



OAKCROFT LANE, STUBBINGTON

REVISED FULL TRAVEL PLAN

April 2020

Persimmon Homes

**RESIDENTIAL DEVELOPMENT
OAKCROFT LANE
STUBBINGTON**

REVISED FULL TRAVEL PLAN

CONTROLLED DOCUMENT

<i>Document No:</i>		048.0013/RFTP/2	
<i>Status:</i>	Original	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Prepared by:</i>	Shaan Novitzki		April 2020
<i>Checked by:</i>	Jessica Lloyd		April 2020
<i>Approved by:</i>	Mark Smith		April 2020

<i>Revision Record</i>					
<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
2	09/04/20	JL	Client Comments	MS	MS

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited 2018



Persimmon Homes
South Office, Park View House
100 Wickham Road
Fareham
Hampshire
PO16 7HT



Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

RESIDENTIAL DEVELOPMENT
OAKCROFT LANE
STUBBINGTON

REVISED FULL TRAVEL PLAN

Contents

1.	INTRODUCTION.....	2
2.	TRAVEL PLAN POLICY.....	5
3.	EXISTING CONDITIONS AND SITE ACCESSIBILITY	10
4.	PROPOSED DEVELOPMENT.....	23
5.	INDICATIVE BASLINE AND TARGET TRAVEL PATTERNS.....	24
6.	TRAVEL PLAN STRATEGY.....	26
7.	IMPLEMENTATION AND MONITORING	31
8.	SUMMARY AND CONCLUSIONS.....	35

Figures

- Figure 1 – Site Location
- Figure 2 – Site Context
- Figure 3 – Site Location in Context with Stubbington Village Centre
- Figure 4 – NCN Cycle Routes
- Figure 5 – FBC Cycle Map
- Figure 6 – Isochrone Walking Map
- Figure 7 – Isochrone Cycling Map
- Figure 8 – Local PROW Network
- Figure 9 – Route to Bus Stops
- Figure 10 – Cycle Route to Fareham Train Station

Tables

- Table 1 – Travel Plan Objectives
- Table 2 – Distances to Local Amenities
- Table 3 – Bus Services
- Table 4 – Key Travel Resources
- Table 5 – Accommodation Schedule
- Table 6 – Census Data ‘Journey to Work’
- Table 7 – Modal Share Targets
- Table 8 – Proposed Monitoring Strategy

Appendices

- Appendix A – Site Layout
- Appendix B – 2011 Census Data
- Appendix C – Action Plan
- Appendix D – Example Survey

1. INTRODUCTION

- 1.1 This Revised Full Travel Plan (RFTP) has been prepared by Paul Basham Associates on behalf of Persimmon Homes to support a full planning application for the development of 209 residential dwellings on land north and south of Oakcroft Lane, Stubbington.
- 1.2 The application site is located circa 1.9km to the north of Stubbington (from the proposed site access) and 3.7km south west of Fareham Town Centre. The site location is demonstrated within **Figure 1**, with the site layout included as **Appendix A**.

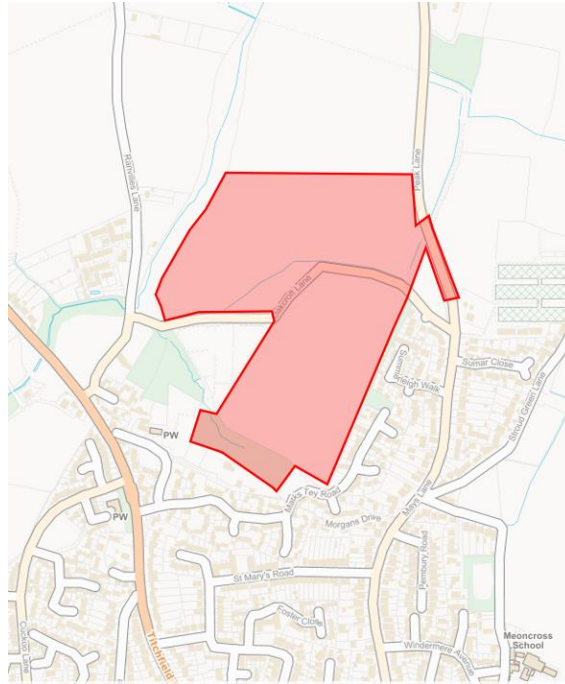


Figure 1: Site Location

- 1.3 It should be noted that the site has been subject to a previous planning application in 2019 for the development of 261 residential dwellings (application reference: P/19/0301/FP). This planning application was refused on 22nd August 2019.
- 1.4 This RFTP has been prepared to support the revised scheme, which proposes 209 residential dwellings, 52 less than the previous application. The comments made by Hampshire County Council (HCC) on the Full Travel Plan prepared to support the previous application (application reference: P/19/0301/FP) have been addressed in this RFTP.
- 1.5 This RFTP should be read in conjunction with the Revised Transport Assessment that has been prepared by Paul Basham Associates (reference: 048.0013/RTA/1) to support this application which provides further information on the site's access arrangements and highway impact.

- 1.6 As requested by HCC in their review of the previous Travel Plan (TP) the details of the local planning authority and the site's post code have been provided. The site is located in Stubbington and as such the local planning authority is Fareham Borough Council (FBC). The post code for Oakcroft Lane, where the site is located, is PO14 2TF. The application will be provided with a new planning application reference number and therefore cannot be provided at this stage.

Travel Plan Principles

- 1.7 A TP is a strategy for managing access demands to a development site by ensuring that the travel needs of its users are met by a range of transport modes in order to:
- Reduce the impact of car travel associated with the proposed development through the implementation of the TP;
 - Support a reduced need of residents to travel by providing information on car sharing, home deliveries; and
 - Increase sustainable travel practices where possible through the promotion of sustainable travel opportunities.
- 1.8 In accordance with HCC's guidance, the benefits of the TP are likely to be achieved by users of the development, the local community and the local environment, as identified below:
- Development Users
 - An attractive pedestrian environment with reduced car use
 - Local Community
 - Reduced pollution on the local road network
 - Ability for residents of the site to inform other residents of positive sustainable travel experiences
 - Reduced congestion if fewer vehicles are on the road due to sustainable travel habits
- 1.9 A TP is an evolving process initiated through site visits and discussions between key stakeholders, FBC and HCC.

Travel Plan Objectives

- 1.10 In order to reduce the impact of car travel, the need to travel by car and increase sustainable travel practises, this TP will be supported by a number of objectives, as set out in **Table 1**. Given the size and location of the proposed development, the TP will be assessed by HCC using their "TRACES" evaluation checklist. Post planning the implementation of the TP would be monitored by HCC.

Objective Number	Objective
1	To support the development as a sustainable community.
2	To promote and improve awareness of the Travel Plan process.
3	To promote sustainable travel modes including public transport, walking and cycling.
4	To minimise private car dependence through the promotion of car sharing and car clubs.

Table 1: Travel Plan Objectives

1.11 Meeting these objectives will help achieve a development that has good sustainable travel practices and a decreased reliance on the use of private cars. The continuous evolution of the TP is necessary to ensure the TP meets its targets and objectives. Promoting the TP process will better residents' understanding of the TP, which in turn would increase resident engagement.

