



Land east of Newgate Lane East, Fareham

Framework Travel Plan

Client: Miller Homes & Bargate Homes

i-Transport Ref: TW/GT//PL/ITB16468-016b

Date: 24 January 2022

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SECTION 1 Introduction

1.1.1 i-Transport LLP has been appointed by Miller Homes and Bargate Homes to provide highways and transport advice in relation to the proposed residential development on Land East of Newgate Lane East, Fareham. The planning application is for:

‘Outline application with all matters reserved except Access for residential development of up to 375 dwellings, access from Newgate Lane East, landscaping and other associated infrastructure works on land east of Newgate Lane East, Fareham, Hampshire’.

1.1.2 As an outline application, planning permission is sought for the principle of the development as proposed, as well as consent for the proposed access arrangements. Matters of detail including the mix, scale, design, and layout of the development are for later determination under Reserved Matters submissions, should planning permission be granted.

1.1.3 The primary purpose of this Framework Travel Plan (FTP) is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes.

1.1.4 This FTP is submitted to accompany the Transport Assessment (TA) (report ref: ITB10353-010) for the development proposal, which considers the wider transport implications of the proposed development and provides further detail on the accessibility of the site.

1.1.5 Miller Homes and Bargate Homes are established housebuilders who are committed to delivering high quality homes through innovative design and aim to provide developments that are both responsible and sustainable in their design and implementation. Miller Homes and Bargate Homes support sustainable travel initiatives across their sites, many of which are focused within southern Hampshire, and provide their support to the development of this Travel Plan.

1.2 Site Location and Context

1.2.1 The site is located to the south of Fareham, west of Bridgemary/Woodcot and east of Newgate Lane East (B3385). An extract of the site location plan (**Figure 1**) is shown in **Image 1.1**. As shown, the B3385 Newgate Lane East forms the western boundary of the site whilst the existing residential area of Bridgemary forms the eastern boundary of the site. MoD Sports pitches are present to the northwest of the site and Brookers Lane development site is located to the south.

Image 1.1: Site Location



Source: Google Maps

1.3 Requirement for a Travel Plan

- 1.3.1 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) both require a Travel Plan to be submitted alongside proposals for developments likely to result in significant travel demand. Hampshire County Council (HCC) is the local highway authority and has issued its 'Guidance on Development Related Travel Plans' (2009) which identifies that a travel plan is required for all developments exceeding 100 dwellings. On this basis, the Framework Travel Plan is provided.

1.4 Relevant Policy Context

National Policy

- 1.4.1 The Revised National Planning Policy Framework (NPPF) July 2021 sets the policy background for the development of Travel Plans. Paragraph 113 states that all developments that will generate significant amounts of movement should be required to provide a Travel Plan. A Travel Plan supports sustainable travel objectives including the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to the private car.

- 1.4.2 One of the key transport tests set out at Paragraph 110 relates to the promotion of sustainable transport modes, appropriate to the location and nature of the proposal. Travel Plans remain a key tool in ensuring sustainable development through the promotion in the uptake of sustainable modes.
- 1.4.3 The web-based National Planning Practice Guidance (NPPG) provides a clear link between guidance and the aims and objectives of the NPPF. The NPPG sets out the importance and requirements for Travel Plans and states:

“The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.”

- 1.4.4 Paragraph 003 sets out the key roles of Travel Plans in the development process:

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

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

Local Policy

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

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

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

Hampshire County Council’s Local Transport Plan 4 (Emerging)

- 1.4.6 HCC is in the process of preparing a new LTP which will provide its policies to 2050. The emerging proposals for LT4 have identified the following vision, which is supported by a set of key transport outcomes:

“A carbon neutral and resilient transport system designed around people, which: supports health, wellbeing and quality of life for all; connects thriving places; and respects Hampshire’s unique environment.”

1.4.7 This vision and outcomes are to be met by two 'Guiding Principles':

- Guiding Principle One – Significantly reduce the dependency on the private car
- Guiding Principle Two – Create a high quality transport system

1.4.8 Travel Plans play a key role in both decarbonising the transport system and reducing car based travel. Whilst the detail of the LTP4 strategy and policies is yet to be formed, it is expected that Travel Plans will remain an important component of the strategy.

Hampshire County Council's Guide to Development Related Travel Plans

1.4.9 The Hampshire Guide to Development Related Travel Plans was published in January 2009 and provides HCC's advice on how travel plans should be developed. The key objectives, as set in paragraph 2.2 are:

"to ensure that appropriate locations are chosen for development, minimising additional demand for (car) travel and securing appropriate measures to maximise the opportunities for travel by other means..."

and

"Each travel plan will have its own specific objectives related to the local area, for example to support local bus services, improve road safety, reduce localised congestion, improve efficiency of fleet operation or improve recruitment and retention of staff."

1.4.10 The Guidance also provides advice on the content, scope, and structure of travel plans. The Guidance has been used to develop this FTP.

Fareham Local Plan Part One (2011): Core Strategy

1.4.11 The FBC Local Plan describes the vision, objectives and overall development strategy for the Borough up to 2026 and also sets out measures to achieve a sustainable integrated transport system. FBC describes the conditions which must be adhered to when new development proposals are put in place, noting that the council will permit developments which:

- ***"contributes towards and/or provides necessary and appropriate transport infrastructure including reduce and manage measures and traffic management measures in a timely way";***
- ***"does not adversely affect the safety and operation of the strategic and local road network, public transport operations or pedestrian and cycle routes";***
- ***"is designed and implemented to prioritise and encourage safe and reliable journeys by walking, cycling and public transport."***

1.4.12 FBC identify three underlying principles that underpin the transport strategy:

- **Reduce:** *“Wherever practicable and relevant reduce the need to travel and reduce journey lengths; such as locating development sites where they are accessible by means other than the car so that people have choices about how they travel and improving public transport”;*
- **Manage:** *“To make the best use of existing infrastructure across all modes and introduce measures to influence travel choices; such as co-ordination of traffic control systems and the reallocation of road space in favour of buses and high occupancy vehicles (HOVs)”;*
- **Invest:** *“To provide additional infrastructure in the most cost-effective and environmentally sustainable way; such measures include identifying schemes which have a realistic prospect of being funded through government or other funding mechanisms.”*

1.4.13 At Policy CS5 (Transport Strategy and Infrastructure) FBC confirm the conditions under which it will permit development. It requires that development proposals:

- **Contributes towards and/or provides necessary and appropriate transport infrastructure including reduce and manage measures and traffic management measures in a timely way**
- **does not adversely affect the safety and operation of the strategic and local road network, public transport operations or pedestrian and cycle routes**
- **Is designed and implemented to prioritise and encourage safe and reliable journeys by walking, cycling and public transport**

Providing Journeys on Foot

1.4.14 Paragraph 4.4.1 of the Manual for Streets identifies that:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas” and “this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”

1.4.15 In the Chartered Institution of Highways and Transportation (CIHT) guidance ‘Planning for Walking’ (2015), it states:

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment it attractive.”

1.4.16 Therefore, providing a development within one mile (1.6km) of facilities and services will provide the greatest opportunity for trips to be made by walking.

1.5 Scope of Framework Travel Plan

1.5.1 This Travel Plan has been prepared as a Framework Travel Plan (FTP). This FTP will be used by the developer of the site as a basis to develop a full and detailed Travel Plan (TP) once the scheme becomes occupied, drawing in data and input from residents of the site.

1.5.2 This FTP has been developed at the request of HCC and having regard to HCC's Guide to Development Related Travel Plans guidance document (January 2009) and presents a comprehensive strategy to encourage sustainable travel at the development and in the wider area. It should be read with the Transport Assessment for the site (i-Transport report reference: ITB10353-010).

1.6 Structure of Framework Travel Plan

1.6.1 The remainder of this FTP is structured as follows:

- Section 2 - describes the principal objectives and benefits of the Travel Plan;
- Section 3 - considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics in the area;
- Section 4 - sets out the interim targets for the Travel Plan;
- Section 5 - sets out the scheme proposals and infrastructure measures that will be provided to encourage non-car mode travel to the site and to manage travel demand;
- Section 6 - sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- Section 7 - provides a strategy for the implementation and management of the travel plan;
- Section 8 - outlines how the Travel Plan will be monitored to ensure that it is achieving the targets set out in Section 4; and
- Section 9 - provides a summary of this Travel Plan report.

SECTION 2 Principles, Objectives and Benefits

2.1 Principles and Objectives

2.1.1 This Travel Plan sets out a sustainable transport strategy for the proposed development. In line with national and local guidance, the headline aims for the plan are:

- To reduce the number of single occupancy car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport.

2.1.2 The plan includes the following additional objectives:

- To support a range of sustainable transport alternatives to provide the future residents and visitors with a genuine choice of travel options for travel to/from the site;
- To develop an awareness of the options for sustainable travel to and from the site amongst residents and visitors;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

2.2 Benefits of a Travel Plan

2.2.1 The development of a Travel Plan has numerous benefits for future residents and visitors to the site, as well as the local community and surrounding environment:

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

SECTION 3 Existing Conditions and Travel Patterns

3.1.1 This section of the Travel Plan sets out the existing local travel patterns and describes the accessibility of the site by walking, cycling and public transport. Sections 3 and 5 of the Transport Assessment provide further and more detailed assessment.

3.2 Walking and Cycling

3.2.1 The following sections review the existing walking and cycling infrastructure in the area. This summarises the findings of a detailed Walking, Cycling and Horse-riding Assessment Report (WCHAR) that has been undertaken and which provides detailed assessment of the routes available in the surrounding area between the site and key destinations such as retail, schools and employment. The full WCHAR is provided at Appendix D of the TA.

Overall Connectivity

3.2.2 Overall, the local area provides a comprehensive network of pedestrian routes, connecting the site in all directions towards the key services and facilities that residents will need to access on a daily basis. These comprise established footway networks adjacent to local roads as well as a variety of dedicated public rights of way and footpaths.

3.2.3 The site is also well located to a well-established cycle network, providing a combination of designated signed on and off road routes between the site and key destinations including Fareham, Gosport and Stubbington. The Fareham Cycle Map is provided at **Appendix A**.

Walking Opportunities

3.2.4 The site is located on the western boundary of the existing residential area of Bridgemary. The site fronts to and connects to movement opportunities in all directions leading from the site. Section 5 provides detail on the access strategy to demonstrate how these opportunities are taken up by the proposals:

- **Fareham to the north**

Immediately north of the site is the Speedfields Retail Park, the Collingwood Retail Park, HMS Collingwood, the Davis Way Commercial Park and onwards to central Fareham.

