

OUTLINE PLANNING APPLICATION FOR LAND AT NEWGATE LANE (SOUTH), FAREHAM

RESIDENTIAL TRAVEL PLAN (REVISION B)

ON BEHALF OF BARGATE HOMES LIMITED

**REVISION A – UPDATES TO TRAVEL PLAN FURTHER TO COMMENTS RECEIVED FROM HCC
HIGHWAYS DATED 11TH APRIL 2019.**

REVISION B – MINOR UPDATES TO SOME DISTANCES LISTED.

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PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

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1. INTRODUCTION

- 1.1 This Residential Travel Plan (RTP) has been prepared by Pegasus Group (PG) on behalf of Bargate Homes Ltd for the development of up to 115 residential dwellings with a 40% provision for affordable housing provision at land at Newgate Lane, Fareham. The site is coming forward with a separate planning application for the development of land to the immediate north of the site for up to 75 dwellings.
- 1.2 This RTP sets out preliminary targets for travel to and from the development by all modes of travel. It also sets out initiatives and measures to support these targets, which will be provided before the development is occupied to maximise the opportunity to influence new residents travel patterns before they have become established. This RTP also suggests other measures that could subsequently be introduced to influence travel behaviour should the RTP be found to be failing its targets.
- 1.3 The RTP has been developed with consideration of the following documents as appropriate:
 - i. Good Practice Guidelines, Delivering Travel Plans through Planning Process, published by DfT (2009);
 - ii. The Essential Guide to Travel Planning, published by DfT (2008);
 - iii. A Guide on Travel Plans for Developers (2006);
 - iv. Making Residential Travel Plans Work; Guidelines for New Development, published by DfT (2005);
 - v. National Planning Policy Framework (NPPF) (2019);
 - vi. National Planning Practice Guidance (2014); and
 - vii. Hampshire County Council's A Guide on Travel Plans for Developers (2009).

National Travel Plan Policy

National Planning Policy Framework (NPPF) (2019)

- 1.4 The National Planning Policy Framework (NPPF) came into effect on 27 March 2012 and has subsequently been amended in 2018 and more recently in February 2019. It refers to Travel Plans specifically at paragraph 111 where it states:

"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."

- 1.5 In particular, the NPPF draws attention to opportunities to promote walking, cycling and public transport use at paragraph 102c. In contrast paragraph 103 of the document suggests that development should be focused on locations which are or can be made sustainable by limiting the need to travel or offering a genuine choice of travel modes. This Travel Plan seeks to set out opportunities to promote sustainable travel to potential future residents and also details initiatives to minimise travel by means of single occupancy vehicle trips and sets out appropriate alternatives.

Local Travel Plan Policy

Fareham Borough Local Plan

- 1.6 The Local Plan comprises three parts:
- 1.7 Most relevant is Part 1 (The Adopted Core Strategy 2011) which details Policy CS5: Transport Strategy and Infrastructure. This promotes the achievement of sustainable integrated transport systems for the Borough and in locations that are accessible. CS5 states the following which objectives and targets have been set throughout this report with reference to:

"The Council will permit development which:

*contributes towards and/or provides necessary and appropriate transport infrastructure including reduce and manage measures** and traffic management measures in a timely way;*

does not adversely affect the safety and operation of the strategic and local road network, public transport operations or pedestrian and cycle routes;

is designed and implemented to prioritise and encourage safe and reliable journey's by walking, cycling and public transport.

*** Reduce management includes policies and strategies that can lead to a reduction in vehicle, principally car, use or to redistribute use in space or time. These include such measures as car parking availability and price, congestion charge or road tolls, redistribution of road space in favour of public transport, walking or cycling, introduction of car clubs and cycle hire at transport nodes."*

- 1.8 Paragraph 4.53 of the Local Plan lists travel plans as a 'Smarter Choices' initiative to reduce the need to travel and reduce journey lengths.

A Guide on Travel Plans for Developers (2009)

- 1.9 Hampshire County Councils 'A Guide on Travel Plans for Developers (2009)' sets out the highways authority's approach to travel planning guidance. It sets out the key principles and context of local travel plans which this document has been prepared in accordance with. The three key purposes are set out at section 1.1 of the guidance and included below:

Ensuring that development takes place in locations and in ways that minimise the impact of this additional demand;

Increasing accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways; and

Reducing dependence on the use of the car.

- 1.10 The guidance sets out thresholds at which Travel Plans are considered appropriate to support Transport Assessment work. The threshold for residential developments is set at 100 dwellings. Given that this development of up to 115 dwellings is over this limit, it is considered that the preparation of a Travel Plan for this site is appropriate.

Developer Statement of Support

- 1.11 Bargate Homes is an established housebuilder that is committed to building high quality homes through innovative design and aim to provide developments that are both responsible and sustainable in their design and implementation. Bargate Homes support sustainable travel with the majority of their sites focused in southern Hampshire.

2. SCOPE AND OBJECTIVES

Scope

2.2 This RTP sets out the requirements for residential travel planning at the site and is therefore designed to set out travel plan measures and initiatives to encourage sustainable travel choices. It is envisaged that this Travel Plan will work collaboratively with the neighbouring Fareham Land LP scheme for up to 75 dwellings to achieve the goals set out below:

2.3 The primary goals of this RTP are to:

- i. set out the scope and objectives of the travel plan;
- ii. set out initiatives and measures to promote accessibility by non-car modes;
- iii. set out modal share targets;
- iv. set out the management requirements including the Travel Plan Co-ordinator (TPC) role; and
- v. set out requirements for monitoring and reviewing the initiatives and measures proposed through dissemination of information including surveys of resident travel habits.

Objectives of the Residential Travel Plan

2.4 The following key objectives are identified with consideration to paragraph 102c of the NPPF and Policy CS5 of the Fareham Local Plan:

- i. to reduce the overall amount of car travel by at least 10%;
- ii. to increase the use of public transport;
- iii. to increase the use of walking and cycling as a mode of travel; and
- iv. to achieve a high awareness of the travel plan within one year following implementation.

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- 2.5 This RTP contains a number of initiatives and measures to ensure that the targets contained within **Chapter 5** can be achieved. These targets will be reviewed annually by the designated Travel Plan Coordinator (TPC) and the initiatives and measures will be monitored and updated where necessary if targets are not being met. Similarly, the targets may be adjusted if the travel plans are working well or particularly badly.

3. DEVELOPMENT PROPOSALS AND SITE CHARACTERISTICS

Site Location and Composition

- 3.1 The cumulative site comprises approximately ten hectares of agricultural land, bound by Newgate Lane to the west and the new Newgate Lane Southern Relief Road (NLSRR) to the east. The site location is shown in **Figure 1** and the site layout is included at **Appendix 1**.
- 3.2 The site adjoins a further residential development parcel known as land at Newgate Lane (North), which is subject to a separate planning application. The combined developments have been the subject of a pre-application and public consultation to deliver up to 200 dwellings and are now proposed to deliver up to 190 dwellings.
- 3.3 The site lies midway between the settlements of Stubbington and Bridgemary which are suburbs of Fareham and Gosport. The site lies approximately 1.8 kilometres from the centre of Bridgemary and 2.6 kilometres from the centre of Stubbington.
- 3.4 To the west of the site Newgate Lane continues to provide access to the existing residential development, the sewage treatment works and a solar farm.
- 3.5 Woodcote Lane is located to the immediate south of the site and provides access to a nursing home and ten residential properties and links Newgate Lane with an uncontrolled pedestrian crossing on the new bypass. This subsequently provides access to Bridgemary to the east.

Development Proposals

- 3.6 The proposal is for a residential development of up to 115 units with 40% affordable housing provision, public open space and ecological areas and corridors. All matters are reserved except access.

Vehicular, Pedestrian and Cycle Access

- 3.7 Vehicular access to the site is proposed via a new priority junction with old Newgate Lane. All vehicular access to the development will be sought via the old Newgate Lane junction with Newgate Lane East.

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- 3.8 Two metre wide footways and tactile dropped kerb crossing points are proposed at the junction to provide access into the site for pedestrians and to provide safe crossing facilities to access the existing footway on the western side of Newgate Lane. This is illustrated at **Appendix 2**. It is considered that a footpath connection between the Applicant's site and the adjacent site to the south could be provided via an appropriately worded planning condition.
- 3.9 The dropped kerbs and tactile paving that will be provided will ensure a safe crossing point for potential residents of the scheme who may want to travel north to Fareham or west to Stubbington.