Travel Plan Structure and Approach

1.12 The structure of this TP has been informed by HCC's A Guide to Development Related Travel Plans (2009) and is broken down into the following chapters:

Chapter 2: Travel Plan Local Policy

Chapter 3: Existing Local Conditions and Site Accessibility

Chapter 4: Proposed Development

Chapter 5: Indicative Baseline and Target Travel Patterns

Chapter 6: Travel Plan Strategy

Chapter 7: Travel Plan Implementation, Monitoring and Enforcement

Chapter 8: Conclusion and Summary

2. TRAVEL PLAN POLICY

2.1 The objectives of this TP have been designed to work alongside those set at national, regional and local levels. For reference these objectives particularly relate to:

- National Planning Policy Framework (NPPF) (2019);
- Hampshire Local Transport Plan 3 (2011-2031) (LTP3);
- Fareham Borough Council Local Plan (2011-2026);
- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)
- CIHT's 'Guidance for Providing Journeys on Foot' (2000)
- HCC's A Guide to Development Related Travel Plans (2009)

National Planning Policy Framework (NPPF)

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

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

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

(NPPF Para.102)

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

(NPPF Para.103)

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

(NPPF Para. 111)

Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

(NPPF Para.181)

Hampshire County Council Local Transport Plan 3

- 2.3 The LTP3 sets out Hampshire’s transport strategy and identifies a range of policy objectives, with those most relevant to this TP stated below:

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

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

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

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

Fareham Borough Council Local Plan (2011-2026)

- 2.4 FBC’s Local Plan: Core Strategy seeks to shape and guide development in Fareham up to the year 2026. The Core Strategy (CS) proposes a policy framework that plans for new development to deliver the vision that has been developed alongside the Sustainable Community Strategy, the CS identifies the following as its mission:

“Fareham Borough will offer a high quality of life to all residents and be an attractive, safe and pleasant place to live, work and visit. It will be sustainable and increasingly prosperous, with low levels of crime and unemployment and good access to community facilities, jobs, leisure, shops, open space and services. Fareham will remain a freestanding settlement”

- 2.5 FBC have identified twelve strategic objectives that are to be achieved by 2026 in relation to the sustainability of the Borough in general, but also specific objectives that new developments must aim to adhere to, and can be viewed below:

SO1. To deliver the South Hampshire Strategy in a sustainable way, focussing development in Fareham, the Strategic Development Area north of Fareham and the Western Wards.

SO2. To promote and encourage the efficient re-use of previously developed land and buildings in accordance with the principles of high quality and sustainable design.

SO5. 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.

SO9. To improve accessibility to and facilitate the development and expansion of leisure, recreation, community, education, open space and health facilities and services. Achieve better access to green spaces close to where people live and work, to encourage healthy active lifestyles.

SO10. To manage, maintain and improve the built and natural environment to deliver quality places, through high quality design sustainability and maintenance standards, taking into account the character and setting of existing settlements and neighbourhoods and seeking safe environments which help to reduce crime and the fear of crime.

Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)

2.6 The Planning Practice Guidance states that a TP can positively contribute to the following;

- Encourage sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate change impacts;
- Creating accessible, connected and inclusive communities;
- Improving road safety; and
- Reduce the need for new development to increase existing road capacity or provide new roads.

2.7 It also states the key principles that should be taken into consideration when preparing a TP. It states that a TP should be:

- Proportionate to the size and scope of the proposed development;
- Established at the earliest practicable stage of a development proposal;
- Be tailored to particular local circumstances;
- Be brought forward through collaborative ongoing working between the local planning authority,

transport authority, transport operator, rail network operators and Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, can be beneficial in positively supporting higher levels of walking and cycling.

CIHT's 'Guidance for Providing Journeys on foot' (2000)

2.8 The Chartered Institution of Highways and Transportation (CIHT's) 'Guidance for Providing Journeys on Foot' states that:

'New development or significant redevelopment is likely to provide opportunities for comprehensive new provision for pedestrians. The main take would be to consider pedestrian movements within the site, and between the site and its surroundings. A large scheme would need to thoroughly consider:

- The needs of pedestrians;
- The policy objectives;
- The setting;
- The physical site constraints; and
- The financial constraints.'

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

2.9 HCC's 'A Guide to Development Related Travel Plans' provides guidance for developing TP's for residential developments within Hampshire and as previous identified the structure of this TP has been informed by this guidance.

2.10 HCC's 'A Guide to Development Related Travel Plans' states that the TP should have three main purposes:

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

2.11 Seeking to maximise and build on opportunities presented in the above planning policy documents, this Travel Plan's aims are stated as the following:

- Raise awareness of sustainable modes of travel available to residents and visitors;
- Increase levels of active travel and in particular walking and cycling;
- Encourage uptake of public transport in particular local bus services;
- Encourage car-sharing in order to reduce single vehicle occupancy;

- Achieve target percentage of single occupancy car journeys to and from the development;
- Provide links with other local residential, business and school Travel Plans;
- Reduce the need to travel;
- Achieve a balance between car use and alternative travel modes for individual travel needs; and
- Change resident's perception of car being the only and automatic choice for travel.

2.12 As a housing developer, Persimmon Homes do not have any travel plan or sustainable travel policies which could be applied to the developments and residents themselves. However, Persimmon Homes are committed to delivering the Travel Plan Coordination works which would be secured through this planning application.

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

3.1 The proposed development site is approximately 1.9km north of Stubbington Village Centre (from the proposed site access) and 3.7km south west of Fareham. The existing site is agricultural land, split into two parcels by Oakcroft Lane. The south of the site is bordered by residential land currently forming the northern extent of the village of Stubbington. The site and its surroundings are shown in **Figure 2**, whilst existing conditions on the site are shown in **Photograph 1**.

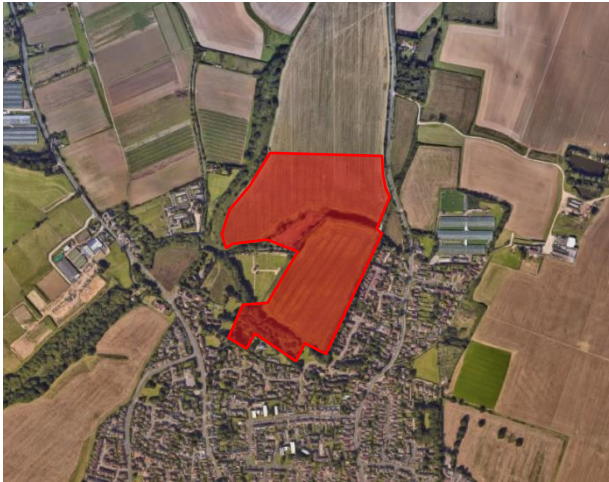


Figure 2: Site Context



Photograph 1: Existing Site Conditions

3.2 The existing northern parcel has points of access from both Oakcroft Lane and Peak Lane, whilst the southern parcel is accessed solely from Oakcroft Lane. The existing access locations are shown in **Photographs 2-4**.



Photograph 2: Northern parcel field gate access on Peak Lane



Photograph 3: Northern parcel field gate access on Oakcroft Lane



Photograph 4: Southern parcel field gate access on Oakcroft Lane

- 3.3 To help achieve the TP's objectives it is crucial to consider the site in relation to the local context in which it will evolve.
- 3.4 Services within Stubbington Village Centre include convenience stores, eateries, places of worship, a veterinary practice, a library, community centre, banks and a number of retail outlets, all situated on and around Stubbington Green, and are all within a circa 15-minute walk of the site. Also located within Stubbington Village Centre is the Stubbington Recreation Ground providing leisure facilities.
- 3.5 The proposed site location with reference to Stubbington Village Centre is identified in **Figure 3**, with the site location identified in red and the village centre in yellow. There are two potential pedestrian routes to Stubbington Village Centre from the site and a separate route for cyclists. The two pedestrian routes are demonstrated in yellow whilst the cycle route is demonstrated in blue.



Figure 3: Site Location in Context with Stubbington Village Centre

- 3.6 Further afield, Fareham Town Centre hosts a greater number of services and amenities, including large superstores and Fareham Shopping Centre, as well as Fareham Railway Station which provides access to other destinations such as Southampton and Portsmouth City Centres.
- 3.7 Crofton Anne Dale (Infant and Junior Schools) are located 1.8km from the site respectively and are accessible via a 23-minute walk or 10-minute cycle. Crofton Secondary School is 2.5km south-east of the site and accessible via an 11-minute cycle or 31-minute walk.
- 3.8 In terms of healthcare, Stubbington Medical Practice is accessible within a 16-minute walk or 6-minute cycle of the development. A pharmacy is available within the village centre to the south of the site, 1.2km south of the site. Fareham Community Hospital, in Locks Heath is 7.6km north-west of the site and the closest A&E department is Queen Alexandra Hospital, Portsmouth, 14.1km from the site.
- 3.9 The nearest supermarket to the site is ASDA Fareham, located on Newgate Lane 3.7km to the east of the site. In addition, a number of convenience stores are available within Stubbington including a large Co-op convenience store in the village centre. Smaller food and non-food stores are provided within the village centre including a bakery, butcher and greengrocer.
- 3.10 Approximate distances to local amenities measured from the centre of the site using the most appropriate route (either onto Marks Tey Road or Peak Lane for pedestrians or using Oakcroft Lane/Peak Lane for cyclists) are summarised in **Table 4**. Walking times are based on the speed of 80m per minute and cycling speed based on 240m per minute.

