



Kings Copse Avenue, Hedge End Travel Plan

Client: Eastleigh Borough Council

i-Transport Ref: OT/SG/DG/ITS19785-010

Date: 25 September 2025

Kings Copse Avenue, Hedge End

Travel Plan

Client: Eastleigh Borough Council

i-Transport Ref: OT/SG/DG/ITS19785-010

Date: 25 September 2025

i-Transport LLP

Building 1000
Lakeside North Harbour
Western Road
Portsmouth
PO6 3EZ

Tel: 0331 6300 366

www.i-transport.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

If this report is to be placed on any approved website for planning purposes, this should comply with data protection principles, please seek our permission and you must ensure that all the private and personal information and data within this report is redacted.

Quality Management

Report No.	Comments	Date	Author	Authorised
ITS19785-010	Issue	25/09/2025	OT/SG/DG	SJ

File Ref: "S:\Projects\19000 Series\19785ITS - Kings Copse Avenue Hedge End\Admin\Report and Tech Notes\ITS19785-010 Travel Plan.docx"

Contents

SECTION 1	Introduction	1
SECTION 2	Policy Context	4
SECTION 3	Development Proposal	6
SECTION 4	Principles, Objectives and Benefits	10
SECTION 5	Existing Transport Conditions and Site Accessibility	12
SECTION 6	Targets	18
SECTION 7	Infrastructure Measures	20
SECTION 8	Soft Measures	25
SECTION 9	Management and Implementation	30
SECTION 10	Monitoring and Review	34
SECTION 11	Conclusion	37

Figures

Figure 1	Site Location Plan
Figure 2	Local Facilities Plan

Drawings

ITS19785-GA-006H	Proposed Pedestrian Site Access Arrangement
------------------	---

Appendices

APPENDIX A.	Site Access Arrangement
APPENDIX B.	Proposed Bridleway Improvements

SECTION 1 Introduction

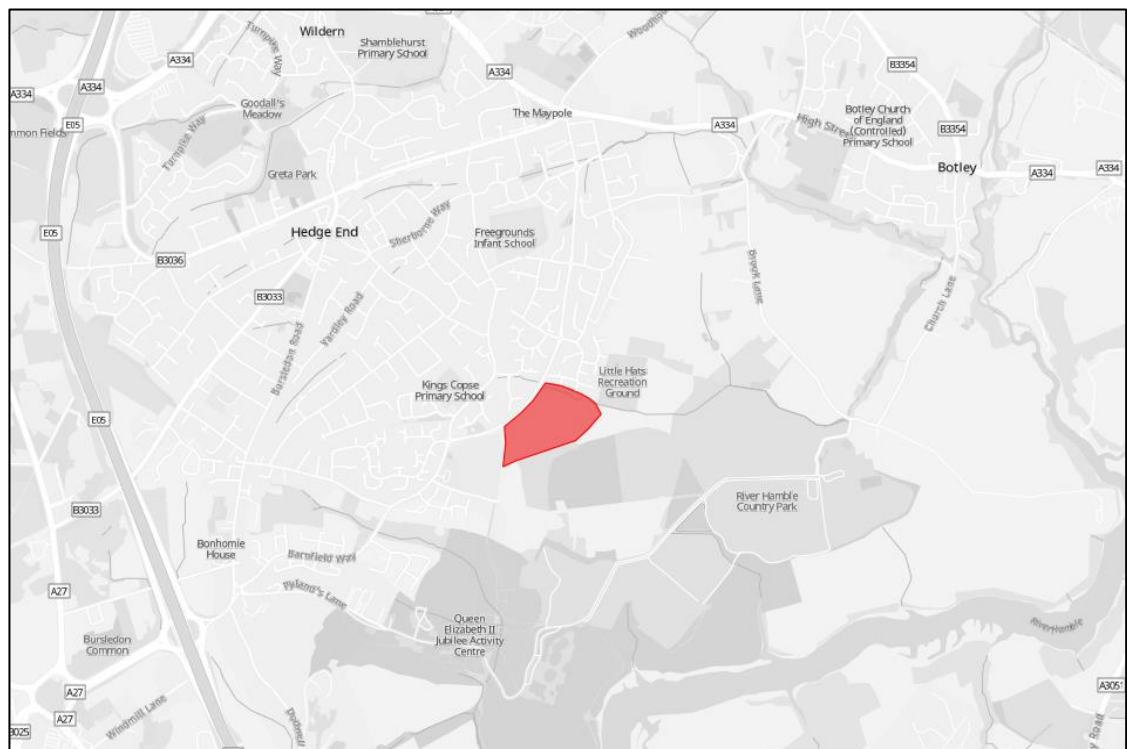
1.1 Background

- 1.1.1 Eastleigh Borough Council have appointed i-Transport LLP to provide highways and transport advice regarding the proposed residential development on land at Kings Copse Avenue located in Hedge End, Hampshire.
- 1.1.2 The site is located within the administrative boundary of Eastleigh Borough Council (EBC).
- 1.1.3 The primary purpose of this Travel Plan (TP) is to set out measures for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport, EV use and to reduce the demand for travel by less sustainable modes.

1.2 Site Location and Context

- 1.2.1 The proposed development encompasses an area of land on the southeastern boundary of Kings Copse Avenue, approximately 1km to the east of Hedge End.
- 1.2.2 A site location plan is provided as **Figure 1** and extracted as **Image 1.1** below.

Image 1.1: Site Location Plan



1.3 Requirement for a Travel Plan

- 1.3.1 As the quantum of the development exceeds 100 dwellings, it is required to provide a Travel Plan as part of the planning application as set out by HCC. Therefore, a TP has been produced in accordance with this and will accompany the planning application for the site.

1.4 Transport Vision for the Site

- 1.4.1 Paragraph 118 of the National Planning Policy Framework (NPPF) states that:

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

- 1.4.2 As such, this Travel Plan will help deliver the following a “vision-led” approach. The proposed transport vision for the site has been set out below:

“The development at the Land at Kings Copse Avenue will create high-quality and connected new homes which provide, utilise and seek to improve on and off-site Active Travel infrastructure to make a place in which the use of sustainable modes of transport is prioritised to be the natural choice for future residents. The site will integrate seamlessly with the surrounding area, providing connections and improved routes to local facilities as well as the surrounding countryside.”

1.5 Structure of Travel Plan

- **Section 2** provides a summary of relevant national and local planning policy pertinent to the drafting of Travel Plans;
- **Section 3** describes the development proposal including the proposed access and parking arrangements;
- **Section 4** describes the principles of the TP, as well as the objectives and benefits of the plan;
- **Section 5** considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics of the local area;
- **Section 6** sets out the targets for the TP;
- **Section 7** sets out the infrastructure measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- **Section 8** provides a summary of the ‘Soft Measures’ that will be implemented in order to meet the targets of the TP;

- **Section 9** sets out a strategy for the implementation and management of the TP;
- **Section 10** outlines how the TP will be monitored to ensure that it is achieving the targets set out in Section 6; and
- **Section 11** Summarises the TP.

SECTION 2 Policy Context

2.1 National Policy

National Planning Policy Framework (December 2024)

- 2.1.1 The NPPF (December 2024) sets the policy basis for the development of Travel Plans.
- 2.1.2 Paragraph 115 of the NPPF outlines that when assessing sites for development this should ensure appropriate opportunities to prioritise sustainable transport modes through a vision-led approach, and a key tool to facilitate this is a Travel Plan.
- 2.1.3 Paragraph 118 of the NPPF sets out that all developments which generate significant amounts of movement are required to provide a Travel Plan. Sustainable travel objectives include 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 private car journeys.
- 2.1.4 Therefore, this Framework TP has been produced to outline measures to encourage travel by modes of transport other than single occupancy car use for residents of the proposed development, by promoting walking, cycling and public transport use as alternative methods.

Planning Practice Guidance (PPG)

- 2.1.5 The web-based PPG brings together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF.
- 2.1.6 The PPG discusses the role of travel plans and transport assessments / statements and how they relate to each other:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005);

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. (ID42 – 003)”.

- 2.1.7 Therefore, this TP has been produced in line with the most recent National Planning Policy Framework (NPPF) Document (December 2024).

2.2 Local Policy

Hampshire County Council Local Transport Plan (2024 – 2050)

- 2.2.1 The Hampshire Local Transport Plan 4 sets out a long-term vision for the Hampshire transport network. Part of HCC's strategy to achieve its transport vision is to ensure:

"Planning applications are supported by Transport Statements and Travel Plans in accordance with the County Councils guidance."

"Development is well designed and planned to reduce the need to travel."

Hampshire County Council's Guide to Development Related Travel Plans

- 2.2.2 The Hampshire Guide to Development Related Travel Plans was published in April 2025 and provides guidance on the development and implementation of travel plans. The key objectives, as set in paragraph 3.2 are:

"Travel plans should be easy to access for anyone that wants to read them; they should be presented in a way that is easy to engage with for residents, employees and other interested parties."

and in paragraph 3.4

"Travel plans should enable and support a genuine choice of travel options to site users and communities by providing sustainable travel information in conjunction with agreed measures and increase the uptake of active and sustainable travel modes."

"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."

2.3 Summary

- 2.3.1 The implementation of this TP will help facilitate and prioritise the growth of active travel opportunities amongst residents of the development and will contribute towards the overall vision of Hampshire's Local Transport Plan.

SECTION 3 Development Proposal

3.1 Introduction

3.1.1 The proposed development comprises 192 dwellings with a mixture of houses and flats/apartments. The site masterplan is contained at **Appendix A**.

3.1.2 The site layout has been developed in line with the principles set out within Manual for Streets and LTN 1/20. The development is designed to facilitate walking and cycling, in particular for local journeys to key destinations. The internal layout is designed in order to positively provide for all users with dedicated footways and some shared surface environments provided through the site.

