

FRAMEWORK RESIDENTIAL TRAVEL PLAN

Land South of Mortimers Lane, Fair Oaks, Eastleigh, SO50 7EA



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1.0 Introduction

- 1.1 This Framework Residential Travel Plan (TP) has been prepared by Glanville Consultants on behalf of Bloor Homes Limited to accompany an outline planning application for residential development with multi-functional hub on Land South of Mortimers Lane, Fair Oak, Eastleigh, herein 'the site'. The description of development is as follows:

'Outline application for up to 245 dwellings (Use Class C3), up to 350m² multi-functional space, mobility infrastructure (Use Class Sui Generis), with associated open space, landscaping, infrastructure, and vehicular access off Mortimers Lane, Fair Oak; All matters reserved except for vehicular access off Mortimers Lane and pedestrian / cycle connections to the site boundary.

- 1.2 This F RTP sets out the preliminary targets for travel to and from the development by all modes of transport. It also sets out initiatives and measures to support these targets. Measures and initiatives will be provided at the outset to maximise the opportunity to increase the uptake of sustainable travel modes (and move away from use of private car) before the travel patterns have become established
- 1.3 This F RTP has been developed with consideration to the following documents as appropriate:
- i. Good Practice Guidelines, Delivering Travel Plan through the Planning Process published by DfT (2009);
 - ii. The Essential Guide to Travel Planning, published by DfT (2008);
 - iii. National Planning Policy Framework (NPPF) (December 2023);
 - iv. Planning Practice Guidance (PPG) 'Travel Plans, Transport Assessments and Statements in Decision-Taking (2014); and
 - v. Guidance on How to Write a Travel Plan on the Hampshire County Council website <https://www.hants.gov.uk/transport/developers/travelplans>.
- 1.4 It is considered that a F RTP is required as the end user has not yet been established. In addition to this, some details are not yet available to provide information about the timescales and mechanisms for the delivery of measures that a full Residential Travel Plan would entail. Therefore, this F RTP will set out when these additional details will be forthcoming within a full RTP, prior to first occupation.
- 1.5 This F RTP conforms with national and local policy.

2.0 Existing Situation

Site Description

- 2.1 The site is in Fair Oak to the south of Mortimers Lane, approximately 1.5km to the east of Fair Oak Village Centre and 5.5km to the east of Eastleigh town centre. The site is bounded by:
- Mortimers Lane to the north;
 - The rear of Pembers Hill Drive and Kingsmill Drive to the west;
 - Woodland and employment use to the south; and,
 - Open/agricultural land to the east.
- 2.2 A site location plan is provided in Appendix A. The proposed master plan layout is included at Appendix B
- 2.3 Good Practice Guidelines, Delivering Travel Plan through Planning Process (DfT, 2009) document states at paragraph 4.17 that the '*choice of location for the development provides the foundation for good accessibility by ensuring proximity to existing facilities and services including shops, health facilities, schools and public transport*'. This is demonstrated in the Travel Plan pyramid extract from the DfT document, illustrated in Diagram 1 below.

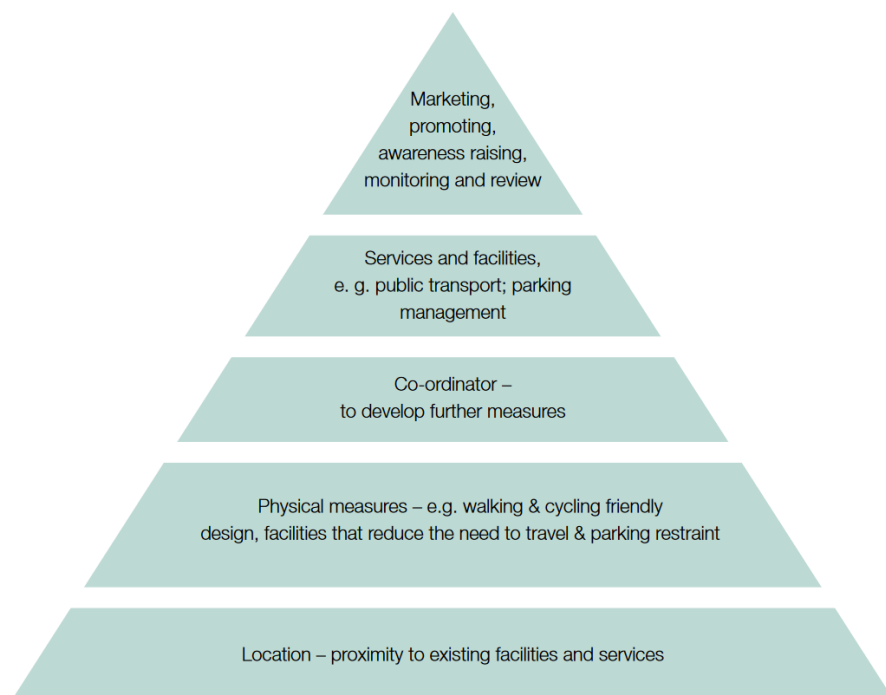


Diagram 1: Travel Plan Pyramid (DfT Good practice Guidelines, page 53)

