



Land East of Downend Road, Portchester

Framework Travel Plan

Client: Miller Homes

i-Transport Ref: TW/RS/ITB12212-059b

Date: 13 August 2020

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SECTION 1 Introduction

- 1.1 Miller Homes Ltd is proposing residential development of Land East of Downend Road. An outline planning application has been prepared for:

“Outline planning application with all matters reserved (except the means of access) for residential development, demolition of existing agricultural buildings and the construction of new buildings providing up to 350 dwellings; the creation of new vehicular access with footways and cycleways; provision of landscaped communal amenity space, including children’s play space; creation of public open space; together with associated highways, landscaping, drainage and utilities.”

- 1.2 This Framework Travel Plan (FTP) has been produced to support the Transport Assessment (TA) (ITB12212-053b) for the development proposal, which considers the wider transport implications of the development. This is in line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) which both require a Travel Plan to be submitted alongside proposals for developments that are likely to result in a significant travel demand.

1.3 Site Location and Context

- 1.3.1 The site is located directly north of the Portsmouth to Southampton Railway Line, south of the M27 motorway and east of Downend Road which provides a connection from the A27 corridor to the south to Portsdown Hill Road to the north. A site location plan is provided at **Figure T1**.

1.4 Planning History

- 1.4.1 A previous planning application for 350 dwellings was submitted to Fareham Borough Council in 2018 (P/18/0005/OA). To support the planning application a Transport Assessment and Framework Travel Plan were submitted by Miller Homes Ltd. Hampshire County Council (HCC) were consulted on the planning application and further information was submitted during the course of the Application, including amendments to the Framework Travel Plan for the site to address HCC comments. HCC was satisfied that sufficient information was presented as part of the application and raised no objection subject to a package of agreed mitigation.
- 1.4.2 Whilst the application was ultimately dismissed, the reasons for refusal were not related to the Framework Travel Plan which was agreed by HCC. This Travel Plan is based upon the previously agreed Travel Plan which included additional changes made throughout the application process. These agreed changes are presented at **Appendix A**.

1.5 Relevant Transport Policy

National Planning Policy Framework

- 1.5.1 Paragraph 108 of the July 2018 NPPF makes clear the importance of encouraging sustainably travel habits at development states:

“In assessing sites that may be allocated for development in plans, or specific application for development it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity or congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

- 1.5.2 Paragraph 111 of the July 2018 NPPF states that:

“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.”

National Planning Practice Guidance (NPPG)

- 1.5.3 The National Planning Practice Guidance was published in March 2014 and at Paragraph 003 sets out the key roles of Travel Plans in the development process:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)”

“Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”

Hampshire County Council’s Local Transport Plan (2011-2031)

- 1.5.4 The Hampshire Local Transport Plan sets out a 20-year vision for the Hampshire transport network. Part of HCC’s strategy to achieve its transport vision is to ensure:

“All developments which generate significant amounts of movement should be required to provide a Travel Plan.” (p38)

Adopted Fareham Local Plan Part 1: Core Strategy (2011):

- 1.5.5 The Fareham Borough Local Plan Part 1 sets out the planning policies for the Borough. It presents the development needs up to 2026 and provides a strategy for how they will be met in addition to the transport strategy supported by Transport for South Hampshire and HCC. Several transport policies have been adopted:

Policy SO5:

- 1.5.6 "To ensure development provides and/or contributes to timely and appropriate transport infrastructure and mitigation measures to support the needs of development, and provide and/or contribute to public transport and quality pedestrian and cycle links to reduce dependence on the car."

Policy SO7:

- 1.5.7 "To create an enhanced public transport role for Fareham town centre through creating a new public transport interchange at Fareham Railway Station. To deliver a Bus Rapid Transit system which will link the SDA and associated business park, Fareham town centre and improve access to and from the Gosport peninsula."
- 1.5.8 HCC, Fareham Borough Council and Transport for South Hampshire has developed a transport strategy which aims to integrate and accommodate development and deliver a sustainable transport system. This strategy has been created in order to meet the strategic objectives outlined above. The three principles of the strategy include:

Reduce

Reducing the need to travel and reduce journeys lengths by locating development sites near public transport;

Implementing different strategies, including:

- ***Smarter Choices (including travel plans);***
- ***Land Use Planning; and***
- ***Development Management.***

Manage

- ***Using different measures to influence travel choices and traffic management to examine measures that will improve efficiency.***

Invest

- ***To provide additional infrastructure in the most cost-effective and environmentally sustainable way.***

1.5.9 The Local Plan continues to explain the transport needs for Portchester. It goes on to explain the strategy of the A27 and key junctions within the settlements of Portchester and the use of the 'reduce and manage' principles rather than investment. The plan suggests signalling roundabouts, providing quality bus services and measures, walking and cycling improvements and delivering travel plans through new developments.

1.5.10 **Section 5** presents how the proposed development will contribute to the improvement of local transport conditions by providing connecting walking, cycling and public transport infrastructure.

1.6 Miller Homes Sustainability Policy

1.6.1 Miller Homes is a well-respected national housebuilder and delivering sustainable development has been a key part of their business for many years. Accordingly, Miller Homes is committed to delivering sustainable development projects and recognises the role that Travel Plans can play in delivering sustainable development.

1.7 Scope of the Travel Plan

1.7.1 This FTP has been developed in accordance with Hampshire County Council's '*Guidance on Development Related Travel Plans*' (January 2009) and outlines measures to encourage sustainable travel by modes other than single occupancy car use for residents and users of the proposed development. It sets out the broad principles by which a Full Travel Plan for the development will be prepared once the site becomes occupied and when actual travel patterns can be understood.

1.8 Structure of the Framework Travel Plan

1.8.1 The remainder of this FTP is structured as follows:

- **Section 2** describes the principles of the Travel Plan, as well as the objectives and benefits of the plan;
- **Section 3** provides information on the development proposal;
- **Section 4** considers the existing accessibility of the site by walking, cycling and public transport as well as the existing travel characteristics of the local area;
- **Section 5** outlines the targets for the Framework Travel Plan;

- **Section 6** sets out the infrastructure measures that will be provided to encourage non-car mode travel to the site;
- **Section 7** sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- **Section 8** identifies an implementation and management strategy for the FTP;
- **Section 9** outlines how the Travel Plan will be monitored to ensure that it is achieving the targets set out in Section 4; and
- **Section 10** provides a summary of the Travel Plan.

SECTION 2 Principles, Objectives and Benefits

2.1 Principles and Objectives

2.1.1 In line with current national and local government guidance, the main objectives for the Travel Plan will be:

- To reduce the number of car journeys generated by the site; and
- To promote the accessibility of the site for non-car modes of transport.

2.1.2 The travel plan will have the following additional objectives:

- i To provide residents with realistic options for travel to and from the site by supporting a range of sustainable transport alternatives;
- ii To promote walking, cycling, car sharing and public transport as safe, efficient and affordable alternatives to the private car by highlighting the health and environmental benefits of using sustainable travel modes;
- iii To minimise the impact of car-based travel to the site on the local and strategic highway network and environment; and
- iv To develop an awareness of the options for sustainable travel opportunities to and from local services and facilities within and around Portchester.

2.2 Benefits

2.2.1 The development of a travel plan has a number of direct benefits, not only for future residents and visitors, but also for the existing local community and the surrounding environment.

Benefits to Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices; and
- A better environment within the site and its immediate environs with vehicular movement minimised and parking pressures reduced.

