



Quobleigh Breach, One Horton Heath

Travel Plan

November 2025

Eastleigh Borough Council



**RESIDENTIAL DEVELOPMENT
QUOBLEIGH BREACH
ONE HORTON HEATH**

TRAVEL PLAN

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT QUOBLEIGH BREACH ONE HORTON HEATH

TRAVEL PLAN

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1. INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council to support an *'Application for the approval of reserved matters (appearance, layout, scale and landscaping) for the development of 269 dwellings, associated open space, landscaping, parking and other associated works, pursuant to outline permission O/20/89498.'*
- 1.2 The site location in the context of One Horton Heath is shown in **Figure 1**, with the site layout attached in **Appendix A**.

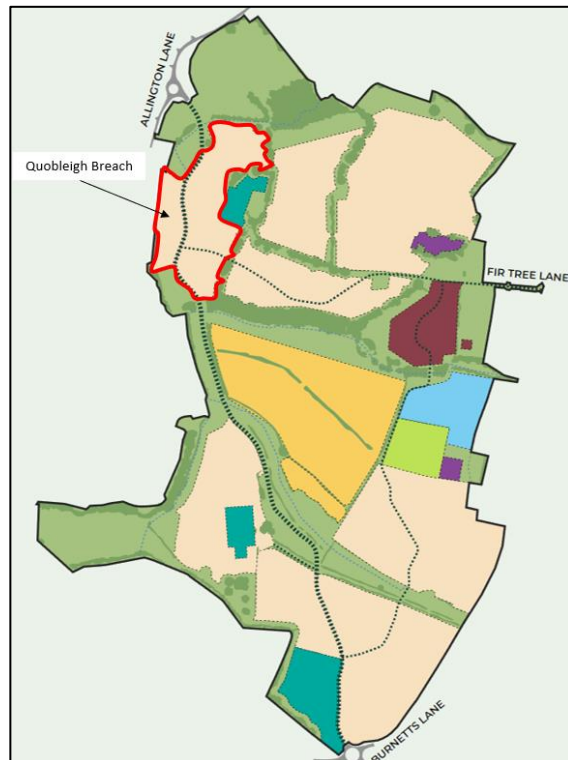


Figure 1: Site Location

- 1.3 As seen in **Figure 1**, Quobleigh Breach is located in the northwestern corner of the wider One Horton Heath development and will be served off the new link road between Allington Lane and Burnetts Lane with the link road itself running through the Quobleigh Breach.
- 1.4 One Horton Heath itself is located to the west of the existing village of Horton Heath, which sits between the local centres of Hedge End and Fair Oak, within the borough of Eastleigh.
- 1.5 One Horton Heath is allocated within Eastleigh Borough Council's (EBC) Local Plan (2016-2036), collectively securing the delivery of approximately 1,500 dwellings, a 3-form entry primary school, a local centre, B1/B2/B8 commercial uses, and link road infrastructure.
- 1.6 As shown in **Figure 1**, Quobleigh Breach is located within the wider One Horton Heath area, which has

outline planning permission (reference O/20/89498) for ‘a phased mixed-use development comprising: up to 2,500 residential units in total; a primary Local Centre (and supporting secondary local centres) comprising mixed-use residential/retail/leisure/community/employment/day nursery/food establishment uses, office, commercial and industrial uses; a Primary School; public open space including formal sports facilities and informal provisions; relocation of solar panels; key infrastructure and utilities provision including new roads, footpaths and cycle paths and improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and ecological, landscape, site preparation and demolition works’. It is important to note that the 269 dwellings relating to this TP are part of the wider outline planning permission.

- 1.7 One Horton Heath has a Site Wide Travel Plan (SWTP), which is currently part of the existing One Horton Heath planning submission. The SWTP document has been used to support the Lower Acre application (for a development parcel in the southern part of One Horton Heath) and was approved by HCC with the granting of the Lower Acre permission. These were produced under Hampshire County Council’s 2009’s Travel Plan guidance.
- 1.8 Details of this Outline application as well as other related applications can be found in **Chapter 3**.
- 1.9 This TP supports a residential development for 269 dwellings in Quobleigh Breach and is a Full Residential Travel Plan.

Accommodation Schedule

- 1.10 The 269 dwellings planned for Quobleigh Breach are mix of flats and houses, as summarised in **Table 1**.

	No. of units
1 Bedroom Flat	24
2 Bedroom Flat	36
3 Bedroom Flat	8
2 Bedroom House	73
3 Bedroom House	104
4 Bedroom House	24
Total	269

Table 1: Accommodation Schedule

Car Parking

- 1.11 Whilst the site sits within EBC, the parking allocation at the site has been informed by the One Horton Heath Design Code, which is illustrated in **Table 2**.

Size of Dwelling/Apartment	No. of spaces per Dwelling/Apartment	No. of Dwellings/Apartments	Required Car Parking Provision	Car Parking Provision being Provided
1 Bedroom	1	24	24	24
2 Bedroom	1	109	109	109
3+ Bedroom	2	136	272	272
Total			405	405

Table 2: One Horton Heath Parking Standards

- 1.12 As summarised in **Table 2**, 405 allocated car parking spaces will be provided in line with the One Horton Heath Design Code.
- 1.13 The visitor parking is being provided in line with EBC's Parking Standards (September 2025) which suggest 0.2 spaces per unit should be provided for visitors. A total of 54 visitor parking spaces plus 3 drop-off bays are provided across the Quobleigh Breach parcel.
- 1.14 When comparing fully to EBC's parking standards the development would be expected to provide a total of 457 allocated car parking spaces. The proposed development is providing 52 spaces below this allocated requirement, however, is in line with the OHH Design Code. A full parking justification is provided within the supporting RMTA to set out why the design code standards are suitable for the allocated parking at the development.
- 1.15 In line with the One Horton Heath Design Code, parking for the majority of dwellings in Quobleigh Breach will be provided in the form of parking courts to the rear. Parking spaces will also measure 2.5m x 5m and have a minimum aisle width of 6m in accordance with both the One Horton Heath Design Code and EBC's Parking Standards SPD (September 2025).
- 1.16 The parking allocation at the proposed development also includes for 1 EV charging point per dwelling in accordance with the One Horton Heath Design Code. This also satisfies the standards set out within Building Regulations for 100% EV parking. The electric vehicle charging provision seeks to provide access to vehicle charging for all and make the ownership and charging of an electric vehicle an attractive and convenient proposal.

Cycle Parking

- 1.17 Cycle parking provision is provided in accordance with EBC's parking standards (September 2025) which requires a minimum of 1 space per unit for 1 bedroom dwellings (houses and flats), 2 spaces per unit for 2/3 bedroom dwellings (houses and flats) and 3 spaces for 4+ bedroom dwellings for long stay spaces. The proposed development will provide 538 cycle parking spaces which will be accommodated within the curtilage of each dwelling in secure and sheltered storage. Cycle parking in flats will be provided within secure and sheltered communal cycle storage.
- 1.18 In terms of short stay spaces EBC standards requires 1 space per 1/2 bed flat and house, 1 space per 3 bed house and 2 spaces per 4+ bed house. Therefore, the development will provide 293 short stay cycle storage spaces in line with EBC standards which will be within the curtilage of each unit.

Access Arrangements

- 1.19 As aforementioned, Quobleigh Breach is accessed from the new link road 'The Avenue'.
- 1.20 Quobleigh Breach itself is split into 4 separate parcels with each parcel having its own access arrangement. Parcel 1 is the northern parcel, Parcel 2 is the central parcel, Parcel 3 is the southern parcel and Parcel 4 is the western parcel, as shown within **Figure 2**.

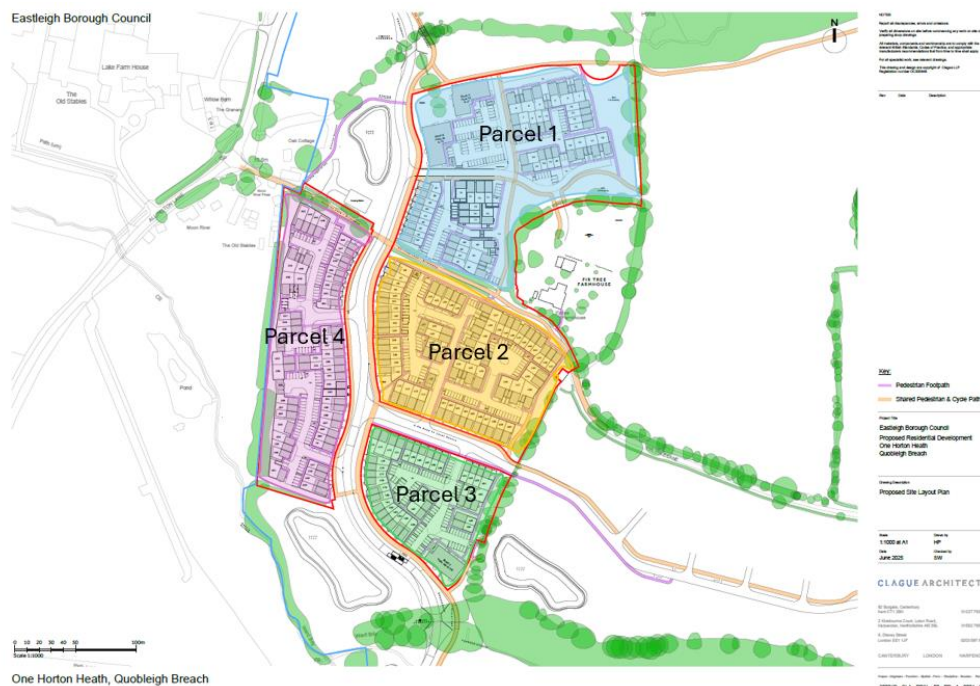


Figure 2: Quobleigh Breach Parcel Split

Vehicle Access

- 1.21 The Allington Lane/The Avenue roundabout is located to the north of Quobleigh Breach with The Avenue acting as a link road running through the development parcel, connecting to the Burnetts

Lane/The Avenue roundabout to the south.

- 1.22 There are four roads which connect to the The Avenue, providing access to the four different parcels respectively. The Quobleigh Breach development will have two points of access on the western side of the link road and two on the eastern side of the link road. One of the connections on the eastern side will be via the Internal Distributor Road (known as Foxwood Road) which is currently being decided under the live planning application F/23/96631.
- 1.23 All access points from the link road take the form of priority bellmouth junctions have been agreed as part of the link road application and geometries have been set and agreed. Similarly, the two access points off Foxwood Road also take the form of a priority bellmouth junction and will be agreed as part of the planning application for Foxwood Road.
- 1.24 Further details can be found in the accompanying Reserved Matters Transport Assessment.

Pedestrian and Cycle Access Arrangements

- 1.25 There are a number of pedestrian and cycle routes present within Quobleigh Breach. There is a shared footway/cycleway which provides a connection from the north-western corner of the site (from the Allington Lane/The Avenue roundabout) which is part of planning application F/21/91185. This provides a pedestrian and cycle connection along the eastern side of The Avenue for its entirety.
- 1.26 The Fir Tree Lane PRow bridleway runs east to west through the centre of the Quobleigh Breach development parcel providing an off-road walking and cycling route for residents.
- 1.27 Footways are present along both sides of Foxwood Road which will provide a connection to the local centre of One Horton Heath. These footways connect into footways and footpaths within the Quobleigh Breach development and provide connections between different parcels of the development and to the wider infrastructure along The Avenue.
- 1.28 **Figure 3** shows the footways and shared footway/cycleways within the Quobleigh Breach Parcels.