On the northern frontage to the site is a dedicated footway / cycleway connecting Tukes Avenue and Newgate Lane, beyond which are interconnecting footways and cycle routes. The path forms a Public Right of Way with segregated cycling and walking. At the western end where the PROW connects to Newgate Lane there are connecting off-road footway / cycleways and a controlled crossing.

- **Bridgemary to the East**

Bridgemary is a well-established residential area which benefits from an extensive footway network on local streets, generally on both sides of the carriageway particularly on Tukes Avenue, Kent Road, Brookers Lane, and Wych Lane. Connections to Bridgemary offer access to local services and facilities (including the Woodcot Primary School, Bridgemary School, Tukes Avenue Local Shops, bus stops on Tukes Avenue, the Eclipse BRT and Cycle route (part of NCN 224).

Designated cycle lanes are provided along the A32 Fareham Road on both sides of the carriageway which extend circa 670m north of Wych Lane. To the south of Wych Lane, designated cycle lanes are provided on both sides of the A32 Fareham Road which extend circa 3.0 km south to the A32 Fareham Road / Brockhurst Road roundabout.

- **Newgate Lane to the West**

Newgate Lane to the west of the site form part of a signed cycle connection between Peel Common and Palmerston Drive (connecting to the NCN 224), providing an important movement corridor between Fareham, Stubbington and Solent EZ.

South of the site is Brookers Lane which connect to Woodcot Lane and forms a dedicated footway cycleway connecting between Bridgemary in the east and Newgate Lane to the west. A crossing is provided across Newgate Lane East which offers access to Newgate Lane, for onward connection to the dedicated and signed footways and cycleways north (towards Fareham) and south to Stubbington and the Solent EZ.

3.2.5 As part of the consented development at Brookers Lane, a package of walking and cycling improvements was developed comprising:

- Financial contributions towards delivering improved pedestrian facilities at Tukes Avenue, Wych Lane and Brookers Lane.
- Contributions to the improvement of the Newgate Lane East / Brookers Lane crossing.

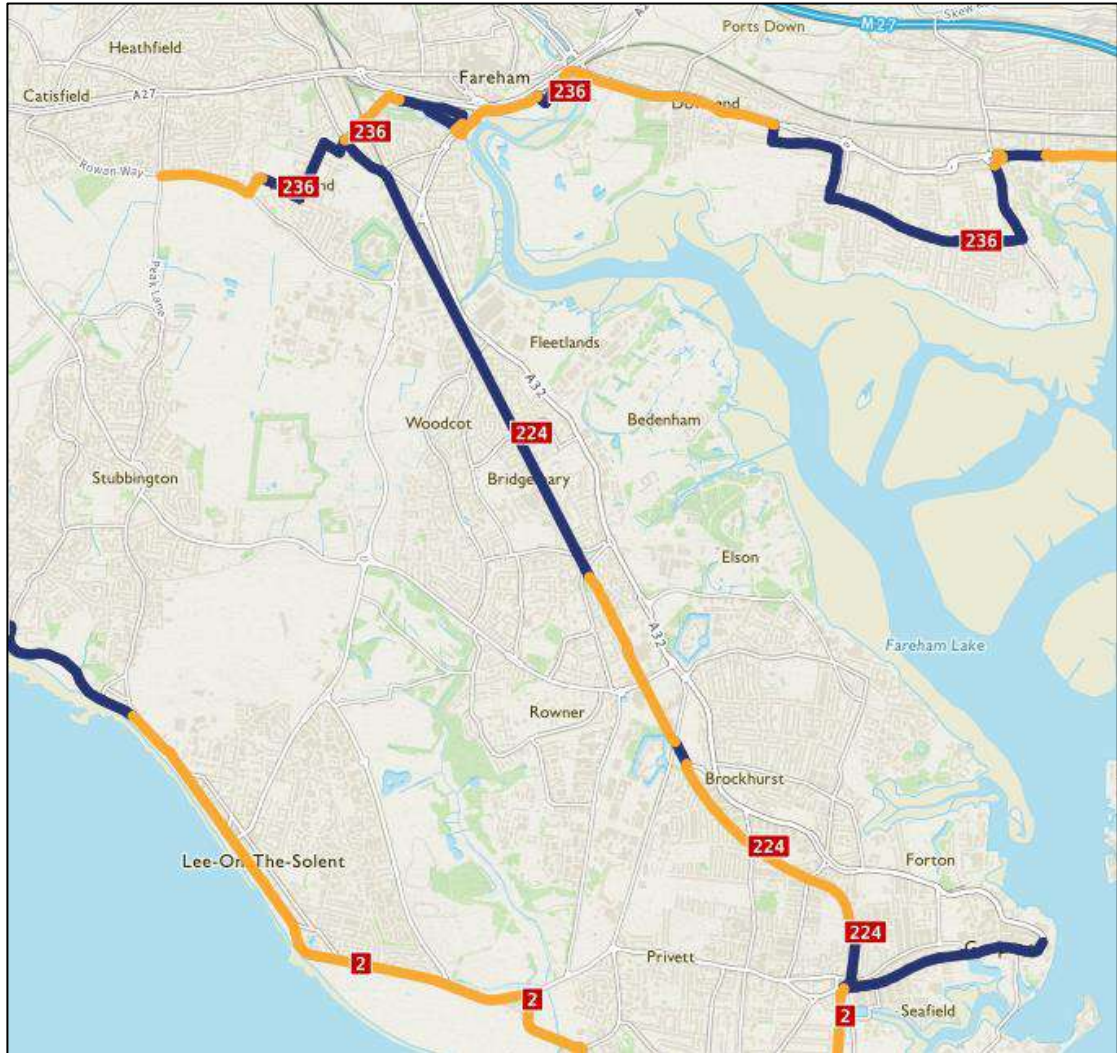
- Delivery of a 2.5m wide shared pedestrian cycleway on the western side of The Drive between Brookers Lane and the Peel Common Schools along with providing enhancements to the existing footway provision on the eastern side of the carriageway.

Cycling Facilities

- 3.2.6 From Wych Lane, the signed cycle route continues along both the Eclipse (BRT) busway and along the A32, beyond which Fareham Town Centre and Fareham Railway Station can be reached by routing along Salterns Lane and Redlands Lane respectively, the former is a published 'cycle link' as shown on the Fareham Cycle Map (**Appendix A**).
- 3.2.7 To the south of the Brookers Lane development site, Brookers Lane forms a shared pedestrian / cycle way towards Newgate Lane East. A dropped kerb crossing with tactile paving and a pedestrian refuge island is provided across Newgate Lane East to provide a safe crossing location for both pedestrians and cyclists towards the bus stop located on the western side of the carriageway and the shared pedestrian cycleway on Woodcote Lane. Whilst a safe crossing location exists on Newgate Lane East, HCC has been collecting financial contributions towards its upgrading to a Toucan Crossing.
- 3.2.8 The Drive is located to the south of Brookers Lane and provides a route towards the Peel Common Schools and the B3334 Rowner Road. Whilst there are no dedicated cycling facilities along this section of the carriageway, the slow speed traffic environment will encourage on-carriageway cycling. Bargate Homes have agreed with HCC to deliver a 2.5m wide shared pedestrian cycleway on the western side of the carriageway between Brookers Lane and the Peel Common Schools along with providing enhancements to the existing footway provision on the eastern side of the carriageway.
- 3.2.9 To the east of The Drive, Rowner Road provides a shared pedestrian / cycleway on the northern side of the carriageway which routes east towards Rowner. To the west of The Drive, a shared pedestrian cycle way routes west towards Peel Common Roundabout with Toucan crossings provided on all arms. To the west of the Peel Common Roundabout, a shared pedestrian / cycleway is provided on the southern side of the B3334 Gosport Road which extends into Stubbington.
- 3.2.10 National Cycle Network (NCN) Route 224 is located to the east of the site and routes north to south through Bridgemary. NCN 224 provides a mix of trafficked and traffic free routes through

Bridgemyr towards Gosport to the south-east via NCN Route 2 and Fareham to the north via NCN route 236. An extract of the National Cycle Network Map is shown in **Image 3.1**.

Image 3.1: National Cycle Network Map Extract

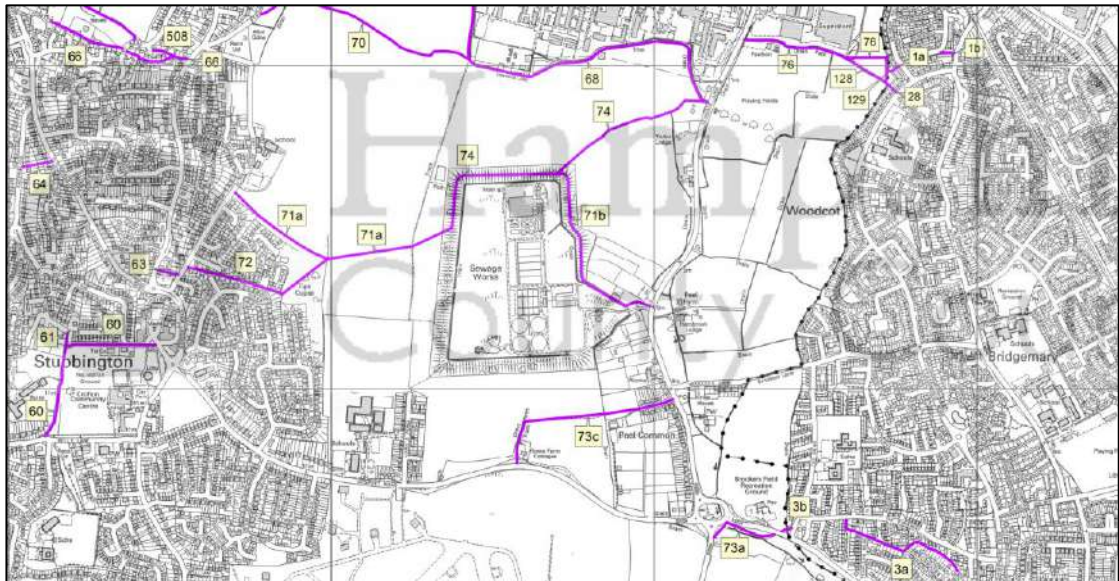


Source: ordnancesurvey.co.uk

Public Rights of Way

3.2.11 There is a network of PROW located within the vicinity of the site and an extract of the PROW Map for Hampshire is provided in **Image 3.2**.

