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Land south of Funtley Road, Funtley

Travel Plan

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Document Control Sheet

Travel Plan

Land to the South of Funtley Road, Funtley, Hampshire

Reside Development Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
01/10/2020	1 st Draft	EU/DM	DM

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1.0 Introduction

- 1.1 Reside Developments Ltd has instructed Motion to prepare this Residential Travel Plan to accompany a planning application for a residential development on land south of Funtley Road, Funtley. This Framework Residential Travel Plan should be read in conjunction with an accompanying Transport Assessment (TA), also prepared by Motion.

Context

- 1.2 The site is located to the north of the M27 (between junctions 9 and 10), some 3.2 kilometres north of Fareham town centre. The site is bound to the north by Funtley Road, to the south by the M27 motorway, the west by Honeybridge Lane, and by woodland and a railway line to the east. The administrative authorities are Fareham Borough Council (FBC - Local Planning Authority) and Hampshire County Council (HCC - County Highway Authority).
- 1.3 The site benefits from outline planning consent for a residential development of 55 dwellings (planning application reference: P/18/0067/OA), which sought vehicular access from an upgraded existing access junction which previously served a farm use and equestrian facility. The proposal seeks to utilise the consented access junction in its same format, albeit with wider pedestrian and public realm improvements.
- 1.4 Specifically, the proposals seek:

"Outline application to provide up to 125 one, two, three and four-bedroom dwellings including 6 Self/Custom build plots, Community Building or Local Shop (Use Class E & F.2) with associated infrastructure, new community park, landscaping and access."

Scope

- 1.5 A Travel Plan is a Strategy containing a bespoke package of measures, which have been tailored to the promotion of sustainable travel choices to minimise any reliance on the private car. Whilst residents are entitled to own a private car, the Travel Plan Strategy is aimed at minimising private car use for everyday journeys.
- 1.6 The overall objective of a Travel Plan is to minimise the number of private car trips from the outset and seek to encourage the use of cycle, foot and public transport trips wherever possible, whilst also promoting car share options from the site to employment locations within the region.
- 1.7 Travel Plans involve the development of a set of targets, measures and monitoring mechanisms intended to achieve the Plan's objectives, whilst also bringing a number of other benefits to residents, the environment and the local community.
- 1.8 This Travel Plan has been developed in accordance with the Hampshire Guide to Development Related Travel Plans document (January, 2009).

Structure

- 1.9 This Travel Plan has been written as a standalone document and contains all of the information to implement and monitor the Travel Plan.
- 1.10 The remainder of this document is structured as follows:
- ▶ Section 2 – Outlines the relevant policy and best practice;
 - ▶ Section 3 – Describes the site and surrounding area;
 - ▶ Section 4 – Sets out the objectives;
 - ▶ Section 5 – Outlines the targets;
 - ▶ Section 6 – Sets out the Travel Plan Strategy;

- ▶ Section 7 – Sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;
- ▶ Section 8 – Outlines how the monitoring and review programme will ensure that the Travel Plan is reported and updated as necessary; and,
- ▶ Section 9 – Provides the Travel Plan Action Plan.

2.0 Policy Context

2.1 The Travel Plan sets out details of relevant transport related policies as follows:

- ▶ National Planning Policy Framework (NPPF);
- ▶ National Planning Practice Guidance (NPPG);
- ▶ Fareham Borough Council Local Plan Part 1: Core Strategy (August 2011);
- ▶ Fareham Borough Council Local Plan Part 2: Development Sites and Policies (June 2015); and
- ▶ Fareham Borough Council Draft Local Plan 2036.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with Paragraph 102 stating:

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

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Off-street parking provision is referred to by Paragraph 105 which states that local planning authorities should take into account the following if setting local parking standards for development:

"a) the accessibility of the development;

b) the type, mix and use of the development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra low emission vehicles."

2.5 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport."

2.6 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.7 Paragraph 109 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.8 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.9 Paragraph 111 states:

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

Local Policy

2.10 Local policy is contained within the Fareham Borough Council Local Plan, which comprises the Core Strategy (Local Plan Part 1, adopted August 2011), the Development Sites & Policies Plan (Local Plan Part 2, adopted June 2015) and the Welborne Plan (Local Plan Part 3, adopted June 2015).

Fareham Borough Council Local Plan Part 1: Core Strategy (August 2011)

2.11 Policy CS5 of the Core Strategy document relates to transport strategy and infrastructure and states that:

"The Council will, where necessary, work with the Local Highways [sic] Authority, Highways Agency and transport operators to promote, permit, develop and/or safeguard a high quality and sustainable integrated transport system for the Borough."

2.12 Policy CS5 goes on to state that development proposals that generate significant demand for travel and/or are of a high density will be located in accessible areas that are or will be well served by good quality public transport, walking and cycling facilities. An accessible location is considered to be one that provides access to shops, jobs, services and community facilities as well as public transport.

- 2.13 Part 3 of Policy CS5 states that the Council will permit development that contributes towards and/or provides necessary and appropriate transport infrastructure; does not adversely affect the safety and operation of the strategic and local road network, public transport operations or pedestrian and cycle routes; and is designed and implemented to prioritise and encourage safe and reliable journeys by walking, cycling and public transport.

Fareham Borough Council Local Plan Part 2: Development Sites and Policies (June 2015)

- 2.14 The Local Plan Part 2: Development Sites and Policies document identifies planning policies within the Borough alongside sites allocated for development within the plan period.
- 2.15 DSP17 'Existing Employment Sites and Areas' lists Funtley Court, Funtley Hill, as an employment area that is to be protected, which adds to the local amenities near the development site the subject of this Transport Assessment.
- 2.16 Policy DSP49 relates to improvements to the strategic road network and states that land will be safeguarded for proposals that improve and maintain the effectiveness of junctions on the strategic road network.

