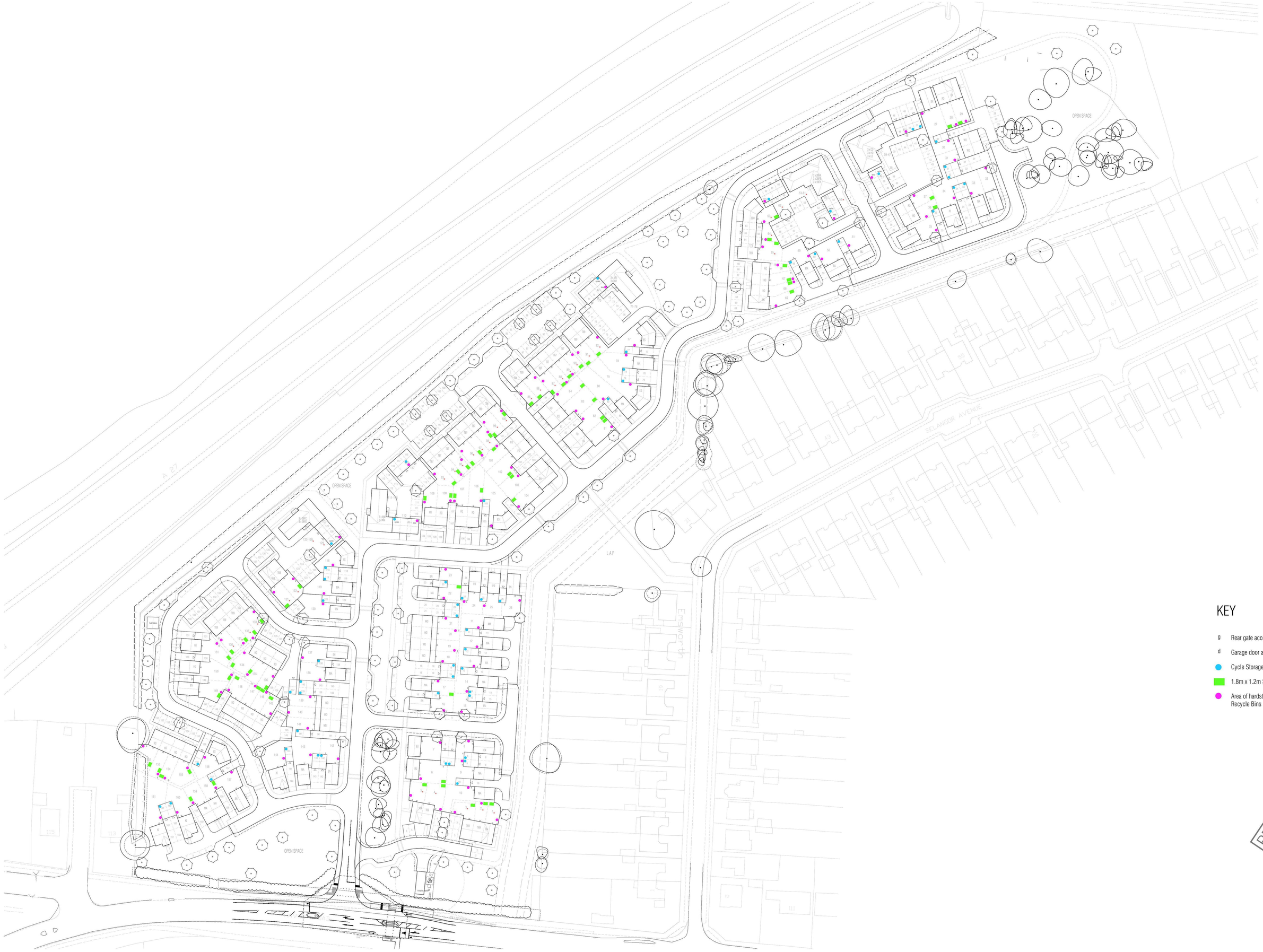
Revisions

Rev.	Date	Drawn	Checked



KEY

g Rear gate access

d Garage door access

Cycle Storage within Garage or Store

1.8m x 1.2m Shed for Cycle Storage

Area of hardstanding for Refuse and Recycle Bins

0 5 10 15 20 25
0m 25m
Scale 1:500

Project:
HAVANT FRAME
EMSWORTH HAMPSHIRE

Drawing:
BIN AND CYCLE STORAGE

PRELIMINARY

BARRATT HOMES

SIMON COOPER

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Drg. No: 18-2059-106

Scale @ A1: 1:500 Rev:

Appendix D

Method of Travel to Work (QS701EW)

				Emsworth Ward	Havant Non-Metrc	South East Region	England Country
All Usual Residents Aged 16 to 74	Count	Persons	Mar-11	6464	86247	6274341	38881374
Work Mainly at or From Home	Count	Persons	Mar-11	315	2392	279656	1349568
Underground, Metro, Light Rail, Tram	Count	Persons	Mar-11	9	41	15338	1027625
Train	Count	Persons	Mar-11	276	1640	311895	1343684
Bus, Minibus or Coach	Count	Persons	Mar-11	68	2556	189926	1886539
Taxi	Count	Persons	Mar-11	16	352	16750	131465
Motorcycle, Scooter or Moped	Count	Persons	Mar-11	31	623	36467	206550
Driving a Car or Van	Count	Persons	Mar-11	2773	38040	2590701	14345882
Passenger in a Car or Van	Count	Persons	Mar-11	170	3477	200386	1264553
Bicycle	Count	Persons	Mar-11	154	1664	127614	742675
On Foot	Count	Persons	Mar-11	274	4422	463662	2701453
Other Method of Travel to Work	Count	Persons	Mar-11	32	348	28328	162727
Not in Employment	Count	Persons	Mar-11	2346	30692	2013618	13718653
Method of Travel to Work, 2011 (QS701EW), Mar11	LastUpdate	30-Jan-13					