Image 3.2: Hampshire PROW Map



Source: Hampshire County Council

- 3.2.12 Along the northern boundary of the site, a short network of footpaths (1a, 76, 128 and 129) provides a route between Tukes Avenue to the east and Newgate Lane to the west.
- 3.2.13 To the west of Newgate Lane, footpaths 68 and 74 can be accessed which route west towards Stubbington via footpaths 70 and 71a. Also, to the west of the site, Footpath 73c can be accessed via Woodcote Lane which provides an alternative access to Gosport Road which routes east to west towards Stubbington. Footpath 71b can be accessed via Newgate Lane which offers another route towards Stubbington via Footpaths 74, 71a and 72.
- 3.2.14 Brookers Lane has also recently been improved as part of the realigned Newgate Lane South scheme and now provides a 3m wide footway / cycleway along the southern boundary of the site, across Newgate Lane where it connects to Woodcote Lane as shown on **Image 3.2**. Woodcote Lane connects to the 'old Newgate Lane' and provides a cycle route to the north to Fareham and to the south to the Daedalus Enterprise Zone and Stubbington.

3.3 Public Transport

- 3.3.1 The closest bus stops to the site are situated on Tukes Avenue circa 350m east of the site. Further bus stops are located on Newgate Lane East (365m west of the site) and Henry Cort Way (900m north-east of the site) providing access to the Eclipse BRT. All of these are sheltered bus stops and provides timetable information.

3.3.2 The bus routes accessed from Henry Cort Way are the E1/E2 Eclipse BRT service and 9/9A. The BRT provides over 10 buses an hour from these stops. The bus routes 9/9A can also be accessed from bus stops on Tukes Avenue. Bus stops on Newgate Lane East provides access to bus route 21. **Table 3.1** summaries route and service frequency of all these services.

Table 3.1: Bus Route and Frequencies

Stop	Service	Route	Service Frequency (Each direction)		
			Mon-Fri	Saturdays	Sundays
Tukes Avenue	9 / 9A	Gosport – Privett – Rowner – Bridgemary - Fareham	2 services per hour First / Last Service: 06:08 / 19:28	2 services per hour First / Last Service: 06:59 / 19:00	2 services per hour First / Last Service: 07:48 / 19:00
Newgate Lane East	21	Fareham – Hill Head	One service every 2 hours First / Last Service: 08:24 / 17:42	One service every 2 hours First / Last Service: 08:55 / 15:38	-
Henry Cort Way	BRT E1 / E2	Fareham – Gosport	5 services per hour First / Last Service: 05:41 / 23:06	5 services per hour First / Last Service: 05:57 / 23:06	5 services per hour First / Last Service: 06:14 / 23:06

Source: bustimes.org

3.3.3 Fareham rail station is located around 3.2km north from the site and is accessible via bus routes 9, 21 and the BRT. The station is accessible via bus routes 9, 21 and the BRT and by cycle. has 266 cycle storage spaces and 154 car parking spaces with 5 accessible spaces. Taxi rank is available outside station entrance/exit.

3.3.4 **Table 3.2** summarises the details of some key rail journeys which are likely to be made by the future residents.

Table 3.2: Key Rail Destinations – Fareham Rail Station

Destination	Typical Weekday Frequency		Average Journey Duration
	Peak	Off Peak	
Portsmouth and Southsea	3-4 services per hour	3 services per hour	24 minutes
Portsmouth Harbour	3 services per hour	2 services per hour	28 minutes
Southampton Central	4 services per hour	4 services per hour	29 minutes
London Waterloo	4 services per hour*	3 services per hour*	1 hour 46 minutes

Source: National Rail

*More services available which require 1 change

3.4 Travel by Non-Car Modes

- 3.4.1 In order to consider the potential for trips to be made by walking, cycling and public transport, consideration is given to the distances people are likely to travel.

Walking Distances

- 3.4.2 The National Travel Survey (2019) identifies the vast majority (80%) of trips are undertaken on foot for journeys up to one mile, whilst walking accounts for some 31% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km). Walking trips fall away beyond 2 miles, with journeys of between 2 and 4 miles equating to approximately 4% of all trips.
- 3.4.3 The one-mile (1.6km) distance is reflected in the Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) which states:

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive.”

- 3.4.4 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking.

3.4.5 Against this background, the following walking distances are identified:

- 800m – A comfortable walking distance
- 1,600m - a distance where most people (circa 80%) will walk;
- 2,000m – a distance which offers “the greatest potential to replace short car trips”
- 3,200m – i.e. the distance within which a significant proportion (circa one-third) of journeys will be on foot.

Cycling Distances

3.4.6 The Department for Transport’s Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

“... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school.”

3.4.7 The DfT’s Gear Change A bold vision for cycling and walking states (page 11) that:

In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–2018. For many people, these journeys are perfectly suited to cycling and walking.

3.4.8 There is a wealth guidance on cycling distances, with 8km (5 miles) considered to be a reasonable cycle distance.

3.5 Key Destinations

3.5.1 An assessment of the proximity of the site to local facilities has been carried out, account for potential pedestrian / cycle access points, which is presented **Table 3.3** and on **Figure 2**.

Table 3.3: Local Facilities and Services

Purpose	Destination	Distance (m)	Walking	Cycling
Employment	HMS Collingwood	760	9	3
	Speedfields Park Retail Area	810	10	3
	Collingwood Retail Park	1210	14	5
	Fareham Business Park	1265	15	5

Purpose	Destination	Distance (m)	Walking	Cycling
	Newgate Lane Industrial Estate	1460	17	5
	Solent Enterprises Zone	2215	26	8
	Vector Aerospace	2265	27	8
	Frater Gate Business Park	2465	29	9
	Gosport Business Centre	2565	31	10
Education	Woodcot Primary School	285	3	1
	Peel Common Junior School	920	11	3
	Peel Common Nursery	950	11	4
	Holbrook Primary School	1115	13	4
	Badger Pre-School	1365	16	5
	Bridgemary School	1565	19	6
	Baycroft School	2415	29	9
	Crofton Secondary School	2515	30	9
	Fareham Academy	2660	32	10
	Wallisdean County Junior School	3160	38	12
	Wallisdean Infant School	3460	41	13
	Crofton Anne Dale Infant / Junior School	3750	45	14
Retail	Speedfields Park	810	10	3
	Tukes Avenue Shops	865	10	3
	Nobes Avenue Local Centre	1115	13	4
	Collingwood Retail Park	1210	14	5
	Carisbrooke Precinct	1450	17	5
	Brewers Lane Stores	1950	23	7
	Stubbington Village Centre	3115	37	12
Leisure	Brookers Field Recreation Ground	750	9	3
	Fleetlands Football Club	1265	15	5
	Carisbrooke Arms Public House	1350	16	5
	Fleetlands Golf Club	1465	17	5
	Bridgemary Park	1765	21	7
	Bridgemary Library	1865	22	7
	Lee-On-The-Solent Golf Club	1950	23	7
	Gosport Leisure Centre	3065	36	11
Healthcare	Bridgemary Medical Centre	1065	13	4
	Fareham Road Surgery	1070	13	4
	Rowner Health Care	2350	28	9

Source: Consultant measurements and calculations

3.5.2 The analysis demonstrates that the site benefits from a range of local services and facilities that are located within a reasonable walking distance and a comfortable cycling distance. On this basis, the proposed development complies with the NPPF in this regard and that in transport and highway terms the site can be considered a sustainable development.

3.6 Sustainable Travel Demands

3.6.1 The Transport Assessment presents a detailed assessment of the likely demands for non-vehicular travel and the resulting distribution. This is presented in **Table 3.4**.

Table 3.4: Pedestrian and Cycle Assignment (12 Hour)

	Route A1	Route A2	Route B1	Route B2	Route C	Route D	Total Trips
	Brookers Lane	Woodcot Lane	PROW (West End)	PROW (East End)	Newgate Lane East	Tukes Avenue	
Walking Trips	204	52	44	109	35	291	735
Cycle Trips	7	3	4	8	4	17	42
Total Trips	211	54	48	117	39	307	777
% Trips	27%	7%	6%	15%	5%	40%	100%

3.7 Summary

3.7.1 The site is accessible to a safe pedestrian and cycle network that provides easy and convenient access to key facilities and services located within Bridgemary, Stubbington and southern Fareham, as well as to public transport opportunities. All of the bus stops are located within a comfortable walking distance from the site and provide direct services to destinations including Fareham and Gosport. Rail services are also available from Fareham rail station which offers good rail connections to Portsmouth, Southampton and London.

3.7.2 The site is located in a sustainable location which is accessible by a genuine choice of travel modes and is therefore in accordance with the principles of national and local transport policy. Census data shows that over a third of journeys to work are by sustainable modes. It is therefore considered that there is good potential to influence journey modes as part of a travel plan.

SECTION 4 Targets

4.1.1 The key aim of the FTP is to reduce single occupancy car use for travel to the site and to promote sustainable / active travel as an alternative. Targets are measurable goals against which the progress of the Travel Plan can be assessed.

4.2 Aim Based Targets

4.2.1 In accordance with HCC's Travel Plan Policy the following targets have been set:

- **Target 1** – To reduce the number of vehicle trips generated by the site over a 12-hour period (weekday 07:00-19:00) by ten percent from the baseline within five years;
- **Target 2** – To reduce the number of vehicle trips generated by the site during the morning peak hour (0800-0900) and evening peak hour (1700-1800) by ten percent from the baseline position.
- **Target 3** - To increase the number of daily trips undertaken by walking, cycling and public transport by ~20-25% from the baseline position within five years.

4.2.2 These targets follow the SMART principle (specific, measurable, adjustable, realistic, time-based) and focus on reducing the traffic generation of the site as a whole and encouraging residents to travel by more sustainable modes.

4.2.3 The aim is to achieve these targets by completion of the development, estimated to be within five years of the first occupation (and by 2028). Interim mode split targets have been established and will be subject to ongoing review during the course of the travel plan.

4.3 Baseline Position and Interim Targets

4.3.1 For the purpose of the FTP, the baseline modal split is based on the Travel to Work data obtained from the 2011 Census for both the Fareham 013 and Gosport 001 MSOAs, with the average mode share of the data used to inform the mode share targets summarised in **Table 4.1**.

4.3.2 Once the first monitoring surveys at the development have been undertaken and analysed, the baseline position targets will be reviewed and agreed with HCC.

Table 4.1: Interim Targets (Fareham 013 / Gosport 001)

Mode	Baseline – 2011 Census	Year 3	Year 5
Car	69.3%	64.1%	62.4%
Foot	8.2%	9.2%	9.6%
Bicycle	7.6%	8.7%	9.0%
Bus	4.4%	5.4%	5.8%
Car Passenger	5.6%	6.6%	6.9%
Train	2.2%	3.2%	3.6%
Motorcycle	2.5%	2.5%	2.5%
Other inc. Taxi	0.20%	0.30%	0.20%
Total	100.0%	100.0%	100.0%

Source: Consultant's Calculations

4.3.3 **Table 4.1** shows that by meeting the Travel Plan targets a reduction in car use from 69% to 63% in each peak hour would be achieved. It should be noted that the TA has not considered the benefits of the Travel Plan and makes no reduction in traffic generation assessments as a result of the benefits that can be delivered through the FTP.

