



Land at Calmore Croft Farm, Salisbury Road,
Calmore

Framework Travel Plan

February 2024

McCarthy Investment Limited

COMMERCIAL DEVELOPMENT
LAND AT CALMORE CROFT FARM
SALISBURY ROAD, CALMORE

FRAMEWORK TRAVEL PLAN

CONTROLLED DOCUMENT

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<i>Prepared by:</i>	Ollie Samuel-Camps	November 2023
<i>Checked by:</i>	Shannon Betteridge	November 2023
<i>Approved by:</i>	Kim Hammonds	November 2023

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McCarthy Investment Limited

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
PO16 8UT

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1. INTRODUCTION

This Framework Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of McCarthy Investment Limited to support an outline planning application (with all matters reserved except access) for a commercial development of approximately 6 hectares at Land at Calmore Croft Farm, Salisbury Road, Calmore.

1.1 The site is situated north of Totton, directly east of the A326 and south of Salisbury Road as illustrated in **Figure 1**. The indicative site layout is included in **Appendix A**.

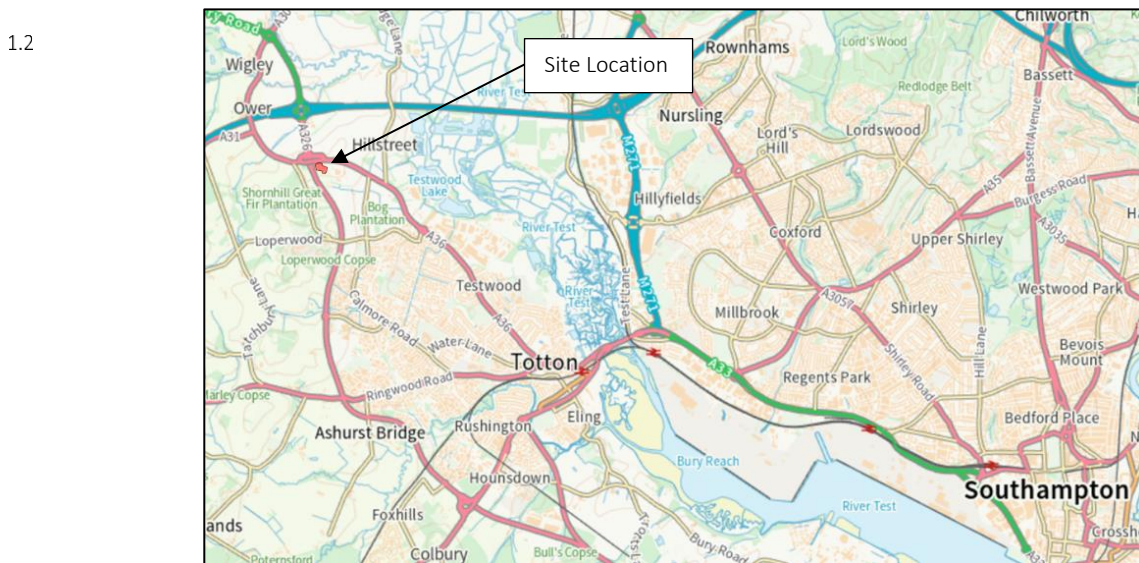


Figure 1: Site Location

1.3 In addition to this TP, a Transport Assessment (TA) and a Walking, Cycling and Horse-Riding Assessment & Review (WCHAR) have been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this TP should be read in

1.4 conjunction with these documents.

1.5 A pre-application was submitted to Hampshire County Council (HCC) in June 2022 to identify the opportunities and constraints associated with the site at an early stage. The pre-application discussions stated that *'The Travel Plan accompanying the TA should be submitted as a separate document and should include the estimated costs of measures, which will be used to determine the bond value to be secured in any future S106 agreement'*.

A site visit was completed in August 2023 which supports the production of this Travel Plan.

Purpose of the Travel Plan

1.6 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

1.7 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (McCarthy Investment Limited) and the Local Authorities (New Forest District Council (NFDC) and HCC). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

1.8 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES). This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

1.9 This TP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Existing Site Conditions
- Chapter 4 – Local Accessibility
- Chapter 5 – Proposed Development
- Chapter 6 – Indicative Baseline and Targets
- Chapter 7 – Travel Plan Strategy
- Chapter 8 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

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

- National Planning Policy Framework (NPPF);
- LTN 1/20 Cycle infrastructure Design (July 2022)
- 2.1 • Hampshire County Council’s Local Transport Plan 3 (LTP3) (2011 – 2031)
- Hampshire County Council’s Draft Local Transport Plan 4 (LTP4)
- New Forest District Council Local Plan (2016 – 2036)
- SS1: North Totton Allocation
- Totton and Eling Neighbourhood Plan

National Planning Policy Framework (NPPF)

2.2 The NPPF (September 2023) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is ‘*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*’ and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) *The potential impacts of development on transport networks can be addressed;*
- b) *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

(NPPF Para.104)

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

(NPPF Para.105)

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

(NPPF Para. 113)

LTN 1/20 Cycle Infrastructure Design (July 2020)

LTN 1/20 provides guidance to local authorities on delivering high quality, cycle infrastructure including:

- Planning for cycling
- Space for cycling within highways
- 2.3 • Transitions between carriageways, cycle lanes and cycle tracks
- Junctions and crossings
- Cycle parking and other equipment
- Planning and designing for commercial cycling
- Traffic signs and road markings
- Construction and maintenance

2.4 This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters. Further reading on related matters, helpful tools and advice on procedural issues are included in the Appendices. Local Transport Note (LTN) 1/20 replaces previous guidance on cycle infrastructure design provided by LTN 2/08, and accordingly LTN 2/08 is withdrawn.

Hampshire County Council's Local Transport Plan 3 (LTP3)

2.5 The current adopted Hampshire County Council Local Transport Plan 3 (2011 - 2031) sets out Hampshire's Transport Strategy aimed at achieving stronger and safer communities and realising the county's vision of *"safe, efficient and reliable ways to get around a prospering and sustainable Hampshire"*. The plan identifies a range of policy objectives aimed at achieving the overarching vision with those most relevant to this TP are outlined below.