Local Highway Network

- 3.10 Footway provision is proposed from the site onto the old Newgate Lane, from which point potential residents will utilise the existing footway network along the old Newgate Lane. Old Newgate Lane was subject to a speed limit reduction from 40mph to 30mph as part of the NLSRR upgrades.
- 3.11 Woodcote Lane, accessible via the existing pedestrian network on old Newgate Lane, provides suitable access for pedestrians and cyclists wishing to travel to the north, south and to the east to Bridgemary via the uncontrolled pedestrian crossing point on the NLSRR. This route also provides access to the bus stops located along the NLSRR.

4. ACCESSIBILITY

Relevant Guidance and Policy

Manual for Streets (2007)

- 4.1 Manual for Streets (MfS) states at paragraph 4.4.1 that *"walking offers the greatest potential to replace short car trips, particularly those under 2km"*.
- 4.2 MfS also advises at paragraph 6.3.1 that *"the propensity to walk is influenced not only by distance, but also by the quality of the walking experience"*. **Chapter 4** sets out the local schemes brought forward as part of the NLSRR and also to be provided as part of this development and the neighbouring Fareham Land LP development to enhance and improve the local pedestrian network.

Planning for Walking (2015)

- 4.3 Whilst MfS suggests that walking has the greatest opportunity to replace trips under two kilometres, Planning for Walking (PFW) states that *"across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot... for journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS 2012)."*

Pedestrian and Cyclist Accessibility

- 4.4 Existing pedestrian and cycle links on the surrounding local highway network have been improved with the recent Newgate Lane East works. It is considered that the upgrading of Woodcote Lane and the uncontrolled crossing point on the relief road provide good access to Bridgemary to the east. A S106 contribution towards the installation of a signalised pedestrian crossing in the form of a 'Toucan' crossing is agreed as part of the development Heads of Terms.
- 4.5 The stopping up of the Old Newgate Lane arm at the Peel Common roundabout has created a good, quietly trafficked, north / south cycle and walking link along Old Newgate Lane between Fareham and Lee-on-the-Solent.

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- 4.6 There are good footway / cycleway links, predominantly three metres wide, north and south with signalised 'Toucan' crossing facilities located at Peel Common Roundabout to the south and at the HMS Collingwood signalised junction to the north.
- 4.7 Pedestrian and cycle links will be provided from the development site onto old Newgate Lane to the west and the Woodcote Lane footway / cycleway to the south, as well as the provision of footpath and cycle path connections between the northern and southern sites.
- 4.8 The local pedestrian and cycle networks are illustrated at **Figure 2 and Figure 3**.

Pedestrian Routes to the North (Fareham and Speedsfield Retail Pak)

- 4.9 There are good walking and cycling routes to the north of the proposed development site towards Fareham and Speedfields and Collingwood retail park. Speedsfield Retail park includes for a B&M Home Store, Lidl and Asda Superstore where future residents can carry out their day to day and weekly shopping needs.
- 4.10 There is an existing footway on the northern side of Newgate Lane (old) with crossing provision from the proposed development access. The footway is currently in the region of 1.5 – 1.8 metres in width and the road is illuminated. The existing footway is shown at **Plate 4.1**.

Plate 4.1 – Newgate Lane (Old)



- 4.11 An alternative north-south pedestrian and cycle link is proposed between the Fareham Land LP development (to the north) and the proposed Bargate Homes development (to the south). This is illustrated indicatively at **Appendix 1** and is set out in the Draft Heads of Terms proposed to be secured within any associated S106 agreement.
- 4.12 The footway continues along old Newgate Lane to the HMS Collingwood junction where it links up with shared footway / cycleways located on both sides of the carriageway that are approximately three metres in width continuing northwards to Longfield Avenue and Fareham town centre. There are signal controlled TOUCAN crossings provided for all crossing movements at the HMS Collingwood signalised junction that provide safe and appropriate crossings for pedestrian and cyclist to across Newgate Lane East to travel to and from the Speedfields and Collingwood retail parks, industrial / employment areas accessed from the Longfield Avenue roundabout with Newgate Lane East, and ultimately further north towards Fareham town centre and the railway station.

Pedestrian Routes to the East (Bridgemary)

- 4.13 Woodcote Lane and Brookers Lane provide access from the site to Bridgemary in the east via the NLSRR. An uncontrolled dropped kerb tactile pedestrian crossing with a pedestrian refuge island is located between Woodcote Lane and Brookers Lane which aids residents wishing to access amenities to the east.
- 4.14 Woodcote Lane is a 3m wide no-through access road for a nursing home and ten residential dwellings. It is partly illuminated by a street lighting system.
- 4.15 Woodcote Lane and the crossing point at the NLSRR are shown below at **Plate 4.2** and **4.3**.

Plate 4.2 – Woodcote Lane



Plate 4.3 – NLSRR Tactile Dropped Kerb Pedestrian Crossing Point



4.16 As part of the Newgate Lane East works, Brookers Lane has been upgraded and improved to a three metre wide shared footway cycleway link paved with bituminous surfacing to the area of Bridgemary but does not benefit from a system of street lighting. The applicant is agreed to a S106 contribution to improve the existing tactile paved pedestrian refuge in this location to provide a signalised Toucan crossing and would consider an appropriate contribution towards illuminating this section of highway. Brookers Lane is shown at **Plates 4.4, 4.5** and **4.6**.

Plate 4.4 – Brookers Lane at Newgate Lane East



Plate 4.5 – Brookers Lane



Plate 4.6 – Brookers Lane (North)



- 4.17 It is understood that the recently refused planning application 19/00516/OUT which proposes access from Brookers Lane intends to maintain the Brookers Lane footpath lines and will not compromise pedestrian and cyclist desire lines to and from Bridgemary to the east.
- 4.18 Beyond Brookers Lane there is a network of suburban residential streets and off road paved footpaths to allow easy and safe pedestrian and cycle access to the primary schools (Peel Common, Holbrook), medical centre, church and local retail convenience stores, all of which are located within two kilometres walking distance of the site. The typical characteristics of the area are shown at **Plate 4.7**.

Plate 4.7 – Bridgemary Pedestrian / Cyclist Routes



Pedestrian Routes to the South (Lee-on-the-Solent)

- 4.19 To the south of the site, pedestrian and cycle access is considered to be of a good standard and in good condition. There is a 1.8 – 2m wide paved footway on the west side of old Newgate Lane which is also illuminated by a system of street lighting. Uncontrolled crossing points from the development access provided suitable access to this footway provision.
- 4.20 The pedestrian and cycle access from Newgate Lane to Peel Common Roundabout is shown at **Plate 4.8**.

Plate 4.8 – Newgate Lane Pedestrian and Cyclist Access



- 4.21 Old Newgate Lane is now a quiet no-through road providing access to a small number of properties at the southern end of the Lane. Traffic flows are very low and vehicle speeds are at an average of 26.2 mph.
- 4.22 Signal controlled toucan crossings are provided at the Peel Common roundabout across all arms to the east, west and south. To the south along the B3385 there is an illuminated 3m wide paved shared footway / cycleway facility. This provides good, safe access for pedestrians and cyclists to access Lee-On-Solent, the airport and the seafront amenities. The footway / cycleway connection is shown at **Plate 4.9**.

Plate 4.9 – Broom Way (B3385) Footway / Cycleway



Pedestrian Routes to the West (Stubbington)

- 4.23 To the west of the development site lies the settlement of Stubbington with its primary and secondary schools, Post Office and local retail stores. There are good pedestrian and cycle links to Stubbington from the site.
- 4.24 Using the footway on the west side of old Newgate Lane, this links to a 3m wide shared footway / cycleway facility on the south side of the B3334 from Peel Common roundabout. This route is shown at **Plate 4.10**.

Plate 4.10 – Gosport Road (B3334)



- 4.25 This route is currently unlit until it reaches Stubbington but is a safe and viable walking and cycling route to the west.
- 4.26 There is also a public right of way that extends westwards from the end of Albert Road from Newgate Lane. The footpath runs across a field before access back onto the B3334 just before entering the settlement of Stubbington.
- 4.27 From Peel Common roundabout to the entrance to Stubbington the speed limit is 40mph. This reduces to 30mph at the gateway into the settlement. There is a pedestrian crossing facility in the form of a 'toucan' controlled crossing at this location. This links the shared footway / cycleways on both sides of the B3334.