Method of Travel to Work, 2011 (QS701EW), Mar11	Source	Office for National Statistics					
Method of Travel to Work (QS701EW)	National Statistics						

Appendix E

Havant Road, Emsworth
TRAVEL PLAN ACTION PLAN

Actions	Responsibility	Timescale	Notes
Travel Plan Co-ordinator (TPC) Instruction, Establish Database and Confirm TPC's role with HCC	Developer/TPC	3 months prior to first occupation	Does not include printing, mileage and prepaid envelope costs
Relevant TP 'logo' and identity to be established	TPC	3 months prior to first occupation	
Contact HCC TPO for information on local travel events and confirm Action Plan	TPC	3 months prior to first occupation	
TPC to establish contact with local service providers including local Bike Shop, local bus services and HCC TPO and arrange discount/promotional packages.	TPC	Prior to first occupation	
Prepare and distribute a Travel Welcome Pack	TPC	Prior to first occupation	
Determine communication strategy including attendance at resident meetings, newsletters, webpage and use of any external communication forms	TPC	Prior to first occupation	
Site visit	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	Prior to first occupation	
Liaison with Sales Representatives to introduce TP and incentives available	TPC	Prior to first occupation	
Monitoring Stages - Surveys and Feedback			
Baseline Resident Travel Survey	TPC	At 50th unit Occupation	
Survey at 100% Occupation	TPC	100% Occupation	
End of Preliminary Phase Report and revise targets where necessary	TPC/HCC	End of Preliminary Phase	
	Preliminary Costs	**£13,475**	