Benefits to Local Community and Environment

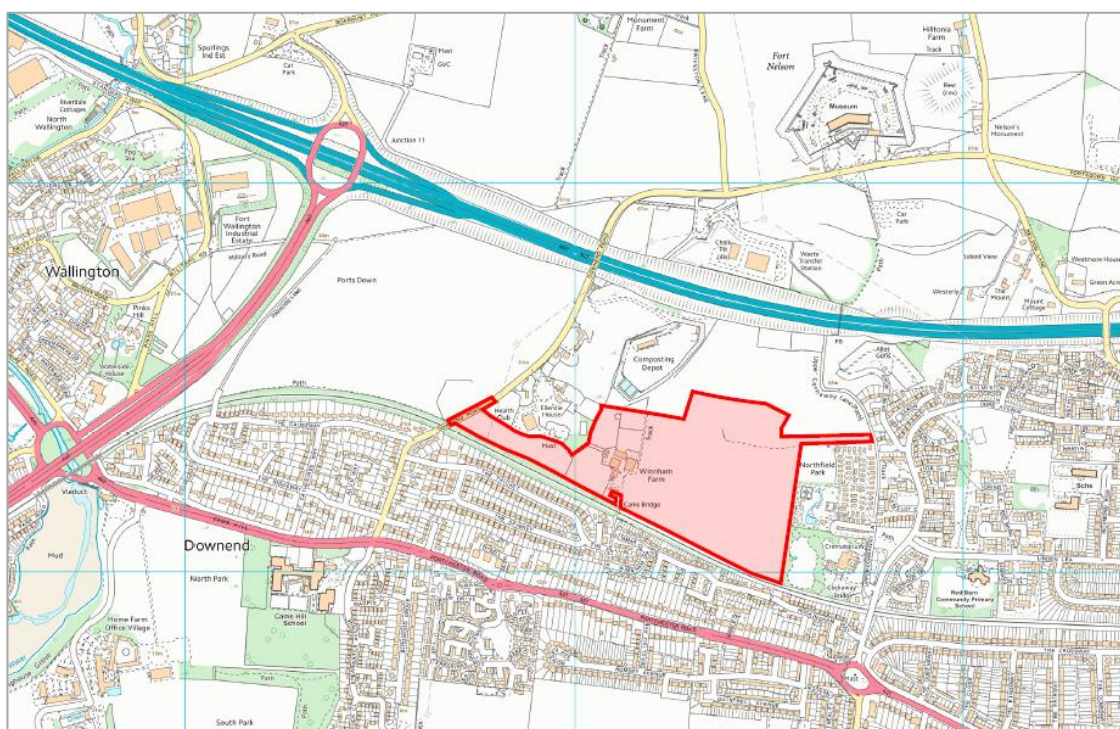
- 2.2.2 The Sustainable Transport Strategy for the proposed development, including the associated transport infrastructure that would be delivered, will provide significant benefit to existing local residents through improvement of pedestrian and cycle links locally, allowing for wider access between the residential areas and facilities in Portchester and the wider Hampshire area, and by reducing traffic effects of development.
- 2.2.3 The environmental benefits that can be delivered by the travel plan include:
- Reduced use of fossil fuels through a reduction in vehicular travel and an increase in non-car use, contributing to national climate change reduction targets; and
 - Reduced vehicle emissions resulting in reduced pollution levels and improved local air quality management.
- 2.2.4 Overall, it is anticipated that the FTP, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and the wider community in the vicinity of the development.

SECTION 3 Background

3.1 Development Proposal

- 3.1.1 The development proposal is for up to 350 residential dwellings at Land East of Downend Road, Portchester. A site location plan is provided at **Figure T1** and is shown as an extract in **Image 3.1**.

Image 3.1: Site Location Plan



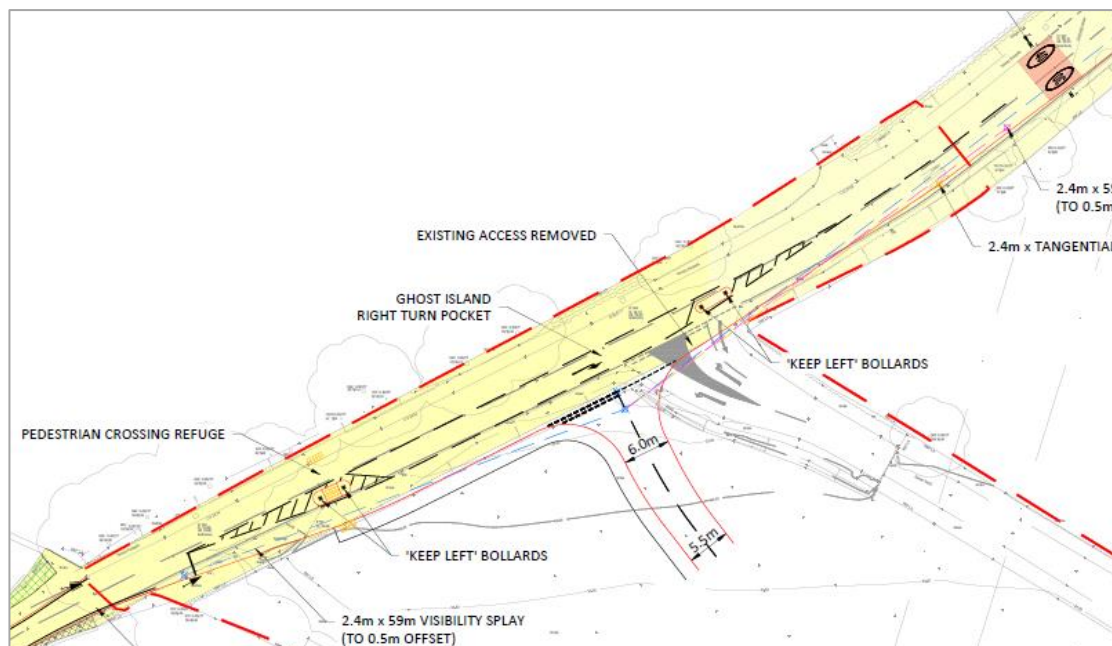
3.2 Site Access

- 3.2.1 The illustrative masterplan identifies a single vehicular access onto Downend Road to the west of the site. In addition, three pedestrian accesses are proposed from Downend Road, Cams Bridge to the south of the site onto The Thicket, and Upper Cornaway Lane to the east of the site via Public Footpath 117.

Vehicular Access

- 3.2.2 It is proposed to access the site from a ghost island junction from Downend Road. The access arrangement has been designed in accordance with design guidance contained in Manual for Streets (MfS) 1 and 2. **Drawing ITB12212-GA-014D** identifies the proposed access arrangements to the development site with an extract provided at **Image 3.2**.

Image 3.2: Site Access Extract



Pedestrian and Cycle Access

- 3.2.3** On the southern side of the access road a 2.0m wide footway will be provided to offer connectivity from the site to the local pedestrian network on Downend Road. An uncontrolled crossing is also provided on Downend Road from the eastern to side to connect to the existing footway network on the western side with a pedestrian refuge island to facilitate safe, two-staged crossing.
- 3.2.4** An additional pedestrian and cycle access is proposed at the Cams Bridge at the south of the site which connects with the existing footway network provision on The Thicket. This is provided to enable connectivity and permeability through the site for pedestrians and cyclists, but also to offer alternative access to the site for emergency vehicles in the unlikely event that the main access becomes temporarily blocked. This route will have improved pedestrian and cycle facilities, with improved surfacing, signage and lighting provided on the route. The proposed improvement is shown on **Drawing ITB12212-GA-023B**.
- 3.2.5** A further pedestrian and cycle access will be provided at the eastern side of the site. This access uses Footpath 117 and connects with Upper Cornaway Lane and Lancaster Close. Improvements to Footpath 117 will be undertaken to improve the accessibility and attractiveness of the route by providing a rural style footpath surface and the section leading to Lancaster Close and will

be upgraded for cycle use, with increased width and surfacing. The proposed improvement is shown on **Drawing ITB12212-GA-020C**.

- 3.2.6 It is proposed to provide an improvement to Downend Road Railway Bridge which will consist of a traffic signal shuttle working scheme which is presented on **Drawing ITB12212-GA-051C**.
- 3.2.7 This will include a 2.0m wide footway on the northern / western side of the bridge with a 3.5m wide carriageway. This 2.0m wide footway will allow unimpeded two-way movements by all users with the carriageway allowing vehicle to travel safely in a single direction, including HGV's. The footway will provide a key connection between the existing footways either side of the bridge and to Paradise Lane.

SECTION 4 Existing Conditions and Travel Patterns

4.1 This section of the Travel Plan describes the existing accessibility of the site by walking, cycling and public transport.

4.2 Walking and Cycling

4.2.1 The proposed development has three accesses, one vehicular and pedestrian / cycle access on Downend Road and two pedestrian / cycle accesses via Cams Bridge and Upper Cornaway Road.

4.2.2 Along Downend Road there is footway provision on the western side of the carriageway. Travelling south towards the A27 the footway is briefly curtailed across the railway bridge, starting immediately to the south. To the north, the footway continues along the western side on Downend Road. PF505 also connects to the west of Downend Road, both near the northern and southern ends of the site.

4.2.3 The pedestrian access via Cams Bridge is towards the centre of the site boundary. The bridge has no footway however it is surfaced, accessible and very lightly trafficked, connecting with The Thicket which provides lit footways towards residential areas and the A27 Portchester Road. As outlined above, a scheme of improvements to the Cams Bridge and its approaches is proposed.

4.2.4 Access onto Upper Cornaway Road is to the east of the site which is a designated Public Footpath (PF117). Currently this footpath is an earth trodden path circa 1m wide. It provides access to Lancaster Close and Danes Road to the east, as well as to Upper Cornaway Lane to the south. It is proposed to improve the surface of the track.