Overall Conclusion on Existing Pedestrian and Cycle Networks

- 4.28 It is concluded that the existing pedestrian and cycle infrastructure within the vicinity of the site are of a good standard and provide safe and attractive routes to amenities and facilities located to the north, east, south and west. The routes are proposed to be enhanced by the provision of S106 contributions towards the installation of a signal controlled Toucan crossing between Woodcote Lane and Brookers Lane and towards improvements to school routes on Gosport Road and the junction of Bells Lane, Stubbington Lane and Eric Road.

Local Facilities and Amenities

- 4.29 There is a wide range of services and facilities within convenient walking and cycling distance of the site to the north, east, south and west. **Figure 4** illustrates the locations of local facilities and amenities with reference to a 2 kilometre walking distance and a 5 kilometre cycling distance.
- 4.30 The Department for Transport 'Local Cycling and Walking Infrastructure Plans' (2017) guidance states at paragraph 3.4 that *"Cycling has the potential to replace trips made by other modes, typically up to 10km, although some people will cycle greater distances. For walking, the distances travelled are generally shorter, up to 2km."*
- 4.31 It is agreed that the following facilities are located within the two kilometre distance of the appeal sites; 3 infant and junior schools; 2 secondary schools and a recreation ground. There are also several food stores (including a superstore), fast food outlets and public houses. In addition, there are a number of places of worship, GP surgeries and a pharmacy. There are also a range of employment uses within this 2km area, especially located north of the site to the east of Newgate Lane opposite Longfield Avenue. HMS Collingwood is also within this range.
- 4.32 It is agreed that the appeal sites sit within the school catchment area for Crofton Secondary school in the village of Stubbington, approximately 1.8 kilometres to the west. This equates to an approximate 23 minute walk time via the B3334 which comprises a shared footway / cycleway facility and signal-controlled pedestrian crossings.

4.33 Within a 5 kilometre cycling distance of the site there are further facilities as outlined above, including employment, in addition there is Fareham college and CEMAST college of Technology, Fareham railway station, and two leisure centres. These are demonstrated at **Figure 4**. Fareham Community Hospital is situated just outside the 5 kilometre boundary to the north west of the site.

4.34 **Table 4.1** shows the site's proximity to facilities and services.

Table 4.1 – Walking and Cycling Distances to Local Amenities

Facility/Amenity	Walking Distance (km)	Cycling Distance (km)	Walking Time 80m/min ¹	Cycling Time 320m/min	2019 National Travel Survey Average	% Difference to NTS Average
Commuting						
Solent Enterprise Zone at Daedalus	3.1	3.2	39	10	14.7 km	-79
Fort Fareham Industrial Estate	2.5	2.5	31	8		-83
Gospport Business Centre	2.7	2.7	34	8		-82
HMS Collingwood	1.4	1.4	18	4		-90
Palmerston Business Park	2.4	2.4	30	8		-84
Education						
Holbrook Primary School	1.3	1.3	16	4	5 km	-74
Peel Common Primary School (Infant/Junior)	1.0	1.0	13	3		-80
Bridgemary Secondary School	1.6	1.6	20	5		-68
Woodcot Primary School	1.8	1.8	23	6		-64
Crofton Secondary School	1.8	1.8	23	6		-64
CEMAST	1.9	1.9	24	6		-62
Crofton Anne Dale Primary School	3.4	3.4	43	11		-32
Fareham College	4.0	4.1	50	13		-20
Crofton Hammond Schools	3.1	3.1	39	10		-38
Grange Junior School	2.7	2.8	34	8		-46
Stubbington Study Centre	3.7	3.7	46	12		-26
Personal Business						
Newgate Lane East Bus Stop	0.8	0.8	10	3	8.1 km	-90
Bridgemary Medical Centre	1.7	1.7	21	5		-79
Stubbington Medical Practice	2.7	2.7	34	8		-66
Fareham Railway Station	4.1	4.3	51	13		-49
Boots Pharmacy	2.1	2.2	26	7		-74
Innovation Hair and Beauty	2.7	2.7	34	8		-66
Rowner Health Centre	2.1	2.1	26	7		-74
Stubbington Post Office	2.7	2.8	34	9		-66

¹ Local Transport Note 1/95, TSO (2003)

Vets4Pets	2.2	2.2	28	7		-73
Shopping						
Speedsfield Retail Park (Asda/Lidl)	1.6	1.7	20	5	6.2 km	-74
Carisbrooke Road Local Centre (Peels Chippy, McColls Convenience Store, The Lime Tree Indian Takeaway)	1.6	1.6	20	5		-74
Hoi's Takeaway Bridgemary	1.7	1.7	21	5		-73
Stubbington Co-operative Store	2.6	2.7	33	8		-58
Stubbington Fish and Chips	2.7	2.8	34	9		-56
Stubbington Kebabs	2.7	2.7	34	8		-56
Bridgemary Co-operative Store	2.2	2.2	28	7		-65
Dominos Pizza Takeaway	2.7	2.7	34	8		-56
Iceland Foodstore	2.7	2.7	34	8		-56
Leons Bistro	3.3	3.5	41	11		-44
Fareham Town Centre	4.3	4.3	54	13		-31
Gosport Town Centre	6.9	7.5	86	23		+11
Tesco Express	3.1	3.1	39	10		-50
Sport: Participate						
Fareham Leisure Centre	4.5	4.6	56	14	11.9km	-62
Lee-on-the-Solent Golf Club	1.5	1.5	19	5		-87
Crofton Manor Equestrian Centre	4.5	4.5	56	14		-62
Crofton Saints Youth Football Club	2.2	2.2	28	7		-82
Fareham Sailing Club	3.1	3.3	39	10		-74
Hampshire Aeroplane Club	1.7	1.7	21	5		-86
Lee-on-the-Solent Tennis and Squash Club	2.7	2.7	34	8		-77
Seafarers Sailing Club	4.1	4.3	51	13		-66
Entertainment / Public Activity						
Peel Common Church	0.4	0.4	5	1	11 km	-96
Brookers Field Recreation Ground	0.6	0.6	8	2		-95
Carisbrooke Arms Public House	1.4	1.4	18	4		-87
Lee-on-the-Solent Beach	3.8	4.1	48	13		-65
Bridgemary Methodist Church	2.1	2.1	26	7		-81
Alver Valley Country Park	2.4	2.4	30	8		-78
Planet Ice	3.4	3.4	43	11		-69
Red Lion Public House	2.6	2.6	33	8		-76
Stubbington Library	2.8	2.8	35	9		-75
1st Stubbington Scout Group	2.7	2.8	34	9		-75
Stubbington Sports Club	2.7	2.8	34	9		-75
The Crofton	3.3	3.3	41	10		-70
The Golden Bowler	3.1	3.1	39	10		-72

Existing Public Transport Provision

- 4.35 The existing bus stops on Newgate Lane have been taken out of service with new provision now on the NLSRR. The new bus stops are provided with a shelter and high access kerbs in both north and south directions. The local bus routes can be seen in **Figure 5**.
- 4.36 The existing bus services 21 has now been redirected from Newgate Lane to the new relief road and three bus stops have been incorporated into the scheme along the new route. The nearest bus stop is located within circa 800 metres walking distance of the southern site.
- 4.37 The services are run weekdays between Fareham and Hill Head and return approximately with a frequency of every 75 minutes in each direction from 0836 to 1739hrs Monday to Saturday. There is no Sunday service.
- 4.38 Bus stops are located in Bridgemary on Tukes Avenue approximately 1.3 kilometres walking distance to the east of the centroid of the northern and southern appeal sites. These bus stops are serviced by the service Nos 9 and 9A which links Fareham to Gosport and this provides a frequent service generally every 20 minutes from 0629hrs to 1929hrs. There is also a more limited service operating on Saturdays and Sundays.
- 4.39 Extracts of the relevant bus services timetables are shown in **Appendix 3**.
- 4.40 It is considered that the available bus service provision within the vicinity of the site provides regular bus services to Fareham town centre and the amenities and facilities located there.

Rail

- 4.41 Fareham Station is located approximately 3.7 kilometres to the north of the sites providing access to London Waterloo, Southampton, Havant, Portsmouth, Eastleigh, Winchester, Basingstoke and Chichester. There are generally two train in each direction in the peak hours, with hourly train services in the off peak periods.

4.42 It is considered that Fareham Railway Station is located within a comfortable cycling distance (13 minute journey) and by bus with a total door to door journey of circa 31 minutes using the 21 services on Newgate Lane East; and a 41 minute journey using the No 9 service on Tukes Avenue.