Figure 3: Quobleigh Breach Pedestrian and Cycle Infrastructure

Public Transport Access

- 1.29 The Avenue, which acts as the link road through Quobleigh Breach has already been built under a separate planning application (see **Chapter 3** for more details). The road has been built to a minimum width of 6.5m making it suitable for two-way bus movements.
- 1.30 The sole bus stop within Quobleigh Breach is located south of Plot 186 along The Avenue.
- 1.31 The bus stop locations along the link road have been agreed through the Section 38 process and are in proximity to residential parcels within the wider One Horton Heath development and the bus stops along Foxwood Road are under the live planning application. Bus stop locations have ensured they tie into pedestrian and cycle infrastructure and can be accommodated by vehicle tracking. It will be ensured where possible bus stops are within 400m of dwellings.
- 1.32 The Section 106 agreement for the outline planning application for the wider One Horton Heath

development (application reference: O/20/89498) and the signed Section 106 for 'Lower Acre' (a full planning application part of the wider One Horton Heath development for 381 dwellings (application reference: F/20/89500) outlines several public transport requirements. The requirements include bus infrastructure provision (such as real time information displays, shelters and panels) and an operational bus service. There are several bus service requirements relating to the frequency, hours of operation and locations to be served. Works on agreeing the bus service have begun, however, to date there is no confirmed provision. However, it is confirmed that Quobleigh Breach will be supported by a frequent bus service in order to aid sustainable travel patterns and in accordance with the Section 106 agreement for the outline planning application.

- 1.33 In addition to this Travel Plan a Reserved Matters Transport Assessment (RMTA) has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.
- 1.34 This TP is also informed by a similar Framework Travel Plan approved as part of the outline application for One Horton Heath (reference O/20/89498), and for an approved TP submitted for a similar parcel to the southeast of One Horton Heath, known as 'Lower Acre' (reference F/20/89500). The details of these planning consents and other relevant planning history can be found in **Chapter 3**.

Purpose of the Travel Plan

- 1.35 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.36 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Eastleigh Borough Council One Horton Heath Delivery Team) and the Local Authorities (Hampshire County Council (HCC)). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.37 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

1.38 This TP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Planning History & Context
- Chapter 4 – Site Audit
- Chapter 5 – Aims, Objectives and Targets
- Chapter 6 – Travel Plan Strategy – Measures
- Chapter 7 – Action Plan and Management Strategy
- Chapter 8 – Monitoring
- Chapter 9 – Summary and Conclusions

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- Transport Decarbonising Plan (DfT 2021)
- Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)
- HCC Local Transport Plan 4 (2024)
- HCC's A Guide to Development Related Travel Plans (2009 & 2025)
- EBC's Local Cycling and Walking Infrastructure Plan (LCWIP) (2022)
- EBC Local Plan 2016-2036 (2022)
- One Horton Heath Design Code
- Eastleigh Borough Council Parking Standards (September 2025)

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.110)

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.

(NPPF Para. 118)

- 2.3 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and therefore the NPPF continues to be dated December 2024.

Transport Decarbonisation Plan (Department for Transport, 2021)

- 2.4 The Transport Decarbonisation Plan sets the following strategic priority: “Accelerating modal shift to public and active transport” and outlines the aspiration to “make active travel the natural first choice for all who can take it”.

Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)

- 2.5 PPG is a web-based collection of guidance which provides more detailed specifications for travel plans, transport assessments, and statements.

Hampshire County Council’s Local Transport Plan 4 (2024)

- 2.6 HCC’s Local Transport Plan 4 (LTP4) was adopted in March 2024 and sets out core policies which are used to determine how HCC plans and delivers all aspects of transport. LTP4 details the vision for 2050, transport policies, a roadmap for 2050 and wider strategies. The LTP4 policies which are relevant to this development are outlined below.

LTP4 Principles and Policies

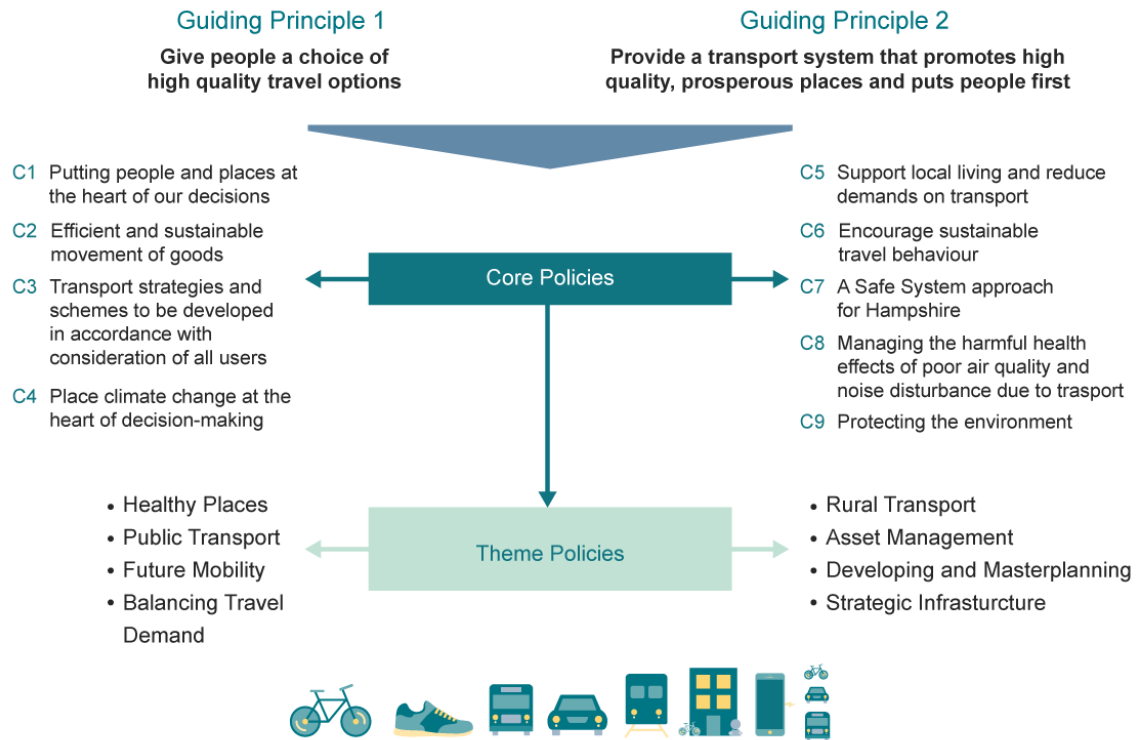


Figure 4: LTP4 principles and policies

Guiding Principle 1: Give people a choice of high-quality travel options.

- Provide a choice of high-quality travel options and reduce dependency on the private car by:
 - providing better walking, cycling and public transport choices
 - creating opportunities to 'live locally' (including homeworking)
 - owning fewer cars and using them less
- Use vehicles more efficiently to reduce per vehicle emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well used public transport and more car sharing
- Replace our petrol and diesel vehicles (which emit CO₂) with zero emission vehicles
- Offset any remaining emissions that cannot be eliminated by the above

Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first.

Planning for people and places means:

- Creating high quality places, which encourage active and public transport use, enable social interaction, and create stronger communities;
- Creating safe, healthy, accessible, and inclusive transport options that provide more equitable access to services, opportunities and life chances, leisure and recreation, and which tackle the adverse impacts of transport on the environment; and
- Supporting and promoting key transport strategic infrastructure (primarily public and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.

Policy C1: Putting people and places at the heart of our decisions

- Develop and apply a Movement and Place Framework to manage the transport network in accordance with its function in different locations, i.e. to decide what type of measures are needed where;
- Prioritise the needs of walking and cycling, public transport users and delivery vehicles, in accordance with the specific function of different types of location;
- Use a 'Healthy Streets' approach and our 'Hampshire Walking and Cycling Principles' to plan and design

welcoming, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age and disability; • Seek opportunities to create or reallocate road space to create better walking and cycling routes and faster routes for buses; and • Support targeted highway capacity improvements where there is a strong economic, safety, health, social or environmental case and where the Movement and Place Framework is achieved
Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users. Ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following Road User Utility Framework: - opportunities to reduce travel demand and the need to travel; - vulnerable users, including people with disabilities or long-term mobility-related health conditions; - people who walk; - people who cycle and ride horses; - people who use public transport (bus, coach, rail, taxi, community transport); - delivery of goods; and - other motor vehicles.
Policy C5: Support local living and reduce demands on transport • Support measures that enable residents to make greater use of local services and facilities and will create stronger communities (based around the liveable neighbourhood concept); • Enable local communities to deliver community-led place and transport improvements where there is funding to do so; • Support the roll out of superfast/gigabit broadband to enable home working and online access to services, so that people can travel less for these services - especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower;
Policy C6: Encourage sustainable travel behaviour • Raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change; • Work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence-based interventions to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel; • Deliver transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private Car (with supporting behaviour change interventions where feasible); • Ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged; • Develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes; and • Monitor the effectiveness of our approach and adapt it to changing transport needs.

2.7 LTP4 also sets the expectation that Healthy Streets will be utilised across all relevant areas of transport policy. However, for consistency with previous TPs for One Horton Heath submitted under the previous guidance, the Healthy Streets framework will not be utilised with this TP.

Hampshire County Council's 'A Guide to Development Related Travel Plans (2009 & 2025)

2.8 One Horton Heath has a Site Wide Travel Plan (SWTP), which is currently part of the existing One Horton Heath planning submission. Whilst the application is still live, this SWTP document has been used to support the Lower Acre application (for a development parcel in the southern part of One Horton Heath) and was approved by HCC with the granting of the Lower Acre permission. These were produced under 2009's guidance.

2.9 This Travel Plan has therefore been produced in line with both the SWTP and the permitted TP for Lower Acre, whilst also looking to reflect the updated guidance from HCC, published this year. This includes utilising the current template from HCC.

Eastleigh Borough Council Local Walking and Cycling Infrastructure Plan (2022)

2.10 EBC's Local Walking and Cycling Infrastructure Plan (LCWIP) outlines proposals for walking and cycling infrastructure improvements across the Borough. The LCWIP is guided by HCC's 10 walking and cycling principles, which have three overarching objectives:

- Prioritise walking and cycling for healthier people, healthier transport and a healthier planet
- Have an integrated approach to all aspects of planning, development, design and operation
- Ensure our planning is network based, shaped by evidence and monitored

2.11 The LCWIP includes potential route enhancements to support a more connected cycle network, which includes routes that link Horton Heath to Fair Oak (and onto Eastleigh) and to Hedge End Railway Station and Bursledon, directly improving the local walking and cycling infrastructure for future residents of Quobleigh Breach. The most relevant section of the LCWIP in relation to One Horton Heath is route 339 (Colden Common – Hound), specifically, route 339.2 Fair Oak to Hedge End Railway Station. Improvements relevant to this section of route include:

- The provision of a segregated cycle track along Botley Road between Eastleigh Road and Bubb Lane would require land purchase from a large number of properties, but it's unlikely that this route could be made suitable for mixed traffic due to existing high traffic levels. The Botley Road/Knowles Lane junction is so constrained it would be difficult to provide improvements for cyclists.
- There is scope to widen the existing shared use path along Bubb Lane; some land purchase may be required to provide a fully segregated cycle track.
- The track between Bubb Lane and Maunsell Way should be widened to provide a fully segregated cycle track with an improved surface

2.12 LCWIP route 339 also connects to route 280 which runs between Castle Lane and Fair Oak, which would provide a link to Eastleigh Railway Station and Town Centre via Bishopstoke. Sections of route most relevant are route 280.4 (Eastleigh Railway Station to Bishopstoke) and route 280.5 (Bishopstoke to Winchester Road). Potential improvements and options identified for these sections of route 280 include:

Route 280.4 (Eastleigh Railway Station to Bishopstoke)

- There is space to provide a segregated cycle track between the station forecourt and the Bishopstoke Road railway bridge if road space is reallocated.
- A new road bridge or a separate pedestrian/ cycle bridge would be required to provide a fully compliant segregated cycle track over the railway line.
- There is an existing shared use path along the south side of Bishopstoke Road between the railway bridge and

Riverside, but there is little scope to widen this to provide a segregated cycle track along this section without significant land purchase. There are also four existing river bridges that would require replacing or modification. However, it would be difficult to make this route suitable for mixed traffic due to the high traffic flows.

