



Land East of Everton Road, Hordle

Framework Travel Plan

Client: Bargate Homes

i-Transport Ref: SJ/IN/ITB16122-005D R

Date: 19 August 2022

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ITB16122-GA-022F	Potential Construction Access Arrangement
ITB16122-GA-024D	Potential Pedestrian / Cycle Access
ITB16122-GA-025D	Potential Pedestrian / Cycle Access to Open Space
ITB16122-GA-026A	Potential Off-Site Highway Improvements (1)
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SECTION 1 INTRODUCTION

1.1 Overview

1.1.1 Bargate Homes have appointed i-Transport to provide highways and transport advice in relation to a residential development of site for 97 dwellings, open space, Alternative Natural Recreational Greenspace (ANRG), and vehicular access via Everton Road, on a site to the east of Everton Road, Hordle.

1.1.2 The proposed development is included in the adopted New Forest District Local Plan as Strategic Site 9: Land east of Everton Road, Hordle. The site is allocated for:

“residential development of at least 100 homes depending on the housing mix provided, and open space”.

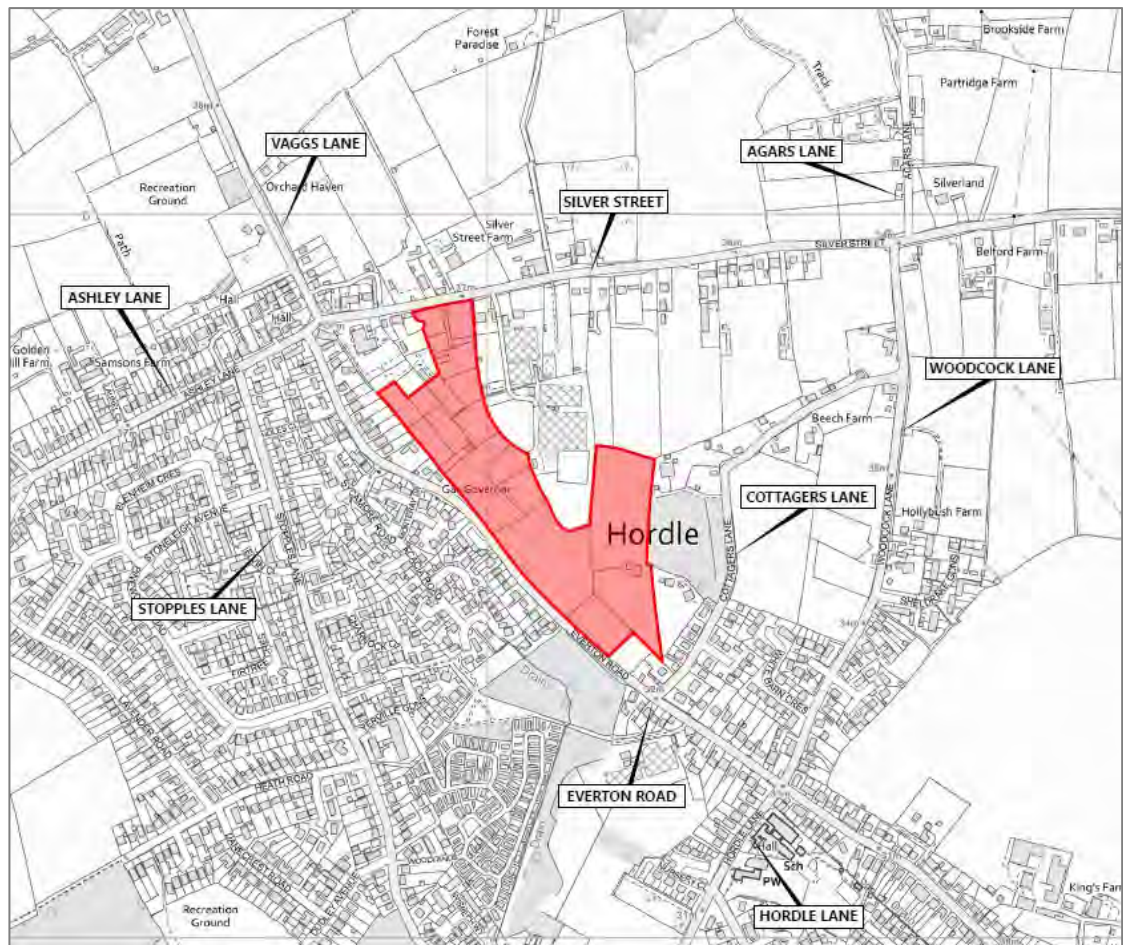
1.1.3 Bargate Homes initially submitted a planning application under reference 21/11731 for a development of 103 dwellings and following comments from the local planning and highway authorities the number of dwellings has been reduced to 97. Whilst this scale of development is now under the threshold that usually requires a Travel Plan (with reference to the County Council’s guidance) a Travel Plan is nonetheless still proposed.

1.2 Site Location and Context

1.2.1 The site is situated on the eastern side of Hordle and is bound by Silver Street to the north, Everton Road to the west and existing residential development to the south. The existing site largely consists of land used for grazing.

1.2.2 The location of the site in the context of the local highway network is presented in **Figure 1**, an extract of which is illustrated as **Image 1.1**.

Image 1.1: Site Location Plan



Source: Extract of Figure 1

1.3 Scope of Framework Travel Plan

1.3.1 This report has been prepared as a Framework Travel Plan (FTP), the primary purpose of which 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.

Statement of intent to support sustainable travel from the applicant

1.3.2 Bargate Homes are an established housebuilder who are committed to building high quality homes through innovative design and aim to provide developments that are both responsible and sustainable in their design and implementation. Bargate Homes support sustainable travel with the majority of their sites focused in Hampshire. This FTP will be used by Bargate Homes as a basis to develop a full and detailed Travel Plan (TP).

1.3.3 This FTP has been developed in accordance with HCC's Guide to Development Related Travel Plans guidance document (January 2009). This FTP presents a comprehensive strategy to encourage sustainable travel at the development and in the wider area.

1.3.4 This FTP has been submitted alongside the Transport Assessment (TA) (i-Transport LLP report no. ITB16122-002 R) prepared in support of the development proposal, which considers the wider transport implications of the proposed development.

1.4 Structure of Framework Travel Plan

1.4.1 The remainder of this FTP is structured as follows:

- **Section 2** – provides a summary of relevant national and local planning policy pertinent to the drafting of Travel Plans;
- **Section 3** – describes the principle objectives and benefits of the Travel Plan;
- **Section 4** – considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics of the area;
- **Section 5** – sets out the interim targets for the Framework Travel Plan;
- **Section 6** – sets out the infrastructure measures that will be provided to encourage travel to/from the site by non-car modes of travel and to manage travel demand;
- **Section 7** – sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- **Section 8** – provides a strategy for the implementation and management of the Framework Travel Plan;
- **Section 9** – outlines how the Travel Plan will be monitored to ensure that it is achieving the targets set out in Section 5; and
- **Section 10** – Provides a summary of this Framework Travel Plan.

SECTION 2 PLANNING POLICY

2.1 Requirement for a Travel Plan

2.1.1 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.

2.1.2 Bargate Homes initially submitted a planning application under reference 21/11731 for a development of 103 dwellings and following comments from the local planning and highway authorities the number of dwellings has been reduced to 97. Whilst this scale of development is now under the threshold that usually requires a Travel Plan, a Travel Plan is still proposed

2.1.3 A summary of the national and local planning policy that is relevant to the drafting of this FTP is provided within this section of the FTP.

2.2 National Policy

National Planning Policy Framework (July 2021)

2.2.1 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.

2.2.2 Furthermore, one of the key transport tests set out at Paragraph 110 relates to the promotion of sustainable transport modes. It is therefore apparent that Travel Plans remain a key tool in ensuring sustainable development through the promotion in the uptake of sustainable modes.

National Planning Practice Guidance (March 2014)

2.2.3 The web-based National Planning Practice Guidance (NPPG), which was released on 6 March 2014, brings together planning guidance for England across all disciplines in an accessible way.

It also 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.”

2.3 Local Policy

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

2.3.1 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 Guide to Development Related Travel Plans

2.3.2 The Hampshire Guide to Development Related Travel Plans was published in January 2009 and sets out the strategy for improving and managing access to a site focusing on promoting sustainable modes and reducing single occupancy car trips.

2.3.3 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.”

New Forest District Local Plan 2016-2036

2.3.4 The New Forest District Local Plan strategy for transport aims to promote an integrated and sustainable local network. The Local Plan describes the vision, objectives, and overall development strategy for the District up to 2036. NFDC describes the conditions which must be adhered to when new development proposals are put in place. The council will permit developments which:

- *“Prioritise the provision of safe and convenient pedestrian access within developments, by linking to and enabling the provision of more extensive walking networks wherever possible, and where needed by providing new pedestrian connections to local facilities”;*
- *“Provide or contribute to the provision of dedicated cycle routes and cycle lanes, linking to and enabling the provision of more extensive cycle networks and providing safe cycle routes to local schools wherever possible”;*
- *“Provide, or contribute proportionately to the provision of, any highways or public transport measures necessary to enable the development to be accommodated in a safe and sustainable manner, including the requirements identified in any applicable Strategic Site Allocation Policies.”*

SECTION 3 PRINCIPLES, OBJECTIVES AND BENEFITS

3.1 Principles and Objectives

3.1.1 This FTP sets out a sustainable transport strategy for the proposed development. In line with national and local guidance, the headline aims for the plan will be as follows:

- 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.

3.1.2 The plan will have the following additional objectives:

- To manage car parking demand across the development;
- To support a range of sustainable transport alternatives to provide the future residents and visitors with 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.

3.2 Benefits

3.2.1 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 4 EXISTING CONDITIONS AND TRAVEL PATTERNS

4.1 Introduction

4.1.1 This section of the Travel Plan sets out the existing local travel patterns and describes the existing accessibility of the site by walking, cycling and public transport.

4.2 Site Location

4.2.1 The site is situated on the eastern side of Hordle and is bound by Silver Street to the north, Everton Road to the west and existing residential development to the south. The existing site largely consists of land used for grazing. A site location is included as **Figure 1**.

4.3 Walking, Cycling and Horse Riding Facilities (WCHAR)

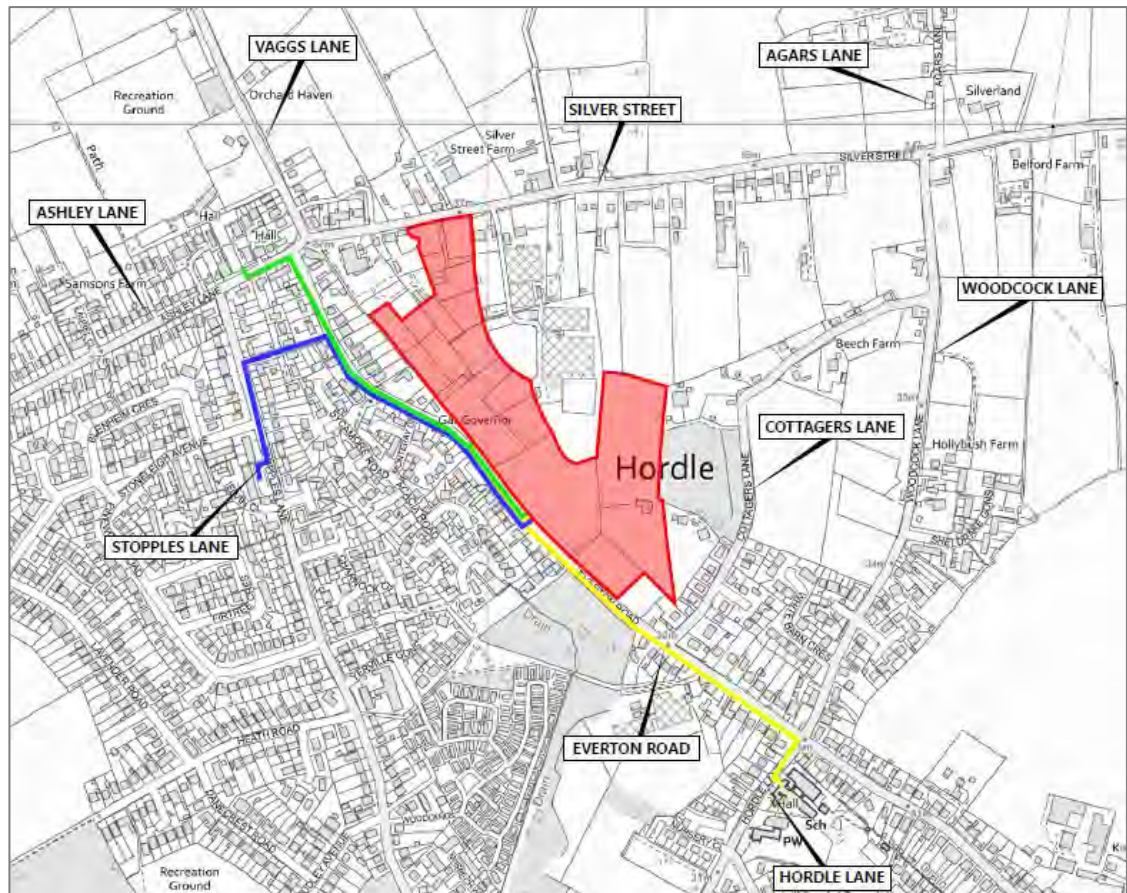
Walking

4.3.1 The proposed development will provide pedestrian connections which tie in with the existing footway network on the western side of Everton Road. It is proposed to provide a pedestrian/cycle access on Everton Road circa 90m to the south of Monterey Drive with an uncontrolled crossing with dropped kerbs and tactile paving. In addition, a new footway will be provided on both sides of the new vehicular access onto Everton Road, an uncontrolled crossing with dropped kerbs and tactile paving will be provided on both sides of the access providing pedestrian crossing points along the desire line to local facilities and services to the north and south of the access. It is also proposed to provide a shared pedestrian/cycle access onto Everton Road to the south of the proposed vehicle access to provide access to the area of public open space within the site.

4.3.2 Three key walking routes have been identified from the site to access the local facilities and services. The routes are summarised below and shown in **Image 4.1**:

- Route 1 – To Hordle Primary Schools and Nursery (yellow);
- Route 2 – To Stopples Lane Shops (blue); and
- Route 3 – To Ashley Lane Bus Stops, Hall and Recreational Ground (green).

Image 4.1: Hordle Walking Routes



4.3.3 A description of each route is provided in more detail below:

Route 1 – To Hordle Primary Schools and Nursery

4.3.4 Pedestrians would exit the proposed development site via the accesses onto Everton Road where uncontrolled pedestrian crossing facilities are to be provided to the existing footway network on the western side of the carriageway.

4.3.5 The existing footway on Everton Road measures circa 1.6-1.8m in width and provides a continuous connection southward to Hordle Lane from which Hordle Primary School can be accessed. The footway is generally of good condition and street lighting is provided along the route; Everton Road is also subject to 30mph speed limit which helps provide a safe pedestrian environment.

4.3.6 At the crossroad junction between Everton Road / Hordle Lane / Woodcock Lane, there is coloured road surfacing, 'slow' road markings and a raised table, which highlights the presence of the junction and pedestrian crossing points to road users. Uncontrolled crossing points with

dropped kerbs, tactile paving and reflective bollards are provided to help enable safe pedestrian crossing.

- 4.3.7 A continuous footway is provided along the southern side of Hordle Lane with a width of circa 2m, which is street lit and provides direct access to the school and nursery.

Route 2 – To Stopples Lane Shops

- 4.3.8 Pedestrians would exit the proposed development site via the accesses onto Everton Road where uncontrolled pedestrian crossing facilities are to be provided to the existing footway network on the western side of carriageway.
- 4.3.9 The existing footway on Everton Road measures circa 1.6-1.8m in width and provides a continuous connection northwards towards Ashley Lane. Dropped kerb crossing facilities are provided across minor road arms. The footway is generally of good condition and street lighting is provided along the route, Everton Road is also subject to 30mph speed limit which helps provide a safe pedestrian environment.
- 4.3.10 A pedestrian link from Everton Road to Holes Close is provided, which provides a relatively direct link to towards the shops. Footways are provided on both sides of Holes Close with a width of circa 1.4m and dropped kerb crossing points are provided to the footway on the western side of Stopples Lane. At present tactile paving does not exist at the junction between Stopples Lane and Holes Close, however, it is proposed to provide a contribution to HCC as part of the proposed development to help deliver offsite footway improvements in this area (see Section 4.6 for further details).
- 4.3.11 Routing southwards on Stopples Lane, there is a continuous footway with an approximate width of 2.0m which provides access to the parade of shops, dropped kerb crossing points are provide across the minor arm of Stoneleigh Avenue. As outlined above, it is proposed to provide a contribution to HCC as part of the development to provide offsite improvements, including the delivery of tactile paving at the Stopples Lane / Stoneleigh Avenue junction and at the entrances to the Stopples Lane parade of shops (see **Section 6** for further details).

Route 3 – To Ashley Lane Bus Stops, Hall and Recreational Ground

- 4.3.12 Pedestrians would exit the proposed development site via the accesses onto Everton Road where uncontrolled pedestrian crossing facilities are to be provided to the existing footway network on the western side of carriageway.

- 4.3.13 The existing footway on Everton Road measures circa 1.6-1.8m in width and provides a continuous connection northwards to Ashley Lane. Dropped kerb crossing facilities are provided across minor road arms. The footway is generally of good condition and street lighting is provided along the route, Everton Road is also subject to 30mph speed limit which helps provide a safe pedestrian environment. As part of the application, a contribution towards footway improvements, including the provision of tactile paving at the Everton Road / Monterey Road junction is proposed (see **Section 6**)
- 4.3.14 The bus stop on Everton Road is located circa 130m to the south of Ashley Road. It is proposed to provide a contribution to HCC as part of the development to provide offsite improvements, including the provision of a dropped kerb with tactile paving to access the bus stop, as well as extending the hard surface to allow a larger waiting area.
- 4.3.15 Continuing north, dropped kerbs are provided across Everton Road to access the Budgens convenience store located within the Texaco petrol station. It is proposed to provide a contribution to HCC to provide tactile paving on all arms of the Ashley Lane / Vaggs Lane / Silver Street mini-roundabout to improve access on foot (see **Section 6** for further details).
- 4.3.16 Circa 30m to the east of the petrol station is the Three Bells Brewers Fayre which can be accessed via a footway along Silver Street.
- 4.3.17 Footways are provided on both side of Ashley Road and are street lit. The southern footway provides access to the X2 bus stop for services to Bournemouth, while the bus stop on the northern side of the carriageway provides access to X2 service towards Lymington. The possibility to provide improved waiting facilities at these bus stops has been explored and is set out more detail in **Section 6**. An uncontrolled pedestrian crossing with pinch point, dropped kerbs and tactile paving is provided on the northern side of the carriageway. Access to the park, recreation ground and community hall can be accessed via a pedestrian link adjacent to the Hordle Pharmacy.