3.2 Access Arrangements

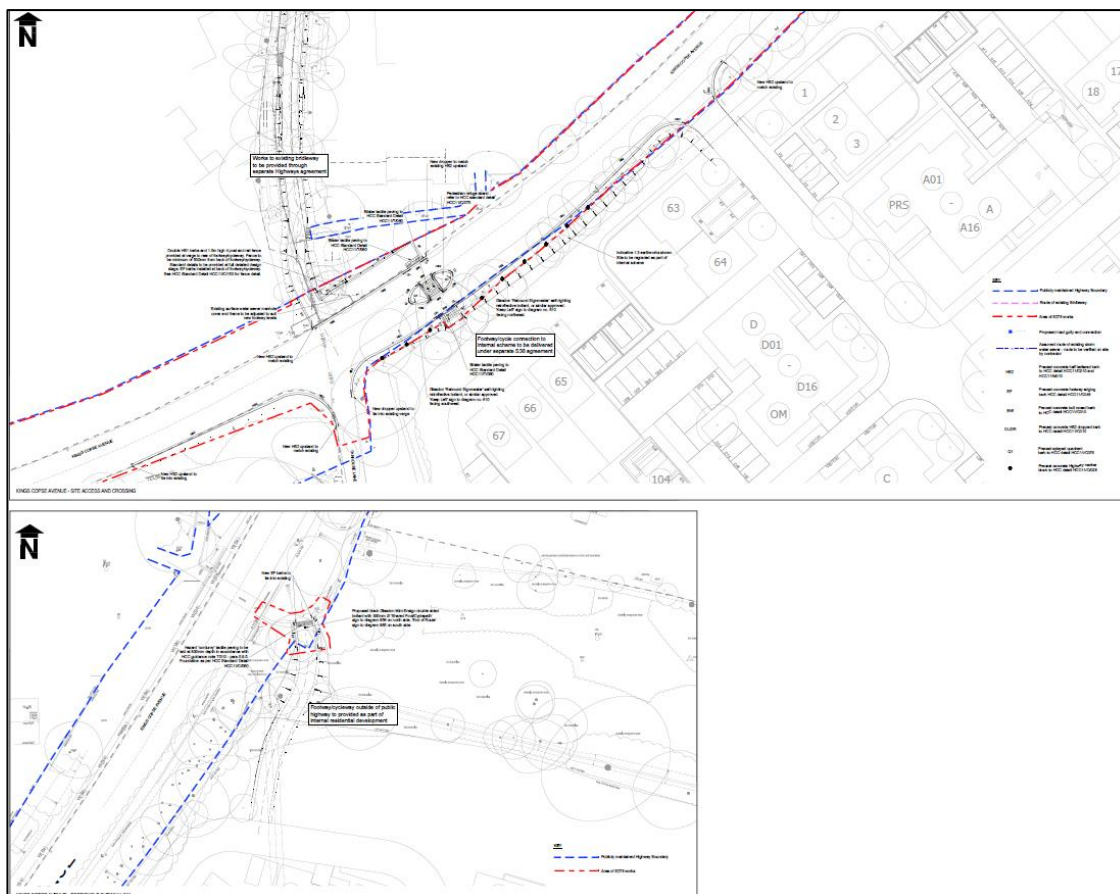
Vehicular

3.2.1 Vehicular access is proposed via a simple priority-controlled junction from Kings Copse Avenue.

3.2.2 Pedestrian and cycle access will be provided to the northwest of the site through the delivery of a pedestrian / cyclist crossing with refuge island across Kings Copse Avenue. This will provide a safe and suitable connection onto the existing bridleway on the northern extent of Tanhouse Lane, which will be enhanced as part of the development proposals.

3.2.3 A general arrangement has been designed for the access into the site including the new crossing of Kings Copse Avenue, this is provided as **Appendix A**, with an extract provided in **Image 3.1**.

Image 3.1: Proposed Site Access Arrangement



Source: Peter Evans Partnership (PEP)

Pedestrian and Cycle Access

3.2.4 To ensure the site access arrangements meet the requirements of the National Planning Policy Framework (which requires pedestrian and walking journeys to be prioritised) and to a form that is consistent with Manual for Streets and HCC guidance, a number of pedestrian connections points are proposed from the site. This includes:

- 1 A pedestrian / cycle connection to the northwest of the site / Kings Copse Avenue providing connectivity to the Tanhouse Lane bridleway.
- 2 A pedestrian connection on the far western edge of the site directly to Tanhouse Lane into the Noman Rodaway Pavilion Ground.
- 3 A pedestrian / cycle connection on the north western extent of the site connecting to the subway underneath Kings Copse Avenue.

3.2.5 A general arrangement pedestrian access drawing has been prepared as illustrated in drawing **ITS19785-GA-006H** with an extract provided in **Image 3.2**.

3.2.7 This will provide a street lit and all-weather surface to facilitate pedestrian and cycle trips between the site and local facilities in Hedge End.

3.3 Parking Provision

3.3.2 Table 3.1 summarises the emerging parking standards.

Property Size	50 % or more unallocated spaces	Less than 50% unallocated	Individual / on-plot allocation
1 bedroom	0.75	1	1
2/3 bedrooms	1.5	1.75	2
4+ bedrooms	2.25	2.5	3

Date: 25 September 2025 **Ref:** OT/SG/DG/ITS19785-010

SECTION 4 Principles, Objectives and Benefits

4.1 Principles and Objectives

4.1.1 This TP sets out a sustainable transport strategy for the proposed development on the site. In line with national and local government 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.

4.1.2 The plan will have the following additional objectives:

- a To manage car parking demand across the development;
- b To support a range of sustainable transport alternatives to provide the future residents with options for travel to/from the site;
- c To develop an awareness of the options for sustainable travel to and from the site and local area amongst residents;
- d 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
- e To minimise the impact of car-based travel to the site on the local and strategic highway network and environment.

4.1.3 The TP promotes measures which will help ensure that the objectives and outcomes are met. The measures will assist in minimising car travel to and from the site and will help bring environmental benefits to residents.

4.2 Benefits

4.2.1 The development of a TP has a number of benefits for future residents and visitors to the site, as well as the existing local community and surrounding environment.

Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices and awareness of them;

- 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.

Local Community and Environment

4.2.2 The potential benefits to the environment, compared to the 'without Travel Plan' scenario, are as follows:

- The Travel Plan will help to reduce the impact of traffic generated by the development on the local highway network;
- The Travel Plan will help to reduce the impact of the site on the environment by reducing emissions through fewer car journeys. This will help to contribute to both local air quality management and national climate change reduction targets; and
- The measures contained within this plan will also help to reduce the impact of transport related noise from vehicular movements into and out of the site and to improve public connectivity in the area.

4.2.3 Overall, it is anticipated that the TP, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and the wider community in the vicinity of the development.

SECTION 5 Existing Transport Conditions and Site Accessibility

5.1 Introduction

5.1.1 This section of the TP describes the existing accessibility of the site by walking, cycling and public transport.

5.2 Walking and Cycling

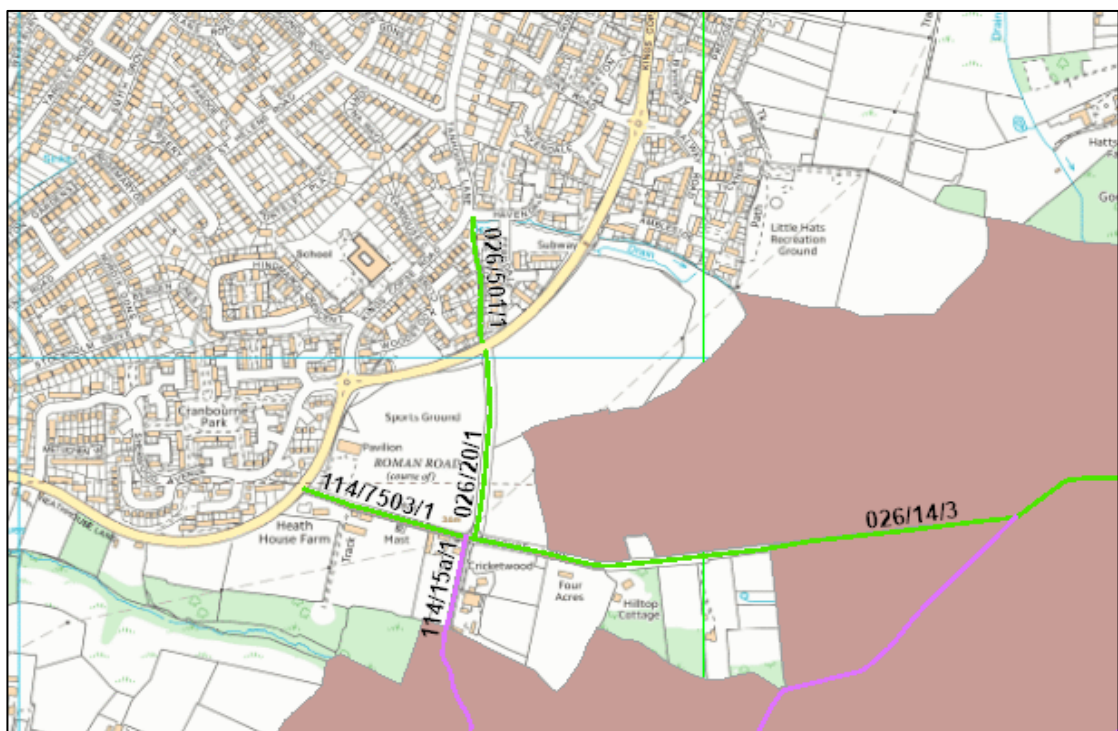
Walking

5.2.1 There are no footways within the immediate vicinity of the site, however, there are several public footpaths and bridleways. The development proposes the provision of pedestrian and cycle links both within the site and to connect the site with the surrounding area, including the adjacent Rodaway Pavillion and Football Ground.

Public Rights of Way (PRoW)

5.2.2 There are public footpaths and bridleways within the vicinity of the site. Footpath 026/5011/1 runs from Kings Copse Avenue north to Tanhouse Lane and Footpath 026/20/1 extends from Footpath 026/20/1 from Kings Copse Avenue south along the western extent of the site. These are illustrated in **Image 5.1**.

Image 5.1: Public Rights of Way (PRoW)



Source: Hampshire Rights of Way Map

Cycling

- 5.2.3 Cycle travel is appropriate on many of the surrounding roads for some users, given the sign posted speed limits and road characteristics. MfS guidance suggests:

“Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street”

(MfS, para 6.4.1).

5.3 Access to Public Transport

Bus

- 5.3.1 The closest bus stops, known as Ambleside are located on Kings Copse Avenue, approximately 230m and 260m north of the site. Both bus stops provide a shelter with timetable information and serve the 3, 24 and 424 bus routes. The service is operated by Bluestar and a summary of the frequency of the service’s is provided in **Table 5.1** below.

