



TOYNBEE ROAD, EASTLEIGH

TRAVEL PLAN

June 2023

Churchill Retirement Living Ltd

RETIREMENT LIVING DEVELOPMENT
TOYNBEE ROAD
EASTLEIGH

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 Churchill Retirement Living Ltd to support redevelopment of 8 residential dwellings at 2,3,4,5 Romsey Close and 2,4,6,8 Toynbee Road, Eastleigh, Hampshire to form 83no. Retirement living apartments including communal facilities, access, car parking and landscaping.
- 1.2 The site location is demonstrated within **Figure 1** below, with the proposed site layout attached within **Appendix A**.



Figure 1: Site Location

- 1.3 In addition to this Travel Plan (TP) a Transport Statement (TS) has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.

Purpose of the Travel Plan

- 1.4 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.
- 1.5 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 (Churchill Retirement Living) and the Local Authorities (Eastleigh Borough Council and Hampshire County Council). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.6 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), as outlined in HCC's Travel Plan guidance. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Aims/Objectives

- 1.7 This Travel Plan (TP) aims to address the needs of the development's future site users through reducing the impact of car travel, promoting and supporting the use of sustainable modes of transport, encouraging a decreased need to travel and increasing sustainable travel practices where appropriate.
- 1.8 The Travel Plan has been written to support the following objectives:
- Manage car parking demand across the development;
 - Reduce the traffic generated by the development to a significantly lower level of single occupancy car trips than would be predicted for the site without the implementation of the Travel Plan;
 - Minimise the impacts of car-based travel to and from the site on the local and strategic highway network and environment;
 - Provide safe and easy access to the site for development users, increasing awareness of choice of travel modes to encourage the use of more sustainable modes of transport;
 - To develop an awareness of the options for sustainable travel to and from the site and local area; and
 - To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using travel modes.
- 1.9 Meeting these objectives will help create a sustainable development with good travel practises and will help encourage a decreased reliance on the private car, thus decreasing the impact of car travel on the local area. Continual evolution of the Travel Plan process will better the site users' understanding of the Travel Plan Co-ordinator's (TPC's) work, which in turn should increase engagement with the Travel Plan. The TPC would be responsible for promoting the practices of the TP and reviewing its objectives.

Travel Plan Benefits

1.10 In accordance with HCC's guidance, the benefits of the Travel Plan which are likely to be achieved by users of the development are as follows:

- An attractive pedestrian environment with reduced car use;
- Improved health and fitness through increased walking;
- The social aspect of sharing transport with others; and
- A better environment within the site as a result of reduced vehicular movements and parking pressures.

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 Targets
- Chapter 6 – Travel Plan Strategy
- Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- Hampshire Local Transport Plan 3 (LTP3) (2011 – 2031);
- Eastleigh Borough Local Plan (2016 – 2036) (Adopted April 2022);
- Eastleigh Walking Strategy (2008);
- Eastleigh Public Transport and Cycling Strategy (2019); and
- HCC's 'A Guide to Development Related Travel Plans' (2009).

National Planning Policy Framework (NPPF)

2.2 The NPPF (July 2021) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan 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 Travel Plan:

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.104)

The planning system should actively manage patterns of growth in support of 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.105)

All developments 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. 113)

Hampshire Local Transport Plan 3 (LTP3) (2011 – 2031)

- 2.3 The Hampshire County Council Local Transport Plan 3 (2011 – 2031) sets out Hampshire’s Transport Strategy aimed at achieving stronger and safer communities and achieving the county’s vision of ‘*safe, efficient and reliable ways to get around a prospering and sustainable Hampshire*’. The plan identifies a range of policy objectives aimed at achieving the overarching vision, with those most relevant to this Travel Plan (TP) outlined below:

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 4)

Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthier 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.

(Policy Objective 12)

Eastleigh Borough Local Plan (2016 – 2036) (Adopted April 2022)

- 2.4 The Eastleigh Borough Local Plan (2016 – 2036) outlines a number of policies and objectives with the aim of realising the Borough’s vision:

‘To ensure development in Eastleigh Borough and its communities delivers a strong and sustainable economy with an adequate supply of housing and infrastructure that supports improved standards of living for residents whilst protecting the distinct identity of towns and villages and preventing urban sprawl; promoting thriving and healthy communities; and maintaining an attractive and sustainable environment that residents value’.

- 2.5 The Eastleigh Borough Local Plan includes transport related policies to assist in achieving the above vision. Strategic policy S11: Transport infrastructure states the following:

- The council will work with highway authorities, Solent Transport, transport operators, funding bodies and developers to minimise transport emissions, pollution and congestion by:
 - Ensuring new developments:
 - Encourage walking, cycling and the use of public transport; and
 - Minimise congestion and support safety on the highway network;
as informed by appropriate transport assessments; and
- Safeguarding the routes and securing the funding to deliver new and improved transport infrastructure.

Promoting Walking in Eastleigh Borough (2008)

- 2.6 The Eastleigh Town Action Plan (ETAP) sets out EBC's adopted Walking Strategy, 'Promoting Walking in Eastleigh Borough' (2008). The overarching vision of the policy is to *'Encourage walking by making it safer and easier for people to walk from place to place and for all purposes.'* Specifically, the strategy sets out four main aims, supported by a number of objectives:

- Encourage more people to walk to access services and facilities as opposed to using the car;
- Improve the integration of walking with other sustainable transport modes to ensure realistic alternatives to the car are available;
- Promote walking as part of a healthy lifestyle; and
- Assisting in reducing the Borough's Carbon footprint.