Policy Objective 3: Promote, where they are stable and serve our other transport priorities, the installation of new transport technologies, including navigational aids, e-ticketing and smartcards, delivery of public transport information over the internet and on the move, and electric vehicle charging points.

Policy Objective 4: Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors;

Policy Objective 10: Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable

Policy Objective 11: Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives;

Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

Hampshire County Council's Draft Local Transport Plan 4 (LTP4)

LTP4 is currently in draft format but it is understood that HCC are promoting the content and policies within it. It sets out core policies which are used to determine how HCC plans and delivers all aspects of transport. The vision for LTP4 provides information on the vision for 2050, transport policies, a roadmap for 2050 and wider strategies. The core policies which are most pertinent to this TP are as follows:

2.6

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

- Promotes a shift away from 'planning for vehicles' to 'planning for people' and 'planning for places'.
- Requires transport solutions to be developed in light of our new Movement and Place Framework, our Road User Utility Framework and a 'Healthy Streets' approach.
- Establishes our 'Ten Point Plan' for a more equitable transport system.

Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users

- Requires the application of our Road User Utility Framework (which complements the Movement and Place Framework) to ensure that local infrastructure and how we manage it does not exclude those who cannot drive or choose not to.
- Focuses not just on safety, but also the usefulness of infrastructure and spaces by different modes

Policy C5: Support local living and reduce demands on transport

- Promotes community-led place and transport improvements and enables residents to make greater use of local services and facilities.
- Supports measures to enable people to 'live locally' and access many of their daily needs within a 20 minute walk of their home ('20 minute neighbourhoods').
- Supports the roll out of superfast/gigabit broadband to enable home working and online access to services, so that people can travel less.

Policy C6: Encourage sustainable travel behaviour

- Sets out the need for raising awareness of alternative travel options and behaviour change initiatives (e.g. travel planning), in addition to developing transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private car.
- Supports the requirement for a 10% reduction (approx.) in car use (vehicle-kilometres) by 2030.

2.7

Hampshire County Council's A Guide to Development Related Travel Plans

This document provides guidance on the preparation on Travel Plans including thresholds for requiring a Travel Plan, guidance on what to include in a Travel Plan and the management and monitoring process.

2.8

New Forest District Council's Local Plan: 2016 – 2036 Part One: Planning Strategy

2.9

The NFDC Local Plan sets out the strategy and policies for development within the District. The plan identifies the vision for the area, which is, '*By 2036 New Forest District will be characterised by thriving and prosperous communities that provide for the housing, business and community needs of residents*'.

Within the plan, several strategic objectives are set out, of which STR6: Sustainable Economic Growth, STR7: Strategic Transport Priorities and STR8: Community services, infrastructure and facilities are relatable for this application.

STR6: Sustainable Economic Growth

'The Council strategy for sustainable economic growth is to maintain and enable a vibrant and prosperous local economy offering a diverse range of local employment opportunities, where existing businesses continue to thrive, and new businesses have sufficient and suitable opportunities to form and grow in appropriate locations'.

i. The provision of sufficient land to meet the identified need for 126,000sqm of employment floorspace. This will comprise of:

a. 18 hectares of employment land (for around 70,000sqm floorspace) allocated within residential-led mixed-use Strategic Site Allocations at Totton (SS1), Fawley (SS4) and Ringwood (SS14);

STR7: Strategic Transport Priorities

'The Council will support and facilitate major projects that improve accessibility for pedestrians and cyclists, improve public transport, reduce traffic congestion and improve road safety, provided that they can be achieved without an unacceptable impact on the local environment and local communities'.

STR8: Community Services, Infrastructure and Facilities

'In order to ensure the provision of adequate infrastructure and services to meet the current and future needs of residents and businesses in the Plan Area:

i. The Council will work with:

a. Community service and infrastructure providers and business interests, to support or enable their delivery of transport, utilities, communications and community service infrastructure projects and facilities that help to address the current and future needs of communities and businesses in the Plan Area; and

b. Developers through the planning application process, to ensure that proposed developments make sufficient provision for the needs of future occupiers and mitigate their impacts on existing services and facilities in accordance with Policy IMPL1: Developer contributions and the requirements set out in the Strategic Site Allocation Policies and the Infrastructure Delivery Plan'.

SS1: North Totton Allocation

The proposed site forms part of the wider 'Land to the North of Totton' strategic development identified within the New Forest District Local Plan (2016 – 2036) as SS1 and is marked in purple on **Figure 2** below. This wider allocation seeks to provide a residential-led, mixed-use development and open spaces and will comprise the following:

2.10

- At least 1,000 homes, dependent on the form, size and mix of housing provided
- A commercial core west of Pauletts Lane including around five hectares of land for business and employment uses
- A community focal point in a prominent location including ground floor premises suitable for community use
- Contributions to educational provision to include two hectares of land to be reserved for a primary school
- On-site provision of formal open space

2.11

The allocation is divided by Salisbury Road. Based on the indicative master planning of the main parcels of land that make up the allocation, it is anticipated that the land to the north of Salisbury Road can accommodate at least 260no. homes and the land to the south will deliver at least 330no. homes (west of Pauletts Lane) and at least 230no. homes (east of Pauletts Lane). There is an additional piece of land to the south of Loperwood which has outline planning consent for up to 80no. homes. The illustrative masterplan for SS1: North Totton Allocation is demonstrated below in **Figure 2**.

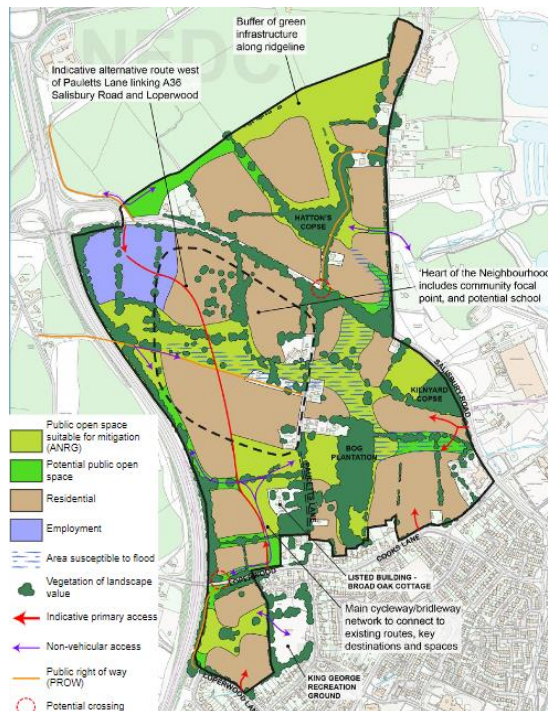


Figure 2: SS1 – Land to the North of Totton (extract from NFDC Local Plan)

Totton and Eling Neighbourhood Plan

Totton and Eling Town Council are in the process of creating a Neighbourhood Plan which is a community-led plan aiming to guide the future development regeneration and conservation of the area. The plan is not far enough through the process at present to be considered within this planning application.