Amenity	Walking Distance	Walking Time	Cycling Distance	Cycling Time
Sumar Close Bus Stop (northbound)	560m	7	390m	2
Sumar Close Bus Stop (southbound)	680m	9	520m	2
Infant School (Crofton Anne Dale Infant School)	1.8km	23	2.4km	10
Junior School (Crofton Anne Dale Junior School)	1.8km	23	2.4km	10
Secondary School (Crofton School)	2.5km	31	2.6km	11
Stubbington Village Centre	1.2km	15	1.3km	5
Library (Stubbington Library)	1.8km	23	1.9km	8
Community Centre (Crofton Community Association)	1.8km	23	1.9km	8
Recreation Ground (Stubbington Recreation Ground)	1.8km	23	1.9km	8
Doctors Surgery (The Stubbington Medical Practice)	1.3km	16	1.4km	6
Dental Practice (Stubbington Green Dental Practice)	1.2km	15	1.3km	5
Pharmacy (Village Pharmacy)	1.3km	16	1.4km	6
Place of Worship (St Edmund's (Crofton Old Church))	690m	9	1.7km	7

Table 2: Distance to Local Amenities

- 3.11 It is evident from **Table 2** that there are a number of local facilities within close proximity of the proposed development site. The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). Reviewing the amenities demonstrated within **Table 2** it is evident that there are several key amenities within this distance. This therefore helps to ensure the development can operate sustainably by allowing future residents to travel sustainably.
- 3.12 Further supporting this development, the construction of the Stubbington Bypass will reduce travel distances to amenities to the east and west of the site. The application for the scheme was granted permission in October 2015 (application reference: P/15/0718/CC) and construction work began in early 2020.
- 3.13 As detailed in the TA, the Bypass routes 'from a location on the B3334 Titchfield Road opposite the 'Titchfield Nurseries' glasshouses and routes in an east-west direction across the northern edge of Stubbington to Newlands Farm. From here it routes in a south-easterly direction and then broadly north-south direction to the west of the Peel Common Sewage Treatment Works and the east of Crofton School, before joining the B3334 Gosport Road at a location in between Rome Farm Cottages and Marks Road and opposite the Solent EZ.' Further details on the Stubbington Bypass and the changes proposed is provided within the accompanying Revised Transport Assessment.

Local Pedestrian and Cycle Network

- 3.14 The local pedestrian network in the vicinity of the site benefits from a gentle topography. A short section of footway is provided on the eastern extent of Oakcroft Lane to service the small number of existing residential units which front Oakcroft Lane. This provides connection to the 3m wide footway/cycleway on Peak Lane to the north and the footway and cycle lanes on May's Lane to the south.
- 3.15 Approximately 50m north of the Oakcroft Lane/Peak Lane/May's Lane junction, a pedestrian/cyclist crossing, equipped with a central refuge island is provided to facilitate the safe crossing of pedestrians and cyclists.
- 3.16 A 3m wide lit footway/cycleway runs parallel to the proposed site frontage on the eastern edge of Peak Lane running north to the junction of Peak Lane / Rowan Way / Longfield Avenue, connecting with National Cycle Network (NCN) Route 236. This route provides a high level of infrastructure connecting future site users to the settlement boundaries of both Fareham in the north and Stubbington in the south. The existing footway/cycleway on Peak Lane is shown in **Photograph 5**.



Photograph 5: Existing Footway / Cycleway on Peak Lane

- 3.17 Further south on May's Lane dedicated cycle lanes on both the western and eastern edges of the carriageway provide a good level of cycle infrastructure into Stubbington Village. Pedestrian routes in this direction are also well supported by 2m footways flanking both sides of the carriageway providing a direct route along the pedestrian desire line into Stubbington.



Photograph 6: Existing Cycle Lane on May's Lane

- 3.18 Within Stubbington Village there is a widened pedestrian area along the majority of shop frontages to enhance the appearance and allow for a range of pedestrian functions such as browsing, socialising and play. Dropped kerbs and tactile paving are provided within the village, as well as zebra crossings and signalised crossings which ensure that safe access is provided to local amenities.
- 3.19 A more detailed review of the pedestrian and cycle network surrounding the site and on route to the local catchment schools and Stubbington Village Centre is provided in the accompanying RTA.
- 3.20 The site is also within close proximity of National Cycle Network Route 236 which runs from Cosham to Portchester and Southampton to Lyndhurst. This route provides a high level of infrastructure connecting future site users to the settlement boundaries of both Fareham in the north and Stubbington in the south. The NCN routes in the site vicinity are demonstrated in **Figure 4**.

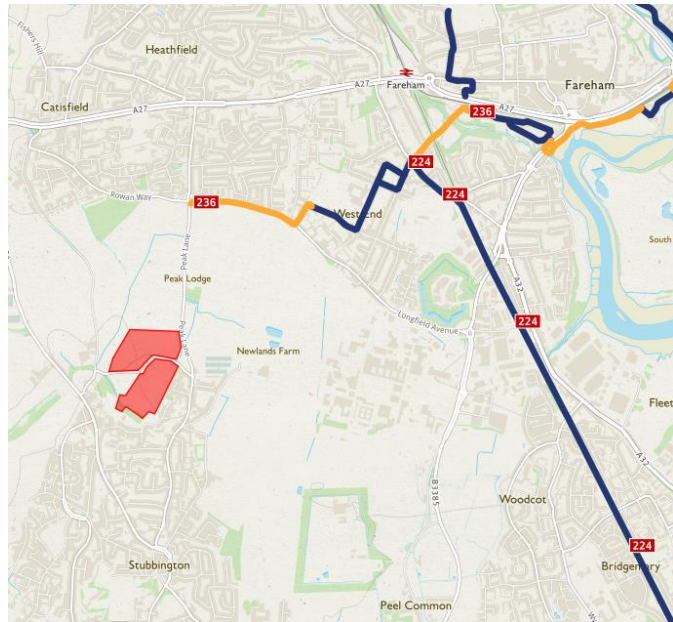


Figure 4: NCN Cycle Routes

3.21 In addition, FBC’s Cycle Map demonstrates the local cycle routes and identifies the off road track and on road cycle lane along May’s Lane/Peak Lane (in blue) as well the route via Oakcroft Lane and Burnt House Lane which are considered as a ‘link road convenient for cyclists’ (in yellow). The map with the site location identified is demonstrated in **Figure 5**.



Figure 5: FBC Cycle Map

3.22 An isochrone map to show the site's accessibility using pedestrian walking distance is shown in **Figure 6**, with a cycling distance isochrone map shown in **Figure 7**. Each interval represents 5 minutes of walking/cycling with the final interval representing a walking/cycling time of 30 minutes.