4.2.5 Beyond the site accesses there is a good provision of existing walking and cycling provision throughout Portchester. Along the A27 Portchester Road cycleways and footways can be found on the southern side of the carriageway as well as along the northern side of the A27 heading towards Portchester Town Centre.

4.2.6 A full Walking and Cycling Audit has been carried out as part of the Transport Assessment and is provided at **Appendix B**. This presents an assessment of walking and cycling routes from the site to local facilities and identifies a series of potential improvements which are shown on **Figure T5**.

4.3 Public Transport

Bus

- 4.3.1 Several bus services operate from 'The Thicket' and 'Condor Roundabout' bus stops on the A27 corridor (some 400m from the site), including the frequent (10 minute) Service 3 as well as the Solent Ranger X4. In addition, school services are also available from these bus stops. **Table 4.1** summarises local bus services (also shown on **Figure T2**).

Table 4.1: A27 Corridor Bus Services

Route	Destinations	Service Frequency		
		Weekday	Saturdays	Sundays
3	Fareham - Portchester – QA Hospital - Portsmouth	Every 10-12 minutes	Every 12 minutes	Every 20 minutes
		First bus at 05:19	First bus at 05:30	First bus at 0556
		Last bus at 22:41	Last bus at 22:41	Last at 22:36
Solent Ranger X4	Southampton –Fareham – Portchester - Portsmouth	Every 30 minutes	Every 30 minutes	Every hour
		First bus at 07:01	First bus at 07:46	First bus at 08:50
		Last bus at 19:19	Last bus at 18:35	Last bus at 18:29
School Services – Weekday Services				
SD4	Bishop Waltham – Wickham – Cosham – South Downs College – Havant College	Morning Departures - 08:57		
SD5	Gosport – Bridgemary – Fareham – South Downs College – Havant Campus	Morning Departure – 08:51		
		Afternoon return – 16:30 (arrives in Portchester at 17:05)		
195	Portchester – Itchen College	Morning Departure – 07:59		
		Afternoon return – 16:10 (arrives in Portchester at 17:05)		

Source: Traveline

- 4.3.2 In addition to the bus times and services presented above in **Table 4.1**, an assessment of the total travel time from the centre of the site to key destinations using the bus services available from The Thicket has been undertaken. **Table 4.2** demonstrates a wide range of local

destinations can be reached within a reasonable travel time of the site including key destinations such as Fareham, Portchester and Portsmouth. **Figure T10** provides a public transport catchment plan to demonstrate the destinations accessible within a 25 minute travel time of the site.

Table 4.2– Summary of Bus Journeys to Key Destinations

Destination / Service	Walk to Bus Stop	Bus Travel Time	Walk to Destination	Total Travel Time
Fareham Station (via 3 Only)	6	8	15	29
Fareham Station (via X4 Solent Ranger)	6	13	3	22
Fareham Station (via 3 and X4)	6	13	2	21
Fareham Bus station	6	11	0	17
Fareham Town centre	6	11	3	20
Cams Hall Business Park	6	5	5	16
Portchester Precinct (via 3)	6	11	0	17
Portchester Precinct (via X4)	6	6	0	12
Portchester Railway station (via 3)	6	11	1	18
Portchester Railway station (via X4)	6	6	3	15
Trafalgar Wharf Employment Area (via 3)	6	11	5	22
Trafalgar Wharf Employment Area (via X4)	6	6	5	17
Port Solent Employment Areas	6	9	18	33
QA Hospital	6	30	0	36
Portsmouth City Centre (via 3)	6	62	1	69
Portsmouth City Centre (via X4)	6	24	2	32

Source: Traveline

Rail

- 4.3.3** The closest railway station to the site is Portchester Railway Station which is located some 1,900m from the site providing access to London Waterloo, Southampton, Havant, Portsmouth, Eastleigh, Winchester, Basingstoke and Chichester. The station does not currently have a car park however it does have 20 sheltered cycle storage spaces. A summary of the local railway services available from Portchester Railway Station is provided below in **Table 4.3**.

Table 4.3: Summary of Local Railway Services

Destination	Typical Frequency		Typical Journey Time (approx.)
	Peak Services	Off-Peak Services	
London Waterloo	1-2 per hour (direct) 2-3 per hour (via Havant or Fratton)	1 per hour (direct) 1 per hour (via via Havant or Fratton)	1 hour 50 minutes (direct) 1 hour 47 minutes (via Havant or Fratton)

Destination	Typical Frequency		Typical Journey Time (approx.)
	Peak Services	Off-Peak Services	
Southampton Central	2-3 per hour (direct) 2 per hour (via Cosham)	2 per hour (direct)	35 minutes (direct) 45 minutes (via Cosham)
Havant	1-2 per hour (direct) 1-2 per hour (via Hilsea or Cosham)	1 per hour (direct) 1 per hour (via Hilsea or Cosham)	10 minutes (direct) 15-34 minutes (via Hilsea or Cosham)
Portsmouth Harbour	2-3 per hour (direct) 2 per hour (via Cosham or Fratton)	1 per hour (direct) 1 per hour (via Fratton)	25 minutes (direct) 25 - 33 minutes (via Cosham or Fratton)
Eastleigh	1-2 per hour	1 per hour	24 minutes
Winchester	2 per hour	1 per hour (direct) 1 per hour (via Southampton Central)	33-41 minutes (direct) 58 minutes (via Southampton Central)
Basingstoke	2 per hour	1 per hour (direct) 1 per hour (via Southampton Central)	1 hour (direct) 1 hour 15 minutes (via Southampton Central)
Chichester	1-2 per hour (direct) 1 per hour (via Cosham)	1 per hour (direct) 1 per hour (via Fratton)	24 minutes (direct) 45 minutes (via Fratton)

4.3.4 Fareham Station is located 3,700m from the site and provides access to the same destinations, albeit on a slightly higher frequency than at Portchester and also provides access to wider destinations including Bristol, Cardiff and Brighton. Fareham Station is located beyond a reasonable walking distance but is comfortably accessible by cycle (14 minute journey) and by bus with a total door-to-door travel time of some 20 minutes.

Key Destinations

4.3.5 The primary destinations for future residents of the proposed development within the local area are listed in **Table 4.4** which includes facilities for education, employment, leisure, retail and health. A comprehensive list of the local facilities in Portchester can be found in **Appendix C** and are also illustrated on **Figure T2**.

Table 4.4: Key Local Services and Facilities

Facility	Destination	Shortest Distance (m)	Walk Journey Time	Cycle Journey Time
Education	Red Barn Primary and Pre-school	1,050	13	4
	Cams Hill Secondary School	1,200	14	5
Employment	Portchester Town Centre	2,100	25	8
	Portchester Engineering	2,100	25	8
	Portchester Business Centre	2,300	27	9
	Cams Hall	2,000	24	8
	DSTL Defence Science and Tech Lab	2,300	27	9
Leisure	24-7 Fitness Fareham Gym	730	9	3
	Portchester Community Centre	1,700	20	6
	Fort Nelson	1,400	17	5
	Portchester Library	2,000	24	8
	Portchester Social Club	2,200	26	8
	Cams Mill	1,700	20	6
	Seagull PH	1,200	14	5
	Highview Park	850	10	3
	Wicor Recreation Ground	2,400	29	9
	Portchester Park Play Area	1,600	19	6
	Delme Arms PH	1,800	21	7
Retail	BP Garage with M&S Food	1,100	13	4
	Wicor Post Office	1,600	19	6
	Co-Op	1,700	20	6
	Portchester Town Centre	2,100	25	8
Health	Westlands Medical Centre	1,800	21	7
	Rowlands Pharmacy	2,100	25	8
	Lloyds Pharmacy	1,700	20	6
	Portchester Health Centre	2,000	24	8
Transport	Nearest A27 Bus Stop	550	7	2
	Portchester Railway Station	1,900	23	7

Key

	Within 1,600m – walking distance where circa 80% of journeys will be undertaken on foot (ref: National Travel survey)
	Within 3,200m – walking distance where circa 20% of journeys will be undertaken on foot (ref: National Travel survey)

4.3.6 **Table 4.4** and **Figure T2** demonstrate that there are a wide range of local services and facilities that residents are likely to use on a day to day basis within an acceptable walking distance and within reasonable cycle distance. These services include a range of schools, supermarkets, business parks, health facilities and leisure facilities.

4.4 Journey Purpose

4.4.1 The Department for Transport's (DfT) National Travel Survey identifies the proportion of all trips by purpose as set out in **Table 4.4**.

Table 4.4: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting / Business	18%
Education / Escort Education	13%
Personal Business	9%
Other Escort	9%
Other	6%

Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS – 2018 Edition

4.4.2 Travel demand is well spread between a number of journey purposes including leisure, shopping, commuting / business and education / escort education trips which account for around two thirds of all journeys.

