



Beechlands Road, Medstead

Framework Travel Plan

Client: Bargate Homes

i-Transport Ref: SJ/OT/DM/ITB13450-009B

Date: 03 May 2024

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Quality Management

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SECTION 1 Introduction

1.1 Background

1.1.1 i-Transport has been appointed by Bargate Homes to prepare a Framework Travel Plan (FTP) in relation to an outline planning application for a residential development of up to 70 dwellings on land to the south and west of Beechlands Road in Medstead, Hampshire. The location of the site in the context of the local highway network is presented in **Figure 1** and extracted below as **Image 1.1**.

Image 1.1: Site Location Plan



1.1.2 An outline application has been prepared. All detailed matters (such as scale, layout and appearance) are reserved, with the exception of access into the site, which is a matter for consideration and determination as part of the application. An illustrative masterplan is provided at **Appendix A** to demonstrate how this development could be delivered.

1.1.3 The implementation of the FTP will be secured as a Section 106 obligation to the planning consent. The S106 should secure the following matters;

- Preparation and agreement of a Full Travel Plan prior to the first occupation of the development.
- Implementation of the Full Travel Plan; including the measures outlined in the Action Plan (**Table 9.1**) and the ongoing monitoring of the plan.
- Appointment of a Travel Plan Co-ordinator (TPC) to be responsible for implementing the plans, who will be retained for the duration of the Full Travel Plan period.

1.2 Transport Assessment

1.2.1 A Transport Assessment accompanies the planning application as a stand-alone document (*report reference: ITB13450-008C*). It has been prepared in line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) and considers the transport impacts that may arise from the proposed development and assesses the proposal against relevant transport policy. Specifically, the TA has been prepared to assess the scheme against the four key tests set out in paragraph 114 of the NPPF, which can be summarised as follows:

- Will the opportunities for sustainable travel be taken up appropriately?
- Will safe and acceptable access be provided to the site for all modes?
- Will the site layout comply with design guidance?
- Will the traffic impacts be acceptable?

1.3 Bargate Homes - Commitment to Sustainable Travel

1.3.1 Bargate Homes are an established housebuilder who are committed to building high quality homes through innovative design and provide developments that are both responsible and sustainable in their design and implementation. Bargate Homes support sustainable travel with the majority of their sites focused within southern Hampshire within short travel distance of their offices. Bargate Homes are currently implementing a number of Travel Plans at sites in Hampshire.

1.3.2 In addition, Bargate Homes have appointed i-Transport LLP to run and manage a number of Travel Plans and also fulfil the Travel Plan Co-Ordinator role such that this can be delivered by professional transport planners to ensure a high standard of implementation.

1.4 Requirement for a Travel Plan

1.4.1 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) both require a Travel Plan to be submitted alongside proposals for developments likely to result in significant travel demand.

1.5 Scope of the Framework Travel Plan

1.5.1 The remainder of this FTP is structured as follows:

- **Section 2** – provides a summary of relevant national and local planning policy pertinent to the drafting of Travel Plans;
- **Section 3** – provides an outline of the objectives and benefits of Travel Plans on residents, the local community and the environment.
- **Section 4** – provides an overview of the accessibility of the site by walking, cycling and public transport.
- **Section 5** – sets out baseline and future targets of the TP.
- **Section 6** - provides information on the development proposal as well as site layout and infrastructure measures.
- **Section 7** – sets out the ‘soft’ measures that will be provided to encourage sustainable travel to the site and to manage travel demand.
- **Section 8** – provides the strategy for managing and implementing the TP.
- **Section 9** – describes the monitoring and review process of the TP.
- **Section 10** – presents a summary of the TP.

SECTION 2 Policy Context

2.1 Introduction

2.1.1 To provide context for the FTP, this section provides an overview of national and local transport planning policies relevant to the proposed development.

2.2 National Policy

National Planning Policy Framework (December 2023)

2.2.1 The NPPF (December 2023) sets the policy basis for the development of Travel Plans.

2.2.2 Paragraph 114 of the NPPF outlines that when assessing sites for development this should ensure appropriate opportunities to promote sustainable transport modes can be taken up, and a key tool to facilitate this is a Travel Plan.

2.2.3 Paragraph 117 of the NPPF sets out that all developments which generate significant amounts of movement are required to provide a Travel Plan. Sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to private car journeys.

2.2.4 Therefore, this FTP has been produced to outline measures to encourage travel by modes of transport other than single occupancy car use for residents of the proposed development, by promoting walking, cycling and public transport use as alternative methods.

Planning Practice Guidance

2.2.5 The web-based PPG replaced the DfT's 'Guidance on Transport Assessment' on 6 March 2014 and sought to bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.2.6 The PPG discusses the role of travel plans and transport assessments / statements and how they relate to each other:

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

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

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

- 2.2.7 The FTP sets out the long-term management strategy for integrating proposals for sustainable travel into the proposed development.

2.3 Local Policy

Hampshire Local Transport Plan 4

- 2.3.1 The Hampshire Local Transport Plan (LTP4) covers the period to 2050 and supersedes the previous LTP3. The Plan is based around a vision for what transport will look like in 2050, including transport-related outcomes covering climate change, environment, economy, and health and society.

- 2.3.2 Policy DM2 states that HCC will work to:

“Ensure that planning applications are supported by Transport Statements/Assessments and Travel Plans in accordance with the County Council’s guidance.” (p.123)

Hampshire County Council’s Guide to Development Related Travel Plans

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

- 2.3.4 The key objectives, as set in paragraph 2.2 are:

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

and

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

SECTION 3 Objectives and Benefits

3.1 Objectives

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

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

3.1.2 The plan will have the following additional objectives:

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

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

3.2 Benefits

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

Benefits to Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and

- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

Local Community and Environment

3.2.2 The sustainable transport strategy for the development proposal and the infrastructure will benefit the existing residents in the surrounding area by improving pedestrian and cycle links.

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

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

3.2.4 Overall, it is anticipated that the Travel Plan will result in benefits for residents of the site and the wider community in the vicinity of the development.

SECTION 4 Existing Transport Conditions and Site Accessibility

4.1 Introduction

4.1.1 This section of the FTP describes the existing highways and transport conditions in the area, including opportunities for walking, cycling and the use of public transport. The availability of local facilities and services is also set out.

4.2 Site Location

4.2.1 The site is located in the south-eastern extent of the village of Medstead, which is in the administrative boundary of East Hampshire District Council. A site location plan is included as **Figure 1**.

4.2.2 The site is located to the north of the A31 which links Winchester, in the south-west, to Guildford, in the north-east.

4.2.3 The site has agricultural land on its northern and southern boundaries with housing located on its eastern and western boundaries.

4.3 Pedestrian and Cycle Network

4.3.1 There is a pedestrian footway on the north-eastern side of Beechlands Road and it varies in width between 1.1m – 1.7m. The footpath benefits from street lighting and to the north east of the site, connects with Boyneswood Lane, classified as Bridleway 33.

4.3.2 Boyneswood Lane is an approx. 2.7m wide hard surfaced lane which forms the southern boundary of the site and provides access to Stoney Lane, an approx. 3.2m wide hard surfaced lane to the west of the site, listed as Bridleway 31. Boyneswood Lane and Stoney Lane provide pleasant walking/cycling routes to Four Marks.

4.3.3 To the east, Boyneswood Lane continues on a south easterly alignment to join Boyneswood Road where an off-road pedestrian route continues to join Winchester Road in Four Marks. This combination of routes provides connections to Station Approach, the surrounding employment area, a variety of services and facilities located to the west of Lymington Bottom Road and to the east provides a connection to facilities and services in the eastern part of Four Marks.

4.3.4 National Cycle Network (NCN) Route 224 runs to the north-east of the site, from the junction between Red Hill and Roe Downs Road. The route provides a mainly off-road connection from

Farnham to Medstead and from Wickham to Gosport. The route runs through Chawton Park Wood and provides an onward connection onto Alton.

4.4 Public Transport

4.4.1 The closest bus stops to the site are situated on the A31, circa 850m (a ten-minute walk) to the south of the site. **Table 4.1** summarises the details of these services.

Table 4.1: Summary of Local Bus Service and Frequencies

Service	Route	Frequency		
		Weekdays	Saturday	Sunday
64	Winchester - Alton	Every 30 minutes First – 06:51 Last – 23:53	Every 30 minutes First – 07:41 Last – 23:53	Hourly service First – 07:51 Last – 19:51

Source: Traveline Website (2024)

4.4.2 Bus service 64 runs for 15 hours per day (Monday-Friday) and provides a connection to rail services at both Winchester and Alton. The service also provides access to sixth form education at Peters Symonds College in Winchester and in Alton.

Rail

4.4.3 Alton railway station is located 7.8km northeast of the site (a 23 minute cycle). The station provides 60 cycle spaces and step free access to all platforms.

4.4.4 The station can also be accessed via the no. 64 bus service, a circa 28 minute journey.

4.4.5 A summary of the rail services and frequencies is provided below in **Table 4.2** below.

Table 4.2: Rail Services and Frequencies

Station	Destination	Typical Frequency per hour		Average Journey Duration
		Peak	Off-Peak	
Alton	London Waterloo	2	2	1 hour 10 minutes
	Winchester	2	2	1 hour 17 minutes
	Farnham	2	2	12 minutes
	Portsmouth and Southsea	2	2	1 hour 55 minutes
	Guildford	2	2	43 minutes

Source: Trainline

4.4.6 Additionally, Winchester Rail Station is located some 20km to the west of the site (which can also be accessed via the no. 64 bus service) and provides onwards access to Southampton, Bournemouth, Weymouth and Manchester.

4.4.7 Alton railway station serves a number of key destinations such as London, Winchester and Guildford. There are at least two services an hour to each destination providing future residents the opportunity to travel to these locations via a sustainable mode of transport.

4.5 **Accessibility to the Site**

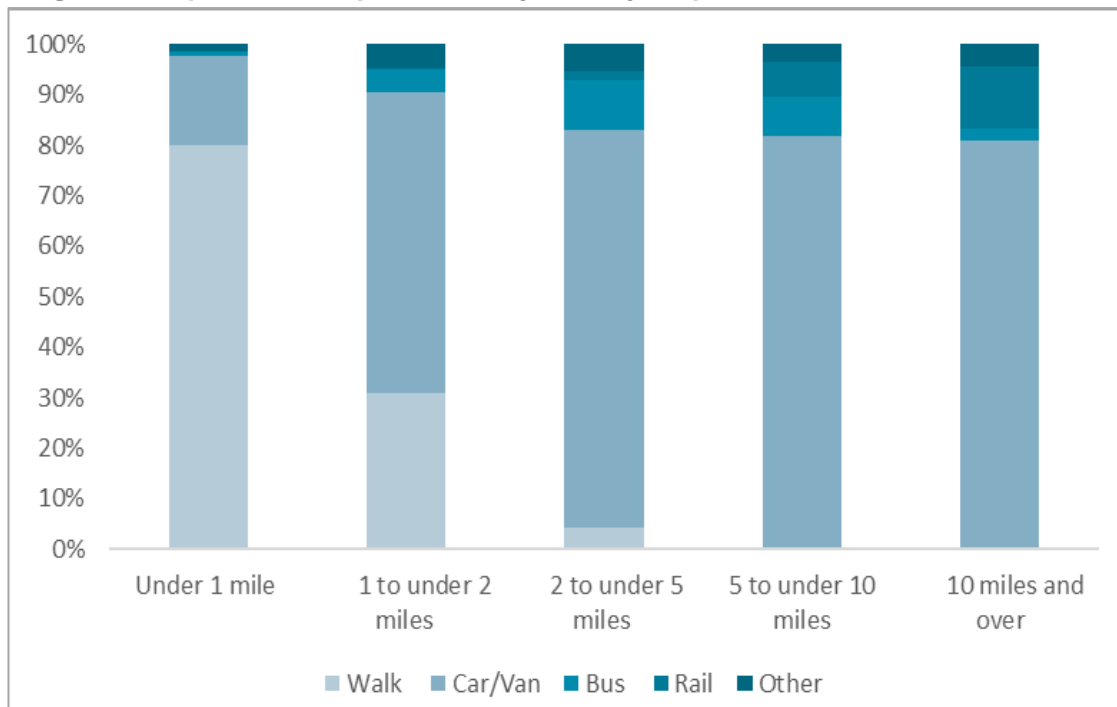
Walking Distances

4.5.1 Paragraph 4.4.1 of Manual for Streets states:

“PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

4.5.2 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths and is presented in **Image 4.2** and confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot.