2.12

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

2.13

3. EXISTING SITE CONDITIONS

Site and Surroundings

The site, which is predominantly greenfield land (with a portion of industrial uses), is situated circa 800m south of the M27 and 4km northwest of Totton town centre. The site is bordered by the A36 to the north, greenfield and other land uses to the east and south and the A326 to the west. The existing site and its surroundings are demonstrated in the site location plan in **Figure 3**.

3.1

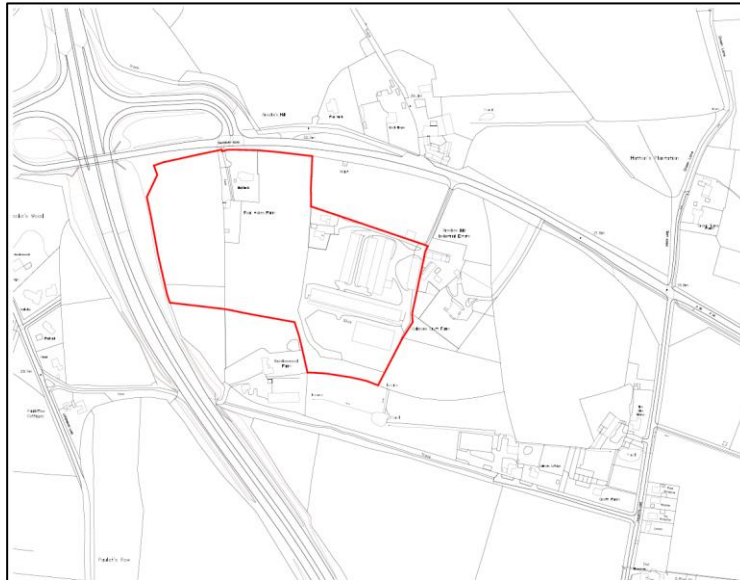


Figure 3: Site Location Plan

3.2

Local and Strategic Road Network

The location of the site in relation to both the local and strategic road networks present an excellent opportunity to provide the proposed type of development in this location, given the negligible impact the associated vehicle traffic would have on nearby towns and villages (as discussed later in the report).

3.3

A36

The site is bound by the A36 to the north. The A36 is a key distributor road in the area as it provides a route between Southampton and Salisbury. In the vicinity of the proposed site, the carriageway measures circa 7m in width and is subject to a 60mph speed limit. This reduces to 50mph circa 400m east of the site. To both the east and west of the proposed site, no existing pedestrian infrastructure is provided. The existing conditions along the carriageway are demonstrated in **Photograph 1**.



Photograph 1: A36 Salisbury Road

Pauletts Lane

3.4 Pauletts Lane, located circa 650m east of the proposed site, measures circa 4m in width and is subject to a 50mph speed limit for the first 100m, before reducing to 30mph. Pauletts Lane is a local road providing an alternative route between the A36 and Loperwood (to the south) which subsequently provides a route west towards Winsor and Bartley. The existing conditions along Pauletts Lane are demonstrated in **Photographs 2** and **3** below.



3.5

Photographs 2 and 3: Pauletts Lane Conditions

A326

The site is bordered by the A326 to the west. The A326 is a key strategic route in the area, acting as a by-pass route around Totton and south-eastbound towards Fawley. To the north, the A326 connects to Junction 2 of the M27. The A326 southbound off slip/southbound on slip joins the A36 almost directly opposite the proposed development site, with the northbound on slip and off slip situated circa 250m west of the proposed development site.

M27

As aforementioned, Junction 2 of the M27 is located circa 800m north of the proposed development site. The M27 forms part of the strategic network and provides a key route between West Sussex to the east to the A31 to the west. Junction 2 is also situated circa 9km southwest of the M3, which again forms a key route in the area for vehicles wishing to travel northbound.

3.6

4. LOCAL ACCESSIBILITY

The site is situated circa 4km northwest of Totton town centre. As previously identified, the site is well located in relation to both the local and strategic road networks, which therefore lends itself to providing a commercial development in the proposed location.

4.1 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). Aside
4.2 from the bus stops within 750m of the site, other facilities such as convenience stores, post offices, and pharmacies (amongst others) are within a circa 23-minute walking time, located in Calmore.

4.3 Applying the 80m/minute walking speed to the time from the site to the facilities in Calmore (circa 1.84km), the site location at present is not within the average pedestrian journey length recognised by CIHT. However, the site forms part of the North Totton allocation for which a new primary school and community uses are proposed to be delivered. Similarly, the residential development of 280no. houses on land North of Salisbury Road (reference: 20/10997), was permitted despite walking and cycling distances being similar to those for the proposed site. Therefore, the location of the site should be considered acceptable in this regard.

4.4 Ensuring suitable pedestrian and cycle facilities are provided to connect the proposed commercial site with the already permitted (and rest of SS1 allocation) residential development will be assessed later in this report.

4.5 **Pedestrian Network**

4.6 At present, there is no footway flanking the southern side of the A36 either to the east or west of the proposed development site. The gentle topography does however lend itself to promoting walking as a method of travel, should suitable provision be provided.