Cycling

- 4.3.18 Whilst there are no dedicated cycle routes within the immediate vicinity of the site, the nearby local roads are subject to 30mph speed limits and provide good levels of visibility for car drivers. These characteristics serve to make the roads generally conducive to cycling, particularly for more experienced cyclists.

4.3.19 All of Hordle and the majority of Downton, New Milton and Barton on Sea lie within a reasonable cycling distance of 5km.

4.4 Public Transport

Bus

4.4.1 The nearest bus stop to the site is located on Everton Road, circa 320m from the centre of the proposed development site when using the Pedestrian Access on to Everton Road. The bus stop infrastructure consists of a flag and pole and provides access to bus service 119 between Lymington and New Milton.

4.4.2 Additional bus stops are located adjacent to the Women's Institute (WI) Hall located circa 500m west from the centre of the site on Ashley Lane. The bus stops infrastructure on the northern side of the carriageway (for journeys towards Lymington) consist of a flag and pole, bus timetable information, bus layby and raised kerbs for level access. Whilst on the southern side of the carriageway the bus stops comprise of a flag and pole, bus timetable information and a bus bays demarcated on the road surface.

4.4.3 Further bus stops are also provided south of the Everton Road access, south of Woodcock Lane. These bus stops consist of bus flag and timetable information on the western side of the carriageway.

4.4.4 A summary of bus services from the WI Hall and Woodcock Lane are provided in **Table 4.1**.

Table 4.1: Bus Service Summary

Bus Service	Service No.	Route	Frequency		
			Monday-Friday	Saturday	Sunday
Hordle WI Hall	X2	Bournemouth to Lymington (via Christchurch, Highcliffe on Sea, New Milton, Hordle)	Hourly service: (first service at 08:06, last service 19:46)	Hourly service (first service at 09:00, last service 19:46)	-
		Lymington to Bournemouth (via Hodle, New Milton, Highcliffe on Sea and Christchurch)	Hourly service: (first service at 06:22, last service 17:00)	Hourly service (first service at 08:05, last service 17:00)	-
Woodcock Lane	119	Lymington to New Milton via Pennington, Everton, Hordle	Hourly service (first service at 09:22, last service 14:22)	Hourly service (first service at 09:22, last service 14:22)	-

Source: Traveline

4.4.5 **Table 4.1** demonstrates that there are regular bus services available within a comfortable walking distance of the site that provide access to key local destinations including New Milton and Lymington.

Rail

4.4.6 The nearest railway station is New Milton railway station, located 3.2km west of the centre of the site. New Milton railway station is on the South Western Mainline between London Waterloo and Weymouth.

4.4.7 At approximately 3.2km from the site, New Milton railway station is located at the upper limit of walking distances and is within a reasonable cycling distance. The station is also accessible by the local 119 bus service. The station car park provides 73 spaces for vehicles and there is sheltered bicycle storage for 62 bicycles.

4.4.8 New Milton railway station can be accessed using the X2 bus service mentioned in **Table 4.1**, by taking the service to Fernhill Lane and using the footways circa 250m south.

4.4.9 A summary of key services from New Milton is provided below in **Table 4.2**.

Table 4.2: Rail Service Summary – New Milton

Destination	Frequency (per hour)		Journey Time
	Peak	Off Peak	
Bournemouth	2 per hour	1-2 per hour	Approx. 17 minutes
Southampton Central	2 per hour	1-2 per hour	Approx. 21 minutes
Poole	2 per hour	1-2 per hour	Approx. 34 minutes
Weymouth	1 per hour	1 per hour	Approx. 89 minutes
London Waterloo	1 per hour	1 per hour	Approx. 105 minutes

Source: National Rail Enquiries

4.4.10 **Table 4.2** demonstrates that there are regular railway services to destinations including Bournemouth, Southampton, and Poole available from New Milton railway station, with further afield destinations including Weymouth and London Waterloo also being accessible.

4.5 Local Highway Network

Everton Road

4.5.1 Everton Road is located on the south western boundary of the site and is characterised as a single lane carriageway that measures approximately 5.8m in width and is subject to a 30mph speed limit.

4.5.2 To the north, Everton Road continues for approximately 350m before meeting Ashley Lane, the junction takes the form of a right turn pocket priority arrangement.

4.5.3 To the south, Everton Road continues for circa 2.5km before meeting the A337 Christchurch Road via a simple priority junction. From this location, Christchurch Road provides access to Lymington to the east and New Milton and Christchurch to the west.

4.6 Traffic Flows

4.6.1 Automatic Traffic Counts (ATC) were undertaken between 15th April 2021 and 30th April 2021 along Everton Road within the vicinity of the proposed site accesses.

- 4.6.2 At the time the surveys were undertaken, some Government COVID-19 travel restrictions were still in place. As such, traffic survey data has been obtained from a Department for Transport traffic count point (ref: 945375) located on Pinewood Road and factored using growth rates from TEMPRO to represent 'neutral' 2021 traffic flow conditions. These flows were then compared with an ATC undertaken in April 2021 to enable a "Covid-19" uplift factor to be derived, i.e., by comparing the flows in 2019 (and factored to 2021 using TEMPRO growth rates) and Spring 2021.
- 4.6.3 The traffic flows undertaken in April 2021 in the morning peak were higher than pre-pandemic levels, whilst flows in the evening peak were the same as pre-pandemic levels. Nevertheless, to ensure a robust assessment has been undertaken reference has been made to the Governments 'Transport use during the coronavirus (COVID-19) pandemic' dataset, which identifies that during the period that the traffic surveys were undertaken traffic levels were at circa 90% of pre-pandemic levels. Therefore, based on this information, a factor of 1.111 has been applied to the peak hours.
- 4.6.4 The traffic data obtained from the weeklong ATCs along Everton Road are summarised in **Table 4.3** which demonstrates the 5-day average, two-way traffic flows.

Table 4.3: Factored 2021 Traffic Data (5 Day Average)

Road	Direction	Morning Peak Hour (0800-0900)	Evening Peak Hour (1630-1730)
Everton Road	Northbound	144	164
	Southbound	181	153
	Two-Way	326	318

Source: Traffic Surveys

- 4.6.5 The data shows that the peak traffic periods of the day occur at 0800-0900 in the morning and 1630-1730 in the evening. On Everton Road peak hour traffic flows during periods are 318 - 326 two-way movements.
- 4.6.6 At the request of HCC in their consultation response, an additional ATC survey was undertaken on Everton Road in April 2022 (outside of school holiday periods and at a time when no COVID-19 travel restrictions were in place). The ATC was located just to the south of Kings Brook, to the south of the bend on Everton Road.
- 4.6.7 The traffic data obtained from the weeklong ATCs on Everton Road in April 2022 are summarised in **Table 4.4** which demonstrates the 5-day average, two-way traffic flows.

Table 4.4: Observed 2022 Traffic Data (5 Day Average)

Road	Direction	Morning Peak Hour (0800-0900)	Evening Peak Hour (1600-1700)
Everton Road	Northbound	114	132
	Southbound	166	138
	Two-Way	280	270

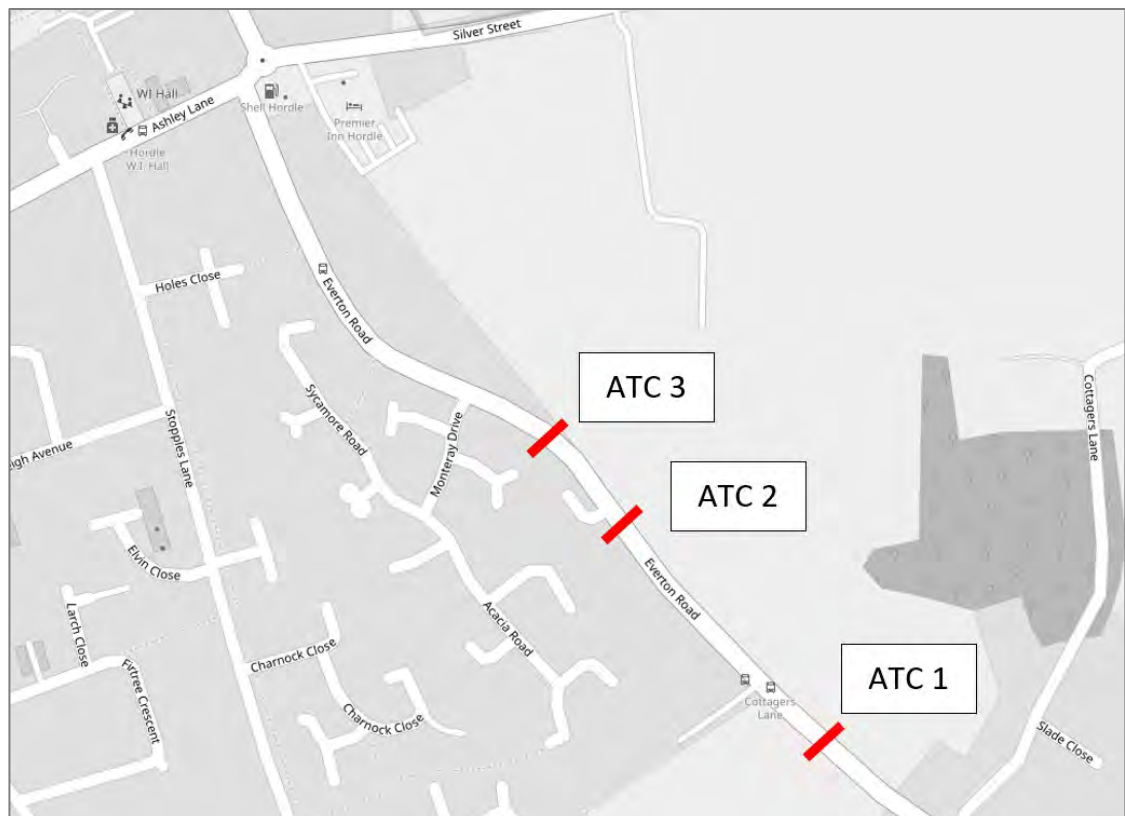
Source: Traffic Surveys

4.6.8 The data shows that the peak traffic periods of the day occur at 0800-0900 in the morning and 1600-1700 in the evening. On Everton Road peak hour traffic flows were circa 270-280 two-way movements.

4.7 Traffic Speeds

4.7.1 Speed surveys were also undertaken between 15th April 2021 and 30th April 2021 to identify the speeds at which vehicles are travelling along the site frontage on Everton Road, with an additional survey carried out between 1st April 2022 and 7 April 2022 at the request of HCC to measure southbound vehicle speeds on approach to the proposed access to the south of the bend on Everton Road. The location of the speed surveys are show in on **Image 4.2:**

Image 4.2: Speed Survey Locations – Everton Road



4.7.2 The speed survey results recorded on the site frontage are summarised in **Table 4.5**.

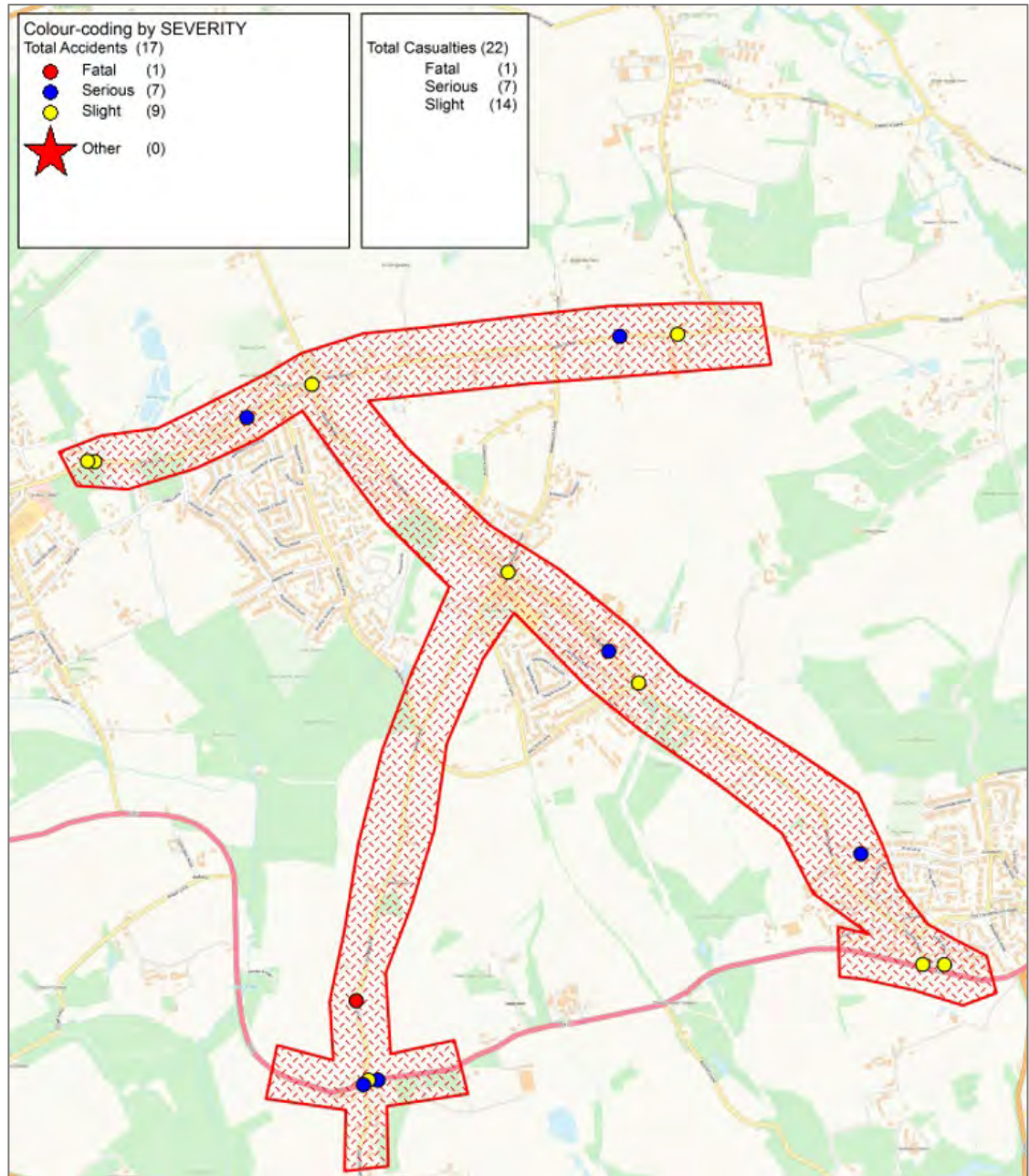
Table 4.5: Observed 85th Percentile Speeds

Location	Direction	85 th Percentile (mph)
Everton Road Vehicular Access and Southern Pedestrian Access	Northbound (ATC Location 1)	36.3mph
	Southbound (ATC Location 2)	39.3mph
Everton Road Pedestrian Access	Northbound (ATC Location 2)	37.8mph
	Southbound (ATC Location 3)	32.9mph

4.8 Personal Injury Accident Data

4.8.1 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the most recent five-year period available. This includes Everton Road, Silver Street, Ashley Lane and Hordle Lane and its associated junctions. At the request of HCC in their consultation response, the study area has been extended to include Hordle Lane/Stopples Lane, and Hordle Lane/A337 Christchurch Road. The study area is shown on **Image 4.3**.

Image 4.3: PIA Study Area



4.8.2 In total, there were 17 PIAs recorded in the study resulting in 22 casualties during the period between 1st September 2016 and 30th August 2021, of which nine were slight, seven serious and one fatal.

Table 4.6: Personal Injury Accident Data Summary

Location	Motorised Vehicles			Pedestrian or Cyclists			Total
	Slight	Serious	Fatal	Slight	Serious	Fatal	
Everton Road	2	1	0	1	0	0	4
Ashley Lane	2	1	0	1	0	0	4
Silver Street	0	1	0	1	0	0	2
Christchurch Road	0	2	0	0	1	0	3
Hordle Lane	1	0	1	0	0	0	2
Cedar Drive	0	0	0	1	0	0	1
Frys Lane	0	1	0	0	0	0	1
Total	5	6	1	4	1	0	17

Source: Hampshire Constabulary

Everton Road

4.8.3 Four accidents occurred on Everton Road, with one involving a cyclist.

- One incident was a result of a driver leaning down to pick something up and then colliding with a parked car causing them to overturn. This caused serious injuries to the driver;
- A slight incident occurred as a car turned into Everton Road without giving way to a car travelling on Christchurch Road. This caused the car to subsequently be pushed into a van waiting to come out of Everton Road;
- A further slight incident occurred on Everton Road at the crossroads with Hordle Lane, and was caused by a car failing to notice the stop sign and colliding with a car proceeding as normal; and
- The incident involving the cyclist caused slight injuries and occurred as a car emerged onto Everton Road from Sky End Road and crossed into the path of a cyclist causing the rider to collide with the bonnet.

Ashley Lane

4.8.4 Four accidents occurred on Ashley Lane, with one involving a cyclist, and another a pedestrian.

- The incident involving the cyclist caused slight injuries and was occurred when a car began turning right for Everton Road but collided with the offside of a cyclist travelling on Ashley Lane causing the rider to fall;

- A pedestrian sustained slight injuries when a heavy goods vehicle was travelling too close to the footway and the wing mirror collided with a pedestrian walking in the same direction on the footway;
- A slight injury was caused by a single motorcycle and was due to the rider losing control on a right-hand bend and leaving the carriageway; and
- An incident occurred as a car turned into their home address on Ashley Lane, and a motorcyclist failed to stop in time and collided with the rear of the car.

Silver Street

4.8.5 Two accidents occurred on Silver Street, one of which involved a cyclist.

- The cyclist sustained slight injuries when a car overtook them but clipped the side of the rider; and
- A serious incident occurred when a car turned right into Belford Farm at the same time as motorcyclist attempted to overtake, this caused the rider to be knocked off into the road.

Christchurch Road

4.8.6 Three serious accidents have occurred along Christchurch Road in the latest five-year period, one involving a cyclist.

- Two of these accidents were caused by motor vehicles failing to look properly when pulling out onto Christchurch Road and colliding with vehicles already travelling along the road, causing a collision; and
- A single incident was caused by a cyclist failing to take their foot out of the pedal holder in time when coming to a stop, causing them to fall, sustaining serious injuries.