Table 5.1: Bus Service Frequency

Service	Route	Service Frequency		
		Monday-Friday	Saturday	Sunday
3	Southampton - Hedge End - Boorley Green - Fair Oak - Eastleigh	Service every hour between 06:11 and 20:45	Service every hour between 09:40 and 20:45	6 services a day at 10:21, 11:41, 14:01, 15:21, 16:41 and 18:01
24	Hedge End - West End – Southampton Airport Parkway - Eastleigh	Service every hour between 06:44 and 18:20	5 services a day at 08:21, 10:21, 12:21, 14:21 and 18:20	-
424	Eastleigh – Southampton Airport Parkway - West End - Hedge End	One service a day at 07:41	-	-

Source: Bustime.org

- 5.3.2 Routes 3 and 24 are both frequent services running for up to 15 hours a day and providing a sustainable alternative travel option for 7 days a week to key destinations such as Boorley Green, Fair Oak, Eastleigh, West End and Southampton Airport Parkway.

Rail

- 5.3.3 The nearest railway station is Botley, located approximately 3.5km north-east of the site (a 12-minute cycle). There are 20 car and four-cycle parking spaces provided at the station with CCTV as well as step free access to all platforms.

5.3.4 Hedge End railway station is also located 3.5km north of the site (a 12-minute cycle). Here there are 96 car and 54 cycle parking spaces provided at the station with CCTV as well as step free access to all platforms.

5.3.5 A summary of the rail service frequency for both stations is provided below in **Table 5.2**.

Table 5.2: Rail Service Summary

Station	Destination	Typical Frequency		Average Journey Duration
		Peak	Off-Peak	
Botley	Fareham			8 minutes
	Portsmouth Harbour	2 services per hour	1 service per hour	37 minutes
	Winchester	2 services per hour	1 services per hour	24 minutes
	London Waterloo	2 services per hour	2 service per hour	1 hour 35 minutes
Hedge End	Eastleigh	2 services per hour	1 service per hour	6 minutes
	Basingstoke	2 services per hour	1 service per hour	38 minutes
	London Victoria	2 services per hour	2 services per hour	1 hour 28 minutes

5.3.6 Source: Trainline **Table 5.2** demonstrates both Botley and Hedge End railway stations provide at least two services an hour in peak conditions and one service every hour in off peak conditions to key destinations such as Fareham, Winchester, Eastleigh, Basingstoke and London.

5.4 Accessibility to the Site

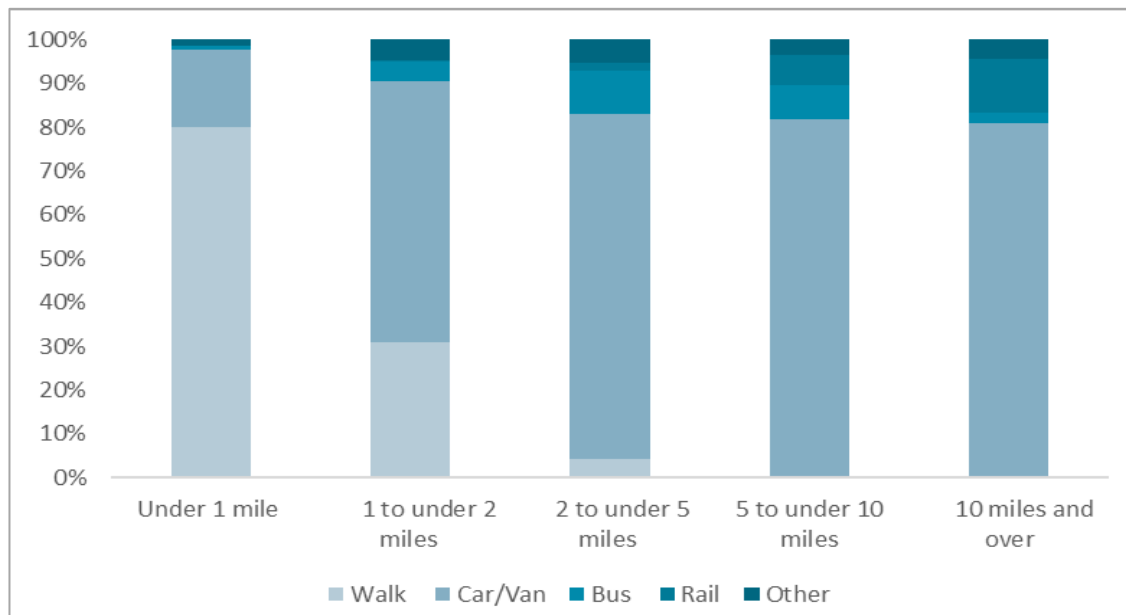
Walking Distances

5.4.1 Paragraph 4.4.1 of Manual for Streets states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

5.4.2 A walking distance of 800m is therefore not a maximum: the National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths and is presented in **Image 5.2** and confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot.

Image 5.2: Proportion of Trips Per Year by Journey Purpose (all modes)



Source: NTS 2019

5.4.3 A walking distance of up to 1.6km is therefore a *comfortable walking distance*.

5.4.4 NTS also identifies that circa one third of journeys between one and two miles (1.6km – 3.2km) are made on foot. Two miles (3.2km) is therefore an *acceptable walking distance*.

5.4.5 The following distances are used for assessing walking journeys to and from the site:

- Between 800m and 1.6km – comfortable walking distance.
- Between 1.6km and 3.2km – acceptable walking distance.

Cycling Distances

5.4.6 NTS data also 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.

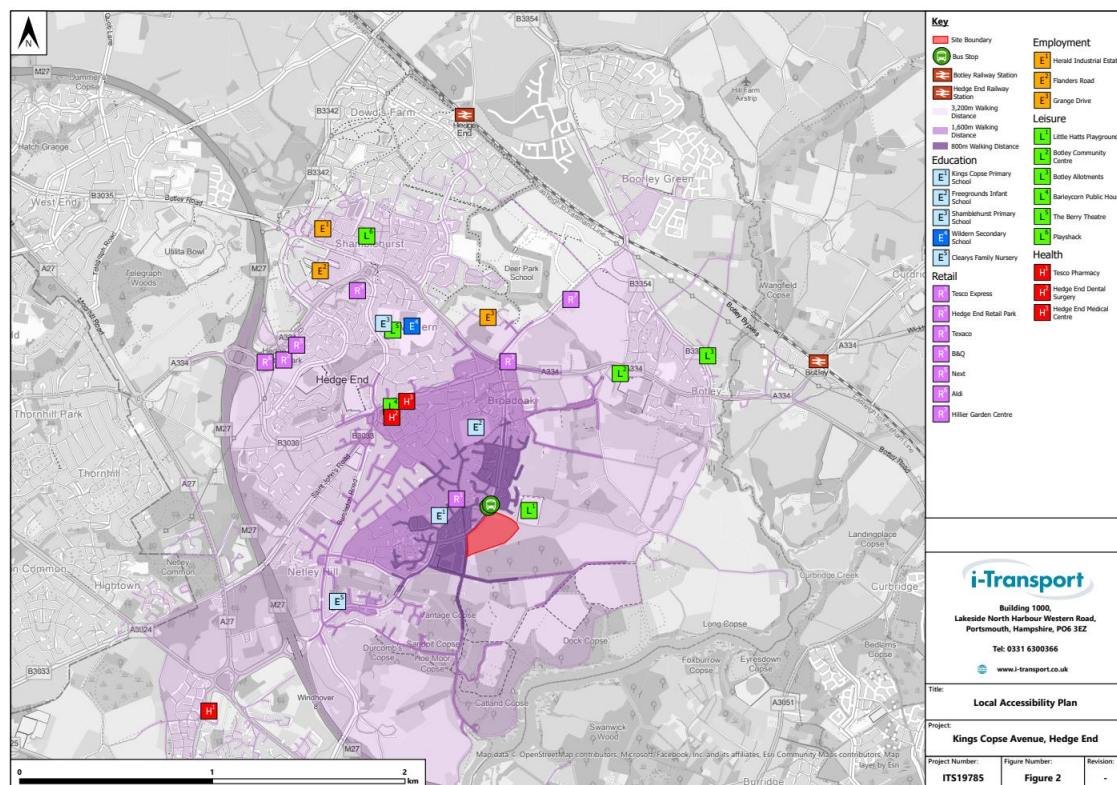
5.4.7 Paragraph 2.2.2 of the DfT Document LTN 01/20 Cycle Infrastructure Design addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length which is an achievable distance for most people.

5.4.8 A 5km cycling distance will be used as a *desirable cycling distance*, with 8km an *acceptable cycling distance*.

5.5 Accessibility to Local Facilities

5.5.1 A Local Accessibility Pan is provided in **Figure 2** and an extract of which is provided below in **Image 5.3**.

Image 5.3: Local Accessibility Plan



5.5.2 The primary destinations within the local area are listed in **Table 5.3**, which includes facilities for leisure, retail, employment, education and health.

Table 5.3: Local Facilities and Services

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Leisure	Little Hatts Playground*	450	5	2
	Botley Community Centre*	1,900	23	7
	Botley Allotments*	2,800	33	11
	Barleycorn Public House	1,300	15	5
	The Berry Theatre	1,900	23	7
	Playshack	2,600	31	10
Employment	Herald Industrial Estate*	3,000	36	11
	Flanders Road*	2,900	35	11
	Grange Drive*	1,900	23	7
Retail	Tesco Express	330	4	1
	Hedge End Retail Park	2,300	27	9
	Co-Op at Texaco Garage*	1,200	14	5
	B&Q	2,500	30	9

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
	Next	2,200	26	8
	Aldi	2,300	27	9
	Hillier Garden Centre*	2,700	32	10
Education	Kings Copse Primary School	370	4	1
	Freegrounds Infant School	700	8	3
	Shamblehurst Primary School	1,800	21	7
	Wildern Secondary School	2,000	24	8
	Clearys Family Nursery	1,400	17	5
	Deer Park Secondary School*	3,500	42	13
Health	Everetts Pharmacy	1,200	14	5
	Hedge End Medical Centre	1,500	18	6
	Hedge End Dental Surgery	1,150	14	4

*Via north western pedestrian / cycle access

	Within a comfortable walking (1.6km) / cycling (5km) distance
	Within an acceptable walking (3.2km) / cycling (8km) distance

The site is well located to ensure good opportunities for walking and cycling journeys to a range of employment, education, health, retail and leisure facilities.