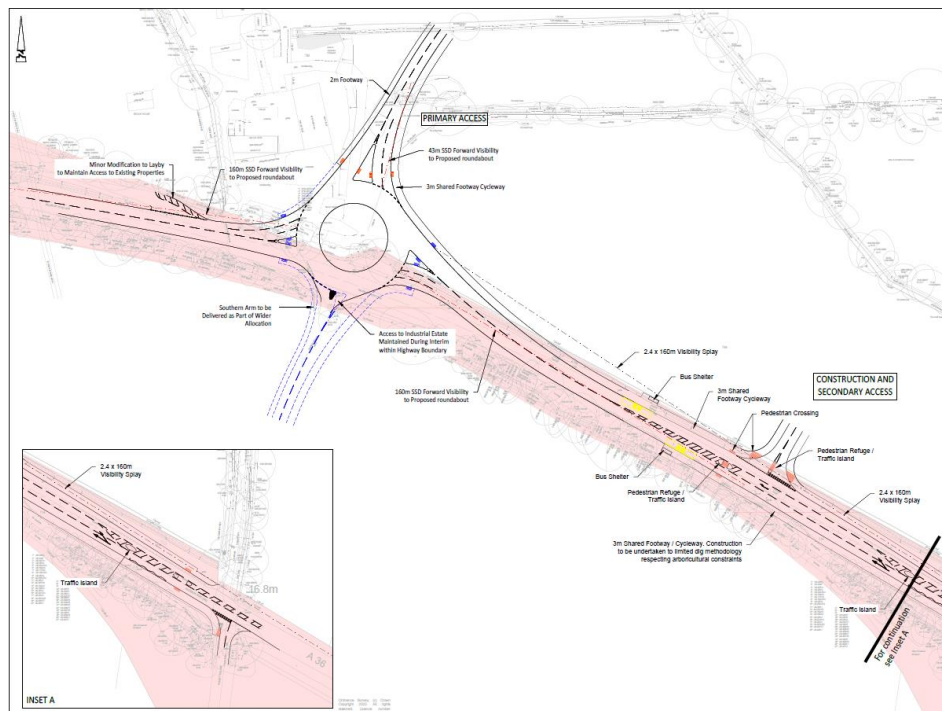
As part of the Bloor Homes application, a new 2m wide footway/cycleway is to be provided flanking the western side of the access arm from the roundabout into the Bloor Homes site, with the provision then continuing across the A36 (eastbound) arm of the roundabout and south towards the existing industrial estate (and what is anticipated to provide the access for the southern parts of the SS1: North Totton allocation land).

A new 3m wide shared footway/cycleway (in accordance with LTN1/20 guidance, is proposed on the eastern side of the new Bloor Homes roundabout continuing both eastbound along the A36, before a new uncontrolled crossing facility is also provided outside the sites' secondary access, facilitating the movement of pedestrians and cyclists onto a new 3m wide shared footway/cycleway on the southern side of the A36.

4.7

Crossing facilities are also proposed across each arm where appropriate. The proposed access arrangements and associated improvements submitted as part of the Bloor Homes application are demonstrated in **Figure 4** below, and attached as **Appendix B**.

4.8



4.9

Figure 4: Bloor Homes Improvements

Where possible, the proposed development will tie into the improvements proposed through Bloor Homes application, as discussed further later in this report.

4.10

Pauletts Lane

At present, the optimal route for site users walking to the local facilities in Clamore, would be via Pauletts Lane. Whilst Pauletts Lane does not have any formal footway provision on either side of the carriageway, advisory signage was observed during the site visit highlighting that pedestrians do walk within the carriageway. The environment for vehicles along Pauletts Lane enhances the provision for pedestrians, with a 30mph speed limit and white lining demarcating a narrow carriageway width which was observed, whilst on site, to only be wide enough for one vehicle at a time.

The existing conditions along Pauletts Lane are demonstrated in **Photographs 4 and 5**.

4.11



Photographs 4 and 5: Pauletts Lane Conditions

A36

4.12

As aforementioned, there is currently no pedestrian provision flanking either side of the A36 in the vicinity of the site. However, some 900m east of the proposed access, a footway flanks the southern side of the A36 which provides a continuous route towards the industrial/business parks at Testwood. This is shown in **Photograph 6**.



Photograph 6: Southern A36 Footway

With the proposed Bloor Homes improvements (application reference: 20/10997) in the area, the southern footway shown in **Photograph 6** would become accessible via a continuous route for the proposed site users (subject to a connection being provided between the proposed site and the Bloor Homes roundabout which is detailed further later in the report).

4.13 *Public Rights of Way (PROW)*

Whilst there is limited pedestrian infrastructure at present in the vicinity of the site, several Public Rights of Way (PROW) routes are present. These are shown in **Figure 5** below.

4.14

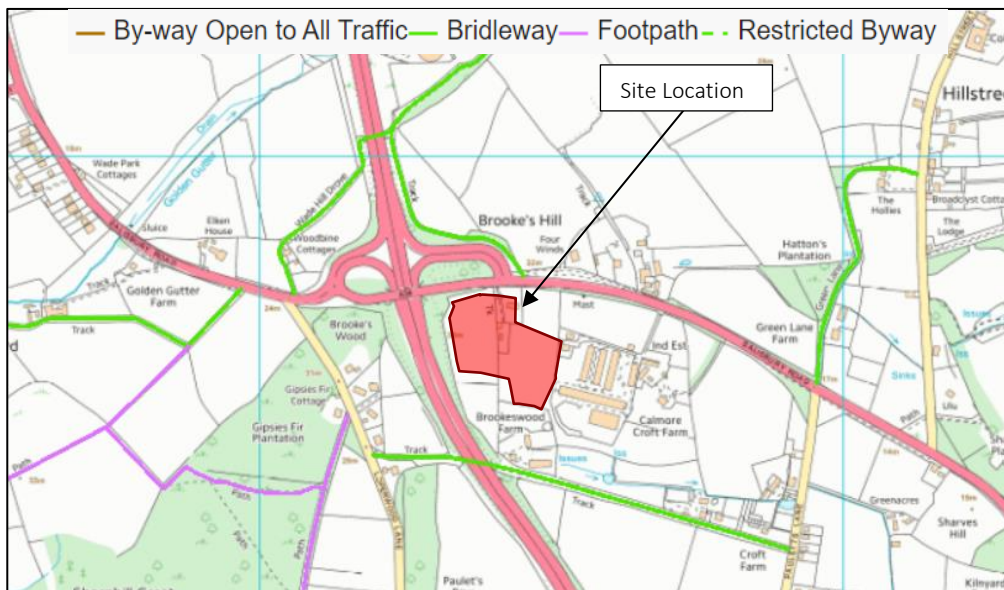


Figure 5: Public Rights of Way (PROW) in the vicinity of the site (Source: HCC)

4.15

The location of the PROW does not typically provide a route between the site and the local facilities and amenities but do provide suitable options for leisurely walks.