4.3.4 In contrast to the targeted reductions in car use, the use of sustainable modes (Walking, Cycling and Public Transport) is targeted to increase with use of walking, cycling and the public transport to increase by 25% from 22.4% to 27.9% mode share.

4.4 Action Based Targets

4.4.1 In addition to mode share targets, it is important to identify a number of action targets to ensure that the commitments made by the developer through this FTP are delivered. The action targets are as follows:

- Nominate a Travel Plan Co-ordinator (TPC) prior to sales and marketing phase of development, and retain the TPC for the duration of the FTP (five years);
- Undertake first phase of monitoring following the first year of occupation;
- Following the first phase of monitoring, review measures and targets to ensure that they remain appropriate. This will be repeated following the monitoring periods in years 3 and 5; and
- Once agreed with HCC, update FTP with any necessary revisions to measures.

SECTION 5 Scheme Proposals and Access Strategy

5.1.1 This section describes the on and off-site infrastructure measures which will encourage residents to travel via sustainable modes.

5.2 Site Masterplan

5.2.1 This FTP has been prepared to accompany an outline planning application and at this state therefore, the site layout is illustrative only (**Appendix B**). As a statement of intent, transport infrastructure will form an integral part of the site design, aiming to encourage the use of non-car modes of transport for local journeys.

Image 5.1: Extract of Concept Masterplan



5.3 Site Accesses Strategy

5.3.1 The site access strategy comprises:

- Delivery of a comprehensive pedestrian and cycle access strategy, providing for active travel on key desire lines in all directions from the site, providing filtered permeability
- Vehicular access to Newgate Lane East, in a manner that delivers safe and suitable access, but does not significantly impact on the utility / function of Newgate Lane East.

5.3.2 Pedestrian and cycle connectivity is demonstrated both within the scheme and to the wider area, at Newgate Lane East and to Bridgemary, both south to Brookers Lane and north and east to Tukes Avenue.

5.3.3 Vehicular Access is only provided to Newgate Lane East. No connection to Brookers Lane is proposed, noting that the consented development south of the application site (for 99 dwellings) already takes access at Brookers Lane.

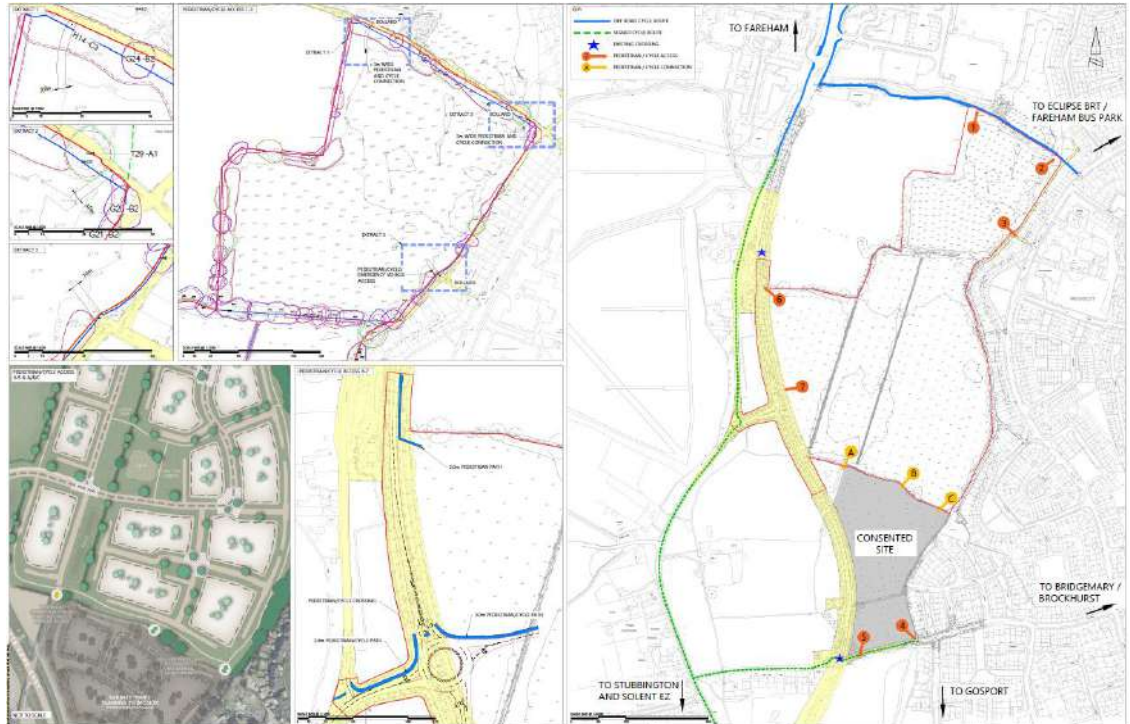
5.4 Pedestrian / Cycle Access Arrangements

5.4.1 To ensure opportunities for sustainable travel to key local destinations, the access strategy proposed various connections to the local network:

- **Access to Newgate Lane** – two connections across Newgate Lane East are proposed, at the Primary Site access and through the north-western corner of the site, to connect to the Old Newgate Lane.
- **Access to Bridgemary** – Connections for pedestrians and cyclists are proposed at Brookers Lane through the consented Brookers Lane Development and to Tukes Avenue for onward movement to Bridgemary. Access will also be provided along the existing service road adjacent to 143 Tukes Avenue in the form of a shared surface environment. Sensitive lighting will be provided along the service road to provide a safe and attractive environment for all users to travel along this pedestrian / cycle link.
- **Access to Rights of Way** – Connections to Public Footpath 76 routing to the north of the site and to Brookers Lane / Woodcote Lane to the south of the site are to be provided. This connects with the existing crossing facilities of Newgate Lane South.

5.4.2 This approach ensures that priority is given to providing for active travel movement from the site, providing for walking and cycling connections on the key desire lines of the scheme.

Image 5.2 – Pedestrian and Cycle Access Strategy



5.4.3 A concept Masterplan for the development site is presented in **Appendix B** which demonstrates the potential pedestrian and cycle connectivity and integration to the local area.

5.5 Wider Pedestrian and Cycle Improvements

5.5.1 As part of the consented development to the south (Appeals Ref. APP/J1725/W/20/3265860 and APP/A1720/W/21/3269030 – P/19/1260/OA), the following improvements were secured:

Table 5.1: Committed Walking and Cycling Improvements

Route	Potential Improvement
Route 1 – To Peel Common Nursery and Infant School	Addition of tactile paving on all junctions along the route.
Route 2 – To Woodcot Primary School and Tukes Avenue Local Centre	Addition of tactile paving on all junctions along the route.
Route 3 – To Holbrook Primary School and Bridgemary School	Addition of tactile paving on all junctions along the route. In addition, the footway on the southern side of Brookers Lane could be extended through the verge to provide an additional crossing point on Carisbrooke Road.

Route	Potential Improvement
Route 4 – To Nobes Avenue Local Centre	The improvements are consistent with Route 3. In addition, drainage at the crossing on the southern arm of Wych Lane / Gregson Avenue mini-roundabout could be reviewed to prevent the ponding of water.

Source: Walking and Cycling Audit i-Transport report reference: ITB13747-005 TN

- 5.5.2 A WCHAR and Non-Motorised User audit has been undertaken for the proposed development, taking account of the committed improvements, and identifies the following further improvements that are proposed to be secured as part of the application.

Table 5.2: Potential Walking and Cycling Improvements

Potential Improvement
Contribution towards the delivery of a Toucan Crossing of Newgate Lane East
Improvement to the Service Road connection to the scheme from Tukes Avenue
Delivery of connections for pedestrians and cyclists south to the Consented Scheme and onwards to Brookers Lane
Provision of pedestrian and cycle connections to Newgate Lane via the new roundabout, including crossing facilities across Newgate Lane East
New Footway Link to Newgate Lane East Bus Stops
Footway and Cycle connections to the PROW (Footpath 76) north of the site
Improvement of existing side road crossings on local roads, providing dropped kerbs and tactile pavements where required / absent
Improved marking of cycleways
Improved signage and wayfinding
Vegetation removal on Newgate Lane and PROW76 to improve route accessibility
Footway renewal to address ponding issues

Source: Walking and Cycling Audit i-Transport report reference: ITB10353-009 TN

- 5.5.3 i-Transport **Drawings ITB10353-GA-300-315** (part of the TA) illustrates these potential improvements along each of the audited routes. For ease of reference and to present a comprehensive picture of accessibility, these drawings show the committed improvements proposed as part of Brookers Lane as well as the improvements identified this application.

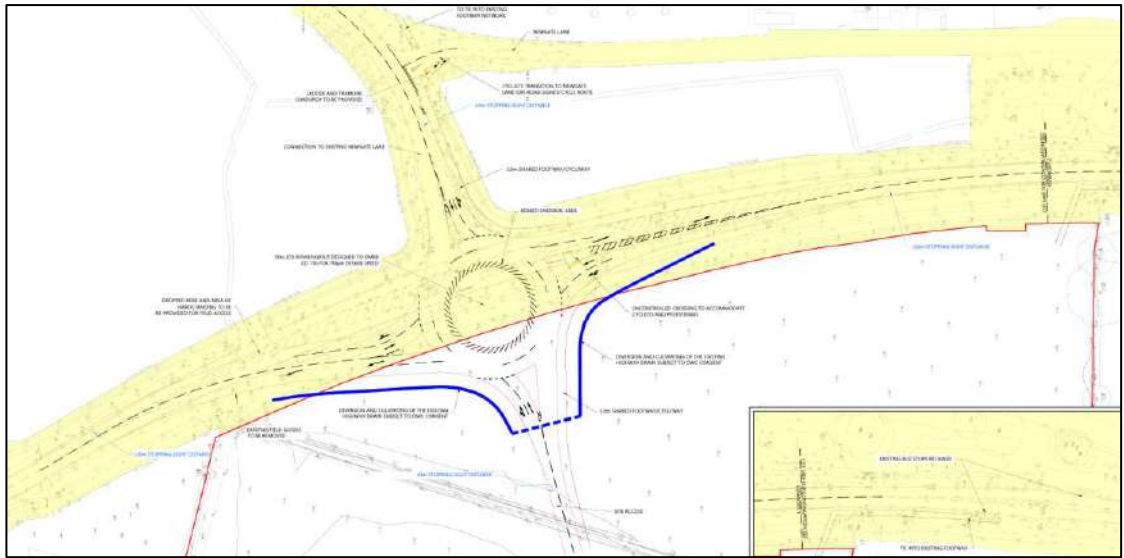
5.6 Public Transport Connectivity

- 5.6.1 The site is well located to existing bus stops on Tukes Avenue (circa 350m east of the site), Newgate Lane East (360m west of the site) and Henry Court Way (900m north-east of the site). These stops are serviced by regular bus services to destinations such as Gosport and Fareham.
- 5.6.2 Fareham rail station is located around 3.5km north from the site and is accessible via bus routes 9, 21 and the BRT. This station offers services to destinations such as Portsmouth, Southampton and London.
- 5.6.3 The development proposal will connect the site to the existing footway network within Bridgemary towards Tukes Avenue to the east and to Newgate Lane East to the west. This offers a realistic opportunity for pedestrians to walk to the existing bus stops to travel to destinations further afield.