Eastleigh Borough Council Public Transport and Cycling Strategy

- 2.7 The Eastleigh Borough Council Public Transport and Cycling Strategy (May 2019) forms part of the Eastleigh Borough Local Plan and sets out Borough wide vision for both Public Transport and Cycling in the Borough. For public transport, the vision is that *'the borough is served by a high quality, reliable and affordable public transport services which provide a viable alternative to the private car'*. For cycling, the borough-wide vision is that *'cycling will be safe, healthy and attractive for travel and leisure purposes for people of all ages and abilities'*.

HCC's 'A Guide to Development Related Travel Plans' (2009)

- 2.8 HCC's 'A Guide to Development Related Travel Plans' provides guidance for developing TP's for residential uses within Hampshire, and as previously identified the structure of this TP has been informed by such guidance. The guide document states that a TP should have three main purposes:

- Ensure that development takes place in locations and in ways that minimise the impact of additional demand;
- Increase accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways; and
- Reduce dependence on the use of the car.

Travel Plan Policy Summary

- 2.9 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within EBC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

- 3.1 The proposed site is currently occupied by 8 residential dwellings: 2,3,4,5 Romsey Close and 2,4,6,8 Toynbee Road, in Eastleigh. The site is bound to the north by a public footpath and Toynbee Close, to the east by Romsey Close and Charlotte Lodge, to the south by a care home and residential development, with the latter under construction, and to the west by Toynbee Road and The Crescent Primary School. The existing conditions of the site are pictured in **Photographs 1** and **2**.



Photograph 1: Existing Residential Dwellings on Toynbee Road



Photograph 2: Existing Residential Dwellings on Romsey Close

- 3.2 The development to the south for an 80-bed Care Home, 4 close care apartments and 9 residential apartments (ref: F/19/85332) was permitted in August 2020.

Local Road Network

- 3.3 Toynbee Road is a single carriageway road measuring approximately 5.5m in width. The road is subject to a 30mph speed limit, however due to the residential nature of the road and the presence of a primary school, there are a number of traffic calming measures in place including chicanes and buildouts to narrow the road which in turn reduces vehicular speed along the road. The existing conditions along Toynbee Road and the aforementioned traffic calming measures are illustrated in **Photographs 3** and **4**.



Photograph 3: Existing Conditions along Toynbee Road



Photograph 4: Traffic Calming Measures along Toynbee Road

- 3.4 Toynbee Road is part of Controlled Parking Zone (CPZ) 1 in Eastleigh, which only allows permit holders to park in the designated on-street bays between the hours of 8am and 8pm Monday to Saturday (except Bank Holidays) with 2 hours no return on the eastern side. Outside of these hours the on-street parking bays can be used by anyone. There are also double-yellow lines in place throughout Toynbee Road to prevent any on-street parking from occurring outside of the designated bays. The controlled parking elements of Toynbee Road are displayed in **Photographs 5** and **6**. Toynbee Road is of an approximate north-south alignment and is accessed from Leigh Road (A335) via a priority junction approximately 100m south of the site. There are also several minor junctions along Toynbee Road providing access to residential roads.



Photograph 5: Controlled Parking Zone Sign



Photograph 6: Toynbee Road On-Street Parking and Double-Yellow Lines

- 3.5 Romsey Close is currently a private road for access only to the existing residential dwellings. The road measures approximately 4.5m wide and is accessed from Romsey Road (A335) via a priority junction. The existing conditions along Romsey Close are portrayed in **Photographs 7** and **8**.



Photograph 7: Romsey Close Access Sign



Photograph 8: Existing Access along Romsey Close

- 3.6 Leigh Road and Romsey Road both form part of the A335 which runs through the centre of Eastleigh providing access to the local amenities and a link onto the M3. Both roads are single carriageway and measure approximately 7.5/8m wide throughout and are subject to a 30mph speed limit. The two roads

connect via a signalised junction situated 80m east of the Toynbee Road/Leigh Road junction and 60m southwest of the Romsey Close/Romsey Road junction. The conditions along both roads are shown in **Photographs 9 and 10** below.



Photograph 9: Existing Conditions along Romsey Road



Photograph 10: Existing Conditions along Leigh Road

Pedestrian Infrastructure

- 3.7 There is excellent pedestrian infrastructure in the local area which presents the opportunity to promote sustainable travel to/from the site in the future. There are footways that flank both sides Toynbee Road measuring approximately 2m wide, which are lit and continuous throughout. Importantly, the footways are continuous on both sides onto Leigh Road providing safe and convenient passage in line with the desired pedestrian routes. The footways are supported by multiple pedestrian crossing points along Toynbee Road across the buildouts and minor junctions in the form of dropped kerbs with tactile paving. Toynbee Road also benefits from a public footpath in the form of a hardstanding alleyway that connects to Romsey Close and continues onto Archers Road to the east. The pedestrian infrastructure along Toynbee Road is demonstrated in **Photographs 11 and 12**.



Photograph 11: Pedestrian Footway along Toynbee Road



Photograph 12: Pedestrian Crossing Infrastructure along Toynbee Road

- 3.8 Romsey Close also benefits from good pedestrian infrastructure with a 1.5m wide footway on the residential side of the road which is continuous towards the public footpath to the north. There is also a footway connection from Romsey Road onto Romsey Close, supporting pedestrian passage to the nearby amenities.
- 3.9 Additionally, there is excellent pedestrian infrastructure along both Leigh Road and Romsey Road with continuous and lit footways measuring approximately 2/2.5m wide flanking both sides of the roads. There are also multiple pedestrian crossing points along Leigh Road and Romsey Road, with dropped kerbs and tactile paving in place on most minor junctions. There are multiple formal pedestrian crossing points nearby to the site with the most notable being a signalised crossing composed of a central island with dropped kerbs, tactile paving, barriers and road markings located 80m east of the Toynbee Road/Leigh Road junction and 60m southwest of the Romsey Close/Romsey Road junction.
- 3.10 There are additional signalised crossings nearby formed of a simpler arrangement with just dropped kerbs, tactile paving and road markings, one of which is positioned on Leigh Road 45m west of the Toynbee Road/Leigh Road junction and another situated on Romsey Road 140m east of the Romsey Close/Romsey Road junction. There is also a zebra crossing nearby on Leigh Road located 170m west of the Toynbee Road junction. The pedestrian infrastructure along Leigh Road and Romsey Road is pictured in **Photographs 13 and 14**.