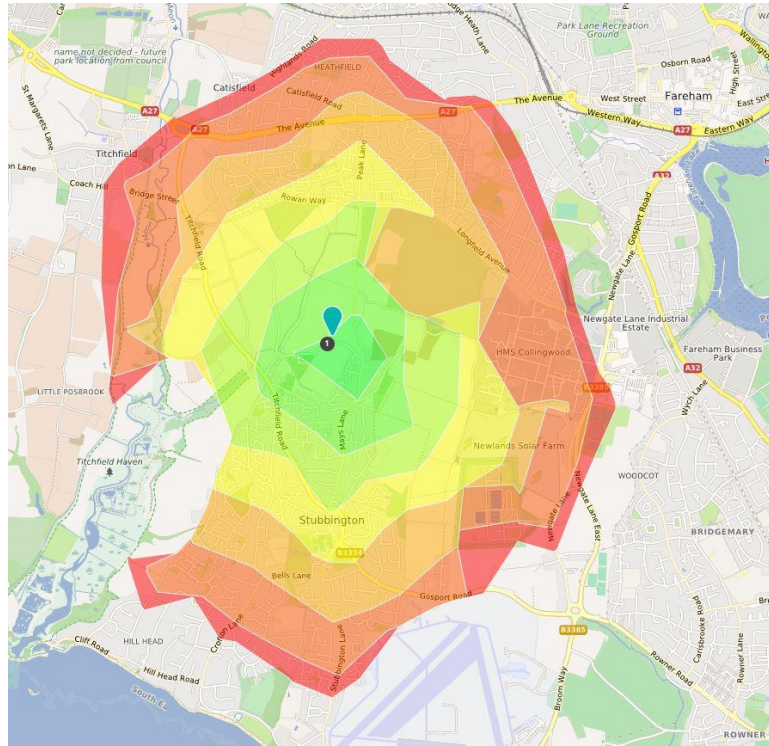


Figure 6: Isochrone Walking Map

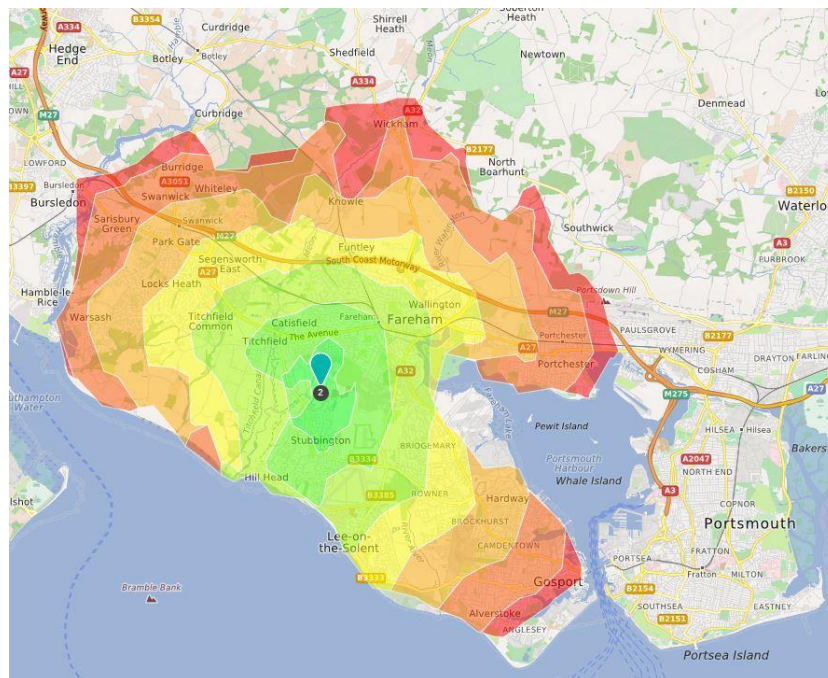


Figure 7: Isochrone Cycling Map

3.23 The isochrone maps demonstrate that the site is situated within a reasonable walking/cycling distance of many local facilities within Stubbington Village Centre and further afield. This has again been taken from the centre of the site.

Public Rights of Way Network

3.24 The site also benefits from a number of Public Rights of Way (PROW) which provide alternative pedestrian routes into the Village Centre. The local PROW surrounding the site are demonstrated in **Figure 8** with the site location highlighted in red.

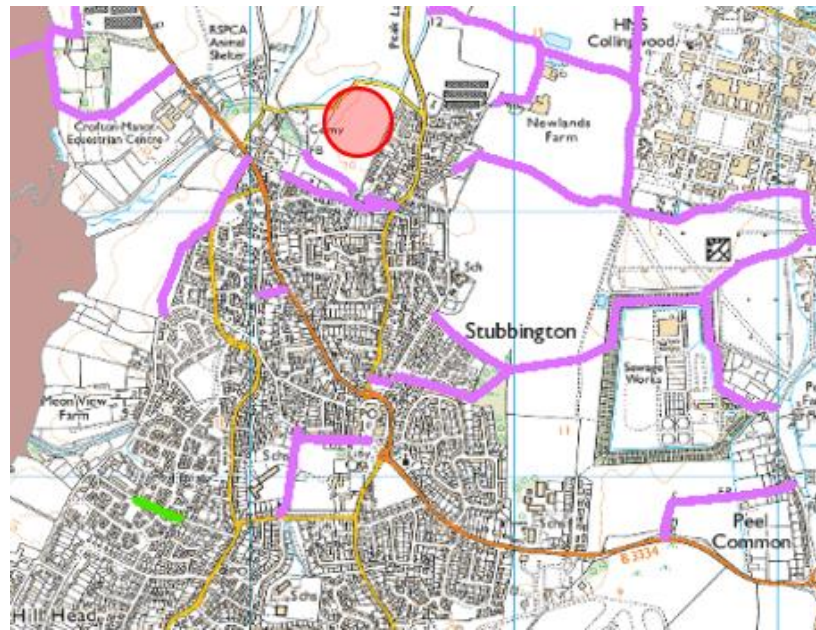


Figure 8: Local PROW Network

3.25 **Figure 8** demonstrates the site is well located being within close proximity of the local PROW network. Of particular importance, this demonstrated Footpath 509 which connects onto Marks Tey Road, Footpath 66 which connects onto May's Lane from Marks Tey Road, Footpath 61 from Vicarage Close onto Peak Lane and Footpath 60 which is Peak Lane.

Bus Services

3.26 The closest bus stops to the site are located on May's Lane, circa 560m to the east for the northbound bus stop (via Peak Lane) and 680m for the southbound bus stop (via Peak Lane). Both bus stops are therefore within a 10-minute walk from the centre of the site. These stops are provided with a simple flag and pole with timetable.

Route to Bus Stops

3.27 In the previous application HCC requested that information on the routes to the bus stops are provided within the TP. The closest bus stops to the site are located on May's Lane and are accessible from the

north of the site via the proposed access onto Peak Lane which connects onto May's Lane to the south. A 3m wide pedestrian footway is proposed along the site access which will continue south onto Peak Lane where a new 3m wide pedestrian/cycle refuge island is proposed to cross pedestrians and cyclists onto the existing infrastructure along the eastern side of Peak Lane.

3.28 Alternatively, from the south of the site there is an additional route available to access bus stops further south on May's Lane (circa 40m north of the St Mary's Road/May's Lane junction). This route is via Marks Tey Road, Newton Close and St Mary's Road which provides connection to May's Lane to the east. The site would provide connection onto Marks Tey Road to the south which is facilitated by footways and dropped kerbs and provides connection to the footways on Newton Close. To the south of Newton Close, a footpath is provided onto St Mary's Lane. This footpath is well maintained and benefits from lighting. Approximately 170m to the east St Mary's Lane connections onto May's Lane, with each bus stop accessible within a 4 minute walk via this route from the site's southern connection point.

3.29 The two proposed routes are shown in **Figure 9** and the accompanying Revised Transport Assessment provides a full review of the existing pedestrian infrastructure along these routes.



Figure 9: Route to Bus Stops

Bus services

3.30 The bus stops on May's Lane are serviced by First Group's service Solent Ranger X5, running from

Gosport to Southampton, with intermediary stops in Lee-on-Solent, Fareham, Titchfield, Locks Heath and Warsash. The route into Southampton takes 1 hour 11 minutes, to Gosport takes 34-minutes and to Fareham takes 12-minutes. The service runs every half-hour Monday to Saturday, with an hourly service on Sundays.

3.31 Additional bus services are available within Stubbington Village Centre from the ‘Stubbington Village’ bus stop. This stop is located a c. 16-minute walk via the pedestrian access onto Mark’s Tey Road or a 6-minute cycle via Oakcroft Lane (taken from the centre of the site). This stop which serves all directions is provided with a layby, sheltered seating and timetable information.