Draft Local Plan 2036

- 2.17 The Local Plan is expected to be tabled at the Executive meeting in October, followed by the full Council meeting. The six-week consultation on the Publication Plan will then take place during the Autumn.. The Draft Local Plan includes site allocations within the Borough, alongside the policies that Fareham BC seeks to apply.
- 2.18 Draft Policy D1 relates to high quality design and states that development proposals will be permitted where they provide appropriate parking in line with the adopted Residential Car and Cycle Parking Standards SPD and Non-residential Parking Standards SPD. Cycle parking storage facilities should be easily accessible to the occupier.
- 2.19 In relation to sustainable transport, Draft Policy INF2 states that new development should offer maximum flexibility in the choice of travel modes and should reduce the need to travel by motor vehicle through the promotion of sustainable and active travel modes. Development should integrate into existing transport networks, not demonstrate a severe cumulative impact, provide an internal layout which is compatible for all users with appropriate servicing and parking provision, fully exploit network improvements which encourage the use of sustainable and active travel modes, mitigate impacts on the local or strategic highway network, and protect or enhance access to public rights of way.
- 2.20 Within the site allocations, site HA10 relates to land at Funtley Road South which accounts for the consented 55 units on site. The site allocation states that:
- ▶ Primary highway access shall be from Funtley Road;
 - ▶ Safe pedestrian and cycle crossing points across Funtley Road and connectivity with the existing footpath/bridleway network in the vicinity of the site and eastwards towards the centre of Funtley village in order to maximising connectivity to nearby facilities and services;
 - ▶ Pedestrian and cycle access across an existing bridge over the M27;
 - ▶ The creation of a vehicular loop road on the site, allowing for pedestrian and cycle permeability across the site; and
 - ▶ Proposals shall either provide directly, or provide a financial contribution towards the delivery (and maintenance where deemed necessary) of off-site highway improvement and mitigations works.
 - ▶ The above is addressed in detail within this report where relevant.

Summary

- 2.21 In summary, the proposed development is located within an accessible location, providing a realistic choice of travel modes. As such, it adheres to both national and local planning policy in allowing for more active and/or sustainable modes of travel.

3.0 Site Characteristics

Site Location

- 3.1 The application site is located to the west of the village of Funtley, and north of the M27 motorway. The M27 provides access towards Portsmouth and the A3 to the east, as well as the M3 and Southampton to the west. The A3 and M3 both route from the south coast to London.
- 3.2 Fareham town centre is located approximately 3.2 kilometres south-east of the site. The strategic site location is shown below in **Figure 3.1**.

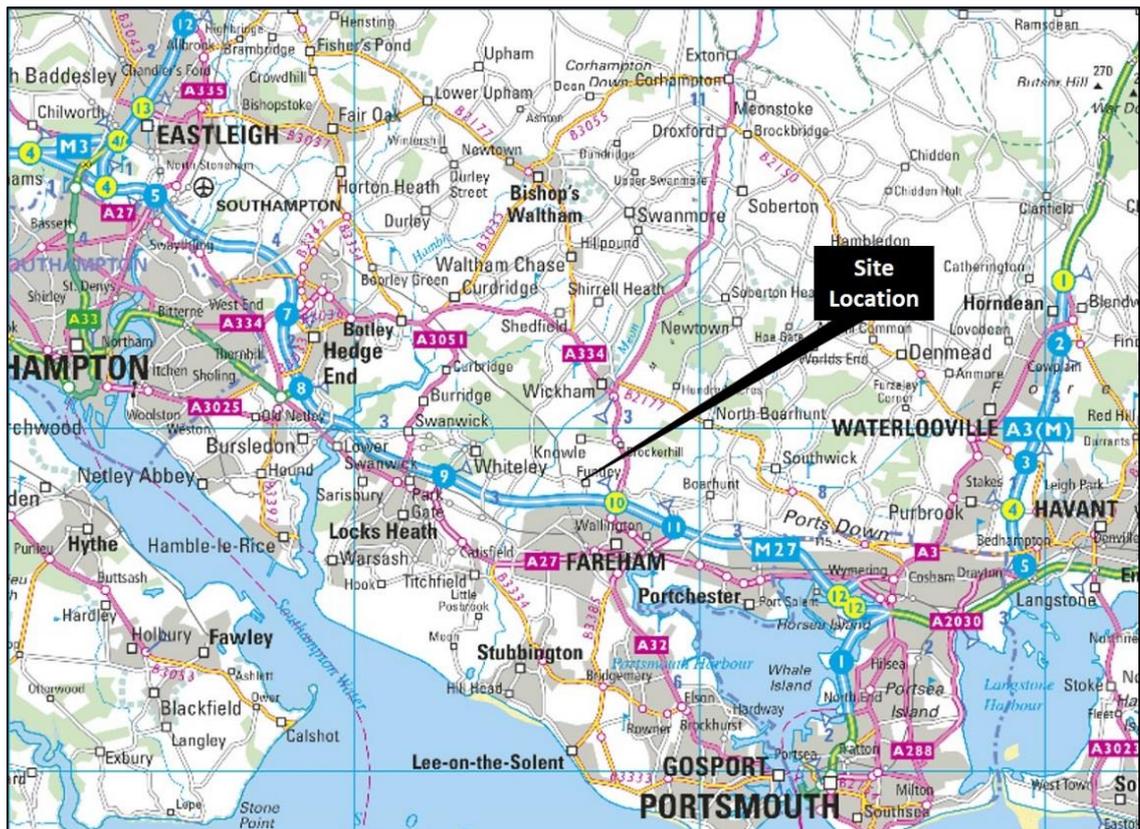


Figure 3.1: Strategic Site Location Plan

- 3.3 The site is bound to the north by Funtley Road, to the south by the M27 motorway, by Honey Lane to the west, and by woodland/ a railway line to the east. The site in relation to the local area is shown in **Figure 3.2** below.



Figure 3.2: Local Site Location Plan

- 3.4 The western boundary of the new garden village of Welborne, as allocated in the Local Plan, will be approximately 300 metres north-east of the site. The new garden village will be a mixed use development comprising a secondary school, public open space, a community hub, a local centre and a district centre. The scale of this new garden village is such that improvements to the local transport infrastructure will be included in the scheme, from which this proposed development in Funtley will also benefit.