Actions	Responsibility	Timescale	Year 1	Year 2	Year 3	Year 4	Year 5	Total	Note
Personal Travel Planning (General TPC Activities)									
Liaison with residents re: Personal Journey Planning and distribution of travel vouchers	TPC	Ongoing							
Attend Resident Association Event / Group meetings	TPC	Ongoing							
Work within local community groups, schools and employers, attend meetings, share communciations	TPC	Ongoing							
Promote car sharing	TPC	Ongoing							
Maintain dialogue with local public transport service operators for service changes and promotions	TPC	Ongoing							
Maintenance of local area walking / cycling route map and public transport information	TPC	Ongoing							
Keep up to date on local walking, cycling, public transport and car-sharing initiatives	TPC	Ongoing							
Promote local area key facilities, including walking and cycling	TPC	Ongoing	£ 7,245.0	£ 4,830.00	£ 4,830.00	£ 3,622.50	£ 3,622.50	**£ 24,150.00**	
Promote Walk to Work Week	TPC	Ongoing							
Promote Sustrans Big Cycle and Walk Challenge	TPC	Ongoing							
Promote Bike Week	TPC	Ongoing							
Promote Hampshire Lift share	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							
Promote and explore opportunities to co-ordinate deliveries	TPC	Ongoing							
Marketing and Communications									
Newsletters	TPC	Minimum of 2 per year	£ 1,000	£ 1,000	£ 1,000	£ 1,000	£ 1,000	**£ 5,000**	Does not include printing
Website	TPC	Minimum of 2 updates per year	£ 750	£ 750	£ 750	£ 750	£ 750	**£ 3,750**	
Site Visit/Audit/Event	TPC	Bi-annual Event	£ 1,500		£ 1,500		£ 1,500	**£ 4,500**	Does not include printing
Monitoring Stages - Surveys and Feedback									
Annual Progress Review	TPC	End of Each Year	£ 1,000	£ 750	£ 1,000	£ 750	£ 1,000	**£ 4,500**	
Liaison with HCC	TPC	End of Each Year	£ 500	£ 250	£ 500	£ 250	£ 500	**£ 2,000**	
Resident Travel Survey	TPC	End of Prelim, Years 1, 2 & 4	£ 1,000	£ 1,000		£ 1,000		**£ 3,000**	Does not include printing
TRICS SAM	TPC				£ 1,000		£ 1,000		
Handover	TPC	End of Year 5					£ 1,000	**£ 1,000**	
		Year Estimates	**£ 12,995**	**£ 8,580**	**£ 10,580**	**£ 7,373**	**£ 10,373**	**£ 47,900**	
						Preliminary Stage + Year Estimates		**£ 61,375**	

Disbursements			Cost	Estimated Quantity Required	Total	Note
Subscription to Online Survey Tool	BDWH		£300 per annum	5	£1,500	
TRICS SAM Survey	BDWH	End of Year 1, 3 & 5	£2000	3	£6,000	
Vouchers	BDWH		£50 per dwelling	192	£9,600	At 100% take up
				Disbursement 5 year total	£17,200.00	

Project Details	
Scheme	Havant Road, Emsworth
No. of Units	161
Personal Travel Planning Budget per unit	£ 150
Total Personal Travel Planning Budget	£ 24,150
Consent Date	TBC
1st Unit Occupation Target	TBC
Full Occupation Target	TBC
Applicant	Barratt David Wilson Homes
Local Authority	Hampshire County Council
LA Travel Plan Officer	HCC
Travel Plan Author	BW
Travel Plan Co-ordinator	TBC

Total Costs

TPC Total Costs	£61,375
Disbusements Total Costs	£17,200
TOTAL	£78,575

Version	Date	PBA Author	Comment
1	Jun-16	BW	
2	Feb-17	BW	

Appendix F

Your Compass Point **Travel Plan** Voucher

SURNAME

Address: EXAMPLE

Reference Number: 064.0001/100

Expires: EG.EG.20EG

This Voucher entitles the above household address to goods and/or services to the value of **£50** at The Hub Cycleworks, Southampton.