Photograph 13: Signalised Crossing along Leigh Road



Photograph 14: Signalised Crossing at the Leigh Road/Romsey Road Junction

Public Transport

- 3.11 The location of the site in proximity to the local public transport options further supports the capability to promote sustainable travel from the site in the future.

3.12 The nearest bus stop to the site is located 130m east (2-minute walk) along Romsey Road, supporting eastbound services only. The bus stop is simply formed of a flag attached to a lamppost and is served by the X4 service between Eastleigh and Hedge End. The closest westbound stop is located on Leigh Road approximately 350m southwest of the site (5-minute walk) and is composed of sheltered seating with a flag, printed timetable and a raised kerb. This bus stop is also solely served by the X4 service.

3.13 Many additional bus services are available from Eastleigh Bus Station, which is located 450m southeast of the site (5-minute walk) as part of the Sainsbury's store. The bus station benefits from cycle parking, public toilets and real time updates. The bus station is formed of 6 bays and is served by a total 8 public buses, providing a service to destinations including Romsey, Winchester and Southampton City Centre.

Table 1 below summarises all the available bus services in the local area.

Service	Operator	Stop	Route	Approximate Frequency		
				Mon-Fri	Sat	Sun
2	Bluestar	Eastleigh Bus Station	Southampton – Eastleigh – Fair Oak	Every 15 Minutes	Every 20 Minutes	Every 30 Minutes
3	Bluestar	Eastleigh Bus Station	Southampton – Hedge End – Boorley Green – Fair Oak – Eastleigh	Hourly	Hourly	Every 2 Hours
5	Bluestar	Eastleigh Bus Station	Boyatt Wood – Eastleigh – Romsey	Every 30 Minutes	Every 30 Minutes	No Service
E1/E2	Stagecoach	Eastleigh Bus Station	Winchester – Eastleigh	Every 1-2 Hours	Every 1-2 Hours	No Service
X4	Xelabus	Eastleigh Bus Station Romsey Road Leigh Road	Eastleigh – West End – Hedge End	Hourly	Hourly	No Service
X9	Xelabus	Eastleigh Bus Station	Eastleigh – Bishops Waltham – Swanmore – Hedge End – Eastleigh	Every 2 Hours	No Service	No Service

Table 1: Summary of Local Bus Services

3.14 In addition to the abundance of bus services accessible in the local area, the site also benefits from being located in close proximity to Eastleigh railway station which is situated 600m southeast (8-minute walk). Eastleigh railway station is formed of 3 platforms located on the South Western Main Line and the Eastleigh – Romsey Line managed by South Western Railway. The station benefits from a large amount of cycle storage (130 spaces) and a staffed ticket office. Destinations directly served from Eastleigh railway station include Southampton Central (10-15 Minutes), Romsey (13 Minutes), Basingstoke (30 Minutes), Woking (45-50 Minutes), Bournemouth (50-60 Minutes) and London Waterloo (1 Hour 20 Minutes). The presents the opportunity for staff/visitors from further afield to travel to the site via train or allow residents to go on day trips freely.

- 3.15 Therefore, the excellent public transport links from the nearby bus stops, bus station and railway station present the opportunity to promote sustainable travel from the site in the future.

Accessibility to Local Amenities

- 3.16 The CIHT document 'Providing for journeys on foot' (2000, Table 3.2) identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to destinations. **Table 2** outlines the different classifications and the associated distances.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 2: CIHT guidance for 'Providing for journeys on foot' (2000)

- 3.17 The location of the site in proximity to the local amenities and services offers an excellent opportunity to create a sustainable development. A summary of the key facilities within the locality of the site is outlined in **Table 3** below, applying the average walking speed of 1.4m/s as classified in CIHT's document 'Providing for journeys on foot' (2000, Table 3.2).

Amenity	Approximate Distance	Approximate Walking Journey Time	Approximate Cycling Journey Time
Bus Stop	130m	2 Minutes	1 Minute
Public House (The Good Companions)	240m	3 Minutes	1 Minute
Convenience Store (Co-op Food)	280m	3 Minutes	1 Minute
Health Centre (Archers Practice)	300m	4 Minutes	1 Minute
Supermarket (Sainsbury's)	500m	6 Minutes	3 Minutes
Bus Station	500m	6 Minutes	3 Minutes
Bank (Barclays)	500m	6 Minutes	3 Minutes
Pharmacy (Boots)	550m	6 Minutes	3 Minutes
Café (Costa Coffee)	650m	8 Minutes	3 Minutes
Eastleigh Railway Station	700m	8 Minutes	4 Minutes

Table 3: Accessibility to Local Amenities

- 3.18 As outlined in **Table 3**, and referring to **Table 2**, there are several amenities within both a 'desirable' and 'acceptable' walking distance that would appeal to the demographic of the proposed development. The facilities identified within **Table 3** are only a select handful, with many more accessible within similar distances. Furthermore, all the amenities in **Table 3** are significantly shorter in duration in comparison to the average pedestrian journey time of 17 minutes stated in CIHT's 'Planning for Walking' (April 2015).
- 3.19 Additionally, the local public transport services provide quick and frequent journeys into Southampton city centre, where an abundance of amenities serving various needs are located. Therefore, the proposed site's proximity to the local amenities and services presents an excellent opportunity to create a sustainable site.