4.4.3 **Table 4.5** demonstrates the model split of journeys to work of residents who live within Fareham 010 and 012 (excluding those who work from home and not in employment) – this is based on the available data from the 2011 census.

Table 4.5: Modal Split of Journeys to Work (excluding Work from Home) – Fareham 010 and 012 (Average)

Mode	Fareham 010 and 012 %
Car Driver	74.60%
Car Passenger	6.30%
Foot	5.90%
Train	3.90%
Bicycle	3.60%
Bus	3.00%
Motorcycle	1.60%
Other	0.70%
Total	100%

Source: 2011 Census

4.4.4 A total of 75% of the population of Fareham 010 and 012 commutes to work in a car or van. A further 5.9% of residents walk to work, 3.9% travel by train, 3.6% cycle and 3% travel by bus.

4.4.5 Census data has also been used to understand the existing (car based) commuting patterns for residents. This is presented in the TA and is summarised in Table 4.6.

Table 4.6: Journey to Work Destinations (Excluding Work from Home)

Destination	% All Trips Combined
Portsmouth	17.08%
Fareham	15.47%
Portchester	9.92%
Cosham	7.94%
Havant	6.49%
Southampton	5.46%
Gosport	5.31%
Waterlooville	4.37%
Locks Heath / Warsash / Whiteley	4.09%
Trafalgar Wharf	3.90%
Winchester	3.30%
Stubbington / Lee on Solent	3.19%
Eastleigh	2.70%
Hedge End	1.59%

Destination	% All Trips Combined
Chichester	1.25%
Petersfield	1.19%
<i>Other</i>	6.50%
Total	100%

Source: 2011 Census

- 4.4.6 The analysis demonstrates that the most dominant place of work is to Portsmouth, accounting for 17% of journey to work destinations. The next largest areas of employment are Fareham and within Portchester itself with 15% and 10% respectively. In addition to this, 8% of residents drive to work in Cosham, 6% in Havant and 5% in Southampton.

SECTION 5 Targets

5.1 The key objectives of the FTP are to reduce single occupancy car use for travel to the site, whilst encouraging the use of more sustainable modes of travel. Setting a target is a useful tool to enable the progress of the Travel Plan to be monitored.

5.2 Targets

5.2.1 Travel patterns in Portchester are dominated by car use and patterns of out commuting. The following overall Travel Plan target has therefore been identified:

- To reduce the number of daily vehicle trips generated over a 12-hour period (weekday 07:00-19:00) by the site by ten percent from the baseline position within five years; and
- To increase the number of daily trips undertaken by walking, cycling and public transport by 6% from the baseline position within five years.

5.2.2 This target follows the SMART principle (specific, measurable, adjustable, realistic, time-based) and focus on reducing the traffic generation of the site as a whole and encouraging residents to travel by more sustainable modes. The aim is to achieve the target within 5 years of the first occupation. Interim mode split targets have been established and will be subject to ongoing review during the course of the travel plan.

5.3 Baseline Position and Interim Targets

5.3.1 For the purpose of the FTP, the baseline modal split is based on the National Travel Survey (Table NTS0301) and the mode share targets are summarised in **Table 5.1**.

Table 5.1: Total Travel to Site – Interim Model Split Targets

Mode	Baseline	Y1	Y3	Y5
Car	74.6%	74.6%	69.6%	67.1%
Foot	5.9%	5.9%	6.9%	7.4%
Bicycle	3.6%	3.6%	4.6%	5.1%
Bus	3.0%	3.0%	4.0%	4.5%
Car Pass	6.3%	6.3%	7.3%	7.8%
Train	4.0%	4.0%	5.0%	5.5%
Motorcycle	1.6%	1.6%	1.6%	1.6%

Mode	Baseline	Y1	Y3	Y5
Other	0.7%	0.7%	0.7%	0.7%
Taxi	0.3%	0.3%	0.3%	0.3%
Total	100.0%	100.0%	100.0%	100.0%

Source: National Travel Survey Table NTS0301, Consultant's Estimates

- 5.3.2 Once the first monitoring surveys at the development have been undertaken and analysed (See section 8 of the Framework Travel Plan) the baseline position targets will be reviewed and agreed with HCC.
- 5.3.3 **Table 5.1** shows that by meeting the Travel Plan targets a reduction in car use from 74.6% to 67.1% in each peak hour would be achieved. It should be noted that the TA has not considered the benefits of the Travel Plan and makes no reduction in traffic generation assessments as a result of the benefits that can be delivered through the FTP. Therefore, any reductions in the number of vehicle movements on the network would further help to reduce congestion and journey times.
- 5.3.4 In contrast to the targeted reductions in car use, the use of sustainable modes (Walking, Cycling and Public Transport) is targeted to increase with use of walking, cycling and the public transport to increase by 30% from 12.5% to 18.5% mode share.
- 5.3.5 In addition to mode share targets, it is important to identify a number of action targets to ensure that the commitments made by the developer through this FTP are delivered. The action targets are as follows:
- Nominate a Travel Plan Co-ordinator (TPC) prior to sales and marketing phase of development, and retain the TPC for the duration of the FTP (five years);
 - Undertake first phase of monitoring following the first year of occupation;
 - Following the first phase of monitoring, review measures and targets to ensure that they remain appropriate. This will be repeated following the monitoring periods in years 3 and 5; and
 - Once agreed with HCC, update FTP with any necessary revisions to measures.

6.1 Introduction

6.1.2 The planning application seeks outline consent only at this stage, and other than access, all matters including the precise quantum and mix of development, as well as the site layout, will be confirmed at the reserved matters stage. Means of access is however a detailed matter for determination as part of the outline application.

6.2.1 Whilst the details of the layout are still to be determined, the 'principles' of the site layout are presented to demonstrate how the development can be brought forward. The illustrative masterplan is provided as **Appendix D** (extract at **Image 6.1**).

Image 6.1: Extract of Masterplan



Source: Terence O'Rourke Drawing 2495-01 /RS-SK-004 Rev B

6.2.2 At this Outline application stage whilst the details of the layout are still to be determined, the 'principles' of the site layout have been considered and established. The site layout will be designed in accordance with contemporary design guidance, namely Manual for Streets (MfS), and will follow the principles outlined below:

- Main Streets – circa 5.5m carriageway with 2.0m footways on the primary routes through the development;
- Secondary Streets – circa 5.0m streets with generally 2.0m footways adjacent;
- Shared Surface Streets – Circa 5.0m wide streets on secondary routes through the development, where provision for pedestrians is on-carriageway; and
- Private Driveways / Mews / Courtyard Squares – narrower shared surface areas (4.1m – 4.8m) where refuse vehicles do not need to enter.

6.2.3 The final design of the proposed site will ensure that traffic speeds and surface treatments are designed in order to maximise priority for pedestrians and cyclists.

6.2.4 All walking and cycling routes within the site will be designed to meet maximum gradients (MfS identifies that longitudinal gradients should ideally be no more than 5% or 1 in 20). to ensure suitable attractive and comfortable walking and cycling routes for all users.

Car and Cycle Parking

6.2.5 Layout, mix and scale are reserved matters and as such the provision for car and cycle parking cannot be accurately determined at this stage.

6.2.6 This FTP supports an outline planning application for the redevelopment of the site. Future reserved matters applications would deal with the provision of car parking and cycle spaces. The current residential parking and cycling standards for Fareham Borough Council are summarised in **Table 6.1**. The intention is to provide car parking and cycle spaces at a level compliant with the current parking standards.

Table 6.1: Car Parking Provision Calculation

	Car Parking Spaces Provided per Dwelling		Cycle Spaces Provided per Dwelling	
	On -Plot / Allocated Parking Spaces	Shared / Unallocated Parking Spaces	Individual Storage	Communal Storage
1 Bed	1	0.75	1	1
2 Bed	2	1.25	2	1
3 Bed	2	1.75	2	1
4 Bed	3	2.25	2	1

6.2.7 Cycle storage will relate well to the dwellings and will be both secure and convenient. For those that will be located within a garden shed or standalone building they be conveniently accessible to the dwelling they serve. The style and specification of cycle parking will be determined at reserved matters.

6.2.8 Electric vehicle charging points will be provided throughout the site. As a fast-moving technology, the specification, number and spread of charging infrastructure will be determined at the reserved matters stage.

6.2.9 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km. The Transport Assessment identifies 2km as a 'reasonable' walk distance while 3.2km is a 'maximum' walking distance for day to day journeys.