4.16

Cycle Network

4.17

The gentle topography of the area lends itself to cycling as an alternative mode of travel to the private car. Whilst there are no local or National Cycle Routes located close to the site, several bridleways are located in close proximity, as shown in **Figure 5** above.

In addition, as previously set out, the Bloor Homes development (reference: 20/10997) will be improving the existing provision for cyclists in the vicinity of the site, with new 3m wide shared footway/cycleways provided along the A36. The opportunities to enhance and improve the existing cycle network (over and above those to be implemented as a result of the Bloor Homes development) in the vicinity of the site is explored later in this report.

A WCHAR has also been prepared and submitted as part of this planning application to consider the routes and possible improvements required further. This is submitted under a separate cover.

Public Transport Provision

Bus Network

4.18 The closest bus stops to the site are currently situated approximately 750m east (Hill Street) of the site via the A36. The bus stops contain a flagpole and a lay by and are serviced by the Salisbury Red X7 and X7R services. The frequency of these bus services is provided in **Table 1**.

4.19

Service	Route	Timetable	
		Monday – Friday	Saturday
Salisbury Reds X7	Salisbury – Alderbury – Whiteparish – Wellow or Romsey – Ower – Totton – Southampton	Every 2 Hours 07:27 – 18:32	Every 2 Hours 08:24 – 18:32
Salisbury Reds X7R	Salisbury – Alderbury – Whiteparish – Wellow or Romsey – Ower – Totton – Southampton	Every 2 Hours 07:27 – 18:32	Every 2 Hours 08:24 – 18:32

Table 1: Bus Services

4.20 The X7 and X7R, whilst operating services every 2 hours, together provide an hourly service between Salisbury and Southampton. Typically, bus journeys into Totton, Southampton and Salisbury take 10, 25 and 60 minutes respectively.

4.21 Given that these services operate both before and after typical working hours (0900 – 1700), there is an opportunity to encourage bus travel as an alternative mode to staff/employees.

4.22 It should also be noted that as part of the Bloor Homes application (reference: 20/10997), a new set of bus stops (complete with shelters and road markings) are proposed circa 70m east of the new roundabout, thus reducing the distance between the proposed development site and bus stop provision. This is demonstrated on the drawing included in **Figure 4**.

4.23

Rail Network

4.24 The closest station is Totton, which is situated circa 4km from the site. Journeys to the station can be made via bicycle (15 minute journey) or via the X7 or X7R bus services which take approximately 11 minutes.

The station is operated by South-Western Railway and provides key services to London Waterloo, Southampton Central, Winchester, Bournemouth and Poole. The frequency of the services and the variety of destinations make travel by rail suitable for both commuter and leisure travel.

Totton station includes bike storage, Wi-Fi and ticket machines as key services. There are 24 bike storage spaces (with CCTV), comprised of 4 lockers and 20 cycle stands. The station has category B step-free access with level access to Platform 1 (for trains towards Southampton/London Waterloo) and no step-free access to Platform 2 (for trains towards Brockenhurst).

4.25 **Summary of Accessibility**

The location of the proposed employment site lends itself to the proposed type of development given its proximity to the local and strategic road network.

4.26 Whilst it is noted that the current accessibility of the site for non-motorised users is limited, a series of improvements are proposed through the Bloor Homes application (reference: 20/10997), as well as
4.27 the proposed development enhancing walking and cycling provision, as discussed further later in this report.

4.28 Consideration must also be given to the fact that the site forms part of the wider SS1: North Totton allocation, which is anticipated to provide community facilities when the remaining parcels come forwards in addition, it is likely that potential future employees may live within the SS1 parcels, and as such, the accessibility of the site will be significantly better than existing.

5. PROPOSED DEVELOPMENT

Occupation Schedule

The proposed development seeks to provide 6 hectares (circa 22,000sqm) of commercial land. As aforementioned, an outline planning application is to be submitted (with all matters reserved except access). The outline application therefore includes the details of each unit.

5.1 It is proposed that each unit would comprise a B8 (Storage and Distribution) use class. The proposed occupation schedule is set out in **Table 2** below, and demonstrated on the site layout included in **Appendix A**.

5.2

Unit Number	Commercial Floor Area	Ancillary Office Floor Area	Total Floor Area
1	1,888.2sqm	538.2 sqm	2,426.4 sqm
2	2,152.7 sqm	584.4 sqm	2737.1 sqm
3	3,750.0 sqm	1,267.4 sqm	4,371.1 sqm
4	3,776.9 sqm	870.2 sqm	4,647.1 sqm
5	3,859.5 sqm	950.2 sqm	4,809.7 sqm
6	2,652.0 sqm	315.4 sqm	2,967.4 sqm
Total	18,079.3 sqm	4,525.8 sqm	21,958.8 sqm

Table 2: Occupation Schedule

Unit 6 – Churchill Plant Yard

5.3

Whilst this application seeks outline consent, it should be noted that Unit 6 will comprise the relocated Churchill Plant Yard. The yard, whilst being significantly improved by way of design and space, will not generate any additional vehicle movements. The plant yard will encompass storage space for Churchill's vehicles, facilities for staff and a small number of staff parking spaces (15).

5.4

Access Arrangements

5.5

Access to the site itself is proposed to be in the form of a new signalised junction onto the A36 Salisbury Road. The access to the commercial development would be provided as a fourth arm, with the existing layout of the A326/A36 junction largely kept as is (with the addition of signals). A thorough review of the capacity of and the deliverability of the junction has been undertaken within the accompanying TA.

In addition to the signalised junction this application seeks to obtain consent for the spine road that traverses through the site.

5.6 The spine road is to be built to adoptable standards (with a width of circa 7.3m throughout), suitable in accommodating HGVs. Internal accesses are proposed to serve each unit, which would be provided in the form of either vehicle crossover or bellmouth arrangements. It is also anticipated that each access is to harbour (underground) the EV facilities and utilities that would enable the units to be fully serviced. Assessments have therefore been made as part of the TA for each proposed internal unit access to ensure that they can be safely accessed for vehicles, as well as ensuring suitable visibility is provided.