4. PROPOSED DEVELOPMENT

- 4.1 The proposals consist of the redevelopment of 8 residential dwellings at 2,3,4,5 Romsey Close and 2,4,6,8 Toynbee Road, Eastleigh, Hampshire to form 83no. Retirement apartments including communal facilities, access, car parking and landscaping. The proposed site layout is attached within **Appendix A**, with the accommodation schedule provided in **Table 4** below.

Unit Type	Number of Units
One-Bedroom Apartments	52
Two-Bedroom Apartments	31
Total	83

Table 4: Accommodation Schedule

Access Arrangements

- 4.2 Each of the existing residential dwellings are accessed via private driveways, all of which will be stopped up as part of the proposed development with a new access formed on Toynbee Road at the north-western point of the site. The access will measure 6m wide including a 2m radii on the southern side. The access drive will then narrow to 3.5m in width to create one-way working within the boundary of the site.
- 4.3 An access will also be provided at the north-eastern point of the site onto Romsey Close measuring 6m wide; however, this will be for emergency vehicles only.

Car Parking

- 4.4 It is proposed that 30 car parking spaces will be provided for the 83 Retirement Living apartments, which equates to a provision of 0.36 spaces per apartment. This is above the average parking demand found at existing CRL sites based on the independent research (0.28 spaces per unit) and updated surveys (0.29 spaces per unit), which therefore demonstrates that the proposed level of parking is sufficient to accommodate the expected needs and no overspill is anticipated to occur onto the local road network. Additionally, parking in the vicinity of the site is controlled given that double yellow lines are in place intermittently along both sides of Toynbee Road and on-street parking is also intermittently provided along both sides.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

‘To support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.’

Travel Plan Objectives

5.2 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

5.3 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 Targets

5.4 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

5.5 This Travel Plan proposes two indicative modal targets to be met over the lifetime of the TP, which we would expect to be implemented at site. These aims are set out in **Table 5** and represent the overarching goals of this TP.

Target	Timescale
Decrease the proportion of journeys made by [single occupancy car] by 5%	End of Year 3
Increase the proportion of trips made by active modes (walking/cycling/public transport) by 5%	End of Year 3

Table 5: Travel Plan Targets

5.6 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

5.7 The TRICS database was consulted to obtain multi-modal trip surveys conducted at comparable sites to the proposed development. The following parameters were applied as part of this assessment:

- Land use: 'Residential', 'Retirement Flats';
- Sites in England and Wales (excluding Greater London);
- 17 – 57 Units;
- Weekday Surveys only; and
- 'Edge of Town Centre' and 'Suburban Area' locations.

5.8 The results of this assessment are outlined below for trips over a 12-hour period (0700 – 1900). It should be noted that a percentage of these trips are associated to visitors. The full outputs of this assessment are attached within **Appendix B**, with the results displayed in **Figure 2**.

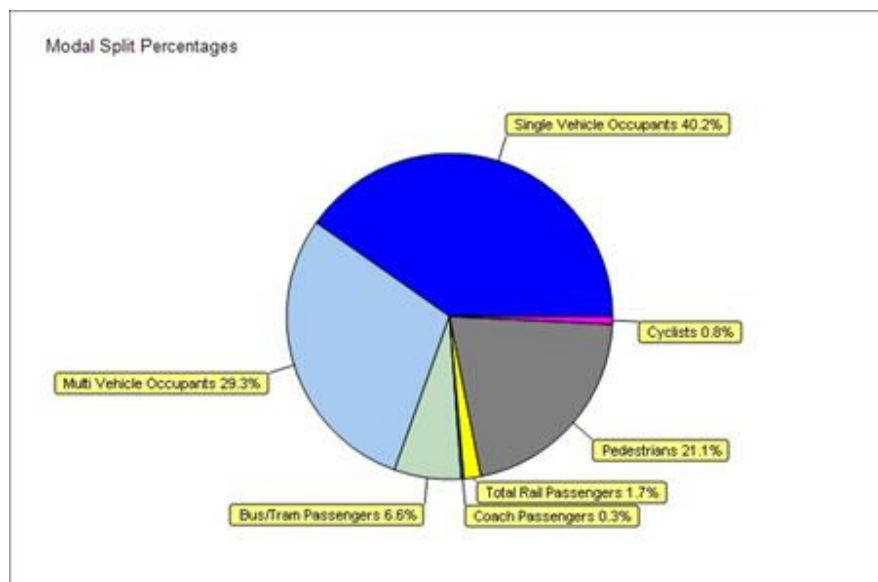


Figure 2: Retirement Living Apartments – Baseline Modal Splits

5.9 **Figure 2** establishes that at existing developments similar to the proposed, 40.2% of site users use a single occupancy vehicle to travel, which is the most popular mode of transport. Multi-occupancy vehicles trips are second highest overall, and the most popular sustainable mode, with 29.3% of site users choosing to car share when travelling. This is then followed by walking at 21.1%, public transport at 8.6% and cycling at 0.8%.

5.10 It is proposed that to determine the 'actual' travel patterns, surveys would be completed within 3 months of 50% occupation. This would then enable a sufficient sample size whilst also providing the opportunity to embed the Travel Plan before single occupancy vehicle travel becomes habitual.

- 5.11 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and Hampshire County Council's Travel Plan Officer (TPO) would then discuss the acceptability of the indicative modal share targets presented in **Table 5** based on the results of the TRICS assessment.

6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport to single occupancy vehicle journeys. The following section provides a summary of the measures available to target users of the development site.

Measures Package

- 6.2 The following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.
- 6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 5% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through the Transport Statement and Travel Plan to be submitted as part of the application and by drawing upon community transport solutions.