Accessibility

- 2.4 Fair Oak as a level 3 settlement, but it is also located within 8.0km cycling / driving distance of the three level 1 & 2 settlements of Eastleigh, Chandler's Ford and Hedge End and considered to be accessible to these settlements by bike and public transport.
- 2.5 There is a relatively large local centre in Fair Oak and there are good local sport and recreation facilities including some associated with local schools such as Wyvern School, which are available to the public. There are three Sheffield style cycle stands provided at the southern end and two on the northern end of the section of Summerland's Road between Fair Oak Road and Brook Road where several local facilities, including a Post Office and One Stop convenience store, a pharmacy and other retail units are located.
- 2.6 Fair Oak has a range of community facilities including community halls. Infant, junior and secondary schools are located at the Wyvern College site. A youth facility is provided at Blackberry Drive and the Sherwood Surgery provided at Fair Oak Road.
- 2.7 Two employment facilities are provided near the site on Knowle Lane, comprising of the Deer Park Farm Industrial Estate and the East Horton Business Park. The development site therefore provides the opportunity for existing and future employees at Deer Park Farm Industrial Estate and the East Horton Business Park to purchase a dwelling near to these facilities and travel shorter distances by car and / or walk or cycle.
- 2.8 The local amenities and facilities, which are considered local to the site such as schools, shops, chemists, banks and food outlets are summarised in Table 1 below and shown Figure 1.

Table 1: Local Facilities

Facility	Distance (m) From the Centre of the Site	Approximate Walking Time (minutes)	Approximate Cycle Time (minutes)
Bus stop	730	9	3
Stokewood Surgery	2400	30	9
Deer Park Farm Industrial Estate	850	11	3
East Horton Business Park	850	11	3
Fair Oak Infant and Junior School	1900	24	7
Tesco Express and Esso Petrol Station	1300	16	6
Wyvern Day nursery	1900	24	7
Fair Oak Village Centre on Fair Oak Road (includes bus stops, takeaways, a pub, restaurant, butchers, hairdressers, pharmacy, Post Office and retail units)	1600	20	6
Library	1800	23	6
Village Hall	1900	24	6
Knowle Hill Park open area and skate park	1500	19	6
Fair Oak Squash club	1900	24	6
Wyvern College Gym (open to public)	1900	24	7

- 2.9 Further facilities, within a 30-minute cycle distance of the site (equivalent to 8.0km distance) are shown in Figure 2. These include Lapstone Playing Fields and Tennis Courts, Chalcroft Business Park; Hedge End Railway Station; Lower Upham; Bishop's Waltham, Eastleigh Town Centre, Woodside Road Industrial Estate; Barton Park Industrial Estate; several education facilities and Southampton Airport. The cycling catchment area is shown in Figure 2.

Multi-Use Mobility Hub

- 2.10 The proposed multi-functional hub will comprise up to 350m² and is proposed to be an ancillary use to the main residential development. The exact use is still under consideration and will be informed by engagement with the local community. This hub could include vehicle charging points, an Automated Teller Machine (ATM) or other facilities subject to local views / commercial interest. However, the purpose of this use is to primarily serve the residents of the development and to reduce the reliance on a private car. Therefore, it is considered that majority of trips generated by this use will be by walking and cycling by the residents of the development reducing the propensity for off-site travel and residents from nearby streets.

Walking, Cycling and Horse-Riding Assessment and Review

- 2.11 A WCHAR has been prepared based on an agreed scope with LHA and carried out in accordance with the Hampshire County Council (HCC) Technical Guidance Note TG19 – Walking, Cycling and Horse-Riding Assessment and Review (WCHAR).
- 2.12 The scope of the study area has been considered in detail and consideration of the scale of development, as well as the number, type and location of amenities and facilities available within Fair Oak and further afield has been taken into consideration.
- 2.13 The study is shown in Appendix E of the WCHAR report, together with the likely key walking routes are summarised below (and are shown in Figure 8 of the WCHAR):
- Route 1 – west to the bus stops on Mortimers Lane;
 - Route 2 – west to Fair Oak village centre;
 - Route 3 – to Fair Oak Infant and Junior School, Wyvern College, Wyvern Day Nursery and Gym (via Mortimers Lane, residential streets or Knowle Park);
 - Route 4 – south to Knowle Park;
 - Route 5 – south to Knowle Lane employment area;
 - Route 6 – west to Stokewood Surgery and Kings School; and
 - Route 7 - north towards Crowdhill and Colden Common.
- 2.14 The study is shown in Appendix E of the WCHAR, together with the likely key cycling routes are summarised below (and are shown in Figure 9):
- Route 7 – north to Crowdhill and Colden Common;
 - Route 8 - south to Hedge End railway station, Chalcroft Business Park; and
 - Route 9 – west to Eastleigh Town centre.
- 2.15 The study is shown in Appendix E of the WCHAR.

- 2.16 The WCHAR has been updated to consider the HCC Active Travel Improvements proposed in Fair Oaks as identified in Chapter 2 of TA and the off-site mitigation proposed by the site as described in Chapter 6 TA.
- 2.17 With the holistic active travel and public transport improvement in place proposed by the LHA at HCC and the site, it is considered that there will be continuous pedestrian and cycle connections from the site to the Fair Oaks village centre and local schools via Mortimers Lane and Winchester Road / Botley Road. Alternatively, residents could choose to use the quieter residential streets located between Mortimers Lane and Stubbington Way to access the village centre and local schools. Whilst these residential streets do not have any specific cycle facilities, they are considered suitable for all users to cycle on-carriageway.