Local Highway Network

- 3.5 Funtley Road is a single carriageway road with a width of approximately 5.5 metres adjacent to the site. The speed limit is derestricted west of Roebuck Avenue, and 30 miles per hour eastwards towards the road bridge over the railway and on in to Funtley.
- 3.6 Funtley Road to the east of the site proceeds below the M27 motorway as Funtley Hill, beyond which the eastbound carriageway of the motorway can be accessed at junction 10. Junction 11 of the M27 is approximately 1.6 km east of junction 10, from where the westbound carriageway can be reached.
- 3.7 The M27 motorway links Portsmouth to the east with Cadnam to the west, in the New Forest National Park.
- 3.8 Heading west from the site, Funtley Road links with the local road network providing access northwards to Knowle and Wickham, and westwards to Whiteley, Park Gate and Titchfield.

Site Accessibility

Accessibility on Foot

- 3.9 There is currently no pedestrian footway on either side of the carriageway adjacent to the site. There is a footway on the northern side of Funtley Road that commences at the junction with Roebuck Avenue to the east of the site. Approximately 100 metres east of Roebuck Avenue the footway switches to the southern side of the carriageway providing access into Funtley. A recently permitted development site on the northern side of Funtley Road (application reference: P/17/1135/OA), which is currently being constructed, proposed a footway extension which would extend the footway on the northern side of Funtley Road beyond Roebuck Avenue.
- 3.10 Improvements are proposed as part of this application to increase pedestrian permeability with the surrounding road network. This includes linking the proposed site access with the existing network to the east, as well as introducing crossing points for connections to the northern side of the carriageway.
- 3.11 'Guidelines for Providing for Journeys on Foot' (CIHT, 2000) notes that the maximum walk distance for commuting purposes or school trips is two kilometres. Facilities within this distance from the site are referenced later in this section, and are shown on Figure 3.3. Figure 3.3 demonstrates how many local amenities can be accessed within an acceptable walk distance, including doctor's surgeries, food retail stores, and schools for all ages.
- 3.12 The proposals will also make use of the route over the M27 motorway, which is now operationa.. This will enable both pedestrians and cyclists to access facilities to the south without needing to detour east or west to pass over the M27. It will also provide an improvement for existing residents living in Funtley.

Accessibility by Cycle

- 3.13 Government guidance in respect to cycling indicates that people are prepared to cycle up to five kilometres in order to access local facilities or travel to work. The site is accessible by cycle along the adjoining roads in the vicinity of the site, with the neighbouring localities of Whiteley, Knowle and Fareham accessible within 5 kilometres. Figure 3.4 provides an isochrone plan, indicating which locations can be reached within a one, three and five kilometre cycle distance.
- 3.14 Fareham Town Centre can be reached within a 9-minute cycle (3.2 kilometres), with Fareham Railway Station, a 11-minute cycle (3.5 kilometres) from the site. Fareham Railway Station benefits from cycle stands and lockers available. The town has an array of schools, pharmacies, doctor's surgeries, leisure facilities and shops. Further details on travel by rail are set out in the following paragraphs.
- 3.15 In addition to the bridge over the M27, a cycle-/footpath along the Funtley Deviation, an old railway track located to the west of the site, provides access into north-west Fareham. Consideration of improvements to the Deviation Line are set out later in this report.

Accessibility by Bus

- 3.16 The closest bus stops to the site are located south of the M27 on Thames Drive, a 600 metre walk distance from the centre of the development site via the bridge over the M27. These stops are served by bus route '20'. Table 3.1 summarises frequencies from the aforementioned bus stops.

Service	Route/Destination	Weekday Daytime Frequency	Saturday Daytime Frequency	Sunday Daytime Frequency
20 (towards Fareham)	Honey Lane – The Miners – St Francis, Funtley Hill – Marlow Close – Henley Gardens – Hill Park Road – The Greendale – Working Mens Club – Hammond Road – Oak Road – Blackbrook Road – Gudge Heath Lane – Fareham Station – Fareham Bus Station	Hourly	Hourly, ending at 16:45	No service
20 (towards Wickham)	Honey Lane – River Lane – Knowle Cottages – Mayles Corner – Knowle Shops – Forrest Lane – Water Tower – Shell Garage – Wickham Bridge – Wickham Square	Hourly	Hourly, ending at 17:15	No service

Table 3.1: Summary of Bus Services Available

Accessibility by Rail

- 3.17 The railway station nearest to the site is Fareham, approximately 3.5 kilometres south in Fareham town centre. Fareham station is accessible by bus and cycle, as described above. The station is operated by South Western Railway (SWR) with their services as well as the Great Western Railway (GWR) service to Cardiff Central and the Southern (S) service to London Victoria serving the station. A summary of the relevant rail services can be seen below in **Table 3.2**.

Service	Route/Destination	Weekday Daytime Frequency	Saturday Daytime Frequency	Sunday Daytime Frequency
Brighton	Fareham - Cosham – Havant – Emsworth - Chichester – Barnham – Ford - Angmering – Goring-by-Sea – Durrington-on-Sea – West Worthing – Worthing – Lancing – Shoreham-by-Sea – Southwick – Portslade – Hove – Brighton	05:29; 2 per hour until 09:28; then hourly	Hourly	Hourly
Cardiff (change at Bristol Temple Meads)	Fareham – Southampton Central – Romsey – Salisbury – Warminster – Westbury – Trowbridge – Bradford-on-Avon – Bath Spa – Bristol Temple Meads – Filton Abbey Wood – Severn Tunnel Junction – Newport (South Wales) – Cardiff Central	Hourly	Hourly	At least hourly
London Victoria (change at Crawley)	Fareham – Portchester – Cosham – Havant – Emsworth – Southbourne – Chichester – Barnham – Horsham – Crawley – Three Bridges – Gatwick Airport – East Croydon – Clapham Junction – London Victoria	Hourly	Hourly	At least hourly
London Waterloo	Fareham – Botley – Hedge End – Eastleigh – Shawford – Winchester – Micheldever – Basingstoke – Farnborough (Main) – Woking – Clapham Junction – London Waterloo	At least hourly	At least hourly	Hourly
Portsmouth	Fareham – Portchester – Cosham – Hilsea – Fratton – Portsmouth & Southsea – Portsmouth Harbour	Hourly	Hourly	Hourly
Southampton	Fareham - Eastleigh – Southampton Airport Parkway – Southampton Central	Three services per hour	Two services per hour	Three services per hour