5.7 Vehicular Access Arrangements

- 5.7.1 Vehicular access to the site will be achieved from Newgate Lane in the form of a four-arm, 50m ICD roundabout with Newgate Lane.
- 5.7.2 No vehicular connection will be made between the site the consented Brookers Lane development, other than for emergency vehicles.
- 5.7.3 The proposed site access design is shown in **Drawing ITB10353-GA-102 Rev A** (extract at **Image 5.3**) which presents an illustrative roundabout design.

Image 5.3: Site Access Arrangement



5.8 Parking Provision

5.8.1 The details on car parking will be provided during a Reserved Matters planning application. Car parking will be provided in accordance with Fareham Borough Council’s Residential Car and Cycle Parking Standards SPD. The car parking standards are set out in **Table 5.3**.

Table 5.3: FBC Car Parking Standards

Dwelling	Allocated	Unallocated
1 bed dwelling	1	0.75
2 bed dwelling	2	1.25
3 bed dwelling	2	1.75
4+ bed dwelling	3	2.25

Source: FBC Residential Car and Cycle Parking Standards

5.8.2 Electric vehicle charging points will be provided throughout the site. As a fast-moving technology, the specification, number and spread of charging infrastructure will be determined at the reserved matters stage. An EV Charging Strategy will support a future RM application to demonstrate how this will be provided, when the layout of the scheme is known.

Cycle Parking

- 5.8.3 Cycle parking will also be provided in line with FBC cycle parking standards which are set out within **Table 5.4** and further detailed will be provided during a Reserved Matters planning application. Cycle parking facilities will be secure and conveniently located for each dwelling.

Table 5.4: FBC Cycle Parking Standards

Dwelling	Individual Storage	Communal Storage
1 bed dwelling	1	1
2/3 bed dwelling	2	1
4+ bed dwelling	2	1

Source: FBC Residential Car and Cycle Parking Standards

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

5.9 **Summary**

- 5.9.1 The site access strategy supports the aims and objectives of this FTP by ensuring a connected and permeable development site. The development will provide a range of improved pedestrian facilities to connect with existing walking and cycling routes, allowing future residents to reach key local destinations on foot or by bike as opposed to using the car.

SECTION 6 **Soft Measures**

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

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

6.1.2 The strategy for a Travel Plan co-ordinator, implementation, funding and management of the FTP is provided in the following Section 7.

6.2 **Promotion of Walking and Cycling**

6.2.1 As described in Section 5, the development has been designed to facilitate and improve connections to the local pedestrian and cycle network, allowing for local journeys to key destinations to be undertaken by these modes.

6.2.2 To support the delivery of physical infrastructure, all new residents will be issued with a Residents 'Travel Pack' which will include details of journey planning websites, walking and cycle maps, local cycle shops and local public rights of ways.

6.2.3 Residents will also receive such information via other ongoing communication described on other parts of this travel plan.

6.2.4 A cycle voucher will be offered to all households to enable the purchase of cycle equipment.

6.2.5 Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores for the purchase of cycling equipment.

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

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

6.3 **Promotion of Public Transport**

6.3.1 Information on the public transport routes and facilities serving the new development will be made available to new residents through the Residents' Travel Information Pack and on the noticeboard provided on site. The information pack includes the offer of a sustainable travel voucher for use on rail or bus services.

6.3.2 The Solent Go Travelcard is a new initiative and can be used to travel across South Hampshire. Options include Isle of Wight Hovercraft and Red Funnel Ferry links, in addition to a bus pass which can be used across all local service providers including those serving the site. Each household will be offered a sustainable travel voucher.

6.4 **Car Sharing Scheme**

6.4.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of people making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.

6.4.2 Residents will be provided with information about car sharing via Hampshire's chosen Car Share website (<https://liftshare.com/uk>). This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

6.5 **Information Provision and Marketing**

6.5.1 New residents will be provided with travel information from the outset – including leaflets about the sustainability credentials of the proposal during the purchase process. Upon occupation of each dwelling, a Residents' Travel Information Pack will be provided. Full details and other marketing measures are provided in Section 7.

- 6.5.2 To ensure access to up to date information for residents a number of community notice boards will be located around the site. These boards will contain up to date bus and rail timetable information, and information on car sharing. The boards will also provide walking and cycling facilities maps.
- 6.5.3 New residents of the development site will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and staff will be trained in personal journey planning in order that this service can be offered to new residents shortly after completion of their purchase. This will offer an in-depth, personalised approach to identifying the sustainable travel choices available to residents and will be advertised through the welcome pack. The staff will be fully briefed on the content and purposes of the travel plan and will be able to highlight the incentives to prospective purchasers.
- 6.5.4 Within one month of first occupation of the development site, residents will be provided with a letter/leaflet informing them about the FTP.
- 6.5.5 The Travel Plan Co-ordinator will also set up a community travel website which will provide travel information and provide a communications portal. The TPC will also engage with any social media pages that become established for the local community and provide a valuable resource for engaging the community effectively.

6.6 Residential Travel Information Packs

- 6.6.1 The first occupier of each household will be provided with a Residents' Travel Information Pack.
- 6.6.2 The pack will pull together information on the above listed measures and contain information about the objectives of the FTP, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport.
- 6.6.3 It is proposed that the following items will be included in the pack:
- A choice of a sustainable travel voucher for the first owner of each dwelling, with options from the following:
 - A £50 bus travel voucher, for credit the Solent Go region wide Travelcard;

- A cycle purchase voucher for £50 for each household to assist with the purchase of a bicycles; and
- A £50 voucher towards a rail season ticket to encourage travel by rail.

6.6.4 The following will also be provided:

- Details regarding the provision of broadband access to enable easy access to local home delivery services and home working;
- An information leaflet about the FTP, its aims and objectives, how to get involved and how travel will be monitored;
- Information about the community travel website;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking, and the location of bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, including details of any local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking/cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;
- Copies of HCC's cycle plans;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and <https://www.traveline.info/>;
- Information about car sharing through the Hampshire car share website (<https://liftshare.com/default.asp>) and other social-media based websites such as BlaBla Car; and
- Information about the home delivery services offered by local supermarkets and potentially a voucher for free home delivery on first use.

6.7 Summary

6.7.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to reduce single occupancy car journeys through promoting car sharing. The proposed measures aim to achieve the objectives set out in Section 2 of this report. A range of information and marketing initiatives are also proposed to encourage awareness and participation in the Travel Plan by local residents from the outset.

SECTION 7 Management and Implementation

7.1 Travel Plan Management

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

7.1.2 The TPC will be supported by a steering group, comprising a representative from the developer, a representative of the housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport, and voluntary residents' representatives). The steering group will meet every 6 months during the first two-years and annually thereafter for the duration of the development, which is expected to be a five-year period. This extensive period will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the continuation of the Travel Plan after the handover is set out below.

7.2 Role of Travel Plan Co-Ordinator

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

- To manage the day to day delivery of the measures contained in the Travel Plan;
- To wherever possible co-ordinate with the other local development parcels to ensure that there is sharing of information between each sites steering groups or bicycle user groups;
- To set up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored, and key decisions taken as necessary;
- To market the Travel Plan to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To negotiate discounts with local cycle shops for residents at the earliest opportunity, i.e. from appointment;

- To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;
- To organise monitoring of the Travel Plan in line with the strategy outlined in Section 8; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

7.3 Involvement of Residents

7.3.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan information by the sales office and provided with a Residents' Travel Information Pack on completion of their purchase. The Travel information pack will be kept up to date for the duration of the travel plan.

7.3.2 The Travel Plan Co-ordinator will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. The Travel Plan Co-ordinator will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the Travel Plan, advertising the website and reporting the results of the monitoring;
- Presenting information on community noticeboards;
- Involvement of resident volunteers in the monitoring process (to be recruited by the Travel Plan Co-ordinator); and
- The steering group will involve resident participation and will review and develop other methods of ensuring ongoing involvement from residents.

7.4 Framework for Implementation

7.4.1 The Travel Plan Co-ordinator will be nominated one to three months before the first occupation of the new development, in order to commence development of the initial Travel Plan measures in time for the first occupations. **Table 7.1** provides an Action Plan for the implementation of the measures set out in Sections 5, 6, 7 and 8 of this FTP.