6.2.10 There are number of local facilities in relation to walking catchments from the centre of the site. There are a number of local facilities within a reasonable within a reasonable (2km) walking distance of the site, including:

- Red Barn Primary and Pre-School, Northern Junior School, Northern Infant and Pre-School, Wicor Primary School, Cams Hill Secondary School;
- Portchester Town Centre, Ellersie Hotel and 24-7 Fitness, Portchester Community Centre and Fort Nelson, BP Garage and M&S Food and Wicor Post Office; and
- Westlands Medical Centre, Portchester Health Centre and Lloyds Pharmacy.

6.2.11 The Transport Assessment identifies 5km as a 'reasonable' cycle distance and 8km as a 'maximum' cycle distance. The majority of the built-up area of Portchester falls within 5km, meaning that many of the facilities listed above are a reasonable cycle distance, as well as the following:

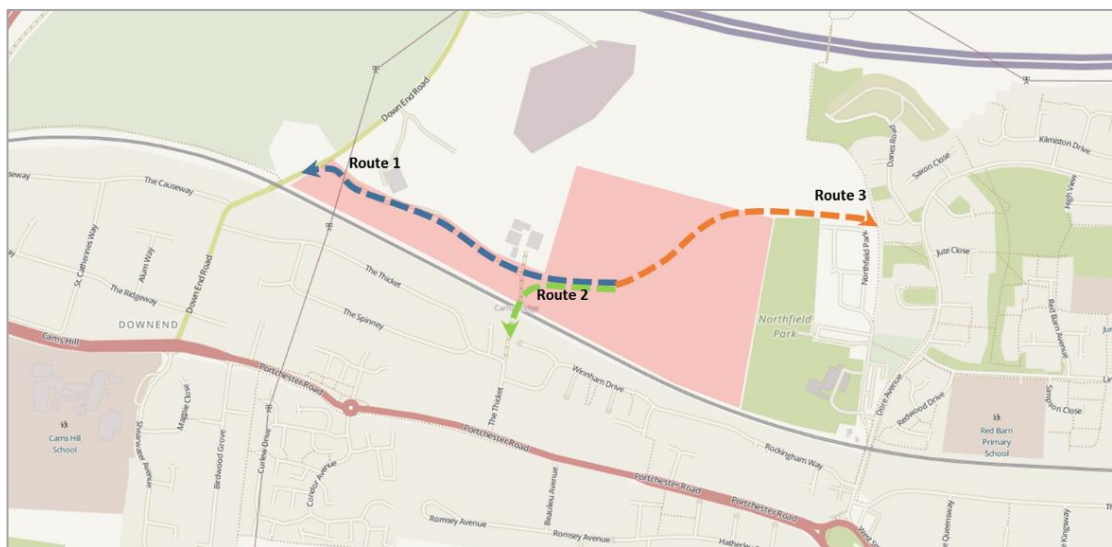
- Portchester Community School and King Richard Secondary School;

- Trafalgar Wharf, DSTL Defence Science and Tech Lab, Portsmouth Technology Park and Fort Wallington Industrial Estate;
- Portchester Youth Centre; and
- Fareham Shopping Centre and Tesco Superstore.

6.2.12 Pedestrian and cycle access is to be provided to the site in three locations, as shown on **Image 6.2** and comprising:

- **Route 1** - Pedestrian and Cycle access to Downend Road at the site access;
- **Route 2** – Pedestrian and Cycle access to 'The Thicket' via Cams Bridge; and
- **Route 3** - Pedestrian and Cycle access to 'Upper Cornaway Lane' via Footpath 117.

Image 6.2: Pedestrian and Cycle Access Routes



6.2.13 The proposed pedestrian and cycle access points will deliver connected, intuitive and direct connections between the site and local facilities. The combination of a permeable and connected development layout which delivers walking and cycling routes within the site will also offer a wider benefit for local residents by better connecting existing Public Rights of Way and movement corridors.

6.2.14 As well as considering the proximity of the site to local facilities, it is also important to consider the quality of routes and facilities for encouraging walking and cycling. In order to assess the ability of residents to safely and conveniently access local facilities by quality infrastructure a Pedestrian and Cycle Audit was carried out.

6.2.15 The full Audit is presented in **Appendix B** which considers routes from the site to local facilities along three groups of routes (eight routes in total), these being:

- West of Portchester (Routes 1, 1a and 1b);
- Portchester Town Centre (Routes 2 and 2a); and
- East of Portchester and Rail Station (Route 3, 3a and 3b).

6.2.16 The Audit demonstrates that, in general, existing walking and cycling infrastructure fulfils the needs of both pedestrians and cyclists in a safe and attractive manner.

6.2.17 Notwithstanding this, the Audit identifies a series of possible improvement measures on some of the local routes which could be delivered, and which would maximise opportunities for sustainable travel. These measures are outlined in **Table 6.2** and presented on **Figure T5**.

Table 6.2: Potential Walking and Cycling Improvements

Route	Improvement
Route 1 - Downend Road (Site Access) towards Fareham via A27 Cams Hill (northern side)	<ul style="list-style-type: none"> • Pedestrian Improvement at Downend Road Railway Bridge – See Section 5.3 • Provision of Street Lighting at the site access • Vegetation removal and maintenance on Downend Road • Provision of dropped kerb and tactile paving at Cams Hill / St Catherine's Way
Route 1a – Towards Fareham via A27 Cams Hill (southern side)	<ul style="list-style-type: none"> • Provision of dropped kerb and tactile paving at East Street
Route 1b – Cams Bridge (pedestrian and cycle access) towards Fareham via A27 Portchester Road	<ul style="list-style-type: none"> • Pedestrian and Cycle improvement at Cams Bridge – See Section 5.3 • Pedestrian crossing improvement required at A27 / The Thicket – A scheme has been developed and is shown in principle on Drawing ITB12212-GA-021C
Route 2 – Towards Portchester Town Centre via A27 Portchester Road	<ul style="list-style-type: none"> • Pedestrian and Cycle improvement at Cams Bridge – See Section 5.3 • Pedestrian crossing improvement required at A27 / The Thicket – A scheme has been developed and is shown in principle on Drawing ITB12212-GA-021C • Tactile Paving provision at Cornaway Lane
Route 2a – Towards Portchester Town Centre via Winnham Drive	<ul style="list-style-type: none"> • Provision of dropped kerb and tactile paving at Winnham Drive and Rockingham Way
Route 3 – Upper Cornaway Road towards Portchester Town Centre	<ul style="list-style-type: none"> • Pedestrian improvement of FP117 at Upper Cornaway Lane – See Section 5.3 • Tactile Paving at Dore Avenue / Rockingham Way

Route	Improvement
Route 3a – Towards Portchester Rail Station via Linden Lea and The Hillway	<ul style="list-style-type: none"> Tactile Paving provision at Linden Lea / Redwood Drive, Simpson Close and The Hillway
Route 3b – From Dore Avenue towards Portchester Rail Station	<ul style="list-style-type: none"> Tactile Paving provision at The Crossway / Station Road.
Route 1 - Downend Road (Site Access) towards Fareham via A27 Cams Hill (northern side)	<ul style="list-style-type: none"> Pedestrian Improvement at Downend Road Railway Bridge – See Section 5.3 Provision of Street Lighting at the site access Vegetation removal and maintenance on Downend Road Provision of dropped kerb and tactile paving at Cams Hill / St Catherine's Way
Route 1a – Towards Fareham via A27 Cams Hill (southern side)	<ul style="list-style-type: none"> Provision of dropped kerb and tactile paving at East Street
Route 1b – Cams Bridge (pedestrian and cycle access) towards Fareham via A27 Portchester Road	<ul style="list-style-type: none"> Pedestrian and Cycle improvement at Cams Bridge – See Section 5.3 Pedestrian crossing improvement required at A27 / The Thicket – A scheme has been developed and is shown in principle on Drawing ITB12212-GA-010
Route 2 – Towards Portchester Town Centre via A27 Portchester Road	<ul style="list-style-type: none"> Pedestrian and Cycle improvement at Cams Bridge – See Section 5.3 Pedestrian crossing improvement required at A27 / The Thicket – A scheme has been developed and is shown in principle on Drawing ITB12212-GA-021C Tactile Paving provision at Cornaway Lane

6.3 Summary

- 6.3.1 The layout of the site and provision of new transport infrastructure supports the aims and objectives of this FTP. The development will provide a range of improved pedestrian and cycling facilities to connect with existing walking and cycling routes, allowing future residents to reach key local destinations on foot or by bike as opposed to using the car.

SECTION 7 **Soft Measures**

7.1 **Introduction**

7.1.1 This section of the FTP describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development. It covers:

- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share;
- Information provision; and
- A new resident's travel pack.

7.1.2 The strategy for a Travel Plan Co-ordinator, implementation, funding and management of the FTP is also provided below.