SECTION 6 Targets

6.1 Overview

- 6.1.1 The key aim of the TP is to reduce single occupancy car use for travel to/from the site, and the use of targets will enable progress to be monitored against the key objectives of the TP.
- 6.1.2 Census data has been used to estimate likely mode share for trips made from the site.
- 6.1.3 It is sensible to set some initial mode share targets which can then be reviewed to ensure that they are SMART (Specific, Measurable, Achievable, Realistic and Timely) following the travel surveys in the future.
- 6.1.4 The following targets have been set:
- **Target 1** – To reduce the number of single occupancy vehicle trips associated with journeys to work by the site by 10 percentage points from the baseline position; and
 - **Target 2** – To ensure that the majority of residents are aware of and are able to benefit from the Travel Plan.
- 6.1.5 The objective is to achieve these targets within 5 years of the first occupation of the development. Interim mode split targets have been established and will be subject to ongoing review.

6.2 Baseline Position and Targets

- 6.2.1 For the purpose of this Travel Plan, the baseline modal split is based on the method of travel to work data from the 2011 Census Data for Eastleigh 012 lower layer super output area.
- 6.2.2 The single car use mode share targets are summarised in **Table 6.1**.

Table 6.1 Travel to Work Targets

Mode	Baseline	3 rd Year	5 th Year
Car Driver	80.20%	75.20%	70.20%
Car Passenger	4.90%	5.90%	6.90%
On Foot	5.60%	6.60%	7.60%
Train/underground	2.40%	3.40%	4.40%
Bicycle	2.10%	3.10%	4.10%
Bus	2.80%	3.80%	4.80%
Motorcycle/Moped	1.30%	1.30%	1.30%
Other	0.70%	0.70%	0.70%

Mode	Baseline	3 rd Year	5 th Year
Total	100%	100%	100%

Source: 2011 Census and Consultant's Calculations

6.2.3 The targeted increases in public transport use, walking, cycling and car sharing are considered reasonable given:

- Improvements to walking and cycling infrastructure proposed as part of the development.
- Promotion of walking, cycling and public transport use within the proposed Travel Website and Resident's Travel Information Packs;
- Potential for the TPC to engage with local cycle shops and public transport providers to negotiate possible discounts and trial incentives for residents; and
- Promotion of car sharing initiatives.

6.2.4 Once the first monitoring surveys at the development have been undertaken and analysed (see Section 10 of the TP) this will update the baseline position and the interim mode shift targets will be reviewed.

6.2.5 These mode share targets correspond to the monitoring process set out in Section 10.

6.3 First Phase Targets

6.3.1 In addition to mode share targets, it is important to identify a number of action targets which will ensure that the commitments made through this TP, are delivered.

6.3.2 The first phase of targets is therefore action related, as follows:

- Appoint a Travel Plan Coordinator prior to sales and marketing phase;
- Travel Plan Coordinator to become familiarised with the agreed monitoring process;
- Undertake first phase of monitoring at 50% occupation of the site, or one year after 1st occupation (whichever is sooner) including the residential travel surveys;
- Review measures to ensure that they remain appropriate; and
- Once agreed with HCC, update the TP with any necessary revisions to measures.

SECTION 7 Infrastructure Measures

7.1 Introduction

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

7.2 Sustainable Transport Strategy

7.2.1 Encouraging and prioritising travel by sustainable modes has a key role to play in facilitating future growth against a background of differing pressures and constraints, including:

- Climate emergency
- Reduced reliance on fossil fuels
- Reduced congestion
- Enabling delivery of much needed housing on a 'busy' highway network
- Delivering a sustainable development in transport terms

7.2.2 Transport is the largest contributor to greenhouse gases, producing 27% of the UK's total emissions in 2019. Of this, the majority (91%) came from road transport vehicles. The biggest contributors to this were cars and taxis, which made up 61% of the emissions from road transport.

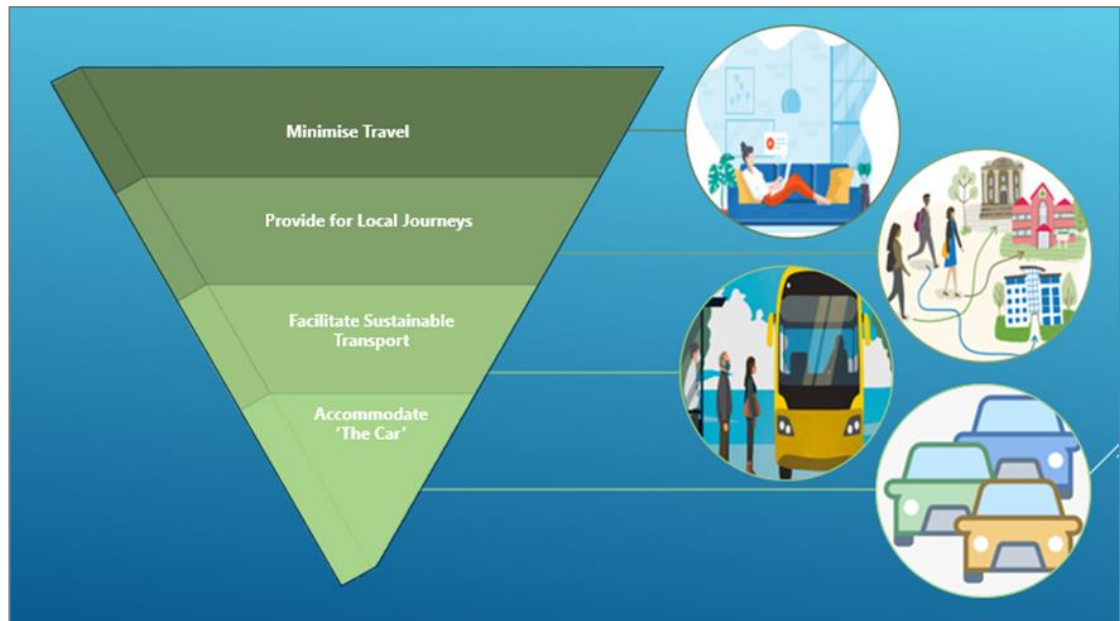
7.2.3 Embracing sustainable transport will contribute to a reduction in damaging carbon dioxide emissions and will therefore lead to a reduction in atmospheric pollution and to improved air quality. Development should be located where the use of public transport is a viable alternative to private car use, and where investment into the network can help encourage an uptake of sustainable travel.

7.2.4 The site is well located to take up the opportunities for sustainable travel – local facilities and services are nearby, as is a frequent bus service to destinations further afield.

Strategy

7.2.5 To achieve the overarching objective of sustainable development, a clear and targeted strategy is required. The Sustainable Transport Strategy will seek to take a 'Reduce, Contain and Facilitate Alternatives' approach to travel demands – only after these steps have been taken should the strategy allow for the mitigation of vehicular impacts. Image 7.1 visualises the proposed strategy.

Image 7.1: Mobility Strategy



7.3 Reduce

- 7.3.1** The first step of the strategy will be to seek to minimise the need for travel. One of the biggest contributors to travel demand during peak periods, as identified by NTS 20194 is that attributed to commuting journeys.
- 7.3.2** The national response to Covid has resulted in a significant shift in the working culture. More employees are able to work either from home or remotely, with less time spent in offices as a result of hybrid working approaches. As a result, the design of residential dwellings has become a key focus, with many homebuyers now seeking space within properties to enable home working, and travel demand can be reduced by providing dwellings that reflect these requirements.
- 7.3.3** Providing the necessary support for employees to work remotely, through the provision of fast broadband connectivity will reduce the need for residents to travel off-site for work purposes as sufficient internet connection will be provided within the home.
- 7.3.4** The development will also be designed to accommodate shopping deliveries, including making provision for delivery vehicles, reducing the need for residents to have to travel off-site for retail purposes.

- 7.3.5 While residents of the development will seek to own their own vehicles, the provision of a comprehensive on-plot electric vehicle charging will enable residents to reduce the reliance upon traditional combustion engine vehicles, and own private vehicles that have a lessened impact on the environment, while overcoming one of the major obstacles to electric car ownership in providing dedicated facilities to enable charging.

7.4 **Contain**

- 7.4.1 The location and scale of development provides the opportunity to provide infrastructure that can help contain some travel demands generated by the site within the local area. This has the benefit of reducing the traffic impacts of the development and reducing overall journey length so that the undertaking of these movements on foot or by bicycle becomes the first-choice mode of transport.

- 7.4.2 The key to encouraging local journeys is to provide a layout that has 'walkable neighbourhoods', characterised as being within 10 minutes walking distance (around 800m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people are willing to walk or cycle further where their surroundings are more attractive, safe, and stimulating and the design of the site will strive to achieve this through good design and prioritising journeys on foot and by bicycle. Well-designed open space within the site or in close proximity can also reduce the need for residents to travel elsewhere for such activity.

7.5 **Facilitate Sustainable Travel**

- 7.5.1 Whilst the reduce and contain aspects of the strategy will minimise the need and distances travelled. As part of the development, off-site improvements will improve walking and cycling opportunities to and from the site, alleviating the demand for private car trips.

- 7.5.2 Enhancement to the bridleway adjacent to the site, will provide a shared used footway /cycleway into Hedge End. This will be achieved through the provision of a refuge island along Kings Copse Avenue between the bridleway and the site's south-western access. An all-weather surface and increased street lighting will improve navigability and safety along this route.

7.5.3

- 7.5.4 Analysis of travel patterns enables targeted investment in sustainable transport infrastructure to encourage the uptake of sustainable modes of transport to accommodate these journeys, and the opportunity exists to embrace new and innovative methods to capture these trips.

Travel Plan

7.5.5 This Framework Travel Plan (ref: ITS19785-010) set targets to deliver modal shift from car single occupancy car use towards sustainable transport modes and reduce the traffic impact of the proposed development. It has been prepared in line with current best practice guidance and includes a comprehensive package of active and sustainable transport measures. The overarching aims of the Framework Travel Plan are:

- To reduce the number of car trips generated by the site; and
- To improve accessibility to the site by non-car modes of transport and thereby encourage the use of other travel modes.

7.5.6 The overarching aims have been set in order to achieve a number of key transport objectives and targets. The key target of the FTP is to:

“Over a period of 5 years, achieve a 12-hour vehicle trip rate that is 10% lower than recorded at the commencement of the Travel Plan”

Table 7.1: Sustainable Transport Strategy

Objective	Measure	Timescale
Overall cross-objective	Appoint a Travel Plan Coordinator	Prior to Occupation
	Distribute Travel Welcome Packs	Phased with Development
	Set up Travel Website	Prior to Occupation
Promotion of Walking and cycling	Walking and cycling maps and health information	Prior to Occupation
	Provision of cycle storage facilities	Phased with Development
	Delivery of MfS / LTN1/20 layout – interconnecting streets, shared streets and home zones	Phased with Development
	Offer of a travel voucher to each dwelling for cycle equipment purchase	On occupation (within Travel Information Packs)
Promotion of Public Transport	Promotion of digital travel applications	Prior to Occupation
	Offer of a travel voucher to each dwelling for bus or rail tickets	On occupation (within Travel Information Packs)
Managing Car Demand	Promotion of car sharing schemes through the TPC.	Ongoing
	Installation of electric vehicle charging facilities	Phased with Development

7.6 Summary

- 7.6.1 A series of infrastructure measures are proposed to promote the use of walking, cycling and public transport and shared car use amongst new residents for local journeys. The proposed measures aim to ensure that the objectives set out in Section 4 of this report are met and to minimise single occupancy car travel to and from the site.