Image 4.2: Proportion of Trips Per Year by Journey Purpose (all modes)



Source: NTS (2019)

4.5.3 On this basis:

- 1.6km is a 'comfortable' walking distance.

- 2.9km is a 'reasonable' walking distance.
- 3.2km is an 'acceptable' walking distance.

Cycling Distances

4.5.4 Data provided within the National Travel Survey (2019) demonstrates that the average distance per journey by bike is approximately 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km.

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

4.6 Accessibility to Local Services

4.6.1 The primary destinations within the local area are listed below in **Table 4.3**, which includes facilities for public transport, leisure, retail and health as well as an assessment of the travel distance to reach the identified local facilities and the time such journeys would take by walking and cycling respectively.

Table 4.3: Summary of Local Facilities and Services

Purpose	Destination	Total Distance (m)	Walking Journey Times (minutes)	Cycling Journey Time (minutes)
Employment	Redhill Farm	440	6	2
	Mansfield Business Park	720	9	3
	Station Approach Employment	790	10	3
Education	Medstead CoE Primary School	1,400	18	6
	Medstead Preschool and Nursery	1,500	19	6
Retail	Clementines Fruit and Veg	940	12	4
	Co-operative Food	950	12	4
	Arrows Off-License	955	12	4
	Tesco	1,090	14	5
	The Tall Ship	1,100	14	5
	Loaf Bakery	1,120	14	5
	BP Garage	1,160	15	5
Leisure	M&S Food Store	1,160	15	5
	ARH Gym	1,100	14	5
	Four Marks Village Hall	1,920	24	8

Purpose	Destination	Total Distance (m)	Walking Journey Times (minutes)	Cycling Journey Time (minutes)
	Four Marks Bowls Club	2,500	31	10
	Four Marks Tennis Courts	2,550	32	11
	Four Marks Playground	2,570	32	11
	Four Marks Recreation Ground	2,590	32	11
Healthcare	Shine Dental Clinic	760	10	3
	Boundaries Surgery	810	10	3
	Mansfield Park Surgery	1,150	14	5
	Dr ET King Medical	1,170	15	5

Source: Consultants Estimates. Note: Note: Assumed walking speed of 1.33m/sec and cycling speed of 4m/sec.

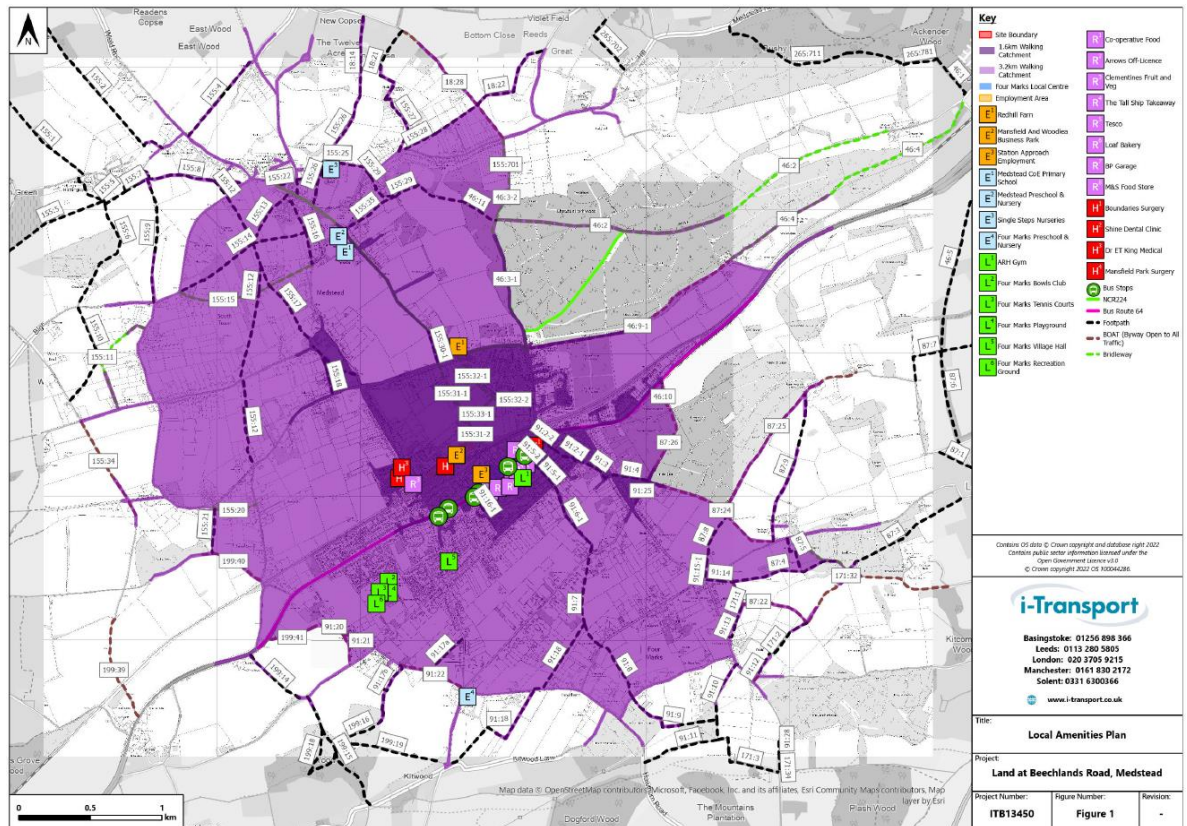
Key:

	Within 1600m walking distance – ‘Comfortable walking distance’
	Within 2,000m walking distance – ‘Reasonable walking distance’
	Within 3,200m walking distance – ‘Maximum walking distance’

4.6.2 **Table 4.3** demonstrates that there are several services and facilities located within a walking and cycling distance of 1.6km, including employment, food and grocery shops and leisure facilities. This is a ‘comfortable’ walking distance, therefore future residents will have the opportunity to travel to these facilities via a sustainable mode of travel. Additionally, NCN 224 provides largely off-road cycle access to local facilities in Alton. Therefore, the site is well located to a good range of local services and facilities.

4.6.3 A plan showing the walking catchment from the site in the context of the local amenities and services in Medstead is provided below in **Image 4.3** and included as **Figure 2**.

Image 4.3: Local Amenities Plan



4.6.4 The site is in close proximity to a good range of local services and facilities giving future residents a genuine opportunity to travel by sustainable transport modes.

4.7 Healthy Streets Assessment

Walking, Cycling and Horse Riding Assessment Report and Healthy Streets Assessment

4.7.1 A Walking, Cycling and Horse-Riding Assessment Report (WCHAR) and Healthy Streets Assessment has been prepared to assess the quality of the existing sustainable mode corridors, identifying any deficiencies in the existing network and achievable opportunities to improve the walking connections to key facilities and services. The WCHAR is provided as **Appendix C**. The WCHAR identified the following potential areas where improvements to the existing walking and cycling infrastructure could be provided:

- Tactile paving along Boyneswood Road for those walking north/south.
- Relocation of uncontrolled pedestrian crossing adjacent to the north-east bound bus stop on A31 Winchester Road. The footway width behind the bus stop is currently constrained.

- There is the potential for development in the area to provide a contribution to refresh the top dressing of Bridleway 32 if necessary, in the future.
- Tactile paving and dropped kerbs implemented along A31 Winchester Road.
- A link could be provided up through Chawton Wood Car Park into the woodland (subject to land ownership and highway boundary). This would facilitate the provision of an additional connection to the east towards Alton via NCN 224.

4.7.2 The study area for the Healthy Streets Assessment is shown in **Image 4.4** below and included as **Figure 3** which shows each route within the local context of the site.

Image 4.4: Healthy Streets Assessment Route Map



4.7.3 A summary of the Healthy Streets Assessment for Route 1 of the assessment routes is shown in **Table 4.3**. Routes 2 and 3 are off-carriageway connections with no junctions/motor traffic and therefore have not been scored against the Healthy Streets Assessment. The 'Opportunity' column identifies potential improvements that the proposed development could provide a proportionate¹ contribution towards implementing.

¹ Suitable to the scale of development proposed.

Table 4.3. Healthy Streets Assessment – Route 1

Metric	Assessment	Score	Opportunity
Motorised vehicle speed	Low speed of vehicles on Beechlands Road, however posted speed limit on the A31 is 30mph	1	Implement traffic calming features on the A31
Volume of motorised traffic	Beechlands Road is lightly trafficked, however the A31 has more than 1,000 vehicles (two-way) in the peak hour	0	Implement traffic calming features on the A31.
Mix of vehicles	Proportion of large vehicles is 2-5% of the motorised traffic in the peak hour.	1	Implement traffic calming features on the A31
Cycle safety at junctions	No junction on the route requires assessment.	N/A	N/A
Ease of crossing side roads	The weakest side road has dropped kerbs – these are on the desire line.	1	Amendments to tighten junction geometry to slow down vehicles. Provide raised table at the junction entrance.
Ease of crossing between junctions	No junction on the route requires assessment.	N/A	N/A
Priority of crossing at junctions	No junction on the route requires assessment.	N/A	N/A
Navigation of crossings for people with visual impairments	There is no tactile paving present at the crossing adjacent to the Four Marks Co-Op store.	0	Provide tactile paving at this crossing.
Quality of the footway surface	There are a few minor defects, but the surface is generally smooth.	2	Re-surface the quality of the footway.
Space for walking	At the narrowest point along the route the footway narrows to 1.7m	1	Increase footway widths.
Quality of the carriageway surface	A few minor defects observed. The footway/carriageway surface is generally smooth.	2	Re-surface the quality of the carriageway.

Metric	Assessment	Score	Opportunity
Space for cycling	Cycling occurs on carriageway on the A31 and the lane widths do not fall below 3.9m.	2	Provide LTN 1/20 compliant infrastructure (subject to land availability)
Public seating	The longest distance between public seats is more than 500m.	0	Implement public seating at regular intervals.
Cycle parking	No cycle parking is provided along the route.	0	Provide cycle parking.
Trees	There are trees along at least 50% of the full length of the A31.	2	Planting of additional trees.
Green infrastructure	Green space (hedgerows, trees and grass verge) provided along the route, especially on Boyneswood Lane.	3	N/A
Lighting	Continuous lighting provided for the entirety of the route	3	N/A
Reducing convenience of driving short journeys	There are no restrictions on through movement for vehicles on the A31.	1	A reduction of vehicular speed limit along the A31.
Bus stops	The closest bus stop on the A31 does not have seating or shelter	0	Provide shelter and seating at bus stop.

4.7.4 The opportunities identified in the Heathy Streets Assessment form part of the transport strategy improvements presented in Section 6 of this report.