Table 3.2: Summary of Rail Services

Accessibility to Key Facilities and Services

- 3.18 The principle local destinations that residents may travel to are detailed within the following paragraphs. This also includes the distance of the amenity from the site access location, and whether each distance is within a two kilometre and/or a five kilometre walk/cycle distance.
- 3.19 The accessibility of some of these amenities has been improved by the opening of a new pedestrian and cycle route across the M27 bridge, which is expected to be adopted as a right of way to pedestrians and cyclists. Accessibility has been detailed accordingly.

Educational Facilities

- 3.20 Those educational facilities located with five kilometres of the site are detailed within Table 3.3. This table does not provide a comprehensive list, and instead highlights the closest educational establishments to the site.

Destination	Distance from Site Access (metres)	Within 2km walk distance (25mins)	Within 5km cycle distance (15mins)
Orchard Lea Infant and Junior Schools	900	Yes	Yes
Uplands Primary School	2,000	Yes	Yes
Henry Cort Community College	2,500	No	Yes
Boundary Oak School	3,200	No	Yes
Cornerstone Primary School	3,200	No	Yes
St. Judes' Catholic Primary School	3,500	No	Yes
Fareham College	4,100	No	Yes

Table 3.3: Educational Facilities

- 3.21 Table 3.3 demonstrates that there are a large number of educational facilities located with both an acceptable walk and cycle distance of the site. Within a 2 kilometre radius future residents would have access to local pre-school and primary school facilities. Numerous schools are located within a 5 kilometre cycle of the site.

Employment Sites

- 3.22 Numerous employment sites are located in the vicinity of Funtley and those located within five kilometres of the site are detailed in **Table 3.4** below.

Destination	Distance from site access (metres)	Within 2km walk distance (25 minutes)	Within 5km cycle distance (15 minutes)
Funtley Court Business Park	950	Yes	Yes
Knowle Village Business Park	1,400	No	Yes
Kiln Acre Business Centre	2,900	No	Yes
Fareham Industrial Park	3,300	No	Yes
Solent Business Park, Whiteley	4,000	No	Yes
Fort Wallington Industrial Estate	4,500	No	Yes
Segensworth Business Park (North)	4,300	No	Yes
Segensworth Business Park (South)	4,500	No	Yes

Table 3.4: Nearby Employment Sites

Retail Facilities

3.23 Retail facilities that are located within five kilometres of the site are detailed in **Table 3.5** below.

Destination	Distance from site access (metres)	Within 2km walk distance (25 minutes)	Within 5km cycle distance (15 minutes)
McColls Newsagent, post office and convenience store	1,100	Yes	Yes
Co-op, Highlands Road	1,400	Yes	Yes
Village Express, Knowle	1,400	Yes	Yes
Hairdresser, Knowle	1,400	Yes	Yes
Bistro, Knowle	1,400	Yes	Yes
Garsons Garden Centre	2,300	No	Yes
Sainsbury's, Broadcut, Fareham	3,100	No	Yes
Aldi supermarket	3,300	No	Yes
Abbey Croft Nursery	3,400	No	Yes
Fareham Shopping Centre – clothing, food, gifts, etc.	3,700	No	Yes

Table 3.5: Retail Facilities

Health Facilities

3.24 Those health facilities located within 5 kilometres of the site are detailed within Table 3.6 below.

-Destination	Distance from site access (metres)	Within 2km walk distance (25 minutes)	Within 5km cycle distance (15 minutes)
Highlands Dental/Doctors Practice	1,700	Yes	Yes
Fareham Pharmacy	1,700	Yes	Yes
Fareham Gudgeheath Lane Surgery	1,700	Yes	Yes
Uplands Hospital	2,300	No	Yes
Ravenswood House Hospital	3,100	No	Yes
West Street Dental Clinic	3,300	No	Yes
Kings Road Dental Surgery	3,600	No	Yes
Praills Opticians; Leightons Opticians and Hearing Care; Vision Express; Specsavers	3,600	No	Yes

Table 3.6: Health Facilities

Leisure and Community Facilities

3.25 A range of leisure and community facilities located within 5 kilometres of the site are detailed in **Table 3.7** below.

Destination	Distance from site access (metres)	Within 2km walk distance (25 minutes)	Within 5km cycle distance (15 minutes)
The Miners Arms public house	500	Yes	Yes
Funtley Social Club	800	Yes	Yes
Funtley Post Office	1,100	Yes	Yes
Park Lane Recreation Ground	2,900	No	Yes
Fareham Leisure Centre	3,100	No	Yes

Table 3.7: Leisure Facilities

Summary

- 3.26 The site can be accessed from the highway in a manner that is consistent with local policy, including the specific requirements for this site by virtue of it being allocated for development in the FBC Local Plan.
- 3.27 The proposal includes highway improvements for pedestrians in the form of footway extension and crossing facilities on Funtley Road. Improved connectivity to/from the site will also be provided by utilising a new pedestrian and cycle route south through the site, over the M27 motorway. This route provides convenient links with schools, local amenities, as well as bus services on Thames Drive.
- 3.28 There is a range of local amenities within acceptable walking and/or cycling distances of the site, including:
- ▶ Infant, junior, primary and secondary schools;
 - ▶ A range of local employment locations, including several business/trade/industrial parks;
 - ▶ Health facilities within walking distance of the site in the form of a doctor's surgery, a dentist and a pharmacy; and
 - ▶ Retail facilities, including a co-op food store.