4.43 Facilities at the station include:

- Station Car Park (154 charged spaces and 5 accessible spaces);
- 266 cycle parking spaces with sheltered two-tier cycle parking;
- Ticket office - Monday to Friday 05:45 - 19:30; Saturday 06:00 - 19:30; Sunday 08:30 - 18:30;
- Information Centre - Monday to Friday 05:20 - 23:00; Saturday 05:20 - 23:00; Sunday 06:30 - 23:00;
- Refreshment facilities;
- Public Telephones;
- Post Box;
- Refreshment Facilities;
- Toilets including accessible toilets; and
- Waiting Rooms.

Conclusion

4.44 The site provides opportunity for future residents to access local facilities and amenities by sustainable methods of transport, including walking, cycling and public transport. Opportunity is available for continuous and appropriate internal and external pedestrian and cycle links and frequent bus and rail services are available within the vicinity of the site. The nearest bus stop is located approximately 400 metres from the approximate centre of the site and Fareham Train Station is location approximately 4.1 kilometres to the north.

5. TRAVEL PLAN OBJECTIVES

Targets

- 5.1 Targets are the measurable goals that must be set to assess whether or not the objectives of the plan are being achieved. The key objectives set out below have been developed with consideration to paragraph 102c of the NPPF and Policy CS5 of the Fareham Local Plan:
- i. to reduce the overall amount of car travel by at least 10%;
 - ii. to increase the use of public transport;
 - iii. to increase the use of walking and cycling as a mode of travel; and
 - iv. to achieve a high awareness of the travel plan within one year following implementation.
- 5.2 Whilst it is the intention of this RTP to encourage residents to travel sustainably for all journeys, it is considered that commuting trips are the key journeys for which the RTP will target.
- 5.3 2011 Census data has been analysed for the 2011 Super Output Area 'E02004739: Fareham 013' which covers the proposed site, the existing dwellings on the old Newgate Lane and areas of north and west Stubbington that straddle the B3334, Gosport Road. This data has been used to establish the baseline modal share.

Table 5.1 – Method of Travel to Work (2011 Census)

Method of Travel to Work	%
Driving a car or van	76%
Work mainly at or from home	0%
On foot	6%
Passenger in a car or van	5%
Bus, minibus or coach	2%
Train	3%
Motorcycle, scooter or moped	2%
Bicycle	6%
Taxi	0%
Underground, metro, light rail, tram	0%

5.4 **Table 5.1** demonstrates that there is significant potential to reduce the level of single occupancy car travel. Indicative targets at **Table 5.2** have been set for the site and to achieve a 10% reduction in single occupancy car travel.

Table 5.2 – Indicative Travel Plan Targets

Method of Travel to Work	Baseline (from census data)	Year 1	Year 3	Year 5
Driving a car or van	76%	71%	68%	66%
Work mainly at or from home	0%	1%	2%	2%
On foot	6%	7%	8%	9%
Passenger in a car or van	5%	6%	6%	6%
Bus, minibus or coach	2%	3%	4%	4%
Train	3%	3%	3%	3%
Motorcycle, scooter or moped	2%	2%	2%	2%
Bicycle	6%	7%	7%	8%
Taxi	0%	0%	0%	0%
Total	100%	100%	100%	100%

5.5 The targets to increase sustainable transport modes are informed by the expected growth in prevalence in travel plans in many areas in the coming years, workplace travel planning being a major element in this. It is therefore considered achievable to forecast a 2% increase in working from home in addition as well as the increase in single occupancy trips being taken up by bus, walking and cycling.

5.6 The proposed Travel Plan targets are considered to be Specific, Measurable, Achievable, Realistic and Timely (SMART). It is considered that these targets can be achieved using the proposed package of measures and initiatives as set out in **Chapter 6**.

5.7 At this stage these targets are indicative as baseline surveys at year one will determine the true baseline mode split which will allow more accurate and informed targets to be set.

6. MEASURES AND INITIATIVES

6.1 The measures and initiatives set out in **Table 6.1** below will be implemented at the outset before the new dwellings are occupied in order to maximise the opportunity to influence new residents travel patterns before they have become established. It will be the responsibility of the TPC in consultation with the TP officer at HCC to implement these measures.

Table 5.1 – Measures and Initiatives

Promotional Measures		Timescale	Approximate Cost ²³
1	The provision of a 'Welcome information Pack' for residents, which will contain details of how trips to local leisure and employment facilities can be achieved by other means to the private car. It will give information on bus routes and frequency, local cycle routes and details and offers with local cycle shops and the location of local schools and amenities. An example is provided at Appendix 4 .	On commencement of development and for 5 years from occupation.	£2,000
2	Promotion of National and Local Travel Awareness Events (e.g. walk to work week, and Bike to Work Week). Also promotion of encouraging school trips by walking and cycling.		£5,000 - £15,000 – general publicity and promotion budget.
3	The inclusion of sustainable travel information within the sales and marketing office.		£5,000 - £15,000 – general publicity and promotion budget.
4	Internet access in all homes giving residents easy access to local home delivery services and making it easier for residents to work from home.		NA
Walking and Cycling Measures			
5	The provision of walking and cycling maps (contained within the Welcome Information Packs) promotion of walking and cycling based websites.	On commencement of development and for 5 years from occupation.	Included within 'Welcome Pack' budget.
6	Bicycle user group (BUG) to be set up for the new development to gain information on safety, routes and maintenance. BUG to also offer cycle training (including inclusive cycles for disabled people) and		Included in cost of TPC

² In accordance with 'Department for Transport Making Travel Plans Work (2002)'

³ Where cost guidance is not available Consultant estimates have been applied.

	for people who have not cycled for a while. BUG to offer GPS tracking chips to those who attend.		
7	Cycle parking will be provided within the development as part of reserved matters providing secure storage for bicycles in accordance with Fareham Borough Council Residential Car and Cycle Parking Standards SPD.		NA

8	A contribution of £150,000 towards Newgate Lane crossing improvements at Woodcote Lane/ Brookers Lane (to be split proportionally between P/18/1118/OA and P/19/0460/OA).	NA	NA
9	A contribution of £173,731 towards improvements to routes to school (to be split proportionally between P/18/1118/OA and P/19/0460/OA).	NA	NA
10	Pedestrian and cyclist connections maintained between P/18/1118/OA and P/19/0460/OA.	NA	NA

Public Transport Measures			
11	The provision of up to date public transport information through leaflets and also via public transport websites https://www.hants.gov.uk/transport/trafficandtravel and www.travelinesw.org.uk and available mobile smart-phone applications.	On commencement of development and for 5 years from occupation.	£5,000 - £15,000 - general publicity and promotion budget.
12	The provision of central notice boards within the development. This will provide information on and promote sustainable modes of transport. The notice boards will be located in prominent locations within the development.		£5,000 - £15,000 - general publicity and promotion budget.
13	Sustainable Travel Voucher for £50 per dwelling will be provided from the outset of the scheme as follows: Contribution towards the provision of public transport season tickets; and Contribution towards the purchase of bicycles.		£5,750
14	A contribution of £241,920 to support bus services and associated infrastructure in the vicinity of the site (to be split proportionally between P/18/1118/OA and P/19/0460/OA)	NA	NA

Low and Ultra Low Emission Vehicles			
15	Provision of electric vehicle parking on site.	NA	NA

Car Sharing			
16	The promotion of liftshare.com/uk and any other applicable car share portals that operate in the area. These will be displayed within the Welcome Pack and on notice boards and contribute towards the cost of car club membership;	On commencement of development and for 5 years from occupation.	£5,000 - £15,000 – general publicity and promotion budget.
17	Investigation of discounted fares with local taxi firms for residents.		NA
Personalised Travel Planning and Travel Plan Coordinator			
18	Appointment of Travel Plan Coordinator	On commencement of development and for 5 years from occupation.	
19	Commitment to the delivery of Personalised Travel Planning within the site to ensure residents are aware of travel options available to them.		£25,000

Travel Plan Co-ordinator

6.2 Bargate Homes Ltd will nominate an existing employee or appoint a Travel Plan Coordinator (TPC) at least 3 months before first occupation to oversee implementation of the Travel Plan for the whole site and manage the strategy for meeting the objectives at an expected cost of circa £16-25,000 over 5 years. The contact number for the TPC will be included as part of the 'Welcome Pack'.