Bus Services

- 2.18 A Public Transport figure, showing the bus routes and the closest bus stops in the vicinity of the site are included in Figure 3.
- 2.19 The closest existing bus stop is located on Mortimers Lane, named 'Bradshaw Close', approximately 730m to the west from the centre of the site, which is equivalent to a 9-minute walk. This bus stop is served by bus route 69 and route 649. Bus route 69 runs between Winchester to the north and Fareham to the south. The westbound bus stop is provided with shelter, seating, bus timetable information, a flag and a pole. The eastbound bus stop is provided with a flag, pole and bus timetable information.
- 2.20 As set out in detailed in Chapter 6, the development proposals include for the provision of new westbound and eastbound bus stops located between Mortimers Lane's junctions with Knowle Lane the Pembers Hill Farm residential scheme within the vicinity of the existing uncontrolled pedestrian refuge island crossing facility in place at this location. This includes for the provision of four Sheffield stand cycle parking spaces near the bus stop on the southern side of the Mortimers Lane carriageway. The proposed new bus stops are located circa 400 metres walking distance metres of the centre of the development site and within 400 metres walking distance of the existing dwellings within the Pembers Hill Farm development and those to the south accessed at Knowle Lane. The new bus stops are also materially closer to the existing employment opportunities that available on Knowle Lane to the south (circa 550 – 600 metres compared to circa 750-800 metres), in comparison to the existing bus stop provision in place on Mortimers Lane.
- 2.21 Further services are available from 'The Square' bus stops in the centre of Fair Oak on Fair Oak Road, 1.4km west of the site access. Both stops are provided with flags with timetabling information and real-time public transport information. The westbound stop additionally provides sheltered seating, whilst the eastbound stop provides four cycle parking spaces.
- 2.22 These stops are served by the 2, 3 and 69 bus services, as well as the bus stops located on the B3354 – Botley Road to the south of the entrance to Wyvern College and Fair Oaks Junior. The off-site mitigation proposals include for the provision of two Sheffield Stands at the back of the proposed shared footway / cycleway at the bus stop located on the western side of the carriageway near the accesses to Wyvern College and the Fair Oaks Junior and Infants School.

2.23 The services at each bus stop are tabulated below, along with the first and last buses from the stops.

Table 2: Bus Services from Bradshaw Close and The Square

Bus Service	Route	Frequency (peak)			Operator
		Weekdays	Saturday	Sunday	
Bradshaw Close					
69	Winchester – Fair Oak – Bishops Waltham – Fareham	1 per hour (07:23-19:11) [3 additional services on Friday evenings]	1 per hour (08:02-23:38)	3 per day in each direction (08:53, 10:21, 11:51 westbound and 15:43, 17:13, 18:42 eastbound)	Stagecoach
649 (school service)	Swanmore Technology College – Bishops Waltham – Botley	1 per day in each direction (07:41 & 15:33)	-	-	Stagecoach
The Square					
2	Southampton – Portswood – Swaythling – Eastleigh – Fair Oak	4 per hour (05:46-23:18)	3-4 per hour (06:50-23:18)	2 per hour (07:25-22:31)	Blue Star Bus
3	Southampton – Hedge End – Botley – Boorley Park – Eastleigh	1 per hour (06:24-19:24)	1 per hour (07:13-17:35)	Every 80 minutes (08:28-16:08)	Blue Star Bus
69	Winchester – Fair Oak – Bishops Waltham – Fareham	1 per hour (07:22-19:10) [3 additional services on Friday evenings]	1 per hour (08:01-23:37)	3 per day in each direction (08:52, 10:20, 11:50 westbound and 15:44, 17:14, 18:43 eastbound)	Stagecoach

2.24 It is considered that the provision of both existing and proposed Sheffield standards at the existing and proposed bus stops on Mortimers Lane, Fair Oak Road and Botley Road complies with LTN 1/20 'Cycle Infrastructure Design' and paragraph 11.6.5 which advises: -

Bus stops should also be considered as locations where cycle parking has potential to fulfil a role as an intermodal option (Fig 11.11), particularly in less dense suburban and rural locations where bus routes may be further from people's homes or places of work. High-quality interurban bus routes or limited stop express routes may draw users from a further catchment than the traditional 5 or 10-minute walking distance hinterland normally assumed for bus services. Central bus hubs will also have a large catchment area where the choice of routes may be significantly better than what is available within walking distance from a residential area.

- 2.25 It is therefore considered that future and existing residents and employees who travel to the Deer Park Farm Industrial Estate and the Horton Heath Business park will be provided with opportunities to walk or cycle a shorter distance to the proposed new bus stops on Mortimers Lane; or to walk or cycle via the proposed active travel improvements proposed by both the development proposal and the LHA to the bus stops located on Fair Oak Roads and Botley Road to travel by bus to the wider health, employment, leisure, education, leisure and transport facilities located in Eastleigh town centre, Southampton city centre, Winchester city centre and Fareham town centre.

Rail Services

- 2.26 A Public Transport figure, showing the closest railway stations to the site is included in Figure 3.

Hedge End Railway Station

- 2.27 Hedge End Railway Station is located approximately 5.0km to the south of the site equivalent to a 16-minute cycle journey.

- 2.28 This station is located on the Eastleigh-Fareham line and is managed by South Western Railway. The station is category B in terms of accessibility and there is a level access to Platform 1 but access to Platform 2 is via a stepped footbridge. There is a 96-space station car park (including four accessible spaces) located at this station and there are 54 cycle parking spaces provided in racks. These cycle spaces are sheltered and provided with CCTV.

Eastleigh Railway Station

- 2.29 Eastleigh Railway Station is located approximately 5.7km to the west of the site equivalent to a 21-minute cycle journey.
- 2.30 Eastleigh Railway Station is category A in terms of accessibility, and the station has step-free access to all platforms. There is a 133-space station car park (including four accessible spaces) located at this station and parking charges apply. In addition, there are 130 cycle parking spaces provided in racks and stands. These cycle spaces are sheltered and provided with CCTV.

Services

- 2.31 The services available from Hedge End and Eastleigh are summarised in Tables 3 and 4.