- There are currently advisory cycle lanes along Fair Oak Road between Riverside and the start of Alan Drayton Way, but these are not LTN 1/20 compliant. There may be scope to provide a shared use path along this section but there is little scope to provide a segregated cycle track

Route 280.5 (Bishopstoke to Winchester Road)

- There is an existing shared use path along the north side of Alan Drayton Way between Fair Oak Road and Stokewood Close. This could be widened to provide a fully segregated cycle track. Priority crossings at side road junctions should be considered.
- There is scope to widen the existing shared use path between Stokewood Close and Alington Lane to provide a fully segregated cycle track.
- The section between Alington Lane and the Botley Road signalised junction is constrained in some areas, but there is some scope to provide segregated cycle track along the majority of the route. This will require the removal of some parking laybys.
- Depending on the type of provision that is provided along the B3354, the Botley Road/Eastleigh Road junction could be improved to give more priority to cyclists.
- The section of Botley Road between Eastleigh Road and Mortimers Lane is very constrained, so a segregated cycle track is not feasible, but it is unlikely that this route could be made suitable for mixed traffic due to traffic flows. A shared use path may be the only possible solution.
- There may be scope to provide a shared use path along Mortimers Lane; a fully segregated cycle track would require land purchase in some areas. Priority crossing at side road junctions should be considered. Existing uncontrolled crossings with a central refuge should be changed to suitable controlled crossings

Eastleigh Borough Council Adopted Local Plan (2016-2036) (2022)

2.13 EBC's Local Plan (2016-2036) was adopted in April 2022, setting out strategies, policies and objectives for development in Eastleigh and the surrounding towns and villages until 2036. Policies most relevant to this TP include:

Strategic Policy S11, Transport infrastructure:

The Council will work with the highway authorities, Solent Transport, transport operators, funding bodies and developers to minimise transport emissions, pollution and congestion by:

- a. Ensuring new developments:
 - i. encourage walking, cycling and the use of public transport; and
 - ii. minimise congestion and support safety on the highway network;

As informed by appropriate transport assessments; and

- b. Safeguarding the routes and securing the funding to deliver new and improved transport infrastructure

Strategic policy S12, Strategic footpath, cycleway and bridleway links: The Borough Council in partnership with the highway authority will seek to create new, and improve existing, footpath, cycle and bridleway links throughout the Borough, connecting key destinations including the country parks, increasing access along the coast and to the South Downs National Park and improving connections between the parishes and Eastleigh Town Centre.

One Horton Heath Design Code

2.14 The One Horton Heath Design Code has been developed to reflect the following principles and is reflected in the design of Quobleigh Breach and other parcels within the

- A balance between seeking to minimise car usage, to promote sustainable modes of transport, and a pragmatic view on car usage trends;

- Implementing a minimum standard of either on curtilage or allocated spaces for both houses and apartments to support close access and saleability;
- Not increasing the quantum of allocated spaces for larger apartments or houses;
- Providing a relatively larger quantum of unallocated spaces across the site to support 'overflow' demand for larger houses and apartments and to accommodate visitors; and
- Providing flexibility to enable the appropriate number of car club vehicles be allocated spaces from the 'unallocated' provision.

Eastleigh Borough Council Parking Standards (2025)

2.15 Eastleigh Borough Council Parking Standards (September 2025) were adopted in September 2025 and set out the required car and cycle parking provision for new developments within the borough. These standards have been utilised to determine whether the level of parking at the proposed Quobleigh Breach parcel is suitable.

Summary

2.16 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within EBC and HCC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. PLANNING HISTORY & CONTEXT

- 3.1 As aforementioned, Quobleigh Breach is one parcel of the One Horton Heath development, located to the northwest of the area.

One Horton Heath

- 3.2 One Horton Heath received outline planning permission (reference O/20/89498) in 2025. The details of the application were for a phased-mixed use development comprising several phases of development, with the overall plans consisting of:
- Up to 2,500 residential units in total;
 - A Local Centre on land up to 3.1ha comprising mixed-use residential/retail/leisure/community/employment/day nursery/food establishment uses (Local Centre Phase);
 - Further non-residential floorspace on land up to 5ha comprising of office, commercial and industrial uses and general industrial and storage & distribution uses (Chalcroft Outfarm works and Fir Tree Farm Hub phases and partially within the Chalcroft Farm phase);
 - A 3FE Primary School (Primary School Phase);
 - Public open space including formal sports facilities and informal provisions (across Green Infrastructure Phases);
 - Allotments, ecological, landscape and sustainable drainage works;
 - Key infrastructure and utilities provision including new roads, footpaths, bridleways and cyclepaths;
 - Vehicular access from Allington Lane, Fir Tree Lane and Burnetts Lane with improvements to the existing road junction at Fir Tree Lane/Burnetts Lane; and
 - Site preparation and demolition works
- 3.3 As aforementioned, the 269 dwellings subject to this Reserve Matters application are included as part of the 2,500 units specified by the Outline application and therefore would not be in addition to this development.

Wider Development Infrastructure

- 3.4 Two applications (O/16/79354 and O/14/75725) have begun the early delivery of infrastructure through the development. This includes the construction of the access points into the development with the Bubb Lane/Link Road Roundabout, Burnetts Lane/Link Road Roundabout and the Allington Lane/Link Road Roundabout. These permissions have been implemented with the roundabout works complete.
- 3.5 The Avenue (Link Road) (Application Ref: F/21/91185) passes through the Quobleigh Breach parcel and connects Bubb Lane to Allington Lane via the two constructed roundabouts (noted above). The full planning application for the link road was permitted in September 2022, and construction is now complete.
- 3.6 The Link Road provides access through the centre of Quobleigh Breach north to south. The Internal Distributor Road (also known as Foxwood Road) connects to the Link Road (known as The Avenue) via a bellmouth junction (which was agreed as part of the Link Road's full planning application) and runs through the eastern side of the Quobleigh Breach parcel. The Internal Distributor Road is being considered under the live application (F/23/96631) for the *"Construction of an internal distributor road and associated footways, cycleways, lighting, landscape and SUDS basins, and the diversion of Public Rights of Way footpaths FOHHF701 and 702"*.
- 3.7 In summary, the site is part of the One Horton Heath development which has consented outline permission (reference: O/20/89498) of which the 269 dwellings of Quobleigh Breach form part. The main Link Road (The Avenue) runs through the site north to south, connecting from Allington Lane to Burnetts Lane and is consented and constructed, whilst the Internal Distributor Road is a live application (F/23/96631) that is pending determination at the time of writing.

Site Wide Framework Travel Plan (SWTP)

- 3.8 As part of this Outline application, a Site Wide Framework Travel Plan (SWTP) was submitted for the whole site, outlining targets and a range of measures to achieve these targets.
- 3.9 The target set out by this SWTP for residential areas (such as Quobleigh Breach) was a 10% reduction in petrol and diesel car trips, to be achieved by a range of hard and soft measures. Monitoring was proposed to take place in the form of residential baseline surveys during the preliminary phase (with resident surveys distributed with Welcome Packs) and then TRICS after the 100th occupation and every three years, accompanied with annual monitoring reports for HCC sign off.

3.10 The delivery of this overall SWTP was secured via a Section 106 agreement. The key elements of this agreement relating to the implementation of this SWTP can be seen below:

Schedule 8: Travel Plan

- Full Travel Plan required to support first occupation
- Pay Travel Plan Approval fee, Travel Plan Monitoring Fee and Travel Plan Bond, prior to first occupation of any parcel
- Appoint a Travel Plan Coordination prior to first occupation
- Produce annual monitoring reports until 2 years after the occupation of the final dwelling
- Any amendments to the Travel Plan will be approved in writing

Schedule 12: Bus

- Submit and approve the Public Transport Strategy (PTS) prior to the 50th occupation
- To identify the bus infrastructure prior to commencement of development within a RM application area
- Not to occupy until payment of the Bus Stop Maintenance Contribution has been paid for that phase.
- Implement the bus infrastructure as identified in the PTS prior to the earliest of 3 scenarios.
- Procure, fund and maintain and make operational the bus service prior to the first occupation of 50% of the dwellings within the RM Application Area.
- Maximum walking distance of no more than 400m from any dwelling or commercial building
- Procure and maintain the bus service up to 2 years after the 2,350th occupation

Also relevant: Expectation of a 30-minute bus service between 06:30 and 19:00 Monday to Saturday and every 60 minutes on Sundays

3.11 This overall SWTP is an overview of the site, and states that exact details of the Travel Plan will be provided in each Reserved Matters (RM) application. Therefore, this TP for the RM scheme at Quobleigh Breach is based on the Site Wide Framework Travel Plan, but has slight changes based on the exact situation at this parcel.

Lower Acre

3.12 A full application (reference F/20/89500) for the first development parcel, located in the southern part of the wider One Horton Heath area was approved by EBC in December 2022.

3.13 This scheme was known as 'One Horton Heath, Phase 1' or 'Lower Acre' and consisted of '*erection of 381 residential units with public open space, hard and soft landscape works, internal roads, footway/cycleways, associated parking spaces, substation, SuDs and associated infrastructure*'.

3.14 A TP was also submitted as part of this application, building on the SWTP submitted as part of the aforementioned Outline application. It was written to support the development of Lower Acre, within One Horton Heath to achieve the following objectives.

- Manage car parking demand across the development
- Reduce the traffic generated by the development to a significantly lower level of single occupancy car trips than would be predicted for the site without the implementation of the Travel Plan;
- Minimise the impacts of car-based travel to the site on the local and strategic highway network and environment;
- Promote healthy lifestyles and a sustainable community;
- Encourage good urban design principles that increase the permeability of the development for walking and cycling;
- Provide safe and easy access to the site for development users, with increasing awareness of choice of travel mode to encourage the use of more sustainable modes of transport;
- To develop an awareness of the options for sustainable travel to and from the site and local area; and

- 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.

3.15 As part of this parcel's planning permission, a Section 106 agreement secured the delivery of the TP, with the key elements of this agreement relating to the implementation of Lower Acre's TP can be seen below:

Schedule 8: Travel Plan

- Updated Travel Plan required to support first occupation
- Pay Travel Plan Approval fee, Travel Plan monitoring fee and Travel Plan bond prior to first occupation
- Appoint a Travel Plan Coordination prior to first occupation
- Produce annual monitoring reports until 2 years after the occupation of the final dwelling
- Any amendments to the Travel Plan will be approved in writing.