Table 7.1: Framework for Implementation / Action Plan

Objective	Measure	Timescale	Delivery	Mode Affected	Cost Estimate
Cross-Objective	Develop and maintain community website	Prior to occupation	TPC	Single occupancy vehicle use, walking, cycling and public transport	£5,000
	Engage with Community social media	Phased with development	TPC		Included within TPC cost
	Prepare and distribute Travel Welcome Packs	Prior to occupation	TPC		£3,500
	Travel Awareness Events	Phased with development	TPC		£5,000
	Provide community notice boards	Phased with development	Developer		£2,000
	Provide EV Charging infrastructure	Phased with development	Developer	Vehicle Use	Infrastructure Cost
Reduce the Need to Travel	Deliver connections to broadband network	Phased with development	Developer	Single occupancy vehicle use	Included within development costs
Promotion of Walking, Cycling and Public Transport	Provision of bus, walking and cycling maps and promotion of apps / websites	Prior to occupation	TPC	Single occupancy vehicle use, walking, cycling and public transport	Included within Travel Welcome Packs
	Provision of Cycle Parking	Phased with development	Developer	Cycling	Included within development costs
	Pedestrian / cycle connection to Brookers Lane, PROW 76, Newgate Lane and Tukes Avenue	Phased with development	Developer	Single occupancy vehicle use, walking and cycling	Included within development costs
	Provide pedestrian / cycle improvements identified within the Pedestrian and Cycle audit	Phased with development	Developer	Single occupancy vehicle use, walking, cycling and public transport	Delivered through CIL
	Offer a £50 travel voucher to each dwelling for bus taster tickets or cycle equipment	On occupation	TPC	Single occupancy vehicle use and cycling	£18,750

Objective	Measure	Timescale	Delivery	Mode Affected	Cost Estimate
	Deliver internal network of walking and cycling routes and accessible street design	Phased with development	Developer	Walking and Cycling	Infrastructure Cost
	Deliver direct connection to bus stops on Newgate Lane East	Phased with development	Developer	Walking and Cycling	Infrastructure Cost
Encourage Car Sharing	Promotion of car sharing schemes through https://liftshare.com/uk/journeys/to/hampshire-uk	Prior to Occupation	TPC	Single occupancy vehicle use	Included within TPC cost
Management	Appoint a Travel Plan Co-ordinator	Three months prior to Occupation – retained for five years from occupation	Developer	Single occupancy vehicle use, walking, cycling and public transport	£30,000
	Training of the sales team about the Travel Plan	Training as part of induction process	Developer		Included within development costs
	Production of Sales Stage Travel Packs	To be developed before 1 st occupation	Developer / TPC		£2,250
	Develop Full Travel Plan	One year after occupation	Developer / TPC		£2,500
	Steering Group	Meeting every 6 months for the first three years after first occupation, annual meetings thereafter	TPC		Included within TPC cost
Monitoring	Traffic Surveys at the site access	Year one, three and five	TPC	N/A	£2,500
	Travel Questionnaires	Annually (for five years)	TPC	N/A	Included within TPC cost
	Monitoring Report	Year one, three and five	TPC	N/A	Included within TPC cost

Source: Consultant's Estimates

7.5 Funding

7.5.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 5 of the FTP;
- Hampshire County Council's travel plan monitoring and evaluation fee;
- The TPC role for the duration of the development, which is expected to last five years;
- The initial implementation of the measures outlined in Section 6 and **Table 7.1**.
- The monitoring surveys outlined in Section 8

7.5.2 The aim will be to take steps to enable the Travel Plan to become self-funding by the time that the developer leaves the site. The Steering Group will be responsible for delivering this objective.

7.6 Framework of Handover at End of the Developer Involvement

7.6.1 On completion of the development, the developer will no longer be responsible for the management of the Travel Plan. At this time the management of the Travel Plan will revert back to the resident's Travel Plan committee who will be assembled by the TPC. Once the resident's Travel Plan committee has been assembled, the Local Authority's sustainable TPC will be invited to attend and provide guidance.

SECTION 8 Monitoring

8.1.1 The total monitoring programmes of the development will be during the development build until five-years after first occupation of the new development. Monitoring will be primarily undertaken in two ways:

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

8.2 Traffic Surveys

8.2.1 In accordance with HCC's guidance, it is proposed that monitoring will be undertaken in the form of traffic surveys undertaken at 2-year intervals (Years 1, 3 and 5). Automated Traffic Counts (ATC) will be undertaken at the site access on Newgate Lane East. The traffic surveys will supply HCC with observed statistical data showing how the residents travel to the development and details of the measures employed could be used to encourage sustainable travel.

8.2.2 The first traffic survey will be carried out on the first anniversary of occupation on the site. This will ensure that the survey captures information about an established critical mass of residents and will allow some time for the measures contained within the Travel Plan to take effect. Subsequent surveys will be undertaken at 2-year intervals and then a final survey take at 5 years from first occupation.

8.3 Travel Questionnaires

8.3.1 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures and enable residents to remain involved in the Travel Plan process. The first questionnaire survey will be undertaken 12 months after first occupation of the first unit and then annually until 5 years from first occupation.

8.3.2 The residential surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. A draft Survey is provided as **Appendix C**.

8.3.3 These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan which may be implemented in the future and to monitor travel patterns at the site over set periods of time.

8.3.4 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 20% or more, it will be re-distributed after 6 months, following further promotion and greater incentives for taking part.

8.3.5 The results of the surveys and the analysis will be included in an updated Travel Plan, or the first monitoring reports, with the Travel Plan targets revised or updated accordingly.

Use of Surveys

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

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

8.4 Reporting

8.4.1 Following first occupation of the new development, a monitoring report will be submitted to HCC biennially. These reports will be setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan and will also include the actions taken to implement the sustainable travel measures.

8.4.2 Residents will also be informed of the survey results via the website / social media feed, newsletters and community notice boards. The following information is likely to be provided:

- Recap of the sites Travel Plan's objectives and agreed targets;
- Monitoring methodology;

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

8.5 Remedial Measures

8.5.1 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the developer will work with Hampshire County Council to identify a strategy and to agree further actions to ensure the Travel Plan remains on track.

8.5.2 The Transport Assessment does not make any allowance for the Travel Plan and as such demonstrates that on the basis that a 10% reduction in traffic flows is not achieved, the additional impact on the performance of the local highway network in comparison to the 'with Travel Plan' scenario will not be perceptible. On this basis, the development is not dependent on the success of the Travel Plan in making the development acceptable in terms of traffic impact on the local highway network.

8.5.3 The proposed sustainable transport strategy and all of the associated measures will provide a genuine opportunity for the 10% reduction in traffic flows associated with the development to be achieved.

8.5.4 If at the end of the monitoring period, the trip rate target has not been achieved then a second and final round of sustainable travel vouchers will be offered to each household across the development. The need for additional or intensification of on-site Travel Plan measures (either infrastructure or 'soft' measures – such as enhanced personalised travel planning for residents of the site) will also be discussed with HCC.

8.5.5 Any such remedial measures would be discussed and agreed with HCC at the conclusion of the monitoring period and would be related in scale to the degree to which the Travel Plan targets had not been achieved.

8.6 Delivery and Enforcement

- 8.6.1 The delivery of the Travel Plan will be enforced through condition within the S106 agreement for the development. Subject to CIL test compliance, the developer will also commit to paying HCC's monitoring and approval fees which will total £16,500 for the five-year monitoring period. In addition to the monitoring fee, again, subject to CIL compliance, the developer will provide a cash deposit / Bond to HCC to secure surety for the delivery of the measures set out within **Table 7.1**.

SECTION 9 Summary

9.1.1 i-Transport LLP has been appointed by Miller Homes and Bargate Homes to provide highways and transport advice for an outline planning application for residential development consisting of up to 375 dwellings on land east of Newgate Lane East, Fareham.

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

9.1.3 The following main interim targets have been set:

- **Target 1** – To reduce the number of vehicle trips generated by the site over a 12-hour period (weekday 07:00-19:00) by ten percent from the baseline within five years;
- **Target 2** – To reduce the number of vehicle trips generated by the site during the morning peak hour (0800-0900) and evening peak hour (1700-1800) by 10% from the baseline position.
- **Target 3** - To increase the number of daily trips undertaken by walking, cycling and public transport by 18% from the baseline position within five years.

9.1.4 The objective is to achieve these targets at the end of the monitoring period and interim mode split targets have been established and will be subject to on-going review.

9.1.5 This FTP supports an outline application and as such, the site layout has not been determined at this stage. The development proposal will bring forward improvements to the pedestrian and cycle linkages between the site and the existing key facilities and services. In addition, the Transport Assessment and WCHAR include a range of potential improvements to access the local services and facilities and public transport links that could be brought forward directly by the developer or through S106 contributions.

9.1.6 The Travel Plan presents a range of non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to the site, including:

- A choice of a £50 sustainable travel voucher for the first owner of each dwelling, with options from the following:
- A £50 bus travel voucher, for the Solent Go region wide Travelcard;

- A cycle purchase voucher for £50 for each household to assist with the purchase of a bicycles; and
- A £50 voucher towards a rail season ticket to encourage travel by rail.

9.1.7 Additional measures include:

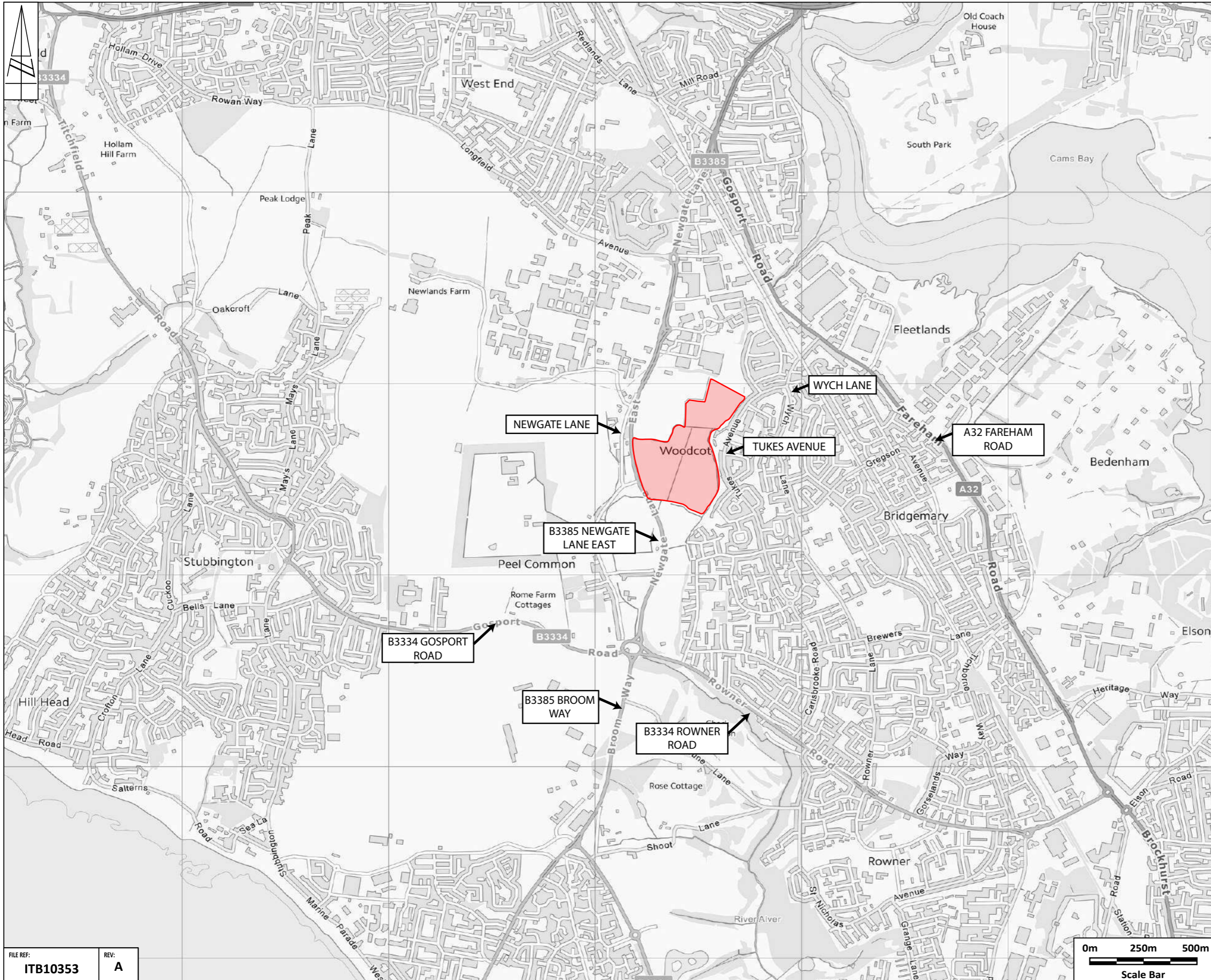
- The promotion of walking and cycling, including provision of plans showing walking and cycling routes to local facilities, and a bicycle user group;
- Provision of broadband access to enable easy access to local home delivery services and home working;
- A resident's travel information pack and web-based Travel Plan Group; and
- Provision of up to date travel information by other means, including a community travel website and community notice boards.