Table 3: Hedge End – Rail Service Summary

Route	Frequency (peak)	Destination	Typical Journey Time
Northbound	1 per hour	Eastleigh	7 minutes
		Winchester	16 minutes
		Basingstoke	36 minutes
		London Waterloo	88 minutes
Southbound	2 per hour	Botley	4 minutes
		Fareham	12 minutes
		Fratton	32 minutes
		Portsmouth Harbour	40 minutes

Table 4: Eastleigh – Rail Service Summary

Route	Frequency (peak)	Destination	Typical Journey Time
Northbound (to London)	2 per hour	Winchester	9 minutes
		Basingstoke	27 minutes
		London Waterloo	78 minutes
Southbound (to Portsmouth)	2 per hour	Botley	11 minutes
		Fareham	19 minutes
		Fratton	39 minutes
		Portsmouth Harbour	47 minutes
Southbound (to Southampton)	2 per hour	Southampton Airport Parkway	4 minutes
		Southampton Central	12 minutes

- 2.32 It is considered that the initial or later stages of a journey by car but the main journey by train is a sustainable mode of travel as it will result in less distances travelled by car. It is therefore considered that the railway stations at Hedge End and Eastleigh provide the opportunity for future residents to travel to these stations by car and or bike with onward connections to wider employment, health, leisure, education and retail opportunities located in London, Southampton city centre, Southampton Airport, Portsmouth, Winchester and Basingstoke.

Community Transport

- 2.33 The Bishopstoke and Fair Oaks Good Neighbours scheme provides access to hospital, GP, dental and optician medical facilities and appointments are made by phone or email. It operates Monday to Friday (but generally not evenings) and bookings hours are 0900 to 1700 hours, Monday to Friday.
- 2.34 Connect Transport, formally known as Dial-a-Ride, is a bookable door-to-door accessible transport service which operates across Borough of Eastleigh, for people who find it difficult or impossible to use ordinary bus services. This service is jointly funded Eastleigh Borough Council in partnership with HCC.
- 2.35 Eastleigh Borough Council also offer a local Medical Transport Taxi if residents have difficulty using public transport to get to a hospital, medical centre or GP surgery, The Medical Transport Taxi operates seven days a week and is available if residents are either attending a medical appointment or visiting friends or relatives in hospital. Appointments can be made by phone or emails and the fare from Fair Oaks is advised to be between £6 and £22.40 depending on the hospital, medical centre or GP that is being visited.

Summary

- 2.36 Two employment facilities are provided near the site on Knowle Lane, comprising of the Deer Park Farm Industrial Estate and the East Horton Business Park. The development site therefore provides the opportunity for existing and future employees at Deer Park Farm Industrial Estate and / or the Horton Heath Business Park to purchase a dwelling at the site near to these facilities and travel shorter distances by car and / or walk or cycle.

- 2.37 With the holistic active travel and public transport improvement in place proposed by the LHA at HCC and the site, it is considered that there will be continuous pedestrian and cycle connections from the site to the Fair Oaks village centre and local schools via Mortimers Lane and Winchester Road / Botley Road. Alternatively, residents could choose to use the quieter residential streets located between Mortimers Lane and Stubbington Way to access the village centre and local schools. Whilst these residential streets do not have any specific cycle facilities, they are considered suitable for all users to cycle on-carriageway as vehicle speeds are likely to be around 20mph and that the volume of daily traffic using the roads will be less than 2,000 per day. These are the thresholds that LTN 1/20 advises that roads are acceptable for on-carriageway use as per Figure 4.1 of the document.
- 2.38 The site and the village of Fair Oaks are located within 8.0km cycling / driving distance of three level 1 & 2 settlements of Eastleigh, Chandler's Ford and Hedge End and considered to be accessible to these settlements by bike and public transport.
- 2.39 The 69-bus service will be able to be accessed from new bus stops on Mortimers Lane located within 400 metres walking distance of the approximate site centre. A further three bus services are available within a reasonable walking and cycling distance of the site and the existing and proposed cycle stands at the bus stops on Fair Oaks Road and Botley Road will provide the opportunity for both existing and future residents to carry out the initial or later part of their journeys by bike with onwards and return journeys by bus to Eastleigh, Southampton, Winchester and Fareham.
- 2.40 The railway stations at Hedge End and Eastleigh provide the opportunity for future residents to travel to these stations by car and or bike with onward connections to wider employment, health, leisure, education and retail opportunities located in London, Southampton city centre, Southampton Airport, Portsmouth, Winchester and Basingstoke.
- 2.41 There are several community transport opportunities provided within Fair Oak, provided via the Connect Transport funded by both EBC and HCC, which provide door-to-door accessible transport. One Community also offer residents of Hedge End, Eastleigh and the surrounding villages the opportunity to hire mobility equipment for short and long term, with training provided.
- 2.42 It is understood that there are currently no Electric Vehicle Charging points exist within Fair Oak. The site will include the provision of electric charging points at the mobility hub and the dwellings available for the use of future users to encourage the use of low and ultra-low emission vehicles when travelling to and from the site.
- 2.43 It is acknowledged that future users of the site will use private vehicles to travel to and from the site for some journeys. However, it is likely that future users of the site will not just comprise of trips by single individuals, but partners, couples and families. It is understood that HCC also runs its own liftshare scheme, Hants Carshare that is free to join with registration via email or Facebook account.
- 2.44 The proposed multi-functional hub will reduce the propensity for off-site travel and for residents from nearby streets to travel less distance to this facility when compared to the distances to the amenities and facilities in the centre of Fair Oak.
- 2.45 A Framework Residential Travel Plan will be submitted alongside this Transport Assessment which sets out the measures and initiatives, monitoring and implementation strategy to be included in the Full Residential Travel Plan which will come forward for the proposed development. This will promote sustainable travel and reduce the number of vehicle trips associated with the development.