6.3 The TPC will be responsible for the following:

- i. to oversee the implementation of the site travel plan;
- ii. to provide site specific marketing materials;
- iii. promoting the travel plan to residents;
- iv. to produce, explain and distribute residential 'welcome packs';
- v. acting as the liaison between the public transport, local authorities and other relevant groups to undertake and monitor residential questionnaire travel surveys;
- vi. promote Car-sharing websites and establish a local car pool if possible, and investigate potential for discounts with local taxi firms;
- vii. monitoring the progress of the travel plan and reporting back to HCC;
- viii. ensuring relevant occupiers meet the respective contribution to the travel plan's objectives and targets;

-
- ix. establish a local residents steering group for the development to ease the transition at the end of the TPC; and
 - x. set up/contact a local Bike User Group in order to better facilitate development and uptake in cycling in the local area.

TPC Stakeholder Engagement Requirements

- 6.4 There will also be a requirement for the TPC to regularly liaise with other stakeholders in the area on a regular basis to enable a higher performance of the delivery of the RTP.
- 6.5 Some of the stakeholders that the TPC could liaise with but not necessarily limited to are set out below;
 - Active Travel England once it is operational and engaged on development schemes;
 - Other TPC's in the area for similar residential developments including the residential development at Newgate Lane (North) (if different), schools, employment centres and other similar industries;
 - Local cycling shops, such as Solent Cycles, in order to ascertain discounts, provide training and provide local, regional and national events and route information;
 - Public transport operators to organise discounts and vouchers and discuss investments in technology; and
 - Schools in the area including Holbrook Primary School, Peel Common Primary School, Bridgemary Secondary School, Woodcot Primary School, Crofton Secondary School, CEMAST, Crofton Anne Dale Primary School and Fareham College.
- 6.6 This list is not exhaustive and could be increased to anyone the TPC deems to be applicable to further improve the performance of the RTP, in agreement with local travel plan officers at Hampshire County Council.

6.7 At the end of the Travel Plan period, it is anticipated that the TPC will hand over the roles and responsibilities to a local community group or travel plan officer at Hampshire County Council, with a dedicated responsibility for the ongoing implementation and monitoring of the residential travel plan.

Sustainable Travel Voucher

6.8 Discussions will take place with local bus operators and local cycle shops in order to determine if they are interested in becoming involved in the sustainable travel voucher scheme.

Awareness and Marketing

6.9 Residents will be made aware from the outset that a Travel Plan is in operation for the site by the TPC and will be informed of the initiatives and measures contained within the plan. Sales staff involved in the marketing of the residential dwellings will also be aware of the Travel Plan so that they can explain the benefits to prospective purchasers. Information will also be available within the sales office on the opportunities to walk, cycle and use public transport to and from the site.

6.10 The following means of publicity may be used going forward:

- i. newsletters circulated, as appropriate;
- ii. marketing material such as posters;
- iii. Travel Plan Notice boards will include the site-specific information leaflet identifying walking and cycle route maps and public transport information. The Travel Plan notice boards will be strategically positioned within the residential development and updated by the TPC, as appropriate; and
- iv. Resident 'Welcome Information Packs' including a Sustainable Travel Voucher, Sustainable Travel Leaflet, which will contain information such as bus and rail timetables, walking and cycling route maps, and educational information on the health and environmental benefits of alternative modes to single occupancy car travel to local facilities and amenities.

6.11 The TPC will also promote the measures and initiatives during the annual surveys that will take place as part of on-going monitoring.

-
- 6.12 Measures such as provision of car charging points or research into the need for charging points can also be considered if residents require, the TPC will be open to consider any measures that are not currently proposed.
- 6.13 All of the measures and initiatives above will be reviewed as the travel plan progresses and as monitoring highlights which measures have been successful and those that are not as successful. At this stage, measures will be subject to change to ensure the travel plan continues to target influential areas of travel behaviour change and also to ensure that the associated travel plan budget is utilised to its full potential.

7. IMPLEMENTATION, DISSEMINATION & MONITORING

7.1 Monitoring and review of the travel plan is important in order to understand if the proposed objectives and targets are being met. Monitoring will be carried out using the following initiatives which are in accordance with HCC's 'Detailed Measures to be included in a Travel Plan' guidance on the Hantsweb website:

- i. resident questionnaire surveys will be carried out to obtain details of resident's travel habits at six months after first occupation to provide a baseline and then at the one, three and five years anniversary.
- ii. awareness of the Travel Plan will be monitored through a question within the questionnaires.

Resident Travel Surveys

7.2 Resident questionnaire travel surveys will be carried out at the periods specified above (i.e. years one, three and five after occupation). These will confirm travel habits and will also quantify proportions of travel by the various modes of transport (the modal share). A question on what would influence residents to using alternatives to single occupancy car travel will also be included. These will be collated and sent to HCC by an agreed date before being issued to residents.

7.3 The surveys will collate information on changes in car travel, increases and/or decreases in walking and cycling, and provide feedback on the level of awareness of the travel plan in addition to providing data relating to journey types, distances and vehicle types.

7.4 The surveys will reach a response rate of at least 35%, incentives will be provided such as a prize draw for online retail vouchers in order to achieve the target response rate.

7.5 The TPC will carry out the resident travel surveys. The content of the surveys will be agreed with HCC in advance and the results analysed and submitted to HCC on completion. The report to the TP officer at HCC will be issued within one month of all surveys being completed and received by HCC.

7.6 An example survey is included at **Appendix 5**.

Monitoring Report

- 7.7 Monitoring reports will be produced after the surveys have been carried out to determine whether the proposed objectives and targets have been met. The report structure may follow:
- i. summary of measures and targets;
 - ii. monitoring methods used;
 - iii. summary and analysis of results; and
 - iv. future targets/ actions to be taken.
- 7.8 The monitoring reports will be prepared by the TPC and will be issued and agreed with HCC.
- 7.9 Costs of monitoring and reviewing the surveys will be included as per HCC's 'a guide to development related travel plans' guidelines for a category B development which will total £16,500 over 5 years. All relevant costs relating to monitoring and reviewing the travel plan are shown in **Appendix 6** and Bargate Homes Ltd are committed to ensuring HCC's monitoring and approval costs are met.

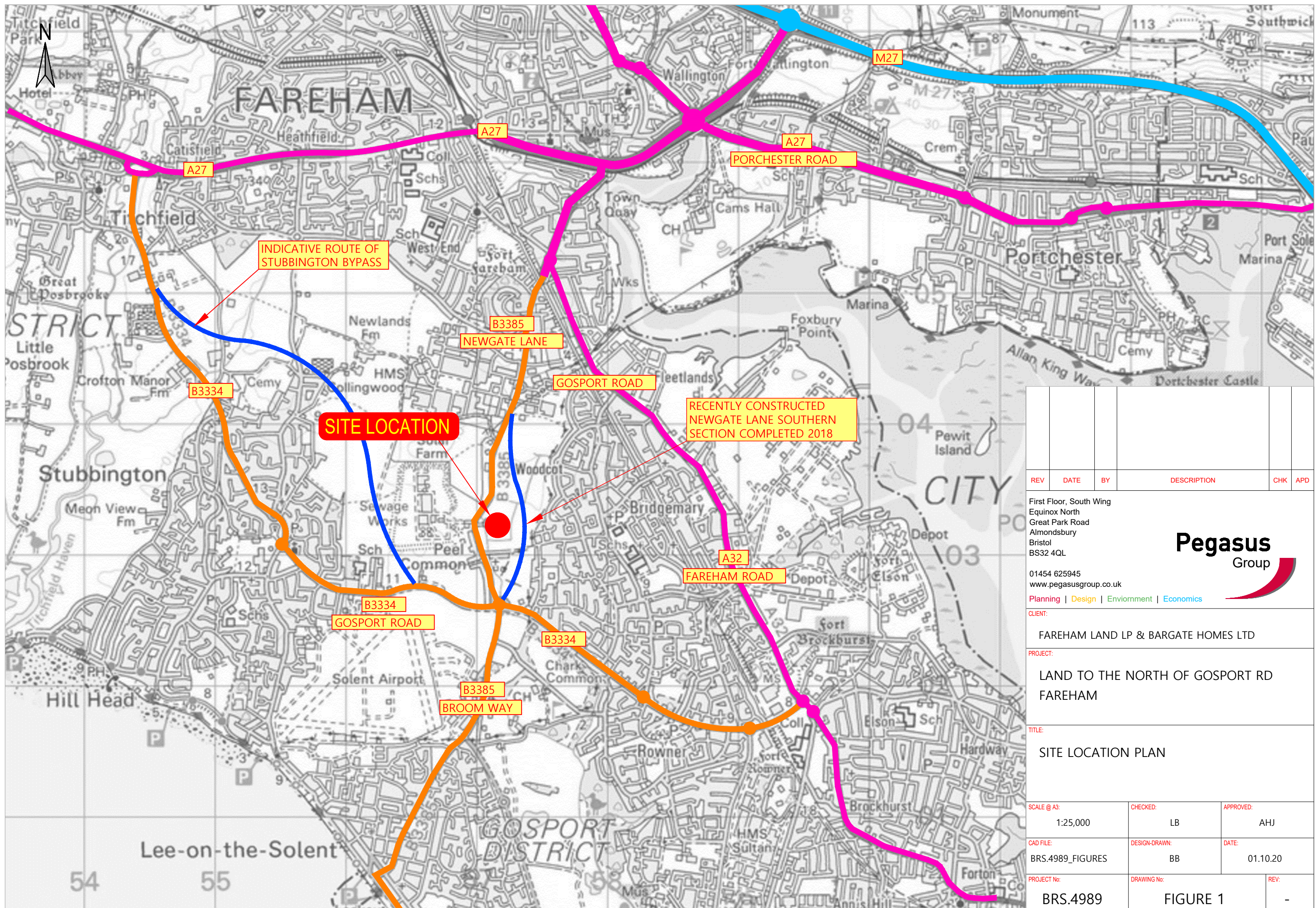
Dissemination of the Travel Plan Surveys