SECTION 5 Targets

5.1 Overview

5.1.1 The key aim of the FTP is to reduce single occupancy car use for travel to/from the site, and the use of targets will enable the Travel Plan Co-ordinator (TPC) to monitor progress against the key objective of the FTP.

5.1.2 Whilst Census data has been used at this stage as a proxy for the likely mode share for trips made from the site, the actual mode shares that will occur will not be fully understood until the first travel surveys have been analysed.

5.1.3 However, it is sensible to set some interim mode share targets which can then be reviewed to ensure that they are SMART (Specific, Measurable, Achievable, Realistic and Timely) following the first round of travel surveys.

5.1.4 The following targets have been set:

- **Target 1** – To reduce the number of single occupancy vehicle trips associated with journeys to work by the site by 10 percentage points from the baseline position; and
- **Target 2** – To ensure that the majority of residents are aware of and are able to benefit from the Travel Plan.

5.1.5 The objective is to achieve these targets within 5 years of the first occupation of the development. Interim mode split targets have been established and will be subject to ongoing review.

5.2 Baseline Position and Interim Targets

5.2.1 For the purpose of this Travel Plan, the baseline modal split is based on the travel to work data from the 2011 Census for East Hampshire 007. The single car use mode share targets are summarised in **Table 5.1**.

Table 5.1: Interim Targets – East Hampshire 007 MSOA

Mode	Baseline	3 rd Year	5 th Year
Car Driver	82.3%	77.3%	72.3%
Car Passenger	4.0%	4.5%	5.0%
On Foot	3.9%	4.9%	5.9%
Bicycle	1.1%	2.6%	4.1%
Bus	1.0%	2.0%	3.0%

Mode	Baseline	3 rd Year	5 th Year
Train / Underground	6.8%	7.8%	8.8%
Motorcycle / Moped	0.6%	0.6%	0.6%
Other incl. Taxi	0.3%	0.3%	0.3%
Total	100.0%	100.0%	100.0%

Source: 2011 Census and Consultant's Estimates

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

- The appointment of a professional TPC;
- Promotion of walking, cycling and public transport use within a bespoke Travel Plan Website, Resident's Travel Information Pack and other measures i.e. a BUG;
- Potential for the TPC to engage with local cycle shops and public transport providers to negotiate possible discounts and trial incentives for residents; and
- Promotion of car sharing initiatives.

5.2.3 Once the first monitoring surveys at the development have been undertaken and analysed, the baseline position and the interim mode shift targets will be reviewed.

5.2.4 These mode share targets correspond to the monitoring process set out in **Section 9**.

SECTION 6 Site Layout and Infrastructure Measures

6.1 Introduction

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

6.2 Site Layout

6.2.1 The site layout is included in **Appendix A**. The transport infrastructure forms an integral part of the site design and aims to encourage the use of non-car modes of transport for local journeys.

6.2.2 The development is designed to facilitate walking and cycling, in particular for local journeys to key destinations. The internal layout will be designed in line with Manual for Streets standards and positively provide for all users with dedicated footways and some shared surface environments provided through the site.

6.2.3 The on-site street infrastructure will be designed to achieve a maximum design speed of 20mph and traffic flows on the site will be light thus creating a suitable 'mixed traffic' environment for cycling on the carriageway (Ref: LTN1/20 Table 4.1).

6.2.4 The site layout has been developed in line with the principles set out within Manual for Streets, with carriageway widths of 5.5m on the primary route through the development.

Development Mix

6.2.5 The development will deliver up to 70 residential dwellings, including a mixture of private and affordable rented 1-, 2-, 3- and 4-bedroom homes.

Parking

6.2.6 Parking will be provided in accordance with East Hampshire District Council (EHDC) Vehicle Parking Standards SPD. The parking standards for cars and cycles are provided below in **Table 6.1** and **Table 6.2**.

Table 6.1: Car Parking Standards

Size of Dwelling	Minimum Car Parking Requirements	
	Long Stay (Resident)	Short Stay (Visitor)
1 Bed Dwelling	1 space per dwelling	1 space per 5 dwellings
2/3 Bed Dwelling	2 spaces per dwelling	1 space per 5 dwellings
4+ Bed Dwelling	3 spaces per dwelling	1 space per 5 dwellings

Source: EHDC Vehicle Parking Standards SPD

Table 6.2: Cycle Parking Standards

Size of Dwelling	Minimum Cycle Parking Requirements	
	Long Stay (Resident)	Short Stay (Visitor)
1 Bed Dwelling	1 space per dwelling	Visitor cycle spaces will be expected at 10% of the long stay cycle spaces in developments of 5 units or more.
2/3 Bed Dwelling	2 spaces per dwelling	
4+ Bed Dwelling	2 spaces per dwelling	

Source: EHDC Vehicle Parking Standards SPD

- 6.2.7 The document also notes that the Council will encourage the provision of electric vehicle charging infrastructure.
- 6.2.8 All properties will be provided with electric car charging facilities to at least one of their allocated car parking spaces, including the flatted properties.
- 6.2.9 Safe, covered and secured cycle parking will be provided for each home on site. Cycle parking will be provided at the frontage of each home to encourage use through ease of access.

6.3 Site Access

- 6.3.1 Pedestrian, cycle and vehicle access will be achieved from a simple priority T-junction onto Beechlands Road. A footway will be provided on both sides of the carriageway that will continue into the site.

Sustainable Mode Access

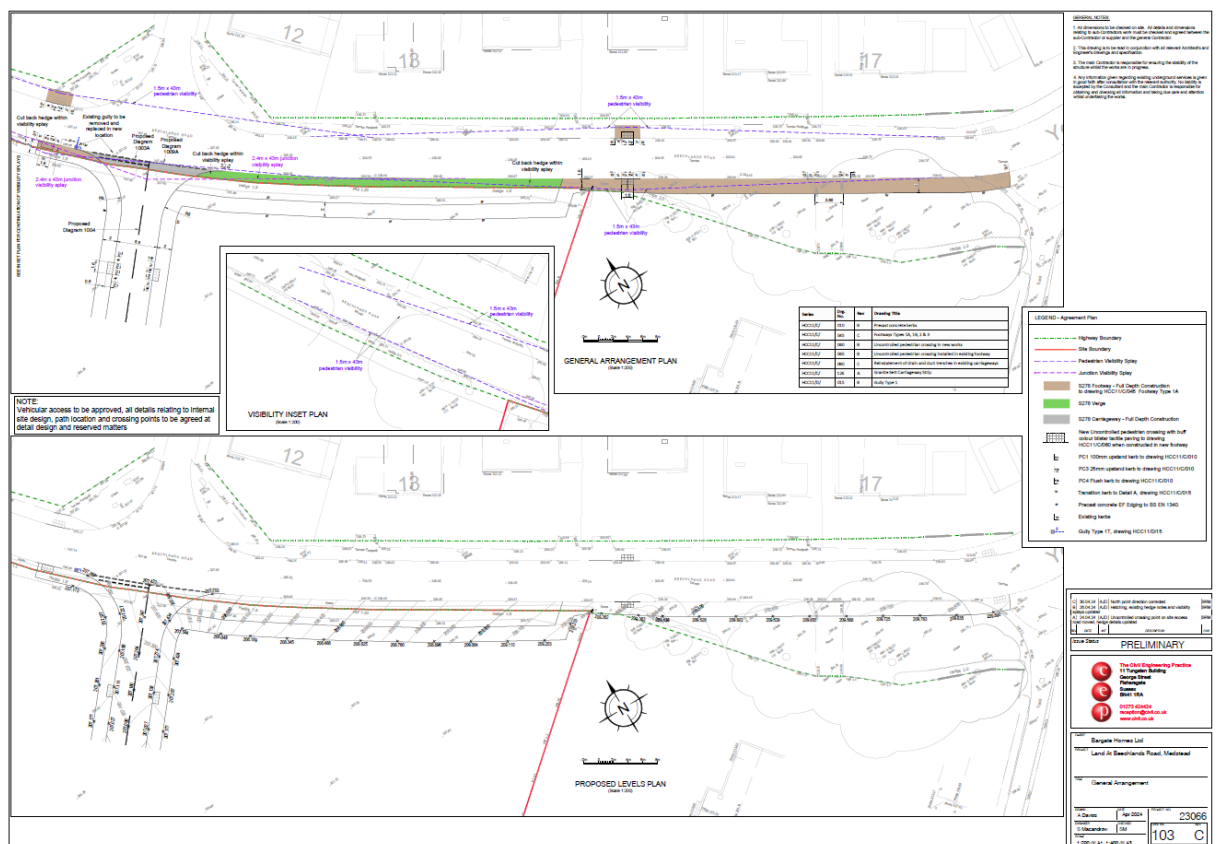
- 6.3.2 Footways, measuring 2.0m in width, will be provided either side of the site access road onto Beechlands Road. A 2.0m footway connection will be provided on the internal north-eastern extent of the site which will connect into Boyneswood Lane.
- 6.3.3 A pedestrian/cycle connection, measuring 3.0m in width, will be provided from the eastern extent of the site directly onto Boyneswood Lane. Additionally, a further pedestrian/cycle connection will be provided from the southern extent of the site onto Stoney Lane.
- 6.3.4 Following a meeting with the HCC Countryside Services team in May 2023 Boyneswood Lane (Bridleway 32) has been accepted as a suitable route for functional trips, i.e. commuting and day to day usage for pedestrians and cycles based upon its current surfacing.

Vehicular Access

- 6.3.5 The site access design is shown on drawing **23066-103-C**. An extract of the drawing is included as **Image 6.1**. This identifies the following:

- A simple priority junction onto Beechlands Road;
- Visibility splays of 2.4m x 35m to the west and 2.4m x 36m to the east of the junction in line with observed vehicle speeds on Beechlands Road and HCC’s TG3 requirements;
- A 5.5m wide carriageway on the site access arm with 2.0m footways provided on both sides to tie into existing provision on Beechlands Road via new dropped kerb crossings;
- A section of footway to the east of the site providing a continuous walking route to the southeast to Boyneswood Lane.

Image 6.1: Site Access



Local Improvements

6.3.6 The development can provide an opportunity to help bring forward the potential improvements identified in the WCHAR and Healthy Streets Assessment:

- Tactile paving along Boyneswood Road for those walking north/south.
- Relocation of uncontrolled pedestrian crossing adjacent to the north-east bound bus stop on A31 Winchester Road. The footway width behind the bus stop is currently constrained.

- There is the potential for development in the area to provide a contribution to refresh the top dressing of Bridleway 32 if necessary, in the future.
- Tactile paving and dropped kerbs implemented along A31 Winchester Road.
- A link could be provided up through Chawton Wood Car Park into the woodland (subject to land ownership and highway boundary). This would facilitate the provision of an additional connection to the east towards Alton via NCN 224.

SECTION 7 Travel Plan Measures

7.1 Introduction

7.1.1 This section sets out a range of measures that will be incorporated within the development proposals to encourage sustainable travel and to achieve the FTP objectives.

7.2 Travel Plan Coordinator

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

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

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

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

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

7.2.6 The role of the TPC will be as follows:

- To prepare the Full Travel Plan prior to first occupation of the new homes.
- To manage the day-to-day delivery of the TP measures.
- To market the TP to encourage interest and involvement of residents.
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a personal journey planning services for residents i.e. how to access schools, workplaces and local facilities by non-car modes.

- To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks.
- To negotiate discounts with local cycle shops for residents.
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

7.3 Sustainable Travel Voucher

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

7.3.2 The voucher can be used towards the cost of a sustainable travel measure (for example, a bus pass, rail season tickets, bicycle equipment) at the discretion of the TPC.

