Appendix 6.2:

Travel Plan

Halterworth Lane, Romsey, Hampshire

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Checked & Approved By	David Stoddart	Associate Director

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APPENDICES

1 INTRODUCTION

1.1 Purpose of Report

1.1.1 This Interim Residential Travel Plan (TP) has been prepared to accompany a planning application by Gladman Developments Ltd (Gladman) for a proposed residential development on land at Halterworth Lane, Romsey, Hampshire.

1.1.2 This document has been produced to form part of an outline planning application for demolition of existing buildings and the erection of up to 270 dwellings, including affordable housing, with land for the potential future expansion of Halterworth Primary School, public open space, structural planting and landscaping, sustainable drainage system (SuDS) and vehicular access points. All matters reserved except for means of vehicular access.

1.1.3 Test Valley Brough Council (TVBC) is the Local Planning Authority (LPA) for the area, whilst Hampshire County Council (HCC) is the Local Highway Authority (LHA).

1.1.4 Prime Transport Planning (Prime) has produced this TP on behalf of Gladman, who are fully supportive of its content, including the objectives outlined in Section 2.16. At the core of Gladman's key values is the promotion of sustainable developments. With regards to access to development sites by sustainable modes of travel, Gladman promote sites that are either in sustainable locations or can be made sustainable through design. Gladman's full Statement of Support is provided in Appendix A.

1.1.5 This report should not be seen as a definitive document but as the first stage of the TP process, which will continue and evolve over time with input from the developer, HCC and TVBC. This TP represents a commitment by Gladman to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted to residents.

1.1.6 This version of the document, Revision D, includes amendments suggested by HCC in its consultation response dated 25 March 2024 following submission of the planning application, along with further discussions which have taken place following determination. The planning application was assigned the reference 24/00174/OUTS. The planning application was validated in January 2024 and refused by TVBC in April 2024. Gladman, the Appellant, has appealed the refusal with the Planning Inspectorate assigning the reference APP/C1760/W/24/3354052. This document has been updated to address HCC's comments which influence reason for refusal no. 4 and a Transport Technical Note 1 (TTN1) has also been prepared alongside this updated TP in order to address the other issues raised by HCC.

1.1.7 HCC's comments relate to the following matters with the sections or paragraphs where they have been addressed provided in brackets for ease of reference:

- The Appellant's statement of support (paragraph 1.1.4 and Appendix A);
- Inclusion of walking and cycling isochrones (Sections 5.2, 5.3 and Appendix B);
- Additional measures to promote and encourage walking and cycling (Sections 7.5 and 7.6);
- Cost estimate for such measures (Section 8.5 and Tables 8.1 and 8.2);
- A commitment to providing the details of the management of the TP and the TP Co-ordinator and their associated cost (Section 8.2);
- A monitoring timetable (Section 8.3);
- An updated action plan (Table 8.2);
- A section relevant to enforcement (Section 8.4); and
- A conclusion (Section 9).

1.1.8 In additional to the above, references to NPPF have been updated (Section 2.2) and reference has been made to walking and cycling improvements that Gladman is currently discussing with HCC (paragraph 5.3.11).

1.1.9 Whilst HCC has requested updates to the TP, it is important to reemphasise that this is the first stage of the TP process. As such, any TP documentation will be updated at appropriate points, such as at the reserved mattes application, where the eventual housebuilder(s) will be expected to submit a full TP. Gladman will accept a suitably worded condition requiring the provision of such a document at the appropriate stage as per the standard TP development process.

1.1.10 This document has been prepared alongside a Transport Assessment (TA) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TA Appendices are referenced in this document. Both documents form appendices to an Environmental Statement (ES) which has been prepared as part of an Environmental Impact Assessment (EIA). Chapter 6 Traffic and Transport links to this TP as well as the TA.

1.1.11 This document has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making and decision taking* (2014) and *Travel Plans, Transport Assessments and Statements* (2015).

1.1.12 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.

1.1.13 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

1.2.1 Following this introduction, the remainder of this report is structured as follows:

- Section 2 describes the relevant local and national TP policy and guidance and presents the objectives of this TP;

- Section 3 describes the existing situation in terms of the Site and local highway network;
- Section 4 details the development proposal including the access strategy;
- Section 5 details access to the Site by sustainable modes of transport which includes walking, cycling and public transport;
- Section 6 set outs the trip generation for the Site and discusses the targets of this TP;
- Section 7 describes the measures to be employed to achieve the targets set;
- Section 8 discusses the management of the TP and describes how it will be monitored and reviewed; and
- Section 9 provides a conclusion.

2 TRANSPORT POLICY, GUIDANCE AND OBJECTIVES

2.1 Introduction

2.1.1 It is important that any new developments conform to and compliment national and local planning policy. This section details the policies that are relevant to the development.

2.2 National Planning Policy Framework

2.2.1 The current *National Planning Policy Framework* (NPPF) was published in December 2024 and sets out the Government's current planning policies. At the heart of NPPF is *'a presumption in favour of sustainable development'* as detailed in paragraphs 10 and 11.

2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

> *'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.'*

2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

> *'…it should be ensured that:*
>
> *a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users;*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.2.6 Paragraph 117 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7 Paragraph 118 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the 'likely impacts of the proposal can be assessed and monitored'.

2.2.8 Section 8 of NPPF, *Promoting healthy and safe communities*, closely aligns with several of the principles of Travel Plans.

2.2.9 Paragraph 96 calls for developments to:

'…achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'

2.2.10 Paragraph 103 highlights the importance of access to open spaces as well as opportunities for sport and physical activity in the context of the health and well-being of communities. Paragraph 105 continues to include the importance of access to and the enhancement of public rights of way.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping LPAs to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)

2.4.1 This Transport White Paper, prepared by the Department for Transport (DfT), states its vision for a 'transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities'.

2.4.2 It believes that *'we can build the balanced, dynamic low carbon economy that is essential for our future prosperity'* by improving sustainable transport links and investing in new projects that *'promote green growth'* but importantly states that *'investment on its own is not enough – we also need to help people to make transport choices that are good for society as a whole'*.

2.4.3 The paper makes the pertinent point that *'two thirds of journeys are under five miles – many of these could be easily cycled, walked or undertaken by public transport'* but practical alternatives to private car use must be made more attractive. Their research suggests that a *'substantial proportion of car drivers would be willing to drive less, particularly for shorter trips'*.

2.4.4 It recognises that sustainable modes of travel are not viable alternatives to private car travel for all journeys, particularly those in rural areas or long distance trips. Greener car technologies will develop over the long term but *'sustainable travel initiatives are available now, and will continue to have benefits for congestion and wealth'*. It states that short, local journeys are where the greatest opportunities for encouraging sustainable travel lie.

2.4.5 In terms of how sustainable transport choices can be encouraged, the White Paper believes that *'it is at the local level that most can be done to enable people to make more sustainable transport choices'*. At this level it can be a mix of smaller-scale transport schemes and citizens acting together which can facilitate the effective delivery of local transport solutions that are *'developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities'*.

2.5 National Climate Change Agenda

2.5.1 In 2019 the UK Government made an Order to The Climate Change Act of 2008. Through this Order, the Government committed to make the UK a 'net zero' emitter of greenhouses gases by 2050 relative to 1990 emission levels. One way to help achieve this is the reduce greenhouse emissions caused by road traffic, with the Government announcing the ban of new petrol and diesel engine cars by 2035, outlining a clear shift toward electric vehicles, whilst at the same time continuing to encourage active travel (walking and cycling) as well as public transport use.

2.5.2 The Climate Change Committee advises the UK Government on emissions targets. In its 2022 Report to Parliament, it highlighted that action was needed to support a modal shift away from car travel in order for the UK to achieve net zero carbon status by 2050.

2.6 DfT Circular 01/2022 Strategic Road Network and the Delivery of Sustainable Development (2022)

2.6.1 Written by the DfT for its executive arm NH, this document provides an update of Circular 02/2013, and therefore sets out the way in which NH will engage in the planning system to deliver sustainable development, whilst safeguarding the primary purpose of the strategic road network.

2.6.2 The Circular aligns with the NPPF in implying the need for mitigation when development would have an *'unacceptable safety impact or the residual cumulative impacts would be severe'*.

2.6.3 The Circular does however move away from the 'predict and provide' approach and prioritises vision-led approaches including 'vision and validate', 'decide and provide' and 'monitor and manage'. It also places a clear ethos on the importance of maximising the potential for sustainable travel initiatives and places this ahead of capacity enhancements on the SRN. Travel Plans are cited as being an effective means to help incentivise the use of sustainable modes.

2.6.4 Early engagement with NH is encouraged and overarching details of acceptable assessment methodologies are presented.

2.7 Planning for the Future (2023)

2.7.1 This document is a *'guide to working with National Highways on planning matters'*. It details the motorway and trunk road authority's role in the planning process and links with Circular 01/2022. The following six planning values are outlined:

- Maintain safety;
- Engage early;
- Work openly;
- Share evidence;
- Share knowledge and experience; and
- Work collaboratively.

2.7.2 The importance of early engagement with NH is highlighted and this has been undertaken for this project.

2.8 Active Travel England Standing Advice Note: Active Travel and Sustainable Development

2.8.1 Active Travel England (ATE) is a statutory consultee on all new residential developments in England which exceed 150 residential units. This particular document is intended specifically for LPAs outside of Greater London and sets out how ATE will assess new development proposals. The document states that TAs must:

- *'Forecast the multi-modal movements generated by a development, quantifying the additional trip generation and the distribution and assignment;*
- *Provide a qualitative analysis of the current infrastructure in the surrounding area (which may include using the Cycling Level of Service Tool in LTN 1/20), taking into account how additional movements across all modes of transport will impact upon the capacity of public transport, walking, wheeling and cycling networks; and*

- *Provide detail (and justification) of any proposed improvements to infrastructure and the proposed delivery mechanism, as well as any other supporting strategies that seek to enable an increase in walking, wheeling and cycling rates.'*

2.8.2 The document also provides guidance on street design, stating:

- *'Within the red line boundary of the site, any new or improved residential/local streets should be designed (no centre line, horizontal deflection, narrow width) and signed for vehicles to travel at a maximum speed of 20mph, while other streets should be designed and signed for speeds of no more than 30mph.'*

2.8.3 It should be noted that ATE acknowledge that their latest guidance is largely emphasising existing guidance set out in national planning policy documentation, notably NPPF and Manual for Streets.

2.9 Manual for Streets and Technical Guidance Notes

2.9.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.9.2 The focus of MfS is to demonstrate the:

> *'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).*

2.9.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.9.4 In September 2010 a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.9.5 HCC has produced a series of *Technical Guidance Notes* to replace its *Companion Document to Manual for Streets* which, for a time, sat alongside MfS.

2.10 Hampshire Local Transport Plan 4 (LTP4)

2.10.1 HCC is currently developing the fourth iteration of its LTP which will guide transport policy in Hampshire up to 2050. At the time of writing this TA a draft version of LTP4 is the latest available version of the document on HCC's website. Whilst the document is in draft, HCC clearly states that its predecessor, LTP3, *'is no longer relevant to today's challenges and opportunities'*, therefore we consider LTP4 to represent current policy.

2.10.2 At the core of LTP4 are two guiding principles which are as follows:

- **Guiding Principle 1**: Significantly reduce dependency on the private car; and
- **Guiding Principle 2**: Provide a transport system that promotes high quality, prosperous places and puts people first.

2.10.3 To deliver these principles, the following policies are outlined in Part D of LTP4:

- **Policy C1**: Putting people and places at the heart of our decisions;
- **Policy C2**: Efficient and sustainable movement of goods;
- **Policy C3**: Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework);
- **Policy C4**: Place climate change at the heart of decision-making;
- **Policy C5**: Support local living and reduce demands on transport;
- **Policy C6**: Encourage sustainable travel behaviour;
- **Policy C7**: A Safe Systems approach for Hampshire;
- **Policy C8**: Managing the harmful health effects of poor air quality and noise disturbance due to transport; and
- **Policy C9**: Protecting the environment.