Hordle Lane

4.8.7 Two accidents occurred on Hordle Lane, both involving motor vehicles, with one causing a fatal injury.

- The fatal collision occurred near the junction with Christchurch Road and was caused by a motorcyclist going round the right-hand bend on the wrong side of Hordle Lane and subsequently collided with an oncoming car coming round the left-hand bend; and

- A further incident occurred near the Christchurch Road junction and was a result of a car losing control for an unknown reason causing them to leave the carriageway and collide with a telegraph pole. The driver sustained slight injuries.

Cedar Drive

- 4.8.8 A slight incident has been recorded on Cedar Drive in the latest five-year period and occurred when a car reached the junction with Ash Grove and collided with a cyclist entering Cedar Drive from Ash Grove.

Frys Lane

- 4.8.9 A serious incident occurred on Frys Lane when a motorcyclist pulled out to the left-hand side of the narrow carriageway to allow a van to pass but slipped on loose gravel and fell to the ground.

Summary

- 4.8.10 Taking contributory factors into account as well as the geographic and temporal spread of accidents within the study area there is no established pattern of personal injury accidents within the dataset. Therefore, there are no patterns or trends of accidents in the area that are likely to be impacted by the proposed development.

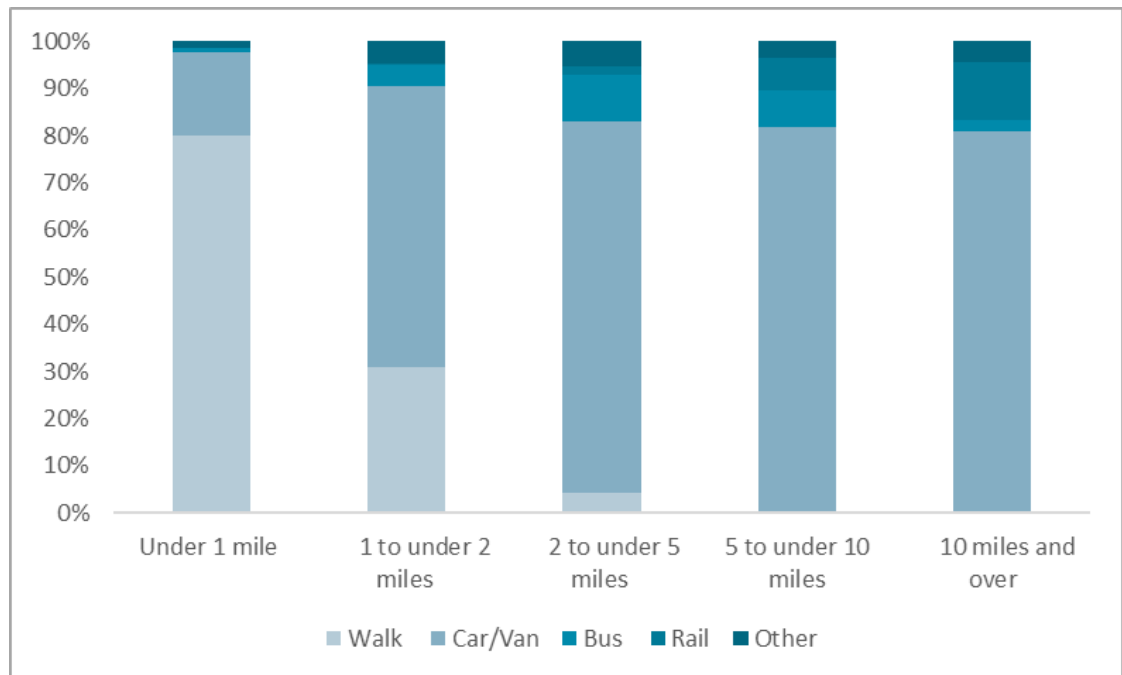
4.9 **Travel by Non-Car Modes**

- 4.9.1 In promoting sustainable travel, it is important to consider the distances people are willing to travel on foot, by cycle or by public transport, as this is a key indicator for the potential for trips to be made by non-car modes.

Walking Distances

- 4.9.2 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths:

Image 4.4: Mode Share of Trips by Main Mode for Different Trip Lengths: England



Source: National Travel Survey: England 2019

4.9.3 The overwhelming majority (80%) of trips are undertaken on foot for journeys up to one mile (1.6km). The data also shows that approximately 30% of journeys between one and two miles (3.2 km) will be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to two miles.

4.9.4 This is corroborated by 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.”

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

4.9.6 That is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything as it is clear from the NTS data that around one-third of journeys between one and two miles are undertaken on foot.

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

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

4.9.8 The information presented in **Figure 2** and **Table 4.7** demonstrates that there is a variety of local services and facilities within a ‘reasonable’ walking distance of the site including significant employment, primary and secondary schools, convenience shopping, leisure facilities and health care.

4.10 Cycling Distances

4.10.1 In terms of cycle distance, a 3-mile (5km) distance represents a reasonable everyday cycle distance, with 5-miles (8km) being a likely everyday upper distance. NTS 0303 identifies that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km. Cycling also frequently forms part of a longer journey in combination with public transport.

4.10.2 Furthermore, Paragraph 2.2.2 of the DfT Document LTN 01/20 Cycle Infrastructure Design addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length which is an achievable distance for most people.

4.10.3 As demonstrated in **Figure 2** and **Table 4.8**, there are a variety of local facilities accessible within a reasonable cycling distance from the site, including education, retail, leisure and employment opportunities.

4.11 Key Destinations




4.11.1 The location of a number of existing local facilities and services in the local area is shown on **Figure 2**, whilst **Table 4.8** provides an assessment of the travel distance to reach the identified local facilities and the time such journeys would take by walking and cycling respectively.

Table 4.8: Summary of Local Facilities and Services

Purpose	Destination	Total Distance (m)	Walking Journey Times (minutes)	Cycling Journey Time (minutes)
Employment	Kings Farm Rural Workshops	1,500	18	6
	Sway Storage and Workshops	2,700	31	10
	Everton Nurseries	2,800	32	10
	New Milton Town Centre	3,000	35	11
	Shorefield Country Park	3,200	37	12
Education	Hordle CE Primary School & Nursery	800	10	3
Retail	Hordle garage (inc Budgens)	400	5	2
	Co-op Food	600	7	2
	Stopples Lane Shopping Parade	600	7	2
	New Milton Town Centre	3,000	35	11
	Tesco Superstore	3,000	35	11
Leisure	Three Bells Brewers Fayre	500	4	1
	Hordle Recreation Ground	700	8	3
	Hordle BMX Pump Track	1,200	16	5
Healthcare	Hordle Pharmacy	500	6	2
Transport	Everton Road Bus Stops	320	4	1
	Ashley Lane Bus Stops	500	6	2

Source: Consultants Estimates

Key:

	Within 800m walking distance – ‘Comfortable walking distance’
	Within 2,000m walking distance – ‘Reasonable walking distance’
	Within 3,200m walking distance – ‘Maximum walking distance’

4.11.2 **Table 4.8** demonstrates that the provision of facilities and services in the local area within the distances from the site as set out on the previous page are as follows:

- **Comfortable Walking Distance (800m):** Three Bells Brewers Fayre, Hordle Recreation Ground, Hordle Garage (inc Budgens), Co-op Food, Stopples Lane Shopping Parade, Hordle Pharmacy and Hordle Primary School and nursery.
- **Reasonable Walking Distance (2.0km):** Hordle BMX Pump Track and Kings Farm Rural Workshops.
- **Maximum Walking Distance (3.2km):** New Milton Town Centre, Tesco Superstore, Sway Storage and Workshops, Everton Nurseries and Shorefield Country Park.

4.11.3 The analysis demonstrates there is a good range of everyday facilities located within a comfortable / reasonable walking distance from the site.

4.11.4 Against this background, it is clear that the site is well located to a good range of local services and facilities giving future residents a genuine opportunity to travel by sustainable transport modes.

4.12 **Summary**

4.12.1 The site benefits from being within immediate vicinity of an established pedestrian infrastructure network, including good quality footways which provide safe and convenient access to nearby bus services and a range of local facilities and services within Hordle.

4.12.2 Nearby local bus services are accessible within a comfortable walking distance from the site and provide direct services to destinations including Lymington town centre, Bournemouth and New Milton. Moreover, rail services to destinations such as Southampton Central, Bournemouth, Winchester and London Waterloo are available from New Milton railway station which can be accessed via the nearby X2 bus route.

4.12.3 The site is located within a 'comfortable' or 'reasonable' walking/cycling distance of a range of local facilities and services and is therefore in a sustainable location. The site is in accordance with the principles of national and local transport policy. Moreover, Census data shows that around 15% of journeys to work are made by sustainable modes. As such, there is a lot of potential to influence workplace travel modes as part of the Travel Plan.

SECTION 5 TARGETS

5.1 Overview

5.1.1 The key aim of the FTP is to reduce single occupancy car use for travel to/from the site. The targets set out in this section of the FTP are the measurable goals which the progress of the Travel Plan can be assessed against the objectives.

5.2 Targets

5.2.1 In accordance with Hampshire County Council's Travel Plan Policy the following targets has been set:

- **Target 1** – To reduce the car mode share at the proposed development by 10%; and
- **Target 2** – To ensure that all residents are informed of the travel plan and a significant number are engaged in it and are able to benefit from it at the end of the end of the monitoring period.

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

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

5.3 Baseline Position and Interim Targets

5.3.1 For the purpose of the FTP, the baseline modal split is based on the Travel to Work data obtained from the 2011 Census and the mode share targets are summarised in **Table 5.1**.

Table 5.1: Interim Targets – New Forest 018 MSOA

Mode	Baseline – 2011 Census	Year 3	Year 5
Car	81.6%	77.6%	73.4%
On Foot	5.0%	5.5%	6.0%
Bicycle	2.8%	3.5%	3.8%
Bus	0.7%	1.7%	3.7%
Car Passenger	4.6%	5.6%	6.6%
Motorcycle	1.0%	1.0%	1.0%
Train	3.3%	4.1%	4.5%
Other inc. Taxi	1.0%	1.0%	1.0%
Total	100.0%	100.0%	100.0%

Source: Consultant's Calculations

- 5.3.2 The target of 10% reduction in forecast traffic flows would result in a modal shift for car drivers from 81.6% to 73.4% by year 5 with an increase in more sustainable modes of transport. Once the first travel survey has been undertaken, these targets will be reviewed.

SECTION 6 SITE LAYOUT AND INFRASTRUCTURE MEASURES

6.1 Introduction

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

6.2 Site Layout

6.2.1 This FTP has been prepared to accompany a Full planning application. As such, matters relating to the site layout are to be determined. A copy of the proposed site layout is included at **Appendix A**.

6.3 Access Strategy

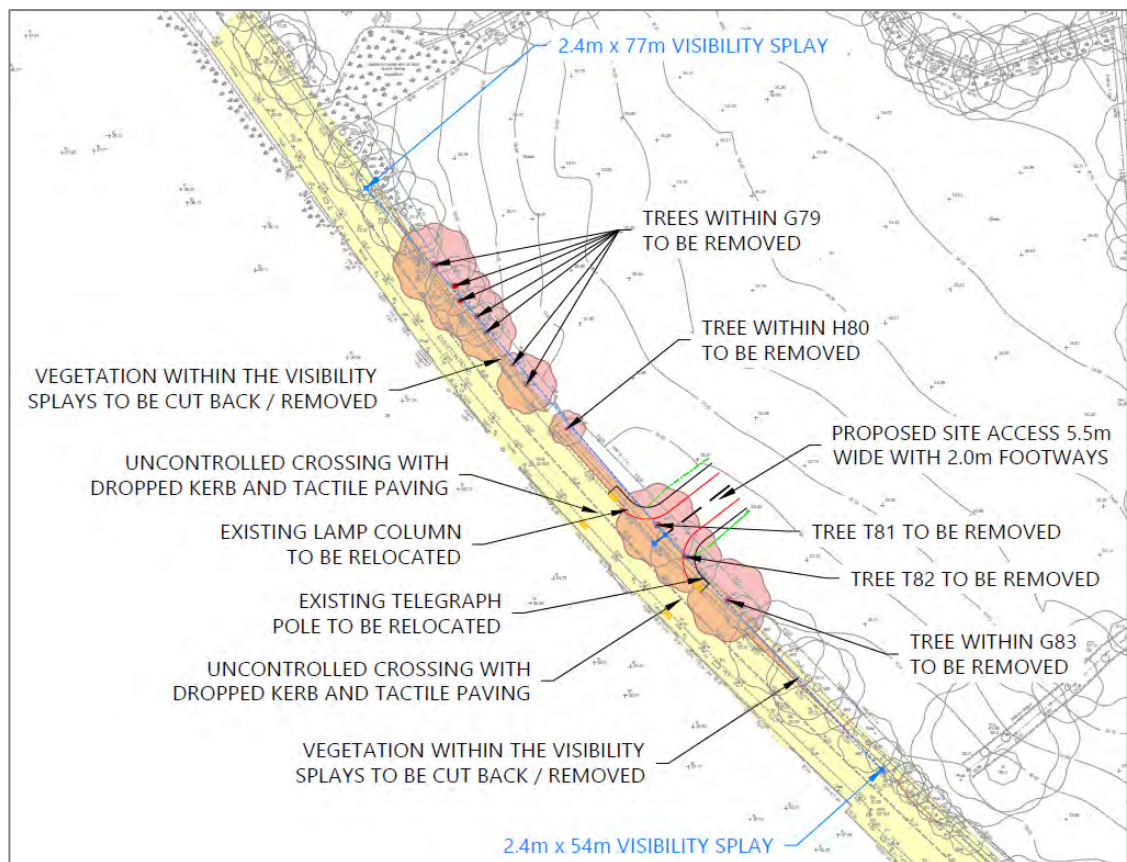
6.3.1 It is proposed to access the development of 97 dwellings from a single point of vehicular access onto Everton Road, along with two dedicated pedestrian/cycle accesses. The following sections provides a summary of the proposed access arrangements.

6.3.2 The proposed site access arrangements have been subject to pre-application discussions, a pre-application design review, and take on board HCC's comments raised in the initial planning application consultation response. As a result of discussions with HCC during the application process, the previously proposed access onto Silver Street has been removed.

Everton Road Vehicular Access

6.3.3 The Everton Road access will measure 5.5m in width with 2.0m footways present on either side of the carriageway. The proposed access arrangement is shown on drawing **ITB16122-GA-008J** and is extracted as **Image 6.1** below.

Image 6.1: Proposed Access Arrangement – Everton Road



Source: Drawing ITB16122-GA-008J

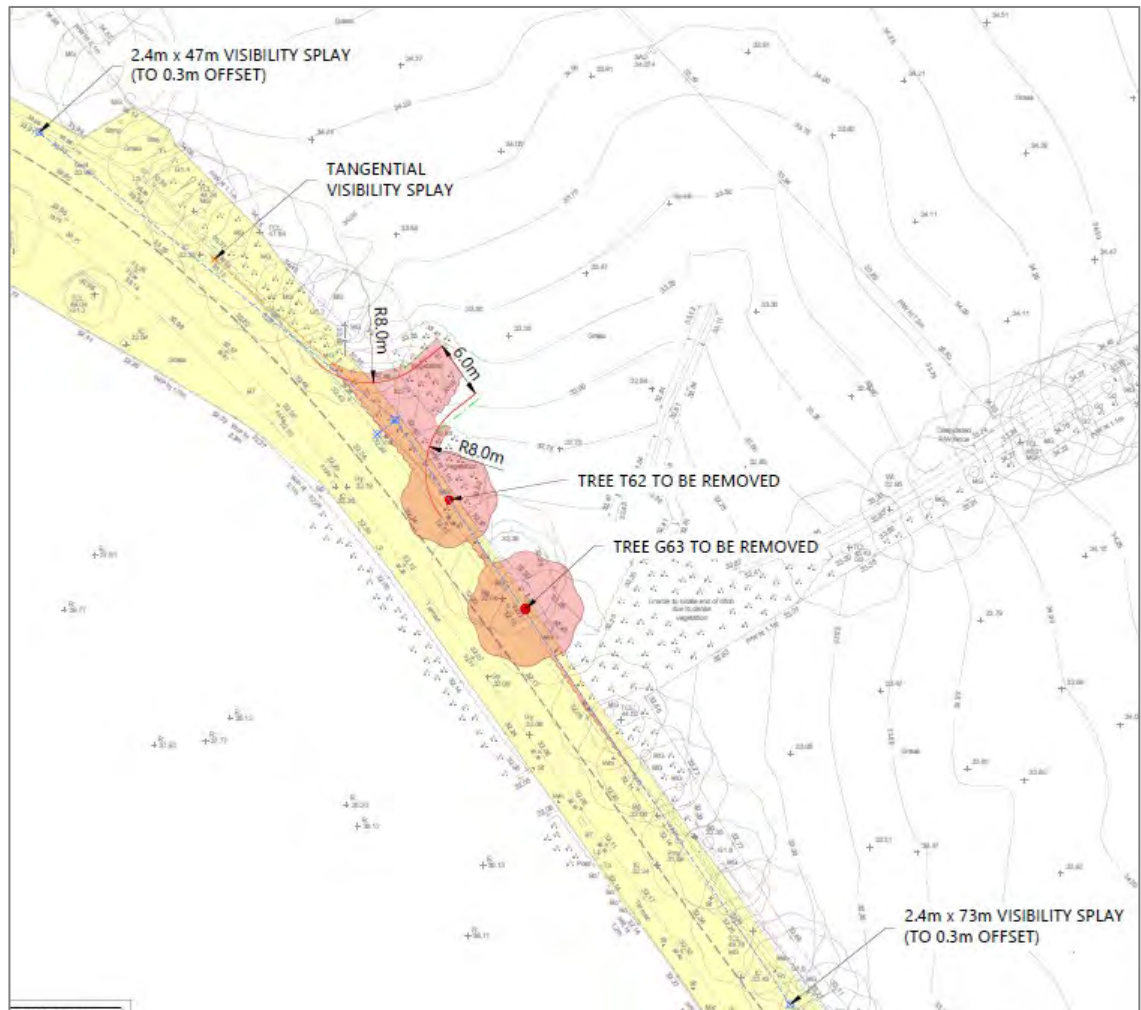
- 6.3.4 Visibility splays are provided in line with observed vehicle speeds recorded along Everton Road, with visibility splays of 2.4m x 77m provided to the north and 2.4m x 54m provided to the south of the site access.
- 6.3.5 It is also proposed to provide uncontrolled pedestrian crossings, providing pedestrian access to the existing footway on the western side of Everton Road. Pedestrian visibility splays of 1.5m x 77m to the north and 1.5m x 54m provided to the south can also be achieved, as shown on drawing **ITB16122-GA-008J**.
- 6.3.6 Swept Path analysis of the proposed access has been undertaken with a refuse vehicle and car passing, which is shown on drawings **ITB16122-GA-012A**. The swept path of the refuse vehicle has been undertaken at a speed of 10mph. These drawings demonstrate that vehicles will be able to manoeuvre into/out of the site without issue.