7.4 Cycle Parking

7.4.1 Cycle parking will be provided in accordance with the appropriate local and national guidance.

7.4.2 Cycle parking will be provided within the curtilage of each home on the site.

7.5 Electric Vehicle Charging Infrastructure

7.5.1 Residents will be encouraged to use ultra-low emissions vehicles (ULEV) due to their air quality benefits. This will be prompted by electric vehicle (EV) charging will be provided at each dwelling across the site. The details of EV charging infrastructure will be confirmed at a later stage in the planning process but will be provided in accordance with Building Regulation Part S.

7.6 Personalised Travel Planning

7.6.1 This Travel Plan (TP) provides a commitment to the delivery of PTP within the site which will provide individual and focused travel planning advice to all new households. In many circumstances the reason why people do not use alternative transport modes is they do not have the information to know what options are available to them and PTP seeks to address this.

7.6.2 The Travel Plan Coordinator will be available to visit each individual household wishing to take part and establish the destinations of journeys undertaken most often (i.e., commuting journeys or journeys to school). They can then identify how such destinations can be reached by the local public transport routes available, whilst providing a comparative cost and journey time between the two means.

7.6.3 The following will also be provided:

- An offer of PTP with the Travel Plan Co-ordinator, within three months of occupation of the site;
- Details regarding the provision of broadband access to enable easy access to local home delivery services and home working;
- An information leaflet about the TP, its aims, and objectives, how to get involved and how travel will be monitored;
- Information about the community travel website and the locations of community notice board providing local travel information, the noticeboard will be updated by TPC;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking, and the location of bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, including details of any local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking/cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;
- Copies of HCC's cycle plans;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g., www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about free health apps to promote active travel, including Map my Walk, Map my Ride, All Trails and Strava;

- Information about car sharing through the Hampshire car share website (<https://liftshare.com/default.asp>) and other social-media based websites such as BlaBla Car²; and
- Information about the home delivery services offered by local supermarkets and TPC to negotiate potentially a voucher for free home delivery on first use.

7.7 Travel Information Pack and Guide

7.7.1 Travel Information Packs will be created for the development which will contain information on public transport services (timetables, maps etc), cycle maps and walking routes.

7.7.2 The packs will also contain details of sustainable transport related events such as Bike Week (normally held in June each year) which can be promoted as an additional tool to encourage people to try new sustainable modes of transport.

7.7.3 The health and environmental benefits of walking and cycling will be included within the Travel Information Packs and advice on personal safety whilst walking or cycling will also be included.

7.8 Promotion of 'Zero Travel' Options

7.8.1 The TPC and Travel Information Pack will set out the benefits of working at home, internet shopping and home delivery options.

7.8.2 The TPC will provide information on the local supermarkets that provide home grocery delivery services.

7.9 Bus Taster Passes

7.9.1 The TPC will promote Bus Taster Passes in order to encourage residents to utilise the public bus services that serve the site. One bus taster pass will be available per household funded by the Developer.

7.9.2 This will be beneficial in promoting sustainable modes of travel which in turn will further help to reduce congestion and pollution.

² [Bus or carpool? Your pick of rides at low prices. | BlaBlaCar](#)

7.10 Promotion of Cycling and Walking

- 7.10.1 The TPC will encourage cycling to residents living on the site through providing appropriate information (e.g. cycle routes, training), liaising with local cycle shops to provide discounts on cycle equipment and promoting key national events such as Bike Week and Cycle to School Week.
- 7.10.2 The development has been designed to facilitate and improve connections to the local pedestrian and cycle network, allowing for local journeys to key destinations to be undertaken by these modes.
- 7.10.3 Residents will also receive such information via other ongoing communication described on other parts of this travel plan.
- 7.10.4 The £50 sustainable travel voucher (described in Section 7.3) will be offered to the first owner of each dwelling. Residents can choose for this to go towards a new bike or cycle maintenance equipment, which will encourage the uptake of these sustainable modes.
- 7.10.5 It is the intention that a bicycle user group will be set up for the new development. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact experienced cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle rides and journeys.
- 7.10.6 Information regarding the user group will help residents get in contact with one another.
- 7.10.7 Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores for the purchase of cycling equipment. The TPC will also explore the option and interest to deliver Bike Maintenance and/or Walk to School events on an annual basis at minimum, potentially collaborating with local businesses and schools. As an example, through 'Doctor Bike' workshops.

7.11 Information Provision and Marketing

- 7.11.1 New residents will be provided with travel information from the outset – including leaflets about the sustainability credentials of the proposal during the purchase process. Upon occupation of each dwelling, a Residents' Travel Information Pack will be provided. Full details and other marketing measures are provided in **Section 8**.

-
- 7.11.2 To ensure access to up-to-date information for residents, a bespoke travel web-site/social media page will be provided for the site. This will contain up to date bus and rail timetable information, and information on car sharing as well as provide walking and cycling facilities maps and information on any travel events occurring locally.
- 7.11.3 New residents of the development site will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and contact details of the Travel Plan Coordinator who will offer an access to a Personalised Travel Planning (PTP) to identify the sustainable travel choices available to residents and will be advertised through the welcome pack.
- 7.11.4 The Travel Plan Co-ordinator will set up the community travel website. This could take the form of a social media site / group which would enable the dissemination of the information above. It would also provide an interactive travel planning resource; for example, residents will be able to discuss Travel Plan matters in an open forum (and this might, for example, be helpful in enabling experienced cyclists to guide less experienced ones). It could also be used to enable residents to post their own helpful information, advice and tips and it is envisaged that this could continue as a functioning page indefinitely.
- 7.12 **Car Sharing Scheme**
- 7.12.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of people making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.
- 7.12.2 Residents will be provided with information about car sharing via Hampshire's chosen Car Share website (<https://liftshare.com/uk>). This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.
- 7.12.3 Measures are proposed to promote walking, cycling and public transport amongst new residents for local journeys and to reduce single occupancy car journeys through promoting car sharing. The proposed measures aim to achieve the objectives set out in Section 2 of this report. A range of information and marketing initiatives are also proposed to encourage awareness and participation in the Travel Plan by local residents from the outset.

SECTION 8 Management and Implementation

8.1 Travel Plan Management

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

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

8.2 Role of Travel Plan Co-Ordinator

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

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

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

8.3 Involvement of Residents

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

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

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

8.4 Framework for Implementation

8.4.1 The Travel Plan Co-ordinator's contact details will be provided one to three months before the first occupation of the new development, in order to commence development of the initial Travel Plan measures in time for the first occupations.

8.4.2 **Table 8.1** provides an Action Plan for the implementation of the measures proposed in this TP.

Table 8.1: Framework for Implementation / Action Plan

Objective	Measure	Timescale	Responsibility	Mode Affected	Cost Estimate
Cross-Objective	Develop and maintain community website	Prior to occupation	TPC	Single occupancy vehicle use, walking, cycling and public transport	£5,000
	Prepare and distribute Travel Welcome Packs	Prior to occupation	TPC		£800
	Provide community notice boards	Phased with development	TPC		£500
Reduce the Need to Travel	Deliver connections to broadband network	Phased with development	Developer	Single occupancy vehicle use	Included within development costs
Promotion of Walking, Cycling and Public Transport	Provision of walking and cycling maps	Prior to occupation	TPC	Single occupancy vehicle use, walking, cycling and public transport	Included within Travel Welcome Packs
	Offer a £50 travel voucher to each dwelling	Prior to 1st occupation. To be advertised on the Travel Plan website and within Travel Packs	TPC	Single occupancy vehicle use and cycling	Up to £4,500* (£50 per first occupation of each household. *Full cost is dependent on uptake)
	Set up a Bicycle User Group (BUG)	Six months after Occupation	TPC		Included within TPC cost
	Host Sustainable Travel Events	Annually at minimum (dependant on interest)	TPC		Included within TPC cost
Encourage Car Sharing	Promotion of car sharing schemes through https://liftshare.com/uk/journeys/to/hampshire-uk	Prior to Occupation	TPC	Single occupancy vehicle use	Included within TPC cost
Management	Appoint a Travel Plan Co-ordinator	Three months prior to Occupation – retained for five years from occupation	Developer	Single occupancy vehicle use, walking, cycling and public transport	£25,000

Objective	Measure	Timescale	Responsibility	Mode Affected	Cost Estimate
	Production of Sales Stage Travel Packs	To be developed before 1 st occupation	Developer / TPC		£500
	Steering Group	Meeting every 6 months for the first three years after first occupation, annual meetings thereafter	TPC		Included within TPC cost
Monitoring	Traffic Surveys at the site access	Year one, three and five	TPC	N/A	£750
	Travel Questionnaires	Annually (for five years)	TPC	N/A	Included within TPC cost
	Monitoring Report	Annually (for five years)	TPC	N/A	Included within TPC cost

Source: Consultant's Estimates

8.5 Funding

8.5.1 The developer will fund the following items:

- The TPC role for the duration of the development, which is expected to last five years;
- The initial implementation of the measures outlined in **Section 7** and **Table 8.1**.

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

8.6 Framework of Handover at End of the Developer Involvement

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

SECTION 9 Monitoring and Review

9.1 Introduction

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

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

9.1.2 As mentioned previously, the TPC will be responsible for organising the monitoring of the Travel Plan and reporting in line with the strategy outlined in this section.

9.2 Traffic Surveys

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

9.2.2 The first survey will be carried out on the first anniversary of occupation on the site. This will ensure that the survey captures information about an established critical mass of residents and will allow some time for the measures contained within the Travel Plan to take effect. Subsequent surveys will be undertaken at year 2 and year 4 (final survey) from first occupation.

9.3 Travel Questionnaires

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

9.3.2 The residential surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport.

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

9.3.4 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 35% or more, it will be re-distributed after 6 months, following further promotion and greater incentives for taking part.

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

Use of Surveys

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

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

9.4 Reporting

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

9.4.2 The TPC will inform the residents of the survey results via the website / social media feed, newsletters and community notice boards. The following information is likely to be provided:

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

9.5 Timetable

9.5.1 A full monitoring timeline is set out in **Table 9.1** below.

Table 9.1: Monitoring Timetable

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

9.6 Remedial Measures

- 9.6.1 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the developer will work with HCC to identify a strategy and to agree further actions to the Travel Plan back on track.
- 9.6.2 The Transport Assessment does not make any allowance for the Travel Plan and as such demonstrates that on the basis that a 10% reduction in traffic flows is not achieved, the additional impact on the performance of the local highway network in comparison to the ‘with Travel Plan’ scenario will not be significant. On this basis, the development is not dependent on the success of the Travel Plan in making the development acceptable in terms of traffic impact on the local highway network.
- 9.6.3 The proposed sustainable transport strategy and all the associated measures will provide a genuine opportunity for the 10% reduction in traffic flows associated with the development to be achieved.
- 9.6.4 It is proposed that an annual TP budget is provided by the developer to fund the residential ‘soft’ measures, as well as the cost of monitoring and implementation. How this fund would be allocated and spent would be determined by the Travel Plan Steering Group. For example, should the first monitoring surveys report that certain schemes or modes are better utilised or more popular, more funds could be invested into those more successful aspects of the TP.
- 9.6.5 If at the end of the monitoring period, the trip rate target has not been achieved then remedial measures would be discussed and agreed with HCC at the conclusion of the monitoring period and would be related in scale to the degree to which the Travel Plan targets had not been achieved, any cost would need to be within the quantum shown in **Table 8.1**.