2.11 Test Valley Borough Revised Local Plan DPD

2.11.1 The Test Valley Borough Revised Local Plan (2011-2029) was adopted in January 2016 and forms the main part of the Development Plan for the Borough.

2.11.2 The document sets out a vision for the future development of the Borough between 2011-2029, which is to 'create a Test Valley community where everyone has the opportunity to fulfil their potential and to enjoy a good quality of life'.

2.11.3 The Local Plan has eight key themes, which are as follows:

- Local Communities;
- Local Economy;
- Environment;
- Leisure;

- Health and Wellbeing;
- Transport;
- Community Safety; and
- Education and Learning.

2.11.4 Within the document, 15 objectives are set out, with Objective 13 related to *Transport,* which states the following:

> *'Encourage use of public transport, cycling and walking networks to help reduce reliance on cars and provide choice'.*

2.11.5 Further to this, Chapter 9 of the document is dedicated to *Transport* and outlines transport related policies, which are as follows:

Policy T1: Managing Movement

2.11.6 This policy is particularly relevant to the Site and states that development will be permitted provided that:

- *'Its location is connected with existing and proposed pedestrian, cycle and public transport links to key destinations and networks; and*
- *Measures are in place to minimise its impact on the highway network and rights of way network and pedestrian, cycle or public transport users; and*
- *The internal layout, access and highway network is safe, attractive in character, functional and accessible for all users and does not discourage existing and proposed users; and*
- *It does not have an adverse impact on the function, safety and character of and accessibility to the local or strategic highway network or rights of way network; and*
- *Provision is made to support and promote the use of sustainable transport, including the submission of a site travel plan where appropriate.'*

2.11.7 The document explains the above policy by stating that 'to encourage sustainable modes of transport, the location, design and layout of development will need to show primacy being given to walking, cycling and public transport'. Notably, the DPD goes on to acknowledge that the above must be viewed in the context of the development location, stating that 'the Council recognises that in some rural locations and for some proposals this will not be practical'.

Policy T2: Parking Standards

2.11.8 This policy states that development will be required to provide parking in accordance with the standards set out in Annex G, which presents minimum standards for residential development depending on dwelling size. These standards are presented in the Table 2.1 extracted from page 178 of the DPD:

Table 2.1: Minimum Standards for Residential Development

Dwelling Size	Minimum Car Parking Requirement	Cycle Storage Provision
1 bedroom unit	1 space per unit *	1
2 bedroom unit	2 spaces per unit *	2
3 bedroom unit	2 spaces per unit *	2
4+ bedroom unit	3 spaces per unit *	2
* Visitor parking of at least 1 space per 5 dwellings, for schemes of 5+ dwellings, will be required in addition to these figures.		

2.11.9 The DPD requires the submission of a Transport Statement or TA and a TP for developments *'which generate significant amounts of traffic'*, and goes on to explain that, *'the assessment should reflect the scale of the development being proposed, the impact on the strategic and local highway network and identify measures which will be put in place to reduce its impact to acceptable levels'*. The DPD also notes the importance of ensuring appropriate visibility for all highway users can be achieved and, in new residential areas, that particular attention is required to mitigate the impact of the private car, with emphasis given to pedestrians, cyclists and public transport.

2.12 Test Valley (South) Local Cycling and Walking Infrastructure Plan (2022)

2.12.1 As set out in national government policy, Local Cycling and Walking Infrastructure Plans (LCWIPs) are a way for local authorities to identify need for improvements to walking and cycling infrastructure. This forms part of wider national and local policy to encourage modal shift away from private cars and towards active travel.

2.12.2 This LCWIP has been produced to cover the southern part of Test Valley, which includes Romsey and the surrounding area. The LCWIP is of interest to this TA because it identifies multiple roads within the vicinity of the Site as being top priority for improvements to active travel infrastructure.

2.12.3 The LCWIP identifies Botley Road as Primary Route 280 and Halterworth Lane as Secondary Route 332. Members of the public have made several comments on these roads, with comments relating to school time congestion and safety on Halterworth Lane in the vicinity of Halterworth Primary School.

2.13 Romsey Town Access Plan SPD (2015)

2.13.1 Adopted in 2015, the Romsey Town Access Plan (RTAP) sets out a strategy for improving access to amenities and services in Romsey. The RTAP identifies increasing volumes of vehicular traffic in the Romsey area (it should be noted that this document was published before the Covid-19 pandemic) and explains the importance of encouraging modal shift, stating:

'Good accessibility within the town will encourage individuals to walk and cycle more frequently to use facilities nearby, helping to reduce car use and the associated road congestion.'

2.13.2 The RTAP goes on to state that:

'In practice this means ensuring that paths and cycleways, particularly to local key destinations, are direct, attractive, safe, and that road crossings are in the right position to achieve maximum use and to reduce problems of severance.'

2.14 A Vision for Romsey 2022 - 2042

2.14.1 This is the latest documentation produced as part of the 'Romsey Future' project, an ongoing project which seeks to set out a strategic vision for Romsey, which will enable the town to adapt to the socio-economic changes it will face over the next 20 years.

2.14.2 The document is split into a series of 'Ambitions', the first of these being to make Romsey a '*well connected*' town. The document states that, as the town continues to grow, there will be increased pressure on Romsey's highway network. It also points out that the town's population is ageing and that this will likely result in a greater demand for better public transport.

2.14.3 To address these problems, the following strategies are proposed:

- *'Ensure that the transport and accessibility needs of the community are communicated and actively advocated for, making sure Romsey is well connected and an easy place for all to move around;*
- *Contribute to the enhancement of Romsey's walking and cycling infrastructure;*
- *Work with partners to understand Romsey's car parking needs and share relevant information; and*
- *Support improved access to and information about public and community transport and provide a platform to engage with partners around transport and accessibility needs for everyone.'*

2.15 Travel Planning Guidance

2.15.1 HCC has a webpage relating to the preparation of Travel Plans for all development types (https://www.hants.gov.uk/transport/developers/travelplans). This offers advice as to when a travel plan is needed, the contents required for travel plans and further advise as to how they are assessed and monitored. This online guidance also links back the Travel Planning Service available from the Council which helps support developers through the entire travel planning process.

2.15.2 The website content notes the need for Travel Plans to assist to *'reduce the number of people travelling by car alone'*. Useful weblinks are provided to aid sustainable journey planning and will be referenced in Section 7 of this report.

2.16 Travel Plan Objectives

2.16.1 From consideration of national and local transport policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.

2.16.2 From consideration of national and local transport policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.

2.16.3 In line with the abovementioned policy and guidance, Gladman feel that the TP should have the following objectives:

- Reduce the number of people travelling by car alone in line with HCC's aim;
- Enable residents of the Site and visitors to it to make sustainable travel choices that benefit themselves, their community and the environment;
- Design the development in such a way that it is accessible to all people regardless of any disability or impairment in order to enhance social inclusion;
- Raise awareness of the benefits of sustainable transport modes in terms of the benefits to individuals, local communities and the environment;
- Ensure that sustainable travel modes offer convenient options for door-to-door travel; and
- Ensure that sustainable travel choices are encouraged in the short term and continue to be used in the long term.

2.17 Summary

2.17.1 This section has outlined national and local transport policies and guidance which are applicable to the development Site. The objectives of the TP have also been stated. How the Site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

3.1.1 The application Site is currently undeveloped and agricultural in use. It is located on the eastern edge of the town of Romsey, circa 2km from the town centre.

3.1.2 Halterworth Lane, together with the rear gardens of residential properties which front Halterworth Lane, form the western boundary of the Site, while agricultural land forms the northern and eastern boundaries of the Site. To the south, the Site is bounded by grounds associated with Halterworth Primary School and the rear gardens of residential properties which front Elmtree Gardens.

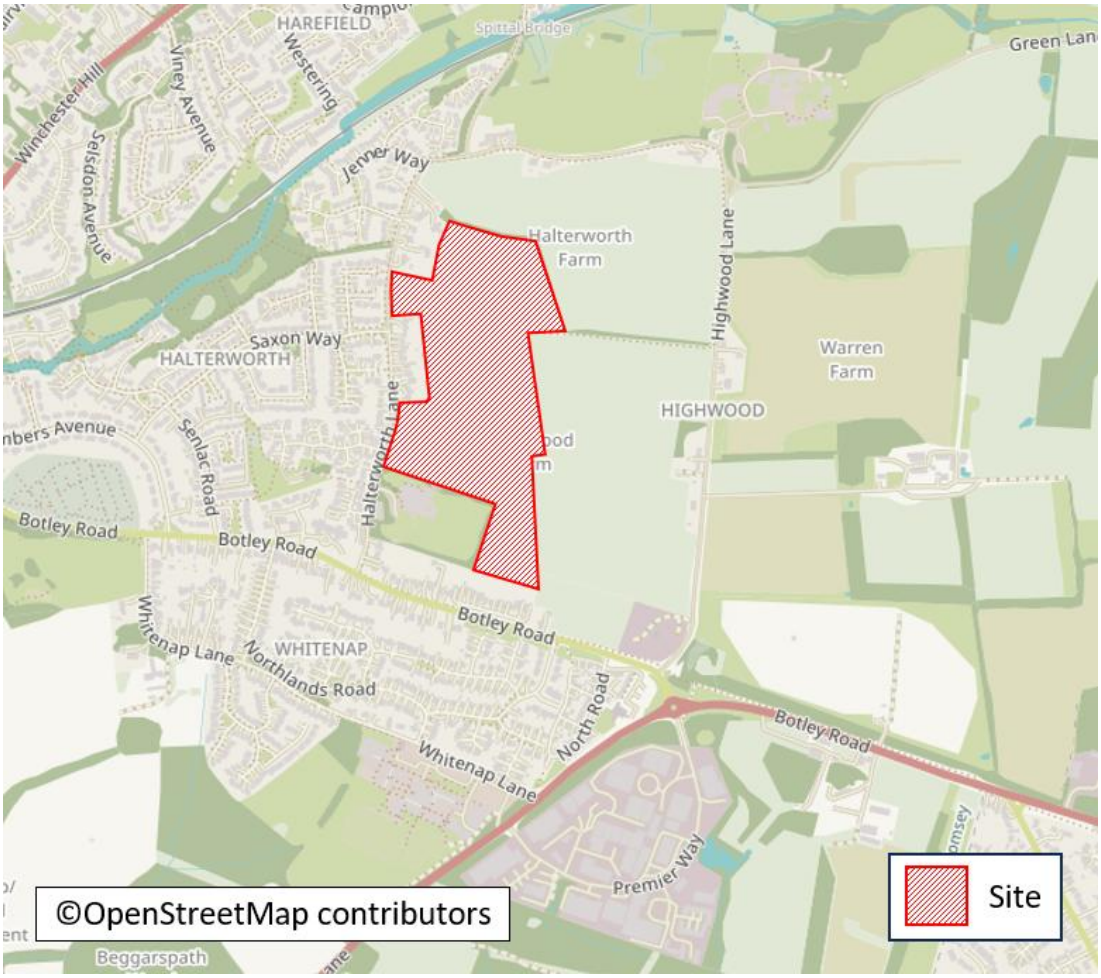
3.1.3 The direct frontage to Halterworth Lane is split over two sections, with existing residential properties located between each section of frontage. The northern frontage measures circa 85m in length, while the southern frontage measures circa 115m in length.

3.1.4 Two agricultural access points into the Site are provided on Halterworth Lane, one on each section of frontage. The access point provided along the northern frontage provides access to Public Right of Way footpath 198/15/1, which provides a connection between Halterworth Lane and Highwood Lane.

3.1.5 The centre of Romsey is located circa 4km to the north-west of North Baddesley, 10km to the west of Chandler's Ford, 14km to the north-west of Southampton city centre, 19km to the south-west of central Winchester and 27km to the south-east of Salisbury.