7.2 **Promotion of Walking and Cycling**

7.2.1 As described in Section 5, the development will be designed to facilitate walking and cycling, in particular for local journeys to key local destinations. All dwellings will be provided with cycle parking in line with current local parking standards. Information on the walking and cycling routes and facilities within the development will be made available to new residents through the resident's travel information pack and the other means described in the following sections.

7.2.2 A bicycle user group (BUG) will be set up for the new development. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact established cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle journeys.

7.2.3 The Travel Plan Co-ordinator will assist with the dissemination of information regarding the user group, and will help residents, employees etc. get in contact with one another.

7.2.4 Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores and will also inform residents of any discounts that HCC has already organised with local cycle stores. A £50 travel voucher will be provided to each new residential dwelling which can be used for the purchase of cycling equipment.

7.2.5 The Travel Plan Co-ordinator will also promote 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions if enough residents, employees etc. are interested.

7.2.6 The Travel Plan Co-ordinator will promote cycle maintenance services such as Bike Doctor (cycle repair), RideRide (training in cycle repair) and Purple Bike Shed (home visits to undertake cycle repair) and negotiate discounts for residents.

7.3 **Car Sharing Scheme**

7.3.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of residents making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets. Residents will therefore be provided with information about car sharing via the Hampshire car share website (<https://hants.liftshare.com/default.asp>) and other social-media based sites, along with a leaflet explaining the benefits of the car share scheme and how to register will be included in the residential travel information packs. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

7.4 **Information Provision and Marketing**

7.4.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development.

7.4.2 To ensure access to up to date information for residents a number of community notice boards will be located around the site. These boards will contain up to date bus and rail timetable information, and information on car sharing. The boards will also provide walking and cycling facilities maps.

7.4.3 A site-specific website and twitter feed will be developed and maintained by the Travel Plan Co-ordinator and residents to inform residents of travel choices. In addition to this, residents will be provided with information regarding the HCC 'My Journey' website which provides an online resource for personalised multi-modal travel planning.

- 7.4.4 Residents will be kept informed of travel options and success of the Travel Plan through the monitoring surveys at least once a year for the duration of the Travel Plan.

7.5 Residential Travel Information Packs

- 7.5.1 The first occupier of each household will be provided with a residents' travel information pack. The pack will pull together information on the FTP measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- An information leaflet about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- Sustainable transport vouchers including a £50 voucher for cycle equipment / bus taster tickets for every household;
- Details regarding the provision of high speed broadband access to enable easy access to local home delivery services and home working;
- Information about the community travel website and the locations of community notice boards providing local travel information;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and public transport routes (including any new provision) and the location of bus stops;
- Details of any negotiated discounts at local cycle stores etc, information on cycle loan schemes and cycle maintenance organisations such as The Bike Doctor, and Purple Bike Shed;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, local school Travel Plans, and schemes such as HCC's Safer Routes to School initiatives;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations (if base mapping is made available from HCC and their current suppliers);

- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. HCCs 'My Journey' Scheme
<http://myjourneyhampshire.com>, www.nationalrail.co.uk and
www.travelinesoutheast.co.uk;
- Information about car sharing through the Hampshire car share website
(<https://hants.liftshare.com/default.asp>) and other social-media based websites
including BlaBlaCar and City Car Club;
- Information regarding any local groups set up to support social interaction and
networking amongst home workers; and
- Information about the home delivery services offered by supermarkets in the local area,
and potentially a voucher for free home delivery on first use.

7.6 **Summary**

- 7.6.1 A comprehensive package of measures is proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of schemes such as car sharing. The proposed measures aim to ensure that the objectives set out in Section 2 of this FTP are met and to minimise single occupancy car travel to and from the site. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

SECTION 8 Management and Implementation

8.1 This section of the report describes the framework through which the measures contained herein will be implemented and managed.

8.2 Development Delivery Timescale

8.2.1 The completed development is expected to be achieved in 5 years over which the implementation and delivery of this travel plan will be overseen.

8.3 FTP Management

8.3.1 The developer will appoint an individual or company to act as the Travel Plan Co-ordinator (TPC) for the site and will be included within the S106 agreement. Contact details will be supplied to HCC prior to first occupation of the development proposal.

8.3.2 The TPC will be supported by a steering group, comprising a representative from the developer, a representative of the housing association(s) and local residents. Invitations to join the group will also be provided to the highway authority (HCC), the local authority sustainable travel co-ordinator and other local authority officers as needed (e.g. cycling, public transport, and voluntary residents' representatives).

8.3.3 To encourage participation in the steering group, the opportunity to join the steering group will be widely publicised and residents will be offered meaningful roles in the delivery of the strategy, with the potential opportunity to shape the future of the development.

8.3.4 The steering group will meet every 6 months during the first three years and annually thereafter until at least 5 years after first occupation. This extensive management period will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the continuation of the Travel Plan beyond this point is set out at Section 8.6.

8.4 Role of Travel Plan Co-ordinator

8.4.1 The role of the Travel Plan Co-ordinator will be as follows:

- To develop the full Travel Plan following completion of the first monitoring period, in line with this FTP;

- To manage the day to day delivery of the measures contained in Sections 5 and 6 of the FTP;
- To set up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored, and key decisions taken as necessary;
- To market the Travel Plan to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To liaise with both public transport operators and local authorities on appropriate measures such as negotiating possible discounted bus tickets or obtaining information on any local Travel Plan measures and networks;
- To negotiate discounts for residents with local cycle shops, to promote the bicycle user group and to organise HCC cycle training courses for groups of interested residents;
- To organise measures to encourage home working, including local groups that support social interaction and networking for home workers;
- To liaise with local school Travel Plan Coordinators to ensure that the travel plans on the site are delivered in a coordinated and complimentary manner;
- To liaise with local businesses and commercial forums which have a work place Travel Plan in place to understand any synergies of measures that can be achieved.;
- To organise annual monitoring of the Travel Plan in line with the strategy outlined in Section 8 of the FTP; and
- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

8.5 Involvement of Residents

8.5.1 Involvement of residents will be key to the success of the FTP. The first owner of each dwelling will be provided with Travel Plan information by the sales office and will be provided with a residents' travel information pack on completion of their purchase.

8.5.2 The TPC will liaise regularly with residents and visitors of the site, to understand their particular needs and concerns and to examine ways of addressing them. Copies of the Travel Plan will be

made widely available to all users of the site, to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

8.5.3 Residents will be offered the opportunity to join the Travel Plan Steering Group.

8.5.4 The TPC will also aim to maintain interest amongst residents through:

- Occasional leaflet drops providing information about the Travel Plan, advertising the website and reporting the results of the annual monitoring;
- Involvement of resident volunteers in the Steering Group (to be recruited by the TPC); and
- The steering group will review and develop other methods of involving residents.

8.6 Framework for Implementation

8.6.1 The TPC will be appointed three months before the first occupation of the new development, in order to commence development of the initial Travel Plan measures in time for the first occupations.

8.6.2 Once the site has been occupied and travel patterns have begun to establish, the FTP will be developed into a Full Travel Plan. This will be done following the first monitoring surveys at the site (which will be completed 12 months after occupation).

8.6.3 **Table 8.1** provides an initial framework for implementation of the measures set out in sections 5 and 6 of this FTP.

Table 8.1: Framework for Implementation

Measure		Timescale	Responsibility
Infrastructure Measures as per Section 5		To be phased in line with the development.	Developer
Travel Plan Co-ordinator		Appointed 3 months prior to 1st occupation.	Developer
Develop Full Travel Plan		Eighteen months after 1st Occupation	TPC
Steering Group		Meeting every 6 monthly for first three years after first occupation, annual meetings thereafter for a minimum of 5 years.	TPC
Information Development and Provision	Training of sales team about the Travel Plan	Training as part of induction process.	Developer
	Production of Travel Plan information for sales packs	To be developed before 1st occupation.	TPC
	Production of residents' travel information packs	To be developed before 1st occupation. Initial occupations to have simplified version of pack, with club/bicycle user group information to be provided at a later date in line with implementation of these schemes.	TPC
	Community Notice Boards	To be phased in line with development.	TPC
Sustainable Travel Vouchers - £50 for cycle equipment and £50 bus taster ticket		To be provided as part of resident's travel information pack.	Developer
Promote car share schemes through liftshare.com		With resident's travel information pack and on website/community notice boards.	TPC
Walking/cycling/local facilities maps		With resident's travel information pack and on website/community notice boards.	TPC
Develop bicycle user group (BUG)		6 months after occupation.	TPC

8.7 Funding

8.7.1 The developer will fund the following items:

- a The transport infrastructure outlined in Section 5 of the FTP;
- b Hampshire County Council's travel plan monitoring and evaluation fee;
- c The TPC role for 5 years after first occupation of the development;
- d The initial implementation of the measures outlined in the FTP; and
- e The monitoring surveys outlined in Section 8 including setting aside an amount of money to undertake the surveys until 5 years after first occupation.