3.32 The bus services available within the area surrounding the site are summarised in **Table 3**.

Bus Number	Bus Stop	Route	Operator	Frequency		
				Mon-Fri	Sat	Sun
X5	May’s Lane	Southampton – Warsash – Fareham - Gosport	First Buses	Hourly (5:27 -20:30)	Hourly (6:51-20:30)	Hourly (8:10-18:45)
21	Stubbington Village	Fareham – Peel Common – Stubbington – Hill Head	First Buses	Every 2 hours (8:45-18:55)	Every 2 hours (8:45-13:10)	No Service
193*	May’s Lane	Gosport – Lee on Solent – Stubbington – Itchen College	Xela Bus	1 service a day (08:13)	No Service	No Service
620*	Stubbington Village	Stubbington – Barton Peveril College	Bluestar	1 service a day (14:25)	No Service	No Service

Table 3: Bus Services

3.33 Furthermore, Fareham Bus Station provides access to a number of regular bus services with destinations including Portsmouth, Gosport, Wickham, Whiteley and Southampton. A number of coach services are also available from this station with destinations including Gatwick Airport, Poole, Heathrow Airport and London Victoria.

Train Services

3.34 Fareham Train Station is approximately 3.7km north of the proposed site and is accessible via a 10-minute journey on the aforementioned Solent Ranger X5 and 21 bus services or a 15-minute cycle. The railway station is equipped with 266 sheltered and secure bicycle spaces, a 154-space car park, a manned ticket office Monday-Sunday, ramp access, customer help points, CCTV, toilets and waiting rooms.

3.35 Services from Fareham Train Station provide connection to Southampton Central (35-minutes), Portsmouth Harbour (26-minutes) London Waterloo (two hours) and Brighton (1 hour 30 minutes).

Route to Fareham Train Station

- 3.36 As requested by HCC as part of the previous application this section will provide details of the cycle routes to Fareham Train Station from the site.
- 3.37 There are a number of potential routes to Fareham Train Station. The most direct route has a cycle time of 15 minutes. This route to Fareham Train Station is via Peak Lane, Longfield Avenue, Bishopsfield Road and The Avenue (A27). This route is shown in yellow in **Figure 10** for reference and benefits from several off-road cycle routes. As previously described Peak Lane benefits from a continuous 3m wide footway/cycleway to the north of the site which provides a continuous off-road route between the site and Longfield Avenue. The footway/cycleway on Peak Lane provides connection to a 3m wide footway/cycleway on the southern side of Longfield Avenue where a number of crossing points suitable for cyclists are provided to facilitate connection onto Bishopsfield Road.
- 3.38 Whilst Bishopsfield Road does not benefit from formalised cycle routes for the majority of its extent, this is a residential road subject to low vehicle speeds with the carriageway of sufficient width to allow cars to safely pass cyclists on carriageway. Approximately 60m south of the junction between Bishopsfield Road and The Avenue (A27) a footway/cycleway is provided on both sides of Bishopsfield Road. This connects onto the footway/cycleway provided along the southern side of The Avenue (A27). The footway/cycleway along The Avenue (A27) continues to the signalised junction between The Avenue (A27) and Redlands Lane, where a signalised crossing is provided for cyclists and pedestrians. The footway/cycleway then continues along the northern side of The Avenue, to the train station. While a footway/cycleway provision is provided along The Avenue (A27) sufficient space is also provided on road to also allow cyclists to be present on the carriageway, with directional signage for cyclists provided on the carriageway to help guide use of the footway/cycleways provided where possible.
- 3.39 The second route to the train station is a 17-minute cycle, 2 minutes longer than the previous route and is via Peak Lane, Longfield Avenue, Fairfield Avenue, St Michael's Grove, Redlands Lane and The Avenue (A27). Unlike the most direct route, this route utilises what FBC have marked as 'link roads convenient for cyclists', St Michael's Grove and Fairfield Avenue (see **Figure 5**). This route also benefits from the footway/cycleway provision on Peak Lane and Longfield Avenue. Longfield Avenue provides connection to a formalised and signposted footpath/cycle path link to Fairfield Avenue. Fairfield Avenue and Longfield Avenue, despite not providing any formal provision for cyclists, have been marked by FBC as convenient link roads for cyclists. To the north St Michael's Grove provides access to Redlands Lane a residential route subject to low speeds where it is suitable for cyclists to be present on the carriageway. Redlands Lane provides connection onto The Avenue (A27) to the north west and the footway/cycleway provision available to the train station. This route is marked in blue in **Figure 10**, whilst the yellow route

represents Bishopsfield Road.



Figure 10: Cycle Route to Fareham Train Station

3.40 The cycle routes available from the site to Fareham Train Station benefit from a number of off-road routes or residential streets and is considered to be attractive for both confident and novice cyclists, especially considering their inclusion in FBC’s cycle mapping.

Key Travel Resources

3.41 Sustainable travel opportunities are supported locally. **Table 4** provides a summary of key travel resources available for residents, staff and visitors.

Resource	Description	Details
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Cycle Street	Online cycling journey planner	www.cyclestreets.co.uk
Fix My Transport	Online facility for resolving local transport infrastructure problems	www.fixmytransport.com
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
Traveline	Online Journey Planner	www.traveline.info
My Journey	Local Online Journey Planner	www.myjourneyhampshire.com

Table 4: Key Travel Resources

4. PROPOSED DEVELOPMENT

- 4.1 The site proposes the development of 209 residential dwellings, with access taken from Peak Lane. The site would include a mixture of affordable and private dwellings, with the proposed accommodation schedule summarised in **Table 5**. A site layout is provided in **Appendix A**.

Size of Dwelling	Affordable Unit Numbers	Private Unit Numbers	Total
1 Bedroom	4	0	4
2 Bedroom	42	29	71
3 Bedroom	32	78	110
4 Bedroom	4	20	24
TOTAL	82	127	209

Table 5: Accommodation Schedule

Access Arrangement

- 4.2 The site would be served by a single vehicular access point onto Peak Lane. The site access would form a new right turn lane junction on Peak Lane, which has been designed in accordance with CD 123 standards. The bellmouth access into the site itself would measure 6m wide with 10m corner radii. As part of the development, a new road will be constructed between the site and Peak Lane which is demonstrated in the site layout attached as **Appendix A**.
- 4.3 Further details on the site's access arrangements is provided within **Section 5** of the Revised Transport Assessment.

Pedestrian Access Arrangements

- 4.4 A 3m wide shared footway/cycleway would be provided on the southern edge of the proposed bellmouth access which will connect to a new crossing to the south of the access on Peak Lane. It is proposed that this crossing point will be supported by a 3m wide refuge island to ensure that pedestrians and cyclists can cross Peak Lane safely. Again, detail of the site's access arrangements is provided within **Section 5** of the Revised Transport Assessment.

Car and Cycle Parking

- 4.5 The level of car and cycle parking for the proposed development would be provided in accordance with FBC's Residential Parking Standards SPD (2009). Details of the site's parking strategy is provided within the site's planning statement. Cycle parking on the development would be sheltered and secure. Whilst previous comments from HCC referenced the need for spaces to be 'easily accessible from the highway', this is difficult to define and therefore has been prior agreed as no longer necessary.

5. INDICATIVE BASLINE AND TARGET TRAVEL PATTERNS

5.1 In order to establish the modal split of trips generated by the site 2011 Census 'Method of travel to work' data has been obtained. The 'Fareham 007' Mid Super Output Area (MSOA) is considered to be the most representative of the proposed development and includes the proposed development site and the surrounding area. The modal split proposed to be generated by the site is outlined in **Table 6**, with full outputs attached as **Appendix B**.

Mode of Travel	Percentage
Single Occupancy Vehicle	75%
Public Transport	7%
Walk	7%
Bike	2%
Other	9%

Table 6: 2011 Census Data 'Journey to Work'

5.2 **Table 6** demonstrates that 75% of all commuter trips are anticipated to be undertaken by car, with this being the most popular method of travel. After vehicle trips, walking and public transport are the next popular mode with 7% of trips travelling on foot or via public transport. Despite the excellent cycle infrastructure surrounding the site the data indicates that 2% of commuters cycle. On this basis the TP should strongly promote cycling and public transport with a focus on identifying the high-quality cycle routes available in close proximity of the site.