3.1.6 The location of the Site, in the context of Romsey and the local highway network, is illustrated in Image 3.1**.**

Image 3.1: Site Location and Local Highway Network



3.2 Public Rights of Way

3.2.1 Image 3.2 shows the Public Rights of Way (PRoW) network in proximity to the Site, this being an annotated extract from HCC's online mapping system[1] with footpaths being highlighted in purple and a bridleway highlighted green.

[1] https://maps.hants.gov.uk/rightsofwaydefinitivemap/largemap accessed 07/12/23

Image 3.2: Extract from HCC's Online Mapping System Depicting the Public Rights of Way

Source: https://maps.hants.gov.uk/rightsofwaydefinitivemap/

3.2.2 As stated earlier in this section, PRoW footpath 198/15/1 runs horizontally through the Site, providing a connection between Halterworth Lane and Highwood Lane.

3.2.3 A second PRoW, PRoW 197/503/1, extends westwards from Halterworth Lane and provides a connection to the edge of Romsey town centre via Tadburn Meadows Local Nature Reserve. Not only will these footpaths provide future residents of the Site with a direct connection into Romsey town centre, but they will also facilitate a pedestrian connection which is mainly isolated from any vehicular traffic, providing a safe and pleasant walking experience.

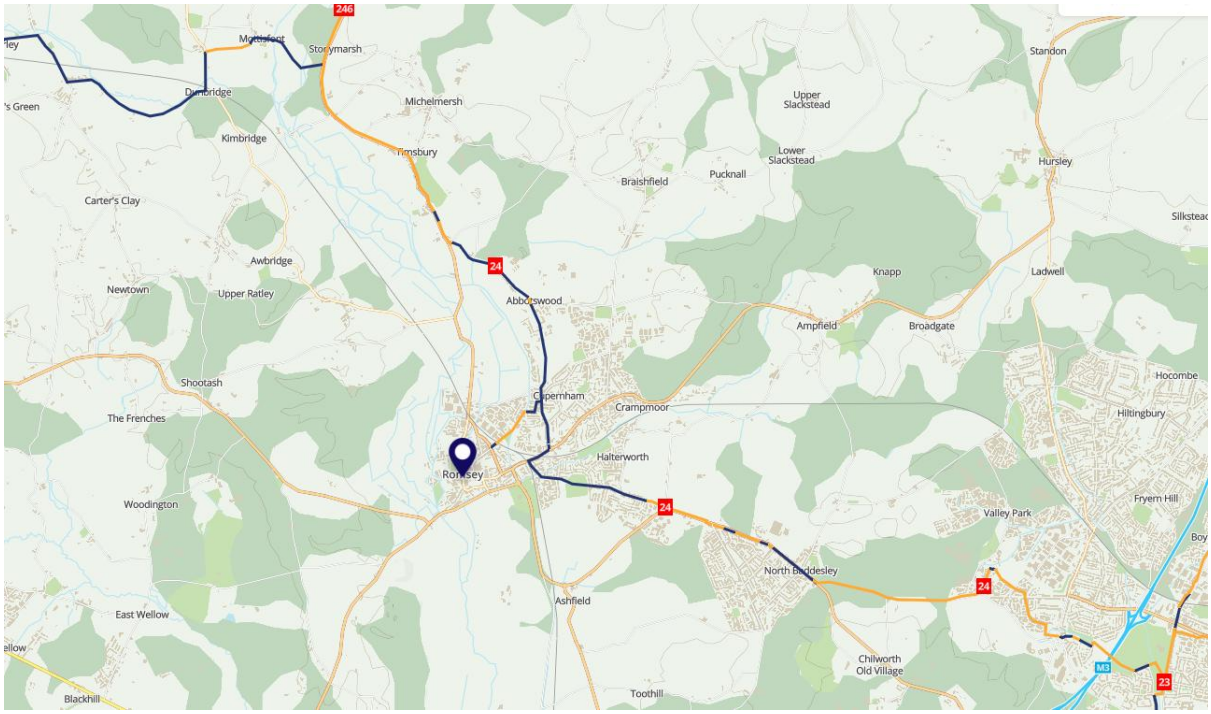
3.2.4 A bridleway connects Green Lane with Crampmoor Lane north-east of the Site.

3.3 Cycle Facilities

3.3.1 Image 3.3, an extract from the Ordnance Survey website[2], shows the cycle network in proximity to the Site. The orange lines are off-road or traffic-free while the navy blue lines are on-road routes.

[2] https://explore.osmaps.com/?lat=51.003011&lon=-1.459843&zoom=12.311&overlays=os-ncn-layer&style=Standard&type=2d accessed 20/01/25

Image 3.3: National Cycle Network



3.3.2 Image 3.3 shows that Botley Road forms part of National Cycle Route (NCR) 24, with it comprising both off-road/traffic-free and on-road sections. Opposite the Botley Road/Montfort Road priority-controlled junction, a shared foot/cycle way commences, which forms part of NCR 24 and extends in a south-eastward direction. Locally, NCR 24 provides a connection to Romsey town centre and North Baddesley, while further afield it provides a connection between Bath and Eastleigh.

3.3.3 The route also connects to NCR 23, which connects Reading to Southampton via Basingstoke and Winchester. North of Romsey, NCR 24 connects with NCR 246 which has long traffic-free sections, including the Test Way, and runs north to Kintbury via Andover.

3.4 Local Highway Network

Halterworth Lane

3.4.1 As mentioned above, Halterworth Lane traverses the western boundary of the Site, with the frontage split over two sections. It is a two-way single carriageway, which runs on a north to south alignment and provides a connection to Highwood Lane/Jenner Way and Botley Road, to the north and south respectively, with all junctions being priority-controlled. The road primarily acts as a local access collector road but also links Botley Road with the A3090 Winchester Road.

3.4.2 Beyond its junctions with Highwood Lane and Jenner Way, it extends north for circa 240m before forming a level crossing with the Eastleigh-Romsey railway line with signage on the approach to the level crossing, in both directions, requiring drivers to stop when lights show. It then extends north for another 160m and forms a priority-controlled junction with the A3090 Winchester Road. Signage

provided at both the A3090 Winchester Road and Botley Road junctions indicate to drivers that the road is subject to width restrictions of 6'-6''.

3.4.3 Halterworth Lane has a carriageway width of circa 7.0m, with circa 2.0m wide footways provided on both sides for most of its length. It predominantly provides frontage to residential properties, with Halterworth Primary School located towards the southern end of the road. It is subject to a 30mph speed limit and street lighting is provided.

3.4.4 A combination of single yellow lines and 'School Keep Clear' markings are provided along some sections of the carriageway to restrict parking on Halterworth Lane during school drop-off and pick-up times. A traffic regulation order (TRO) is in place to restrict parking between 0800-0900 and 1400-1600 as indicated by signage. The restrictions also create a chicane effect with vehicles having to slow down and wait for on-coming vehicles to pass.

3.4.5 A parking beat survey has been undertaken to gain an understanding of the nature of on-street parking along Halterworth Lane, particularly during school drop-off and pick-up times, with further details provided later in this section.

3.4.6 Several hail and ride bus stops are located along the carriageway, with further details regarding these stops and their associated services are provided in Section 5.

Botley Road

3.4.7 Botley Road is a two-way single carriageway, which runs on a slight north-west to south-east alignment and provides a connection between the A3090 Winchester Road and the A27/Premier Way. To the south-east of its roundabout junction with the A27/Premier Way, Botley Road begins to form part of the A27 route and runs directly into Southampton via North Baddesley. As described earlier in this section, it forms a priority-controlled junction with Halterworth Lane.

3.4.8 Botley Road has a carriageway width of circa 7.0m, with circa 2.0m wide footways provided on both sides, with the northern footway becoming a shared foot/cycleway opposite its priority-controlled junction with Montfort Road (as previously established, Botley Road forms part of NCR 24). It predominantly provides frontage to residential properties and side roads, while also providing frontage to local businesses and Botley Road park and play area. It is subject to a 30mph speed limit and street lighting is provided.

3.4.9 An uncontrolled crossing, comprising carriageway narrowing, dropped kerbs, tactile paving and reflective bollards, is provided across the carriageway, circa 60m to the north-west of its junction with Halterworth Lane, with pedestrian refuge islands sporadically provided along the carriageway in its entirety. A toucan crossing is provided a short distance to the south-east of its junction with Montfort Road, at the location where the footway becomes a shared foot/cycleway.

3.4.10 A north-westbound bus stop is provided a short distance to the north-west of its junction with Halterworth Lane, with its corresponding south-eastbound stop located circa 100m to the south-east of the junction. Further details regarding these stops and their associated services are provided in Section 5.

A27

3.4.11 The A27 is a strategic route which locally provides a connection to junction 3 of the M27 via the A3057 and M271, and a direct to Southampton via North Baddesley.

3.4.12 Locally, it is a two-way single carriageway, which is subject to national speed limit (60mph for cars and motorcycles). To the south-east of its junction with Botley Road/Premier Way, a combination of a footway and shared foot/cycleway is provided in its northern verge on approach and when travelling through North Baddesley. To the south-west of its junction with Botley Road/Premier Way, a footway is provided in both verges between its junction with Whitenap Lane and its junction with Premier Way, where street lighting is also provided to enable pedestrians walking from Romsey to Abbey Park Industrial Estate to do so in a safe and convenient manner.

3.4.13 From its junction with Botley Road/Premier Way to its junction with Castle Lane in North Baddesley, its forms part of NCR 24.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 Gladman is seeking outline planning permission for the demolition of existing buildings and the erection of up to 270 dwellings, including affordable housing, with land for the potential future expansion of Halterworth Primary School, public open space, structural planting and landscaping, sustainable drainage system (SuDS) and vehicular access points. All matters reserved except for means of vehicular access.

4.1.2 This planning application reserves land for the potential future expansion of the primary school; the expansion itself will be subject to a future separate application by the local education authority, should such proposals come forward.

4.1.3 A Development Framework Plan (DFP) has been produced by FPCR and forms part of the supporting documentation for the planning application. It is not included within this document as it has the potential to be revised up to the point of submission and therefore to avoid conflicting and superseded layouts being submitted within the various planning documents, it is omitted from this report. The planning documents should be available via HCC's online planning portal.

4.1.4 The DFP is indicative only but shows that the Site is to be accessed via two new single priority-controlled junctions located on Halterworth Lane. The proposed dwellings will be spread across most of the Site, two play areas will be provided in the northern and southern parts of the Site, while open space will be provided throughout the Site. The area for the potential expansion to the primary school is to the immediate east of the school, in the south-east corner of the Site.

4.1.5 As part of the development proposals, the Applicant is willing to provide parking within the site that is for the purpose of school pick-up and drop-off and for use by visitors to the residents of the development. The exact form and location of the parking will be agreed at the reserved matters stage.

4.1.6 The section of PRoW 198/15/1 within the Site will be incorporated into the Development Proposals and upgraded with improved surfacing and signage. The Applicant is willing to provide funding to allow HCC to upgrade the section of this PRoW where it passes beyond the Site boundary running east to Highwood Lane, providing a greater degree of permeability and amenity for pedestrians. Additional scenic footpaths are also proposed though the precise detailed will be subject to reserved matters.

4.2 Access Strategy

4.2.1 As stated above, the Site will be served by two new simple priority-controlled junctions on Halterworth Lane, both of which will comprise a 5.5m wide carriageway, 6.0m corner radii with corner tapers and 2 x 2.0m wide footways, which will connect to the existing footway provision on the

eastern side of Halterworth Lane. Uncontrolled crossings, comprising dropped kerbs and tactile paving, will also be provided across each of the vehicular access points. The northern vehicular access is illustrated on Drawing P21004-001D and the southern vehicular access illustrated on Drawing P21004-002C, both of which are provided in Appendix I of TTN1.

4.2.2 Whilst the internal layout is subject to a separate reserved matters application(s), it is envisaged that the two proposed Site accesses will be connected, as suggested on the DFP, forming a spine road.