Key Stages: Preliminary

- 6.4 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (**Table 6**). These include:
- Appoint a Travel Plan Coordinator (developer)
 - Provide training to the sales staff regarding local travel options and the benefits of the TP;
 - Identify a point of contact for all queries (likely the House Manager);
 - Produce Resident Welcome Pack (TPC) including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

Key Stages: Three Years Following 50% Occupation of the Development

- 6.5 It is proposed that the TP period would become fully active upon occupation of the 50% of the development and would remain active for 3 years following that date. After the 3 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to the local community.

- 6.6 During these three years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, local authorities and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan in **Table 6**.

Modal Measures: Walking and Cycling

- 6.7 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. These will be detailed to residents in their welcome pack and through the biannual newsletters (as discussed later in the report).
- 6.8 The accessibility review and baseline modal splits indicate that walking is a key travel mode for residents at similar developments which is expected to be the case at the proposed site due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity.
- 6.9 The baseline modal splits do not indicate that cycling is a key travel mode for residents at existing developments, and that is expected to be the same case due to the nature of the development. However, it is hoped that through the promotion of the cycle network that visitors and some residents may take up cycling where possible.
- 6.10 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

Modal Measures: Public Transport

- 6.11 The baseline modal splits indicate that 6.6% of residents at similar developments travel by bus and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode considering the excellent public transport links in the locality of the site.
- 6.12 The attractiveness of the bus services, particularly those from Eastleigh Bus Station would be supported and promoted through tailored promotions.
- 6.13 Maximising resident and visitor use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.

- 6.14 The TPC will promote rail services from Eastleigh station, particularly to visitors traveling to the site from further afield.

Modal Measures: Car Sharing

- 6.15 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident and visitor interaction and creating a sense of community.
- 6.16 Liftshare is a well-established scheme and would be promoted to residents through their welcome pack and biannual newsletters, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

- 6.17 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.18 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.
- 6.19 Electric vehicles now have significant ranges, with some vehicles achieving at least 300 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8-year warranties on some models.
- 6.20 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

Personalised Travel Planning

- 6.21 Upon moving into their new home, residents will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Website/Newsletters

- 6.22 To ensure the ongoing promotion of the Travel Plan to residents and visitors over its lifespan, a number of marketing and communication elements would be implemented.
- 6.23 Firstly, a dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides residents and visitors with up to date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.
- 6.24 The TPC would also produce biannual newsletters for the three years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

Local Area and Other Site Users

- 6.25 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, as well as local events and businesses. Engagement with any other local active Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

- 6.26 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. It is hoped that residents' own positive sustainable travel experiences should have a knock-on effect to visitors.

7. IMPLEMENTATION AND MONITORING

Travel Plan Coordinator

- 7.1 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the lifespan of the TP, which at this stage is anticipated to be the Preliminary period followed by three years of full implementation beginning on occupation of 50% of dwellings.
- 7.2 The TPC role and contact details will be finalised with Hampshire County Council prior to occupation and following their appointment by the developer. 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 the TP are relatively time intensive, and the budget should be 'front-loaded' to consider 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;
 - Liaising with public transport operators, local interest groups, Hampshire County Council;
 - Designing and implementing an effective marketing strategy and raising awareness;
 - Attending relevant networking events;
 - Organising travel-based events;
 - 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.

Action Plan and Targets

- 7.4 An indicative Action Plan for the application of the Travel Plan has been prepared in accordance with HCC Travel Plan guidance. As measures are reviewed, this Action Plan will be updated through the development of the Travel Plan.
- 7.5 The Action Plan does not yet include dates as these would be dependent on construction schedules and occupation dates. The indicative Action Plan is displayed in **Table 6** below.

	Action
Preliminary measures	-TPC to be appointed -Hampshire County Council to receive TPCs contact details -Implement 'hard' measures
Within 3 months of full occupation	-Prepare site noticeboard with relevant transport information -Prepare and distribute Travel Information Packs -Provide training to sales team on sustainable travel options -Prepare TP database for logging feedback -Confirm communication strategy
Walking/Cycling	-Promote local and national events/campaigns -Inform residents of pedestrian and cycle routes -Advertise local schemes -Maintain onsite pedestrian areas and buggy/cycle storage
Public Transport	-Provide up-to-date timetables -Consistent reviews of local travel infrastructure -Issuing Travel Information Packs to residents -Promote the use of bus passes to residents
Car sharing	-Promote the benefits of car sharing to residents and visitors -Provide information on how to make use of car sharing
Sustainable vehicle use	-Provide information on sustainable travel practises -Provision of information on the road network and fastest routes -Inform residents of the EVC points
Communication/Marketing	-Prepare travel welcome packs promoting sustainable travel -Provide regular social media updates -Update TP website frequently -Provide newsletters to update any discounts/promotions

Table 6: Action Plan

Surveys and Feedback

7.6 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales;
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors;
- Adoption of the TP by local residents/staff/visitors beyond the TP's active period; and
- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

7.7 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the TP and is based on our experience of being TPC's on a number of sites within Hampshire.

7.8 The resultant monitoring structure for the TP is therefore set out within **Table 7** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3
Resident Questionnaire (occupation of 50% of dwelling)	Travel Surveys & Monitoring Report	Travel Surveys & Monitoring Report	Travel Surveys & Monitoring Report

Table 7: Monitoring Strategy

- 7.9 A resident questionnaire is proposed to be undertaken within 3 months of achieving 50% occupation at the development. This will then subsequently be followed by travel surveys aimed towards the residents in each monitoring year to support the monitoring process in line with the Travel Plan guidance provided by HCC. An example resident survey is included in **Appendix C**.
- 7.10 To assist with obtaining a high response rate within the Travel Surveys, a Travel Gift may be promoted, and those wishing to obtain the gift would be required to complete the questionnaire. In later years of the development, or if response rates prove to be low, further incentives may be considered.
- 7.11 The results of the survey will be available for residents and visitors to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.
- 7.12 An annual monitoring/progress report will be produced and submitted to Hampshire County Council within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

- 7.13 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 Hampshire County Council's TPO will ensure that mismanagement does not occur.
- 7.14 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with Hampshire County Council Travel Plan Officers. The 3-year budget for implementing the Travel Plan 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.