- 2.46 It is concluded that the application site is accessibly located as the existing and proposed walking, cycling and public transport opportunities provide realistic active travel and sustainable transport choices to local and wider destinations and reduce the dependence on travel by car, also supported by the measures, initiatives, targets and monitoring proposals set out in the Framework Residential Travel Plan.



3.0 Scope and Objectives

- 3.1 This F RTP aims to minimise single occupancy car trips from the development, by reducing the need to travel, and by maximising the use of more sustainable modes of transport.

Scope

- 3.2 The primary goals of this F RTP are to:
- Set out the scope and objectives of the F RTP;
 - Set out initiatives and measures to promote accessibility by non-car modes by residents;
 - Set out modal share targets;
 - Set out management requirements including the Travel Plan Co-ordinator (TPC) role; and
 - Set out requirements for monitoring and reviewing the initiatives and measures proposed through dissemination of information including surveys of resident's travel habits.

Objectives

- 3.3 The objectives of this F RTP are:
- Reduce single occupancy car usage for the development site through encouraging more sustainable travel modes to be used with a target reduction of 10% of single occupancy vehicle trips;
 - Increase residents' awareness of the advantages and potential for travel by more environmentally friendly modes of transport therefore reducing traffic;
 - Set in place the foundations and culture for a sustainable transport policy for the development, which will develop and grow with time to help reduce transport impact on the environment; and
 - Encourage community interaction through reducing the severance effects created by motor traffic.
- 3.4 This F RTP contains a number of initiatives and measures to ensure that the targets can be achieved, and the objectives listed above can be met. These targets will be reviewed annually by the designated TPC, and the initiatives and measures will be monitored and updated where necessary if targets are not being met. Similarly, the targets may be adjusted if the F RTP is working well or particularly badly.

Benefits

- 3.5 The benefits to the residents who meet the objectives of the F RTP would include:
- Reduce the cost of personal travel;
 - Improve personal and wider community health; and
 - Reduce air and noise pollution.

4.0 Travel Plan Targets

Targets

- 4.1 Targets are the measurable goals that must be set to assess whether the objectives of the F RTP are being achieved. The key objectives of this F RTP are included at paragraph 3.3.
- 4.2 Whilst it is the intention of this F RTP is to encourage residents to travel sustainably for all journeys, it is considered that commuting trips are the key journeys that the F RTP will target.

Baseline travel surveys

- 4.3 A baseline travel survey will be undertaken following 50% occupation of the development. Thereafter, surveys will be repeated on a biennial basis in years 1, 3 and 5 (see section 6 for more details). Surveys will be carried out at the same time of year to allow for a more reliable comparison and to avoid the influence of seasonal variations.
- 4.4 The travel surveys will be carried out in the form of a travel survey questionnaire. The questionnaire will be prepared and agreed with Travel Plan Officers at HCC before it is distributed to the residents. The survey results will be sent to HCC upon completion.
- 4.5 Targets have been devised with consideration to accessible commuter destinations and modes of transport available to them within the area. The targets are illustrated in Table 5 below. It should be noted, however, that the impact of the proposed development is not considered to be material and so the operation of the local highway network and junctions is not reliant on a reduction in vehicles. However, this Travel Plan seeks to reduce private car use in any event and encourage a modal shift to sustainable modes of travel.
- 4.6 It should be noted that once a baseline survey has been undertaken, the targets may need to be amended to reflect the actual mode split of future residents of the development.

Table 5: Provisional Targets for the End of Year 5 Based 2011 Census Database Output – M SOA Eastleigh 008

Mode	Baseline	Target year 1	Target year 3	Target End of Y5
Work mainly at or from home	0%	0%	0%	0%
Train	1%	1%	1%	1%
Bus, minibus or coach	3%	4%	5%	6%
Taxi	0%	0%	0%	0%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	70%	67%	63%	60%
Passenger in a car or van	7%	7%	8%	10%
Bicycle	3%	4%	5%	6%
Walk	15%	16%	17%	18%

- 4.7 It can be seen from Table 5 above, that there is significant potential to reduce the level of single occupancy car travel. It is considered that there is scope to target a reduction of 10% in single occupancy car and increase the percentage of commuters travelling by bus, bicycle and foot as well.

- 4.8 At this stage it is anticipated that the 10% reduction will be achieved by the end of the five-year monitoring period carried out by the TPC.
- 4.9 It should be noted that the proposed targets are indicative and should not be seen as definitive at this stage. Baseline surveys will be carried out at an agreed date with Travel Plan Officers at HCC. This will then allow the TPC to set more accurate targets, but with the key target of the FRTP to reduce single occupancy car travel by 10%.
- 4.10 The TPC will liaise with Travel Plan Officers at HCC to draft appropriate baseline surveys detailing the modes of transport used by residents. The results will be closely analysed to determine site specific targets in agreement with Travel Plan Officers at HCC.



5.0 Objectives and Measures

- 5.1 The following measures are proposed to assist in meeting the objectives of this Travel Plan. As an Outline planning application, these measures may be subject to change as the site develops through any future Reserved Matters application, particularly in respect of site design. As such, the following measures should be considered indicative at this stage and will be subject to further review in future iterations of the Travel Plan.
- 5.2 Table 6 below details the measures that will be implemented by the developer.