4.0 Objective and Benefits

4.1 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable residents to make informed choices about their travel to and from the site, which at the same time minimises the adverse impacts of travel on the environment. This achieved by setting out a strategy for eliminating barriers that keep residents from making use of sustainable modes.

4.2 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all residents regardless of whether or not they own a car.

Objectives

4.3 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:

- ▶ To actively promote sustainable transport options for travel to and from the site;
- ▶ To enable informed decisions about how to travel and the impacts on health, the local environment etc.;
- ▶ To maximise the safe, efficient and sustainable movement of people;
- ▶ To maximise the accessibility of the site by active modes at all times; and,
- ▶ Establish long-term sustainable and active travel patterns associated with the site.

4.4 The objectives accord with the aims of National and Local Government. The objectives will provide focus and direction to the Travel Plan, leading to appropriate measures and targets being set.

Benefits

4.5 By meeting the objectives, the Travel Plan will bring about the following benefits:

Resident benefits:

- ▶ Health benefits associated with walking and cycling; including reduced levels of stress;
- ▶ The opportunity to save money by using alternative modes of travel to the car; and
- ▶ Improved quality and reliability of journeys to and from work and local amenities.

Wider community benefits:

- ▶ On-going reductions in vehicular generated traffic on the local highway network;
- ▶ Increasing patronage on existing public transport modes; and,
- ▶ A contribution towards overall reduction in travel emissions.

4.6 It is intended that these objectives will be met by identifying and implementing measures that provide residents with a variety of travel choices and reduce the need to travel by private car. By meeting the objectives set out above, the development will achieve consistency with national and local planning policy and facilitate accessibility by all available modes of travel to the site.

5.0 Targets

5.1 Targets are the measurable goals by which progress will be assessed. This Framework Travel Plan sets out targets to be reached within the Travel Plan monitoring period.

5.2 All proposed targets are SMART; that is:

- ▶ **S**pecific;
- ▶ **M**easurable;
- ▶ **A**chievable;
- ▶ **R**ealistic; and
- ▶ **T**ime related.

5.3 There are two types of targets: 'Action' and 'Aim' targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the Plan is seeing to achieve.

Action Targets

5.4 Action targets are task specific and are typically consolidated into the Action Plan, which is outlined in Section 9.

5.5 A detailed Action Plan will be developed by the Travel Plan Co-ordinator prior to first occupation of the development and will be submitted to HCC for review. The detailed Action Plan will set out the tasks required to be undertaken and by whom. A timescale will be provided against each action.

Aim Targets

5.6 Table 5.1 below outlines the proposed Aim Targets for the development. The baseline mode split figures should be taken from the results of the first travel plan survey. It is recognised that it is not possible to set accurate targets far into the future, even when based on actual modal share data. Given this, it should be acknowledged that the targets will change over time as the results of on-going monitoring become available and as the remainder of the development becomes occupied.

Target	Indicator	Modal Split		
		Baseline	Year 3	Year 5
Achieve a 10% decrease in single occupancy vehicle trips	Modal split monitoring surveys for SOC use	As Surveyed	-5%	-10%
Achieve an increase in use of alternative modes to offset reduction in SOV use. Modes to include: Walking Public Transport Cycling Car Share	Modal split monitoring surveys or public transport use	As Surveyed	+5%	+10%

Table 5.1: Travel Plan Aim Targets

5.7 As a result of the monitoring surveys being undertaken annually, the Travel Plan will be reviewed and updated accordingly following the results of each set of surveys.

5.8 All data to be collected will be in accordance with Local Authority standards, to ensure the Travel Plan is being accurately monitored and that targets are being met. The survey data will be collated, analysed and stored on an annual basis to monitor the impact of the Travel Plan for the proposed development.

6.0 Travel Plan Co-Ordinator

- 6.1 A Travel Plan Co-ordinator (TPC) will be appointed prior to occupation of the site. This will allow the TPC to gather and prepare necessary information for residents, and to ensure that measures can be implemented from the first occupation of the site.
- 6.2 The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan. On this basis, it is proposed that the Travel Plan will become operational 2-3 months prior to the first dwelling being occupied.
- 6.3 The TPC will be a part-time role, usually undertaken initially by a member of the sales team, who is responsible for liaising with future residents and preparing the Welcome Packs for new residents. Over time it is anticipated that the TPC will be a member of the management company that oversees the daily operation of the site.
- 6.4 The TPC will be authorised to assume responsibility for:
- ▶ Acting as a point of contact for all residents;
 - ▶ Managing the development and implementation of the Travel Plan measures;
 - ▶ Promoting the objectives and benefits of the Travel Plan;
 - ▶ Monitoring the success of the Travel Plan against the agreed targets; and
 - ▶ Reporting the results of the Travel Plan monitoring to Officers at HCC as necessary.

Marketing Strategy

- 6.5 Residents will be made aware of the existence of the Travel Plan prior to occupation of each property. Details of the Travel Plan Strategy, its objectives in enhancing the environment and the role of individuals in achieving these objectives will be explained.
- 6.6 The following methods could be used as a means of disseminating information to residents and promote events/campaigns/promotions:
- ▶ Resident Newsletters (where possible) via webpages, email and printed literature;
 - ▶ Community noticeboards around the site;
 - ▶ Residents Welcome Packs; and/or
 - ▶ E-groups and forums.

Funding

- 6.7 The Travel Plan will be fully funded by Reside Developments Ltd. for its full 5-year duration.

7.0 Measures and Initiatives

7.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented to promote the opportunity to use sustainable modes of travel. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, form the core of the Travel Plan.

Promoting Walking

7.2 The following measures are proposed in order to promote walking to and from the site:

- ▶ Provision of maps showing local footpaths and walk routes to facilities in the area; and
- ▶ Promotional literature to encourage walking, emphasising the health benefits.