- 7.10 It is essential to maintain interest in the Travel Plan. Once operational, the scheme will need regular new publicity drives to attract interest from residents. As a result, residents will be kept informed of the results of the surveys, as it will keep them actively involved and because it will act as useful promotional material to retain interest in the objectives. Means of publicity are considered in detail in **Chapter 6**.

Back up Measures

- 7.11 It is considered that the modal share targets are achievable based on the proposed package of measures. However, it may be considered necessary to have back-up measures if the targets are not met. At this stage it is considered that Personal Travel Planning (PTP) will be undertaken by the TPC providing tailored advice. It is not proposed to implement PTP at the outset as it will be considered to be a very strong back-up measure to help the TP achieve its targets should the initial monitoring find it to be failing.

FIGURE 1
SITE LOCATION PLAN



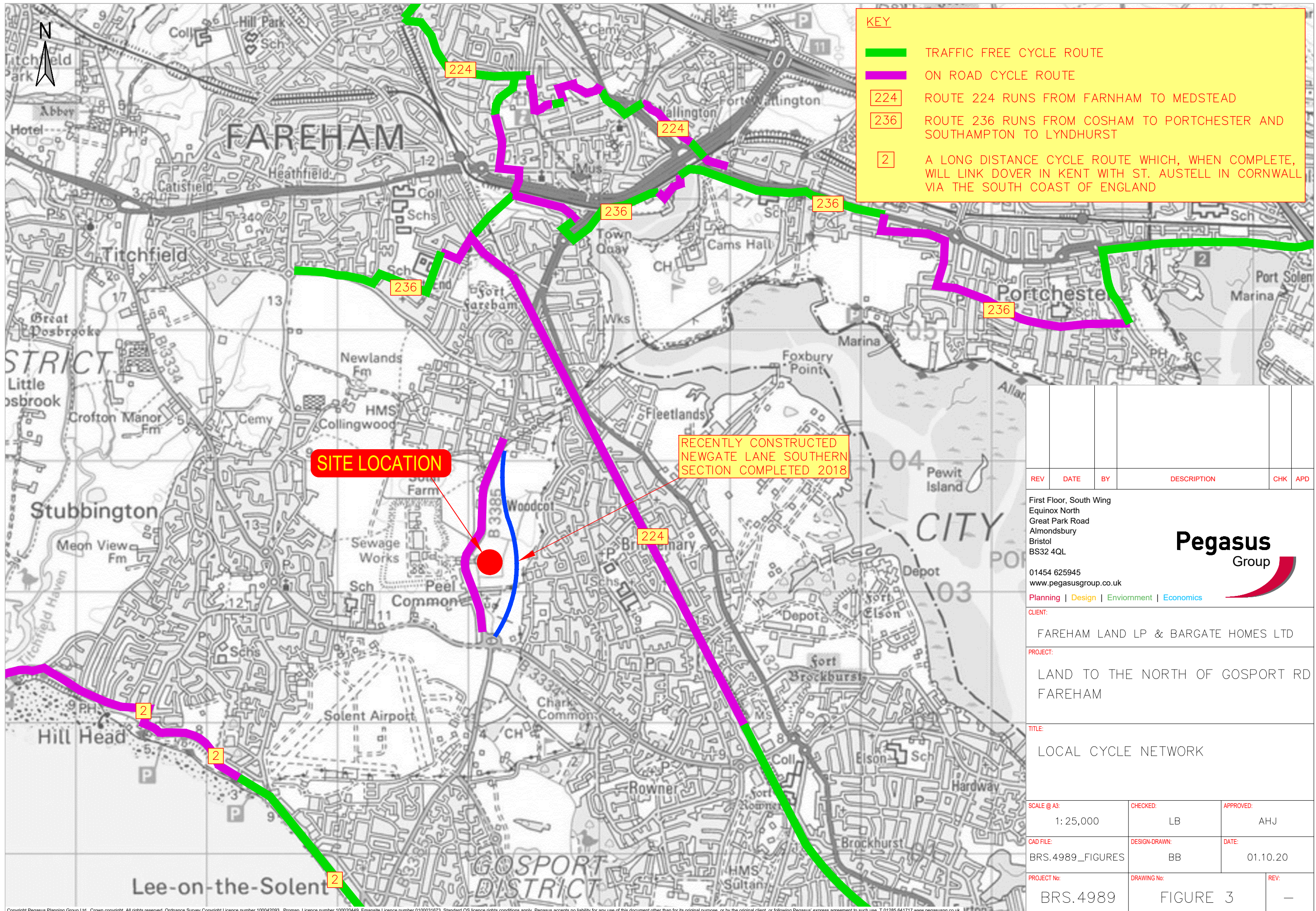
REV	DATE	BY	DESCRIPTION	CHK	APD
<p>First Floor, South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL</p> <p>Pegasus Group</p> <p>01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics</p> <p>CLIENT: FAREHAM LAND LP & BARGATE HOMES LTD</p> <p>PROJECT: LAND TO THE NORTH OF GOSPORT RD FAREHAM</p> <p>TITLE: SITE LOCATION PLAN</p>					
SCALE @ A3: 1:25,000		CHECKED: LB		APPROVED: AHJ	
CAD FILE: BRS.4989_FIGURES		DESIGN-DRAWN: BB		DATE: 01.10.20	
PROJECT No: BRS.4989		DRAWING No: FIGURE 1			REV: -