Targets

5.3 SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets are proposed to be met over a five-year period from 50% occupation of the site. These targets inform the measures, monitoring strategy and Action Plan. Overall a 10% target modal shift away from single occupancy vehicle trips is sought through the implementation of the Travel Plan. Modal split targets are shown in **Table 7**.

Target	Objective	Baseline Modal Share	Target	Modal Share Target
TP1	Single Occupancy Vehicle Trips	75%	-10%	65%
TP2	Increase the number of resident travelling by Public Transport	7%	+4%	11%
TP3	Increase the number of residents walking and cycling to and from the site	9%	+4%	13%
TP4	Increase the number of vehicle trips with passengers	0%	+2%	2%

Table 7: Modal Share Targets

5.4 As identified above, a 10% target of modal split away from 'Single Occupancy Vehicle' trips is sought through the implementation of the Travel Plan, and is considered reasonable and realistic at this time based on the detailed analysis of site location and accessibility completed as part of this Travel Plan.

Given the wealth of rail and bus services available to residents a 4% increase in the use of public transport has been set. An increase in 4% has also been set for walking and cycling as the TP would promote the use of local walking and cycle links given the site is located in an area with excellent pedestrian and cycle routes. A 2% modal increase has also been set for car sharing (multi-occupancy vehicle use) to accommodate to those who may travel further afield or prefer the comfort of a car.

- 5.5 The baseline modal share would be determined through a resident's travel survey, which would be undertaken at 50% occupation of the site. This survey would determine the actual baseline travel patterns for the development and would confirm the targets of the TP. Details of the survey schedule are set out in the Implementation and Monitoring section.

6. TRAVEL PLAN STRATEGY

- 6.1 The following section proposes a package of measures to be adopted and refined by the Travel Plan Coordinator (TPC) throughout the lifetime of the TP. The measures proposed are influenced by the site location, the TP objectives and targets and local, regional and national policy. The measures chosen could also be continued by local residents beyond the official monitoring period.
- 6.2 The package of measures primarily focuses on 'soft measures' which are to be adopted and refined by the TPC throughout the lifetime of the TP. Other 'hard measures' which are proposed by the development include:
- A 3m wide footway/cycleway on the southern side of the site access which would connect with the existing footway/cycleway on Peak Lane;
 - The provision of a new crossing point to the south of the site access which would be supported by a pedestrian/cyclist refuge island;
 - A pedestrian link at the southern extent of the site providing a shorter route into Stubbington Village Centre;
 - On site pedestrian infrastructure;
 - A permeable site layout; and
 - Cycle parking for each unit.
- 6.3 To support the strategy, a costed Action Plan has been prepared and is attached as **Appendix C**.

Key Stages: Preliminary

- 6.4 In order to meet the aims and objectives of this TP a number of measures are essential to be completed at an early stage. Completing these tasks would help to embed the TP within the development and the local community. Prior to first occupation the TPC should complete all preliminary tasks identified in the Action Plan (**Appendix C**).
- 6.5 The developer would be required to appoint a TPC, whose details would be given to the HCC's travel Plan Officer (TPO) alongside a finalised Action Plan. The TPC would then prepare a database for holding important contact details (residents, TPO, forums etc.) alongside liaison with other local TPC's (such as schools and other residential developments). Through this stage there should be ongoing dialogue between the TPC, the developer and HCC's Travel Plan Officer (TPO).

Key Stages: 5 Years Following 50% Occupation

- 6.6 The Travel Plan would become fully active upon 50% occupation and would remain active for a period

of 5 years following that date. After the official monitoring period has come to an end ownership would pass onto residents and the local community.

- 6.7 During the lifetime of the TP the Action Plan agreed with HCC at the preliminary stage would be expanded upon through the implementation of a variety of measures. These measures would be determined through liaison with the residents, the developer, HCC's TPO, local TPC's (including the TPC of local schools and local developments) and other key players.

Modal Measures: Walking and Cycling

- 6.8 The site benefits from high quality pedestrian and cycle infrastructure, which provides connection into local amenities and services within Stubbington and the wider area. Amenities within Stubbington Village are accessible via a c.16-minute walk to the south of the site, with further services including a train station accessible within Fareham Town Centre via a 16-minute cycle to the north east of the development.
- 6.9 Route maps, accessibility maps and up-to-date information and event updates will be provided to residents by the TPC through the preparation and maintenance of a dedicated site webpage, as well as bi-annual newsletters. Free health apps such as Moves could also be promoted by the TPC to further encourage the uptake of walking and cycling.
- 6.10 The TPC would investigate the opportunity to provide a bicycle user group for the development and would promote the existing Solent Cycle Group based in Fareham. In addition, the TPC would also seek to ensure (where possible through the local highway authority) that maintenance and improvements where necessary is provided to walking and cycle network signage in the local area.
- 6.11 Improvements to the local infrastructure beyond those proposed at the site access are not considered necessary as the cycle routes and pedestrian networks are considered more than adequate to support a proposed development. Any further improvements and maintenance would also be the responsibility of the local highway authority.

Modal Measures: Public Transport

- 6.12 The closest bus stops to the development are located on May's Lane and are accessible in less than a 10-minute walk. The Solent Ranger X5 bus service is accessible from the stops on May's Lane, which provides a frequent service to neighbouring centres such as Locks Heath, Warsash, Fareham and Southampton. Maximising residents' use of public transport would be supported through awareness-raising of the local bus services whilst highlighting the costs and benefits in comparison to other travel

modes.

- 6.13 The site is also well located to local rail facilities, with Fareham Train Station accessible in a 10-minute bus journey or 15-17-minute cycle. Services from Fareham Train Station provide direct and convenient access to neighbouring strategic centres and destinations further afield making this an attractive travel mode for residents of the development.
- 6.14 The TPC would provide up-to-date timetable and service information to residents in bi-annual newsletters and on the site's dedicated TP webpage.
- 6.15 The TPC would also be responsible for liaising with local public transport providers to identify any additional measures that could be provided by the operators to support the site. Such measures could include bus stop improvements, the potential for posting timetable information directly to the residents and trying to arrange a discount on the resident's behalf. In addition, the TPC would also investigate the potential of providing development related discounts to further encourage public transport as a primary mode of travel.

Modal Measures: Car Sharing and Sustainable Driving Practices

- 6.16 On occasions where car use is unavoidable the TPC would seek to promote car sharing through the use of websites such as Lift Share (<https://liftshare.com/uk/journeys/to/hampshire-uk>). Promoting sustainable driving practices such as car sharing helps to reduce pollution and congestion. The Lift Share website provides information about car sharing and helps members to find potential car sharing partners.
- 6.17 The TPC would also provide residents with information of fuel-efficient practices and the benefits of car sharing. Through the TP, the TPC would explore opportunities of setting up a development-based car sharing network if the demand exists given that the starting destination would be the same for residents. The sales team would assist in promoting car sharing and the opportunity could be discussed at resident meetings if available.
- 6.18 As more towns are being required by government to implement Clean Air Zones, the car industry is aiming to provide a greater network of electric charging points, encouraging the greater uptake of electric and hybrid vehicles. Altering resident's perceptions on hybrid, but in particular electric vehicles, is fundamental for creating a more sustainable development. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

Modal Measures: Home/Remote Working and Other Modes

- 6.19 Working from home and utilising mobile technology has also become a part of the daily work routine for many companies. Although the TP has limited scope to influence workplace practices the TPC would seek to ensure that residents are aware of the developments in smart working technology.
- 6.20 This TP has not identified specific targets for other travel modes such as motorcycles or taxis. Should the monitoring exercises and communication with residents and key players identify a strong interest in other travel modes, the TPC would seek to explore these through dialogue with HCC's TPO.

Sustainable Routes to School

- 6.21 Information packs would be provided for families with school age children detailing information on the sustainable routes to catchment schools (Crofton Anne Dale Infants and Juniors and Crofton School). This will include information on the benefits of walking and cycling to school to help encourage the uptake of sustainable travel to school.