- 7.15 If the three-year target is not achieved, the requirement for remedial measures would be explored with Hampshire County Council and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

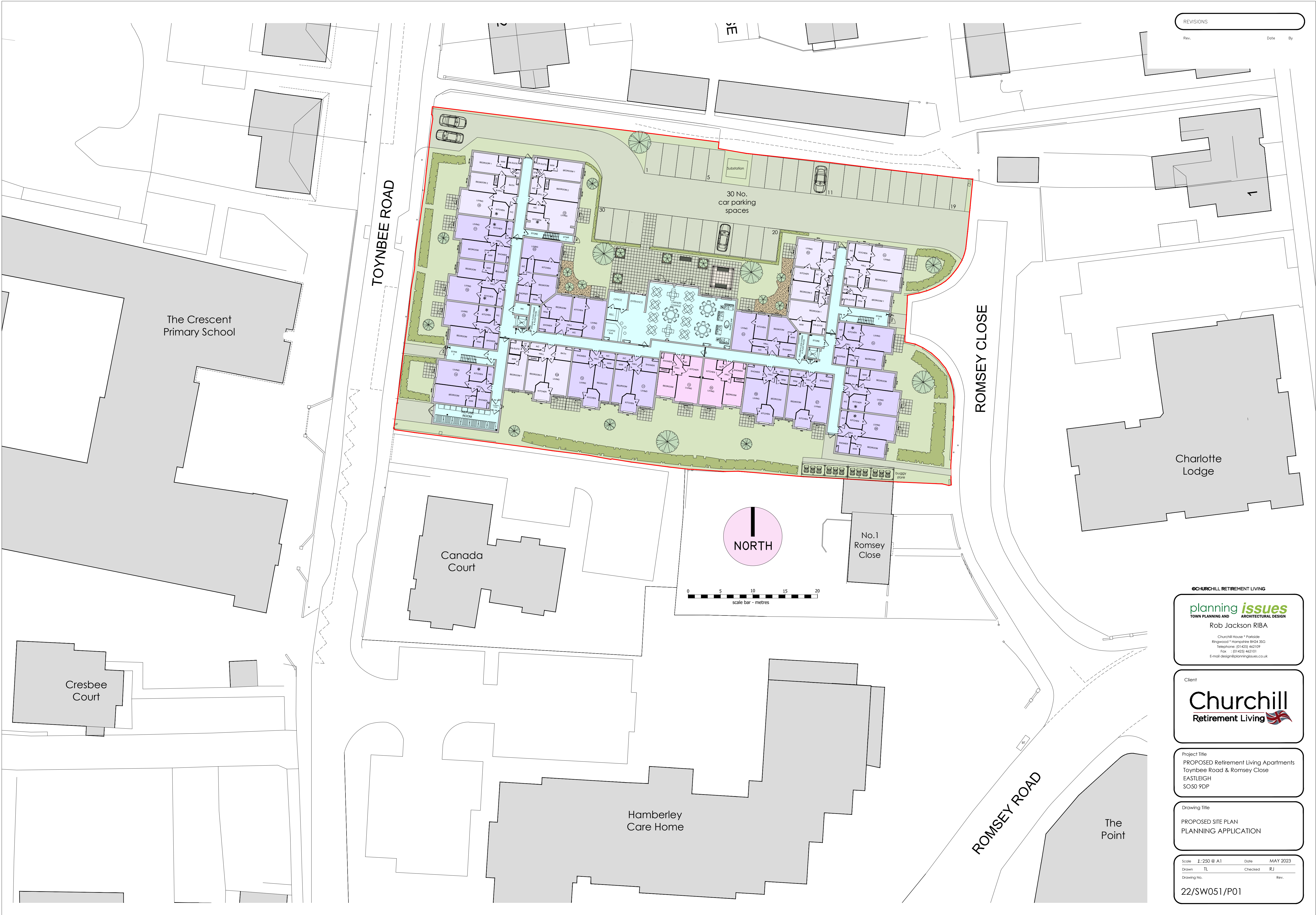
- 7.16 Following the successful completion of the TP's 3-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP/ maintain the website etc.
- 7.17 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with Hampshire County Council's TPO as the TP draws to an end.

Appendix A

Toynbee Road, Eastleigh
Travel Plan

Paul Basham Associates Ltd
Report No 536.0054/TP/2





REVISIONS

Rev. Date By

©CHURCHILL RETIREMENT LIVING

planning *issues*
TOWN PLANNING AND ARCHITECTURAL DESIGN

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Ringwood * Hampshire BH24 3SG
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Client

Churchill
Retirement Living

Project Title
PROPOSED Retirement Living Apartments
Toynbee Road & Romsey Close
EASTLEIGH
SO50 9DP

Drawing Title

PROPOSED SITE PLAN
PLANNING APPLICATION

Scale: 1:250 @ A1 Date: MAY 2023
Drawn: TL Checked: RJ
Drawing No. Rev.