Schedule 11: Bus

- Identify bus infrastructure prior to the 50th occupation
- Implement the bus infrastructure prior to the 100th occupation
- Procure and maintain a bus service prior to the 100th occupation
- Procure and maintain the bus service up to 2 years after the 350th occupation

Also, relevant

- 30 minute service between 0630 and 1900 Monday- Sat and every 60 minutes on Sundays between 1000-1600
- Maximum walk distance of 400m from all dwellings/commercial building (unless otherwise agreed)
- Car club to be provided

3.16 Whilst HCC guidance has changed since the submission and subsequent approval of the Lower Acre application, for consistency across the One Horton Heath development, it is proposed that this TP, for Quobleigh Breach reflects the agreed approach to Travel Planning, for One Horton Heath. Additionally, the Section 106 agreements for both the Outline and the Lower Acre application provide details of some of the hard and soft measures that will be implemented in the wider area over the course of this TP.

4. SITE AUDIT

Site Location

- 4.1 As aforementioned, the proposed development is located to the northwest of the wider One Horton Heath development scheme, to the south of the local villages of Fair Oak, the west of Horton Heath, and the northwest of Hedge End. All three local settlements provide Quobleigh Breach with a range of local amenities, and both existing and proposed pedestrian and cycle networks will encourage sustainable travel to these local amenities. The wider site location can be found in **Figure 5** (the full Quobleigh Breach location is shown within **Figure 1**).

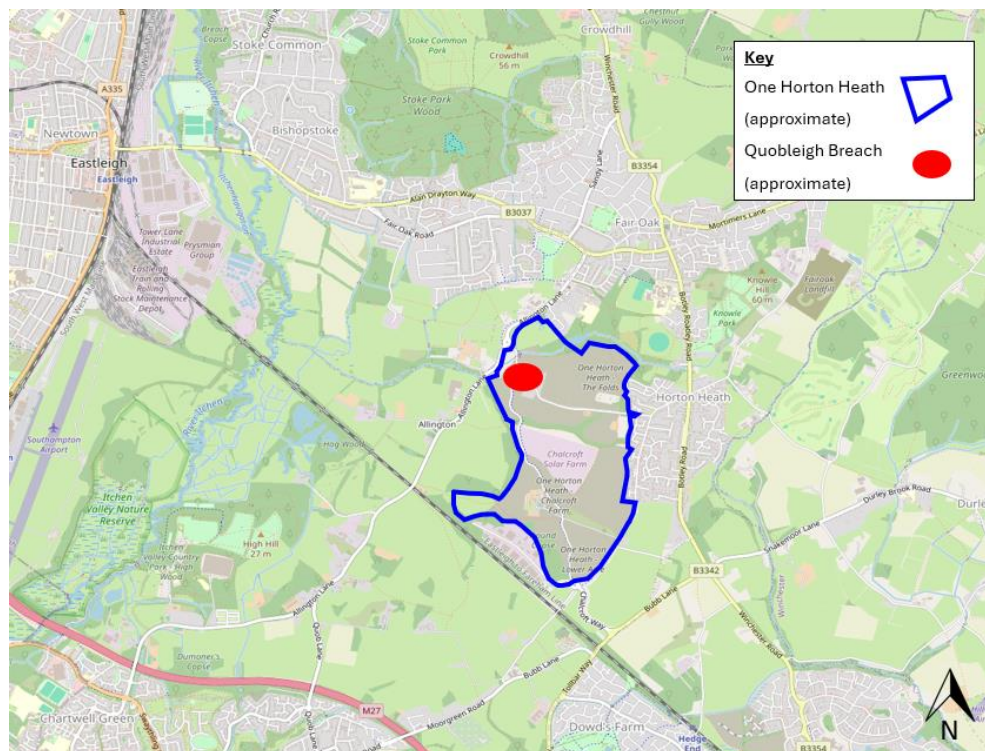


Figure 5: Wider site location

Local Road Network

- 4.2 The site is accessed from The Avenue (link road). The Avenue itself runs through the wider One Horton Heath area and links from the Allington Lane/The Avenue roundabout in the north to the Burnett Lane/Chalcroft Way roundabout to the south. The Avenue is 6.5m wide to accommodate two-way bus movements and also has a shared footway-cycleway of 3m in width running along the eastern side of the road. Similarly, Allington Lane has a shared footway-cycle of 3m to the north of the Allington Lane/The Avenue roundabout.
- 4.3 The site is currently bisected by Fir Tree Lane which travels east/west. This has been converted to a bridleway in the vicinity of the site, with the section of the lane crossing the site already closed to

motor vehicles.

- 4.4 The Internal Distributor Road (application F/23/96631) will be provided linking The Avenue with the wider development's local centre. This will be flanked by 2m wide footways for pedestrians.
- 4.5 Full information about the existing and proposed road network and detailed access arrangements can be seen in the accompanying RMTA.

Local Facilities

- 4.6 As seen in **Figure 3**, this proposed development at Quobleigh Breach sits within the wider One Horton Heath development area. The proposals for One Horton Heath include a range of land uses including residential, commercial, office, a local centre and primary school and thus would provide a large range of key facilities, benefitting residents in Quobleigh Beach. The development subject to this TP is linked to the Outline application through the decision notice and Section 106 obligations.
- 4.7 Nonetheless, a summary of current local facilities and amenities and the distances to them via existing routes are summarised in **Table 3**. or reference the walking and cycling times are in accordance with CIHT and LTN 1/20 guidance.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Dentist (Thurlow Dental)	1.4km	18	6
Public House (New Clock Inn)	1.4km	18	6
Convenience Store (Londis Horton Heath)	1.5km	19	6
Pharmacy (Fair Oak Village Pharmacy)	1.6km	20	6
Doctors Surgery (Stokewood Surgery)	1.6km	20	6
Horton Heath Community Centre	1.7km	21	7
Public House (Brigadier Gerard)	1.9km	24	8
Convenience Store (Tesco Esso Express)	1.9km	24	8
Secondary School (Wyvern Technology College)	2.1km	26	8
Lapstone Playing Fields	2.1km	26	8
Primary School (Fair Oak Infants/Fair Oak Junior Schools)	2.2km	28	9
Hedge End Railway Station	3.3km	41	13
Hedge End Retail Park	4.6km	58	18
Eastleigh Railway Station	4.7km	59	19
Eastleigh Town Centre	4.9km	61	20

Table 3: Accessibility to local amenities and facilities

- 4.8 **Table 3** identifies that a large range of facilities are located within close proximity of the proposed development, including key facilities such as convenience stores and a doctor's surgery. It is important to note that a new school and local centre are proposed as part of the wider One Horton Heath development and therefore, there will be facilities closer to the development site once the wider site has been built out.

Pedestrian Network

- 4.9 There are a number of pedestrian routes present within Quobleigh Breach. The Avenue which runs through the north-western corner of the site (from the Allington Lane roundabout) and south towards the rest of One Horton Heath, connecting up with the Burnetts Lane/Chalcroft Way roundabout, benefits from a 3m wide shared footway/cycleway on its eastern side, whilst a 2m wide footway is on the western side.
- 4.10 Fir Tree Lane is a country lane that runs through the site, roughly east to west. This lightly trafficked route has already been closed off in the vicinity of the site to be converted into a PRow bridleway running through the centre of the Quobleigh Breach development parcel, providing an off-road walking and cycling route for residents.
- 4.11 In addition, there are a wide range of pedestrian routes in the vicinity of the development site. A footway measuring approximately 1.8m is provided on the eastern side of Allington Lane which continues to provide a connection onto the footway along the B3037 Fair Oak Road where footways continue to provide access towards local facilities.
- 4.12 In terms of crossing points, there are dropped kerb and tactile paving crossing points with refuge islands at the Allington Lane/The Avenue roundabout and dropped kerb and tactile paving are provided across side junctions along Allington Lane. A pedestrian refuge island equipped with dropped kerbs and tactile paving is also provided at the Allington Lane/Fair Oak Priority Junction.

- 4.13 Burnetts Lane to the east of the site is primarily rural in nature to the south becoming more urban in the north. The southern section 30m to the north of Crispin Close is not equipped with any pedestrian infrastructure whilst to the north of this point Burnetts Lane is supported by footways on both sides of the carriageway. These footways are well lit range from 1.5m to 2m in width and provide a continuous connection up to the Burnetts Lane/Botley Road/Knowle Lane Signal Junction from which the pedestrian infrastructure on Botley Road or Knowle Lane is accessible. A dropped kerb crossing point is provided across Burnetts Lane to connect two local footpath routes which would run from the proposed development into the existing Horton Heath Settlement.
- 4.14 The remainder of the routes are supported by pedestrian infrastructure in the form of footways and crossing points that provide access to local facilities.
- 4.15 **Figure 6** shows an indicative plan for the wider pedestrian infrastructure surrounding the One Horton Heath development

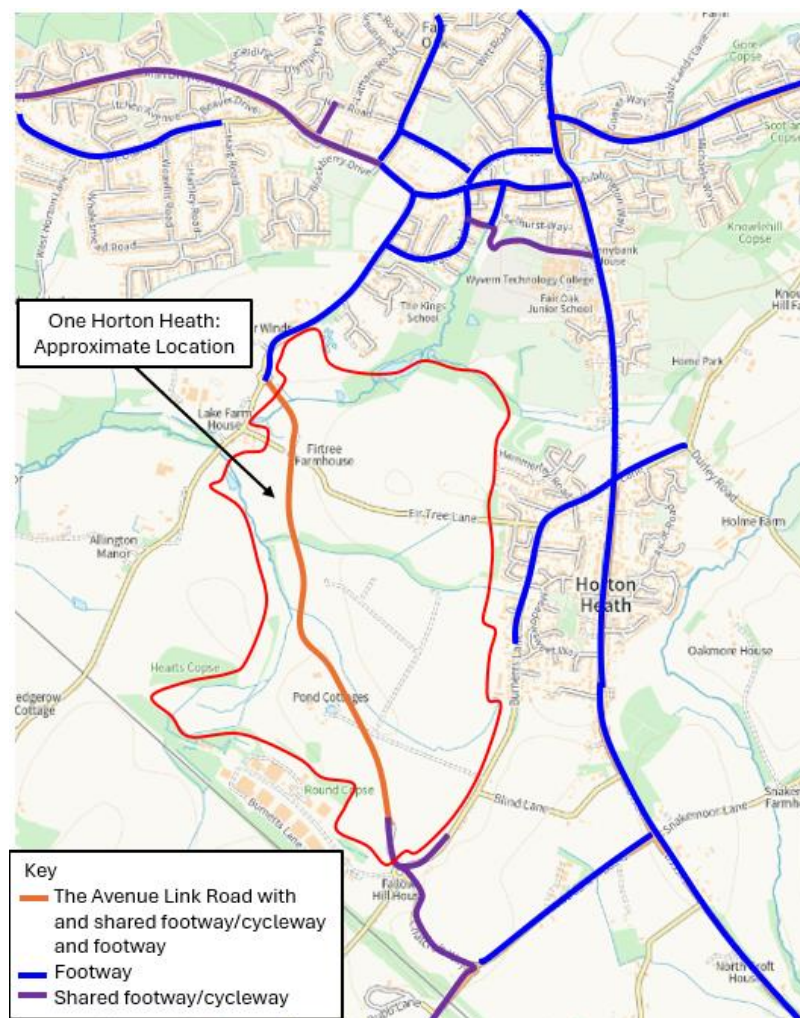


Figure 6: Wider Pedestrian Infrastructure Plan

Public Rights of Way (PROW)

- 4.16 There are also a range of existing PROW routes in the Horton Heath area, including a footpath that passes through the site. PROWs also link the site to the village of Horton Heath, and nearby settlements of Fair Oak, Bishopstoke, and by extension, Eastleigh. **Figure 7** shows the PROWs in the vicinity of the site.