Personalised Travel Planning

- 6.22 Personalised Travel Planning (PTP) would be offered to all residents and promoted through the Welcome Pack, newsletters and website. This information, once requested, would provide individuals with their own tailor-made advice on their most frequent journeys.

Local Area and Other Site Users

- 6.23 The TP should not develop in isolation from the local community and therefore the TPC would seek to maximise liaison and communication between local resident groups and community groups. The TPC would also promote local facilities and encourage the promotion of sustainable travel options to visitors and work alongside other local TPC's (including the TPC of local schools). Early engagement with other active residential Travel Plans, would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors

- 6.24 TP's should also encourage and extend sustainable travel opportunities to any visitors travelling to and from the site. Residents' own positive sustainable travel experiences should have a knock-on effect to visitors. Visitors would also have access to the Travel Plan website similarly to local residents and will be able to make an informed decision on how they travel to and from the site.

Consultation and Partnerships

- 6.25 Within the comments received from HCC on the previous TP, a request was made for the TP to include evidence of preliminary liaison with cycle shops and public transport operators to scope the possibility

of arranging development discounts/vouchers. This would be the role of the TPC once instructed, as detailed above, who as active TPC's are likely to have well established relationships with cycle shops and public transport providers to investigate the opportunity for such discounts/vouchers to be provided. Furthermore, it is unknown when the development would reach first occupation and thus conversations should be taken once the TPC has been instructed and can gauge timescales for occupation of the development.

Financial Incentives

- 6.26 As part of this RFTP and the subsequent TPC work, a £50 voucher would be offered per household to encourage sustainable travel. This voucher would be arranged by the TPC and would likely form a £50 bus voucher (arranged with First Bus) or a £50 cycle voucher to use at a local cycle store. The voucher would be promoted through the Welcome Pack and following newsletters.

Communication and Marketing

- 6.27 The TPC would provide residents with a site-specific website such as Paul Basham Associates' Travel Planning Website (<https://tpc-paulbashamassociates.com>), which would provide information on site accessibility and sustainable travel options. It could also provide information on and promote the following, which would be maintained by local residents in the long term:

- Introduction to the TP;
- Accessibility Map;
- Walking, cycling and public transport links and journey planners;
- Key travel links such as the My Journey personalised journey planner tool;
- TP newsletters;
- TP Welcome Packs;
- TP survey results;
- Local TP forum minutes; and
- Local news/advertisement/discounts.

- 6.28 The creation of a recognisable and identifiable TP logo would be completed by the TPC. This would be used on all TP material and used within the coordinated marketing campaign meetings and communication forms listed below:

- Travel Plan Welcome Pack;
- Newsletter (6 monthly);
- Posters; and
- Social Media Pages.

7. IMPLEMENTATION AND MONITORING

The Travel Plan Coordinator (TPC)

7.1 The role of the TPC would be part-time over the course of the TP, with support from Persimmon Homes. The TPC would likely be operated by an external consultant on a part time basis and would be responsible for implementing and monitoring the TP through the collaboration with residents and the local community ensuring that they are included at every stage. HCC previously requested that details of the time spent by the TPC and details of when their contract would end should be included within the TP. As identified within the previous TP, it is anticipated that approximately 3 hours per week, per year, would be spent on the TP, with the TPC instruction to end once the official monitoring period has ended. As this Full Travel Plan supports a full planning application it is not possible to provide more specific timescales at this time.

7.2 The role of the TPC specifically requires:

- Overseeing the development of the TP;
- Implementing an effective marketing strategy and raising awareness;
- Staying informed on local, regional and national campaigns and promotions;
- Acting as the point of call for all TP related queries;
- Liaising with HCC, residents and the developer; and
- Coordinating the monitoring and evaluation of the TP including the organisation of surveys.

7.3 Upon the appointment of a TPC (at least three months before occupation) contact details would be provided to the HCC TPO to ensure that a clear dialogue is possible from the first introduction of the TP.

Travel Plan Forums

7.4 The TPC would be required to attend any local travel forums and resident/community meetings to ensure that the TP is well coordinated, remains relevant and is an established part of community.

Surveys and Feedback

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

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

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

7.6 This TP's approach to monitoring acknowledges the above requirements and is displayed within **Table 8** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 3	End of Year 5
Resident Travel Survey (at 50% occupation)	Resident Travel Survey	Resident Travel Survey	Resident Travel Survey

Table 8: Proposed Monitoring Strategy

7.7 At 50% occupation of the development a residential travel survey would be undertaken to confirm the sites modal splits. This provides an opportunity to review the TP targets and to update these if applicable and in agreement with HCC's TPO. Following one year after 50% occupation, resident travel surveys would be undertaken every other year until the end of year five, to confirm the development's modal shares. By undertaking these surveys, it would allow the TPC to ensure that the measures proposed by the TP remain relevant and achievable. An example resident survey is included in **Appendix D**.

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

7.9 Whilst the minimum response rate for such surveys is 35% (as requested by HCC Travel Plan Guidance) experience of other sites within the county suggests that response rates can vary significantly and that a rate of 10% is more realistic. Therefore, the target response for the resident travel surveys in the preliminary phase and year one would be 35%, with an 'aspirational' response rate of 35% for years 3 and 5 and a minimum response rate of 10%.

7.10 After each travel survey has been conducted and an acceptable response rate from residents has been reached, a monitoring/progress report will be produced and submitted to HCC within 3 months of the survey taking place. This report will outline how the TP has been implemented for the year along with a presentation of survey results and analysis of the responses. The report will then conclude with an

outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

- 7.11 Resident survey responses would be incentivised through utilising online methods, the inclusion of a pre-paid envelope, and an opportunity for doorstep completion during the TPC's site visit. The TPC would also explore opportunities to provide further incentives for surveys, such a prize draw for a shopping voucher to overcome fatigue.

Overcoming Barriers to Success

- 7.12 Should the annual progress review identify shortfalls in the TP's progress (with consideration to any unforeseen circumstances beyond the control of the TPC) the TPC would work with the TPO to identify possible areas for improvement, new measures to try and the period in which such remedial actions should be completed. The evolution of the TP would highlight aspects that were successful and those having little impact, and this would guide the choice in any remedial measures.
- 7.13 Potential barriers may be created by mismanagement of the TP. To prevent these barriers from being created the TPC should have ongoing coordination with HCC.
- 7.14 Whilst specific remedial measures have not been identified within this RFTP, such remedial measures would be identified through discussions with HCC's TPO. The 5-year budget for implementing the Travel Plan Coordination works would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in Year 2 to rectify this and change to new measures if needed.

Community Handover

- 7.15 Following the completion of the TP, the site should be operating in a sustainable manner with the promotion of sustainable travel methods embedded in the community's practices. The handover strategy should form a key subject in annual liaison with HCC's TPO as the TP draws to an end. Following the end of the official monitoring period (5 years) local residents should have the necessary tools and experience to continue the TP on a voluntary basis.

Delivery and Enforcement

- 7.16 The developer would be committed to pay HCC's TP monitoring and evaluation fees which based on the size of the development equate to:
- £1,500 Initial Evaluation Fee
 - £3,000 Annual Monitoring Fee (£15,000 total cost over 5 years)

7.17 This TP should be secured by a Section 106 Agreement with HCC to help ensure its success. A bond value would be agreed through the Section 106 process and is anticipated to be a proportion of the total value of TPC works. Previous TP bond figures have been agreed with HCC at 20%, equating to 1 year of TPC works with this figure rolling for subsequent years. This surety can be used by HCC should the aims and objective of the TP not be achieved.