SECTION 8 **Soft Measures**

8.1 **Introduction**

8.1.1 This section of the TP describes the non-infrastructure or 'soft' Travel Plan measures that will be incorporated to encourage residents to consider sustainable transport opportunities which are promoted through the FTP.

8.2 **Travel Plan Coordinator**

8.2.1 A Travel Plan Coordinator (TPC) will be appointed to promote the Full Travel Plan amongst residents. The TPC will begin their role upon occupation of the marketing suite on site. The TPC will have overall responsibility for the development and implementation of the Full Travel Plan and for monitoring the success of the Full Travel Plan on an on-going basis.

8.2.2 The contact details of the TPC will be a bespoke email address which will be included in the Residents Travel Information Pack.

8.2.3 The TPC will be employed from the initial marketing of the properties (i.e. prior to first occupation) until full occupation of the site. This will ensure that the TPC has sufficient time to produce the Travel Information Pack before residents move into the development.

8.2.4 In terms of time breakdown for implementing the Travel Plan, the TPC recognises that Travel Plan involvement will vary significantly throughout the year (i.e. during monitoring periods the input will increase), and to take this into account, an accurate timeframe for hourly and weekly input is not provided.

8.2.5 The TPC will however, be fully committed to adhering with the Framework for Implementation, delivering the measures of the TP and undertaking monitoring, as well as keeping the webpage and other marketing materials up to date with relevant sustainable travel information.

8.2.6 The role of the TPC will be as follows:

- To prepare the Full Travel Plan prior to first occupation of the new homes.
- To manage the day-to-day delivery of the TP measures.
- To market the TP to encourage interest and involvement of residents.

- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a personal journey planning services for residents i.e. how to access schools, workplaces and local facilities by non-car modes.
- 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 negotiate discounts with local cycle shops for residents.
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

8.3 Sustainable Travel Voucher

8.3.1 For the first occupant of each dwelling, a £50 'Sustainable Travel Voucher' will be available. The Travel Plan Co-ordinator will be responsible for their delivery. As part of the Travel Plan Pack website, the voucher will be advertised to ensure that residents are aware of its availability.

8.3.2 The voucher can be used towards:

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

8.4 Promotion of Walking and Cycling

8.4.1 The development has been designed to facilitate walking and cycling, in particular for local journeys to key destinations. All homes 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 Travel Website, Welcome Pack and the other means described below.

8.4.2 Where possible, the TPC will coordinate with local schools to organise walking to school events.

8.4.3 A Travel Website and 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.

- 8.4.4 The £50 sustainable travel voucher (described in Section 8.3) will be offered to the first owner of each dwelling. Residents can choose for this to go towards a new bike or cycle maintenance equipment, which will encourage the uptake of these sustainable modes.
- 8.4.5 A bicycle user group will be promoted for the new development. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact established cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle journeys.
- 8.4.6 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 FBC has already organised with local cycle stores.
- 8.4.7 With these promotions, the health, financial and environmental benefits of sustainable travel will be promoted and encouraged within the Welcome Pack.

8.5 Promotion of Public Transport

- 8.5.1 Clear information provision on the public transport routes and facilities serving the new development will be made available to new residents through the Travel Website and Welcome Pack.
- 8.5.2 The TPC will liaise with local public transport providers, and where possible, obtain 'taster tickets' to be distributed to residents of the development.

8.6 Car Sharing Scheme

- 8.6.1 Car sharing will also 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 residents 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.
- 8.6.2 Residents will therefore be provided with information about car sharing via the Hampshire car share website (<https://hants.liftshare.com/default.asp>) and a leaflet explaining the benefits of the car share scheme will be included in the residential packs. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

8.7 Information Provision and Marketing

8.7.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and sales staff will be directed to advise residents of the presence of the Travel Plan and residents will be offered the opportunity to contact the Travel Plan Co-ordinator shortly after completion of their purchase.

8.7.2 To ensure access to up-to-date information for residents, a community Travel Website will be established. This will contain up to date bus and rail timetable information, details of car share schemes and walking schemes, walking and cycling facilities maps and information regarding any relevant upcoming events taking place.

8.8 Travel Website and Residential Travel Information Packs

8.8.1 The Travel Website will be set up and live prior to the first occupation and the first occupier of each household will be provided with a Welcome Pack. The pack will pull together information on the above listed measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport.

8.8.2 It is proposed that the following items will be included in the resident's Welcome Pack:

- A choice of a sustainable travel voucher for the first owner of each dwelling;
- Clear and available contact details for the Travel Plan Co-ordinator, with whom residents will be able to liaise with directly with any queries;
- Promotion and information on how to access the Travel Plan website;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of any public cycle parking within the development, and the location of bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, and schemes such as HCC's Safer Routes to School initiatives;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;

- Links / web address details for Eastleigh Borough Council and Hampshire County Council cycle route maps;
- 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; and
- Information about the home delivery services offered by supermarkets in the local area, including the potential for savings from the initial home deliveries ordered.

8.9 **Summary**

8.9.1 A series of soft measures are proposed to promote the use of walking, cycling and public transport and shared car use amongst new residents for local journeys. The proposed measures aim to ensure that the objectives set out in Section 4 of this report are met and to minimise single occupancy car travel to and from the site.

8.9.2 A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

SECTION 9 Management and Implementation

9.1 Travel Plan Management

9.1.1 Contact details for the TPC of the site will be supplied to HCC prior to first occupation of the development proposal.

9.1.2 The TPC will organise a steering group which will be supported by a representative of the housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator and other local authority officers as needed (e.g. cycling, public transport, and voluntary residents' representatives). The steering group will seek to meet every 6 months during the first two-years and annually thereafter for the duration of the development, which is expected to be a maximum of a five-year period – likely to be much less. 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.

9.2 Role of Travel Plan Co-Ordinator

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

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

- To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;
- To organise monitoring of the Travel Plan in line with the strategy outlined in Section 8; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.
- To monitor and keep record of incentive uptake, including the sustainable travel voucher, event attendance, and any discounts that are obtained and promoted through the various Travel Plan channels.

9.3 Involvement of Residents

9.3.1 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 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.

9.3.2 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.

9.4 Framework for Implementation

9.4.1 The Travel Plan Co-ordinator's contact details will be provided 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.

9.4.2 **Table 9.1** provides an Action Plan for the implementation of the measures proposed in this TP.

Table 9.1: Framework for Implementation / Action Plan

Objective	Measure	Timescale	Responsibility	Mode Affected	Cost Estimate
Cross-Objective	Develop and maintain community website	Prior to occupation	TPC	Single occupancy vehicle use, walking, cycling and public transport	£5,000
	Prepare and distribute Travel Welcome Packs	Prior to occupation	TPC		£800
	Provide community notice boards	Phased with development	TPC		£500
Reduce the Need to Travel	Deliver connections to broadband network	Phased with development	Developer	Single occupancy vehicle use	Included within development costs
Promotion of Walking, Cycling and Public Transport	Provision of walking and cycling maps	Prior to occupation	TPC	Single occupancy vehicle use, walking, cycling and public transport	Included within Travel Welcome Packs
	Offer a £50 travel voucher to each dwelling	Prior to 1st occupation. To be advertised on the Travel Plan website and within Travel Packs	TPC	Single occupancy vehicle use and cycling	Up to £10,000* (£50 per first occupation of each household. *Full cost is dependent on uptake)
	Set up a Bicycle User Group (BUG)	Six months after Occupation	TPC		Included within TPC cost
	Host Sustainable Travel Events	Annually at minimum (dependant on interest)	TPC		Included within TPC cost
Encourage Car Sharing	Promotion of car sharing schemes through https://liftshare.com/uk/journeys/to/hampshire-uk	Prior to Occupation	TPC	Single occupancy vehicle use	Included within TPC cost
Management	Appoint a Travel Plan Co-ordinator	Three months prior to Occupation – retained for five years from occupation	Developer	Single occupancy vehicle use, walking, cycling and public transport	£25,000

Objective	Measure	Timescale	Responsibility	Mode Affected	Cost Estimate
	Production of Sales Stage Travel Packs	To be developed before 1 st occupation	Developer / TPC		£500
	Steering Group	Meeting every 6 months for the first three years after first occupation, annual meetings thereafter	TPC		Included within TPC cost
Monitoring	Travel Questionnaires	Annually (for five years)	TPC	N/A	Included within TPC cost
	Monitoring Report	Annually (for five years)	TPC	N/A	Included within TPC cost

Source: Consultants Estimates

9.5 Funding

9.5.1 The developer will fund the following items:

- The TPC role for the duration of the development, which is expected to last five years;
- The initial implementation of the measures outlined in **Section 7** and **Table 9.1**.

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

9.6 Framework of Handover at End of the Developer Involvement

9.6.1 On completion of the five-year monitoring period, 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 10 Monitoring and Review

10.1 Monitoring

10.1.1 The total monitoring programme of the development will last for five years. Formal monitoring will be undertaken through the distribution of a travel questionnaire survey, co-ordinated by the TPC.

10.1.2 The first questionnaire survey will be undertaken by the TPC after 50% occupation of the site, or 12 months after first occupation of the first unit (whichever is the sooner) and then annually for up to five years. The TPC will undertake a full monitoring survey annually.

10.1.3 A full timeline is set out in **Table 10.1** below.

Table 10.1: Monitoring Timetable

Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Monitoring to be undertaken at 50% occupation, or 12 months from first occupation (whichever is sooner). At this stage, a baseline monitoring report will be completed and submitted to HCC.	Full survey and a monitoring report to be completed.	Full survey and a monitoring report to be completed.	Full survey and a monitoring report to be completed.	Final survey and monitoring report to be completed.