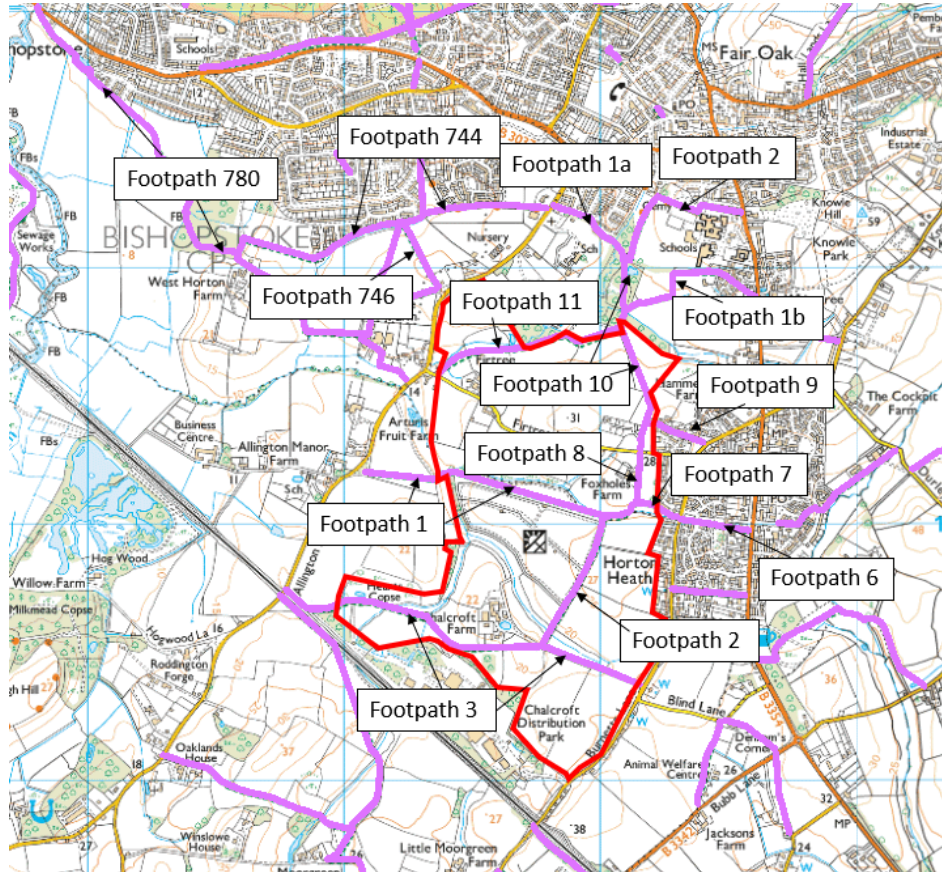


Figure 7: Public Rights of Way (PROWs) in the Vicinity of the Site

- 4.17 Upgrades to this PROW network are proposed as part of the wider Outline application to further support pedestrian journeys around the site. The improvements and safeguarding of these routes ensure the development connects with the existing Horton Heath settlement and provides attractive active travel corridors into the site to the travel destinations most likely to be used by the development.

Cycle Network

- 4.18 In order to assess the local cycle facilities surrounding the development site, EBC's Cycle Map has been reviewed which provides details on roads graded for levels of experience based on traffic levels, the location of off road, proposed and on road cycle routes. **Figure 8** shows the local area on this cycle map. For reference dark red routes are those which experience 'heavy traffic', orange routes 'medium

traffic and yellow routes 'very light traffic'. Blue routes represent off-road cycle routes.

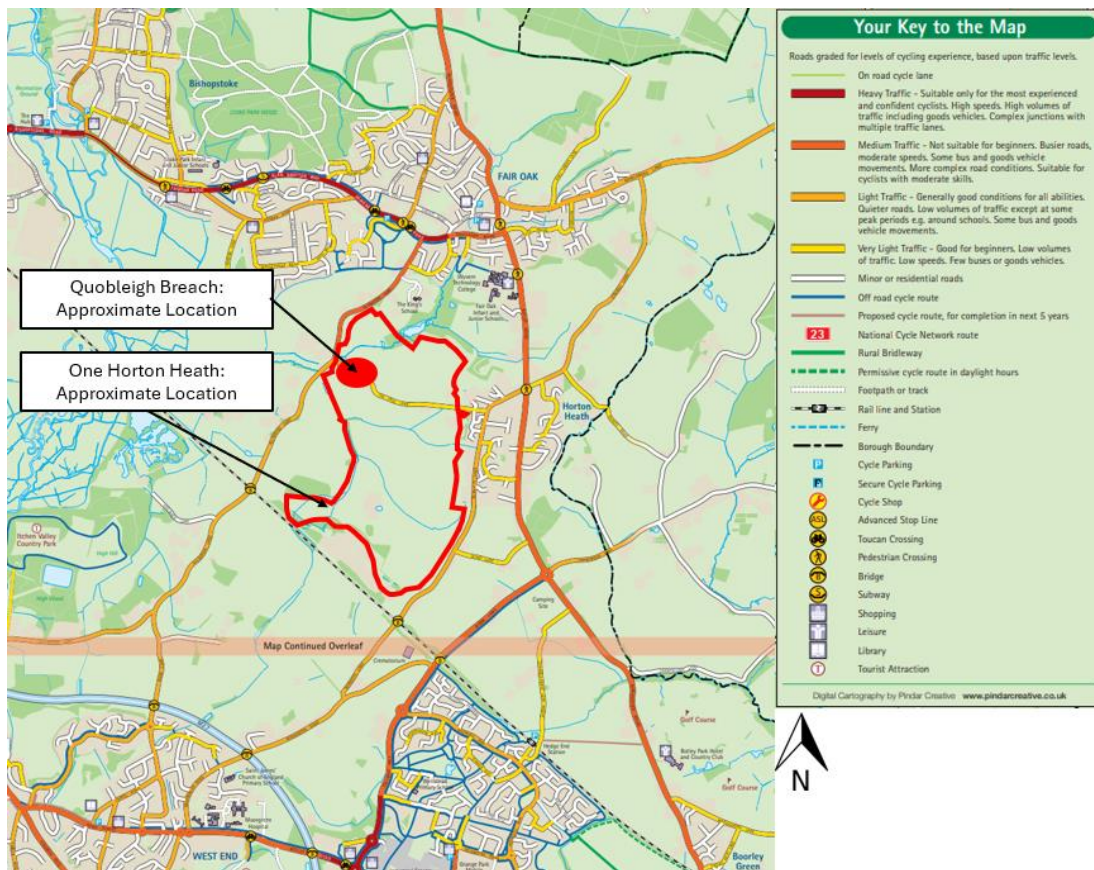


Figure 8: EBC Cycle Map near to the Site

- 4.19 This map highlights the cycle provision on routes that link to amenities and facilities in Eastleigh, Fair Oak and Hedge End such as Allington Lane, Burnetts Way and the B3037. Allington Lane in the vicinity of the site is marked as 'light traffic', with the section to the north of the site being marked as 'medium traffic'. However, this map does not show the new 3m wide shared footway cycleway on the eastern side of this busier section of road.
- 4.20 Similarly, Fir Tree Lane is marked as 'very light traffic', but the section passing through Quobleigh Breach will be closed to motor vehicles making it even more suitable for cycling.
- 4.21 It should also be noted that the map does not show the new 3m shared footway/cycleway which runs along the eastern side of The Avenue which will provide a connection onto the wider infrastructure from the Quobleigh Breach parcel.
- 4.22 Further south of the site, Bubb Lane linking to Hedge End is marked as 'medium traffic' but has an off-road cycle route running alongside. A further cycle route links from Bubb Lane to Hedge End Railway Station which residents could utilise. Whilst the B3037 Alan Drayton Way/Bishopstoke Road linking to Eastleigh is marked as 'heavy traffic', an off-road cycle route exists for the majority of this route,

providing a safe option for cyclists who wish to travel towards Eastleigh.

- 4.23 Therefore, the existing routes are considered suitable for cyclists, and the range of improvements to cycle infrastructure that are proposed by both this development and the wider One Horton Heath development will only serve to make things more accessible for cyclists.

National Cycle Network

- 4.24 Whilst there are no National Cycle Network (NCN) routes in the immediate vicinity of the area, NCN Route 23 runs north-south through Eastleigh linking Reading, Winchester and Southampton. NCN Route 24 also starts at Eastleigh and continues west towards Romsey and Salisbury. Cyclists wishing to access the NCN can do so via the aforementioned off-road cycle route towards Eastleigh Railway Station alongside the B3037.

Local Cycling Walking and Infrastructure Plan (LCWIP)

- 4.25 As previously mentioned, the site is near to two LCWIP routes identified by EBC. The first, route 339, runs along the B3354 to the east of One Horton Heath, from Fair Oak to the junction with Bubb Lane, where it continues towards Hedge End Railway Station, with cyclists from Quobleigh Breach travelling via The Avenue and Chalcroft Way to access this route on Bubb Lane.
- 4.26 North of the site, in Fair Oak, route 339 connects with route 280 which links to Eastleigh Town Centre and railway station. This follows the previously described existing cycle infrastructure along the B3037. Travelling north from the site along Allington Lane will also provide access to route 280 along the B3037 Fair Oak Road, and the majority of cyclists wishing to access route 280 to travel towards Eastleigh Town Centre and Railway Station will do so via Allington Lane as previously described. Therefore, there is potential for cycle infrastructure in the vicinity of the site to be enhanced by other scheme being brought forward in the vicinity of the site, however, OHH are providing other pedestrian and cycle enhancements not specific to the LCWIP.

Public Transport Provision

Bus Services

- 4.27 The closest existing bus stops are located c.1km north of the site on the B3037 Fair Oak Road, served by Bluestar buses. Further bus stops c.1.5km away on Shorts Road are also served by Stagecoach buses. A summary of the bus services in the local area surrounding the development site are summarised in **Table 4**.

Service	Bus Stop Location	Operator	Route	Frequency		
				Weekdays	Saturday	Sunday
2	Fair Oak Road	Bluestar	Southampton-Eastleigh-Fair Oak	Every 15 minutes	Every 15 minutes	Every 20 minutes
3	Fair Oak Road	Bluestar	Southampton-Hedge End-Eastleigh	Hourly	Hourly	Every 80 minutes
69	Shorts Road	Stagecoach	Winchester-Fair Oak-Fareham	Hourly	Hourly	Hourly

Table 4: Summary of local bus services

4.28 As seen in **Table 4** there is a frequent bus service within a 12-13 minute walk from the site, accessible for pedestrians and cyclists via Allington Lane.

4.29 However, as previously discussed, improved bus route provision is also included within the Section 106 agreement for both the Outline application and the Lower Acre development to the south. Bus stops will be provided in Quobleigh Breach to improve travel time to local bus stops and The Avenue has been designed to consider bus movements in accordance with CIHTs 'Buses in Urban Developments' (January 2018) guidance.