9.1.8 A framework for management and implementation of the Travel Plan is proposed. A Travel Plan Co-ordinator will be appointed by the developer prior to first occupation of the proposed development, to oversee the development of the proposed measures and ensure the implementation of the Travel Plan ahead of occupation. A suggested timetable for the implementation of these measures has been put forward.

9.1.9 The Travel Plan Co-ordinator will be supported by a Steering Group, comprising representatives from the developer, local authority, residents etc. A framework is proposed for the handover of the Travel Plan at the end of the developer's involvement.

9.1.10 The total monitoring programme of the development will be for the duration of the building programme. The final survey will be carried out at full occupation of the site. Monitoring reports over this period will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

FIGURES



KEY
 ILLUSTRATIVE SITE BOUNDARY



The Square, Basing View,
 Basingstoke, RG21 4EB
 Tel: 01256 637940
 www.i-transport.co.uk

TITLE:
**NEWGATE LANE, FAREHAM
 SITE LOCATION PLAN**

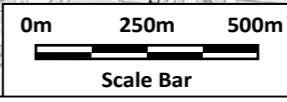
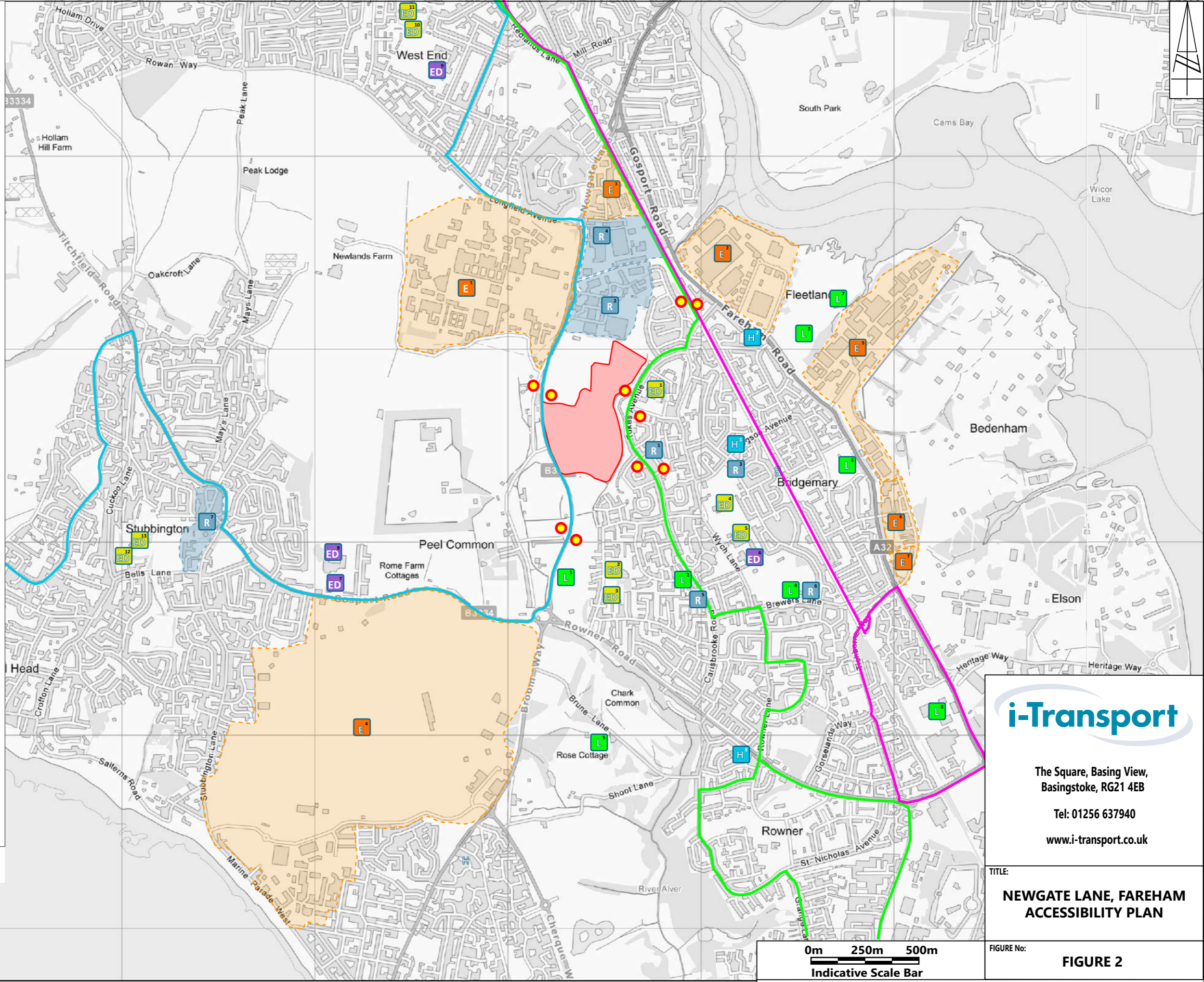


FIGURE No:
FIGURE 1

FILE REF: **ITB10353**
 REV: **A**

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- KEY**
- ILLUSTRATIVE SITE BOUNDARY
 - HMS COLLINGWOOD
 - FAREHAM BUSINESS PARK
 - NEWGATE LANE INDUSTRIAL ESTATE
 - SOLENT ENTERPRISE ZONE
 - VECTOR AEROSPACE
 - FRATER GATE BUSINESS PARK
 - GOSPORT BUSINESS CENTRE
 - WOODCOT PRIMARY SCHOOL
 - PEEL COMMON JUNIOR SCHOOL
 - PEEL COMMON NURSERY
 - HOLBROOK PRIMARY SCHOOL
 - BADGER PRE SCHOOL
 - BRIDGEMARY SCHOOL
 - BAYCROFT SCHOOL
 - CROFTON SECONDARY SCHOOL
 - FAREHAM ACADEMY
 - WALLISDEAN COUNTY JUNIOR SCHOOL
 - WALLISDEAN INFANT SCHOOL
 - CROFTON ANNE DALE INFANT SCHOOL
 - CROFTON ANNE DALE JUNIOR SCHOOL
 - TUKES AVENUE SHOPS
 - SPEEDFIELDS PARK INC ASDA AND LIDL
 - NOBES AVENUE LOCAL CENTRE
 - COLLINGWOOD RETAIL PARK
 - CARISBROOKE PRESINCT
 - BREWERS LANE STORES
 - STUBBINGTON VILLAGE CENTRE
 - BROOKERS FIELD RECREATION GROUND
 - CARISBROOKE ARMS PUBLIC HOUSE
 - FLEETLANDS FOOTBALL CLUB
 - BRIDGEMARY LIBRARY
 - LEE-ON-THE-SOLENT GOLF CLUB
 - BRIDGEMARY PARK
 - FLEETLANDS GOLF CLUB
 - GOSPORT LEISURE CENTRE
 - BRIDGEMARY MEDICAL CENTRE
 - FAREHAM ROAD SURGERY
 - ROWNER HEALTH CENTRE
 - BUS STOP
 - ECLIPSE BRT BUS ROUTE
 - 9/9A BUS ROUTE
 - 21 BUS ROUTE



i-Transport

The Square, Basing View,
Basingstoke, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

TITLE:
**NEWGATE LANE, FAREHAM
ACCESSIBILITY PLAN**

FILE REF:
ITB10353

REV:
D

0m 250m 500m
Indicative Scale Bar

FIGURE No:
FIGURE 2

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APPENDIX A. Fareham Cycle Map