9.7 Delivery and Enforcement

- 9.7.1 The delivery of the Travel Plan is enforced through an obligation within the S106 agreement for the development. The developer has agreed to pay HCC's monitoring fee (£15,000) and approval fee (£1,500) which will total £16,500 for the five-year monitoring period.
- 9.7.2 In addition to the monitoring fee, the developer will provide a cash deposit to HCC which equates to the total amount set out within **Table 8.1**.
- 9.7.3 In the event of non-compliance i.e. where the developer does not implement the Travel Plan or any particular part of it, then HCC will be able to draw on the cash deposit to implement the Travel Plan or those parts of it itself.

SECTION 10 Summary

- 10.1.1 i-Transport has been appointed by Bargate Homes to prepare a Framework Travel Plan (FTP) in relation to an outline planning application for a residential development of up to 70 dwellings on land to the south and west of Beechlands Road in Medstead, Hampshire.
- 10.1.2 Bargate Homes are an established housebuilder who are committed to building high quality homes through innovative design and aim to provide developments that are both responsible and sustainable in their design and implementation. Bargate Homes support sustainable travel with the majority of their sites being focused in Hampshire.
- 10.1.3 This Framework Travel Plan aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys and influencing modal choice.
- 10.1.4 The following targets have been set in accordance with Hampshire County Council's Travel Plan Policy:
- **Target 1** – To reduce the number of single occupancy vehicle trips associated with journeys to work by the site by 10 percentage points from the baseline position; and
 - **Target 2** – To ensure that the majority of residents are aware of and are able to benefit from the Travel Plan.
- 10.1.5 The objective is to achieve these targets within 5 years of the first occupation of the development. Interim mode split targets have been established and will be subject to ongoing review.
- 10.1.6 This Travel Plan includes a range of infrastructure or 'hard' measures and non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to and from the site. These measures are proposed to promote walking, cycling and public transport amongst new residents for local journeys and to reduce single occupancy car journeys.
- 10.1.7 The Travel Plan will be managed and delivered via an appointed Travel Plan Co-Ordinator for the site. Contact details will be supplied to HCC prior to first occupation of the development proposal.

- 10.1.8 The Travel Plan Co-ordinator will be supported by a Steering Group, comprising a representative of the housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator and other local authority officers as needed. A framework is proposed for the handover of the Travel Plan at the end of the developer's involvement.
- 10.1.9 The total monitoring programmes of the development will be during the development build until five-years after first occupation of the new development. Monitoring will be primarily undertaken in two ways:
- Traffic Surveys; and
 - The issue of a travel questionnaire.
- 10.1.10 A monitoring report will be submitted to HCC annually. These reports will be setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan and will also include the actions taken to implement the sustainable travel measures.
- 10.1.11 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the TPC and developer will work with Hampshire County Council to identify a strategy and to agree further actions to the Travel Plan back on track.
- 10.1.12 To conclude, this Travel Plan outlines specific targets for this development, and will promote reduced car use and improved accessibility to sustainable transport modes.

FIGURES



Key
 Site Boundary

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Basingstoke: 01256 898 366
Leeds: 0113 280 5805
London: 020 3705 9215
Manchester: 0161 830 2172
Solent: 0331 6300366

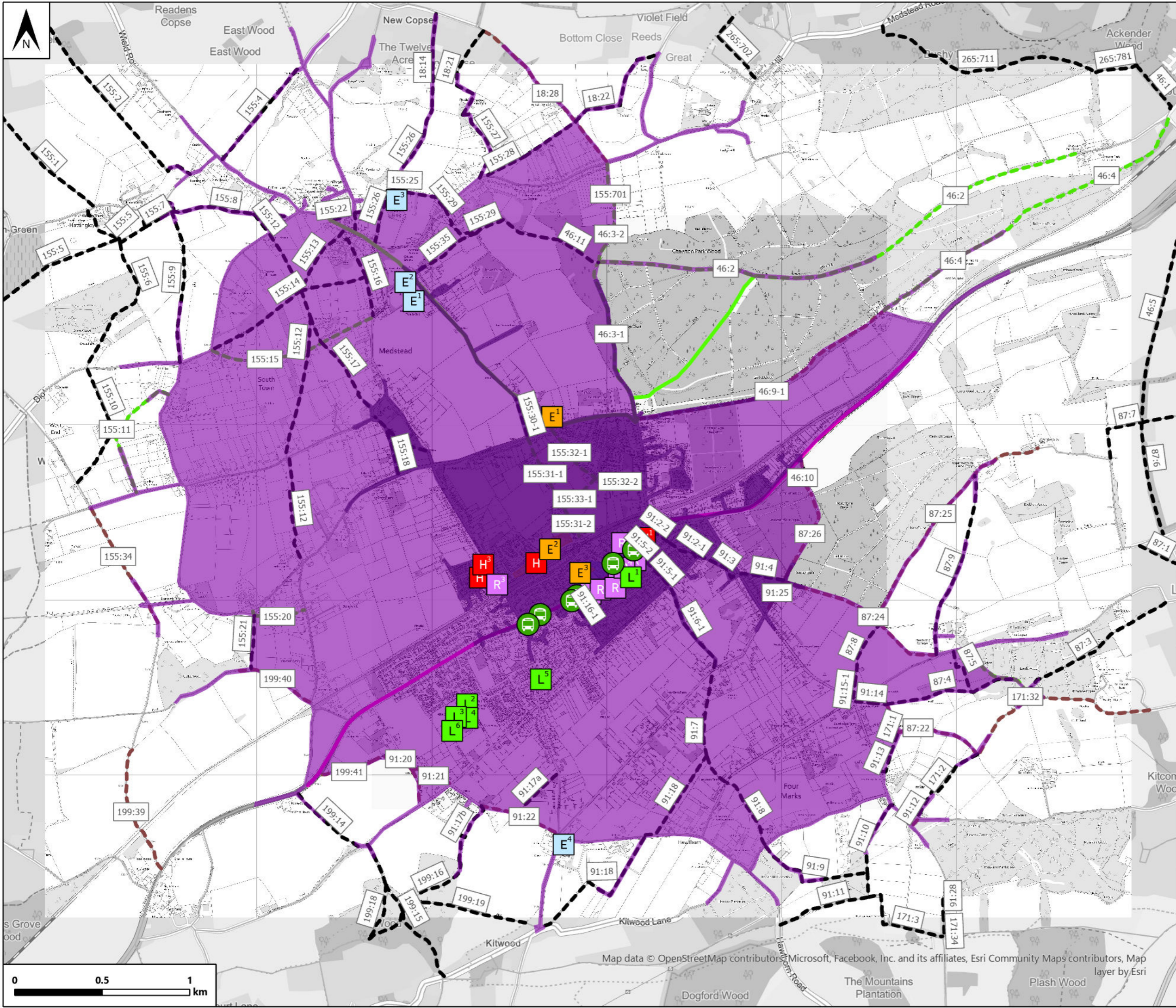
www.i-transport.co.uk

Title:
Site Location Plan

Project:
Penilee, Medstead

Project Number: ITB13450	Figure Number: Figure 1	Revision: -
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Key

- Site Boundary
- 1.6km Walking Catchment
- 3.2km Walking Catchment
- Four Marks Local Centre
- Employment Area
- E¹ Redhill Farm
- E² Mansfield And Woodlea Business Park
- E³ Station Approach Employment
- E¹ Medstead CoE Primary School
- E² Medstead Preschool & Nursery
- E³ Single Steps Nurseries
- E⁴ Four Marks Preschool & Nursery
- L¹ ARH Gym
- L² Four Marks Bowls Club
- L³ Four Marks Tennis Courts
- L⁴ Four Marks Playground
- L⁵ Four Marks Village Hall
- L⁶ Four Marks Recreation Ground
- R¹ Co-operative Food
- R² Arrows Off-Licence
- R³ Clementines Fruit and Veg
- R⁴ The Tall Ship Takeaway
- R⁵ Tesco
- R⁶ Loaf Bakery
- R⁷ BP Garage
- R⁸ M&S Food Store
- H¹ Boundaries Surgery
- H² Shine Dental Clinic
- H³ Dr ET King Medical
- H⁴ Mansfield Park Surgery
- Bus Stops
- NCR224
- Bus Route 64
- Footpath
- BOAT (Byway Open to All Traffic)
- Bridleway

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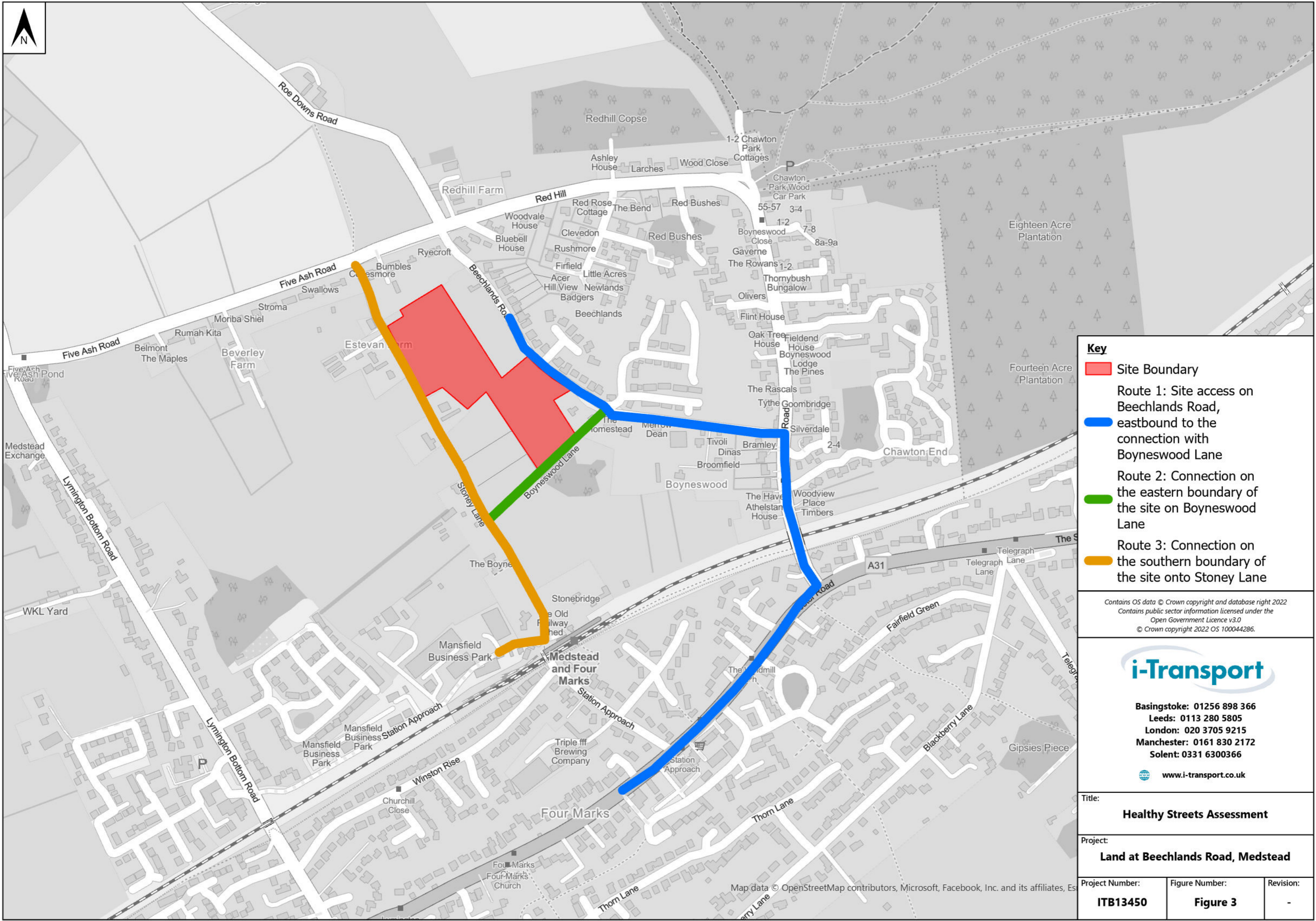