Table 6: Table of Measures

Measures	Timescale	Responsibility	Indicative Cost
Site Design			
1. High quality and easily accessible cycle parking for residents and visitors are provided in line with the prevailing standards at the time of the Reserved Matters application.	Prior to occupation	Developer	Part of overall development cost
2. 2.0m wide footways provided on both sides of the carriageway of the site accesses Appropriate shared surfaces provided within the site will provide appropriate pedestrian accessibility throughout the development (to be determined at Reserved Matters stage).	Prior to occupation	Developer	Part of overall development cost
3. Self-enforcing 20mph speed limit throughout the site.	Prior to occupation	Developer	development cost Part of overall
4. EV charging points to be provided in accordance with Part S of Building Regulations Document and Eastleigh Borough Council's guidance.	Prior to occupation	Developer	Part of overall development cost
Reducing the Need to Travel			
1. High speed broadband access will be available to all homes.	Prior to occupation	Developer	Part of overall development cost
2. Provision of an on-site Multi-Use Mobility Hub that could include for the provision of electric vehicle and bike charging points and car club spaces.	Prior to occupation	Developer and TPC	Part of overall development cost and part of TPC Role
Promotion and Communication			
1. Appoint a Travel Plan Co-ordinator (TPC) to act as a receptacle for all travel-related issues in and around the site.	Prior to occupation	Developer	TBC
2. Liaise with the Local Highway Authority and Eastleigh Borough Council to understand any wider transport and accessibility-related issues in the area and how residents may benefit from potential changes to sustainable travel infrastructure.	Ongoing throughout the life of the Travel Plan	TPC	Part of TPC role

Measures	Timescale	Responsibility	Indicative Cost
3. Travel Information Pack to be provided to all residents on first occupation of each dwelling which will contain, amongst other things: - A walking map of the local area; - Public transport information and timetabling; - Information which will raise awareness of the health, fitness, social and environmental benefits of the various travel alternatives to driving; - Information and details of local cycle shops; - Details of useful websites e.g., Traveline, Stagecoach Bus, Great Western Railway, Southwestern Railway; - Information on local amenities, as well as health, leisure, shopping and recreation facilities; and - Opportunities to give feedback or suggestions to the TPC as it will include the contact details of the TPC.	Prior to first occupation of each dwelling	TPC	TBC
Reducing Single Occupancy Car Travel			
1. Encourage car sharing for residents travelling to workplaces, schools, local facilities, etc. via the Hants Car Share website	Ongoing throughout the life of the Travel Plan	TPC	Part of TPC role
2. Help residents sign up for local car sharing clubs.	Ongoing throughout the life of the Travel Plan	TPC	Part of TPC role
3. Investigation of discounted fares with local taxi firms for residents.	Ongoing throughout the life of the Travel Plan	TPC	Part of the TPC Role
Increasing Walking and Cycling			
1. Provide and maintain safe, convenient, accessible and well-lit routes across the development site.	Prior to first occupation and ongoing throughout the life of the Travel Plan	Developer / future management company (if applicable)	Part of overall development cost
2. Provide information on cycle training as part of the residents travel pack to improve road safety, skills and confidence of residents who want to cycle more frequently.	Ongoing throughout the life of the Travel Plan	TPC	Part of TPC role
3. Provide local walking and cycling maps within the Welcome Packs	Ongoing throughout the life of the Travel Plan	TPC	Part of TPC role
4. Promote environmental, health and financial benefits of walking and cycling within the Welcome Packs	Ongoing throughout the life of the Travel Plan	TPC	Part of TPC role

Measures	Timescale	Responsibility	Indicative Cost
5. Promote national events such as walk to school week, walk to workday, cycle to workday, cycle to school week etc within the Welcome Packs	Ongoing throughout the life of the Travel Plan	TPC	Part of TPC role
6. Provide covered, secure and high-quality cycle parking in accordance with parking standards	Prior to first occupation and ongoing throughout the life of the Travel Plan	Developer / future management company (if applicable)	Part of overall development cost
7. Liaison with local cycle shops to provide 'taster tickets' to residents to encourage the use of cycling.	As required throughout the life of the Travel Plan	TPC	TBC – subject to discussions with local bus companies
Encouraging the use of Public Transport			
1. Promote the use of travel planning apps (Traveline, Trainline, Stagecoach, etc).	Ongoing throughout the life of the Travel Plan	TPC	Part of TPC role
2. Include up to date public transport information in the Welcome Packs, or how to access these via public transport websites or smart-phone applications	Ongoing throughout the life of the Travel Plan	TPC	Part of TPC role
3. Establish and maintain a relationship with public transport operators to keep abreast of service updates and to address any issues raised by residents.	Ongoing throughout the life of the Travel Plan	TPC	Part of TPC role
4. Liaison with local bus companies to provide 'taster tickets' to residents to encourage the use of public transport.	As required throughout the life of the Travel Plan	TPC	TBC – subject to discussions with local bus companies

5.3 The above measures will be complemented by a range of hard infrastructure measures which will help to drive modal shift, including:

- Provision of the shared three metre Footway / cycleway along Mortimers Lane to the west of the site to tie in with the HCC Active Travel Scheme.
- Delivery of on-carriageway cycle markings along Knowle Lane.
- Delivery of a Toucan crossing at the southern arm of the B3354 Winchester Road/ B3037 Eastleigh Road/ Botley Road/ Stubbington Way Signalised Junction.
- Removal of a refuge island on Stubbington Way to deliver a 3.0m wide footway / cycleway and widening of the western side of Botley Road to deliver a 3.0m wide footway / cycleway to connect to Wyvern College and Fair Oak Infants School.
- General resurfacing and line marking.
- On-carriageway cycle markings and delivery of an ASL at the Botley Road / Knowle Lane / Burnetts Lane junction.

5.4 The above excludes the Active Travel Improvements proposed on Eastleigh Road, Winchester Road and Mortimers Lane by the LHA at HCC.