22/SW051/P01

Appendix B

Toynbee Road, Eastleigh
Travel Plan

Paul Basham Associates Ltd
Report No 536.0054/TP/2



Calculation Reference: AUDIT-247601-221109-1139

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
10	WALES	
	BG BRIDGEND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 34 to 57 (units:)
 Range Selected by User: 17 to 57 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 20/10/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

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

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

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

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BG-03-N-01 PICTON AVENUE PORTHCAWL	RETIREMENT FLATS	BRIDGEND
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	57	
	Survey date: TUESDAY	18/05/21	Survey Type: MANUAL
2	DY-03-N-02 LEAPER STREET DERBY	RETIREMENT FLATS	DERBY
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	35	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
3	WS-03-N-03 FITZALAN ROAD LITTLEHAMPTON	RETIREMENT FLATS	WEST SUSSEX
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	38	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
4	WY-03-N-01 GROVE AVENUE HALIFAX WHEATLEY Suburban Area (PPS6 Out of Centre) Residential Zone	RETIREMENT BUNGALOWS	WEST YORKSHIRE
	Total No of Dwellings:	34	
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.79

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.061	4	41	0.061	4	41	0.122
08:00 - 09:00	4	41	0.079	4	41	0.104	4	41	0.183
09:00 - 10:00	4	41	0.128	4	41	0.134	4	41	0.262
10:00 - 11:00	4	41	0.159	4	41	0.171	4	41	0.330
11:00 - 12:00	4	41	0.140	4	41	0.110	4	41	0.250
12:00 - 13:00	4	41	0.140	4	41	0.122	4	41	0.262
13:00 - 14:00	4	41	0.116	4	41	0.165	4	41	0.281
14:00 - 15:00	4	41	0.085	4	41	0.128	4	41	0.213
15:00 - 16:00	4	41	0.140	4	41	0.091	4	41	0.231
16:00 - 17:00	4	41	0.091	4	41	0.104	4	41	0.195
17:00 - 18:00	4	41	0.073	4	41	0.049	4	41	0.122
18:00 - 19:00	4	41	0.079	4	41	0.079	4	41	0.158
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.291			1.318			2.609

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:

34 - 57 (units:)

Survey date date range:

01/01/14 - 20/10/21

Number of weekdays (Monday-Friday):

4

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

2

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.006	4	41	0.006	4	41	0.012
10:00 - 11:00	4	41	0.006	4	41	0.006	4	41	0.012
11:00 - 12:00	4	41	0.006	4	41	0.006	4	41	0.012
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.006	4	41	0.006	4	41	0.012
15:00 - 16:00	4	41	0.006	4	41	0.006	4	41	0.012
16:00 - 17:00	4	41	0.006	4	41	0.006	4	41	0.012
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.006	4	41	0.006	4	41	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.006	4	41	0.006	4	41	0.012
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.006	4	41	0.006	4	41	0.012
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			0.024

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.006	4	41	0.006	4	41	0.012
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.012	4	41	0.000	4	41	0.012
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.006	4	41	0.006	4	41	0.012
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.006	4	41	0.006
16:00 - 17:00	4	41	0.000	4	41	0.006	4	41	0.006
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.079	4	41	0.079	4	41	0.158
08:00 - 09:00	4	41	0.091	4	41	0.122	4	41	0.213
09:00 - 10:00	4	41	0.146	4	41	0.189	4	41	0.335
10:00 - 11:00	4	41	0.226	4	41	0.201	4	41	0.427
11:00 - 12:00	4	41	0.140	4	41	0.122	4	41	0.262
12:00 - 13:00	4	41	0.183	4	41	0.128	4	41	0.311
13:00 - 14:00	4	41	0.152	4	41	0.195	4	41	0.347
14:00 - 15:00	4	41	0.104	4	41	0.146	4	41	0.250
15:00 - 16:00	4	41	0.201	4	41	0.122	4	41	0.323
16:00 - 17:00	4	41	0.134	4	41	0.134	4	41	0.268
17:00 - 18:00	4	41	0.091	4	41	0.061	4	41	0.152
18:00 - 19:00	4	41	0.116	4	41	0.091	4	41	0.207
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.663			1.590			3.253

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.018	4	41	0.037	4	41	0.055
08:00 - 09:00	4	41	0.037	4	41	0.030	4	41	0.067
09:00 - 10:00	4	41	0.030	4	41	0.018	4	41	0.048
10:00 - 11:00	4	41	0.018	4	41	0.067	4	41	0.085
11:00 - 12:00	4	41	0.073	4	41	0.049	4	41	0.122
12:00 - 13:00	4	41	0.085	4	41	0.043	4	41	0.128
13:00 - 14:00	4	41	0.012	4	41	0.018	4	41	0.030
14:00 - 15:00	4	41	0.018	4	41	0.079	4	41	0.097
15:00 - 16:00	4	41	0.085	4	41	0.037	4	41	0.122
16:00 - 17:00	4	41	0.079	4	41	0.043	4	41	0.122
17:00 - 18:00	4	41	0.037	4	41	0.024	4	41	0.061
18:00 - 19:00	4	41	0.018	4	41	0.030	4	41	0.048
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.510			0.475			0.985

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.012	4	41	0.012
08:00 - 09:00	4	41	0.012	4	41	0.037	4	41	0.049
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.018	4	41	0.018	4	41	0.036
11:00 - 12:00	4	41	0.006	4	41	0.012	4	41	0.018
12:00 - 13:00	4	41	0.018	4	41	0.006	4	41	0.024
13:00 - 14:00	4	41	0.018	4	41	0.006	4	41	0.024
14:00 - 15:00	4	41	0.018	4	41	0.006	4	41	0.024
15:00 - 16:00	4	41	0.024	4	41	0.006	4	41	0.030
16:00 - 17:00	4	41	0.024	4	41	0.030	4	41	0.054
17:00 - 18:00	4	41	0.012	4	41	0.006	4	41	0.018
18:00 - 19:00	4	41	0.006	4	41	0.012	4	41	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.151			0.307