8. SUMMARY AND CONCLUSIONS

- 8.1 This TP has been prepared by Paul Basham Associates to support a full planning application for the development of 209 residential units on land north and south of Oakcroft Lane, Stubbington.
- 8.2 A TP is a strategy that supports national, regional and local policies through managing access to a development site and supporting an increase in sustainable travel. The TP is an evolving process which requires input of the TP authors, HCC and the developer (Persimmon Homes).
- 8.3 This TP's primary aim is to reduce the reliance on the private car whilst increasing the use of sustainable transport modes thus creating a sustainable development by reducing the impact of the developments travel demands, and by raising awareness of sustainable travel practices available to residents and visitors.
- 8.4 An indicative baseline travel modal split and targets have been established for the proposed development site, although all targets and measures would be reviewed and revised where necessary (including after the site-specific baseline survey has been completed at 50% occupation) and agreed with HCC. The overall target of the TP is to create a 10% shift in modal choice away from single occupancy car trips towards more sustainable modes.
- 8.5 In order to meet the key objectives of this TP, a number of measures are proposed for implementation from an early stage. Such measures primarily focus on initial infrastructure improvements and establishment of the TP within the site and informing residents and staff of the site's TP. Meeting these measures at an early stage will help the TP's targets to be achieved in the long-term.
- 8.6 A TPC will be appointed to oversee the implementation of the TP. The TPC will be responsible for encouraging changes in travel behaviours towards more sustainable travel through effective communication with the residents. The TPC will organise the surveys and liaise with HCC's TPO to ensure accurate baseline travel trends against which the TP targets are set. The Action Plan will be updated and revised based on the survey results to ensure that coordination remains an active process and that the TP becomes increasingly integrated into the local community.

Appendix A

Oakcroft Lane, Stubbington
Revised Full Travel Plan

Paul Basham Associates Ltd
Report No 048.0013/RFTP/2





Home Zone

Home Zone

Pond and Attenuation Basin

Footpath

Pedestrian Links

Sub Station

Home zone

Turning head

POS

Tree Lined 5.5m Primary Access

POS

Home zone

Home zone

Rev	Date	Revision Details	Dr	Ch
E	22.04.20	Bypass junction amended	br	db
D	25.02.20	see planning cover note	br	db
C	05.11.19	see planning cover note	br	db
B	20.09.19	see planning cover note	br	db
A	22.07.19	see planning cover note dated 23 July	br	db



Job Title
Oakcroft Lane, Stubbington

Drawing Title
Site Layout

Job No	Drawing No	Rev
220	A-02-015-SL	E
Drawn	Checked	Date
BR	DB	March '19

Scale
1:1000 @ A1 / 1:2000 @ A3

Status
PLANNING

Appendix B

Oakcroft Lane, Stubbington
Revised Full Travel Plan

Paul Basham Associates Ltd
Report No 048.0013/RFTP/2



WP7701EW - Method of travel to work (2001 specification) by distance travelled to work

ONS Crown Copyright Reserved [from Nomis on 1 April 2020]

population	All usual residents aged 16 to 74 in employment in the area the v
units	Persons
area type	2011 super output areas - middle layer
area name	E02004733 : Fareham 007
distance travelled to work	All categories: Distance travelled to work

Method of travel to work (2001 specification)

	2011
All categories: Method of travel to work (2001 s	2,879
Work mainly at or from home	428
Train, underground, metro, light rail, tram, bus,	174
Driving a car or van	1,829
Bicycle	58
On foot	171
All other methods of travel to work	219

In order to protect against disclosure of personal information, records have been swapped between different gec

k (Workplace population)

week before the census

ographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C

Oakcroft Lane, Stubbington
Revised Full Travel Plan

Paul Basham Associates Ltd
Report No 048.0013/RFTP/2



OAKCROFT LANE, STUBBINGTON TRAVEL PLAN ACTION PLAN



Actions	Responsibility	Timescale
Travel Plan Co-ordinator (TPC) Instruction, Establish Database and Confirm TPC's role with HCC	Persimmon Homes / TPC	3 months prior to Occupation
Relevant TP logo and identity established	TPC	Prior to Occupation
Set up marketing campaign including online web page	TPC	Prior to Occupation
Development of sustainable routes to school packs	TPC	Prior to Occupation
Development and distribution of Welcome Packs	TPC	Prior to Occupation
Site Visit and Training of Sales Staff to introduce TP and incentives available	TPC	Prior to Occupation
Provision of Cycle Parking	Persimmon Homes	Prior to Occupation
Determine communication strategy including attendance at resident meetings, newsletters, webpage and use of any external communication forms	TPC	Prior to Occupation
Prepare TP action database for logging/recording	TPC	Prior to Occupation
Liaise with Cycle Shop and Bus Operator and organise potential discounts	TPC	Prior to Occupation
Provide Maps of cycle and pedestrian routes and the distances to local facilities and destinations on the website and in the welcome pack	TPC	Prior to Occupation
Monitoring Stages - Surveys and Feedback		
Resident Travel Survey	TPC	50% Occupation
End of Preliminary Phase Report and revise targets where necessary	TPC	End of Preliminary Phase

Preliminary Costs £4,500

Actions	Responsibility	Timescale	Year 1 (start at 50% Occupation)	Year 2	Year 3	Year 4	Year 5	Total
Personal Travel Planning (General TPC Activities)								
Liaison with residents regarding Personalised Travel Planning	TPC	Ongoing						
Promote sustainable routes to school	TPC	Ongoing						
Promote car sharing	TPC	Ongoing						
Maintain dialogue with local public transport service operators for service changes and promotions	TPC	Ongoing						
Maintenance of local area walking / cycling route map and public transport information	TPC	Ongoing						
Keep up to date on local walking, cycling, public transport and car-sharing initiatives	TPC	Ongoing						
Promote local area key facilities, including walking and cycling	TPC	Ongoing						
Promote national sustainable travel days such as Walk to Work Week	TPC	Ongoing	£4,389.00	£3,657.50	£2,194.50	£2,194.50	£2,194.50	£14,630.00
Cooperation and coordination with local, regional and national campaigns and events	TPC	Ongoing						
Promote Bike Week and local cycling routes	TPC	Ongoing						
Promote car sharing schemes such as Hampshire Lift share	TPC	Ongoing						
Provision of information on local road network routes, cost comparison tables, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing						
Promote and explore opportunities to co-ordinate deliveries	TPC	Ongoing						
Marketing and Communications								
Newsletters/ Leaflets	TPC	Biannually	£ 800	£ 800	£ 800	£ 800	£ 800	£ 4,000
Website	TPC	Minimum of 2 updates per year	£ 400	£ 400	£ 400	£ 400	£ 400	£ 2,000
Site Visit/Audit/Event	TPC	Annual Event	£ 750	£ 750	£ 750	£ 750	£ 750	£ 3,750
Monitoring Stages - Surveys and Feedback								
Progress Review and Liaison with HCC	TPC	End of Each Year	£ 750	£ 500	£ 750	£ 500	£ 750	£ 3,250
Resident Travel Survey	TPC	Ends of Year 1, 3 and 5	£ 750		£ 750		£ 750	£ 2,250
Handover	TPC	End of Year 5					£ 500	£ 500
Year Estimates			£ 7,839	£ 6,108	£ 5,645	£ 4,645	£ 6,145	£ 30,380
Preliminary Stage + Year Estimates								£ 34,880

Financial Incentives	Voucher Amount	Units	Voucher Total 100% Take Up
£50 Travel Voucher - One per household		£50	209
			£10,450

Project Details	
Scheme	Oakcroft Lane, Stubbington
No. of Units	209
Personal Travel Planning Budget per unit	£ 70
Total Personal Travel Planning Budget	£ 14,630
Consent Date	TBC
1st Unit Occupation Target	TBC
Full Occupation Target	TBC
Applicant	Persimmon Homes
Local Authority	Fareham Borough Council
LA Travel Plan Officer	TBC
Travel Plan Author	SN
Travel Plan Co-ordinator	TBC

TPC Works Plus Disbursements £ 45,330

Version	Date	TPC Author	Comment
1	Apr-20	SN	

Appendix D

Oakcroft Lane, Stubbington
Revised Full Travel Plan

Paul Basham Associates Ltd
Report No 048.0013/RFTP/2



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

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

You can send your completed survey via:

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



SITE NAME

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

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

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

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

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

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

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

4. What is your most frequent journey for?

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

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

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

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

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

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

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

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

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

9. I would like to claim:

- £XX Bus Pass
- £XX Cycle voucher

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

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

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

Name: _____

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

**INSERT DEVELOPER
LOGO**