Rail Network

4.30 The site is located 3.3km northwest of Hedge End Railway Station, accessible via the aforementioned walking and cycling routes via Chalcroft Way, Bubb Lane and the off-road route from Bubb Lane to the station (which is also part of LCWIP route 339)

4.31 Hedge End station is supported by 54 secure and sheltered cycle spaces as well as 96 car parking spaces, CCTV, customer help points and a payphone. Hedge End receives an hourly service northbound towards London Waterloo (90 minutes journey time) via Winchester (15 minutes), Basingstoke (35 minutes) and as well as an hourly southbound service towards Portsmouth Harbour (41 minutes) via Fareham (12 minutes).

4.32 The site is also located 4.7km southeast of Eastleigh Railway Station, accessible via Allington Road and the pedestrian/cycle infrastructure provided along the B3037 Fair Oak Road which leads to the station. Users may also travel to Eastleigh Railway Station via the Bluestar services 2 and 3 which run regularly from the bus stops on Fair Oak Road.

4.33 Eastleigh Railway Station is equipped with 130 secure and sheltered cycle spaces as well as with a 133-space car park. It is also provided with a manned ticket office, customer help points, toilets, payphones and step free access. Eastleigh benefits from a more frequent service and a greater offering of destinations than Hedge End. As well as services to London Waterloo (81 minutes journey time) via Winchester (8 minutes) and Basingstoke (28 minutes), services also run direct to

Southampton Airport Parkway (3 minutes), Southampton Central (15 minutes), and Romsey (12 minutes).

Summary

- 4.34 The site is well located in relation to existing pedestrian and cycle infrastructure Within the wider One Horton Heath development and surrounding the development. There are also opportunities to access local public transport provision, thereby presenting an opportunity to encourage the use of sustainable travel models for the development's future residents and visitors.
- 4.35 Additionally, infrastructure to further support sustainable travel associated with the wider One Horton Heath development has already been built, such as the shared footway-cycleway on Allington Lane and The Avenue.
- 4.36 Whilst the majority of existing key facilities and amenities are located more than 1km away, the wider One Horton Heath scheme does include plans for a range of facilities to be available within the development including a primary school and a local centre. Additionally, pedestrian and cycle access to the existing facilities will be improved.
- 4.37 Bluestar buses provide a frequent service into Southampton, Hedge End and Eastleigh from Fair Oak Road Bus Stops. The local bus services also provide links to Eastleigh Railway Station. Bus provision was also be enhanced in the future, as detailed within the site wide S106 agreement, with improved bus links serving new bus stops in Quobleigh Breach and the rest of One Horton Heath, further improving public transport accessibility.
- 4.38 Hedge End and Eastleigh Railway stations both benefit from frequent train services to Portsmouth, Winchester and London Waterloo, albeit Eastleigh has a more frequent service as well as links to Romsey and Southampton.
- 4.39 Eastleigh station can be reached via bus or a 19-minute bike ride. Similarly, Hedge End station is accessible via a 13-minute cycle. The routes to both stations are also partly on LCWIP routes, and so have been identified by EBC as key strategic cycle routes which should see improvements over the coming years.

5. AIMS, OBJECTIVES AND TARGETS

Travel Plan Aim

- 5.1 As aforementioned, this TP ties in with the SWTP submitted as part of the Outline application. This TP set out the overall objectives, measures and targets for One Horton Heath, with this TP having an overall aim of reducing the number of petrol and diesel car trips.
- 5.2 Upon review of this SWTP, the ability to collect information about the type of vehicles being used, in relation to the number of vehicle trips being undertaken will be challenging using the current survey methods.
- 5.3 Instead, as part of the resident survey, individuals will be asked about their car ownership, to understand the proportion of electric and hybrid vehicles being used on site, as the scheme progressed. The main aim of the Travel Plan however will be to reduce overall vehicle trips as the intention is to move people out of cars and increase walking, cycling and public transport use.
- 5.4 As such, the overall aim of this TP is:

to support a sustainable development by reducing the need for car trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

- 5.5 Specific to this TP, the objectives are:
- Reduce vehicle trips and their subsequent impact on the local road network;
 - Promote electric and hybrid vehicle use;
 - Ensure the site users are aware of the Travel Plan;
 - Identify and maximise the opportunities for travel by alternative means;
 - Promote pedestrian and cycle routes both on and off-site;
 - Promote local public transport; and
 - Ensure safe and easy access for all site users
- 5.6 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

- 5.7 Before setting specific targets, understanding how residents currently travel to work is essential. Using 2011 'Method of Travel to Work' Census data for the 'Eastleigh' output area (details of which can be

found at **Appendix B**, an indicative baseline modal split can be generated. This indicative baseline can be used to then derive specific targets for this TP.

- 5.8 The baseline modal splits are presented in **Table 5**. Whilst the 2021 census provides a more recent set of data, this census was conducted during a period of lockdown and the COVID-19 pandemic, where working from home was much higher than usual. As such, 2011 data will paint a more realistic picture of expected trips.

Mode of Travel	Indicative Baseline
Driving a car or van	75.4%
On foot	7.9%
Passenger in a car or van	5.3%
Train, underground, metro or tram	4.2%
Bus, minibus or coach	3.1%
Bicycle	2.7%
Motorcycle, Scooter or Moped	1.2%
Taxi	0.2%
Total	100%

Table 5: Indicative Baseline Splits Based on 2011 Census Data

- 5.9 **Table 5** shows that 76.6% of the Eastleigh population currently drive to work (via car, van or motorcycle), with 5.3% as passengers. Walking constitutes the second most popular mode of travel, with 7.9% of trips being on foot. Public transport (bus, train, coach and taxi) accounts for 7.5% of journeys whilst cycling only accounts for 2.7% of community trips.
- 5.10 As part of the SWTP and to collect ‘actual’ travel patterns, resident surveys would be provided for all new occupants upon first occupation, across all development parcels. TRICS surveys would then be completed every 3 years after first occupation until 2 years after the last residential occupation. Parcel specific monitoring would focus on resident surveys, which, following first occupation surveys would then be completed 1, 3 and 5 years after the first occupation of that parcel. The full monitoring approach taken by this TP is detailed in **Chapter 8**.

Targets

- 5.11 In the interim however a provisional target to reduce car trips by 10 percentage points is identified, using the baseline modal splits in **Table 5**. **Table 6** presents the potential percentage point mode shift targets over the 5 years of this Travel Plan.

Mode of Travel	Indicative Baseline (%)	Year 1 Target (%)	Year 3 Target (%)	Year 5 Target (%)
Vehicle Movements	82	79 (-3)	75 (-7)	72 (-10)
Public Transport	7	8 (+1)	10 (+3)	11 (+4)
Walking	8	8.5 (+0.5)	9 (+1)	10 (+2)
Cycling	3	4.5 (+1.5)	6 (+3)	7 (+4)
Total	100	-	-	-

Table 6: Indicative Baseline Splits and Targets Based on 2011 Census Data (Rounded)

- 5.12 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and HCC's Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 6**.
- 5.13 These targets are Specific, Measurable, Achievable, Relevant and Time Limited (SMART) and will be regularly reviewed through discussions between the TPC and HCC's TPO. They aim to encourage a variety of sustainable transport modes which reflect the sustainable transport strategy across the whole of the One Horton Heath development involving improved walking and cycling routes, a desire for a dedicated bus service that routes through the development site, provision of an on-site car club and electric vehicle charging.

6. TRAVEL PLAN STRATEGY AND MEASURES

- 6.1 A Travel Plan is a useful tool produced to encourage residents to use alternative modes of transport to reduce the number of single occupancy petrol and diesel vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

On-site Infrastructure

- 6.2 Both Quobleigh Breach and the wider One Horton Heath development includes the following onsite infrastructure measures, which will be implemented prior to occupation and will be delivered by the developer. These include:
- New, high-quality pedestrian and cycle facilities adjacent to The Avenue through the site and the wider One Horton Heath area
 - Segregated pedestrian/cyclist routes throughout the site which connect to proposed further development as part of the wider outline application
 - Improvements to PRowS, Bubbs Lane and Burnetts Lane beyond the site and improvements to access to Hedge End Railway station
 - Removal of vehicle access and conversion to bridleway at the section of Fir Tree Lane passing through the site
 - Provision of bus stops within Quobleigh Breach and the rerouting of Bluestar Service 3 or new bus service provision
 - A unique parking strategy which balances minimising car usage, promoting sustainable modes of transport and a pragmatic view on car usage trends
 - Low internal design speeds to encourage low traffic speeds and volumes making routes more suitable for pedestrians and cyclists (including elements of shared surface/home zones)
 - Provision of electric vehicle (EV) charging points
 - Provision of car club spaces within the One Horton Heath development
 - Provision of high-quality cycle storage
 - Provision of at least one car-club vehicle
 - Traffic calming across the wider area.

Promotional Measures

- 6.3 The following section proposes a package of soft measures to be implemented and refined by predominantly the Site Wide Travel Plan Coordinator (SWTPC) over the lifetime of the TP. Due to the way that the development has been brought forward each parcel may also have its own Travel Plan Coordinator (TPC) and therefore this section reflects that a TPC will implement measures. Details of

the TPC role are discussed further in **Chapter 7**.

- 6.4 The measures proposed have been guided predominantly by the SWTP and reflect the site's location, the TP aim, objectives and targets and the local and national policy.

Key Stages: Preliminary

- 6.5 In order to meet the objectives of this TP and the SWTP it is essential that a number of tasks are completed prior to the first occupation at Quobleigh Breach, as outlined within the site's Action Plan (**Appendix C**). These include:

- Appointment of a Travel Plan Coordinator (developer)
- Travel webpage development
- Produce Resident Welcome Pack (TPC) including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

- 6.6 A baseline resident travel survey will also be issued to all new occupants of the development, as per the requirements of the SWTP. Full details of this site's monitoring strategy can be found in **Chapter 8**.

Key Stages: Five Years starting from first occupation of the Development

- 6.7 It is proposed that the TP period would become fully active from first occupation of the development and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to the local community or One Horton Heath's SWTPC, who will continue to be required to monitoring the progress of the wider development.
- 6.8 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC and/or SWTPC in dialogue with occupants of the site, EBC, HCC and other key stakeholders as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is included in **Appendix C**

Modal Measures: Walking and Cycling

- 6.9 This TP has summarised the local walking and cycle networks and the facilities which the TPC would promote to residents. These will be detailed to residents in their welcome pack and through the TPC/SWTPC input into resident notices and newsletters (as discussed later in the report).
- 6.10 The accessibility review and baseline modal splits indicate that walking is a key travel mode for existing residents in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development. Whilst the baseline (census) modal splits do not indicate that cycling is a key travel mode for existing residents, it is hoped that the proposed improvements to the infrastructure will help this become a more favourable travel mode.
- 6.11 With these proposed hard measures to improve walking and cycling, including the provision of amenities such as a 3FE primary school and the new local centre within the wider One Horton Heath area there is reason to believe that walking and cycling will increase significantly from the baseline modal split and the TPC and/or SWTPC will work to encourage the uptake of walking and cycling to these new facilities as and when they open by promoting walking and cycling routes, times and distances to these new facilities. This is particularly important as the development layout itself is designed in such a way as to support pedestrians and cyclists, as shown in **Figure 3**.
- 6.12 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). The TPC will also look to promote 'bikeability' events to increase the confidence of residents to encourage them to cycle more, whether for daily commuting or occasional leisure.
- 6.13 A bicycle user group will also be set up for users of the wider One Horton Heath development with support from EBC and HCC. This would provide a platform on which cyclists are able to share information on cycle routes, safety and maintenance. It will also enable less experienced cyclists to connect with experienced cyclists and obtain information, guidance, and potentially a 'cycling' buddy to accompany them on cycle journeys. The SWTPC will also investigate the opportunity to hold a Bike Doctor event regularly, either on site or within the easily accessible wider One Horton Heath area. This would provide residents with a convenient cycle and repair maintenance and repair service.
- 6.14 The TPC will promote free health apps including (but not limited to) NHS Better Health, Map My Walk, Strava and Footpath Route Planner to help encourage active travel.