FIGURE 2

PUBLIC RIGHTS OF WAY

FIGURE 3

LOCAL CYCLE NETWORK



KEY

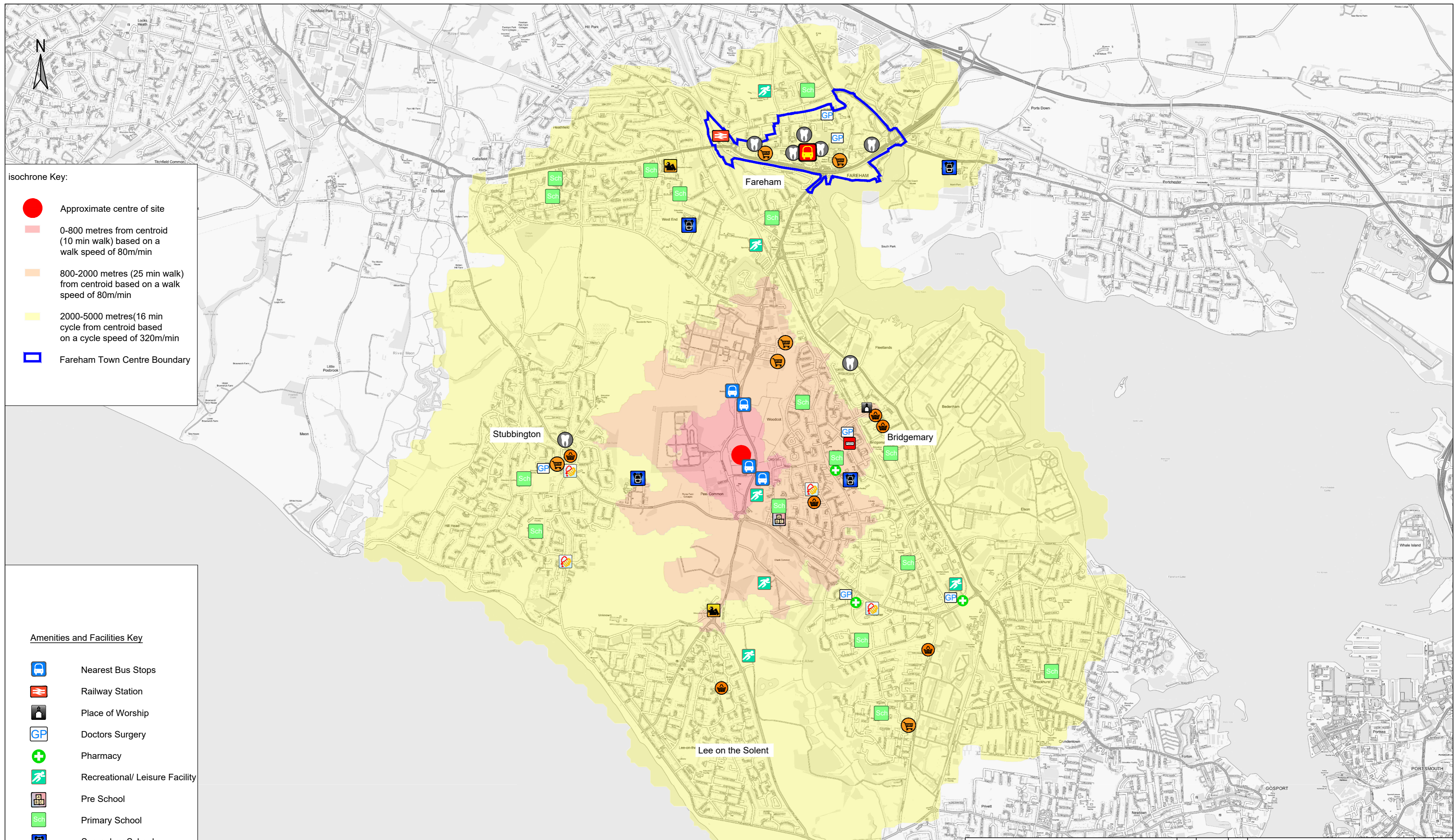
- █ TRAFFIC FREE CYCLE ROUTE
- █ ON ROAD CYCLE ROUTE
- 224 ROUTE 224 RUNS FROM FARNHAM TO MEDSTEAD
- 236 ROUTE 236 RUNS FROM COSHAM TO PORTCHESTER AND SOUTHAMPTON TO LYNDHURST
- 2 A LONG DISTANCE CYCLE ROUTE WHICH, WHEN COMPLETE, WILL LINK DOVER IN KENT WITH ST. AUSTELL IN CORNWALL VIA THE SOUTH COAST OF ENGLAND

SITE LOCATION

RECENTLY CONSTRUCTED
NEWGATE LANE SOUTHERN
SECTION COMPLETED 2018

REV	DATE	BY	DESCRIPTION	CHK	APD
<p>First Floor, South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL</p> <p>Pegasus Group</p> <p>01454 625945 www.pegasusgroup.co.uk</p> <p>Planning Design Environment Economics</p>					
<p>CLIENT: FAREHAM LAND LP & BARGATE HOMES LTD</p>					
<p>PROJECT: LAND TO THE NORTH OF GOSPORT RD FAREHAM</p>					
<p>TITLE: LOCAL CYCLE NETWORK</p>					
<p>SCALE @ A3: 1: 25,000</p>		<p>CHECKED: LB</p>		<p>APPROVED: AHJ</p>	
<p>CAD FILE: BRS.4989_FIGURES</p>		<p>DESIGN-DRAWN: BB</p>		<p>DATE: 01.10.20</p>	
<p>PROJECT No: BRS.4989</p>		<p>DRAWING No: FIGURE 3</p>			<p>REV: —</p>

FIGURE 4
WALKING AND CYCLING ISOCHRONE



isochrone Key:

- Approximate centre of site
- 0-800 metres from centroid (10 min walk) based on a walk speed of 80m/min
- 800-2000 metres (25 min walk) from centroid based on a walk speed of 80m/min
- 2000-5000 metres (16 min cycle) from centroid based on a cycle speed of 320m/min
- Fareham Town Centre Boundary

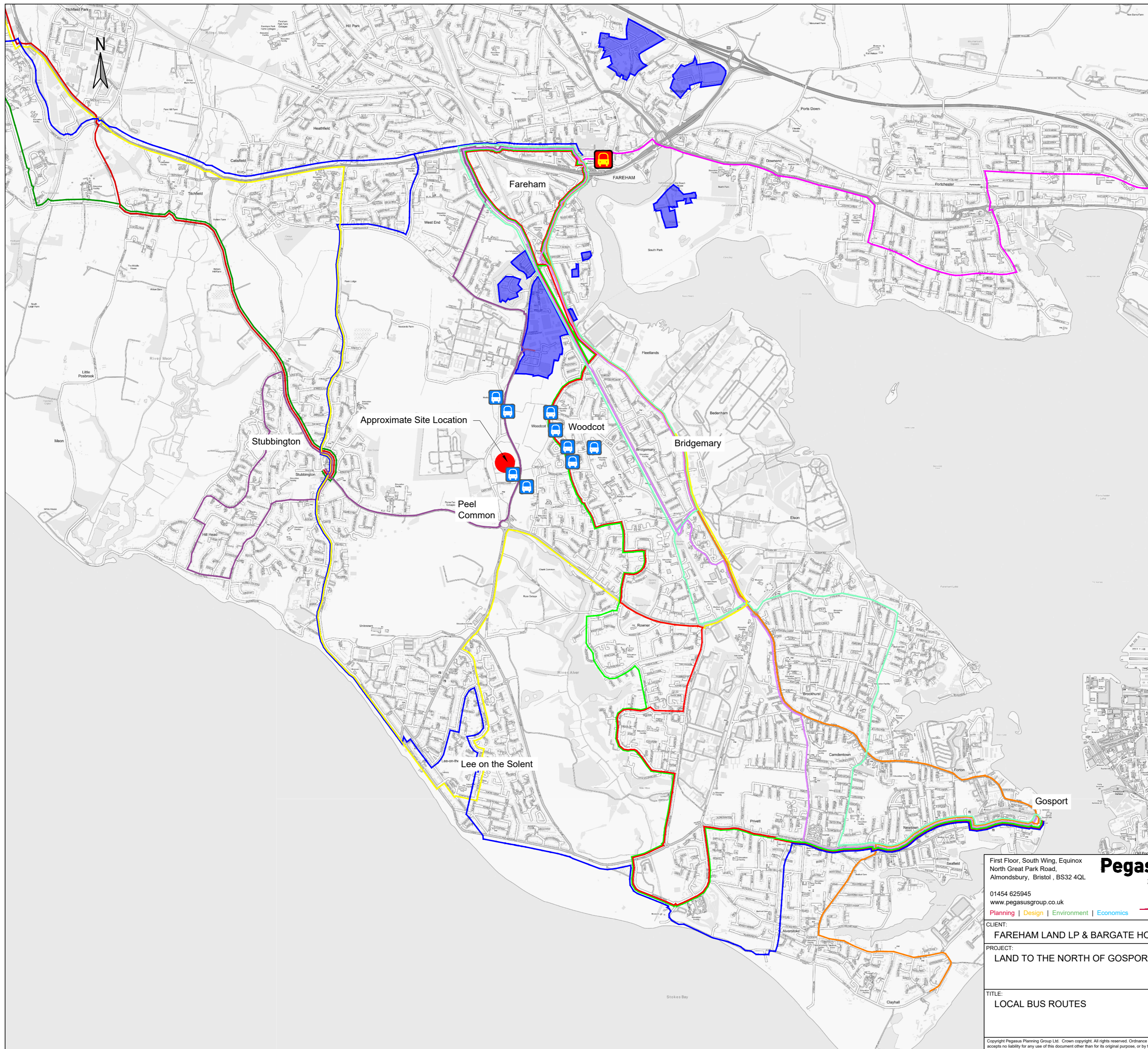
Amenities and Facilities Key

- Nearest Bus Stops
- Railway Station
- Place of Worship
- Doctors Surgery
- Pharmacy
- Recreational/ Leisure Facility
- Pre School
- Primary School
- Secondary School
- College
- Public House
- Convenience Store
- Supermarket
- Dentist
- Takeaway
- Bus Station

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PROJECT: LAND TO THE NORTH OF GOSPORT ROAD, FAREHAM				DATE: 11/09/2020		DESIGN-DRAWN: BB		DRAWING TYPE: ISO	
TITLE: WALKING AND CYCLING ISOCHRONE				PROJECT No: BRS.4989		DRAWING No: FIGURE 4		REV: -	