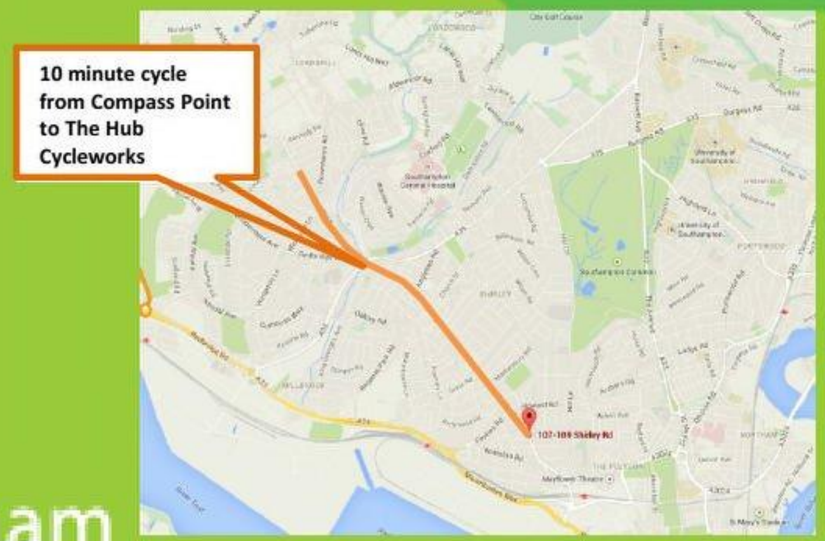
This Voucher is part of the Compass Point Travel Plan which aims to support access to your local area and help make your travel more affordable, enjoyable and healthy.

How do I get to The Hub Cycleworks?

1. Walking? A 2 mile walk from Compass Point to The Hub Cycleworks, straight down Romsey Road and Shirley High street.
2. On your bike? See www.cyclestreets.net to map the 9minute journey
3. Or contact your Travel Plan Coordinator for more help

Terms & Conditions: The voucher can be used for one transaction only, in part or in full, and to cover the whole or part of a purchase. Proof of Address and I.D. must be provided at purchase. No change will be given for purchases under £50. The voucher can be used to cover costs for up to £50 towards any bicycle, equipment, and/or service provided by The Hub Cycleworks, Southampton. See Expiry Date.

The Hub Cycleworks, 107-109 Shirley Road , Southampton, SO15 3FF Tel: 02380 226 969



paulbasham ASSOCIATES

Contact your Travel Plan Coordinator for more information at: Lancaster Court, 8 Barnes Wallis Road, Fareham, Hampshire, PO15 5TU
Tel: 01489 668134 www.paulbashamassociates.com travelplan@paulbashamassociates.com

Appendix G

Thank you for taking the time to complete your travel survey. This will help us help you and your local travel facilities. Please complete all sections.
Don't forget to fill out your details at the end!
You can send your completed survey to:

- **Post via the prepaid 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/r/MertonRise
- **Email:** travelplan@paulbashamassociates.com

Merton Rise Resident Travel Questionnaire

Welcome to your new home at Merton Rise! If you haven't already done so, by completing this survey we are able to issue you your FREE month's bus pass, or you can register for a cycling incentive. Please answer ALL questions, and fill out your details on the back page. Without this information we will be unable to process your travel gift. This survey will help us (your travel plan coordinators) understand a little more about your travel choices and your local travel.

Section A: Your journeys

A1. For the past 5 WEEKDAYS please indicate (with a tick) your household's main mode of travel (where longest distance/journey time was covered) for your primary journey (e.g. commute to work).

	Day 1	Day 2	Day 3	Day 4	Day 5
Public Bus					
Private Bus					
Cycle					
Car Alone					
Car Share (passenger/ driver)					
Motorcycle/scooter					
Taxi					
Train					
Underground					
Walk					

Other, Please specify:_____

A2. Please indicate how frequently an alternative form of travel is used for the household's primary journey to that indicated in Question 1.