Modal Measures: Public Transport

- 6.15 The baseline modal splits indicate that 7% of existing residents currently travel to work by public

transport and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode.

- 6.16 The site audit section of this TP details the bus services available from nearby bus stops external to One Horton Heath, but as the proposed development section sets out, this service will be significantly enhanced over the life of this TP, with details of these improvements being clearly communicated to residents through the use of the Welcome Pack, inputs into the wider One Horton Heath newsletters that will be distributed to each parcel.
- 6.17 Maximising resident use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and input into resident newsletters and campaigns.
- 6.18 The TPC and/or SWTPC would also be responsible for keeping up to date with any timetable changes or fare promotions and communicating these to residents. The Government £3 Fare Cap is still in operation and will be until March 2027 and so will be promoted to residents until this date, unless it is extended, and this will be supported by further promotion.
- 6.19 Given the improvements proposed to make access easier, the TPC and/or SWTPC will promote rail services from Hedge End and Eastleigh railway stations. In a similar manner to bus services, any timetable changes or rail related promotions such as railcard offers will be promoted to residents.

Modal Measures: Car Sharing

- 6.20 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident interaction and creating a sense of community.
- 6.21 Liftshare (www.liftshare.com) is a well-established scheme and would be promoted to residents through the Welcome Pack, webpage and newsletters to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Car Clubs

- 6.22 Car clubs are a great option for those individuals who may require access to a car, on occasion, but don't want the hassle or expense of running their own vehicle or a second vehicle. Car clubs provide the benefits of owning a car without the hassle of MOTs, tax, insurance and petrol bills. These are basically hire vehicles, that you can use from one hour and are located either in private car parks or on-street and available for car club members to hire, when they need them.

- 6.23 EBC have teamed up with Co-wheels to set up a car club in Eastleigh Town Centre. The cars available are all low emission, either hybrid or electric and so provide a cheaper, convenient and greener option for future residents. The TPC and/or SWTPC, in partnership with EBC and Co-wheels will be responsible for the promotion of the scheme to residents and responsible for advertising the benefits of car clubs.

Modal Measures: Sustainable Private Vehicle Use

- 6.24 On occasions when vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.25 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.
- 6.26 In addition to promoting the on-site electric vehicle charging provision the TPC will the wider network of charging points to residents.

Modal Measures: Home/ Remote Working and Other Modes

- 6.27 Following the COVID-19 pandemic working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines.
- 6.28 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.
- 6.29 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the HCC's Travel Plan Officer.

Personalised Travel Planning

- 6.30 Upon moving into their new home, households will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel to destinations more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication

- 6.31 To ensure the ongoing promotion of the TP to residents, over its life a number of marketing and communication elements would be implemented.
- 6.32 As part of the Preliminary Stage, a dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established for the One Horton Heath development, prior to the first occupation, which provides residents with up to date information and latest changes to travel services, news and events. This would be reviewed biannually throughout the life of the SWTP and updated as required, to ensure the latest travel information is suitably reflected.
- 6.33 As previously mentioned, a Welcome Pack will also be distributed to first occupants by the TPC.
- 6.34 At this stage it is also anticipated that the SWTPC would input travel information into the One Horton Heath newsletters for the life of the SW Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door. This is with the aim of providing regular (biannual) sustainable travel updates to residents, and will also promote the sustainable travel webpage.

Local Area and Other Site Users

- 6.35 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups. The overall SWTP for the whole of One Horton Heath has informed the creation of this TP, alongside similar RM TPs for other parcels of land within One Horton Heath providing an excellent opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

- 6.36 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

Other Measures

- 6.37 Other measures aimed at increasing awareness of the TP among residents and encouraging the uptake of sustainable modes of transport will include the following:
- Details of the TP and TPC's will be provided on public notice boards within the development
 - Travel Awareness Campaigns and competitions would be implemented targeting residents of the development

- Maps illustrating pedestrian, cycle and bus routes to nearby facilities will be provided to residents in Welcome Packs, newsletters and put on display in the community centres and on notice boards
- Awareness of the health and benefits of walking will be raised through posters, leaflets and/or events
- Events will be arranged by the SWTPC, in conjunction with EBC and HCC to promote walking and cycling such as Walk to School Week or National Cycling Week

7. ACTION PLAN AND MANAGEMENT STRATEGY

- 7.1 A costed Action Plan has been provided at **Appendix C** which outlines the work proposed to deliver the Travel Plan, throughout its life.

Travel Plan Coordinator

Site Wide Travel Plan Coordinator

- 7.2 The SWTPC is responsible for the implementation and monitoring of the TP to ensure targets are met across the whole of the One Horton Heath development site.
- 7.3 The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period and would then be in post from first occupation to two years post completion of the residential development.
- 7.4 More specifically, the role of the SWTPC includes:
- Overseeing the development and implementation of the SWTP and maintaining support:
 - Liaising with public transport operators, local interest groups and HCC:
 - Designing and implementing an effective marketing strategy and raising awareness of sustainable travel opportunities;
 - Acting as the point of call for TP enquiries: and
 - Co-ordinating the site wide monitoring and evaluation programme for the TP including organisation of surveys.

Quobleigh Breach Travel Plan Coordinator

- 7.5 The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning from first occupation. This is in line with the Travel Plan prepared to support the wider outline planning application at One Horton Heath.
- 7.6 The TPC role and contact details will be finalised with HCC prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation of the Travel Plan as well as supporting the SWTPC with monitoring requirements to ensure targets are met.
- 7.7 More specifically, the role of the parcel specific TPC requires:
- Overseeing the development and implementation of this TP and maintaining support:
 - Designing and implementing an effective marketing strategy and raising awareness:

- Promoting Travel Events;
- Acting as the point of call for all TP enquiries: and
- Supporting the SWTPC with monitoring and evaluation programme that includes both parcel specific annual summaries of the work undertaken, but also supporting the SWTPC with their monitoring and evaluation work.

8. IMPLEMENTATION AND MONITORING

Implementation

- 8.1 The Site Wide Travel Plan (SWTP) is secured through a Section 106 agreement, which confirms the proposed measures as well as any monitoring costs, required by HCC.
- 8.2 This Travel Plan for the Quobleigh Breach parcel is to be signed off as part of the Reserved Matters application.

Surveys and Feedback

- 8.3 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:
- Collect a representative and informative data account in accordance with the development timescales:
 - Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
 - Adoption of the TP by local residents beyond the TP's active period: and
 - The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

- 8.4 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the SWTP. It is also based on our experience of being TPC's on a number of sites within Hampshire.
- 8.5 The Site Wide TP outlines that baseline resident surveys will be obtained for all newly occupied units, with surveys issued out with resident welcome packs. TRICS surveys will then be undertaken every 3 years, following the first occupation of the One Horton Heath development up to two years after the final first residential occupation. The location and scope of the TRICS survey would be agreed by the SWTPC, EBC and HCC.
- 8.6 With regard to the Quobleigh Breach parcel the resultant monitoring structure for this TP therefore aims to tie in with the agreed monitoring process for the SWTP and recently agreed Lower Acre development. The proposed timetable is shown in **Table 7** and summarised in the subsequent paragraphs.

Preliminary/First Occupations	End of Year 1	End of Year 3	End of Year 5
Baseline Resident Surveys (provided within Welcome Packs)	Resident Survey (Parcel Specific)	TRICS SAM (Site Wide) Resident Survey (Parcel Specific)	Resident Survey (Parcel Specific)

Table 7: Monitoring Strategy

- 8.7 As mentioned earlier TRICS multimodal surveys will take place every 3 years, from first occupation at One Horton Heath until 2 years after the final residential occupation. Details of the area being surveyed will be agreed by the SWTPC, EBC and HCC prior to the first TRICS survey to ensure costs are managed and comparable survey data can be collected.
- 8.8 Meanwhile, resident questionnaires are proposed to be undertaken following the first occupation of each dwelling then at the end of Years 1, 3 and 5. It is proposed that the survey will be completed electronically, although postal surveys may also be used. An example resident survey is included in **Appendix D**.
- 8.9 HCC have requested that a 30% response rate is achieved with any questionnaire to provide statistically significant data. The surveys should be completed during a neutral monitoring period and repeated at the same time every year (as appropriate). The response rates for the survey will be reviewed as well as supported by the TRICS SAM surveys that are also proposed.
- 8.10 The results of the survey will be available for residents to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate and will be shared with the SWTPC.
- 8.11 An annual monitoring/progress report will be produced and submitted to HCC, and for those years with a survey will be submitted within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

- 8.12 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with the SWTPC as well as EBC and HCC officers will ensure that mismanagement does not occur.

- 8.13 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with HCC's Travel Plan Officers if required. The 5-year budget for implementing the Quobleigh Breach Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.
- 8.14 The lessons learnt from the first developments coming forward at One Horton Heath would also be shared with future phases to ensure that subsequent parcels can build on the successes from the earlier TPC work.

Community Embedding and Handover

- 8.15 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP and the sustainable practices that it supports, however the SWTPC would continue to operate across One Horton Heath to help maintain action.

9. SUMMARY AND CONCLUSIONS

- 9.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Eastleigh Borough Council to support an *‘Application for the approval of reserved matters (appearance, layout, scale and landscaping) for the development of 269 dwellings, associated open space, landscaping, parking and other associated works, pursuant to outline permission O/20/89498.’*
- 9.2 The site is part of the One Horton Heath development, making up a parcel in the north west of the development. The Outline application for One Horton Heath received outline planning consent in 2025 for 2,500 homes, a local centre, a primary school among other things. This application was supported by a Site Wide Travel Plan (SWTP) which has been reflected within this Travel Plan.
- 9.3 This TP has been written in line with and referencing the following policy:
- National Planning Policy Framework (NPPF);
 - Transport Decarbonising Plan (DfT 2021)
 - Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)
 - Hampshire County Council (HCC) Local Transport Plan 4 (2024)
 - HCC’s A Guide to Development Related Travel Plans (2009 & 2025)
 - EBC’s Local Cycling and Walking Infrastructure Plan (LCWIP) (2022)
 - EBC Local Plan 2016-2036 (2022)
 - One Horton Heath Design Code
 - Eastleigh Borough Council Parking Standards (September 2025)
- 9.4 This TP has also been informed by the submitted TP for Lower Acre, another residential development parcel located at the southern end of One Horton Heath. Whilst Lower Acre’s TP was written under Hampshire County Council’s old Travel Planning guidance, the majority of elements of this TP have been reflected in this TP for Quobleigh Breach for consistency, as is the case with the approved SW Travel Plan for the Outline application in One Horton Heath.
- 9.5 Encouraging and embracing sustainable travel modes by Quobleigh Breach’s future residents is possible both as a result of this TP but also because the site is located in an accessible location, and the wider investment in walking, cycling and public transport A local centre with a range of facilities in One Horton Heath will be built and this will be accessible via sustainable transport infrastructure, further increasing the accessibility of Quobleigh Breach and ensuring more services and facilities are within walking and cycling distance of new residents.