Travel Plan Co-Ordinator

- 5.5 A TPC will be appointed by the developer, who will be responsible for overseeing the implementation of this F RTP and all day-to-day aspects of its operation.
- 5.6 The TPCs responsibilities will include:
- Overseeing the development and implementation of the Travel Plan;
 - Providing all residents of the site with up-to-date travel and transport information;
 - To produce, explain and distribute the residential welcome packs;
 - Acting as a point of contact for residents of the site who require information;
 - Obtaining travel and transport information from the HCC, public transport providers, cycling groups, car share organizations and relevant websites for residents of the site;
 - Commissioning surveys and monitoring the performance of the Travel Plan;
 - Monitoring the progress of the Travel Plan and reporting back to Hampshire County Council;
 - Ensuring the relevant occupiers meet the respective contribution to the Travel Plan objectives and Targets; and
 - Liaison with the Travel Planning Officer at HCC and other relevant groups.
- 5.7 The contact details of the TPC will be provided to Officers at HCC prior to first occupation.

Awareness and marketing

- 5.8 The TPC will ensure that from the outset residents are aware that a F RTP is in operation for the site, and they will be informed of the initiatives and measures within this F RTP. Sales staff involved in the marketing of the residential properties will also be aware of the F RTP so they can explain the benefits to prospective buyers. Information will also be available within the sales office on the opportunities to walk, cycle and use public transport to and from the site.
- 5.9 The TPC will promote the benefits of sustainable travel with promotional material. The following means of publicity may be used going forward:
- Newsletters circulated, as appropriate;
 - Marketing materials such as posters;
 - Travel Plan notice boards will include the site-specific information leaflet identifying walking and cycling route maps and public transport information; and
 - Resident Welcome Information Pack including a Sustainable Travel Leaflet which will contain information such as bus and rail timetables, walking and cycling route maps, and educational information on the health and environmental benefits of alternative modes to single occupancy car travel to local facilities and amenities.
- 5.10 During the annual surveys that will take place as ongoing monitoring the TPC will promote measures and initiatives.
- 5.11 All the measures and initiatives above will be reviewed as the F RTP progresses and as monitoring highlights which measures have been successful against those that have not. At this stage, measures will be subject to change to ensure the F RTP continues to achieve its goal and target influential area of travel behaviour change and to ensure that the associated F RTP budget is utilised to its full potential.

6.0 Implementation, Dissemination and Monitoring

- 6.1 It will be important to monitor and review this F RTP to understand if the proposed targets and objectives are being met. Monitoring will be carried out using the following initiatives:
- Residents questionnaire surveys will be carried out to obtain details of residents' travel habits at time to be agreed with a highways officer; and
 - Awareness of the Travel Plan will be monitored through a question within the questionnaire.

Residential Travel Survey

- 6.2 Resident questionnaire travel surveys will be carried out in years one, three and five after first occupation. These will confirm travel habits and will also quantify proportions of travel by the various modes of transport (the modal share). A question on what would influence residents to use alternatives to driving alone will also be included.
- 6.3 The surveys will collate information on changes in car travel, increases and/or decreases in walking and cycling, and provide feedback on the level of awareness of the F RTP in addition to providing data relating to journey types, distances and vehicle types.
- 6.4 The TPC will carry out monitoring the surveys. The content of the surveys will be established with the input of Travel Plan Officers at HCC in advance and the results analysed and submitted to HCC on completion via the preparation of Monitoring Reports (see paragraph 6.6 below). The TPC will be responsible for distributing the questionnaire surveys and preparing the Monitoring Reports.
- 6.5 The surveys will include information that can focus the measures and initiatives contained in the F RTP, on the residents most likely to change from private car use to more sustainable travel. Useful information may include:
- Duration of Travel;
 - Travel Patterns;
 - Where residents work;
 - Any barriers to types of travel;
 - Residents who are most willing to change their travel habits; and
 - The popularity of the various incentives and measures that residents may consider changing their methods of transport.

Monitoring Report

- 6.6 Monitoring reports will be produced in years one, three and five after the surveys have been carried out to determine whether the proposed objectives and targets have been met. The report structure may follow:
- Summary of the measures and targets;
 - Monitoring methods used;
 - Summary and analysis of results;
 - Setting Future targets and actions;
 - The monitoring reports will be prepared by the TPC and will be issued and agreed with Hampshire County Council.

Dissemination of Travel Plan Surveys

- 6.7 It is essential to maintain interest in the Travel Plan. Once operational, the scheme will need regular new publicity drives to attract interest from new residents. As a result, residents will be kept informed of the results of the surveys, as it will keep them actively involved and because it will act as a useful promotional material to retain interest in the objectives.

Back up Measures

- 6.8 It is considered that the modal share targets are achievable based on the proposed package of measures. However, it may be considered necessary to have back-up measures if the targets are not met. In this instance, intensified Personal Travel Planning (PTP) may be undertaken by the TPC providing tailored advice. Future measures and initiatives will not be implemented without agreement from Travel Plan Officers at HCC.