7.3 Internal footways will link with existing external routes to maximise the uptake of sustainable modes. There is an existing footway to the east of the access on the southern side of Funtley Road which the site will connect with. This will also allow an opportunity to provide a crossing point so that pedestrians can connect with the northern footway and bus stop.

7.4 A further crossing point will be provided on Funtley Road centrally to connect with residential dwellings on the northern side of Funtley Road. This will provide existing residents with safe crossing points into the site to make use of the proposed community/retail facility.

7.5 The previous planning consent on site introduced a new pedestrian and cycle route across an existing bridge over the M27. This involved extensive discussions with Highways England (HE) and HCC to ensure that suitable upgrades were carried out to the bridge as well as wider resurfacing to ensure the route is suitable for its intended users.

7.6 The works to the bridge have been completed, and the new pedestrian and cycle route is open to all users. This is not only to the benefit new residents, but also existing residents within Funtley. This could assist in reducing existing car driver trips on the surrounding road network, as well as mitigate the removal of bus services through Funtley, with bus stops on Thames Drive located within 600 metres of the centre of the application site.

Promoting Cycling

7.7 The benefits of cycling as an alternative mode will be promoted to all residents. In addition, the following measures are proposed to promote cycling:

- ▶ Provision of cycle parking facilities through either provision of garages or sheds for residents;
- ▶ Residents will be made aware of free adult, family and children cycle training courses, cycle safety and security, and cycle maintenance courses, all available from the HCC;
- ▶ Promotional literature to encourage cycling, emphasising the health benefits of cycling;
- ▶ Provision of maps of local cycle routes and links provided on the website to online cycle journey planning and online maps available;
- ▶ All residents will be provided with a Welcome Pack which will include maps of local cycle routes and information;
- ▶ The TPC will liaise with local cycle stores to arrange discount vouchers for residents, and inform residents of any existing discount schemes organised by HCC;
- ▶ The TPC will seek to establish a bicycle user group providing sufficient demand is present within the site. The bicycle user group will seek to bring together cyclists of varying levels of ability, allowing cyclists to share information on cycle maintenance, local cycling routes, safety and other relevant subject areas; and

- ▶ The inclusion of a Doctor Bike event for residents (free check ups and basic repairs) at a date when most residents can make use of its services.

7.8 The applicant will also provide £150 worth of vouchers for a bike purchase per dwelling.

Promoting Public Transport

7.9 The publicity, marketing and promotion of the public transport services will inform residents as to the benefits of travelling by bus and train. Bus timetable information and locations of bus stops should also be provided in the publicity material. National Rail website, smartphone applications ("apps") and enquiry phone numbers will also be promoted by all relevant means.

7.10 The TPC will ensure that residents are aware of bus routes and train timetables for public transport services operating in the vicinity of the site. Bus and train timetables are free from all stations and could be included within travel packs given to residents when they occupy the residential dwellings.

7.11 A voucher for free travel by bus, valid for one year after occupation, will be included within the travel pack to provide residents with incentives to utilise the local public transport network. This is likely to be in the form of £50 worth of bus tickets.

Car Sharing

7.12 Car sharing is an effective method of reducing peak hour congestion and car parking stress and should therefore be encouraged. The TPC will provide promotional leaflets to residents advertising local car sharing initiatives such as Liftshare (<https://liftshare.com>) and promote via Welcome Packs and newsletters/website updates.

Taxis

7.13 To promote the use of taxis, local taxi operator numbers will be made available within the travel pack, to allow residents to arrange for taxi services to collect/drop-off within the site.

Resident Welcome Pack

7.14 The first occupier of each household will be provided with a Welcome Pack, which will include information on the travel planning process including the measures, targets and objectives and benefits of the Travel Plan. It is proposed to include the following in the information pack:

- ▶ Information leaflet about the Travel Plan, detailing the aims and initiatives and how the Travel Plan will be monitored and taken forwards;
- ▶ Contact details of the TPC and HCC for more additional information;
- ▶ Map of local walking and cycling routes including local amenities within the Funtley area;
- ▶ Site specific public transport information and localised public transport access maps and timetables;
- ▶ Details of any discounts applicable for public transport or at local cycle shops;
- ▶ Details on relevant e-groups/forums created for the development;
- ▶ Information about local public transport routes and access points;
- ▶ Timetable information for local public transport services;
- ▶ Information about car sharing and car club schemes operating in the area;
- ▶ Local taxi operator information; and
- ▶ Information about home delivery services offered by supermarkets and retail stores in the local area.

Meeting with TPC/Personalised Travel Plans

- 7.15 The TPC will offer bespoke Travel Plan meetings with new residents at each unit (only first occupiers); this could involve arranging a 30-minute meeting to run through the welcome pack and its benefits, alongside providing residents with their free bus vouchers.

Other Initiatives

- 7.16 The TPC, upon appointment, will develop further measures where appropriate in consultation with residents, the developers and HCC.

8.0 Implementation, Monitoring and Review

8.1 Monitoring of the Travel Plan has two key roles:

- ▶ To provide feedback to allow the Travel Plan to be developed; and
- ▶ To measure the success in meeting identified targets using key performance indicators.

8.2 A Framework for undertaking the monitoring and review is outlined in this section.

Monitoring Strategy

8.3 In order to determine the success of the Travel Plan in achieving the desired aims, a defined, regular programme of monitoring will be required. The objective of the monitoring process is to regularly assess residents' travel patterns to work, and identify when/if the plan, or elements of the plan strategy, are not working and may need to be changed.

8.4 The monitoring programme will begin with the initial travel survey, to be undertaken upon occupation of 30% of the residential units. Further surveys up to Year 5 will be carried out to monitor progress towards the interim and final targets.

8.5 Monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored as part of the programme:

- ▶ The uptake of cycling and demand for a bicycle user group;
- ▶ The take up of the car sharing scheme;
- ▶ Comments received from residents relating to the operation and implications of the Travel Plan; and,
- ▶ The take up of the bus and cycle vouchers.