Cycling in Fareham

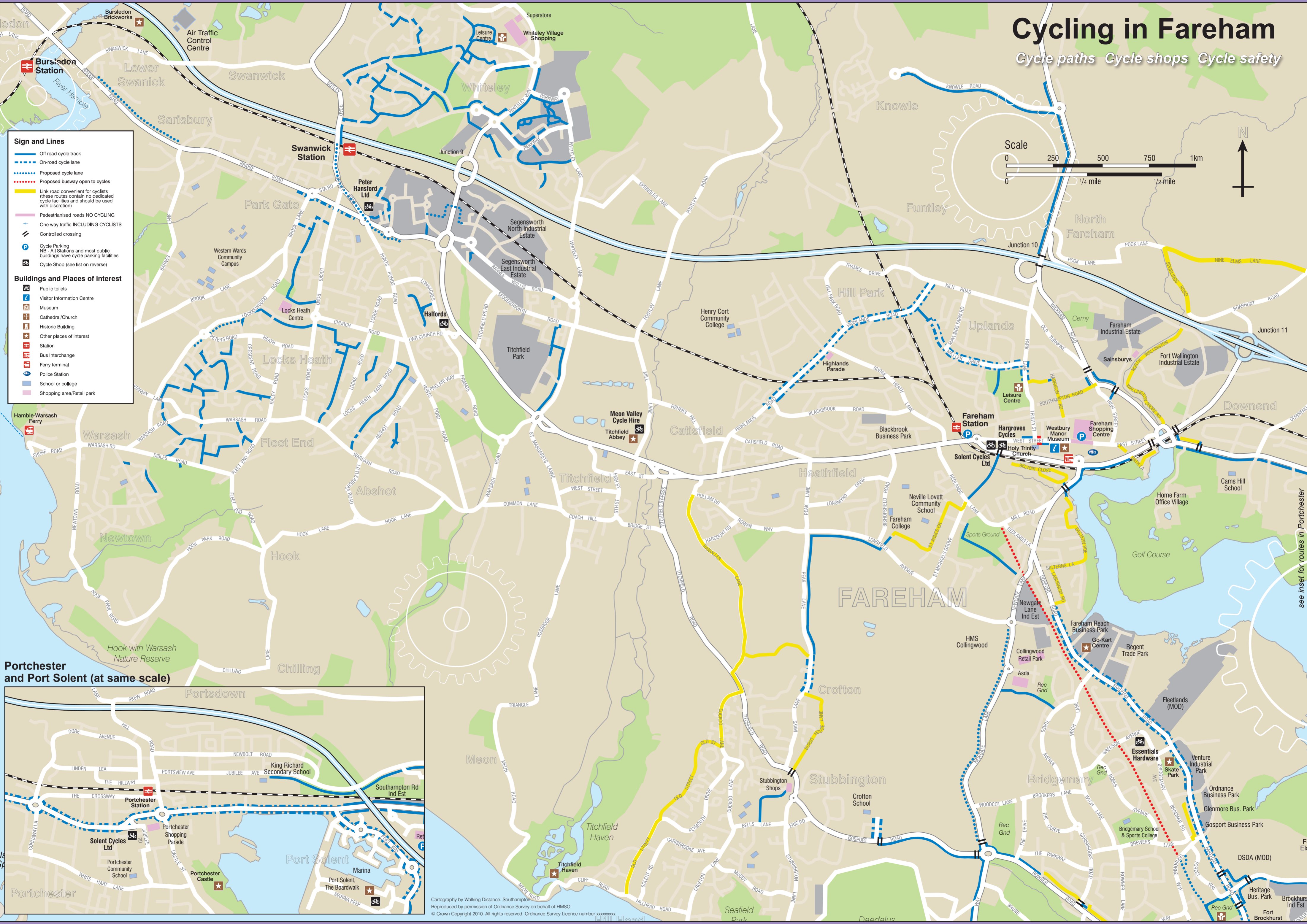
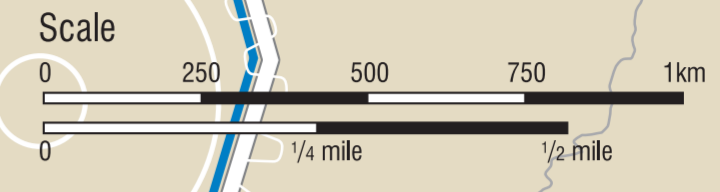
Cycle paths Cycle shops Cycle safety

Sign and Lines

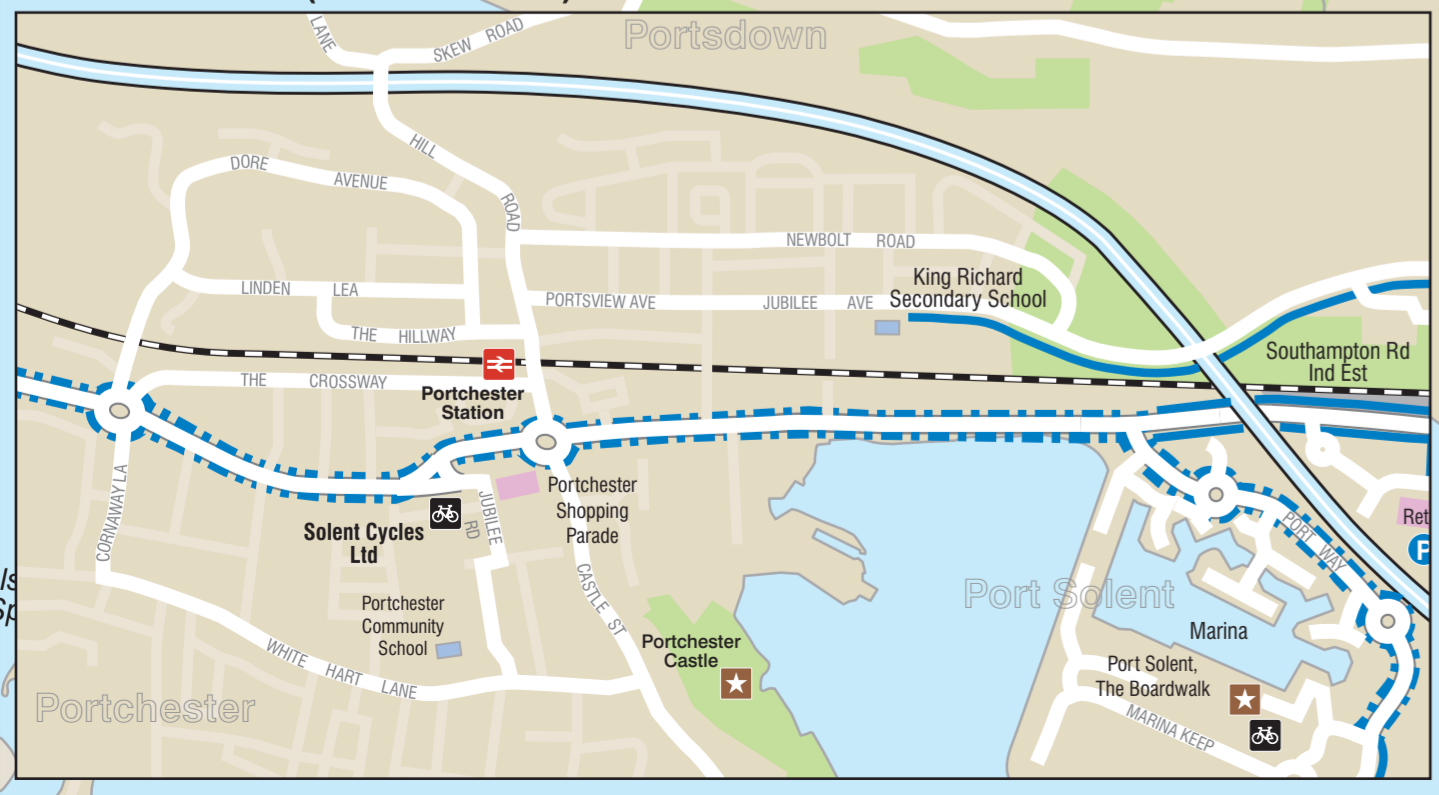
- Off road cycle track
- On-road cycle lane
- Proposed cycle lane
- Proposed busway open to cycles
- Link road convenient for cyclists (these routes contain no dedicated cycle facilities and should be used with discretion)
- Pedestrianised roads NO CYCLING
- One way traffic INCLUDING CYCLISTS
- Controlled crossing
- Cycle Parking
- NB - All Stations and most public buildings have cycle parking facilities
- Cycle Shop (see list on reverse)

Buildings and Places of interest

- Public toilets
- Visitor Information Centre
- Museum
- Cathedral/Church
- Historic Building
- Other places of interest
- Station
- Bus Interchange
- Ferry terminal
- Police Station
- School or college
- Shopping area/Retail park



Portchester and Port Solent (at same scale)



Cartography by Walking Distance. Southampton
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see inset for routes in Portchester

APPENDIX B. Illustrative Site Layout



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KEY

- SITE BOUNDARY
- EXISTING VEGETATION
- PROPOSED VEGETATION
- PROPOSED RESIDENTIAL DEVELOPMENT
- MAIN VEHICLE ROUTE
- POTENTIAL PEDESTRIAN/CYCLE LINK & EMERGENCY VEHICLE ACCESS
- POTENTIAL PEDESTRIAN/CYCLE LINK
- INDICATIVE PATH THROUGH PUBLIC OPEN SPACE
- NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP)
- SUSTAINABLE DRAINAGE SYSTEMS (SuDS)
- EXISTING PUBLIC RIGHT OF WAY
- LOCAL SHOPS
- BUS STOP
- EXISTING CROSSING POINT ON NEWGATE LANE EAST

LAND EAST OF NEWGATE LANE EAST - CONCEPT MASTERPLAN



APPENDIX C. Example Resident's Questionnaire

Residential Travel Survey

About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender Male Female

5. Age Group

Under 18 18 - 34 35 - 44 45 - 60 60+

6. Number of people in household

1 2 3 4+

7. Number of cars per household

1 2 3 4+

8. Number of bicycles per household

1 2 3 4+

9. Do you have a disability that affects your travel arrangements?

Yes No

About your job

10. Do you work? 1-3 days 4 days Full time Shifts

Other, please specify

11. What hours do you normally work? Regular Office Flexi

Other (please specify)

12. Are there any aspects of your job that require you to have the use of a car?

None Attend meetings Visit site / clients Other

Travel to work

13. How do you normally travel to work?

Walk/jog Bicycle Bus

Train Taxi Motorbike

Car on own Car Share

Other (please specify)

14. What alternatives do you occasionally use?

Walk/jog Bicycle Bus

Train Taxi Motorbike

Car on own Car Share

Other (please specify)

15. How far do you travel to work? (one way)

Up to 1 mile 1 - 3 miles 3 - 10 miles

10 - 20 mile Over 20 miles

16. How long does it normally take you to get to work? (one way)

0 - 15 mins 16 - 30 mins

30 - 60 mins 60 mins +

17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency Covered and secure cycle parking

Changing / locker facilities Pool car available for business use

Other (please specify)

For drivers only

18. Is a car share a possibility if a suitable sharer/s was found?

Yes No I already car share

19. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner	<input type="checkbox"/>	Financial incentives for car shares	<input type="checkbox"/>
Free transport home in an emergency	<input type="checkbox"/>	Pool car available for business use	<input type="checkbox"/>
Priority parking for car sharers	<input type="checkbox"/>		
Other, please specify	<input type="text"/>		

20. Is bus or train travel a possibility?

Yes No Both

Which is most convenient?

Bus Train

21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route	<input type="checkbox"/>	Pool car available for business use	<input type="checkbox"/>
More frequent services	<input type="checkbox"/>	More reliable services	<input type="checkbox"/>
Better information on times and fares	<input type="checkbox"/>		
Regular link between station/bus stop and place of work	<input type="checkbox"/>		
Other, please specify	<input type="text"/>		

24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.

Education for self	<input type="checkbox"/>	Education for dependants	<input type="checkbox"/>
Access to Health services	<input type="checkbox"/>	Access to retail services	<input type="checkbox"/>
Leisure	<input type="checkbox"/>		
Other, please specify	<input type="text"/>		

This information is collected in accordance with the Data Protection Act 1998.

The data has been collected for the purposes of:-

- * establish travel patterns to site;
- * to assist with setting objectives for the Travel Plan which may be implemented in the future
- * to monitor travel patterns at the site over set periods of time to quantify modal shift.