Appendices

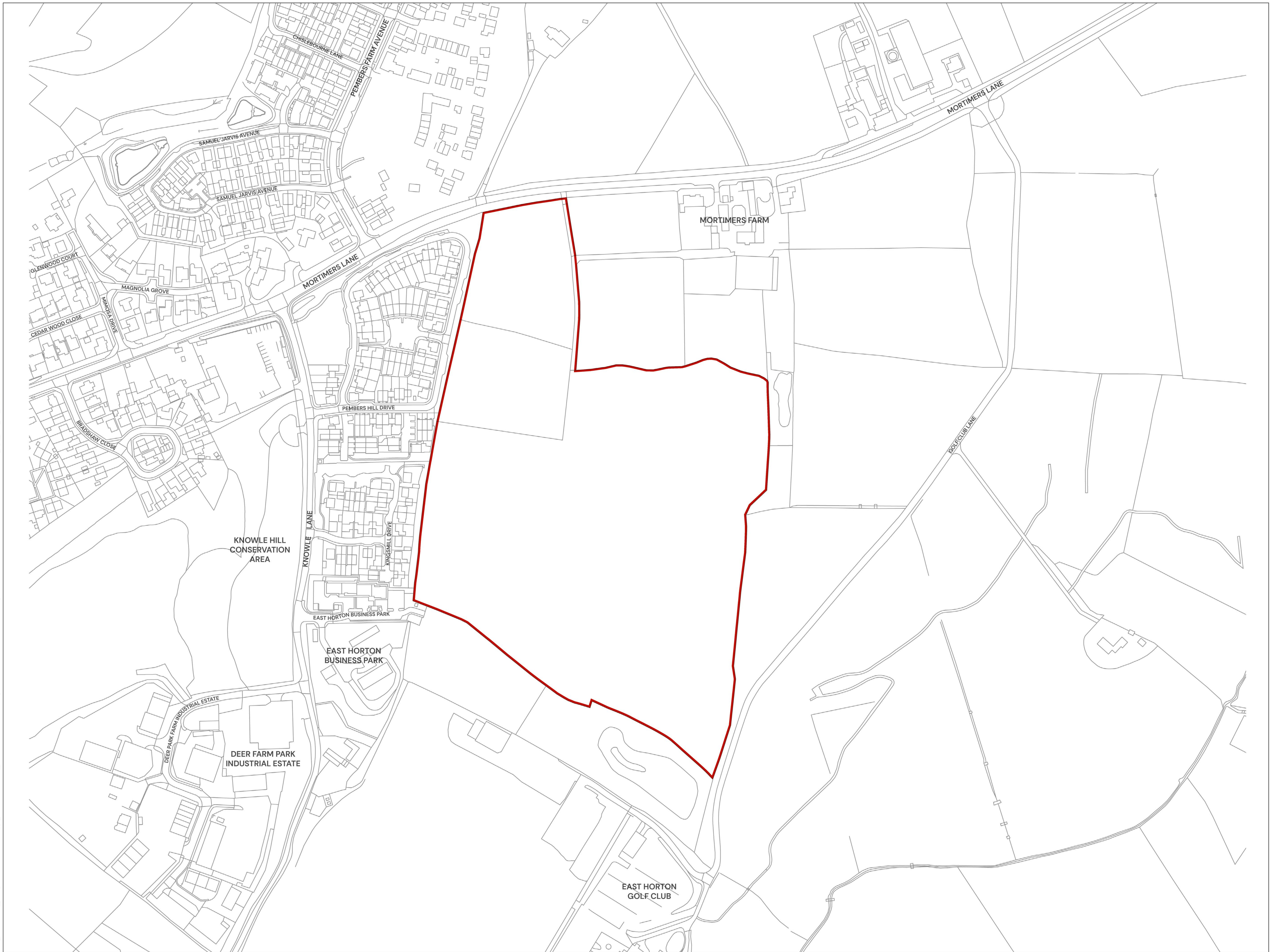


Appendix A

Site Location Plan



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KEY

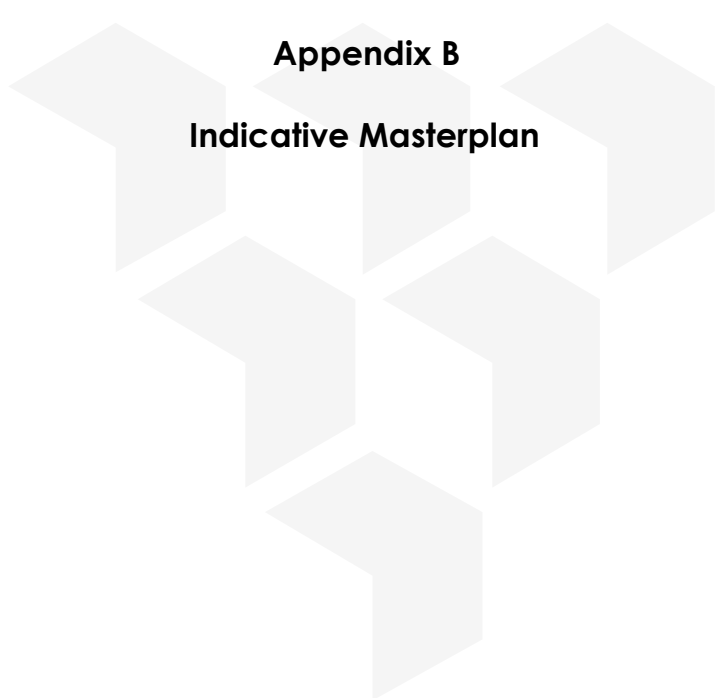
□ SITE BOUNDARY (11.06 HA.)



LAND SOUTH OF MORTIMERS LANE, FAIR OAK – SITE LOCATION PLAN

PEGASUSGROUP.CO.UK | TEAM/DRAWN BY: BA | APPROVED BY P.M: TB | DATE: 16/11/2023 | SCALE: 1:1250@A0 | DRWG: P23-2261_DE_002_01_REVA | CLIENT: BLOOR HOMES





Appendix B

Indicative Masterplan



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LAND SOUTH OF MORTIMERS LANE, FAIR OAK – ILLUSTRATIVE MASTERPLAN

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