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.024	4	41	0.024
08:00 - 09:00	4	41	0.000	4	41	0.006	4	41	0.006
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.006	4	41	0.006
12:00 - 13:00	4	41	0.006	4	41	0.000	4	41	0.006
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.006	4	41	0.006	4	41	0.012
17:00 - 18:00	4	41	0.012	4	41	0.000	4	41	0.012
18:00 - 19:00	4	41	0.012	4	41	0.000	4	41	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.042			0.078

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.000	4	41	0.012	4	41	0.012
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.012			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.037	4	41	0.037
08:00 - 09:00	4	41	0.012	4	41	0.043	4	41	0.055
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.018	4	41	0.018	4	41	0.036
11:00 - 12:00	4	41	0.006	4	41	0.030	4	41	0.036
12:00 - 13:00	4	41	0.024	4	41	0.006	4	41	0.030
13:00 - 14:00	4	41	0.018	4	41	0.006	4	41	0.024
14:00 - 15:00	4	41	0.018	4	41	0.006	4	41	0.024
15:00 - 16:00	4	41	0.024	4	41	0.006	4	41	0.030
16:00 - 17:00	4	41	0.030	4	41	0.037	4	41	0.067
17:00 - 18:00	4	41	0.024	4	41	0.006	4	41	0.030
18:00 - 19:00	4	41	0.018	4	41	0.012	4	41	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.192			0.207			0.399

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.79

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.098	4	41	0.152	4	41	0.250
08:00 - 09:00	4	41	0.152	4	41	0.195	4	41	0.347
09:00 - 10:00	4	41	0.177	4	41	0.207	4	41	0.384
10:00 - 11:00	4	41	0.268	4	41	0.293	4	41	0.561
11:00 - 12:00	4	41	0.220	4	41	0.201	4	41	0.421
12:00 - 13:00	4	41	0.293	4	41	0.177	4	41	0.470
13:00 - 14:00	4	41	0.183	4	41	0.220	4	41	0.403
14:00 - 15:00	4	41	0.140	4	41	0.232	4	41	0.372
15:00 - 16:00	4	41	0.311	4	41	0.171	4	41	0.482
16:00 - 17:00	4	41	0.244	4	41	0.220	4	41	0.464
17:00 - 18:00	4	41	0.152	4	41	0.091	4	41	0.243
18:00 - 19:00	4	41	0.152	4	41	0.134	4	41	0.286
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.390			2.293			4.683

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.055	4	41	0.055	4	41	0.110
08:00 - 09:00	4	41	0.061	4	41	0.091	4	41	0.152
09:00 - 10:00	4	41	0.104	4	41	0.110	4	41	0.214
10:00 - 11:00	4	41	0.134	4	41	0.140	4	41	0.274
11:00 - 12:00	4	41	0.091	4	41	0.079	4	41	0.170
12:00 - 13:00	4	41	0.110	4	41	0.085	4	41	0.195
13:00 - 14:00	4	41	0.098	4	41	0.140	4	41	0.238
14:00 - 15:00	4	41	0.067	4	41	0.110	4	41	0.177
15:00 - 16:00	4	41	0.110	4	41	0.061	4	41	0.171
16:00 - 17:00	4	41	0.079	4	41	0.091	4	41	0.170
17:00 - 18:00	4	41	0.067	4	41	0.043	4	41	0.110
18:00 - 19:00	4	41	0.067	4	41	0.073	4	41	0.140
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.043			1.078			2.121

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.006	4	41	0.006	4	41	0.012
08:00 - 09:00	4	41	0.018	4	41	0.012	4	41	0.030
09:00 - 10:00	4	41	0.018	4	41	0.018	4	41	0.036
10:00 - 11:00	4	41	0.012	4	41	0.018	4	41	0.030
11:00 - 12:00	4	41	0.030	4	41	0.018	4	41	0.048
12:00 - 13:00	4	41	0.024	4	41	0.030	4	41	0.054
13:00 - 14:00	4	41	0.018	4	41	0.024	4	41	0.042
14:00 - 15:00	4	41	0.012	4	41	0.012	4	41	0.024
15:00 - 16:00	4	41	0.024	4	41	0.024	4	41	0.048
16:00 - 17:00	4	41	0.006	4	41	0.006	4	41	0.012
17:00 - 18:00	4	41	0.006	4	41	0.006	4	41	0.012
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.174			0.174			0.348

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.000	4	41	0.000
10:00 - 11:00	4	41	0.000	4	41	0.000	4	41	0.000
11:00 - 12:00	4	41	0.006	4	41	0.000	4	41	0.006
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.000	4	41	0.000	4	41	0.000
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.006	4	41	0.000	4	41	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.000			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.012	4	41	0.006	4	41	0.018
09:00 - 10:00	4	41	0.012	4	41	0.012	4	41	0.024
10:00 - 11:00	4	41	0.012	4	41	0.018	4	41	0.030
11:00 - 12:00	4	41	0.030	4	41	0.018	4	41	0.048
12:00 - 13:00	4	41	0.018	4	41	0.024	4	41	0.042
13:00 - 14:00	4	41	0.018	4	41	0.024	4	41	0.042
14:00 - 15:00	4	41	0.006	4	41	0.006	4	41	0.012
15:00 - 16:00	4	41	0.012	4	41	0.012	4	41	0.024
16:00 - 17:00	4	41	0.006	4	41	0.006	4	41	0.012
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.000	4	41	0.000	4	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.126			0.252

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Appendix C

Toynbee Road, Eastleigh
Travel Plan

Paul Basham Associates Ltd
Report No 536.0054/TP/2



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, Office Address, Office Address, Office Address
- ☐ 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**