Reporting

8.6 An annual Travel Plan review will be undertaken for a period of five years from the occupation of 30% of the residential units, by the TPC, to assess the progress of the plan. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data. This report will be submitted to Travel Plan Officers at HCC as necessary.

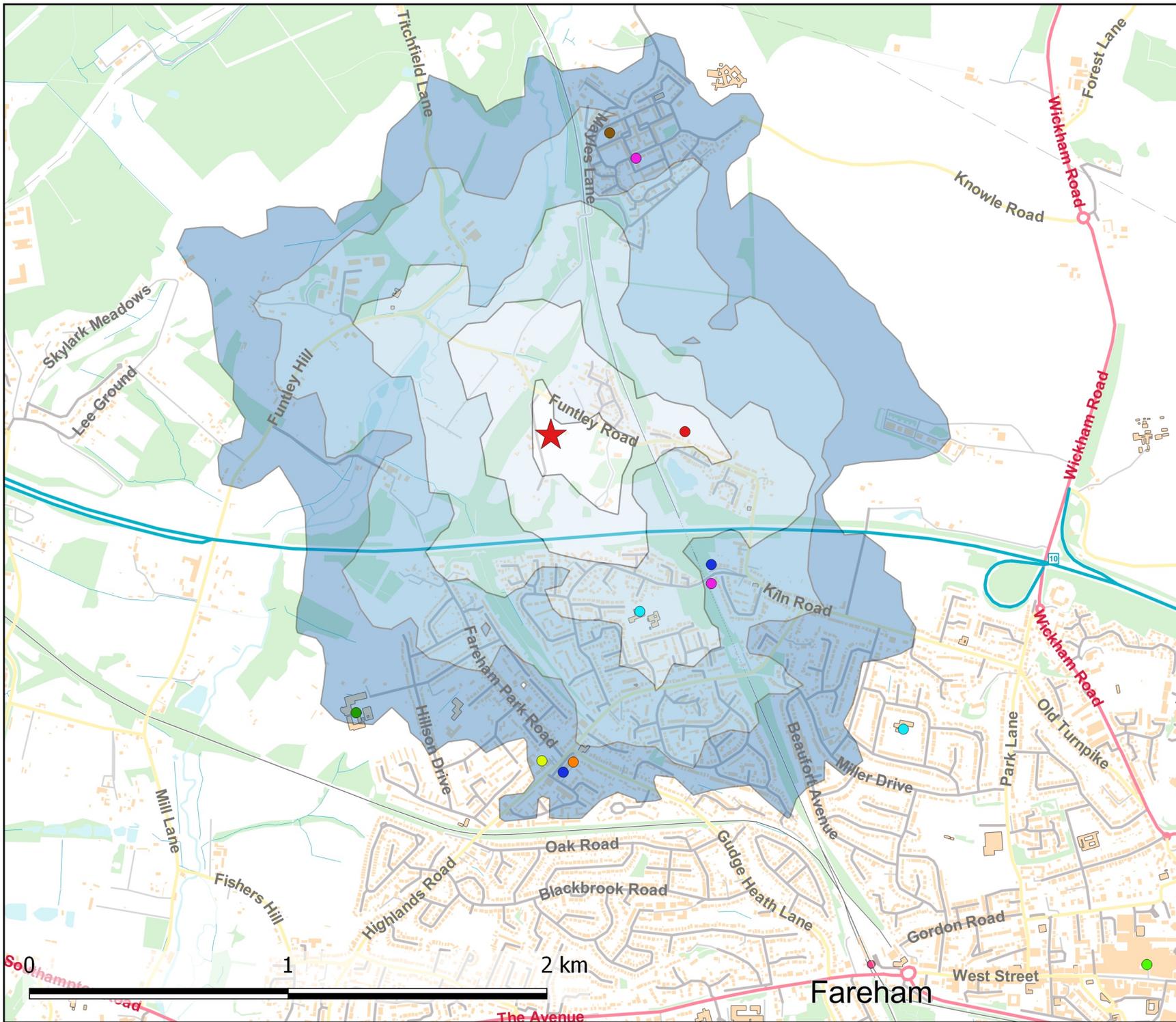
9.0 Action Plan

- 9.1 The Action Plan outlined below in Table 9.1 sets out the measures included within this Framework Travel Plan that are directed at influencing travel patterns. The Action Plan will be updated by the TPC when required.

Measure	Status/Target Date	Method of Monitoring	Responsibility
General			
Appointment of the Travel Plan Co-ordinator (TPC)	Prior to occupation of the development	N/A	Developer
Information Provision			
Provide Residents Welcome Packs	Provided to each resident upon occupation of dwelling by prepared prior to first occupation	N/A	TPC
Walking			
Provision of information relating to walking routes in the area	On-going through travel packs and website/newsletters/noticeboards	N/A	TPC
Provide promotional literature outlining the benefits of walking	On-going through travel packs and website/newsletters/noticeboards	N/A	TPC
Identify and promote walking awareness initiatives	On-going through travel packs and website/newsletters/noticeboards	N/A	TPC
Construct footway extension and crossing points	Prior to occupation of the development	N/A	Developer
Cycling			
Provision of cycle route maps, local training and information	On-going through travel packs and website/newsletters/noticeboards	N/A	TPC
Provide cycle parking for each dwelling	As part of the development construction	TPC to monitor	Developer
Promote national cycle initiatives	Annually	TPC to monitor uptake	TPC
Establish and promote bicycle user group	On-going through travel packs and website/newsletters/noticeboards	TPC to monitor uptake	TPC
Negotiate cycle discounts and maintenance offers with local cycle retailers	Prior to occupation of the development for inclusion within Welcome Travel Pack	TPC to liaise with local retailers	TPC
Organise a Doctor Bike event	At a date whereby most dwellings are occupied	TPC to liaise with relevant company	TPC
Provision of vouchers for money off cycle purchase	Upon occupation, as part of the Welcome Pack	TPC to ensure details are kept up to date	TPC
Public Transport			
Provide sustainable travel information with timetable and bus stop information	On-going through travel packs and website/newsletters/noticeboards	N/A	TPC