4.2.3 As part of the development proposals, several off-site uncontrolled crossings, comprising dropped kerbs and tactile paving, will be provided along Halterworth Lane adjacent to the Site, two of which will be provided directly to the north and south of the proposed northern vehicular access, with the norther one provided a short distance to the north to align with PRoW 198/15/1. In addition, an uncontrolled crossing will also be provided a short distance to the north of the proposed southern vehicular access, with another provided adjacent to the south-western corner of the Site aligning with a potential dedicated pedestrian access.

4.2.4 The proposed access arrangement has been subject to an independent Stage 1 Road Safety Audit (RSA) which is detailed in Section 9 of the TA.

4.3 Internal Layout

4.3.1 In accordance with MfS the design speed of the access road will be 20mph. While the internal layout will be subject to a separate reserved matters application(s) by the eventual housebuilder(s), it is expected that it will be based on MfS design guidance meaning that the layout will focus on the needs of pedestrians, cyclists, and public transport users, create a sense of place and community, create permeable streets offering good quality connections and recognise the needs of people of all ages and abilities. All of these should be achieved without over-designing.

4.4 Development Parking

4.4.1 As the final housing mix is not known and subject to future submissions, calculations relating to detailed parking provision have not been undertaken. An eventual reserved matters application(s) will specify sufficient parking, both in terms of numbers and dimensions, to comply with the relevant standards at the time of submission. At the time of writing, the current minimum standards are provided in Table 2.1 in Section 2.

4.4.2 Each house will be provided with electric vehicle (EV) charging point in line with the UK Building Regulations.

4.4.3 As described in this section, the development proposals, particularly the Site access, will conform to national and local policy guidance including TVBC Objective 13 and policies T1 and T2, along with the two Guiding Principles and Policies C1, C3, C5, C6 and C7 of HCC's LTP4. The design of the access road will conform to the guidance of MfS.

4.4.4 The design principles help the Site to conform to NPPF guidance including paragraph 115 in terms of creating *'safe and suitable access',* and paragraph 117 in giving priority to pedestrian and cycle movements, and creating safe and attractive places which minimise conflicts between traffic and cyclists or pedestrians and considers the *'needs of people with disabilities and reduced mobility'*.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. NPPF (2024) defines sustainable transport modes as:

> *'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.'*

5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the Site can be accessed by these modes.

5.1.3 This section should be read in conjunction with the *Walking, Cycling and Horse-Riding Assessment Report*, which has also been produced and is provided in Appendix F of the TA.

5.2 Access on Foot

5.2.1 The Site is located circa 2km from Romsey town centre and, as previously discussed, is well-connected to good quality pedestrian and cycling infrastructure on Halterworth Lane and Botley Road. Wide street-lit footways are adjacent to the Site which create an environment conducive to walking. This infrastructure also includes pedestrian refuge islands, guard rails, formal push-button signal-controlled crossing points, tactile paving, dropped kerbs and parking restrictions (double yellow and single yellow lines and zig-zag markings) which serve to prevent visibility obstructions for pedestrians when crossing the carriageway. The Site also benefits from the PRoW that runs through it and connects to 197/503/1, via Halterworth Lane, which provide largely traffic-free connections towards Romsey town centre.

5.2.2 As detailed in Section 4, as part of the development proposals, several uncontrolled crossings, comprising dropped kerbs and tactile paving, will be provided along Halterworth Lane in proximity to the Site, which will further improve the surrounding pedestrian infrastructure.

5.2.3 It is noted that many of the uncontrolled crossings along Halterworth Lane include dropped kerbs but lack tactile paving. In order to improve accessibility and safety for visually impaired pedestrians and better define the crossing points, the Applicant is willing to provide tactile paving at Halterworth Lane's junctions with Bolney Road, Montford Heights, Benedict Close, Saxon Way, Seward Rise, Jenner Way and Hestia Close, as well as at the existing dropped kerb crossing on Halterworth Lane between Highwood Lane and Jenner Way, should HCC consider these improvements to be beneficial.

5.2.4 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document Providing for Journeys on Foot (2000)

5.2.5 In order to highlight the Site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC. Figure 2 in Appendix B of this TP represents the Site's walking catchment with the CIHT's *Preferred Maximum* distances of 1200m and 2000m for local service and commuting/school trips illustrated.

5.2.6 To provide an accurate representation of the future highway and PRoW network, the Site's proposed vehicular access points have been manually added to the network used for the isochrone. The accessibility distance is based on an origin/destination point in the approximate centre of the developed portion of the Site.

5.2.7 Table 5.2 below summarises the distance and the typical time it would take to walk from the centre of the Site to some of the local amenities and centres of employment and education identified in Figure 2 in Appendix B via the road/footway network. It provides a comparison against those distances recommended in the CIHT's *Providing for Journeys on Foot*. The time it takes is based on a walking speed of 4.8kph which corresponds with the TRACC default, which itself is based on advice in the DfT document *Transport Connectivity Travel Time Indicators: Guidance Notes*.

Table 5.2: Walking Distance and Time Taken from Site to Local Amenities

Amenity	Distance from Site (m)	Preferred Max Walk Distance (m)	Walk Time (mm:ss)
Halterworth Primary School	373	2000	04:46
Convenience Store	631	1200	07:55
Post Office/Convenience Store	662	1200	08:18
Tadburn Meadows Local Nature Reserve	702	1200	08:47
Botley Road Park	1019	1200	12:54
St Swithun's Church	1076	1200	13:29
Luzborough Public House	1097	1200	13:49
Stroud King Edward VI School	1249	2000	15:38
The Mountbatten School	1316	2000	16:34
Co-op	1420	1200	17:48
Abbey Park Industrial Estate	1815	2000	22:51
Abbeywell Surgery	2014	1200/2000	25:13
Romsey Rapids Sports Complex	2196	1200	27:29
Romsey Hospital	2232	2000	27:57
Winchester Hill Business Park	2236	2000	28:06

5.2.8 The results in Table 5.2 show that a convenience store, a post office/convenience store and Tadburn Meadows Local Nature Reserve can be reached within the acceptable walking distance of 800m for local service trips, while Botley Road park, St Swithun's church and Luzborough public house can be reached within the preferred maximum walking distance of 1200m. Although situated outside of the 1200 catchment, a Co-op food store, Abbeywell surgery and Romsey Rapids Sports Complex can be reached via foot within 28 minutes. Halterworth Primary School can be reached within the desirable distance of 500m for educational trips, while Stroud King Edward VI Preparatory School and The Mountbatten Secondary School can be reached within the preferred maximum walking distance of 2000m. Abbey Park Industrial Estate, Romsey Hospital and Winchester Hill Business Park, which may provide employment opportunities for future residents of the Site, can be reached via foot within 29 minutes.

5.2.9 Also, as can be seen in Figure 2 in Appendix B, the edge of Romsey town centre falls within the 2000m catchment, meaning that a significantly larger range of amenities and services not included in Table 5.2, which also provide an extensive range of employment opportunities, are within walking distance from the Site.

5.2.10 Given the evidence presented in Figure 2 in Appendix B of the TA and Table 5.2, walking can be considered to be a realistic and viable method of travel indicating that the Site's location is accessible via this sustainable mode.

5.3 Access by Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 8km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

> *'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'*

5.3.3 LTN 1/20 *Cycle Infrastructure Design* states similar, that:

> *'Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people'.*

5.3.4 As mentioned in Section 3, Botley Road forms part of NCR 24, a partly segregated cycle route providing a convenient cycle connection into Romsey town centre. The route also connects to NCR 23, facilitating a cycle connection to Southampton and NCR 246 to Andover and Kintbury.

5.3.5 A cycling isochrone showing the Site's catchment has also been produced using TRACC and is shown as Figure 3 in Appendix B of this TP. The figure illustrates 2000m, 5000m and 8000m catchment ranges, which equate 10, 25 and 40-minute journey times respectively and are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists are generally thought to travel at speeds between 15-20kph so a greater catchment may be more realistic.

5.3.6 The cycling distances and times to a selection of key local centres of education, employment and amenities, as well as neighbouring settlements, are shown in Table 5.3, although the cycle times detailed in the table are based on a cycling speed of 16kph which corresponds with the TRACC default, which the software developer has based on DfT advice. It should be noted that some of the cycle distances may differ from the walking distances as cycling along PRoW is legally not allowed unless designated as cycleways, bridleways or byways.

Table 5.3: Cycling Distance and Time Taken from Site to Local Centres of Employment, Education, Amenities and Neighbouring Settlements

Employment/ Education/ Amenity/ Settlement	Distance from Site (m)	Cycle Time (mm:ss)
Halterworth Primary School	373	01:52
Convenience Store	631	02:28
Post Office/Convenience Store	662	02:36
Tadburn Meadows Local Nature Reserve	702	03:27
Botley Road Park	1064	04:44
St Swithun's Church	1076	04:10
Luzborough Public House	1097	04:35
Stroud King Edward VI School	1249	04:47
The Mountbatten School	1351	05:35
Co-op	1465	05:43
Abbey Park Industrial Estate	1820	07:32
Abbeywell Surgery	2060	08:50
Romsey Hospital	2278	08:45
Winchester Hill Business Park	2281	09:14
Romsey Rapids Sports Complex	2632	10:02
Romsey Railway Station	2640	10:07
Romsey Town Centre	2731	10:26
Test Valley Business Park	2922	11:45
North Baddesley	3207	12:05
Granger Farm Sports Complex	3212	12:33
Romsey Academy	3343	12:37
Frobisher Industrial Estate	3406	12:51
Belbins Business Park	3703	13:58
Romsey Industrial Estate	3788	14:18
Abbotswood Nature Reserve	3970	17:07
Ampfield	4095	15:32
Yokesford Hill Industrial Estate	4440	16:44
Braishfield	4572	17:21
M27 Services	5197	19:31
University of Southampton Science Park	5674	21:31
Chandlers Ford Industrial Estate	6928	26:05
Chandler's Ford	7699	28:56
Awbridge	7935	29:51
Nusling Industrial Estate	8239	31:51
Adanac Business Park	9446	35:26

5.3.7 Table 5.3 illustrates that there is a considerable range of local amenities, places of employment, places of education and settlements within the cycle catchment. The local amenities mentioned in the 'Access on Foot' section above are less than an 11-minute cycle ride from the Site.

5.3.8 An examination of Table 5.3 shows that Romsey town centre, Test Valley Business Park, Frosbisher Industrial Estate, Belbins Business Park, Romsey Industrial Estate and Yokesford Hill Industrial Estate, all of which provide an extensive level of employment opportunities for future residents of the Site,

as well as Granger Farm Sports Complex, Romsey Academy, Abbotswood Nature Reserve and the settlements of North Baddesley, Ampfield and Braishfield, are all located within a 5000m distance from the Site and an 18-minute cycle ride. Romsey train station, which provides cycle parking, is also located within the 5000m catchment and can be reached within an 11-minute cycle ride. The University of Southampton Science Park, Nusling Industrial Estate and Adanac Business Park, as well as the settlements of Chandler's Ford (including large scale industrial estate) and Awbridge, are all located within the 8000m catchment.

5.3.9 Given the evidence presented in Figure 3 in Appendix B and Table 5.3, cycling can be considered a realistic and viable method of travel indicating that the Site's location is accessible via this sustainable mode.

5.3.10 Clearly the Site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for future residents of the Site. The potential numbers of walking and cycling trips that the Site will generate will be discussed in Section 6 of this report, but clearly the scale of the Site is not such that it will disadvantage existing pedestrians and cyclists.

5.3.11 Gladman is currently in discussions with HCC regarding the provision of funding towards walking and cycling improvements in line with the aspirations of the LCWIP, which will hopefully further encourage future residents of the site to travel by these modes.

5.4 Access by Local Bus Services

5.4.1 As mentioned in Section 3, there are bus stops located on Halterworth Lane and Botley Road, with the walking distance to these stops and the corresponding walking time (based on a walking speed of 4.8kph) summarised in Table 5.4 below.