Construction Vehicle Access

- 6.3.7 It is proposed to provide a temporary construction access onto Everton Road approximately 90m to the south east on Monteray Drive to serve the initial construction of the development. Once the construction is complete, the construction access would be closed and converted into

a shared use pedestrian/cycle access (see paras 4.3.9 and 4.3.10 below). The construction access would measure 6.0m in width and would have 8.0m radii and the principle has been agreed with HCC. The proposed access arrangement is shown on drawing **ITB16122-GA-022F** and is extracted as **Image 6.2** below.

Image 6.2: Proposed Construction Access



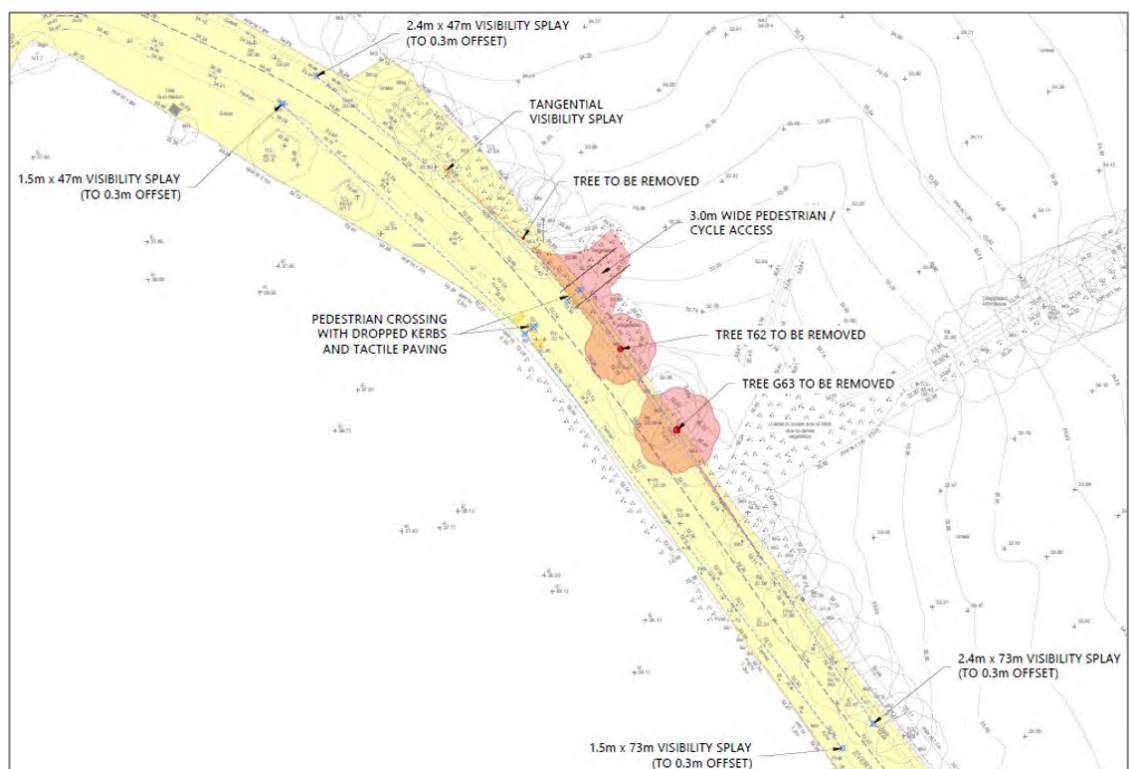
Source: Drawing ITB16122-GA-022F

- 6.3.8 Suitable visibility splay can be achieved from the access, with 2.4m x 73m of visibility to the south and 2.4m x 47m of visibility to the north. This is in accordance with the observed vehicle speeds (for both northbound and southbound vehicles) recorded by the ATCs on Everton Road (**Section 3.7**).

Everton Road Pedestrian/Cycle Access (North)

6.3.9 As outlined above, once the initial construction phases are complete, the construction access would be closed and converted into a dedicated 3.0m shared pedestrian/cycle access. An uncontrolled crossing point with dropped kerbs and tactile paving would be provided to tie into the existing footway on the south/western side of the carriageway. The proposed pedestrian access arrangement is shown on drawing **ITB16122-GA-024D** and is extracted as **Image 6.3** below.

Image 6.3: Proposed Pedestrian Access (North) – Everton Road



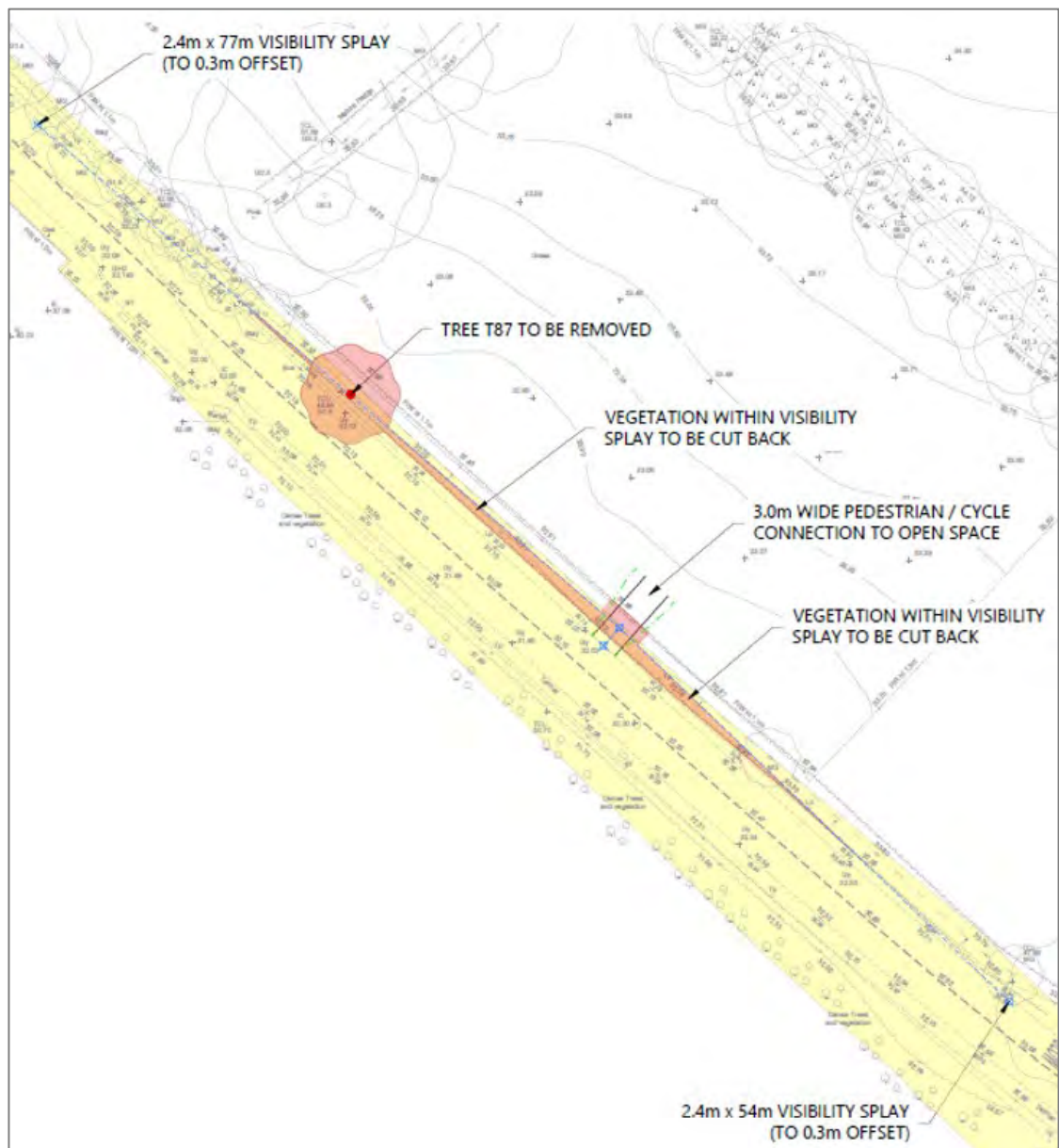
Source: Drawing ITB16122-GA-024D

6.3.10 As seen in **Image 6.3**, suitable visibility splays for cyclists can be achieved, providing 2.4m x 73m of visibility to the south and 2.4m x 47m of visibility to the north, in accordance with the observed vehicle speeds.

Everton Road Pedestrian/Cycle Access (South)

6.3.11 It is also proposed to provide a dedicated 3.0m shared pedestrian/cycle access onto the eastern side of Everton Road to the south of the proposed vehicular access, providing access to the proposed area of public open space. An uncontrolled crossing with dropped kerbs and tactile paving to tie into the existing footway on the south/western side of the carriageway. The proposed pedestrian access arrangement is shown on drawing **ITB16122-GA-025D** and is extracted as **Image 6.4** below.

Image 6.4 Proposed Pedestrian Access (South) – Everton Road



Source: Drawing ITB16122-GA-025D

6.3.12 As seen in **Image 6.4**, suitable visibility splays for cyclists can be achieved, providing 2.4m x 54m of visibility to the south and 2.4m x 77m of visibility to the north, in accordance with the observed vehicle speeds.

6.4 Car and Cycle Parking

6.4.1 Car and cycle parking are proposed in line with NFDC's Parking Standards Supplementary Planning Document (SPD). Further details in relation to the parking arrangements have been considered by Thrive . Separate documents are included in the planning application submission covering the internal layout.

6.5 Offsite Highway Improvements

6.5.1 As part of the review of walking, cycling and horse riding facilities in proximity to the site and along key routes to local facilities to/from the site, a number of off-site improvements were identified as set out below:

- Provision of tactile paving at the following locations:
 - Everton Road / Monteray Drive junction;
 - Vaggs Lane / Silver Street / Ashley Road mini-roundabout;
 - Everton Road / Ashley Lane junction;
 - Stopples Lane / Holes Close junction,
 - Stopples Lane / Stoneleigh Avenue junction; and
 - Access to Stopple Lane Parade of shops.
- Provision of drop-kerbs with tactile paving to access the bus stops along Everton Road and extending the hard surface of these bus stops to allow a larger waiting area; and
- Provide a shelter for waiting at the Ashley Lane (WI Hall) bus stop on the southern side of the carriageway. The opportunity to provide a shelter on the northern side was also explored, however, given the relatively recent improvements to the bus stop facilities on the northern side of the carriageway, which provided a bus layby, there is insufficient footway width / highway to provide a shelter on the northern side.

6.5.2 The proposed improvements are shown on Drawing **ITB16122-GA-026A** and **ITB16122-GA-0027**.

6.5.3 As part of the application, it is proposed to provide HCC with a contribution to deliver the offsite improvements identified above, which could be secured through a Section 106 agreement.

6.6 **Summary**

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

SECTION 7 SOFT MEASURES

7.1 Introduction

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

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

7.1.2 The strategy for a Travel Plan co-ordinator, implementation, funding, and management of the FTP is provided in the following Section 8.

7.2 Promotion of Walking and Cycling

7.2.1 As described in **Section 6**, the development will be designed to facilitate walking and cycling, for local journeys to key destinations. All dwellings will be provided with an appropriate amount of cycle parking. Information on the walking and cycling routes and facilities within the development will be made available to new residents through the resident's travel information pack and the other means described below.

7.2.2 The new resident's travel pack will also provide future residents with recommended free health applications that can be downloaded. These include apps such as Map My Walk, Strava, Cycle Maps and Wahoo Fitness.

7.2.3 The TPC will assist with the dissemination of information regarding the user group, and will help residents, get in contact with one another. Where possible, the TPC will attempt to negotiate discounts or promotions for residents at local cycle stores and will also inform residents of any discounts that HCC has already organised with local cycle stores.

7.2.4 The TPC will also promote 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions if enough residents are interested.

7.2.5 A sustainable travel voucher of £50 per household will also be offered to residents of the development. This voucher can be used towards the purchase of walking and cycling equipment.

7.3 Promotion of Public Transport

7.3.1 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 a bespoke Travel Planning website / Facebook page for the site.

7.3.2 A sustainable travel voucher of £50 per household will also be offered to residents of the development. This voucher can be used towards money off public transport.

7.4 Promotion of Car Sharing

7.4.1 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.

7.4.2 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.

7.5 Information Provision and Marketing

7.5.1 New residents of the development site will be provided with travel information during the purchase of their property within a sales pack. The initial sales pack will include details of the sustainability credentials of the development and staff will direct residents to the Travel Plan Co-ordinator who will offer an in-depth, personalised approach where requested to identifying the sustainable travel choices available to residents. This will be advertised through the Resident's Travel Information Pack and on the bespoke Travel Planning website / Facebook page for the site.

7.5.2 On first occupation of the development site, residents will be provided with a Residents Travel Pack informing them about the Travel Plan. This will be arranged and coordinated by the Travel Plan Co-ordinator.

7.5.3 To ensure access to up to date information for residents, the bespoke Travel Planning website / Facebook page for the site will contain up to date bus and rail timetable information, and information on car sharing. This will also provide walking and cycling facilities maps. This will be arranged and coordinated by the Travel Plan Co-ordinator.

7.5.4 The Travel Plan Co-ordinator will manage the website / Facebook continually to enable the dissemination of the information above. It would also provide an interactive travel planning resource; for example residents will be able to discuss Travel Plan matters in an open forum (and this might, for example, be helpful in enabling experienced cyclists to guide less experienced ones). It could also be used to enable residents to post their own helpful information, advice and tips and it is envisaged that this would continue as a functioning page indefinitely.

7.6 Residential Travel Information Packs

7.6.1 The first occupier of each household will be provided with a Residents' Travel Information Pack.

7.6.2 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.

7.6.3 It is proposed that the following items will be included in the pack:

- An offer to contact the Travel Plan Co-ordinator at any time after their occupation of the site for travel planning advice – up to the end of the co-ordinators involvement which is expected to be 5 years;
- Sustainable Travel Voucher, £50 per household;
- 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 / Facebook page and the locations of local travel information;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking, 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 the 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 www.travelinesoutheast.co.uk;
- 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.

7.7 Travel Plan Co-ordinator

7.7.1 This Framework Travel Plan (FTP) provides a commitment to the delivery of a full Travel Plan for the site including providing support and advice to residents. In many circumstances the reason why people do not use alternative transport modes is they do not have the information to know what options are available to them and the role of the TPC seeks to address this.

7.7.2 A trained employee of the developer or suitable consultant will be appointed as the TPC. I-Transport LLP is acting as TPC on a number of sites in Hampshire and is very familiar with the role.

7.8 Summary

7.8.1 Measures are proposed to promote walking, cycling and public transport modes 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 3 of this report. A range of information and marketing initiatives are also proposed to encourage awareness and participation in the Travel Plan by residents from the outset.

SECTION 8 MANAGEMENT AND IMPLEMENTATION

8.1 Travel Plan Management

8.1.1 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.

8.1.2 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 up to its completion, 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.

8.2 Role of Travel Plan Co-Ordinator

8.2.1 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 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;
- Ensure residents receive their sustainable travel voucher and that the money is reimbursed;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To, wherever possible, 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 9; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

8.3 Involvement of Residents

8.3.1 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.

8.3.2 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;
- 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.

8.4 Framework for Implementation

8.4.1 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.

8.4.2 **Table 8.1** provides an Action Plan for the implementation of the measures set out within this FTP.

Table 8.1: Framework for Implementation / Action Plan

Measure	Timescale	Responsibility	Cost Estimate
Travel Plan Co-ordinator	Appointed prior to 1 st occupation	Developer	£30,000 (£6,000 per annum)
Steering Group	1 st meeting one-month after appointment of Travel Plan Co-ordinator. Subsequent 6 monthly meetings for first two years after first occupation, annual meetings thereafter	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Travel Information Pack / Leaflet	Prior to 1 st occupation	Travel Plan Co-ordinator	£776 (circa £8 per household)
Travel Information Website / Social Media Page	To be phased in line with development but available prior to first occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Sustainable Travel Voucher	To be available to all residents from 1 st occupation	Travel Plan Co-ordinator	£4,850 (£50 per household)
Events e.g. Launch of TP Facebook page	Occurring prior to 1 st occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Walking Maps	Within resident's travel information packs and on webpage / community notices	Travel Plan Co-ordinator	£776 (circa £8 per household)
Event Banner production	Commissioning of Travel Planning Banner / materials for Steering Group and other events	Travel Plan Co-ordinator	£1,500
Bus stop-specific timetables	Within resident's travel information packs	Travel Plan Co-ordinator	£0 (included in Travel Plan co-ordinator costs)
Informal Residential Car Sharing Schemes	By 75 th occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator fees)
HCC Monitoring and Evaluation	Annually for five years	Travel Plan Co-ordinator	£16,500
Total			£49,650

Source: Consultant's Estimates

8.5 Funding

- The transport infrastructure outlined in Section 6 of the TP;
- The implementation of the measures outlined in Section 7 and Table 8.1;
- The monitoring surveys outlined in Section 9; and

- Hampshire County Council approval and monitoring fees.

8.5.1 The funding of the TP will be secured, as required by the Section 106 Agreement through “Travel Plan Bond” or “Travel Plan Security Deposit” (this being the sum of the costs of implementing the Travel Plan to ensure that there are sufficient funds available to HCC to implement the measures identified within the plan should the developer default. This is secured through the Section 106 agreement tied to the planning consent.

8.5.2 The aim will be to take steps to enable the TP to become self-funding by the time that the development is complete. The Steering Group will be responsible for delivering this objective.

8.6 **Framework of Handover at End of the Developer Involvement**

8.6.1 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 9 MONITORING

9.1.1 The total monitoring programmes of the development will last for five years. Monitoring will be primarily undertaken in two ways:

- Feedback to and through the TPC and engagement through the travel web-site / Facebook page which the TPC will manage; and
- The issue of the travel questionnaires.

9.2 Travel Questionnaires

9.2.1 At the time of the 50% dwelling occupation, or 12 months after 1st occupation (whichever comes sooner), a baseline residents' travel survey will be distributed amongst residents of the site. The surveys will determine a number of important statistics such as awareness of the TP, work destinations, number of cars and bicycles per household, modal split of journeys to work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. A draft travel survey is provided as **Appendix B**.