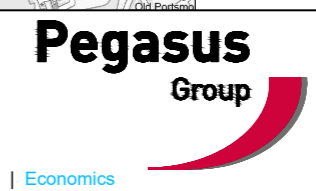
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FIGURE 5
LOCAL BUS ROUTES



- Key
- Bus Route 3
 - Bus Route 9
 - Bus Route 9A
 - Bus Route 11
 - Bus Route 21
 - Bus Route 193
 - Bus Route 610
 - Bus Route 620
 - Bus Route E1
 - Bus Route E2
 - Bus Route X5
 - Employment Areas
 - Bus Station
 - Nearest Bus Stops

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PROJECT: LAND TO THE NORTH OF GOSPORT ROAD, FAREHAM	DATE: 25/09/2020	DESIGN-DRAWN: BB	DRAWING TYPE: BR
TITLE: LOCAL BUS ROUTES	PROJECT No: BRS.4989	DRAWING No: FIGURE 5	REV: -

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APPENDIX 1

SITE LAYOUT



- APPLICATION BOUNDARY
- LAND USE:**
 - RESIDENTIAL PARCELS
 - PRIMARY FRONTAGE
 - SECONDARY FRONTAGE
 - PUBLIC OPEN SPACE
- ACCESS AND CONNECTIONS:**
 - PROPOSED ACCESS
 - RETAINED EXISTING ACCESS TO HAMBROOK LODGE
 - PRIMARY SPINE ROAD
 - SECONDARY ROAD
 - TERTIARY ROAD
 - FOOTPATH CONNECTIONS
 - FOOTPATHS KEY NODE
- GREEN AND BLUE INFRASTRUCTURE:**
 - EXISTING VEGETATION
 - PROPOSED VEGETATION
 - PROPOSED LEAP (400SQM WITH 20M OFFSET)
 - DRAINAGE CHANNELS
 - INDICATIVE ATTENUATION
- OTHER:**
 - PROPOSED PUMPING STATION (MIN 12M X 8M WITH 15M OFFSET)

LAND ADJACENT TO NEWGATE LANE, FAREHAM - ILLUSTRATIVE FRAMEWORK MASTERPLAN - SOUTHERN PARCEL



APPENDIX 2

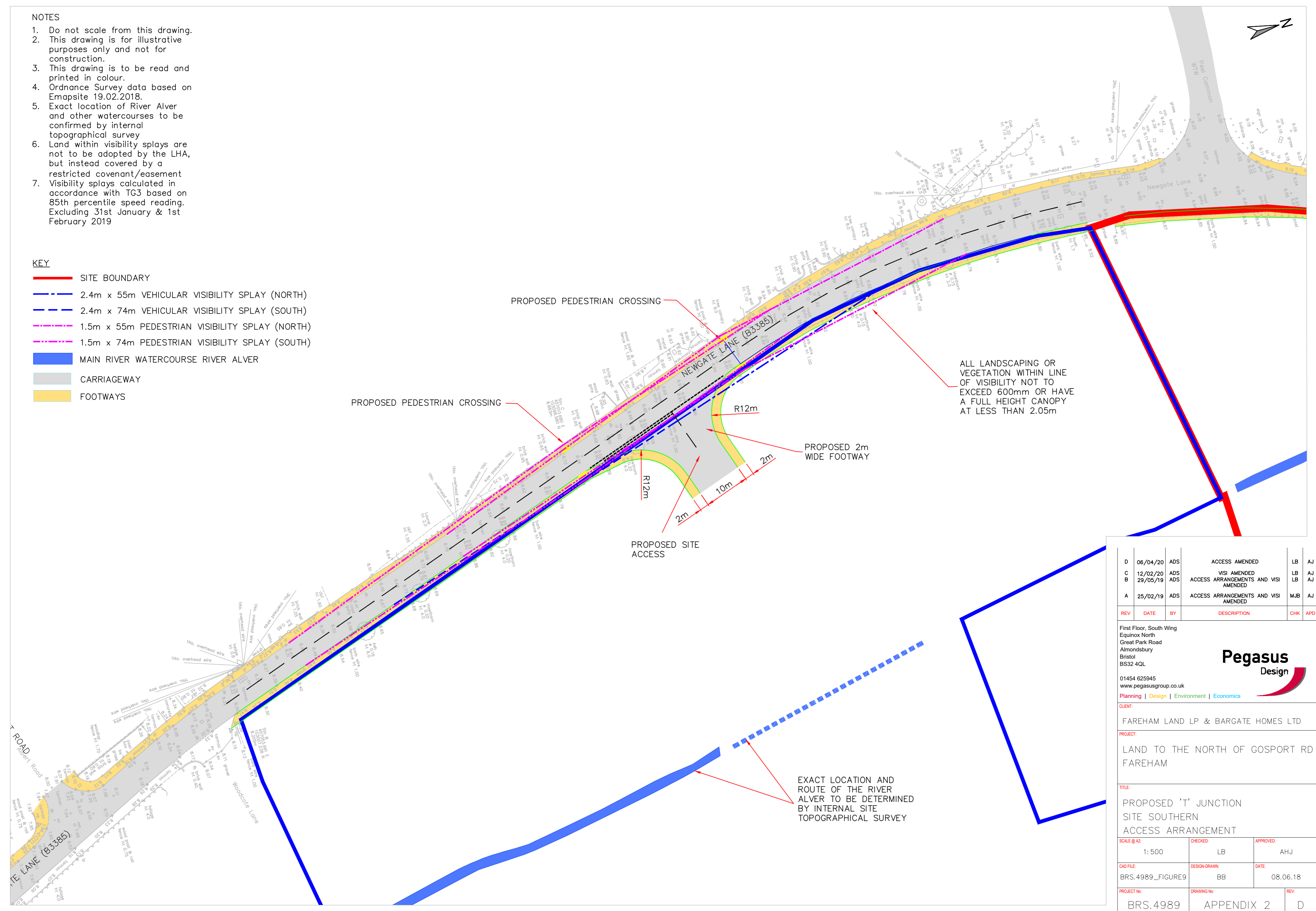
FOOTWAY / HIGHWAY IMPROVEMENTS

NOTES

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.
4. Ordnance Survey data based on Emapsite 19.02.2018.
5. Exact location of River Alver and other watercourses to be confirmed by internal topographical survey
6. Land within visibility splays are not to be adopted by the LHA, but instead covered by a restricted covenant/easement
7. Visibility splays calculated in accordance with TG3 based on 85th percentile speed reading. Excluding 31st January & 1st February 2019

KEY

- SITE BOUNDARY
- - - 2.4m x 55m VEHICULAR VISIBILITY SPLAY (NORTH)
- - - 2.4m x 74m VEHICULAR VISIBILITY SPLAY (SOUTH)
- - - 1.5m x 55m PEDESTRIAN VISIBILITY SPLAY (NORTH)
- - - 1.5m x 74m PEDESTRIAN VISIBILITY SPLAY (SOUTH)
- MAIN RIVER WATERCOURSE RIVER ALVER
- CARRIAGEWAY
- FOOTWAYS



ALL LANDSCAPING OR VEGETATION WITHIN LINE OF VISIBILITY NOT TO EXCEED 600mm OR HAVE A FULL HEIGHT CANOPY AT LESS THAN 2.05m

EXACT LOCATION AND ROUTE OF THE RIVER ALVER TO BE DETERMINED BY INTERNAL SITE TOPOGRAPHICAL SURVEY

REV	DATE	BY	DESCRIPTION	CHK	APD
D	06/04/20	ADS	ACCESS AMENDED	LB	AJ
C	12/02/20	ADS	VISI AMENDED	LB	AJ
B	29/05/19	ADS	ACCESS ARRANGEMENTS AND VISI AMENDED	LB	AJ
A	25/02/19	ADS	ACCESS ARRANGEMENTS AND VISI AMENDED	MJB	AJ

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CLIENT:
FAREHAM LAND LP & BARGATE HOMES LTD

PROJECT:
LAND TO THE NORTH OF GOSPORT RD FAREHAM

TITLE:
PROPOSED 'T' JUNCTION
SITE SOUTHERN
ACCESS ARRANGEMENT

SCALE @ A2:	CHECKED:	APPROVED:
1: 500	LB	AHJ
CAD FILE:	DESIGN-DRAWN:	DATE:
BRS.4989_FIGURE9	BB	08.06.18
PROJECT No:	DRAWING No:	REV:
BRS.4989	APPENDIX 2	D