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www.i-transport.co.uk

Title: Local Amenities Plan		
Project: Land at Beechlands Road, Medstead		
Project Number: ITB13450	Figure Number: Figure 2	Revision: -



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Key

- Site Boundary
- Route 1: Site access on Beechlands Road, eastbound to the connection with Boyneswood Lane
- Route 2: Connection on the eastern boundary of the site on Boyneswood Lane
- Route 3: Connection on the southern boundary of the site onto Stoney Lane

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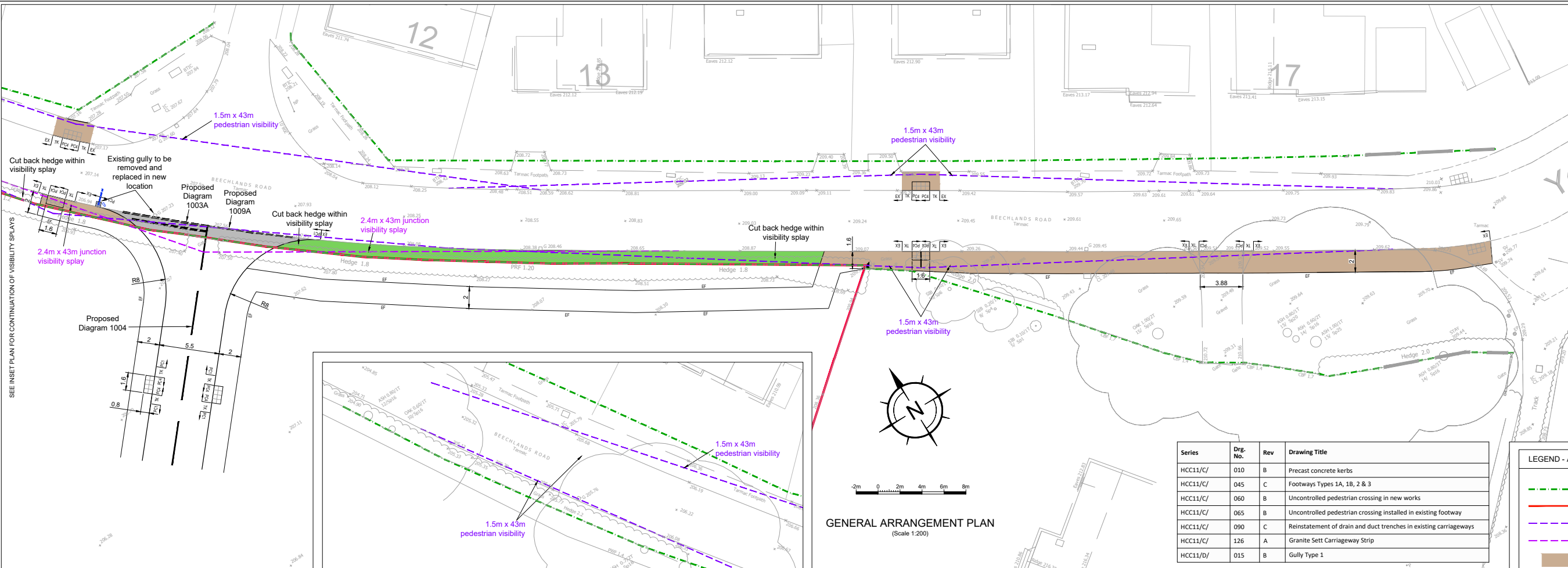
Title: **Healthy Streets Assessment**

Project: **Land at Beechlands Road, Medstead**

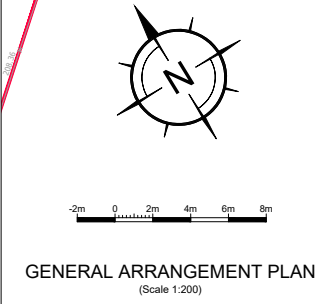
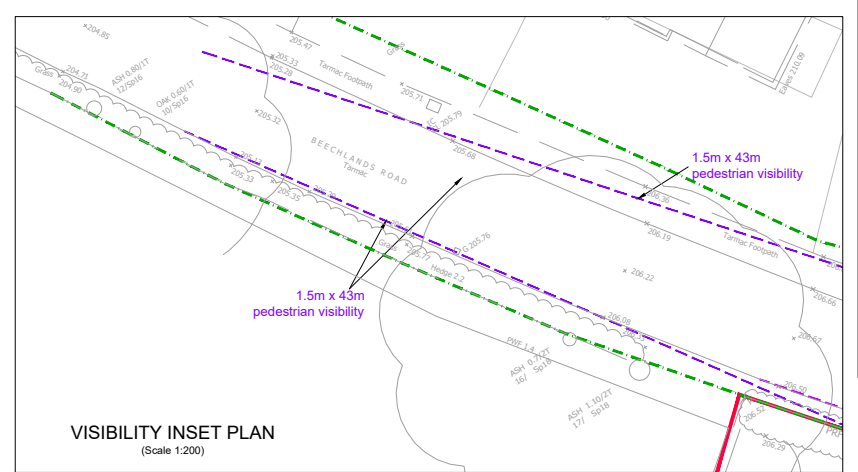
Project Number: ITB13450	Figure Number: Figure 3	Revision: -
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DRAWINGS

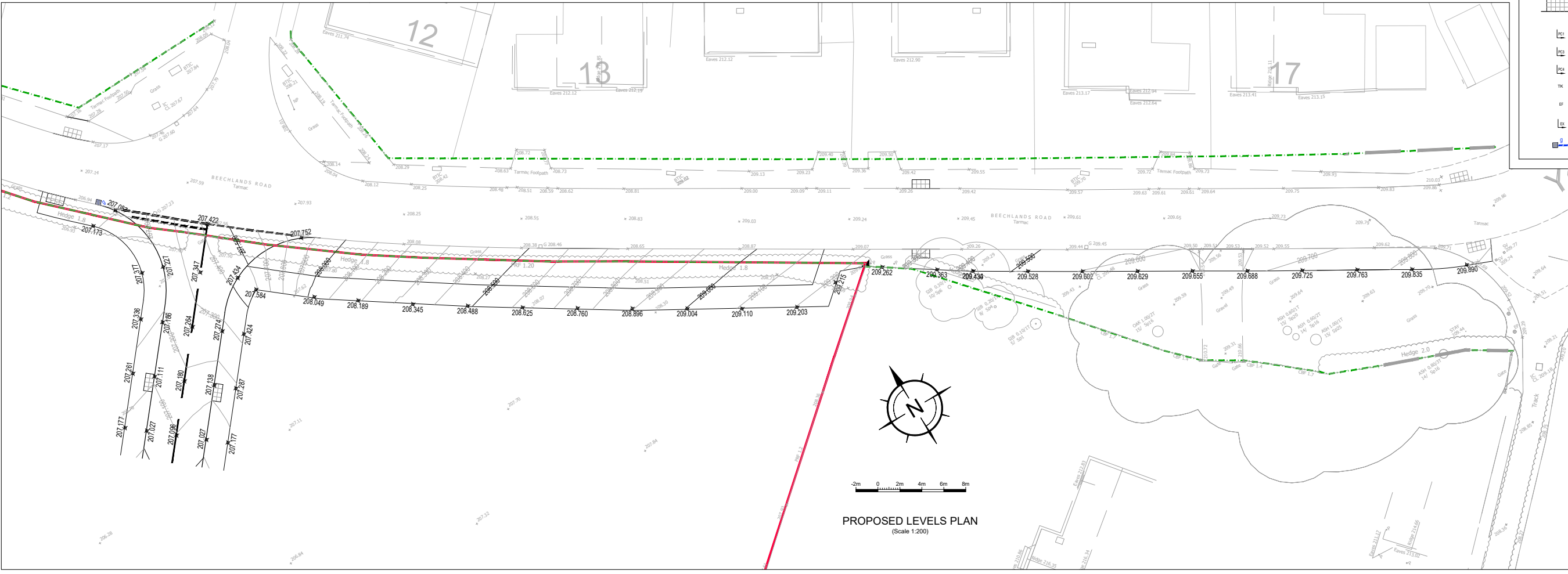


NOTE:
Vehicular access to be approved, all details relating to internal site design, path location and crossing points to be agreed at detail design and reserved matters



Series	Dwg. No.	Rev	Drawing Title
HCC11/C/	010	B	Precast concrete kerbs
HCC11/C/	045	C	Footways Types 1A, 1B, 2 & 3
HCC11/C/	060	B	Uncontrolled pedestrian crossing in new works
HCC11/C/	065	B	Uncontrolled pedestrian crossing installed in existing footway
HCC11/C/	090	C	Reinstatement of drain and duct trenches in existing carriageways
HCC11/C/	126	A	Granite Sett Carriageway Strip
HCC11/D/	015	B	Gully Type 1

LEGEND - Agreement Plan	
	Highway Boundary
	Site Boundary
	Pedestrian Visibility Splay
	Junction Visibility Splay
	S278 Footway - Full Depth Construction to drawing HCC11/C/045 Footway Type 1A
	S278 Verge
	S278 Carriageway - Full Depth Construction
	New Uncontrolled pedestrian crossing with buff colour blister tactile paving to drawing HCC11/C/060 when constructed in new footway
	PC1 100mm upstand kerb to drawing HCC11/C/010
	PC3 25mm upstand kerb to drawing HCC11/C/010
	PC4 Flush kerb to drawing HCC11/C/010
	Transition kerb to Detail A, drawing HCC11/C/015
	Precast concrete EF Edging to BS EN 1340.
	Existing kerbs
	Gully Type 1T, drawing HCC11/D/15



GENERAL NOTES:

- All dimensions to be checked on site. All details and dimensions relating to sub-Contractors work must be checked and agreed between the sub-Contractor or supplier and the general Contractor.
- This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.
- The main Contractor is responsible for ensuring the stability of the structure whilst the works are in progress.
- Any information given regarding existing underground services is given in good faith after consultation with the relevant authority. No liability is accepted by the Consultant and the main Contractor is responsible for obtaining and checking all information and taking due care and attention whilst undertaking the works.