Table 5.4: Walking Distance and Time to Bus Stops

Bus Stop	Distance (m)	Walking Time (mm:ss)
Halterworth Lane opp Footway to Kennett Road	305	03:49
Halterworth Lane adj Footway to Kennett Road	378	04:44
Botley Road adj Halterworth Lane	507	06:21
Botley Road opp Halterworth Lane	568	07:07

5.4.2 As Table 5.4 shows, the Halterworth Lane bus stops, which provide access to the 35 service, can be reached within 5 minutes on foot, while the Botley Road bus stops, which provide access to the 4 and 5 services, can be reached within 8 minutes on foot.

5.4.3 The bus stops located on Halterworth Lane are hail and ride stops with limited infrastructure (flag pole and timetable for southbound stop but no infrastructure at northbound stop), while the bus stops located on Botley Road comprise flag and timetable information, a bus cage and raised kerbs.

5.4.4 Table 5.5 summarises the services that can be accessed at these bus stops. The information below has been obtained from Traveline (https://www.traveline.info).

Table 5.5: Summary of Bus Services

Service	Route	Weekday Frequency	Weekend Frequency	
		Monday - Friday	Saturday	Sunday
4	Romsey - Southampton City Centre	2 services per hour	2 services per hour	1 service per hour
5	Romsey - Boyatt Wood	1 service per hour	1 service every 2 hours	No service
35	Braishfield - Romsey	1 service per day	No service	No service

5.4.5 The no. 4 service is the most frequent service, operating from Monday to Sunday and providing two services an hour on a weekday and Saturday, while providing one service per hour on a Sunday. The service, which operates from the Botley Road bus stops, enables passengers to travel to and from Southampton and Romsey town centre as well as other destinations. On a weekday, the first morning service departs from the Botley Road adjacent Halterworth Lane stop at 0609 hours, arriving at the Westquay stop in Southampton city centre at 0645 hours, with the journey taking 36 minutes. The last evening service departs from the Vincent's Walk bus stop in Southampton city centre at 2155 hours, arriving at the Botley Road opposite Halterworth Lane at 2233 hours, with the journey taking 38 minutes.

5.4.6 The no. 5 offers hourly services between Romsey town centre and Boyatt Wood via Eastleigh town centre Monday to Friday, and a service every two hours on Saturdays. The no. 35 services between Romsey and Braishfield which calls at the Halterworth Lane and Saxon Way stops is more limited, with just a single service Monday to Friday.

5.4.7 Given Southampton's role as the region's primary economic centre, the 4-bus service will provide future residents of the Site with access to an extensive range of amenities, services, education and employment opportunities. The no. 5 service supplements this with hourly journeys to Eastleigh town centre which offers multiple employment, retail and leisure opportunities as well as a train station and is close to Southampton Airport.

5.4.8 The Applicant is willing to upgrade the Halterworth Lane stops opposite and adjacent to Kennett Road to include raised boarding areas, shelter, seating and timetable information. Whilst it is recognised that the 35 service which calls at this stop is limited to one service per day, there may be opportunities in the future to enhance this service or introduce new services which call on Halterworth Lane, and said upgrade will help to enhance the attractiveness of such services.

5.4.9 The Applicant is also willing to fund the provision of shelters at the two Botley Road bus stops opposite and adjacent to Halterworth Lane to enhance passenger convenience, particularly during inclement weather.

5.5 Access by Rail

5.5.1 The nearest train station to the Site is Romsey, which is managed by South Western Railway and provides multiple direct services throughout the day to Chandlers Ford (7 minutes), Southampton Central (11 minutes), Eastleigh (13 minutes), Southampton Airport Parkway (17 minutes), Salisbury (18 minutes), Portsmouth Harbour (59 minutes) and Bath Spa (73 minutes), with each service stopping at various other stations along each route. These times are the fastest journey options at the time of writing taken from the National Rail website[3].

5.5.2 The service to Southampton runs 3 times per hour, thus, the frequency and speed of the Romsey to Southampton service will likely be popular amongst future resident of the Site, some of whom will likely work in Southampton City Centre.

5.5.3 The station provides a car park comprising 20 spaces, as well as an extensive range of facilities including refreshment facilities, toilets, pay phones, waiting rooms, customer help points, ticket machines and a ticket office.

5.5.4 A total of 14 sheltered cycle parking spaces are also available at the station, which may encourage some future residents of the Site to travel to and from the station by cycle. As established earlier in this section, the station is located within a 11-minute cycle ride from the Site.

5.5.5 The short car journey to the station should be considered a sustainable trip when the train is chosen for mid to long distance trips.

5.5.6 Connection to a greater range of rail services can be made from Eastleigh and Southampton train stations which are accessible by bus.

5.6 Summary

5.6.1 This section of the report has demonstrated that the Site is in a sustainable location where local amenities and neighbouring local settlements are within nationally recognised acceptable walking and cycling distances.

5.6.2 It has been demonstrated that a variety of day-to-day amenities are within reasonable walking and cycling distances, as are employment opportunities and schools.

5.6.3 In respect of public transport, the bus services which operate in proximity to the Site run frequently and provide connections to and from various destinations including Southampton, Eastleigh and Romsey town centre.

5.6.4 Romsey train station, accessible via bus and bicycle, also enables passengers to travel to and from several destinations including Chandlers Ford, Southampton Central, Salisbury, Southampton Airport

[3] https://www.nationalrail.co.uk/stations/romsey/ accessed 20/01/25

Parkway, Bath Spa and Portsmouth Harbour. Southampton Central and Eastleigh stations can also be accessed by bus.

5.6.5 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2 of this report, the NPPF states that *'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'*, as well as providing *'safe and suitable'* access for all.

5.6.6 The good level of accessibility of the Site and improvements in the form of new footway connections at the proposed Site accesses, PRoW connection and enhancement and bus stop upgrades helps the Site to align with the Guiding Principles and policies C1, C3, C5, C6 and C7 of HCC's LTP4 and TVBC Objective 13 and Policy T1.

6 TARGETS

6.1 Introduction

6.1.1 In order for TP measures to be successfully adopted, it is important to set achievable but challenging targets that can be monitored and reviewed at regular intervals. It is difficult to set targets at this stage, as they need to be based on the actual travel characteristics of the Site, which will not be known until a baseline travel survey has been arranged following an agreeable level of occupation. It is expected that the housebuilder behind the future reserved matters application will arrange this baseline survey. However, as the Applicant has a commitment to sustainable travel and the TP process, some initial targets can be set based on census data for the local area.

6.2 Vehicular Trip Generation

6.2.1 In order to determine the traffic generation associated with the proposed development, the TRICS 7.10.2 database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.

6.2.2 A summary of the key selections applied in order to derive the sample is as follows:

- Land use category - houses privately owned;
- Regions excluded - London, Northern Ireland and Eire;
- No. dwelling range selection - 50 to 4,334 units (50 to 918 actual);
- Date range - 02/03/13 to 01/03/23;
- Weekend surveys excluded;
- Selected locations - edge of town and
- Location sub categories - residential zone.

6.2.3 The above selections returned a sample of 47 sites, however, 16 sites were removed due to them containing flats or bungalows and 4 sites were removed because they were surveyed during the Covid-19 pandemic period. The results of these surveys would have skewed the trip rates of the sample.

6.2.4 The full reports of the TRICS data and selection process are included in Appendix H of the TA.

6.2.5 The derived trip rates were then applied to the 270 dwellings resulting in the trip generation. The likely 12-hour (residential sites in TRICS are typically only surveyed between 7am and 7pm) trip generation of the Site is shown in Table 6.1, with the AM and PM peak hours highlighted in bold font.

6.2.6 The below trip rates were accepted by HCC Highways and NH during scoping discussions (Appendix A of the TA).

Table 6.1: 12 Hour TRICS Derived Trip Rates and Trip Generation for 270 Dwellings

	Trip Rates			Trip Generation		
Time	Arrivals	Departures	Totals	Arrivals	Departures	Totals
07:00-08:00	0.074	0.305	0.379	20	82	102
08:00-09:00	**0.137**	**0.381**	**0.518**	**37**	**103**	**140**
09:00-10:00	0.131	0.161	0.292	35	43	78
10:00-11:00	0.116	0.143	0.259	31	39	70
11:00-12:00	0.124	0.132	0.256	33	36	69
12:00-13:00	0.153	0.132	0.285	41	36	77
13:00-14:00	0.148	0.148	0.296	40	40	80
14:00-15:00	0.150	0.171	0.321	41	46	87
15:00-16:00	0.247	0.153	0.400	67	41	108
16:00-17:00	0.249	0.145	0.394	67	39	106
17:00-18:00	**0.350**	**0.151**	**0.501**	**95**	**41**	**136**
18:00-19:00	0.288	0.146	0.434	78	39	117
Daily (12hr)	**2.167**	**2.168**	**4.335**	**585**	**585**	**1170**

6.2.7 As the above table shows, the Site is likely to generate in the region of 140 two-way trips in the AM peak hour and 136 two-way trips in the PM peak hour, which equates to just over 2 new trips per minute at the Site accesses before dissipating across the local highway network.

6.2.8 It is important to note that the above trip rates should be considered as robust as they have been applied to both the open market and the affordable elements of the Site. Trip rates associated with affordable housing tend to be lower, although it would be fully justified to use them based on TRICS best practice advice. Also, it should be noted that no allowance has been made for any future reduction in car travel based or any potential increased use of sustainable modes of travel.

6.2.9 Furthermore, the above assessment should be considered to be robust as it has not discounted any traffic associated with the existing on-site buildings, which are set to be demolished.

6.3 Multimodal Trip Generation

6.3.1 The number of non-car trips likely to be generated by the Site has been forecast using 2011 Census Method of Travel to Work (MTW) data. The Test Valley (E02004823) MSOA has been selected as it comprises a large built-up area immediately adjacent to the Site, which the proposed development will extend even further. The travel characteristics of this neighbouring MSOA are likely to be more representative of the proposed development than the more rural MSOA in which the Site sits. The trip ends for each method of travel have been downloaded from Nomis (http://www.nomisweb.co.uk).

6.3.2 Several of the transport mode categories have been manually removed from the data for reasons including it being unrealistic that they will be used by residents of the Site (i.e. underground); or that they will not generate a trip (i.e. not in employment).

6.3.3 As the vehicular trips were calculated using TRICS, factors have been derived between them and the census car driver trips (3,110). The factors equate to 4.5% and 4.4% in the respective AM and PM peaks. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the Site. Table 6.2 provides the forecast multimodal trips.

Table 6.2: Forecast Multimodal Person Trips Based on Census MTW

Method of Travel to Work	Census Trips	Mode %	AM Trips	PM Trips
Work mainly at or from home	448	9.9%	20	20
Train	153	3.4%	7	7
Bus, minibus or coach	82	1.8%	4	4
Driving a car or van	3,110	68.4%	140	136
Passenger in a car or van	241	5.3%	11	11
Bicycle	153	3.4%	7	7
On foot	357	7.9%	16	16
Trips Excluding WFH	**4,096**	**-**	**185**	**181**
All Modes	**4,544**	**100%**	**205**	**201**
		Factors	4.5%	4.4%

6.3.4 Based on the figures in Table 6.2, the Site is forecast to generate 185 and 181 total people physical trips in the AM and PM peaks respectively, with around 20 people working from home, although this figure is likely to be higher given the increase in working from home following the Covid-19 pandemic.

6.3.5 Following driving a car being the most common method of travel likely to be used by residents of the Site, walking trips are expected to account for 16 trips in each peak, equating to 7.9%, car passenger trips are expected to account for 11 trips in each peak equating to 5.3%, trips via train travel and bicycle trips are each expected to account for 7 trips in each peak, equating to a combined 6.8%, while trips via bus travel are expected to account for 4 trips in each peak, equating to 1.8%.

6.4 Modal Shift Targets

6.4.1 In line with national travel plan guidance, targets should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound). At this stage in the TP process, the most suitable way to set targets will be to suggest a reduction in car or van driver trips with an increase in trips on foot, bike, bus, train, as a passenger in a car or van trips, as well as car sharing and an increase in working from home.