Car Parking

The application seeks outline consent, and therefore the suitability of the parking provisions would be considered further to support future Reserve Matters (RM) applications.

5.7 As demonstrated on the proposed site layout, the application is for predominantly commercial (B8) floor space, with ancillary office areas provided within each unit. None-the-less, with consideration to
5.8 the requirements set out within the NFDC Supplementary Planning Document (SPD) which was adopted in April 2022, the indicative provision in relation to each unit is summarised in **Table 3** below.

Type	Recommended Car Parking Provision	Floor Area	Required Provision
Commercial (Use Class B8)	1 space per 90sqm	22,000sqm	245

Table 3: Car Parking Standards and Indicative Provision (Outline Application)

5.9 **Table 3** demonstrates that circa 245 car parking spaces would be required to serve the proposed site. As shown on the indicative site layout included in **Appendix A**, a total of 232 parking spaces are proposed. As aforementioned, parking is a detail for a RM application and therefore no further justification is provided at this stage, however, should a slight under provision be provided, this could
5.10 encourage the promotion of alternative travel modes.

Electric Vehicle Charging

5.11 In line with Section 4 of Building Regulations Part S, the development will be provided with EV charging capabilities. The quantum of EV charging for the units will be considered through RM applications.

Cycle Parking

Again, whilst cycle parking is not a consideration for outline consent, the standards for which the design would be based upon (and indicative parking provisions) are set out in **Table 4** below.



Type	Cycle Standard (Minimum)		Floor Area	Required Provision	
	Long Stay	Short Stay		Long Stay	Short Stay
Commercial (Use Class B8)	1 loop/hoop/stand per 500sqm GEA	1 loop/hoop/stand per 500sqm GEA	22,000sqm	45	45

Table 4: Cycle Parking Standards and Provision

The indicative site layout included in **Appendix A** demonstrates cycle shelters in the vicinity of each individual unit. At present, this suggests a total of circa 60no. cycle spaces across the site. Further consideration to the requirements (and provision) will be applied at the RM stage.

5.12

Physical Measures to facilitate use of Sustainable Transport.

A new 3m wide shared footway/cycleway is proposed which flanks the eastern side of Unit 3 before connecting to the A36. Here, the shared footway/cycleway (supported by a 0.5m margin) will continue eastbound and tie into the infrastructure being delivered as part of the Bloor Homes application (reference: 20/10997).

5.13

This would ensure that a continuous walking/cycle route is provided between both the Bloor Homes scheme (and the wider North Totton allocation as it comes forwards) and the site, thus providing significant improvements to the sustainable transport options currently available.

5.14

Internally, footways will flank the main spine road and suitable crossing facilities (supported by dropped kerbs and tactile paving) will be provided where appropriate.

5.15

As aforementioned, physical measures will also include a suitable provision of cycle and EV charging spaces, although the extent and quantum of both will be detailed through subsequent RM applications.

5.16

6. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

The overall aim of the TP is:

‘To support a sustainable development by reducing the need for single occupancy staff vehicle trips through highlighting and promoting the use of more sustainable travel methods’.

6.1 Travel Plan Objectives

Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips by staff and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

6.3 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

6.4 Indicative Travel Patterns

Before setting specific targets, understanding how employees currently travel to work is essential. Using 2011 ‘Method of Travel to Work (Workplace Population)’ Census data the proposed site location has been set as the destination to identify how people currently travel to the area for work (excluding those that work from home). The data is summarised in **Table 5**, with the full outputs included in **Appendix C**.

Mode of Travel	Indicative Baseline
Car Alone	78%
Car Share	7%
Train	0%
Bus	4%
Cycle	3%
Walk	6%
Other	0%
Total	100%

Table 5: Indicative Baseline Splits and Targets Based on 2011 Census Data

It is proposed that to determine the 'actual' travel patterns, staff surveys would be completed within 3 months of occupation of each unit. This would enable a sufficient sample size whilst also providing the opportunity to embed the TP before travel habits are fully established.

6.5 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and NFDC Travel Plan Officer (TPO) should discuss the indicative and actual modal share splits and set the targets accordingly.

6.6 **Travel Plan Targets**

To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

6.7 With consideration to the indicative modal splits presented in **Table 6**, it is proposed that **a 5% reduction in single occupancy staff trips would be a suitable target for each unit**. No target is
6.8 proposed on the activity of the businesses themselves (which will inevitably involve vehicle trips) due to the site's Storage and Distribution land use operation, which is likely to necessitate HGV movements.

6.9 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

7. TRAVEL PLAN STRATEGY

A TP is a useful tool produced to encourage staff to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

- 7.1 In addition to onsite physical infrastructure in the form of formal footways, shared footway/cycleway and cycle storage/EV provision, the following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly
- 7.2 influenced by the site location, the TP aim, objectives and targets and the local and national policy.

- 7.3 The measures set out in this section are relevant to the scale and nature of the development and have the greatest potential for encouraging a modal shift and the use of sustainable transport options amongst future staff of the site.

Key Stages: Preliminary

- 7.4 To meet the aims and objectives of this TP, it is essential that a number of measures be implemented at an early stage. Completing these tasks would help to embed the TP within the development and the local community. Prior to first occupation the TPC should complete all preliminary tasks identified in the Action Plan.

- 7.5 The occupier of each unit would be required to appoint a TPC whose details would be given to HCC's Travel Plan Officer (TPO) along with a finalised Action Plan, complete with dates and measures for their specific unit. Staff Travel Packs should be prepared for each unit which can be provided to staff upon induction which outlines their travel opportunities. A workplace noticeboard should also be erected which holds key information on the Travel Plan such as description of a Travel Plan, it's purpose, targets and sustainable travel information. Liaison with local businesses should be completed to understand if offers/incentives can be provided to employees such as discounts at local cycle stores
- 7.6 or on season tickets for public transport.

Key Stages: Five Years Following First Occupation

The Travel Plan period would become fully active upon first occupation of each unit and will remain active for 5 years following that date. However, this doesn't impact the ultimate aim of the Travel Plan which is for employees to take over the day-to-day implementation of the Travel Plan and for it to become firmly embedded within the workplace.

During this time, activities defined in the preliminary stage would be expanded upon. These measures would be determined by the TPC in conjunction with employees, local authorities and other stakeholders such as public transport operators and walking, car sharing and cycle groups. These measures are discussed in further detail in the remainder of this section.