- 9.6 The overall aim of this TP is *“to support a sustainable development by reducing the need for car trips through highlighting and promoting the use of more sustainable travel methods*. This will be achieved through a range of soft and hard measures.
- 9.7 In terms of targets, this TP proposes a 10-percentage point reduction in total vehicle trips. Indicative baseline modal splits based on census data have been used to create the targets detailed within this TP. These targets will be agreed with HCC’s Travel Planning Officer, prior to commencement of this TP, and will be reviewed on a regular basis and revised, if necessary.
- 9.8 Hard measures include provision of walking and cycling infrastructure and the provision of bus stops and a bus route through Quobleigh Breach and the wider One Horton Heath development, with many of these improvements already secured through existing Section 106 agreements. Soft measures include the provision of a specific sustainable travel webpage, a Welcome Pack to all new occupants and input into resident newsletters will also be implemented.
- 9.9 Monitoring for Quobleigh Breach will take place in the form of both resident surveys (from first occupation of each unit, end of Year 1, Year 3 and Year 5).
- 9.10 For the wider One Horton Heath development a TRICS SAM survey will take place every 3 years after first occupation until 2 years after the final residential occupation, although the survey area will be confirmed by the Site Wide Travel Plan Coordinator and HCC to ensure costs are managed and comparable survey data can be collected.
- 9.11 Annual Monitoring Reports will be submitted to HCC for sign off, detailing the TPC activities over the course of the year, as well as details of any monitoring that occurred and a review of targets.
- 9.12 The TPC would oversee the implementation of all aspects of the TP for Quobleigh Breach and would work alongside the SWTPC, EBC, HCC, residents and the developer to ensure that accurate and achievable targets are proposed.

Appendix A



NOTES:

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

This drawing and design are copyright of Clague LLP
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Rev	Date	Description
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Project Title

Eastleigh Borough Council
Proposed Residential Development
One Horton Heath
Quobleigh Breach

Drawing Description

Proposed Site Layout Plan

Scale	Drawn by
1:1000 at A1	HP
Date	Checked by
June 2025	SW

CLAGUE ARCHITECTS

62 Burgate, Canterbury Kent CT1 2BH	01227 762060	
2 Kinsbourne Court, Luton Road, Harpenden, Hertfordshire AL5 3BL	01582 765102	
8, Disney Street London SE1 1JF	0203 597 6112	
CANTERBURY	LONDON	HARPENDEN

Project - Originator - Function - Spatial - Form - Discipline - Number - Revision
30071D - CLA - PRSL - 00 - PD - A - 0001 - P4

Appendix B

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	local authorities: district / unitary (prior to April 2015)
area name	Eastleigh
rural urban	Total

Method of Travel to Work	2011	%
Underground, metro, light	50	0.1%
Train	2,578	4.1%
Bus, minibus or coach	1,947	3.1%
Taxi	140	0.2%
Motorcycle, scooter or mop	733	1.2%
Driving a car or van	46,819	75.4%
Passenger in a car or van	3,278	5.3%
Bicycle	1,674	2.7%
On foot	4,913	7.9%
	62,132	100%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C

QUOBLEIGH BREACH, ONE HORTON HEATH
 TRAVEL PLAN ACTION PLAN



Actions	Responsibility	Timescale
TPC to contact HCC and agree targets, monitoring and confirm Action Plan	Eastleigh Borough Council/TPC	Three months Prior to first occupation
On-site infrastructure (cycle parking/electric vehicle charging etc)	Eastleigh Borough Council/TPC	Prior to first occupation
Development webpage	TPC	Prior to first occupation
Prepare and distribute a Travel Welcome Pack	TPC	Prior to and from first occupation
Prepare and distribute resident travel surveys	TPC	Prior to and from first occupation
Determine communication strategy inc. newsletters	TPC	Prior to first occupation
Travel Plan 'logo' and branding to be established	TPC	Prior to first occupation
Prepare TP action database for logging/recording: Action Plans, Household details, Household Personal Travel Planning, Assistance/Communication, Local Key Players Contact Details, Survey Responses	TPC	Prior to first occupation
Liaison with Sales Representatives to introduce TP and incentives available	TPC	Prior to first occupation

Preliminary Costs
 £3,500

Actions	Responsibility	Timescale	Year 1 (start at 1st Occupation)	Year 2	Year 3	Year 4	Year 5	Total
Personal Travel Planning (General TPC Activities)								
Walking and Cycling Measures			£3,000.00	£3,000.00	£3,000.00	£3,000.00	£3,000.00	£15,000.00
Promotion of local area walking / cycling route map and public transport information	TPC	Ongoing						
Promote health apps to encourage walking/cycling	TPC	Ongoing						
Promote sustainable routes to school	TPC	Ongoing						
Keep up to date on local walking and cycling initiatives	TPC	Ongoing						
Promote local area key facilities, including walking and cycling routes/access points	TPC	Ongoing						
Promotion of Beryl Bikes								
Promote Bike Week and local cycling routes	TPC	Ongoing						
Promote Walk to Work Week	TPC	Ongoing						
Public Transport Measures								
Maintain dialogue with local public transport service operators for service changes and promotions	TPC	Ongoing						
Keep up to date on local public transport initiatives	TPC	Ongoing						
Promote sustainable routes to school	TPC	Ongoing						
Cooperation and coordination with local, regional an national campaigns and events	TPC	Ongoing						
Other Measures								
Liaison with residents re: PTP and distribution of travel vouchers	TPC	Ongoing						
Promote car club scheme	TPC	Ongoing						
Promote car sharing	TPC	Ongoing						
Keep up to date on local car-sharing initiatives	TPC	Ongoing						
Provision of information on local road network routes, cost comparison tables, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing						
Marketing and Communications								
Input into Newsletters/ Leaflets (+expenses associated with printing/postage)	TPC	Biannually	£ 400	£ 400	£ 400	£ 400	£ 400	£ 2,000
Webpage (To be managed by SWTPC)	TPC	Minimum of 2 updates per year	£ 200	£ 200	£ 200	£ 200	£ 200	£ 1,000
Site Visit (+expenses for mileage)	TPC	Annual	£ 200	£ 200	£ 200	£ 200	£ 200	£ 300
Monitoring Stages - Surveys and Feedback								
Progress Review/Liaison with HCC	TPC	Annually	£ 500	£ 500	£ 500	£ 500	£ 500	£ 2,500
Resident Travel Surveys (+expenses for printing/postage)	TPC	End of Year 1, 3 and 5	£ 500	£ 500	£ 500	£ 500	£ 500	£ 1,500
Year Estimates			£ 4,800	£ 4,300	£ 4,800	£ 4,300	£ 4,800	£ 22,300
Preliminary Stage + Year Estimates						£ 25,800		

Project Details	
Scheme	Quobleigh Breach, One Horton Heath
No. of Units	270
Personal Travel Planning Budget per unit	£ 50
Total Personal Travel Planning Budget	£ 15,000
Consent Date	TBC
1st Unit Occupation Target	TBC
Full Occupation Target	TBC
Applicant	Eastleigh Borough Council
Local Authority	Hampshire County Council / Eastleigh Borough Council
LA Travel Plan Officer	TBC
Travel Plan Author	SJR
Travel Plan Co-ordinator	TBC

EXPENSES	Amount (per voucher/survey)	Units	TOTAL
Printing/Postage/Mileage	TBC		TBC
			TBC

Total (Excluding Expenses)	
£	25,800

Version	Date	TPC Author	Comment
1	Oct-25	SJR	

Appendix D

– Resident Travel Survey

Thank you for taking the time to complete our residents travel survey. This will help us (your Travel Plan Coordinator) understand your travel needs and should only take a few minutes.

If you have any questions regarding our work, the survey or relating to the travel voucher, please do not hesitate to get in touch! And, don't forget to fill out your details at the end to receive your travel voucher!

You can send your completed survey to us via:

- ☐ Post using the pre-paid envelope: Paul Basham Associates, ###
- ☐ Survey Monkey at ####
- ☐ QR code

QR Code



1. How do you currently travel?

	Daily	Couple of times a week	Weekly	Fortnightly	Monthly	Occasionally	Never
Car (alone as driver)							
Car (with passengers)							
Walking							
Cycling							
Scooter							
Bus							
Coach							
Overground Rail							
Underground Rail							
Ferry							
Motorbike							
Other: _____							

2. For your most frequent journey how far do you travel?

- ☐ 0-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ 21-30 miles
- ☐ 31+ miles

3. To which location do you travel to most frequently? (tick one)

- ☐ ##
- ☐ ##
- ☐ ##
- ☐ ##

☐ Other (Please specify)

4. What is your most frequent journey for? (please choose one)

- ☐ Work/Education
- ☐ Leisure/Retail
- ☐ Health (doctors/hospital)
- ☐ Visiting friends/family
- ☐ Other (please specify)

5. If you were to change your main mode of travel what mode would you most likely change to:

6. If you travel by car, why do you travel by car? (Please tick all that are relevant)

- ☐ 1. I don't own a car
- ☐ 2. Car essential to perform job
- ☐ 3. Reliability/ quicker than alternatives
- ☐ 4. Health reasons
- ☐ 5. Lack of alternatives
- ☐ 6. Cost
- ☐ 7. Comfort
- ☐ 8. Personal safety
- ☐ 9. Things to do on way home
- ☐ 10. Other (please specify)

7. Which of the above is the most important when travelling by car? (state the number)

8 If you usually travel by car, how do you travel when your car is unavailable (i.e. is being serviced)

Please Turn Over

9. Which of the following would most encourage you to use the listed travel modes (or use them more frequently if you do so already?)

	Discounts	More Information	Improved Reliability & Frequency	Increased Safety Measures	Cycle Storage/ Training	Better Facilities	Improved Routes	Knowledge of Local Clubs/ Events	Nothing	Other (please specify)
Walking										
Cycling										
Bus										
Rail										

10. How many cars do you own?

- ☐ 1
☐ 2
☐ 3+
☐ N/A (do not own a car)

11. What type of cars do you own?

- ☐ Petrol
☐ Diesel
☐ Hybrid
☐ Electric
☐ N/A (do not own a car)

12. How many bicycles do you own?

- ☐ 1
☐ 2
☐ 3+
☐ N/A (do not own one)

13. Is there any information you would like to see in future newsletters?

14. Is there anything else you would like to tell us about travel in your local area?

15. I would like to request: (Select One)

- ☐ £## Halfords Voucher *
☐ £## Bus Pass **
☐ I have already claimed

Please note all voucher requests will be reviewed before we can confirm a claim. One voucher available for each address. If a claim has already been made for your address you will not be eligible to receive a voucher. See Terms and Conditions for further details.

What have/will you use your voucher for:

In order for us to process your voucher request, we require the following information. Please write in capitals.

Name: _____

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

Please note that this information is kept in accordance with Data Protection policy found at: <https://paulbashamassociates.com/privacy-cookie-policy/>. Email travelplan@paulbashamassociates.com for further details.

Terms & Conditions

One voucher available per address within ##. If a previous resident has claimed you will not be eligible. To confirm eligibility please provide us with your address information. Sustainable Travel Vouchers are a gift from the developer and the offer(s) may be amended or removed at any time. ###

The full list of Terms and Conditions can be found at: ###