	Never	Very Rarely/ Sometimes	1-2 times every 1-2 months	1 / Fortnight	1 / week	1-3 days/week	4-7 days per week
Public Bus							
Private Bus							
Cycle							
Car Alone							
Car Share (passenger/ driver)							
Motorcycle/scooter							
Taxi							
Train							
Underground							
Walk							

Other, Please specify: _____

If you wish to discuss any part of this survey further please do not hesitate to contact us at: Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU,
Tel: 01489 668134,
email: travelplan@paulbashamassociates.com
Thank you for your time, and we look forward to gaining your responses!

A3. Please describe your primary journey, from A to B

Start Postcode (A)_____
Time I leave start postcode (A)_____
Postcode (A)_____
Time I leave end postcode(B)_____

Section B: Travel Choices

B1. How many cars do your household own?

- ☐ 0
- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4+

B2. If you travel by car, why do you travel by car?
(Please tick all that are relevant)

1. ☐ I don't own a car
2. ☐ Car essential to perform job
3. ☐ Reliability/Quicker than alternatives
4. ☐ Health reason
5. ☐ Lack of alternative/Costs
6. ☐ Comfort/Personal safety
7. ☐ Things to do on way home
8. ☐ Other please specify

_____

B3. Which of the above is the most important reason? (Please enter the number associated to the reason e.g. 7)

Section C: Travel incentives

C1. Which of the following would most encourage you to walk (or walk more if you already do so)? (Please specify up to 3)

- ☐ More information and advice on walking and routes
- ☐ Safer routes/better footpaths
- ☐ Nothing would encourage me to walk more
- ☐ Other (please specify)

_____

C2. Which of the following would most encourage you to cycle (or cycle more if you already do so)? (Please specify up to 3)

- ☐ Better cycle storage
- ☐ Cycle training/safety courses
- ☐ More information on cycle routes
- ☐ Better cycle equipment/maintenance
- ☐ Discounts
- ☐ Nothing would encourage me to cycle more
- ☐ Other (please specify)

_____

C3. Which of the following would encourage you to travel by bus, train or car share (or do this more if you already do so)? (Please specify up to 3)

- ☐ More direct bus routes
- ☐ More frequent/reliable bus service
- ☐ Better facilities at stops/station
- ☐ Increased safety measures
- ☐ Discount tickets/passes
- ☐ More convenient bus drop off points/station
- ☐ Better connection from home to the station/bus stop
- ☐ Nothing would encourage me to use the bus/train more
- ☐ Other (please specify)

_____

C4. Which of the following would most encourage you to car share (or more if you already do so)? (Please specify up to 3)

- ☐ Car share scheme at work
- ☐ If I knew people to car share with
- ☐ More similar journeys
- ☐ If it did not affect my daily routine (e.g. when to leave)
- ☐ Nothing
- ☐ Other (please specify)

_____

Section D: Your FREE Travel Gift

D1. Which travel gift would you like claim (if you haven't done so already)?

- ☐ 1 month FREE bus pass
- ☐ Cycling Incentive: £25 back when you spend £25 on cycle equipment* at the following stores:
  - Winklebury Cycles; or
  - Basing Cycles

**Cycling Equipment: a bicycle, helmet, safety equipment or cycle lights*

D2. Please tell us how you intend to use this travel voucher:

_____

_____

D3. We may send you a newsletter from time to time. What travel information in particular would you like to keep updated on?

_____

_____

Please complete

In order for us to process your voucher and get it sent to you we need the following information

Name: _____

Gender: Male/Female/Prefer not to say (please circle one)

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

Age: ☐ Under 20

☐ 21 – 40

☐ 41 – 60

☐ 60+

☐ Prefer not to say

Without these details we cannot process your request and you cannot receive your FREE travel gift courtesy of Charles Church/ Persimmon Homes.

If you wish to discuss any elements of the questionnaire, your travel plan or the travel gift please feel free to contact us via:

Post: Paul Basham Associates, 8 Barnes Wallis Rd, Fareham, PO15 5TU

Email: travelplan@paulbashamassociates.com

Tel: 01489668134

Thank you