8.7.2 The indicative costs for the items above can be found in **Appendix E**.

8.8 Delivery and Enforcement

8.8.1 The Travel Plan will be secured within the Section 106 agreement tied to any planning consent for the proposed development. This will provide an enforcement mechanism for the Local Planning Authority and Local Highway Authority to ensure the successful delivery of the agreed measures and actions in the Travel Plan.

8.8.2 The cost of implementing the Travel Plan incentive measures, such as the Sustainable Travel Voucher, production of walking/cycling/ facilities maps etc. will be secured via the S106, ensuring that there is suitable funding should the County Council have to enforce measures in the Travel Plan should for any reason these not be implemented by the developer.

8.9 Framework for Handover at End of the Developer Involvement

8.9.1 Five years after first occupation of the new residential development, the developer will no longer be responsible for the management of the Travel Plan. At this time the management of the Travel Plan will revert to a residents' committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance. It will be the TPC's role to put in place necessary handover mechanisms towards the end of the travel plan period.

8.10 Monitoring

8.10.1 The total monitoring programme of the development will be during the development build until 5 years after first occupation of the new residential development. A monitoring report will be produced in years 1, 3 and 5, together with a summary page and will be submitted to HCC. Monitoring will be primarily undertaken in two ways:

- Traffic Surveys; and
- The issue of a travel questionnaire.

8.10.2 In accordance with HCC guidance, the TPC will endeavour to achieve a response rate of 35% for the travel questionnaire.

Traffic Surveys

8.10.3 In accordance with HCC's guidance, it is proposed that monitoring will be undertaken in the form of traffic surveys undertaken at 2-year intervals. Automated Traffic Counts (ATC) will be undertaken at the site access on Downend Road. The traffic surveys will supply HCC with

observed statistical data showing how the residents travel to the development and details of the measures employed could be used to encourage sustainable travel.

- 8.10.4 The first Traffic survey will be carried out after occupation of the 100th dwelling on the site, or on the first anniversary of occupations on the site, whichever is earlier. This will ensure that the survey captures information about an established critical mass of residents and will allow some time for the measures contained within the Travel Plan to take effect. Subsequent surveys will be undertaken at 2-year intervals and then a final survey taken 5 years from first occupation.

Travel Questionnaires

- 8.10.5 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures and enable residents to remain involved in the Travel Plan process. The first questionnaire survey will be undertaken 12 months after first occupation of the first unit and then annually until 5 years from first occupation.
- 8.10.6 The surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. A draft travel survey is provided as **Appendix F**.
- 8.10.7 These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan which may be implemented in the future and to monitor travel patterns at the site over set periods of time.
- 8.10.8 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 25% or more, it will be re-distributed to residents after 6 months, following further promotion and greater incentives for taking part.
- 8.10.9 The results of the surveys and the analysis will be included in an updated Travel Plan, or the first monitoring reports, with the Travel Plan targets revised or updated accordingly.

Additional Monitoring

- 8.10.10 The TPC will monitor bicycle use, to identify any need for additional public cycle parking. Monitoring will take the form of a morning and afternoon 'snapshot' count of the number of bicycles parked. Should the need arise, additional cycle parking will be provided by the developer in line with current cycle parking standards at that time.

Use of Surveys

8.10.11 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highway authorities to examine how the Travel Plan is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

8.10.12 The TPC will monitor and review the progress and success of the Travel Plan and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve the local planning authority as well as the TPC. The use of newsletters distributed to all users will assist in informing users of any new measures and give them an understanding of how the Travel Plan is operating.

8.11 Reporting

8.11.1 In years 1, 3 and 5 after first occupation of the new residential development, a monitoring report will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan. Residents will also be informed of the survey results via the website, newsletters and community notice boards. The following information is likely to be provided:

- Recap of the site Travel Plan's objective and agreed targets;
- Monitoring methodology;
- Summary of monitoring results presented in relation to agreed targets;
- Progress against agreed measures;
- Corrective measures to get the plan back on track, if targets are not being met; and
- Proposals to further develop the Travel Plan for the future.

8.12 Remedial Measures

8.12.1 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the developer will use reasonable endeavors to work with HCC to identify a strategy and to agree further reasonable actions to get the Travel Plan back on track.

8.12.2 The assessments carried out in the Transport Assessment are based upon a 'without Travel Plan' situation and demonstrate that the impact of the development on the local highway network

after highway improvements is still acceptable in highway and safety terms. On this basis, the development is not dependent on the success of the Travel Plan in making the development acceptable in terms of traffic impact on the local highway network.

- 8.12.3 The proposed sustainable transport strategy and all of the associated measures will provide a genuine opportunity for the ten percent reduction in single occupancy traffic flows associated with the development to be achieved.

SECTION 9 Summary

9.1 This Framework Travel Plan (FTP) is submitted in support of an outline planning application at Downend Road, Portchester for up to 350 residential dwellings.

9.2 The FTP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.

9.3 The following main target has been set:

“To reduce the number of vehicle trips generated over a 12-hour period (weekday 07:00-19:00) by the site by ten percent from the baseline position within five years from occupation”

9.4 In line with current guidance, sustainable transport measures will be incorporated as an integral part of the site masterplan. Car and cycle parking is proposed in line with local standards and walking and cycling connections will be delivered to Downend Road, Cams Bridge and Upper Cornaway Lane.

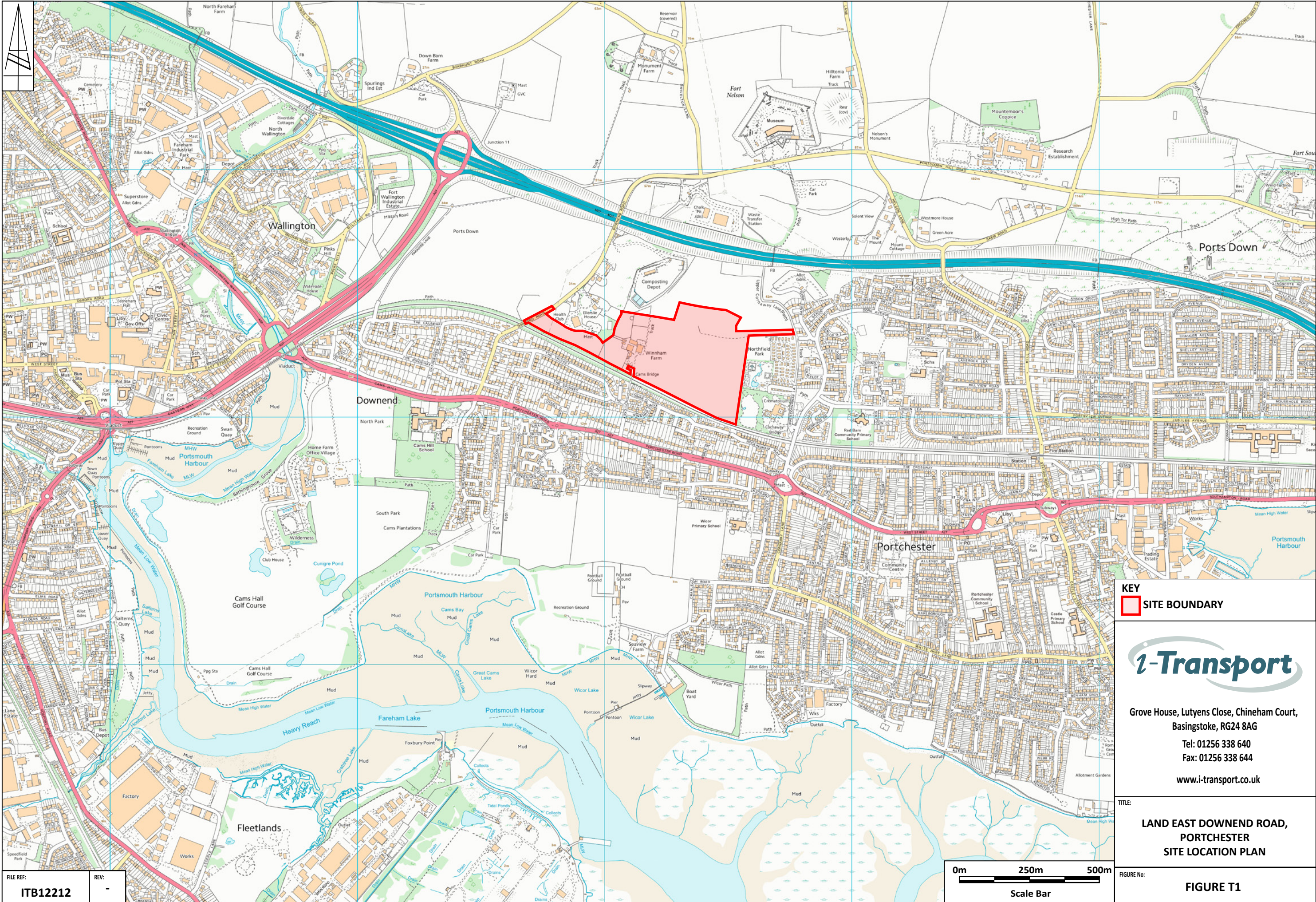
9.5 The FTP identifies a range of non-infrastructure or ‘soft’ measures aimed at influencing modal choice for travel to the site, including:

- Measures to promote walking and cycling, including provision of plans showing walking and cycling routes to local facilities, and a bicycle user group;
- Sustainable transport vouchers including a £50 voucher for cycle equipment and bus taster tickets for the first occupier of every household; and
- A resident’s travel information pack including the sustainable travel vouchers for the first occupants of each dwelling as well as provision of up to date travel information by other means, including a community travel website and community notice boards.