9.2.2 Further travel questionnaires will then be undertaken in years three and five (two and four years respectively following the undertaking of the baseline/year one questionnaire).

9.2.3 Following completion of the surveys, full monitoring reports will be prepared by the TPC and will be submitted to and approved by HCC. Interim monitoring reports will be submitted to HCC in years two and four, outlining the steps being undertaken by the TPC to work towards the objectives of the Travel Plan. This monitoring plan is shown in **Table 9.1** below.

Table 9.1 Monitoring Plan

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of Report	Travel questionnaires carried out at 50% occupation, or twelve months after first occupation, whichever is sooner. Results used to form new targets. Prepare full monitoring report.	Interim Monitoring Report.	Travel Questionnaires undertaken. Full Monitoring Report.	Interim Monitoring Report.	Travel Questionnaires undertaken. Full Monitoring Report.

Source: Hampshire County Council

9.2.4 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.

9.2.5 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 35% or more, it will be re-distributed after 6 months, following further promotion and greater incentives for taking part.

9.3 Results

9.3.1 The results and the analysis will be included in an updated TP, or the first monitoring reports, with the TP targets revised or updated accordingly.

9.3.2 The results of these surveys and statistical analysis will form the basis of discussions with HCC to examine how the TP is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

9.3.3 The TPC will monitor and review the progress and success of the TP and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve HCC 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 TP is operating.

9.4 Reporting

9.4.1 Following each travel survey a monitoring report will be prepared and submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the TP. Residents will also be informed of the survey results via newsletters and Facebook page. The following information is likely to be provided:

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

- Proposals to further develop the TP for the future.

9.4.2 The TPC will make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters distributed to all users will assist in informing users of any new measures and provide an understanding of how the TP is operating.

9.5 Remedial Measures

9.5.1 Should the TP targets not be met during the monitoring period outlined above, the developer will use reasonable endeavors to work with HCC to identify a strategy and to agree further reasonable actions to get the TP back on track.

9.5.2 The assessments carried out in the Transport Assessment are based upon a 'without Travel Plan' situation and demonstrate that, on the basis that a 10% reduction in car driver trips is not achieved, the impact of the development on the local highway network after highway improvements is still acceptable in highway and safety terms. On this basis, the development is not dependent on the success of the TP in making the development acceptable in terms of traffic impact on the local highway network.

9.5.3 The proposed sustainable transport strategy and all of the associated measures will provide an opportunity for the 10% reduction in work related car trips to be achieved.

9.5.4 An annual TP budget is provided for the development to fund the measures, as well as the cost of monitoring and implementation. How this fund would be allocated and spent will be the responsibility of the TPC who will work with the Steering Group. For example, should the first monitoring surveys report that certain schemes or modes are better utilised or more popular, more funds could be invested into those more successful aspects of the TP.

9.6 Framework for Handover at the End of the Developer Involvement

9.6.1 Five years after first occupation the developer will no longer be responsible for the management of the travel plan. At this time the management of the travel plan will revert to a residents' committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

9.7 Delivery and Enforcement

9.7.1 The delivery of the Travel Plan will be enforced 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 to HCC which equates to the total amount set out within **Table 8.1**.

SECTION 10 SUMMARY

10.1.1 Bargate Homes has appointed i-Transport LLP to provide transport and highways advice in relation to a residential development of 97 dwellings east of Everton Road, Hordle.

10.1.2 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.

10.1.3 The following main interim target has been set:

“To reduce the single occupancy car mode share number by 10% from the baseline position by year five”.

10.1.4 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.

10.1.5 This FTP supports a full application and as such, the site layout has been determined at this stage. Sustainable transport measures will be incorporated as an integral part of the site masterplan. The development proposal will bring forward improvements to the pedestrian linkages between the site and the existing key facilities and services. In addition, the Transport Assessment 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.

10.1.6 The Travel Plan puts forward a range of non-infrastructure or ‘soft’ measures aimed at influencing modal choice for travel to the site, including:

- The promotion of walking and cycling, including provision of plans showing walking and cycling routes to local facilities;
- 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.

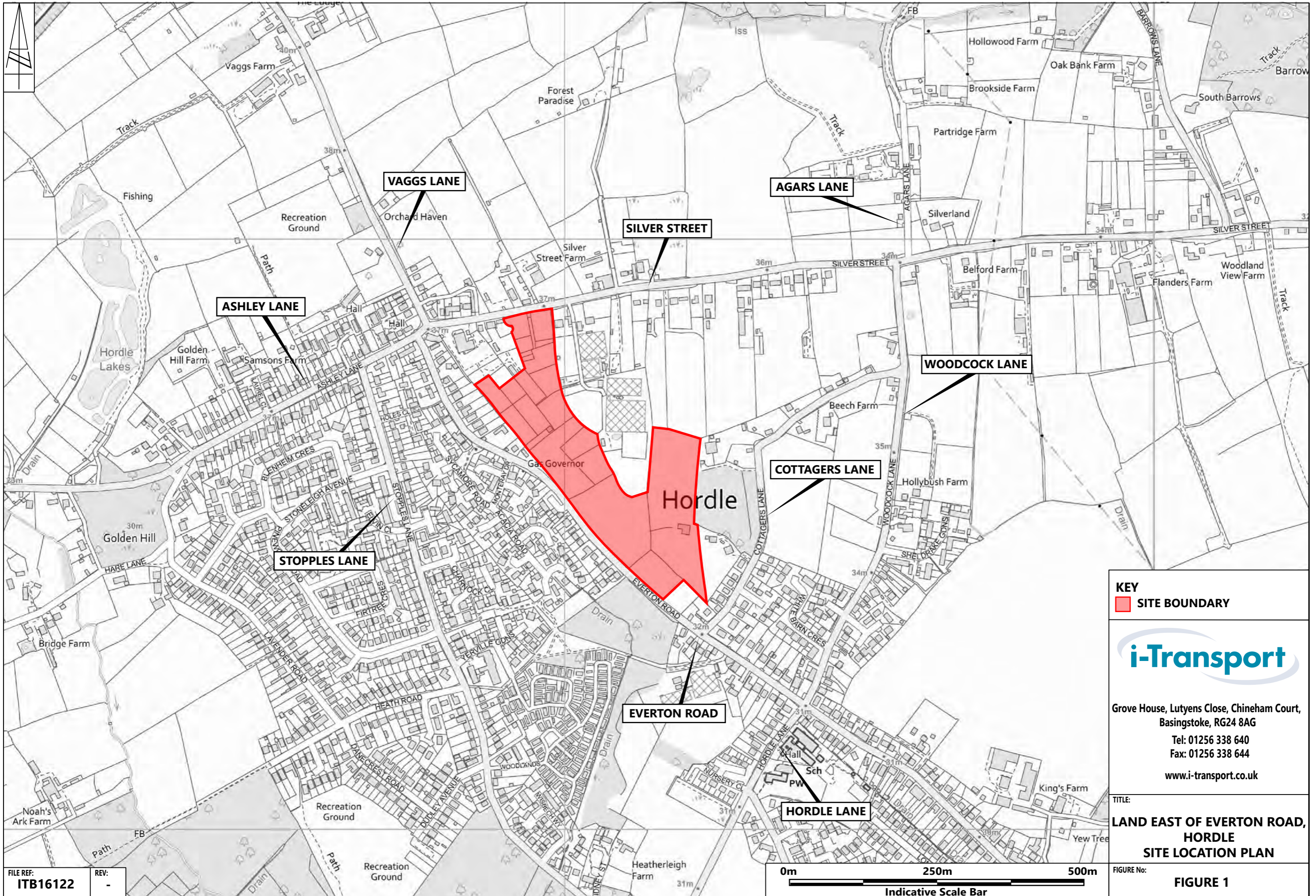
10.1.7 A framework for management and implementation of the Travel Plan is proposed. A Travel Plan Co-ordinator will be appointed by the developer prior to first occupation of the proposed

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.

10.1.8 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.

10.1.9 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. An annual monitoring report 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
 SITE BOUNDARY



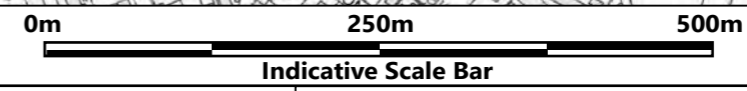
Grove House, Lutyens Close, Chineham Court,
 Basingstoke, RG24 8AG
 Tel: 01256 338 640
 Fax: 01256 338 644
 www.i-transport.co.uk

TITLE:
**LAND EAST OF EVERTON ROAD,
 HORDLE
 SITE LOCATION PLAN**

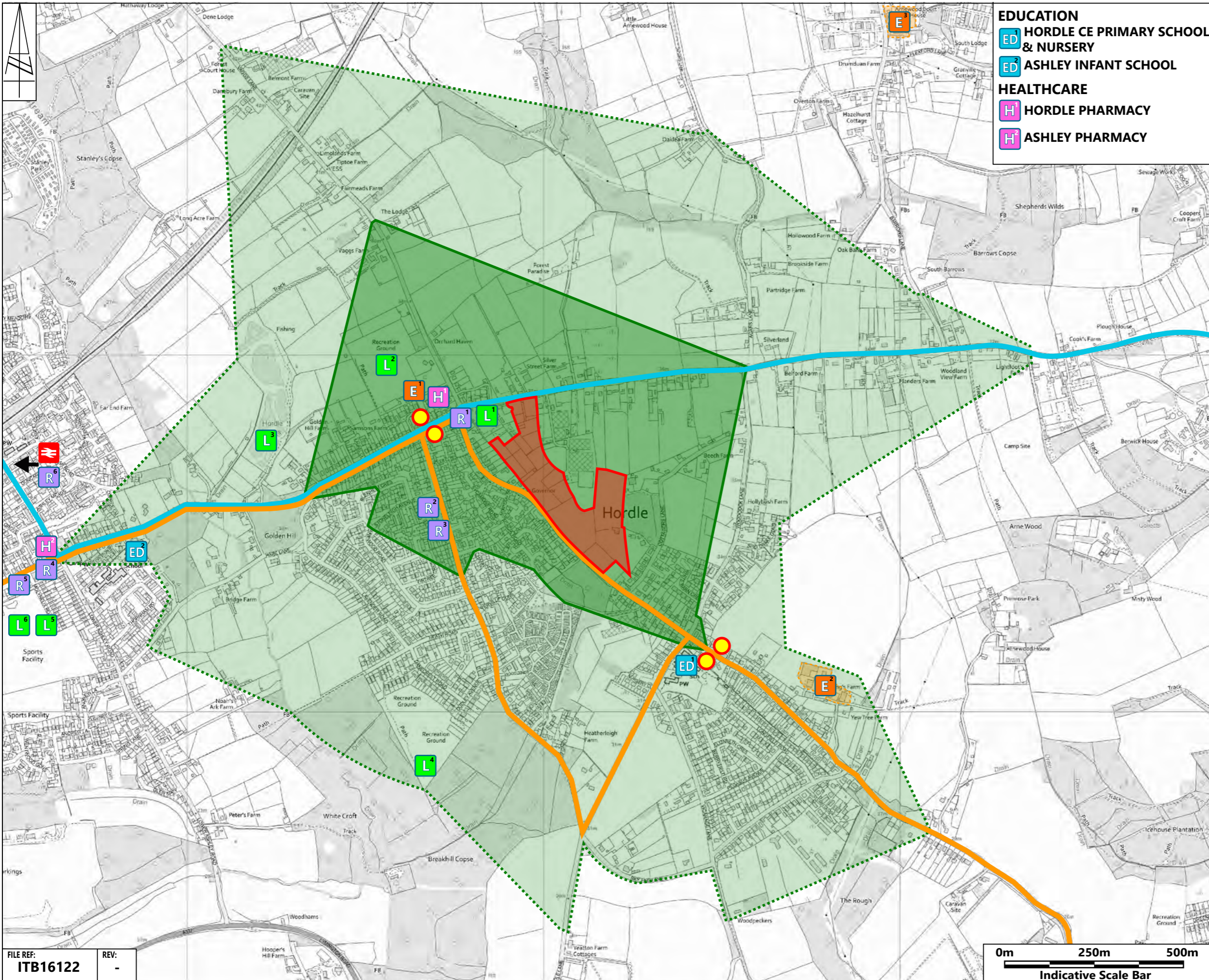
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FIGURE 1

FILE REF:
ITB16122

REV:
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- EDUCATION**
- HORDLE CE PRIMARY SCHOOL & NURSERY
 - ASHLEY INFANT SCHOOL
- HEALTHCARE**
- HORDLE PHARMACY
 - ASHLEY PHARMACY

- KEY**
- SITE BOUNDARY
 - RAIL STATION
 - EMPLOYMENT AREA
 - BUS STOP
 - BUS X2
 - BUS 119
 - 800M
 - 1,600M

- LEISURE**
- THREE BELLS BREWERS FAYRE
 - HORDLE PARK
 - HORDLE LAKES
 - HORDLE BMX PUMP TRACK
 - ASHLEY RECREATION GROUND
 - NEW MILTON RUGBY FOOTBALL CLUB

- EMPLOYMENT**
- HORDLE PARISH COUNCIL
 - KINGS FARM RURAL WORKSHOPS
 - SWAY STORAGE AND WORKSHOPS

- RETAIL**
- HORDLE GARAGE
 - CO-OP FOOD
 - STOPPLES LANE SHOPPING PARADE
 - ASHLEY ROAD SHOPPING PARADE
 - NISA LOCAL
 - NEW MILTON TOWN CENTRE

i-Transport

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Fax: 01256 338 644

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TITLE:
**LAND EAST OF EVERTON ROAD,
HORDLE
LOCAL FACILITIES PLAN**

FILE REF:
ITB16122

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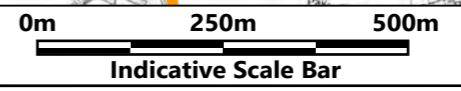
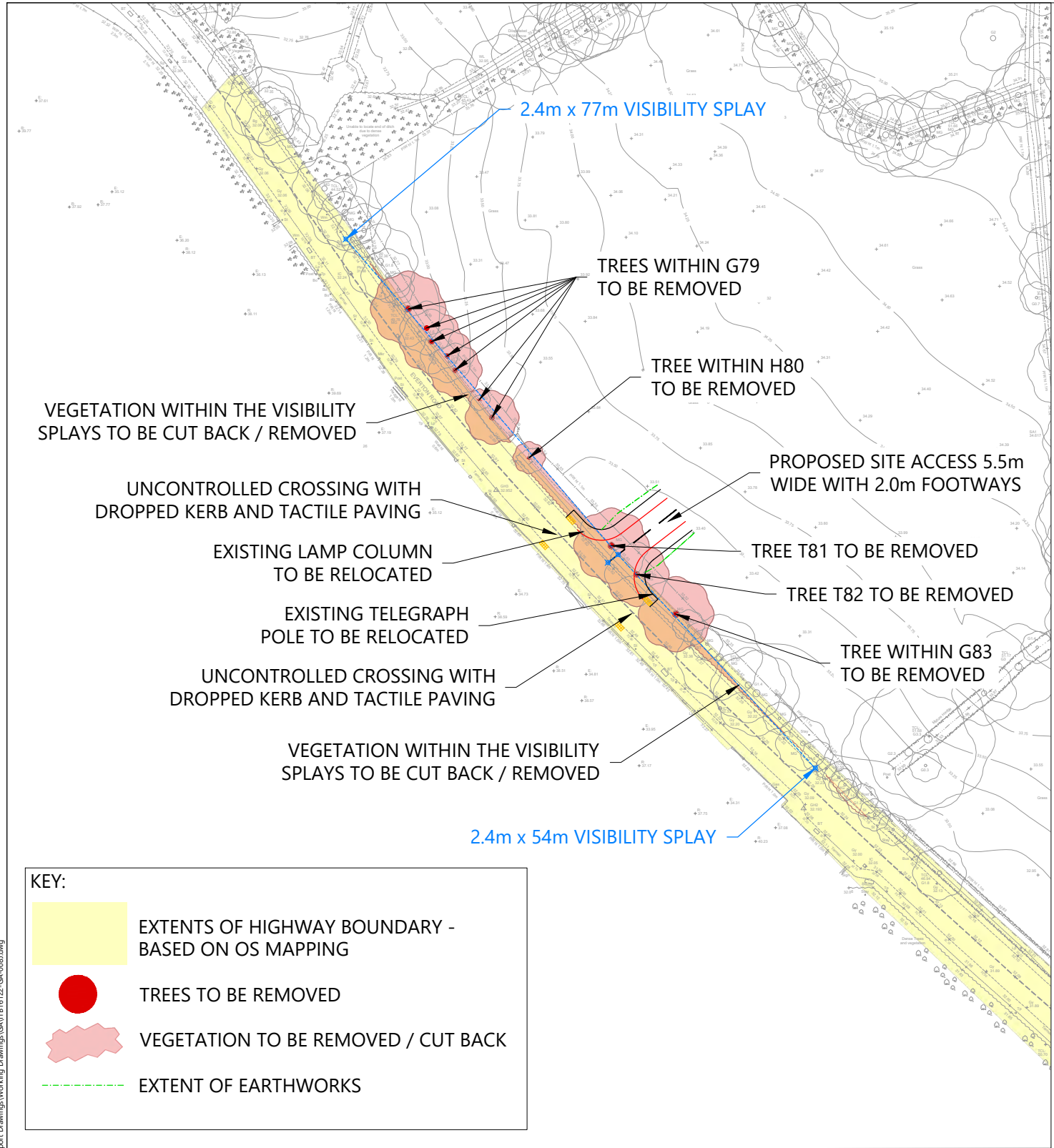


FIGURE No:
FIGURE 2

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DRAWINGS

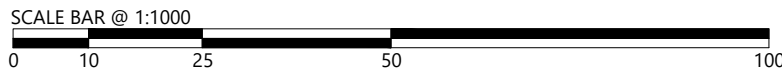


KEY:

	EXTENTS OF HIGHWAY BOUNDARY - BASED ON OS MAPPING
	TREES TO BE REMOVED
	VEGETATION TO BE REMOVED / CUT BACK
	EXTENT OF EARTHWORKS