10.2 Reviews

10.2.1 As set out in the HCC guidance on Travel Plans, review meetings are required. Therefore, these will be held 12 months following the first occupation of the site and then in years 3 and 5. The review meetings will be organised by the TPC who will invite attendance from representatives of the local planning authority, public transport operators, the County Council and community representatives.

10.3 Questionnaire Survey

10.3.1 At the time of the 50% dwelling occupation, or 12 months after 1st occupation (whichever comes sooner), a residents' travel survey will be distributed amongst residents of the site.

10.3.2 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.

10.3.3 The surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the TP which may be implemented in the future and to monitor travel patterns at the site over set periods of time to quantify modal shift.

10.3.4 In order to maximise response rates to the survey there is potential to offer incentives, such as a prize draw entry, encouraging residents to take part.

10.3.5 In the event that the survey does not get a desired response of 35% or more (a threshold set by HCC Travel Plan Guidance) an incentive will be introduced, and the survey will be re-distributed to residents after 6 months, following further promotion and incentives for taking part. Should the response rate fall considerably below the 35% threshold then alternative methods for capturing the travel behaviour of residents would be considered, for example ATC's/TRICS.

10.4 Sustainable Travel Voucher Participation

10.4.1 Records will be kept of participation levels in the sustainable travel voucher scheme. This will monitor the uptake of the vouchers and determine the awareness of the Travel Plan.

10.5 Delivery and Enforcement

10.5.1 The delivery of the Travel Plan is to be enforced through an obligation within the S106 agreement for the development. The developer will agree to pay HCC's monitoring fee (£15,000) and approval fee (£1,500) which will total £16,500 for the five-year monitoring period.

10.5.2 In addition to the monitoring fee, the developer will provide a cash deposit to HCC which equates to the total amount set out within **Table 9.1**.

10.5.3 In the event of non-compliance i.e. where the developer does not implement the Travel Plan or any particular part of it, then HCC will be able to draw on the cash deposit to implement the Travel Plan or those parts of it itself. However, a suitable professional will be appointed to implement the Travel Plan on behalf of the developer with a contractual arrangement in place to ensure it is fulfilled.

10.6 Reporting

10.6.1 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 Travel Website. 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.

10.7 Remedial Measures

10.7.1 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 agree to further reasonable actions to revise the TP.

10.7.2 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.

10.7.3 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. 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.

SECTION 11 Conclusion

- 11.1 Eastleigh Borough Council has commissioned i-Transport LLP to prepare a Travel Plan, for the residential development of 192 dwellings on land at Kings Copse Avenue, Hedge End.
- 11.2 The TP 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.
- 11.3 There are a good range of everyday services and facilities accessible to residents of the development within a reasonable walking or cycling distance and the development proposal seeks to enhance off-site active travel infrastructure to prioritise sustainable travel to these facilities.
- 11.3.1 This Travel Plan includes a range of infrastructure or 'hard' measures, and non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to and from the site. These measures are proposed to promote walking, cycling and public transport amongst new residents for local journeys and to reduce single occupancy car journeys.
- 11.4 A framework for management and implementation of the Travel Plan is proposed. A Travel Plan Co-ordinator will 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.
- 11.5 The total monitoring programme of the development will be for five years. 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.
- 11.6 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the TPC and developer will work with Hampshire County Council to identify a strategy and to agree further actions to the Travel Plan back on track.
- 11.7 To conclude, this Travel Plan outlines specific targets for this development and will promote reduced car use and improved accessibility to sustainable transport modes.

FIGURES



Key
 Site Boundary

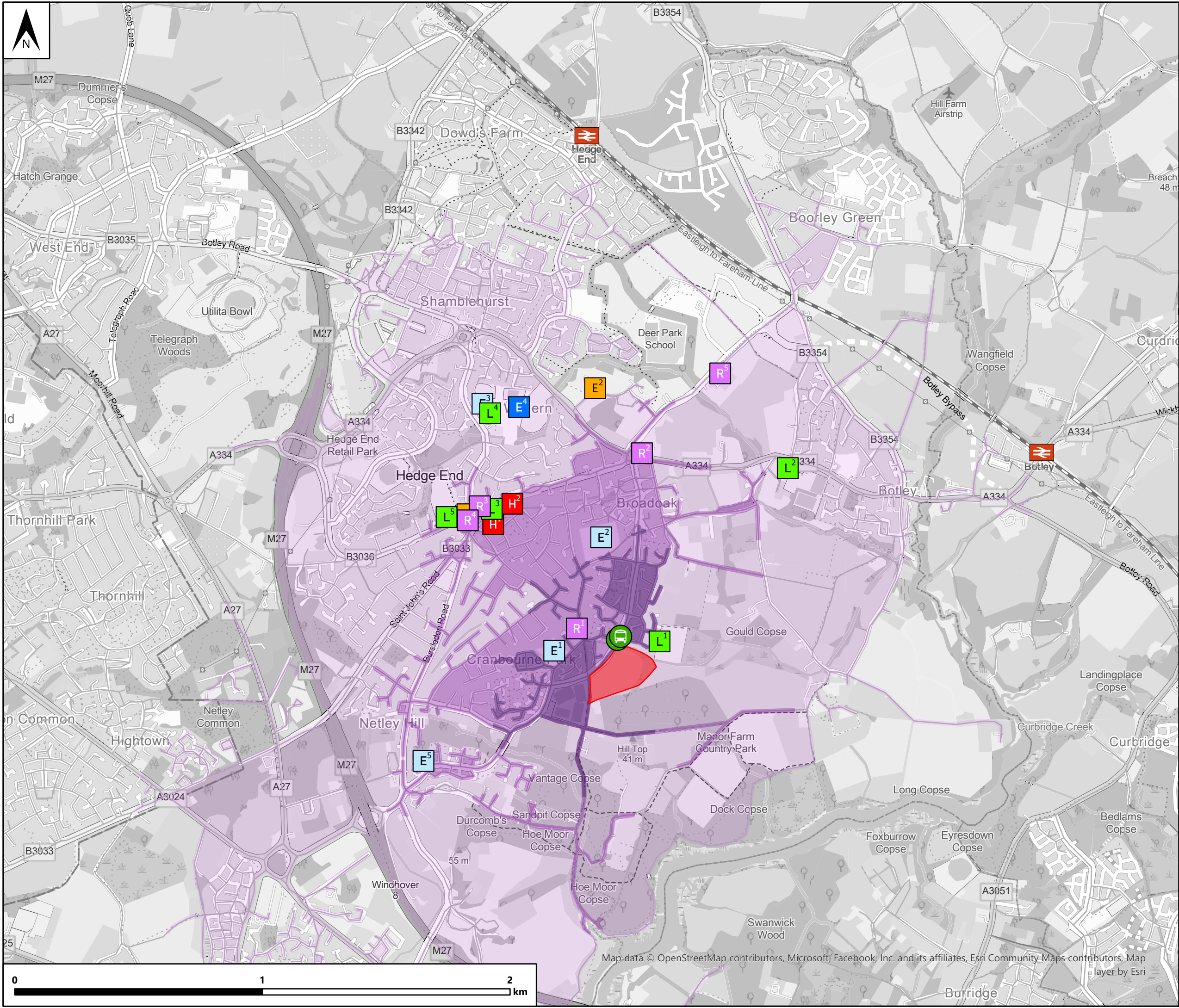
Basingstoke: 01256 898 366
Leeds: 0113 280 5805
London: 0204 531 3660
Manchester: 0161 830 2172
Solent: 0331 6300366

www.i-transport.co.uk

Title:
Site Location Plan

Project:
Kings Copse Avenue, Hedge End

Project Number: ITS19785	Figure Number: Figure 1	Revision: -
---	--	------------------------------



Key

Site Boundary

Bus Stop

Botley Railway Station

Hedge End Railway Station

3,200m Walking Distance

1,600m Walking Distance

800m Walking Distance

Employment

E¹ Hedge End Village Centre

E² Grange Drive

Leisure

L¹ Little Hatts Playground

L² Botley Community Centre

L³ Barleycorn Public House

L⁴ The Berry Theatre

L⁵ Hedge End Library

Retail

R¹ Tesco Express

R² Texaco

R³ Co-op

R⁴ Hedge End Post Office

R⁵ Hillier Garden Centre

Education

E¹ Kings Copse Primary School

E² Freegrounds Infant School

E³ Shamblehurst Primary School

E⁴ Wildern Secondary School

E⁵ Clearys Family Nursery

Health

H¹ Hedge End Dental Surgery

H² Hedge End Medical Centre



**Building 1000,
Lakeside North Harbour Western Road,
Portsmouth, Hampshire, PO6 3EZ**

Tel: 0331 6300366

 www.i-transport.co.uk

Title:

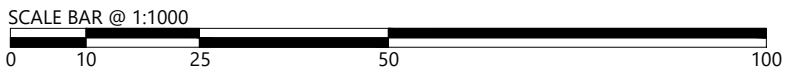
Local Accessibility Plan

Project:

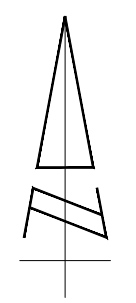
Kings Copse Avenue, Hedge End

Project Number:	Figure Number:	Revision:
ITS19785	Figure 4	-

DRAWINGS



- KEY:
- SITE BOUNDARY
 - HIGHWAY BOUNDARY



H	19.09.25	JD	SITE LAYOUT UPDATED	OT	SI
G	09.05.25	MC	UPDATED DESIGN	MC	SI
F	28.04.25	JD	TOPOGRAPHICAL SURVEY UPDATED	OT	SI
E	26.02.25	JD	ARRANGEMENT AMENDED	OT	SI
D	06.01.25	JD	ARRANGEMENT AMENDED	OT	SI
C	06.01.25	JD	ARRANGEMENT AMENDED	OT	SI
B	07.11.24	PH	WIDENING FOR REFUGE ISLAND AMENDED	SI	SI
A	15.10.24	JD	ACCESS ARRANGEMENT AMENDED	SI	SI

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

STATUS: FOR INFORMATION



Lakeside North Harbour, Building 1000, Lakeside
North Harbour Western Road, Portsmouth,
Hampshire, PO6 3EZ
www.i-transport.co.uk