7.7 **Modal Measures: Walking and Cycling**

This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to staff. These will be detailed to staff in their welcome pack and through the biannual newsletters (as discussed later in the report).

7.8 The location of the site does not, at present, indicate that walking or cycling are key travel modes (with only a 6% and 3% split respectively). However, due to the proposed infrastructure to be delivered through both this site, and as a result of the wider SS1 allocation, it is hopeful that walking and cycling will become more favourable modes.

7.9 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for staff to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

7.10 The TPC should also explore the possibility of introducing the 'Cycle to Work' salary sacrifice scheme where money can be saved on the purchase of a bike as well as spreading out the cost of a bike through an employer's salary.

7.11 **Modal Measures: Public Transport**

7.12 The baseline modal splits indicate that 4% of trips are anticipated to be by public transport (bus). Given the improvements to the bus stops being delivered as part of the Bloor Homes application (reference: 20/10997), there is an opportunity to encourage walk-bus-walk or cycle-bus-cycle commuter trips to all staff.

Maximising staff use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Staff travel packs and regular newsletters.

The TPC will promote rail services from Totton Station as well as the potential link-trip afforded by the X7 bus service which operates between the station and the Hill Street bus stop.

7.14 The TPC should also liaise with the unit manager to investigate providing a 'guaranteed ride home' scheme for employees who travel to the site via sustainable modes who may not be able to travel home via the same means.

7.15 **Modal Measures: Car Sharing**

Car sharing is a simple and effective way to reduce the number of lone car trips, whilst bringing reductions in transport costs, congestion and pollution, and also social benefits including increasing employee interaction and co-operation.

7.16 The TPC should also encourage employees to use free car sharing website services such as www.hants.liftshare.com where members can find potential car-sharing partners.

7.17 A workplace notice board will also be implemented within each unit to allow potential car sharers to become aware of others looking for or offering lifts to and from the workplace. This mechanism will also allow employees to become more aware of the potential benefits of car sharing, in some cases for example, employees may live near to one another, and car sharing may become a more convenient way of commuting.

7.19 **Modal Measures: Sustainable Private Vehicle Use**

7.20 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.

7.21 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.

Electric vehicles now have significant ranges, with some vehicles achieving at least 300 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8 year warranties on some models.

Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

7.22 The provision of on-site EV charging spaces would be promoted to all staff to reassure them that should they switch to EV or hybrid vehicles, they can suitably charge said vehicles when at work.

Modal Measures: Home/ Remote Working and Other Modes

7.23 Given the proposed end occupiers for the site, home working is not anticipated to be a key travel mode. Should it prove to be within each individual unit, measures to promote and encourage this can be provided.

7.24

Local Area and Other Site Users

7.25 The TP should not evolve with the development in isolation to the surrounding community which, in time, will see the delivery of a substantial number of properties and facilities.

7.26 Maximising use and enjoyment of the local area is essential to providing an effective TP. Successful co-operation with and promotion of the local area, its various facilities and key players would lead to a wide range of related benefits including; a greater presence of local pedestrian and cyclist activity, a greater understanding of the local, business interest in supporting the TP, larger pool of people/players/group to support the development of the TP and TP practices being embedded locally and sustained beyond the 5-year life span of the TP.

7.27

Marketing and Communication

It is essential that a clear, recognisable and site-specific TP identity is established which all site users can quickly associate with its purpose, objectives and benefits. This would be achieved through a co-ordinated marketing and communication strategy with use of relevant existing and new communication platforms.

Personalised Travel Planning

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

7.28

Marketing and Communication - Travel Plan Website/Newsletters/Posters

To ensure the ongoing promotion of the Travel Plan to staff, over its lifetime a number of marketing and communication elements would be implemented.

7.29

Firstly, a dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides employees with up to date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.

7.30

7.31

The TPC for each unit would also produce biannual newsletters for the five years of the Travel Plan, providing staff with updated sustainable travel information, details of any national events and offer personalised travel planning information.

7.32

To accompany this TP, a proposed Action Plan has been developed and sets out the measures to be implemented by the TPC of each unit. The measures have been split into modes of travel and include the preliminary measures that would need to be undertaken by the TPC. Before the start of the Travel Plan Coordination works the TPC should provide a unit specific costed Action Plan to HCC's TPO for review. The proposed Action Plan is shown in **Table 6**.

	Action	Responsibility	Timescales
Preliminary	TPC instructed and contact details confirmed with HCC	Unit Manager	Prior to Occupation
	TPC to provide unit specific Action Plan	TPC of Unit	Prior to Occupation
	Prepare and distribute Staff Induction packs which include information on sustainable travel	Unit Manager/TPC of Each Unit	At Occupation
	Liaise with local operators to obtain discounts	TPC of Each Unit	Prior to Occupation
	Hard Infrastructure (including cycle parking, pedestrian accesses etc)	Developer	Prior to Occupation
Walking/Cycling	Provide information of staff noticeboard of local walking and cycling routes	TPC of Each Unit	Ongoing
	Publicise national events	TPC of Each Unit	Ongoing
Public Transport	Provide information on the local bus and train networks	TPC of Each Unit	Ongoing
	Prepare a cost comparison table for public transport verses single car use	TPC of Each Unit	Ongoing
	Consider salary sacrifice funding of cycles/season tickets	TPC of Each Unit	Ongoing
Car Sharing	Promote the benefits of car sharing	TPC of Each Unit	Ongoing
	Promote Hants.liftshare.com	TPC of Each Unit	Ongoing
	Provide information on fuel efficient and sustainable driving practices	TPC of Each Unit	Ongoing
Communication and Marketing	Updated webpage	TPC of Each Unit	Every 6 months (minimum)
	Prepare posters for noticeboards	TPC of Each Unit	Every 6 months (minimum)

Table 6: Action Plan

8. IMPLEMENTATION AND MONITORING

The Travel Plan Coordinator (TPC)

The TPC positions would be part-time over the course of the TP, most likely undertaken by an employee of each unit. The TPC would be responsible for implementing and monitoring the TP, whilst ensuring employees are involved, informed and represented at every stage.