6.4.2 It is understood that a reduction in car or van driver trips of 10% is both realistic and challenging, with this 10% split across the non-car driver modes of transport, considered to be sustainable, mentioned above based on their existing proportions. Table 6.3 displays Gladman's initial targets using the average of the AM and PM peak forecast modal splits shown in Table 6.2 as the base. The green font represents a percentage increase with the red font representing a percentage decrease. It is considered that these initial targets should be achieved within five years of full occupation of the Site.

Table 6.3: Modal Split Targets for Five Years Post Full Occupation

User Class	AM Peak				PM Peak			
	Mode %	Year 1	Year 3	Year 5	Mode %	Year 1	Year 3	Year 5
		1%	6%	10%		1%	6%	10%
Work mainly at or from home	9.8%	10.1%	11.6%	12.8%	10.0%	10.3%	11.8%	13.0%
Train	3.4%	3.5%	4.1%	4.5%	3.5%	3.6%	4.1%	4.6%
Bus, minibus or coach	2.0%	2.0%	2.3%	2.6%	2.0%	2.1%	2.4%	2.6%
Driving a car or van	68.3%	67.3%	62.3%	58.3%	67.7%	66.7%	61.7%	57.7%
Passenger in a car or van	5.4%	5.5%	6.4%	7.1%	5.5%	5.6%	6.5%	7.2%
Bicycle	3.4%	3.5%	4.1%	4.5%	3.5%	3.6%	4.1%	4.6%
On foot	7.8%	8.1%	9.3%	10.3%	8.0%	8.2%	9.4%	10.4%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

6.4.3 Table 6.3 presents targets of up to 12.8-13.0% of people to be working from home, 10.3-10.4% to be travelling on foot, 7.1-7.2% as a car or van passenger, 4.5-4.6% via bicycle or as a train passenger and 2.6% as a bus passenger, with a reduction in driving a car or van to 57.7-58.3%. It is hoped that the TP co-ordinator, to be discussed in the next section, will arrange a repeat travel survey after this five-year timescale to assess whether the targets have been achieved, then new targets can be established. Timescales can also be set for further surveys and targets.

6.4.4 It is recommended that the initial targets are adjusted based on the baseline travel survey as this will provide more accurate, up-to-date and site-specific travel patterns rather than using census derived modal split data.

7 MEASURES

7.1 Introduction

7.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.

7.1.2 Not only should the measures be realistic, but it is important that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly the eventual TP Co-ordinator for the Site, should be presented, discussed and agreed at the earliest opportunity.

7.1.3 As the TP progresses, liaison will be made with local schools and businesses as it may be possible to somewhat integrate proposed measures with existing ones already in place, or soon to be implemented, by third-parties, given the common goal.

7.1.4 This section will present potential measures to help achieve the targets set in Section 6. Some of these measures will be collective and apply to all modes of sustainable transport while others will be specific to each mode.

7.2 Reducing the Need to Travel

7.2.1 Section 5 of this TP has described how the Site is well-located in terms of being within walking and cycling distance to local amenities. It also demonstrated how bus services may provide viable and convenient modes of travel for some residents. Furthermore, the Site's access strategy, particularly with regards to its permeability for pedestrians, maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along natural desire lines. The Site will also offer a section of public open space and play areas which themselves will become new local amenities.

7.2.2 Sections 4 and 5 have stated that the existing and proposed local highway network is/will be conducive to walking, with well-lit footways and PRoW for pedestrians, as well as there being local cycle routes.

7.2.3 Development of the Site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. The travel restrictions imposed during the Covid-19 pandemic saw a considerable increase in working from home, with many employers likely to be further supportive of working from home on a full or part-time basis. The housebuilder behind any future reserved matters application is likely to incorporate home working facilities into the properties.

7.2.4 In addition, the emergence of home deliveries from large supermarkets and online retailers has the potential to further reduce the need for travel. There is an opportunity for the housebuilder to promote these alternatives and raise awareness of the potential time, cost and environmental savings of home deliveries, both in relation to the large supermarket chains including Sainsbury's, Asda, Tesco, Morrisons and Waitrose, as well as online retailers such as Ocado and Amazon. Many of these retailers allow purchases to be delivered on a specific day and some between a specific time window to ensure that someone is home to accept the delivery. Alternative delivery addresses and locations can also often be specified.

7.3 Welcome Packs

7.3.1 Welcome packs will be provided for each new residence upon first occupation and will be produced by the housebuilder with input from HCC. These packs will be essential to educating and informing future residents of both the sustainable transport modes available to them and the benefits they can have for them and their families including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve. Typically, the content of such welcome packs include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables; and
- Details of the TP Co-ordinator.

7.3.2 It is acknowledged that HCC provides advice on travel information packs and has a personal journey planning website www.myjourneyhampshire.com which could be used by a TP co-ordinator as a useful resource that can aid the preparation of such packs.

7.4 Other Methods of Awareness Raising and Marketing

7.4.1 Aside from welcome packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:

- Personalised travel planning for families and individuals, often arranged by the TP Co-ordinator;
- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with website such as *X (formerly Twitter)*, *Facebook* and *Nextdoor* having mass appeal and membership, yet having localised content and discussion groups*;*

- Set-up of travel notice boards in communal areas displaying information such as lists of sustainable travel websites, local taxi services and car clubs; and
- Promotion of events such as *National Bike Week* and *Living Street's* series of walking events including *Walk to Work Week* and *Walk to School Week*.

7.5 Measures to Encourage Walking

7.5.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (https://www.nhs.uk/live-well/exercise/). The 150 minutes could be achieved by walking leisurely for 30 minutes per day, five days a week, or briskly for 10 minutes per day (https://www.nhs.uk/live-well/exercise/walking-for-health/). Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20-minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity).

7.5.2 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available via the provision of route maps (through welcome packs, notice boards and social media) including off-road PRoW;
- Ensure the clear signage of pedestrian routes within and adjacent to the Site including;
- Potential improvements to (and maintenance of) the walking network and signage;
- Promotion of free health apps (https://www.bhf.org.uk/informationsupport/heart-matters-magazine/activity/walking/free-walking-apps) (through welcome packs, notice boards and social media); and
- Promotion of a 'walking buddy' scheme (through welcome packs, notice boards and social media).

7.6 Measures to Encourage Cycling

7.6.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.

7.6.2 We are Cycling UK (https://www.cyclinguk.org/) outlines the following 10 reasons why cycling is good for you:

- Reduces the risk of cancer by 45%;

- 46% lower risk of cardiovascular disease;
- Boosts immunity;
- Good for your waistline;
- Cycling fights the aging process;
- Cuts depression by up to a third;
- 95% of people we interviewed for our Rides of Way survey said it helped with their mental health;
- Helps reduce air pollution;
- Reduces asthma in children; and
- Saves money.

7.6.3 The website also makes the pertinent point that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment. It is expected that the housebuilder will include provision for cycle storage for each dwelling. Potential measures to encourage cycling include the following:

- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
- Promote the local cycling routes available and cycle storage facilities at key destinations such as in district centres (through welcome packs, notice boards and social media);
- Improvements to (and maintenance of) the cycle network;
- Promotion of events such as *National Bike Week* (https://www.cyclinguk.org/bikeweek) and Cycle to School Week (https://www.bikeability.org.uk/cycletoschoolweek/);
- Promotion of local bike maintenance events and local bike doctors such as rideride's Bike Dr (https://www.rideride.co.uk/bike-dr/), with this promotion to be undertaken annually as a minimum (through welcome packs, notice boards and social media);
- Promotion of a Bicycle User Group (BUG) (through welcome packs, notice boards and social media) which could include cycle proficiency courses;
- Discounts on cycles and cycle accessories from local retailers;
- Encouragement of residents to check with their employers to see if they offer a cycle to work scheme; and
- Promotion of other useful cycling websites and apps (through welcome packs, notice boards and social media) such as https://www.sustrans.org.uk/, https://www.cyclinguk.org/ and https://www.lovetoride.net/uk?locale=en-GB.

7.7 Measures to Encourage Public Transport

7.7.1 Public transport use and accessibility is an important element of TPs. Bus and rail transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this

report has demonstrated that bus travel should be a suitable and convenient mode of transport for some residents of the Site.

7.7.2 The key measure to promote public transport use will be through the provision of route and timetable information in welcome packs, on notice boards and at the stops themselves. Discount tickets or other fare incentives, as mentioned above, could be provided in welcome packs for a period of time.

7.7.3 There are a number of useful public transport websites which can be promoted through welcome packs, notice boards and social media. Some of these websites include, but are not limited to:

- http://solentgo.co.uk/;
- https://www.plusbus.info/;
- https://www.stagecoachbus.com/; and
- https://www.southwesternrailway.com/.

7.7.4 It is expected that as the TP progresses, liaison will be made with local public transport operators in order to maximise the awareness of, and accessibility to, public transport.

7.8 Measures to Reduce Single Occupancy Car Trips

7.8.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites including the following:

- Liftshare (https://liftshare.com/uk); and
- BlaBlaCar (www.blablacar.com).

7.8.2 The Liftshare websites enable users to register and search for lifts in their area. Users typically have to be over 18 years of age but do not always have to have driving licences (as passengers). Websites such as these can be promoted through welcome packs, notice boards and social media.

7.8.3 Residents could also manage their own lift sharing as many residents will travel to destinations within close proximity of each other such as Southampton, Portsmouth, Bournemouth, Eastleigh, Winchester, Andover and Salisbury. This could be managed through a residents' committee or by the TP Co-ordinator.

7.9 Measures to Encourage Low Emission Vehicle Use

7.9.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies such as electric hybrid engines and fully electric engines, with central government due to impose a ban on the sale of new petrol and diesel engine vehicles in 2035. The purchase prices of such low emission technologies are becoming more in line with standard petrol and diesel engine vehicles, with some manufacturers setting targets to fully switch to electric vehicle (EV) or hybrid production only.

7.9.2 To encourage the use of electric vehicles, and because it is a requirement of the UK Building Regulations, electric vehicle charging infrastructure will be provided for each dwelling as per *Approved Document S: Infrastructure for the charging of electric vehicles*.

7.10 Cost Acknowledgement

7.10.1 It is acknowledged that HCC requests estimated costs for each measure, as such, indicative costs have been provided in Table 8.1. Given that the housebuilder will have their own preferred measures, which are likely to include, but not be limited to, some of the measures outlined above, more accurate costs can be provided in the full TP, which will be submitted at the reserved matters stage. The costs should be considered to be higher than what the actual costs will be as experience suggests that not every dwelling will take advantage of the travel vouchers.

7.10.2 As stated in the Introduction, Gladman will be willing to accept a suitably worded condition as part of this outline application, that requests such information, as well as definitive targets and measures, as part of a full TP to be submitted at the reserved matters stage. Some indicative costs are however presented in the following section.

8 MANAGEMENT, MONITORING AND REVIEW

8.1 Management

8.1.1 The overall responsibility for the TP will initially lie with the housebuilder behind the potential reserved matters application from the first construction of the development to a 'trigger point' to be agreed with HCC. Following this, the TP will become the responsibility of a TP Co-ordinator, site management company or residents' association.

8.2 Appointment of a Travel Plan Co-ordinator

8.2.1 It is envisaged that the housebuilder behind the reserved matters application will appoint a Travel Plan Co-ordinator (TPC) prior to construction. The details of the TP management structure and the TPC will be provided to HCC at the full TP stage.

8.2.2 The TPC will inherit the day-to-day responsibility for ensuring that the TP is regularly monitored, reviewed, updated and evolved. They will be tasked with implementing and marketing the TP measures, monitoring the uptake of the measures by arranging travel surveys at regular intervals to be agreed with HCC, assessing whether targets have been met, reviewing and updating the targets based on survey results and liaising with HCC and public transport operators.

8.2.3 It is expected that the TPC will initially be an employee of the end housebuilder and that they will arrange a steering group to assist with future development of the TP. Such a steering group can then take ownership of the TP at the end of the five-year period.

8.2.4 TPC responsibility will likely form part of the housebuilder's employee's role, such as alongside sales and marketing, and a budget of £30,000 for five-years (£6,000 per annum) is suggested as a sufficient budget for the TPC's responsibilities.