Provision of vouchers to subsidise bus travel to first occupiers	Upon occupation, as part of the Welcome Pack	TPC to ensure details are kept up to date	TPC
Car Share			
Promote car share database	On-going through travel packs and website/newsletters/noticeboards	TPC ensure details are kept up to date	TPC
Taxi			
Provide details of local taxi services	On-going through travel packs and website/newsletters/noticeboards	TPC ensure details are kept up to date	TPC
Vehicles			
Promote car sharing	On-going	TPC to monitor travel patterns	TPC

Table 9.1: Framework Residential Travel Plan Action Plan



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Key:

-  Site
-  Shopping Centre
-  Newsagents
-  Pub
-  Primary School
-  Secondary School
-  Doctors Surgery
-  Pharmacy
-  Dentist
-  Business Park
-  Employment Centre



Walk Isochrone (minutes)

-  5
-  10
-  15
-  20
-  25

Client

Reside Developments

Project

Land Adjacent to Funtley Road, Funtley

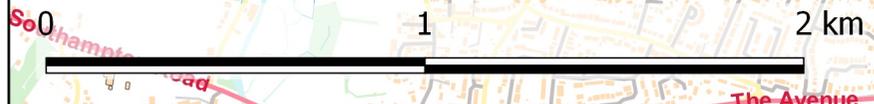
Title

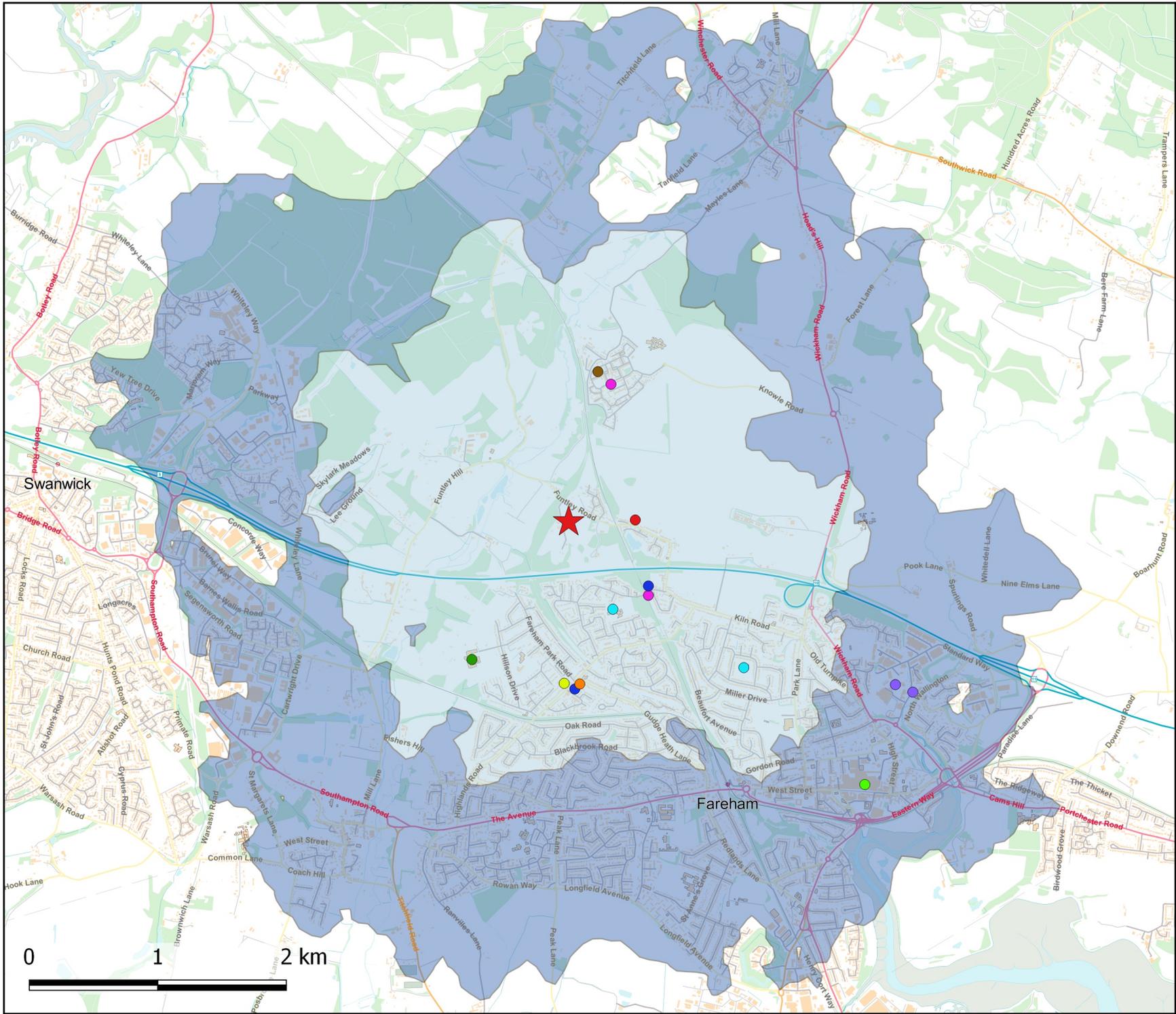
Walk Isochrones from Site



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scale	drawn by	date
Stated	AOH	18/01/2018
drawing number	rev	
-	-	





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Key:

-  Site
-  Shopping Centre
-  Newsagents
-  Pub
-  Primary School
-  Secondary School
-  Doctors Surgery
-  Pharmacy
-  Dentist
-  Business Park
-  Employment Centre

Cycle Isochrone (metres)

-  3000
-  5000

Client
 Reside Developments

Project
 Land Adjacent to Funtley Road, Funtley

Title
 Cycle Isochrones from Site



scale	drawn by	date
Stated	AOH	18/01/2018
drawing number	rev	
-	-	

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