9.6 A framework for the management and implementation of the Travel Plan is proposed. A Travel Plan Co-ordinator will be appointed by the developer until five years after first occupation of the new residential development, by which point the site will be fully occupied. The Travel Plan Co-ordinator will be appointed prior to first occupation of the proposed development to oversee the implementation of the proposed measures.

- 9.7 The Travel Plan Co-ordinator will be supported by a Steering Group, comprising representatives from the developer, local authority and local residents. A framework is proposed for the handover of the Travel Plan at the end of the developer's involvement.
- 9.8 The first monitoring survey will be carried out after occupation of the 100th dwelling on the site or on the first anniversary, whichever is earlier. This will ensure that the survey captures information about an established critical mass of residents and will allow time for the measures contained within the Travel Plan to take effect. Subsequent surveys will be undertaken at two-year intervals and then a final survey undertaken after 5 years from first occupation. Monitoring reports at years 1, 2 and 3 over the period of the Travel Plan will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

FIGURES



FILE REF:	REV:
ITB12212	-

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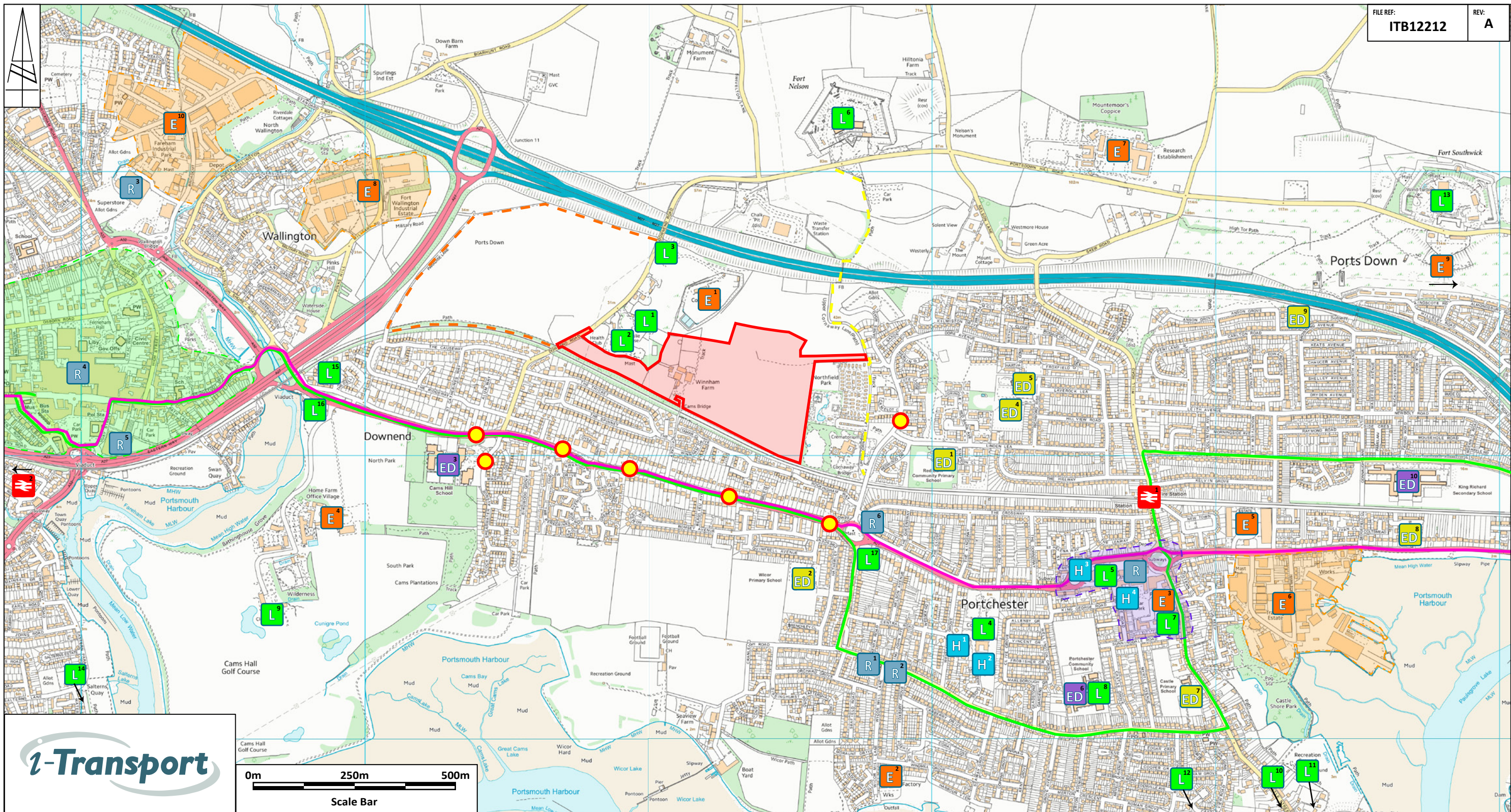
KEY
SITE BOUNDARY



Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:
LAND EAST DOWNEND ROAD,
PORTCHESTER
SITE LOCATION PLAN

FIGURE No:
FIGURE T1
























































Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:

LAND EAST OF DOWNEND ROAD,
PORTCHESTER
ACCESSIBILITY PLAN

FIGURE No:

FIGURE T2

KEY					
 RED BARN COMMUNITY SCHOOL AND PRE SCHOOL	 TEDDY BEARS NURSERY SCHOOL	 MURILLS ESTATE	 ROSHAUNA RIDING SCHOOL	 PORTCHESTER ALLOTMENTS	 FAREHAM SHOPPING CENTRE
 WICOR PRIMARY SCHOOL	 LITTLE PAWS NURSERY	 TRAFALGAR WHARF	 COMMUNITY CENTRE	 FORT SOUTHWICK	 TESCO SUPERSTORE
 CAMS HILL SCHOOL	 KING RICHARD SECONDARY SCHOOL	 DSTL DEFENCE SCIENCE AND TECH LAB	 PORTCHESTER LIBRARY	 GO KARTING	 BP GARAGE AND M&S SIMPLY FOOD
 NORTHERN JUNIOR SCHOOL	 VEOLIA COMPOSTING	 FORT WALLINGTON INDUSTRIAL ESTATE	 FORT NELSON	 DELME ARMS	 WESTLANDS MEDICAL CENTRE
 NORTHERN INFANT SCHOOL AND PRE SCHOOL	 PORTCHESTER ENGINEERING	 PORTSDOWN TECHNOLOGY PARK	 SOCIAL CLUB	 CAMS MILL	 LLOYDS PHARMACY
 PORTCHESTER COMMUNITY SCHOOL	 PORTCHESTER BUSINESS CENTRE	 FAREHAM INDUSTRIAL PARK	 YOUTH CENTRE	 THE SEAGULL	 PORTCHESTER HEALTH CENTRE
 CASTLE PRIMARY SCHOOL	 CAMS HALL	 ELLERSLIE HOTEL	 CAMS HALL GOLF COURSE	 WICOR POST OFFICE	 ROWLANDS PHARMACY
		 24-7 FITNESS	 PORTCHESTER CASTLE	 CO-OP	 SAINSBURYS SUPERSTORE
			 PORTCHESTER SAILING CLUB		 PORTCHESTER RAIL STATION
					 FAREHAM RAIL STATION
					 PUBLIC FOOTPATH 117
					 PUBLIC FOOTPATH 505
					BUS STOPS
					ROUTE SOLENT RANGER X4 - EVERY 30 MINUTES
					ROUTE 3 - EVERY 10 - 12 MINUTES
					PORTCHESTER TOWN CENTRE
					FAREHAM TOWN CENTRE