REV	DATE	INT	DESCRIPTION	CHK
C	30.04.24	AJD	North point direction corrected	SRM
B	26.04.24	AJD	Hatching, existing hedge notes and visibility splays updated	SRM
A	24.04.24	AJD	Uncontrolled crossing point on site access road moved, hedge details updated	SRM

Issue Status: **PRELIMINARY**

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CLEAR	Bargate Homes Ltd
PROJECT	Land At Beechlands Road, Medstead
TITLE	General Arrangement
DRAWN	A Davies
DATE	Apr 2024
PROJECT NO.	23066
ENGINEER	S Macandrew
CHECKED	SM
DWG. NO.	103
SCALE	1:200 @ A1, 1:400 @ A3
REV.	C

APPENDIX A. Illustrative Masterplan



PRIVATE				
House Type	No of Bedrooms	Sqft	No	Total Sqft
BUNG	2B4P	990	2	1980
B	2B4P	719	3	2307
C	3B5P	1001	13	13013
D-A	3B5P	1120	8	8960
J	4B7P	1380	2	2760
J-A	4B7P	1380	1	1380
H	4B7P	1456	13	18928
G	4B8P	1475	3	4425
TOTALS			45	53753
Private housing plot areas (sqft)				53753
Net developable area (acres)				4.715
Coverage sqft/acre				11400
AFFORDABLE RENTED				
House Type	No of Bedrooms	Sqft	No	Total Sqft
BM GF	1B2P	544	4	2176
BM FF	1B2P	434	4	1736
2.1	2B4P	859	14	12026
3.2	3B5P	1004	6	6032
TOTALS			30	24770
Affordable Intermediate Housing plot areas (sqft)				24770
Net developable area (acres)				1.722
Coverage sqft/acre				14384
SITE TOTALS				
Total Housing plot areas (sqft)				78523
Total Net developable area (acres)				6.437
Total Coverage sqft/acre				12199

— Site Boundary
26 Plot Number
G House Type
* Affordable Housing



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Rev	Description	Date	Au	Ch
P1	Preliminary Issue	20.06.22	CI/SWD	JD/-
P2	Layout Coloured	28.06.22	MS	

Project	Beechlands Road, Medstead
Drawing	Sketch Layout - 01
Client	BARGATE HOMES
Job no.	BARG220428
Dwg no.	SKL-01
Author	CI/SWD
Checked	JD/-
Status	PRELIMINARY
Client ref.	
Date	20.06.22
Rev.	P2
Scale	1:500@A0
Office	Romsey

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APPENDIX B. WCHAR

ITB13450-010A

**Walking, Cycling and Horse-Riding
Assessment Report – Beechlands Road,
Medstead**

Job No: ITB13450

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1. Scheme Details

1.1. Scheme Client / Developer

Name: Jonathan Quarrell
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Email: jonathan@bargatehomes.co.uk
Tel: 02380 602255

1.2. Lead Assessor

Name: Ollie Thompson
Organisation: i-Transport LLP
Email: ollie.thompson@i-transport.co.uk
Tel: 01256 898 366

1.3. Other Assessment Team Members

Name: Sian Geddes
Organisation: i-Transport LLP
Email: sian.geddes@i-transport.co.uk
Tel: 01256 898 366

1.4. Scheme Location and Description of Highway Works

The site is located in the south-eastern extent of the village of Medstead, which is in the administrative boundary of East Hampshire District Council. The site is located to the north of the A31 which links Winchester in the south-west and to Guildford in the north-east.

There are residential properties located to the north on Five Ash Road and to the east along Beechlands Road, which is classified as Bridleway 32. Stoney Lane is located to the west with Boyneswood Lane to the south, which forms Bridleway 33.

An outline planning application has been prepared which seeks permission for up to 70 new homes, with access onto Beechlands Road. A pedestrian connection will be provided from the site to connect onto Boyneswood Lane.

The Indicative Site Layout is provided in **Appendix A**, an extract of which is provided below in **Image 1.1**.

Image 1.1: Site Layout Plan



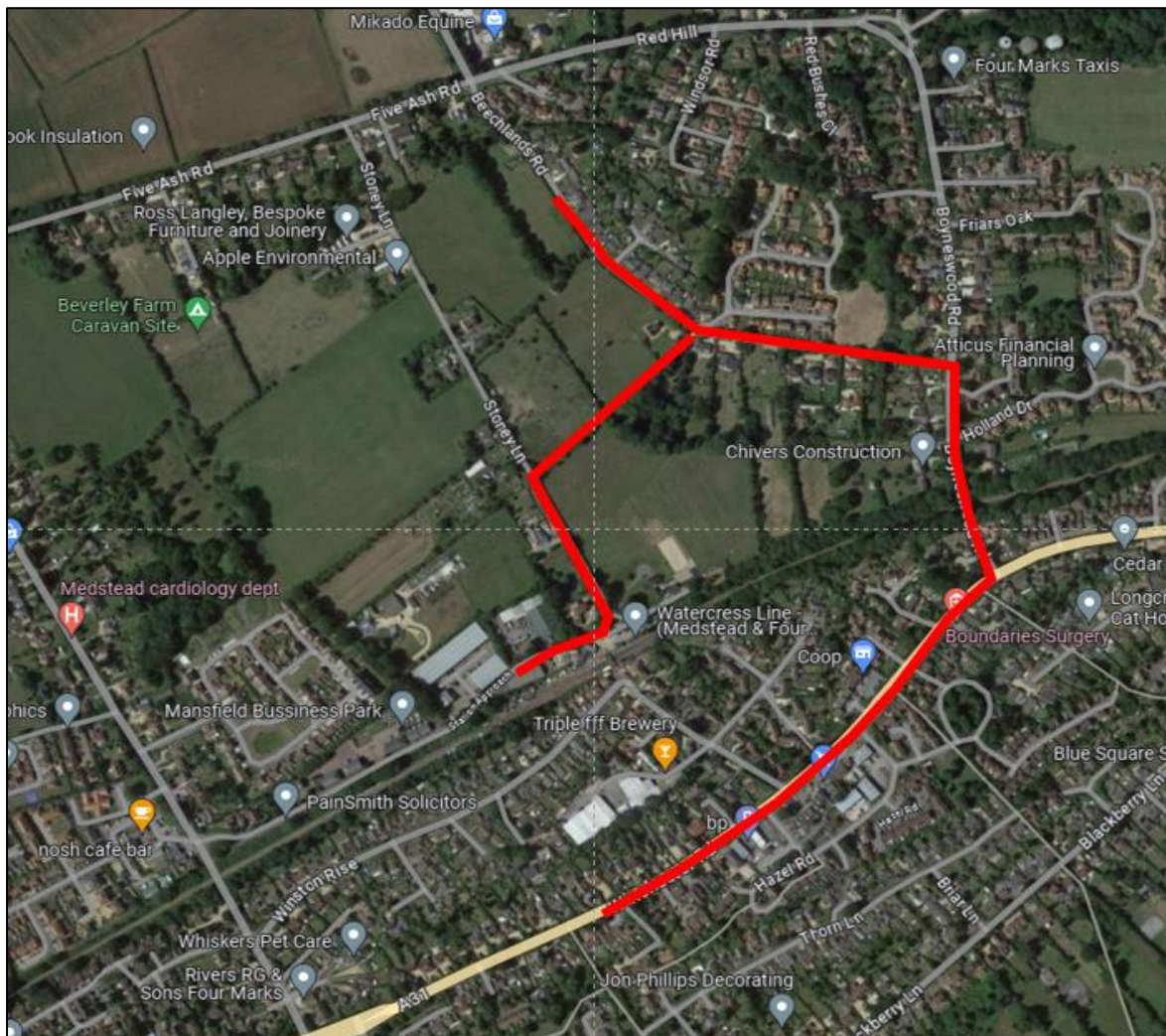
1.5. WCHAR Study Area

The Table provided within Section 4 of the Hampshire County Council (HCC) Technical Guidance Note TG19 sets out that the schemes comprising more than 50 residential units are to be considered as 'Large' schemes. Therefore, as the scheme is a residential development for 75 dwellings it falls under 'Large Scheme' size of the GG142.

The WCHAR study area relates from the site access on Beechlands Road, eastbound to the connection with Boyneswood Lane, onto Boyneswood Road and then southbound to the connection with local facilities on the A31. Additionally, the connection between the eastern site boundary onto Boyneswood Lane and onto Boyneswood Road has also been reviewed.

A plan showing the WCHAR study area is provided as **Image 1.2**.

Image 1.2: Audit Study Area



2. WCHAR Assessment

2.1. Assessment of walking, cycling and horse-riding policies and strategies

The Manual for Streets (MfS) has been reviewed which states:

“Connected, or ‘permeable’, networks encourage walking and cycling, and make places easier to navigate through.” (Ref: MfS 4.2.3)

and:

“Internal permeability is important, but the area also needs to be properly connected with adjacent streets. A development with poor links to surrounding areas creates an enclave which encourages movement to and from it by car rather than other modes” (Ref: MfS 4.2.5)

In addition, MfS states:

“Residential areas adjacent to one another should be well connected” (Ref: MfS 4.2.7).

Hampshire County Council TG19 – Walking, Cycling and Horse-Riding Assessment and Review (WCAHR) has been reviewed which states:

“The Assessment is the first stage of the process and should be carried out during the initial stages of planning a scheme, to investigate the existing infrastructure and identify potential opportunities to improve conditions for people walking, cycling and where appropriate, riding horses. This shall include the needs of all potential users such as people using mobility aids, prams/buggies, and the range of cycles available. It is important to identify these issues at an early stage as this will help the Design Team to achieve the best possible outcome for these users.” (Ref: TG19 1.3).

In addition, TG19 states:

“The Design Manual for Roads and Bridges General Principles document GG 142 sets out the procedure for undertaking a Walking, Cycling and Horse-Riding Assessment and Review.” (Ref: TG19 2.1).

Hampshire Local Transport Plan 4 (February 2024) has been reviewed which states:

“We will require development that complies with the Hampshire Movement and Place Framework and Healthy Streets approach. We will require that developments are designed to widen the choice of modes that can be used (i.e. those which design in high levels of walking, cycling and public transport use.” (Ref: Policy DM2, Page 123).

2.2. Collision data

Personal Injury Accident (PIA) data has been obtained from Crashmap, for the area indicated in **Image 2.1**, for the most recently available five-year period (2018-2022).

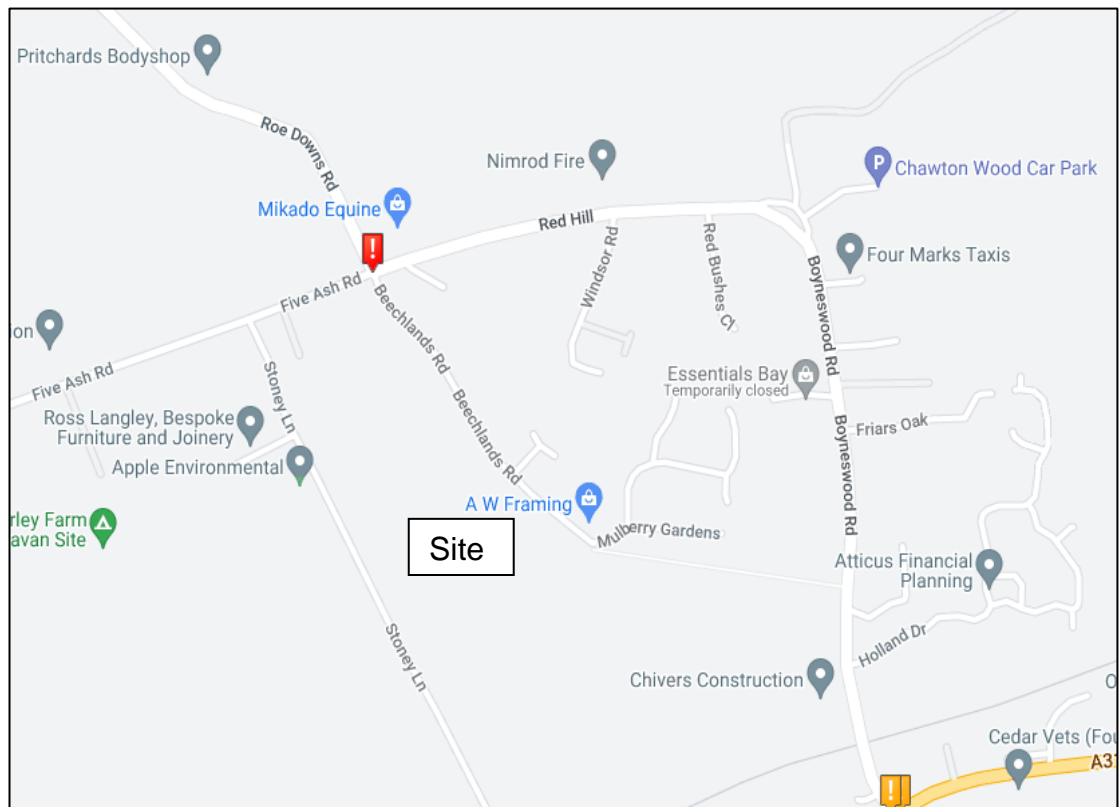
Image 2.1: PIA Accident Location Plan

Image 2.1 demonstrates there has been a total of three incidents recorded within the vicinity of the site.