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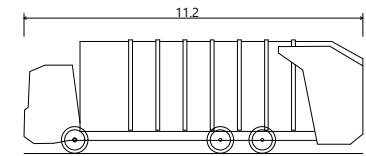
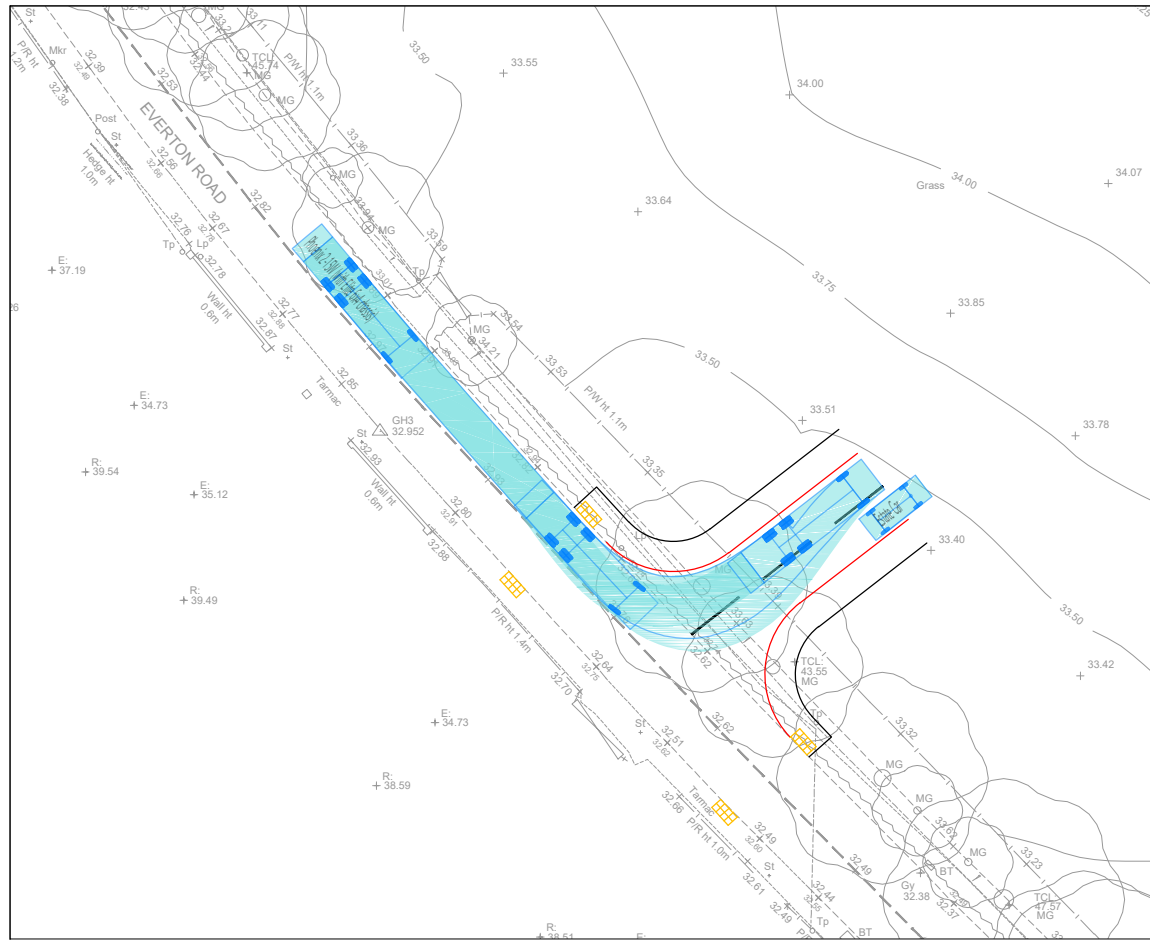
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H	27.06.22	JD	SITE LAYOUT UPDATED	IN	SJ
G	08.06.22	JD	VISIBILITY SPLAYS AMENDED	IN	SJ
F	26.11.21	JD	ACCESS ARRANGEMENT AMENDED	IN	SJ
E	03.11.21	JD	ACCESS ARRANGEMENT AMENDED	IN	SJ
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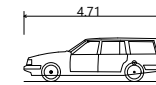
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Phoenix 2-15W (with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m



Estate Car
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	08.06.22	JD	VEHICLE TRACKING SPEEDS ADDED	IN	SJ

STATUS: FOR INFORMATION



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 Basingstoke, Hampshire, RG21 4EB
 Tel: 01256 637940
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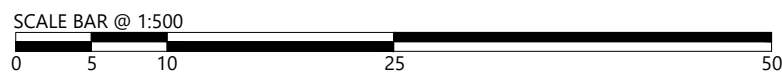
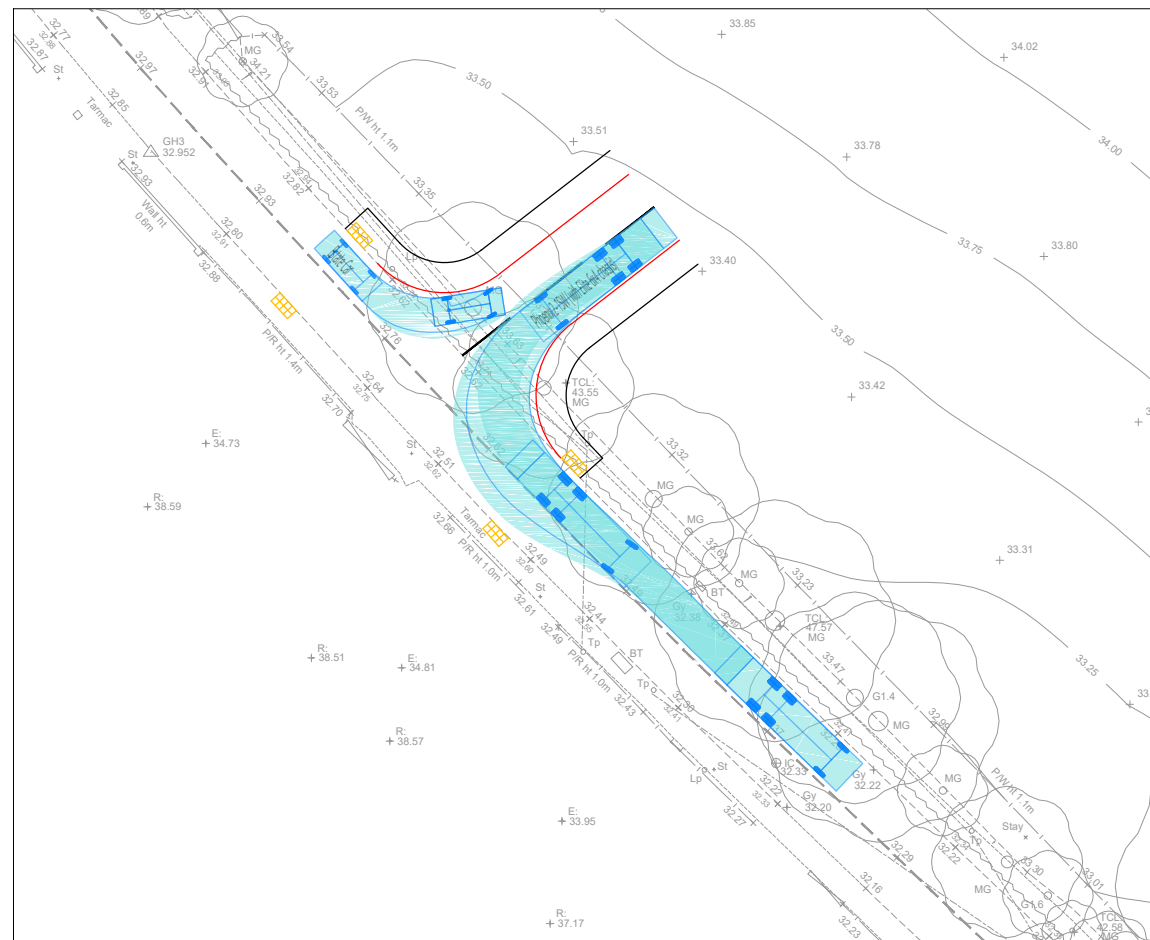
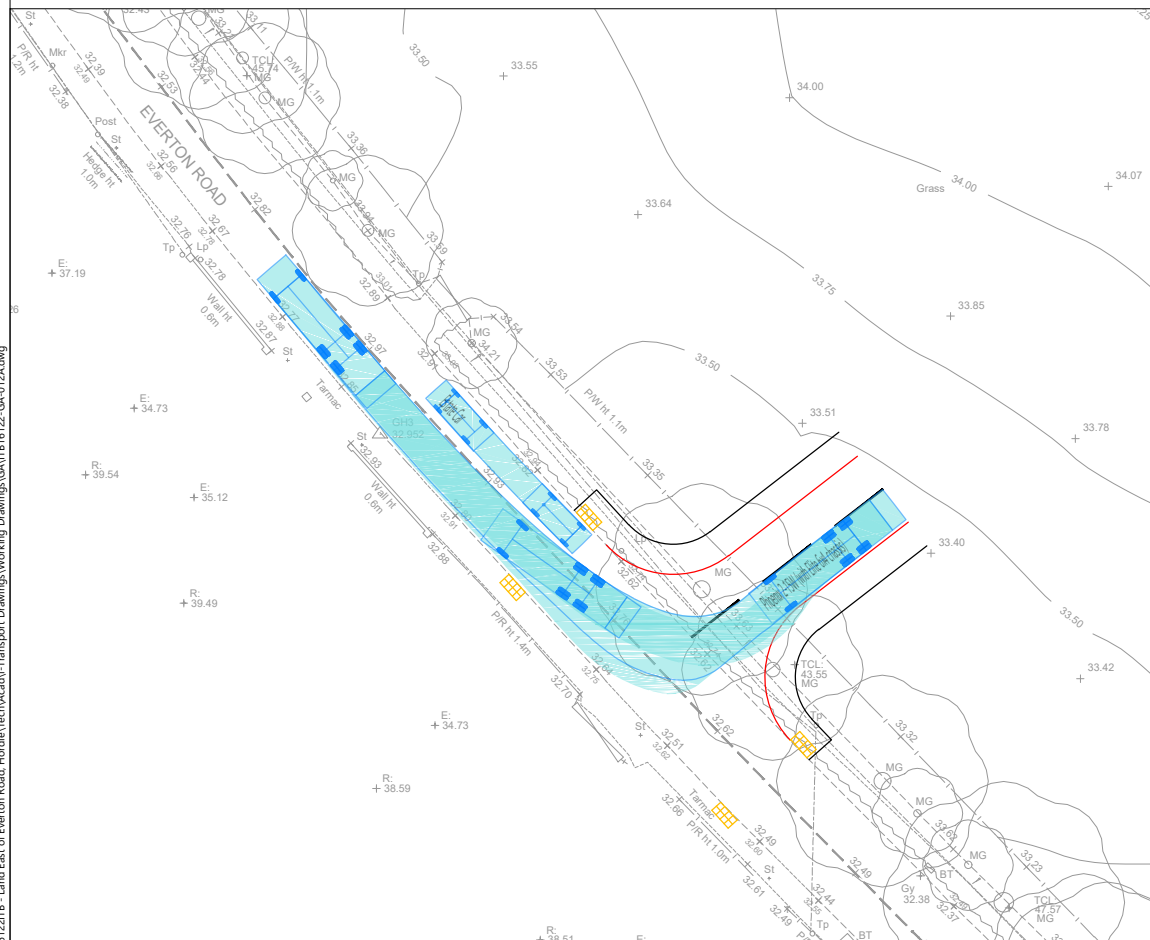
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 SWEEP PATH ANALYSIS - REFUSE VEHICLE & ESTATE CAR

PROJECT: LAND EAST OF EVERTON ROAD, HORDLE

CLIENT: BARGATE HOMES

DRAWN: JD	CHECKED: IN	APPROVED: SJ
PROJECT No: ITB16122	SCALE @ A3: 1:500	DATE: 13.08.21

DRAWING No: ITB16122-GA-012
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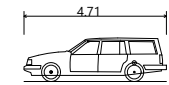
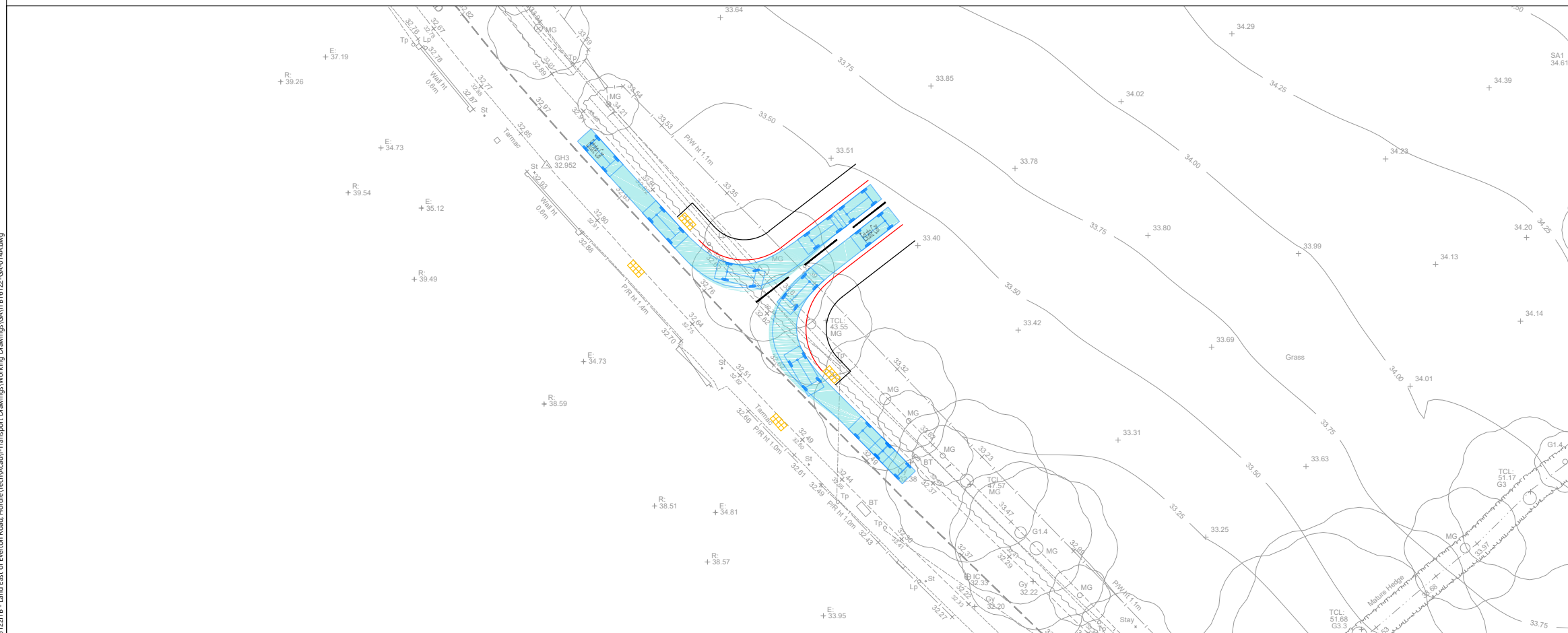
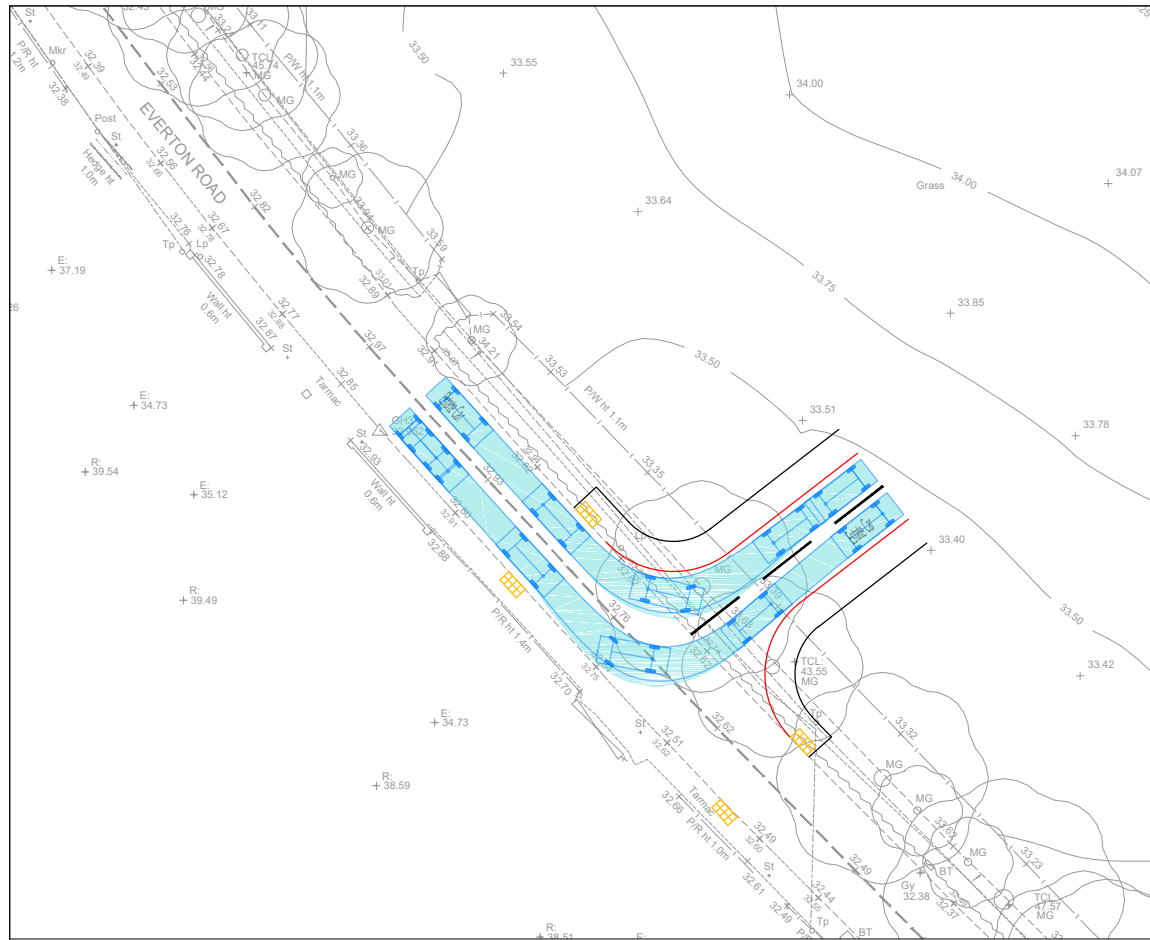


VEHICLE TRACKING
 SPEED = 10mph

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Estate Car
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	08.06.22	JD	VEHICLE TRACKING SPEEDS ADDED	IN	SJ

STATUS: FOR INFORMATION



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TITLE: ACCESS FROM EVERTON ROAD
 SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT: LAND EAST OF EVERTON ROAD, HORDLE