8.2.5 Whilst HCC has suggested assigning a budget cost to each of the TPC's responsibilities, this is considered to be an excessive level of detail at this stage, with such tasks budgeted for as part of the annual salary.

8.3 Monitoring and Review

8.3.1 It is important that the TP is monitored at regular intervals to assess its success and help to evolve it. From Prime's experience, the most effective survey method is a residential travel questionnaire. A specialist traffic survey company is likely to be used who will be expected to complete the surveys based on the following typical methodology:

1. Deliver a letter to the households one week in advance of any potential face to face (F2F) doorstep Interviews. This letter must take the form of a narrative explaining the reasons for the questionnaires and the usage therein and a contact address (email) for any questions associated.

By notifying the residents one week in advance, it should allow them to expect knocks at the door and will help to encourage residents to complete the forms either F2F or online.

2. As part of the Initial letter drop, the survey company will compile a log of all streets and the numbers of houses delivered to, making notes on any that cannot be delivered. This process will also allow the company to formulate a route for the interviewers when they attend the site and undertaken the tasks expected.

3. Once routes and dates are agreed, the interviewers will visit each property twice and complete the log for:

    - F2F Interview Completed;
    - QR Code Given;
    - Refusal; and
    - Not In.

4. It is suggested that a weekday visit and a weekend visit between the hours of 10am-4pm are the most appropriate. Experience suggests a reluctance from residents to answer the door outside of these times in general conditions.

5. On the first visit any unanswered surveys will be noted and on the second visit, again if no response, the QR coded questionnaire will be delivered.

6. Once the fieldwork has been completed, the survey company will present the logs/notes and after 1-2 weeks duration, they will produce the F2F & QR coded results for the attention of the TPC.

8.3.2 A minimum response rate of 35% will be the target. In order to help achieve the targets, the incentive of a prize draw for a shopping voucher will be offered. In Prime's experience, a voucher for £100 generally achieves a reasonable response rate.

8.3.3 A sample questionnaire is provided in Appendix C. The eventual questionnaire will be tailored to the development site.

8.3.4 Should the suggested methodology prove to be ineffective, alternative methods can be considered such as automatic traffic counter based surveys or manual classified turning counts at the site accesses.

8.3.5 The travel questionnaires will follow an AM vehicle count survey at the accesses which will be used as a second monitoring method counting the motor vehicle traffic generation of the development in line with HCC requirements.

8.3.6 The developer behind the reserved matters application will commit to monitor the TP at annual intervals over a period of time and will most likely be for five-years post 100% occupation.

8.3.7 The TP will need to be reviewed at regular intervals after monitoring is complete. The review should remove any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If the TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. The remedial strategy will likely include additional vouchers for sustainable travel and additional engagement with residents. Any changes to the TP will need to be made in agreement with HCC.

8.4 Delivery and Enforcement

8.4.1 An appropriate financial contribution will be secured as part of the current appeal. The contribution will include both HCC's monitoring and approval feels and provide an appropriate budget for the TP Cash Deposit which HCC has requested. This will be secured via Section 106 agreement.

8.4.2 The budget for the TP Cash Deposit is provided in the interim action plan below.

8.5 Interim Action Plan and Indicative Costs

8.5.1 As part of the present outline planning application/appeal, an interim action plan is proposed to detail the actions likely to be undertaken following the sale of the site to a housebuilder. It should, however, be noted that this is only indicative at this outline stage as the end housebuilder is likely to offer its own action plan at the reserved matters stage as part of a full TP, which may provide more detailed information on the TP actions and measures.

8.5.2 A summary of the indicative budget costs per year for five years is provided in Table 8.1. The annual budget will vary per year depending on the number of dwellings occupied, with the main variation being the costs of the travel questionnaires as these will be issued each year to every occupied dwelling. In order to provide an indicative budget per year, costs have been apportioned based on an even build-out of 54 dwelling per year, with these costs ranging from £10,420 in Year 1 to £12,580 in Year 5. The total budget is therefore £57,500 for a period of five-years.

8.5.3 This budget excludes the other highways and sustainable travel planning obligations currently under discussion with HCC and TVBC.

8.5.4 The interim action plan presented in Table 8.2 below also includes indicative costs for various measures. More accurate costs can be provided by the housebuilder at the reserved matters/full TP stage.

Table 8.1: Indicative Budget Costs

No. Dwells Occupied	-	54	108	162	216	270	-
Item	**Cost Per HH**	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**	**Total**
TPC Salary	-	£ 6,000	£ 6,000	£ 6,000	£ 6,000	£ 6,000	**£ 30,000**
Travel Voucher	£ 50	£ 2,700	£ 2,700	£ 2,700	£ 2,700	£ 2,700	**£ 13,500**
Welcome Packs	£ 1.48	£ 80	£ 80	£ 80	£ 80	£ 80	**£ 400**
Turning Count Survey	-	£ 1,000	£ 1,000	£ 1,000	£ 1,000	£ 1,000	**£ 5,000**
Travel Questionnaire + £100 prize	£ 10	£ 640	£ 1,180	£ 1,720	£ 2,260	£ 2,800	**£ 8,600**
Total		**£ 10,420**	**£ 10,960**	**£ 11,500**	**£ 12,040**	**£ 12,580**	**£ 57,500**

Table 8.2: Interim Action Plan & Indicative Costs

Item	Measure	Timescale	Responsibility	Funding/ Indicative Budget Cost(*)	TP Specific
Public Transport	Provision of bus and rail timetable information to residents in Welcome Pack	Prior to first occupation	TPC	TPC staff time	Yes
	Liaison with public transport operators to negotiate discounted tickets and issue vouchers	Within 1 year of first occupation	TPC	TPC staff time plus £13,500 voucher costs	Yes
	Upgrades to Halterworth Lane (x2) and Botley Road (x2) bus stops	Prior to first occupation	Developer	Developer funding (S278) TBC	No
Walk/ Cycle	TPC to establish cycle action plan	Prior to first occupation	TPC	TPC staff time	Yes
	Liaison with local cycle retailers to negotiate discounted cycles and cycling equipment and issue vouchers	Within 1 year of first occupation	TPC	TPC staff time	Yes
	Include literature on local walking and cycling routes and the health benefits of walking and cycling in Welcome Pack	Prior to first occupation	TPC	TPC staff time	Yes
	Participate in National Bike Week and other cycle promotion initiatives	Within 1 year of first occupation	TPC	TPC staff time	Yes
	Provision of new uncontrolled crossing facilities along Halterworth Lane	Prior to first occupation	Developer	Developer funding (S278) TBC	No
Car Share	Promotion of Liftshare website through Welcome Pack and other promotional initiatives	Prior to first occupation	TPC	TPC staff time	Yes
Marketing	Production of Travel Welcome Pack and issued to each household upon occupation	Prior to first occupation and ongoing	TPC	TPC staff time plus printing costs of circa £400	Yes
	Inclusion of TP information in marketing suite	Prior to first occupation and ongoing	TPC/ Sales staff	TPC staff time	Yes
	TP online resources such as website and Facebook/X account to be established and promoted	Prior to first occupation and ongoing	TPC/ Sales staff	TPC staff time	Yes
Management	Residential TPC to be appointed	3 months prior to first occupation	Developer	Developer funding. Suggested sufficient budget for first 5 years from occupation £30,000 (£6,000 per annum)	Yes
	TPC to establish contact with HCC TP officer	Prior to first occupation	TPC	TPC staff time	Yes
	Full TP document to be issues and agreed with HCC	Prior to first occupation	Developer/ HCC	TPC staff time	Yes
Monitoring and Review	Provisional date for AM peak hour vehicle traffic count survey based on sales projections	Prior to first occupation	TPC/ Sales staff	TPC/ Sales staff time	Yes
	AM peak hour vehicle traffic count survey to be undertaken and subsequently analysed	Within 3 months of occupation of 50 houses then annually until 5 years after first occupation	TPC	TPC staff time/ plus £5,000 survey costs	Yes
	Residential travel questionnaire	Within 3 months of occupation of 50 houses then annually until 5 years after first occupation	TPC	TPC staff time, £100 towards a completion incentive such as shopping vouchers and £8,600 survey costs	Yes
	Preparation of Annual Monitoring and Review report to Council	Within 1 month of first year's anniversary of first occupation, then annually for 5 years from first occupation	TPC	TPC staff time	Yes
	Monitoring meeting with TVBC, HCC, public transport operators and representatives of residents	One, three and five years after first occupation	TPC	TPC staff time	Yes

9 CONCLUSION

9.1.1 This Interim Residential TP outlines Gladman's commitment to the promotion and encouragement of sustainable modes of travel.

9.1.2 The site is adjacent to an established residential area that benefits from pedestrian infrastructure in the form of footways, footpaths and crossings. It is close to cycle routes, close to bus routes and the local train station is also accessible. A number of improvements are proposed to aid integration with these networks.

9.1.3 Gladman is also in discussions with HCC regarding a commensurate contribution towards LCWIP based walking and cycling improvements.

9.1.4 Whilst Gladman will not build-out the development, should planning permission be granted, efforts have been made at this stage to maximise opportunities for sustainable travel.

9.1.5 Initial measures to promote and encourage travel by sustainable modes have been suggested, these include:

- Reducing the need to travel – encouragement of working from home and use of home deliveries;
- Personalised travel planning;
- Establishment of sustainable travel forums including on social media platforms;
- Set-up of travel noticeboards in communal areas;
- Promotion of sustainable travel events;
- Welcome packs – as an important method of presenting the sustainable travel options to future residents;
- Measures to encourage walking – including educating residents on the health benefits of walking, provision of walking route maps, signage of pedestrian routes, improvements to routes, promotion of walking apps and promotion of a walking buddy scheme;
- Measures to encourage cycling – including educating residents on the health benefits of cycling, promotion of local cycling routes, improvements to the cycle network, promotion of cycling events including bike maintenance, promotion of a BUG, discounts on cycling equipment and accessories, promotion of cycling websites and apps;
- Measures to encourage public transport – including provision of route and timetable information and discounted tickets;
- Measures to reduce single occupancy car trips – including the promotion of liftshare website and local informal liftsharing; and
- Measures to encourage low emission vehicle use – through the provision if EV chargers.

9.1.6 A TPC will be appointed to ensure that the TP is regularly monitored, reviewed, updated and evolved.

9.1.7 The travel plan will be monitored and reviewed annually for an agreeable period of time.

9.1.8 Gladman commits to providing a TP Cash Deposit of £57,500 and HCC's monitoring and approval fees of £15,000 and £1,500 respectively.

9.1.9 An interim action plan has been presented with indicative costs for the various measures provided.

9.1.10 This is the first stage of the TP process. It will evolve at the reserved matters stage when the site is disposed to a housebuilder. The housebuilder will be able to provide a more accurate budget and will have the opportunity to provide additional measures, revised targets and an updated monitoring strategy subject to further agreement with HCC.

APPENDIX A

STATEMENT OF SUPPORT

GLADMAN
DEVELOPMENTS LIMITED

Gladman House, Alexandria Way
Congleton Business Park
Congleton, Cheshire
CW12 1LB

T: 01260 288800

www.gladman.co.uk

Hampshire County Council
Highways Development Planning
The Castle
Winchester
Hampshire
SO23 8UD

24th January 2025

RE: 24/00174/OUTS – Land at Halterworth Lane, Romsey
Interim Residential Travel Plan Statement of Support

Dear Sir/Madam,

Gladman Developments Ltd (Gladman) commissioned Prime Transport Planning Ltd (Prime) to prepare an Interim Residential Travel Plan (IRTP) in support of the above outline planning application.

At the core of Gladman's key values is the promotion of sustainable developments. With regards to access to development sites by sustainable models of travel, Gladman promote sites that are either in sustainable locations or can be made sustainable through design.