One serious incident occurred at the Five Ash Road and Red Hill crossroads junction in 2019.

Two slight incidents occurred along A31 Winchester Road adjacent to Boyneswood Road in 2018 and 2020.

Overall, there are no identified accident trends or patterns that suggest any material safety issue, and there are no accidents which suggest a deficiency in the local highway network. The development will not exacerbate any existing issues on the local network.

2.3. Multi-modal transport services and interchange information

The closest bus stops are located on the A31 Winchester Road 850m away (a ten-minute walk), which can be accessed via Boyneswood Lane and Boyneswood Road. Both bus stops provide a flagpole with timetable information as well as a bus shelter and the eastbound stop possesses a dedicated layby. The stop is served by Stagecoach South no. 64 service, which provides a service route between Winchester, New Arlesford, Ropley and Alton. It operates every 30 minutes Monday to Saturday and hourly on Sundays. A summary of the bus frequency is summarised below.

Table 2.1: Summary of Bus Services and Frequency

Service	Route	Frequency		
		Weekdays	Saturday	Sunday
64	Winchester - New Arlesford – Ropley - Alton	Every 30 minutes First – 06:51 Last – 23:53	Every 30 minutes First – 07:41 Last – 23:53	Hourly service First – 07:51 Last – 19:51

Alton railway station is situated 7.8km northeast from the site and can be accessed via the no. 64 bus service (circa 28 minute journey). The station is a 23 minute cycle away from the site and provides 60 cycle spaces and step free access to all platforms.

A summary of the rail services and frequencies to key destinations is provided below.

Table 2.2: Summary of Rail Services and Frequency

Station	Destination	Typical Frequency per hour		Average Journey Duration
		Peak	Off-Peak	
Alton	London Waterloo	2	2	1 hour 10 minutes
	Winchester	2	2	1 hour 17 minutes
	Farnham	2	2	12 minutes
	Portsmouth and Southsea	2	2	1 hour 55 minutes
	Guildford	2	2	43 minutes

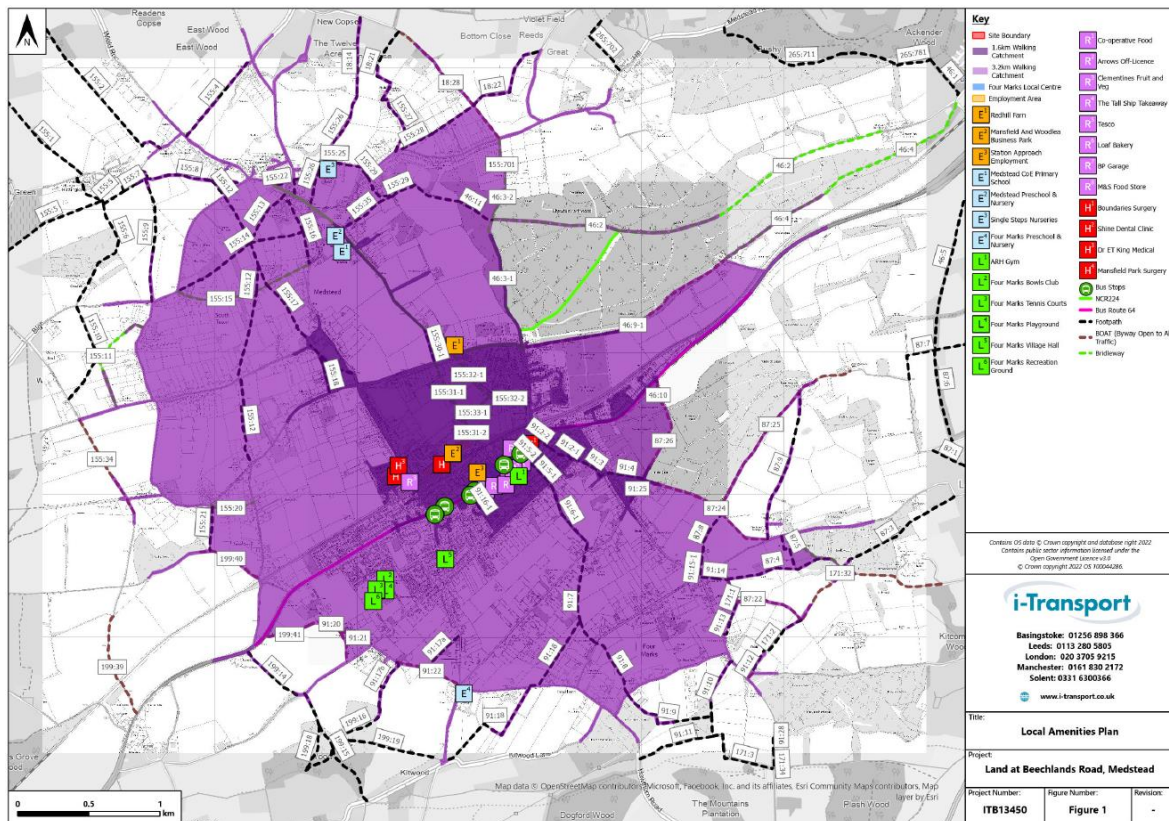
Additionally, Winchester Rail Station is located some 20km to the west of the site (which can also be accessed via the no. 64 bus service) and provides onwards access to Southampton, Bournemouth, Weymouth and Manchester.

2.4. Trip generators

The site is a residential development with no employment, educational or retail facilities on site.

Key primary trip generators in proximity to the site are visualised in **Figure 1** and extracted as **Image 2.2**.

Image 2.2: Key Trip Generators Within Proximity to The Site



2.5. Site Visits

A site visit to assess walking, cycling and horse riding was completed on 15th March 2024 carried out by Sian Geddes whilst the weather was cloudy with some light rain. Conditions were light although pedestrian movement along Boyneswood Road and the A31 Winchester Road was observed regularly. Site visits were also undertaken on 10th March 2023 and 20th August 2019. The site visits included walking the route being assessed which was supplemented through observational notes and photographs.

2.6. Liaison with key stakeholders

Pre-application and Planning Application consultation conducted with HCC Highways Development Planning team with regards to the development. Additionally, the HCC Countryside Team have been consulted and confirmed the use of Boyneswood Lane as a pedestrian connection to/from the site for everyday trips.

Additionally, a meeting was held between the developer and Medstead Parish Council on the 17th April.

Beyond this, no direct consultation with stakeholders has been carried out beyond this in preparation of the WCHAR.

2.7. Existing pedestrian, cyclist and equestrian facilities

On Beechlands Road, there is an existing pedestrian footway on the eastern side of the carriageway, which is classified as Bridleway 32. This Bridleway connects with Stoney Lane to the west (Bridleway 31). This Bridleway also connects with Boyneswood Lane to the south, which is an off-street route classified as Bridleway 33. **Image 2.3** shows the entrance to Bridleway 33 where pedestrians can choose to travel to Stoney Lane to the west or Boyneswood Road to the east.

Image 2.3: Entrance to Bridleway 33 from Beechlands Road



There are dropped kerbs with tactile paving provided on both sides of the carriageway.

Boyneswood Lane comprises a gravel track that varies in width between 2.8m and 3.5m. It connects from Beechlands Road on its western extent to Boyneswood Road on its eastern extent and has been illustrated on **Image 2.4**.

Image 2.4: Boyneswood Lane



These footways provide a connection into Four Marks as well as the A31 Winchester Road, where there are several local facilities.

Along Winchester Road, there are footways c.1.5m wide on both sides of the carriageway. There is a pedestrian refuge island present opposite the Co-op and eastbound bus stop, this provides pedestrians a safer means of crossing the carriageway. This is illustrated in **Image 2.5**.

National Cycle Network (NCN) Route 224 runs to the north-east of the site, from the junction between Red Hill and Roe Downs Road. The route provides a mainly off-road connection from Farnham to Medstead and from Wickham to Gosport. The route runs through Chawton Park Wood and provides an onward connection onto Alton.

Image 2.5: Pedestrian Refuge Island and Bus Shelter on A31 Winchester Road

2.8. Walking, cycling and horse-riding survey data (Large schemes only)

A TRICS multi-modal trip generation has been undertaken to forecast the likely pedestrian and cyclist associated with the full development build out. The likely demand is summarised in **Table 2.3**.

Table 2.3: Pedestrian / Cycle Demand. Source: TRICS / Consultant Calculations.

Hour Starting	Pedestrian	Cyclist	Total
07:00	6	1	7
08:00	8	1	9
09:00	7	1	8
10:00	3	1	4
11:00	7	0	7
12:00	5	0	5
13:00	4	0	4

Hour Starting	Pedestrian	Cyclist	Total
14:00	6	1	7
15:00	8	1	9
16:00	7	1	8
17:00	6	1	7
18:00	7	1	8

The development is likely to generate a total of nine pedestrian and cycle movements in the AM and seven in the PM peak periods respectively.

No horse-riding survey data is available. As there are no equestrian uses on the site, planned or proposed, it is not considered likely that any horse riding will occur in the Study Area.

2.9. Liaison with local user groups and wider public (Large schemes only)

An online public consultation event has been undertaken providing local residents and user groups to provide comments regarding the proposals. The comments raised through the consultation website have been reviewed and incorporated into the design of the scheme where appropriate.

3. User Opportunities

The WCHAR study area has been illustrated in **Image 3.1** (included as **Figure 2**) with observational notes and photographs following the site visit. These identify existing constraints within the study area, which forms the basis for the user opportunities outlined below.

Image 3.1: WCHAR Constraints and Opportunities Review.



3.1. General

- Provide way-finding signage from the site to key destinations.

3.2. Strategic Opportunities

- A link could be provided up through Chawton Wood Car Park into the woodland. Whilst the link could only be delivered up to the boundary at this stage, this could be connected to in the future by the adjacent landowner. This would facilitate the provision of an additional connection to the east towards Alton via NCN 224.
- Following a meeting with HCC Countryside Team (on 18th May 2023) it was agreed that Bridleway 32 is in good condition and is acceptable for use by pedestrians and cyclists both for leisure trips as well as functional trips (i.e. to work, bus stops). There is the potential for development in the area to provide a contribution to refresh the top dressing of Bridleway 32 if necessary, in the future. The agreed notes from this meeting are included as **Appendix B**.

3.3. Walking Specific Opportunities

- Tactile paving along Boyneswood Road for those walking north/south;

- Relocation of uncontrolled pedestrian crossing adjacent to the north-east bound bus stop on A31 Winchester Road. The footway width behind the bus stop is currently constrained.
- Tactile paving and dropped kerbs implemented along A31 Winchester Road.

3.4. Cycling Specific Opportunities

- Provision of on-carriageway cycle infrastructure along A31 Winchester Road, such as a shared use path if an LTN 1/20 compliant design cannot be accommodated.

3.5. Horse-Riding Specific Opportunities

There are no Horse-Riding Specific opportunities within the WCAHR study area.

4. Walking, Cycling and Horse-Riding Assessment Team Statement

Lead Assessor

As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with HCC Technical Guidance Note TG19.

Name & Title:	Ollie Thompson
Title/Position:	Principal Consultant
Organisation:	i-Transport LLP
Signature:	
Date:	05/04/2024

Scheme Client Team Leader

As the Scheme Client Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name & Title:	
Title/Position:	
Organisation:	
Signature:	
Date:	

FIGURES