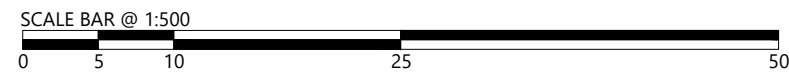
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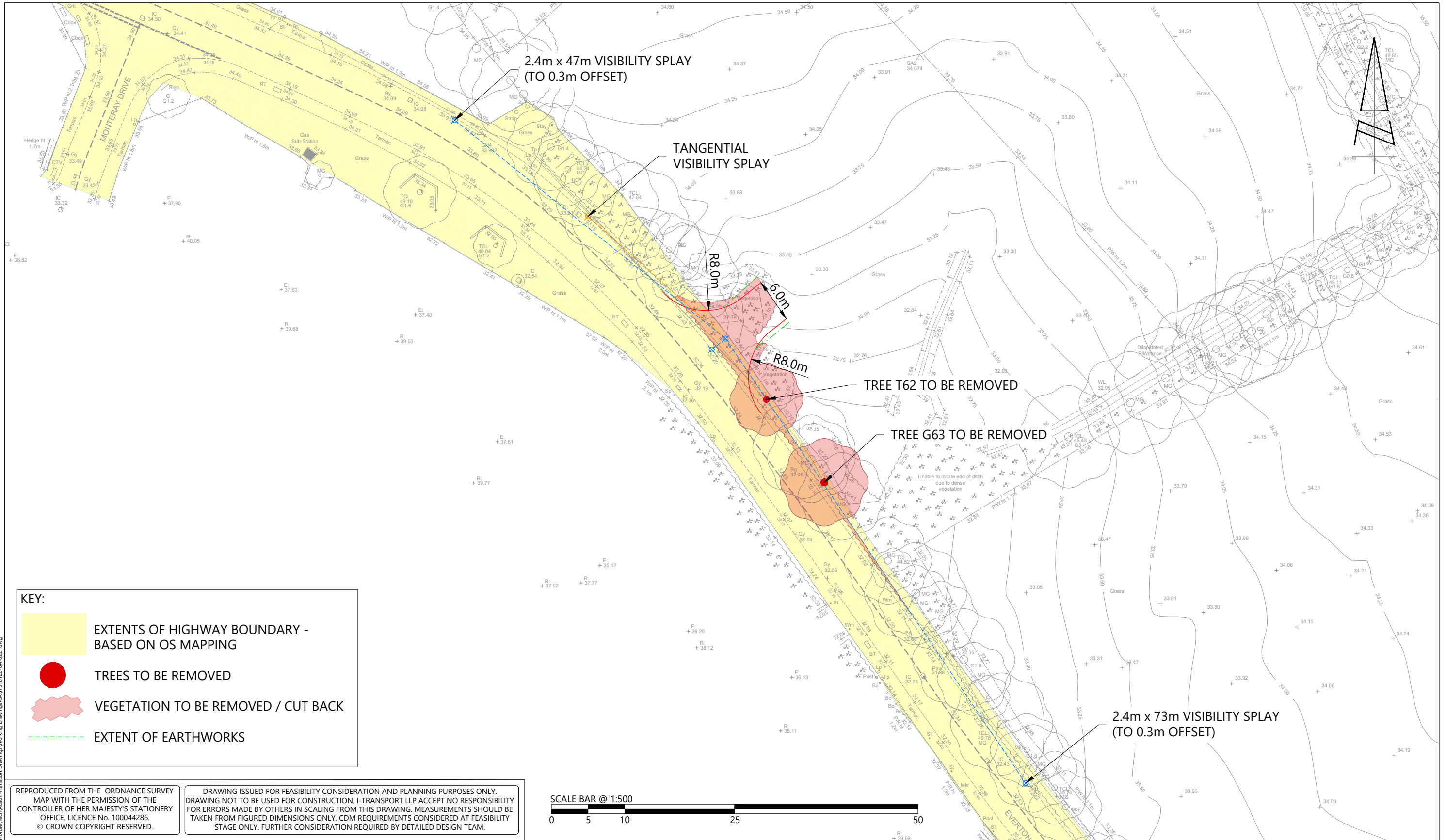
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VEHICLE TRACKING SPEED = 10mph

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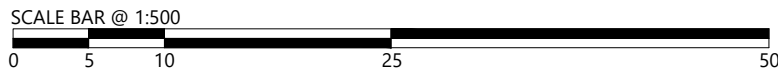


KEY:

- EXTENTS OF HIGHWAY BOUNDARY - BASED ON OS MAPPING
- TREES TO BE REMOVED
- VEGETATION TO BE REMOVED / CUT BACK
- EXTENT OF EARTHWORKS

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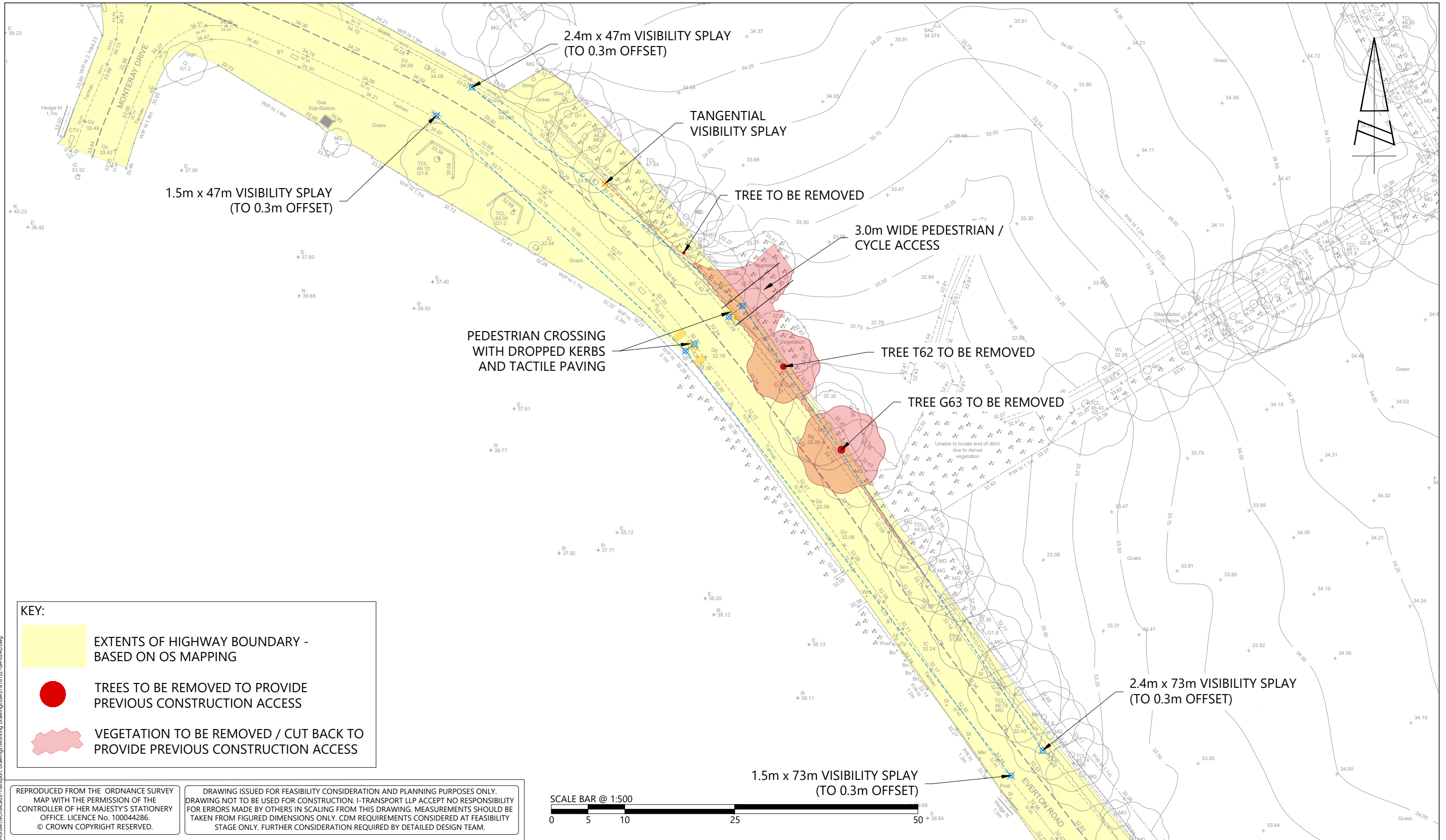
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D	23.06.22	JD	SITE LAYOUT UPDATED	IN	SJ
C	20.06.22	JD	SITE ACCESS ARRANGEMENT AMENDED	IN	SJ
B	12.04.22	JD	VISIBILITY SPLAYS AMENDED	IN	SJ
A	05.04.22	JD	SITE LAYOUT ADDED	IN	SJ

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

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PROJECT: LAND EAST OF EVERTON ROAD, HORDLE	CLIENT: BARGATE HOMES

DRAWN: JD	CHECKED: IN	APPROVED: SJ
PROJECT No: ITB16122	SCALE @ A3: 1:500	DATE: 01.04.22
DRAWING No: ITB16122-GA-022		REV: F

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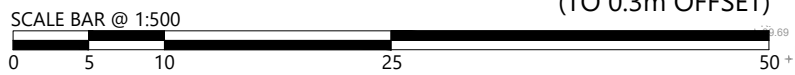


KEY:

- EXTENTS OF HIGHWAY BOUNDARY - BASED ON OS MAPPING
- TREES TO BE REMOVED TO PROVIDE PREVIOUS CONSTRUCTION ACCESS
- VEGETATION TO BE REMOVED / CUT BACK TO PROVIDE PREVIOUS CONSTRUCTION ACCESS

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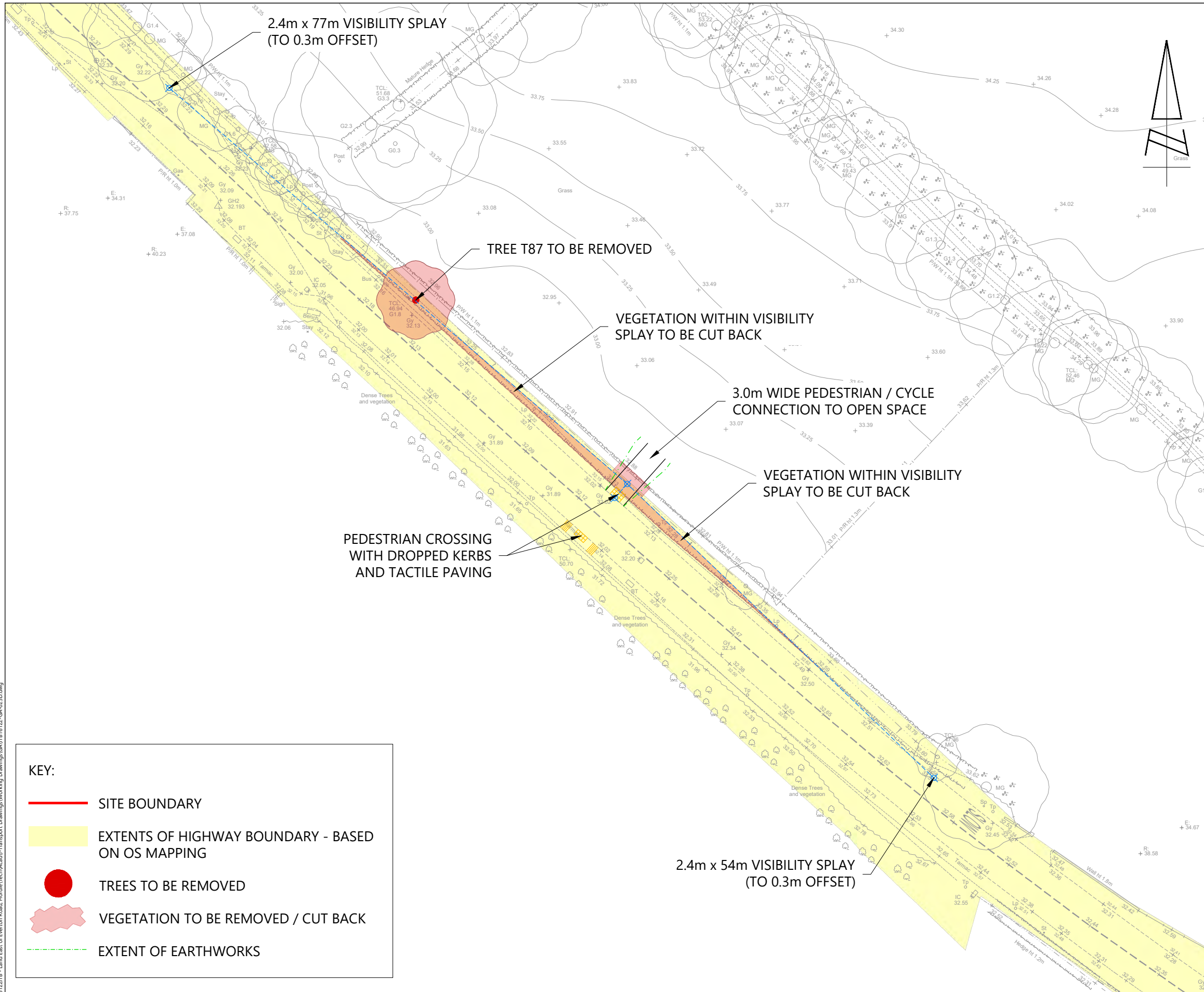
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STATUS: FOR INFORMATION					

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PROJECT: LAND EAST OF EVERTON ROAD, HORDLE	CLIENT: BARGATE HOMES

DRAWN: JD	CHECKED: IN	APPROVED: SJ
PROJECT No: ITB16122	SCALE @ A3: 1:500	DATE: 12.04.22
DRAWING No: ITB16122-GA-024		REV: D

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C	06.07.22	JD	ACCESS ARRANGEMENT AMENDED	IN	SJ
B	23.06.22	JD	SITE LAYOUT UPDATED	IN	SJ
A	08.06.22	JD	VISIBILITY SPLAYS AMENDED	IN	SJ

STATUS: FOR INFORMATION



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
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TITLE: POTENTIAL PEDESTRIAN / CYCLE ACCESS TO OPEN SPACE

PROJECT: LAND EAST OF EVERTON ROAD, HORDLE

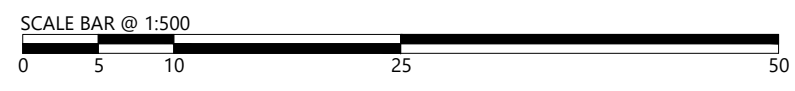
CLIENT: BARGATE HOMES

DRAWN: JD	CHECKED: IN	APPROVED: SJ
PROJECT No: ITB16122	SCALE @ A3: 1:500	DATE: 14.04.22

DRAWING No: ITB16122-GA-025 REV: D

KEY:

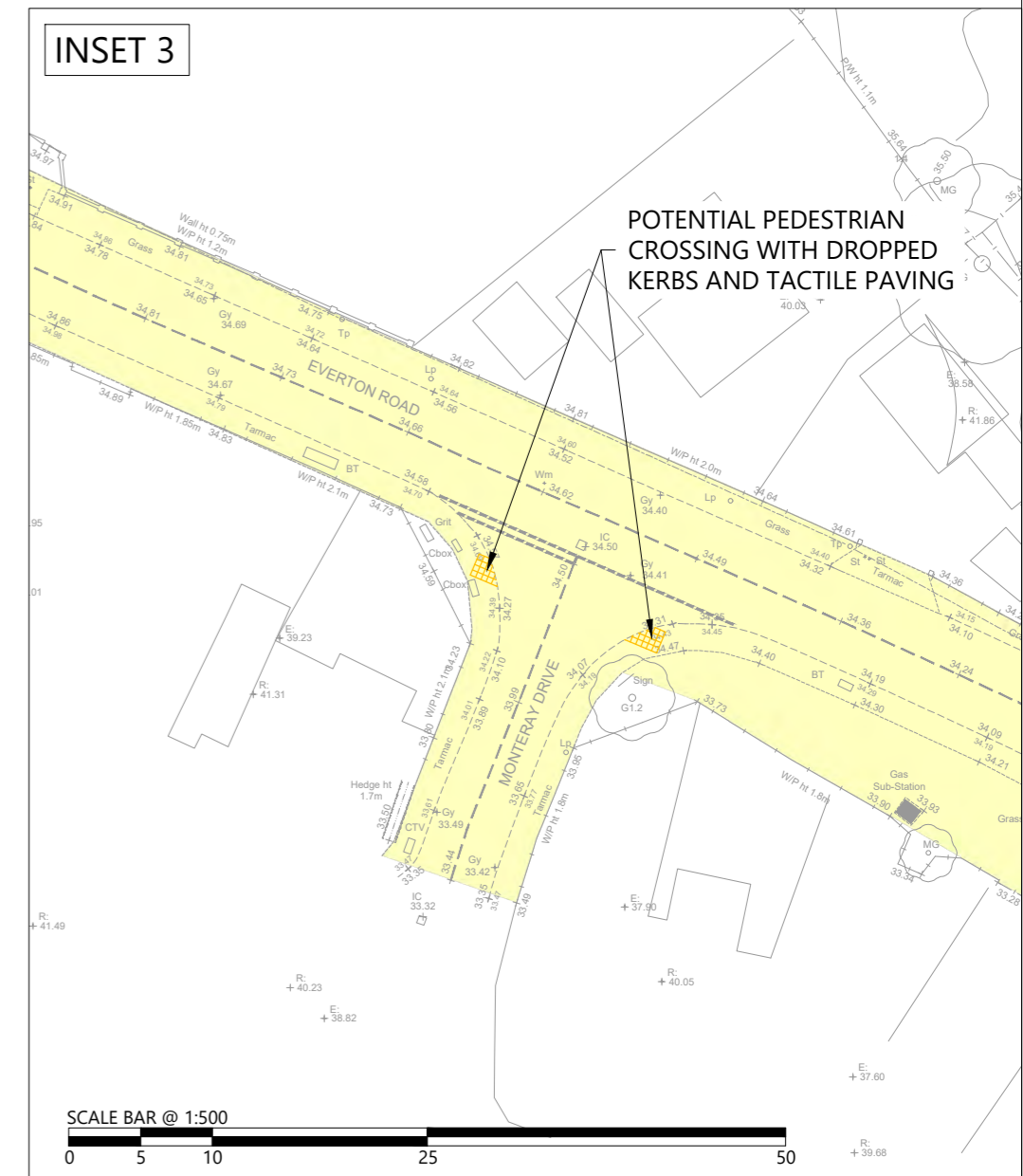
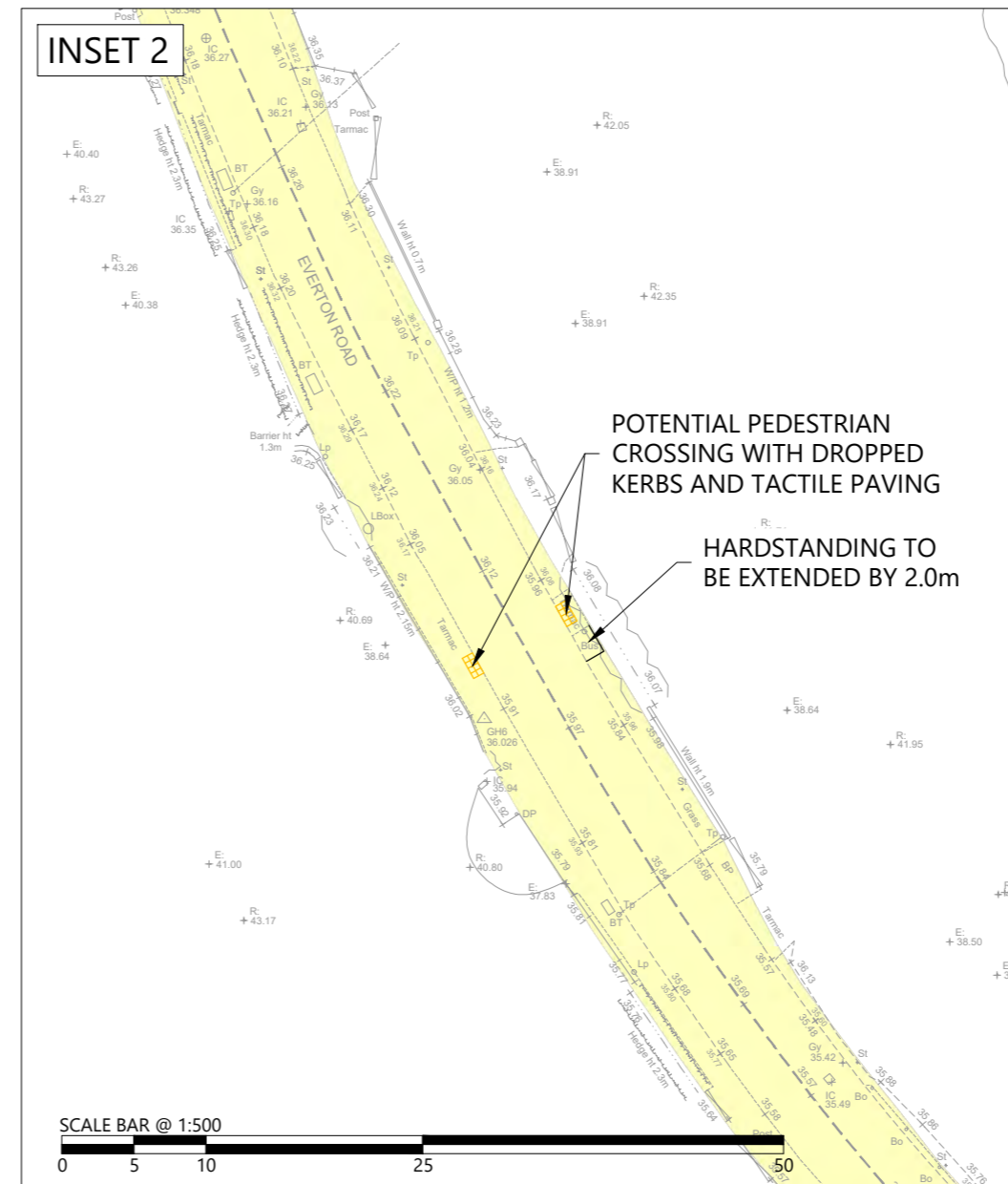
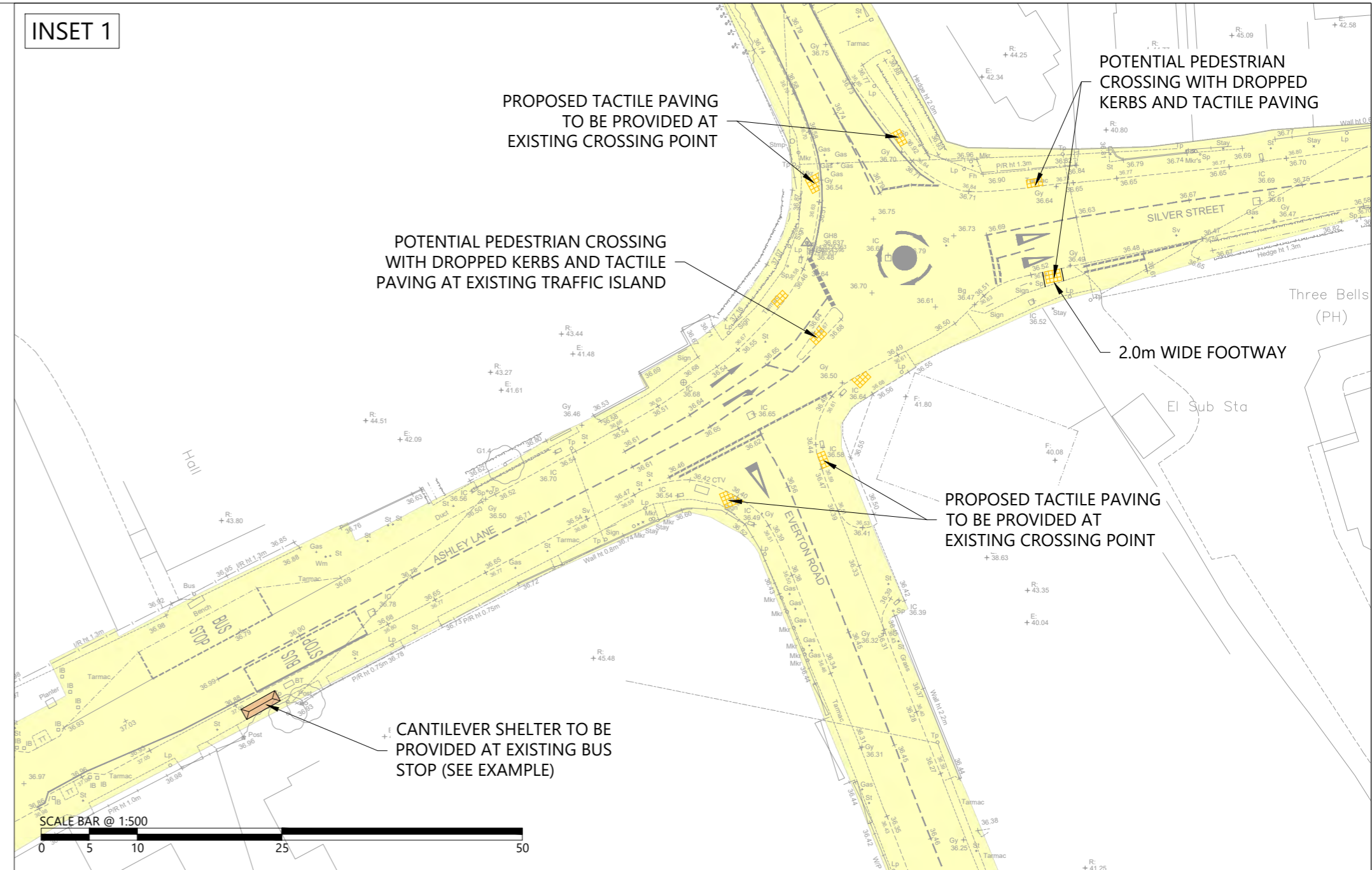
	SITE BOUNDARY
	EXTENTS OF HIGHWAY BOUNDARY - BASED ON OS MAPPING
	TREES TO BE REMOVED
	VEGETATION TO BE REMOVED / CUT BACK
	EXTENT OF EARTHWORKS



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T:\Projects\16000 Series\16122\B - Land East of Evertan Road, Hordle\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB16122-GA-025D.dwg



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<p>The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk</p>		<table border="1"> <tr> <td>REV</td> <td>DATE</td> <td>BY</td> <td>DESCRIPTION</td> <td>CHK</td> <td>APP</td> </tr> <tr> <td>A</td> <td>08.06.22</td> <td>JD</td> <td>HIGHWAY BOUNDARY ADDED / BUS STOP AMENDED</td> <td>IN</td> <td>SI</td> </tr> </table>		REV	DATE	BY	DESCRIPTION	CHK	APP	A	08.06.22	JD	HIGHWAY BOUNDARY ADDED / BUS STOP AMENDED	IN	SI	<table border="1"> <tr> <td>TITLE</td> <td>LAND EAST OF EVERTON ROAD, HORDLE</td> </tr> <tr> <td>PROJECT</td> <td>BARGATE HOMES</td> </tr> <tr> <td>CLIENT</td> <td>BARGATE HOMES</td> </tr> </table>		TITLE	LAND EAST OF EVERTON ROAD, HORDLE	PROJECT	BARGATE HOMES	CLIENT	BARGATE HOMES	<table border="1"> <tr> <td>DRAWN</td> <td>JD</td> <td>CHECKED</td> <td>IN</td> <td>APPROVED</td> <td>SJ</td> </tr> <tr> <td>PROJECT No:</td> <td>ITB16122</td> <td>SCALE @ A2:</td> <td>1:1000 / 1:500</td> <td>DATE:</td> <td>21.04.22</td> </tr> <tr> <td>DRAWING No:</td> <td colspan="3">ITB16122-GA-026</td> <td>REV:</td> <td>A</td> </tr> </table>		DRAWN	JD	CHECKED	IN	APPROVED	SJ	PROJECT No:	ITB16122	SCALE @ A2:	1:1000 / 1:500	DATE:	21.04.22	DRAWING No:	ITB16122-GA-026			REV:	A
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<p>STATUS: FOR INFORMATION</p>			<p>POTENTIAL OFF-SITE PEDESTRIAN IMPROVEMENTS</p>																																								

APPENDIX A. PROPOSED SITE LAYOUT

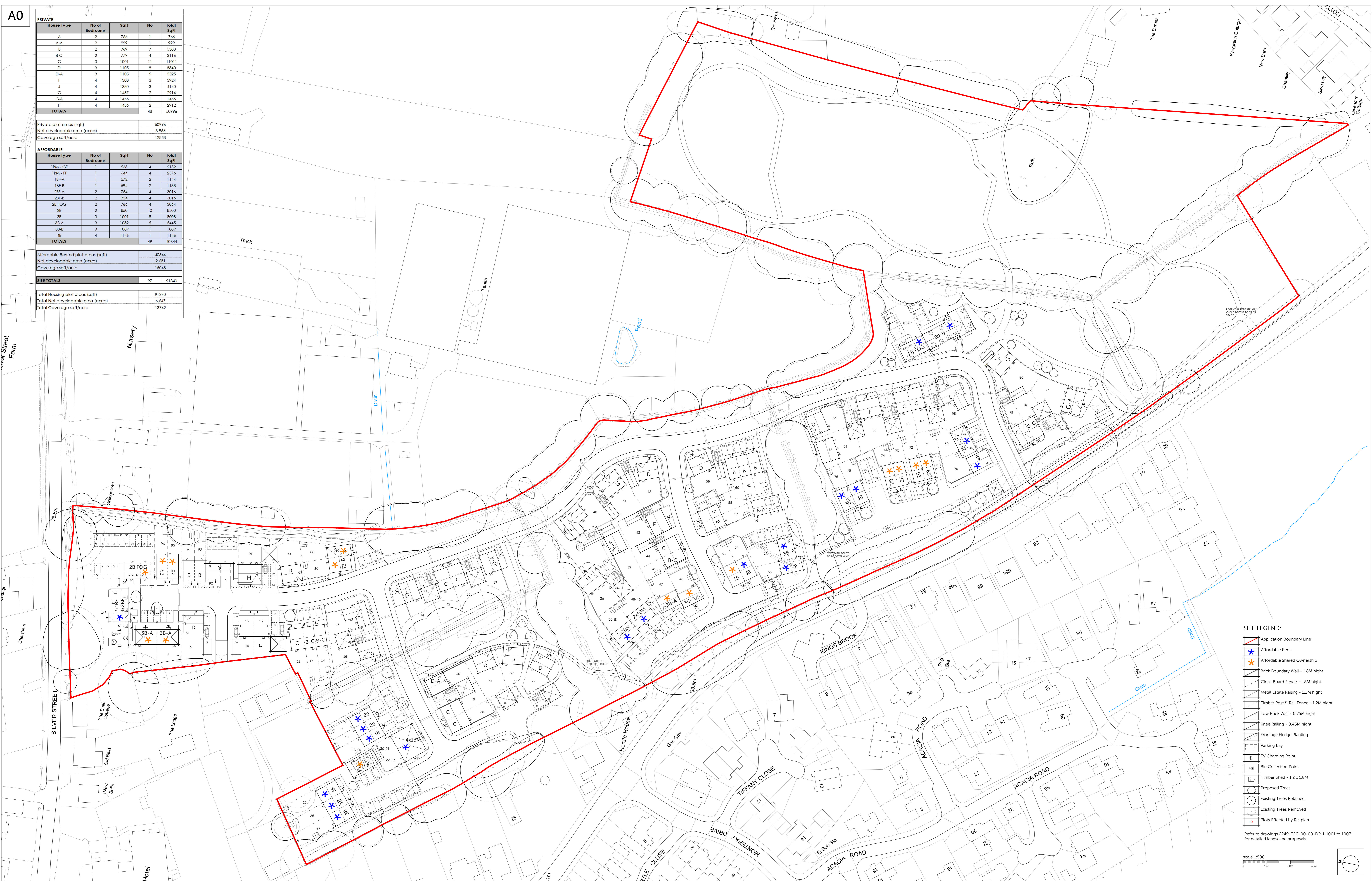
PRIVATE				
House Type	No of Bedrooms	Sqft	No	Total Sqft
A	2	766	1	766
A-A	2	999	1	999
B	2	749	7	5243
B-C	2	779	4	3116
C	3	1001	11	11011
D	3	1105	8	8840
D-A	3	1105	5	5525
F	4	1328	3	3984
J	4	1380	3	4140
G	4	1457	2	2914
G-A	4	1466	1	1466
H	4	1456	2	2912
TOTALS			48	50996

Private plot areas (sqft)	50996
Net developable area (acres)	3.966
Coverage sqft/acre	12858

AFFORDABLE				
House Type	No of Bedrooms	Sqft	No	Total Sqft
IBM - GF	1	538	4	2152
IBM - FF	1	644	4	2576
1BF-A	1	572	2	1144
1BF-B	1	594	2	1188
2BF-A	2	754	4	3016
2BF-B	2	754	4	3016
2B FOG	2	766	4	3064
2B	2	850	10	8500
3B	3	1001	8	8008
3B-A	3	1089	5	5445
3B-B	3	1089	1	1089
4B	4	1146	1	1146
TOTALS			49	40344

Affordable Rented plot areas (sqft)	40344
Net developable area (acres)	2.481
Coverage sqft/acre	16048

SITE TOTALS	
Total Housing plot areas (sqft)	91340
Total Net developable area (acres)	6.447
Total Coverage sqft/acre	13742



SITE LEGEND:

- Application Boundary Line
- Affordable Rent
- Affordable Shared Ownership
- Brick Boundary Wall - 1.8M height
- Close Board Fence - 1.8M height
- Metal Estate Railing - 1.2M height
- Timber Post & Rail Fence - 1.2M height
- Low Brick Wall - 0.75M height
- Knee Railing - 0.45M height
- Frontage Hedge Planting
- Parking Bay
- EV Charging Point
- Bin Collection Point
- Timber Shed - 1.2 x 1.8M
- Proposed Trees
- Existing Trees Retained
- Existing Trees Removed
- Plots Effected by Re-plan

Refer to drawings 2249-TFC-00-00-DR-L 1001 to 1007 for detailed landscape proposals.

scale 1:500

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 Building 300, The Grange,
 Romsey Road,
 Michelmersh, Romsey,
 Hampshire, SO51 0AE
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Rev	Description	Date	Au	Ch	Rev	Description	Date	Au	Ch
A	Planning Issue.	20.12.21	CM1	CM1	E	Flat Block roof forms updated.	01.07.22	CM1	CM1
B	Additional Footpath connections introduced along the southern boundary. Access to AMRC widened to accommodate maintenance vehicles.	07.03.22	CM1	CM1	F	Railing To the front of plot 42 set back. Plots 64-68 repositioned to accommodate v/s play. Footpath opposite plots 77-79 repositioned. Footpath network to open space indicated. Canopies amended to plots 11, 36 and 67.	12.07.22	CM1	CM1
C	Layout development in response to Planners and Urban Designers comments. Layout renumbered.	14.06.22	CM1	CM1					
D	Adjustments To road and junction widths between plots 42-59 and 46-55. Site blocks updated inline with house type development.	21.06.22	CM1	CM1					

Project **Land East of Everton Road, Hordle**
 Drawing **Site Layout**

Client	Bargate Homes	Date	31.08.21
Job no.	BARG200525	Rev.	F
Dwg no.	SL01	Scale	1:500 at A0
Author	AS	Checked	CM1
Status	PLANNING	Office	Romsey
Client ref.			

thrive architects

APPENDIX B. RESIDENT TRAVEL 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	<input type="text"/>	Bicycle	<input type="text"/>	Bus	<input type="text"/>
Train	<input type="text"/>	Taxi	<input type="text"/>	Motorbike	<input type="text"/>
Car on own	<input type="text"/>	Car Share	<input type="text"/>		

Other (please specify)

14. What alternatives do you occasionally use?

Walk/jog	<input type="text"/>	Bicycle	<input type="text"/>	Bus	<input type="text"/>
Train	<input type="text"/>	Taxi	<input type="text"/>	Motorbike	<input type="text"/>
Car on own	<input type="text"/>	Car Share	<input type="text"/>		

Other (please specify)

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

Up to 1 mile	<input type="text"/>	1 - 3 miles	<input type="text"/>	3 - 10 miles	<input type="text"/>
10 - 20 mile	<input type="text"/>	Over 20 miles	<input type="text"/>		

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

0 - 15 mins	<input type="text"/>	16 - 30 mins	<input type="text"/>
30 - 60 mins	<input type="text"/>	60 mins +	<input type="text"/>

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	<input type="text"/>	Covered and secure cycle parking	<input type="text"/>
Changing / locker facilities	<input type="text"/>	Pool car available for business use	<input type="text"/>
Other (please specify)	<input type="text"/>		

For drivers only

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

Yes	<input type="text"/>	No	<input type="text"/>	I already car share	<input type="text"/>
-----	----------------------	----	----------------------	---------------------	----------------------

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.