The following objectives are stated in the IRTP:

- Reduce the number of people travelling by car alone in line with HCC's aim;
- Enable residents of the Site and visitors to it to make sustainable travel choices that benefit themselves, their community and the environment;
- Design the development in such a way that it is accessible to all people regardless of any disability or impairment in order to enhance social inclusion;
- Raise awareness of the benefits of sustainable transport modes in terms of the benefits to individuals, local communities and the environment;
- Ensure that sustainable travel modes offer convenient options for door-to-door travel; and
- Ensure that sustainable travel choices are encouraged in the short term and continue to be used in the long term.

Gladman fully endorse and support the above objectives.

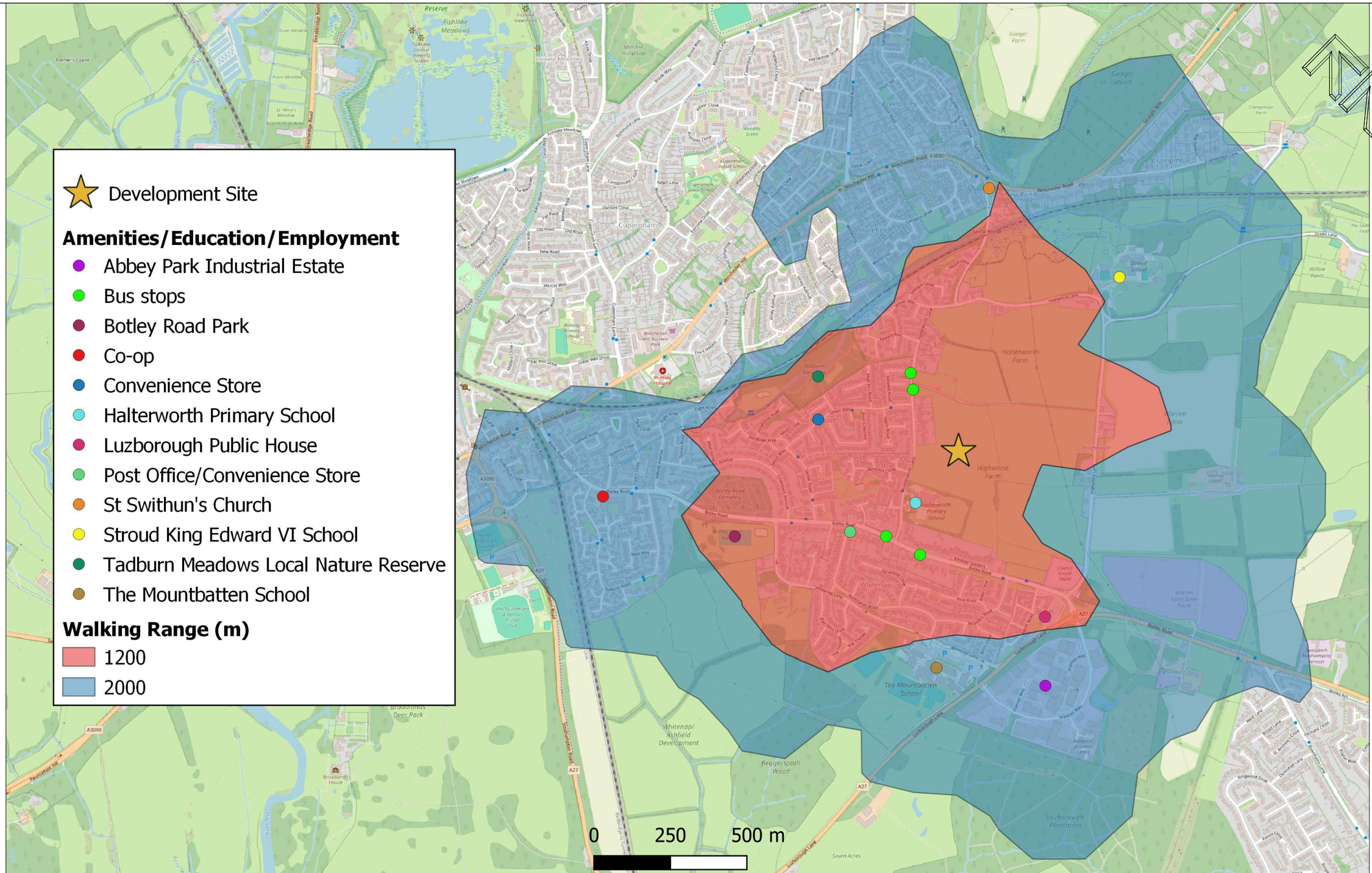
Yours faithfully,

M A Heming

Mike Heming
Project Manager

APPENDIX B

WALKING AND CYCLING ISOCHRONES



Prime Transport Planning
9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

Rev	Date	By	Revision notes
*	*	*	*

DISCLAIMER
- PROPOSALS ARE PRELIMINARY ONLY, NOT FOR CONSTRUCTION PURPOSES
- PROPOSALS WILL BE SUBJECT TO UTILITY AND DRAINAGE INVESTIGATIONS
- PROPOSALS WILL BE SUBJECT TO EXTENT OF ADOPTED HIGHWAY
- DO NOT SCALE THIS DRAWING. DIMENSIONS ARE FOR REPRESENTATIONAL AND INFORMATIONAL PURPOSES ONLY AND SUBJECT TO DETAILED DESIGN
- THIS DRAWING MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT HAS BEEN SUPPLIED

Project
HALTERWORTH LANE, ROMSEY, HAMPSHIRE

Title
WALKING ISOCHRONE

Drawn by	Issue date
CM	14 DECEMBER 2023

Scale(s): NTS

Drawing No: FIGURE 2

Status: INFORMATION

Development Site

Amenities/Education/Employment

- Abbeywell Surgery
- Abbotswood Nature Reserve
- Adanac Business Park
- Belbins Business Park
- Chandlers Ford Industrial Estate
- Frobisher Industrial Estate
- Granger Farm Sports Complex
- M27 Services
- Neighbouring Settlements
- North Baddesley
- Nusling Industrial Estate
- Romsey Academy
- Romsey Hospital
- Romsey Industrial Estate
- Romsey Railway Station
- Romsey Rapids Sports Complex
- Romsey Town Centre
- Test Valley Business Park
- University of Southampton Science Park
- Winchester Hill Business Park
- Yokesford Hill Industrial Estate

Cycling Range (m)

- 2000
- 5000
- 8000

0 1 2 km

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Rev	Date	By	Revision notes
*	*	*	*

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Project
HALTERWORTH LANE, ROMSEY, HAMPSHIRE

Title
CYCLING ISOCHRONE

Drawn by	Issue date
CM	14 DECEMBER 2023

Scale(s): NTS

Drawing No: FIGURE 3

Status: INFORMATION

APPENDIX C

EXAMPLE TRAVEL QUESTIONNAIRE

TRAVEL SURVEY –
Site, Location

Dear Resident,
This survey has been arranged on behalf of RESIDENTIAL DEVELOPER'S commitment to sustainable travel.
The survey is to gauge your travel habits as residents.

Prime Transport Planning are the maintainers of the surveys. We will only use the information provided for the purposes of anonymously understanding your estate's travel habits to ensure everything is running smoothly.
This is done to ensure that you can access your home in a sustainable way.

PLEASE COMPLETE ONE SURVEY PER ADULT MEMBER OF THE HOUSEHOLD.

As a thank you for participating we would like to offer you the chance to be entered into a prize draw to win a £100 Amazon Voucher. Please provide your House No. & email address on the questionnaire where requested (this information will be solely used for the prize draw and deleted afterwards).

PLEASE SCAN THE QR CODE BELOW TO PARTICIPATE
(Just use your Smartphone or tablet to Scan the QR Code and it will take you directly to the survey)
(Alternatively, please go to Website)

QR CODE HERE

Example Travel Survey

Date

COMPLETE THIS SURVEY FOR A CHANCE TO WIN A £100 AMAZON VOUCHER!

This survey is intended to get an idea of how you as residents of the development travel to and from your homes. When this estate was in its early stages of construction we (Prime Transport Planning) were hired as travel plan coordinators to help make it easier for you to get around the area on foot, by bicycle or using public transport.
Your answers will help us help you in making your estate even better.
This survey will take roughly 5 minutes.

1. How do you normally travel to the following places? **(Please tick all that apply)**

	Walk	Cycle	Bus	Train	Car/Van	Taxi	Motorbike/Moped	Metrolink	Scooter
Work	☐	☐	☐	☐	☐	☐	☐	☐	☐
Local Shops	☐	☐	☐	☐	☐	☐	☐	☐	☐
Supermarket	☐	☐	☐	☐	☐	☐	☐	☐	☐
Medical (GP/Dentist)	☐	☐	☐	☐	☐	☐	☐	☐	☐
High Street Shopping	☐	☐	☐	☐	☐	☐	☐	☐	☐
Pubs, bars and restaurants	☐	☐	☐	☐	☐	☐	☐	☐	☐
Gym/exercise	☐	☐	☐	☐	☐	☐	☐	☐	☐

2. How often do you use the following modes of transport for any journey? (Seasonal means only in winter, or only in summer for example)

	Weekly	Monthly	Seasonal	Yearly	Never
Walk	☐	☐	☐	☐	☐
Cycle	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐
Car/Van	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐
Motorbike/Moped	☐	☐	☐	☐	☐
Scooter	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

3. If you are currently in paid employment, how do you travel to work? (If not in paid employment please feel free to skip this question) **(If you work from home some days but commute on other days, please select "work from home" and your main method of travel)**

	Walk	Cycle	Bus	Train	Car/Van	Taxi	Work from Home
Daily	☐	☐	☐	☐	☐	☐	☐
Weekly	☐	☐	☐	☐	☐	☐	☐
Monthly	☐	☐	☐	☐	☐	☐	☐
Annually	☐	☐	☐	☐	☐	☐	☐

4. How far do you travel to work? (as a return trip, there and back) If you work in multiple locations, how far do you travel on average each day.

◯ 0-5 miles ◯ 6-10 miles ◯ 11-20 miles ◯ 21-30 miles ◯ 30 miles plus

5. How would you rate the ease of walking in your area? 1=Poor 3=OK 5=Excellent

◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5

6. You answered 1, 2 or 3. Of these options, which ones do you agree with?

☐ Everywhere is too far away to walk
☐ The street lighting is bad
☐ There are no good footpaths
☐ It would be better if there was a Walking group in the area
☐ Other (please specify)

7. You answered 4 or 5. What do you like about the area in terms of walking access?

8. How would you rate the area for ease of cycling? 1=Poor 3=OK 5=Excellent

◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5

9. You answered 1, 2 or 3. What can be improved to make cycling more accessible to yourself?

☐ Have separate lanes for cyclists
☐ Cycle parking in the local area
☐ Improve street lighting in the area
☐ I would like a Cycle User Group to be established
☐ Other (please specify)

10. You answered 4 or 5. What do you like about cycling in the area?

11. How would you rate the local area for ease of accessing Public Transport? 1=Poor 3=OK 5=Excellent

◯ 1 ◯ 2 ◯ 3 ◯ 4 ◯ 5

12. You answered 1, 2 or 3. Which of these options apply to your opinions of the Public Transport service in the area?

- ☐ Not frequent enough
- ☐ Not enough choice of destination
- ☐ They don't operate when I need them
- ☐ Too Expensive
- ☐ I don't need it because I have a car
- ☐ I would like a Bus User Group to give me travel information

13. You answered 4 or 5. What do you like about the Public Transport provision in the area?

14. Finally, we have a few questions about you. (Your answers are anonymous and you are not obliged to complete them)
What age bracket do you fall under?

- ◯ 18-30
- ◯ 31-40
- ◯ 41-50
- ◯ 51-65
- ◯ 66+
- ◯ Prefer not to say

15. How many cars are there in your household?

◯ 0 ◯ 1 ◯ 2 ◯ 3+ ◯ Prefer not to say

16. Thank you for taking the time to complete this survey. If you have any further comments, please put them in the box below.

17. If you wish to be entered into the prize draw for a £50 Amazon Voucher, please provide your email and first line of your address.
This information will only be used for this purpose.

1st line of your Address

Email Address