TITLE: PROPOSED PEDESTRIAN / CYCLIST CONNECTIONS

PROJECT: KINGS COPSE AVENUE, HEDGE END

CLIENT: EASTLEIGH BOROUGH COUNCIL

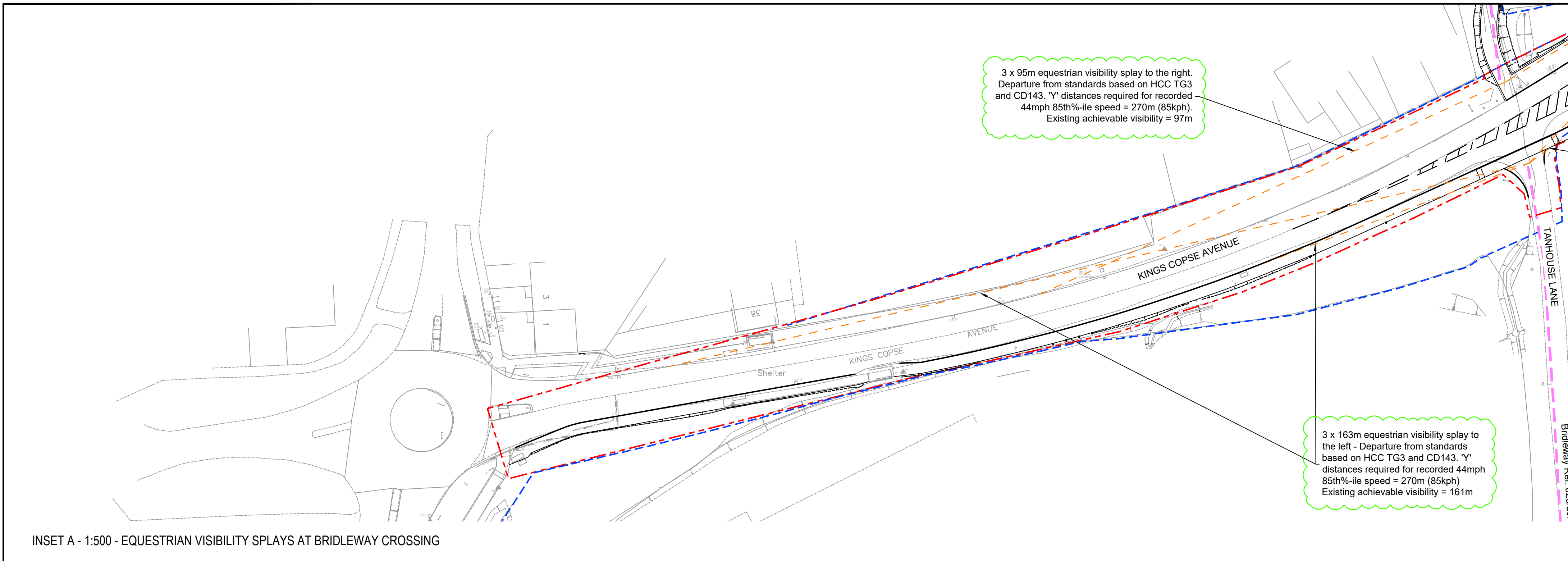
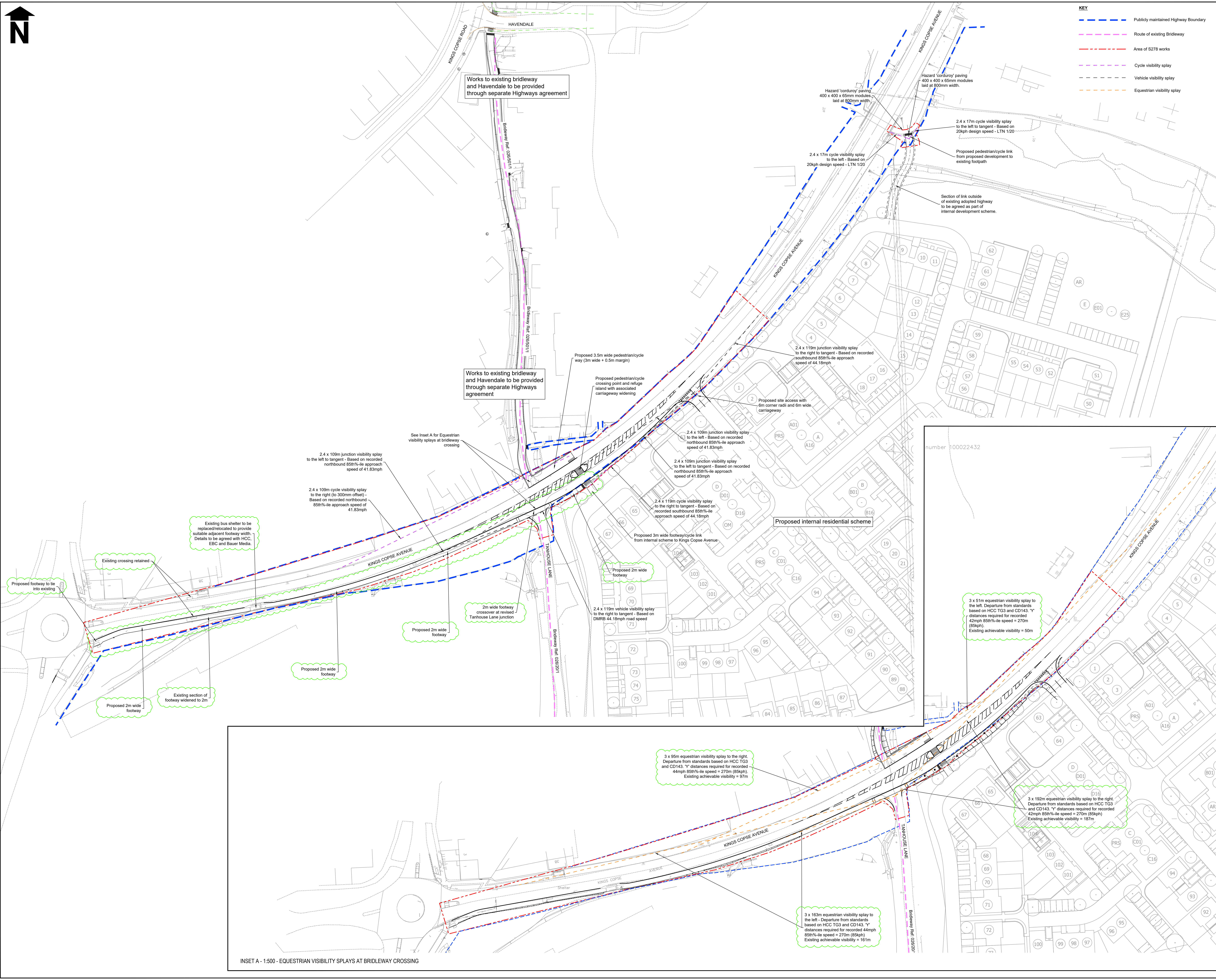
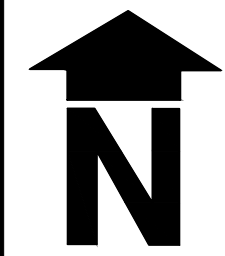
DRAWN:	CHECKED:	APPROVED:
JD	OT	SJ

PROJECT No:	SCALE @ A2:	DATE:
ITS19785	1:1000	07.08.24

DRAWING No:	REV:
ITS19785-GA-006	H

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES
ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP
ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM
THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED
DIMENSIONS ONLY. COM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE
ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.
© CROWN COPYRIGHT 2024 OR LICENCE No. 10004036

APPENDIX A. Site Access Arrangement



- KEY**
- Publicly maintained Highway Boundary
 - Route of existing Bridleway
 - Area of S278 works
 - Cycle visibility splay
 - Vehicle visibility splay
 - Equestrian visibility splay

- NOTES**
- Do not scale from this drawing.
 - All errors, omission and discrepancies to be reported to the Engineer and Peter Evans Partnership Ltd immediately.
 - Topographic survey provided by Siteline, drawing ref. 644KC02C dated October 2023
 - The topographic survey has been drawn about an Ordnance Survey grid.
 - All levels are in metres and relate to an Ordnance Survey derived from GPS.
 - All setting out details and proposed levels based on topographic survey co-ordinate system.
 - Contractor to verify location of existing services prior to commencement of any works.
 - Contractor to confirm location of services to isolate / divert / reconnect.
 - All electrical equipment removed by the contractor is to be disconnected and made safe by qualified personnel prior to removal and/or commencement of any works.
 - Contractor to carry out PAK testing for presence of Coal Tar on all bitumen areas within the construction area. Suitable remediation/removal and disposal measures to be undertaken be the contractor should the presence of Coal Tar be found
 - All Highway construction details to be in accordance with Hampshire County Council's Technical Guidance Notes and Highways England 'Manual of Contract Documents for Highway Works' (MCHV). Classified roads shall be designed in accordance with CD series of Documents within DMRB
 - All covers within the highway (including private chambers) shall be in accordance with CD 534 and BS EN 124, stamped to indicate accreditation by BSI, LRQA or SGSY and all those within the carriageway shall be grade D406
 - All necessary steps shall be taken to provide temporary drainage outlets to prevent ponding of surface water on lower carriageway layers until the completion of the pavement and it's permanent drainage.
 - All road marking to be thermoplastic paint. Glass beads added to reflectorised markings, where required.
 - All road markings and signs to be in accordance with The Traffic Signs Regulations and General Directions 2016 and its subsequent amendments.
 - All signs, posts and foundations designed using SignPlot software. Foundation design based on PD 6547.
 - Contractor to verify spelling/consistency on all signs and road markings prior to painting/procurement. All errors/discrepancies to be reported to Peter Evans Partnership Ltd. immediately.
 - Layout of tactile paving to be in accordance with "Guidance on the Use of Tactile Paving" by the Department for Transport
 - Design details subject to approval by Hampshire County Council. Details may change.
 - All street lighting to be in accordance with Hampshire County Council's Technical Guidance Notes for street lighting.
 - For Site Location Plan see drawing no. 3743.01
 - For Existing Site Detail Plan see drawing no. 3743.02
 - For Overall Scheme Plan see drawing no. 3743.03
 - For Site Clearance Plan See drawing no. 3743.04
 - For Proposed General Arrangement see drawing no. 3743.05
 - For Proposed Levels and Setting Out Details see drawing no. 3743.06
 - For Proposed Drainage Plan see drawing no. 3743.07
 - For Proposed Surfacing Plan See drawing no. 3743.08
 - For Proposed Geometry Plan see drawing no. 3743.09
 - For Proposed Signs and Road Markings Plan see drawing no. 3743.10
 - For Location of Existing Services see drawing no. 3743.11
 - For Cross Sections see drawing no. 3743.12
 - For Longitudinal Sections see drawing no. 3743.13
 - For Typical Construction Details see drawing no. 3743.14
 - For Land Plan see drawing no. 3743.15
 - For Site Extent Plan see drawing no. 3743.16
 - For proposed lighting design see MMA drawing no. TBC

STAGE 4 DESIGN RISK ASSESSMENT FOR SITE ACCESS, CARRIAGEWAY WIDENING, CROSSING POINT AND NEW CYCLE LINK				
CONSTRUCTION PHASE RISK ASSESSMENT		RISK ASSESSMENT		
ACTIVITY	HAZARD	H	M	L
Working Adjacent to Road	Working adjacent to traffic. Kings Copse Avenue. Traffic management in temporary conditions. Intrusion of runaway vehicles, equipment materials dropped from overhead, falls into traffic route, collisions between construction plant, highway traffic & pedestrians, noise, vibration, dust, vehicle fumes.	X<	>X	
Excavation and protection of existing services	Electrocution/ disruption of services. Underground HV/LV cables, underground telecoms, underground fire optic, underground storm water and water main.	X<	>X	

A 14.08.25 LS Visibility splays and annotation revised.
B 02.09.25 LS Footway and crossover adduct.

pep

Peter Evans Partnership
Transport Planning & Highway Consultants

Client
EASTLEIGH BOROUGH COUNCIL

Job
KINGS COPSE AVENUE, HEDGE END

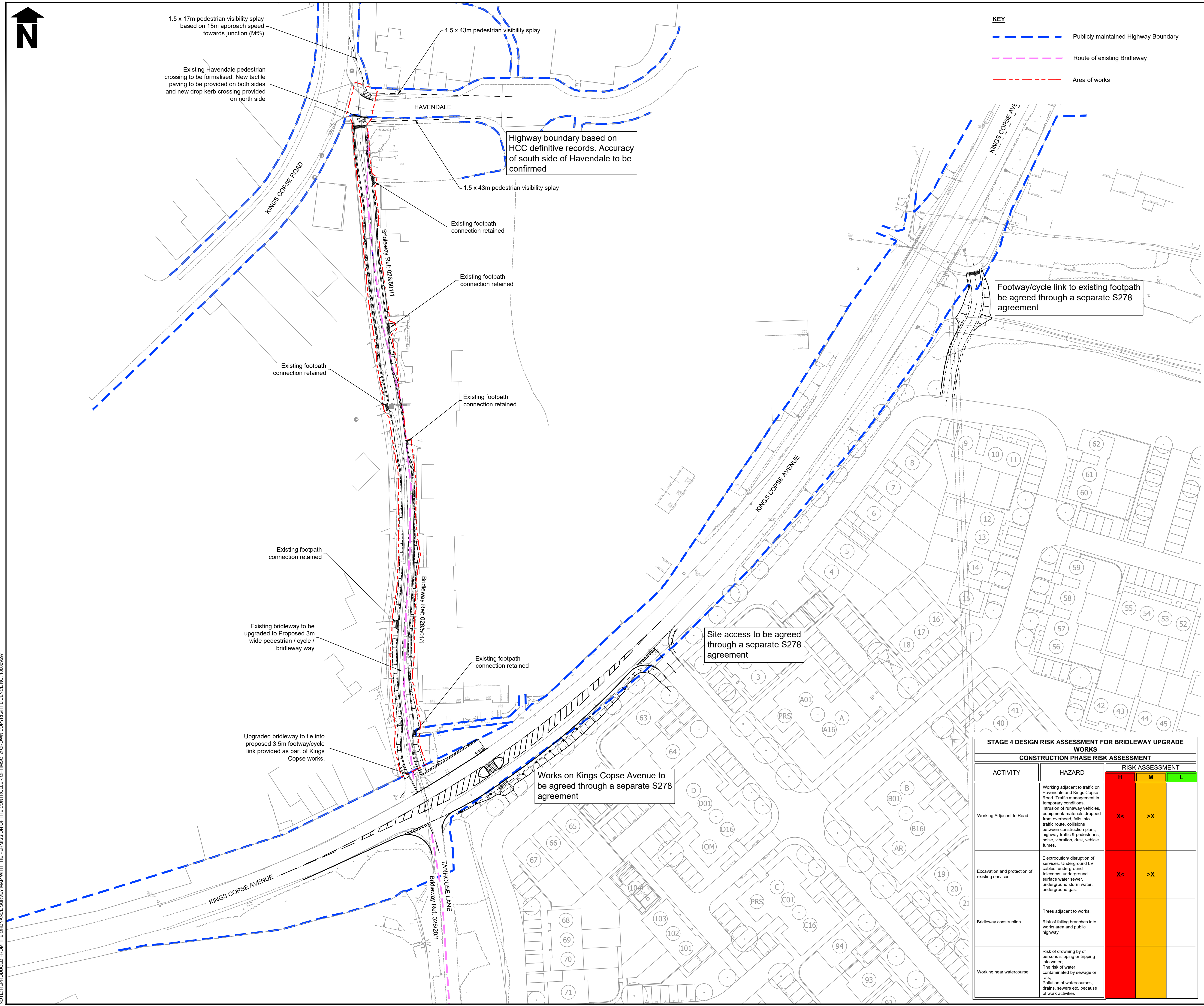
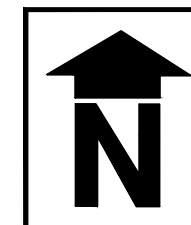
Drawing Title
S278 WORKS - OVERALL SCHEME PLAN

Scale @ A0 1:500 **Date** 20.05.25 **Drawn by** LS **Checked by** MEC

Drawing Number 3743.03B **Issue Status** FOR PRELIMINARY TECHNICAL APPROVAL

NOTE: REPRODUCED FROM THE ORDINANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF MAPS. © CROWN COPYRIGHT. LICENSE NO. 10000897

APPENDIX B. Proposed Bridleway Improvements



- KEY**
- Publicly maintained Highway Boundary
 - Route of existing Bridleway
 - Area of works

- NOTES**
- Do not scale from this drawing.
 - All errors, omission and discrepancies to be reported to the Engineer and Peter Evans Partnership Ltd immediately.
 - Topographic survey provided by Sitrine. drawing ref. 644KC02C dated October 2023
 - The topographic survey has been drawn about an Ordnance Survey grid.
 - All levels are in metres and relate to an Ordnance Survey derived from GPS.
 - All setting out details and proposed levels based on topographic survey co-ordinate system.
 - Contractor to verify location of existing services prior to commencement of any works.
 - Contractor to confirm location of services to isolate / divert / reconnect.
 - All electrical equipment removed by the contractor is to be disconnected and made safe by qualified personnel prior to removal and/or commencement of any works
 - Contractor to carry out PAK testing for presence of Coal Tar on all bitumen areas within the construction area. Suitable remediation/removal and disposal measures to be undertaken be the contractor should the presence of Coal Tar be found
 - All highway construction details to be in accordance with Hampshire County Council's Technical Guidance Notes and Highways England 'Manual of Contract Documents for Highway Works' (MCHW). Classified roads shall be designed in accordance with CD series of Documents within DMRB
 - All covers within the highway (including private chambers) shall be in accordance with CD 534 and BS EN 124, stamped to indicate accreditation by BSI, LRQA or SGSY and all those within the carriageway shall be grade D400
 - All necessary steps shall be taken to provide temporary drainage outlets to prevent ponding of surface water on lower carriageway layers until the completion of the pavement and it's permanent drainage.
 - All road marking to be thermoplastic paint. Glass beads added to reflectorised markings, where required.
 - All road markings and signs to be in accordance with The Traffic Signs Regulations and General Directions 2016 and its subsequent amendments.
 - All signs, posts and foundations designed using SignPlot software. Foundation design based on PD 6547.
 - Contractor to verify spelling/consistency on all signs and road markings prior to painting/procurement. All errors/discrepancies to be reported to Peter Evans Partnership Ltd. immediately.
 - Layout of tactile paving to be in accordance with "Guidance on the Use of Tactile Paving" by the Department for Transport
 - Design details subject to approval by Hampshire County Council. Details may change.
 - All street lighting to be in accordance with Hampshire County Council's Technical Guidance Notes for street lighting.
 - For Site Location Plan see drawing no. 3743.20
 - For Existing Site Detail Plan see drawing no. 3743.21
 - For Overall Scheme Plan see drawing no. 3743.22
 - For Site Clearance Plan See drawing no. 3743.23
 - For Proposed General Arrangement see drawing no. 3743.24
 - For Proposed Levels and Setting Out Details see drawing no. 3743.25
 - For Proposed Surfacing Plan See drawing no. 3743.26
 - For Proposed Geometry Plan see drawing no. 3743.27
 - For Proposed Signs and Road Markings Plan see drawing no. 3743.28
 - For Location of Existing Services see drawing no. 3743.29
 - For Cross Sections see drawing no. 3743.30
 - For Longitudinal Sections see drawing no. 3743.31
 - For Typical Construction Details see drawing no. 3743.32
 - For Land Plan see drawing no. 3743.33
 - For Site Extent Plan see drawing no. 3743.34

STAGE 4 DESIGN RISK ASSESSMENT FOR BRIDLEWAY UPGRADE WORKS				
CONSTRUCTION PHASE RISK ASSESSMENT				
ACTIVITY	HAZARD	RISK ASSESSMENT		
		H	M	L
Working Adjacent to Road	Working adjacent to traffic on Havendale and Kings Copse Road. Traffic management in temporary conditions. Intrusion of runaway vehicles, equipment/ materials dropped from overhead, falls into traffic route, collisions between construction plant, highway traffic & pedestrians, noise, vibration, dust, vehicle fumes.	X<	>X	
Excavation and protection of existing services	Electrocution/ disruption of services. Underground LV cables, underground telecoms, underground surface water sewer, underground storm water, underground gas.	X<	>X	
Bridleway construction	Trees adjacent to works. Risk of falling branches into works area and public highway			
Working near watercourse	Risk of drowning by of persons slipping or tripping into water. The risk of water contaminated by sewage or rats. Pollution of watercourses, drains, sewers etc. because of work activities			



Peter Evans Partnership
Transport Planning & Highway Consultants

Client
EASTLEIGH BOROUGH COUNCIL

Job
KINGS COPSE AVENUE, HEDGE END

Drawing Title
BRIDLEWAY WORKS - OVERALL SCHEME PLAN

Scale @ A1 1:500 Date 07.05.25 Drawn by LS Checked by MEC

Drawing Number 3743.23 Issue Status FOR PRELIMINARY TECHNICAL APPROVAL

© Peter Evans Partnership