8.1 More specifically, the role of the TPCs requires:

- Overseeing the development of the TP;
- Implementing an effective marketing strategy and raising awareness;
- 8.2 • Staying informed on local, regional and national campaigns and promotions;
- Acting as the point of call for all TP related queries;
- Liaising with HCC and employees; and
- Coordinating the monitoring and evaluation of the TP including the organisation of surveys.

8.3 On appointment (prior to occupation of each unit), contact details for the TPC will be provided to HCC's TPO to ensure that clear dialogue is possible from first introduction of the Travel Plan and that the measures stated within this Travel Plan are being conducted in a satisfactory manner.

Site User Steering Group

8.4 A Site User Group could be established as occupation occurs to discuss and help evolve the TP. Such a forum may occur physically once a year with an online presence also available and should as a minimum include the TPC's of all the units.

8.5 Travel Plan Monitoring

The TPC would undertake a consistent monitoring approach for the implementation of the TP, with the following aims in mind:

- Ensuring surveys are undertaken at defined intervals;
- Ensuring that all are informed of the TP's aim and objective including HCC's TPO and employees;
- 8.6 • That the TP is being adopted; and
- Response fatigue is avoided by securing a time-efficient, user friendly and incentivised method of data collection which benefits and support subsequent TP implementation.

With the above in mind, the proposed monitoring approach of this TP is outlined in **Table 7**.

Within 3 months of Occupation of Each Unit	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Baseline Employee Survey	Employee Survey		Employee Survey		Employee Survey

Table 7: Travel Plan Monitoring Strategy for Each Unit

8.7 A baseline employee survey would be completed within 3 months of occupation of each unit which would identify accurate site-specific travel patterns. This provides an opportunity to review the TP targets and to update these if applicable and in agreement with HCC'S TPO. Further employee surveys would be undertaken biannually to confirm the modal split for each unit. An example employee survey is attached as **Appendix D**.

8.8 Survey responses would be incentivised through offering a facility to complete questionnaires using an online survey format or printed. A 'hands up' type approach is also adopted in some instances given the quick way of obtaining results.

8.9 As the surveys are repeated, site users should have experience of the benefits of providing their responses can bring to the effectiveness of the TP, with this providing a further incentive in itself. The TPC would also be required to explore further opportunities for incentives, drawing on experience and contacts gained as the TP develops.

8.10 All costs associated with distributing, collecting, analysing and reporting the employee travel surveys will be met by each unit occupier, and all aspects of undertaking the survey will be administered by the TPC from each unit.

8.11 A short Annual Progress Report should be prepared for each unit after the survey exercise to provide a monitoring record to be made available to HCC's TPO and site users. The report should include information on the following:

- Date of Occupation;
- Number of staff and survey results;
- Review of targets and position to achieve targets;
- Summary of measures implemented during the year; and
- Evidence of communication and marketing.

Whilst the minimum response rate for such surveys is 35% (as requested by HCC Travel guidance), experience of other sites within the county suggests that response rates can vary significantly and that a rate of 10% is more realistic. Therefore, the target response rate for the questionnaire surveys in the baseline would be 35%, with an 'aspirational' response rate of 35% for the remaining years, with a minimum response rate of 10%.

8.12

Embedding and Handover

Following the successful completion of the TP's 5-year strategy, each unit should be operating in a more sustainable fashion with opportunities presented for the TP's principles and practices to become embedded in the development. Local employee engagement and gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with HCC's TPO as the TP progresses.

8.13

Overcoming Barriers to Success

A potential barrier to implementing a successful TP could be that the management of a TP is not satisfactory for the tasks required. The unit occupiers should be aware of the requirement to appoint a competent TPC and secure an appropriate level of funds to support implementation.

8.14

Should the annual progress review identify areas where the TP's have fallen short of its objectives and targets (with consideration to any unforeseen circumstances beyond the control of the TPC), the TPC would work with HCC's TPO to identify possible areas for improvement and new measures.

8.15

8.16

The evolution of the TP over the 5-year period would highlight aspects that were successful and those having little impact, and therefore guide these remedial measures.

8.17

Given that the completion of a Travel Plan is usually a legal planning requirement, we would suggest that co-operation of tenants for each unit is required by contract.

Appendix A

Land at Calmore Croft Farm, Salisbury Road, Calmore
Travel Plan

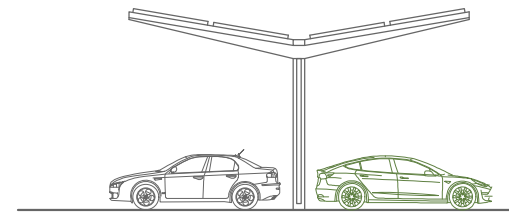
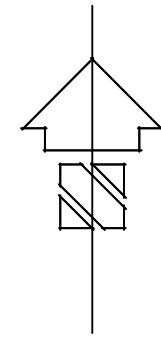
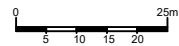
Paul Basham Associates Ltd
Report No 135.0041/TP/3



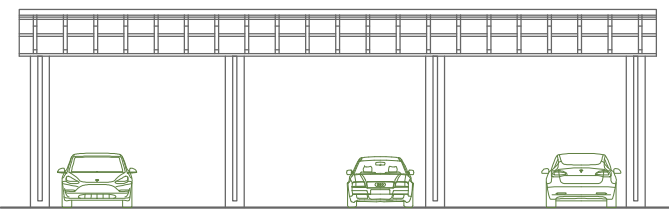


- XX.XX Existing level
- Existing tree(s)
- New trees
- XX.XX Proposed level
- Tree protection zones
- Proposed Solar PV car

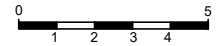
Proposed site plan
1:1250@A3



Proposed car port - side view
1:200@A3



Proposed car port - front/rear view
1:200@A3



GROSS INTERNAL AREAS

UNITS	LOWER GROUND FLOOR INDUSTRIAL AREA	GROUND FLOOR INDUSTRIAL AREA	GROUND FLOOR OFFICE AREA	FIRST FLOOR OFFICE AREA	TOTAL	CAR PARKING SPACES
Unit 1		1,888.2m ²	269.1m ²	269.1m ²	2,426.4m ²	33
Unit 2		2,152.7m ²	292.2m ²	292.2m ²	2,737.1m ²	30
Unit 3		3,750.0m ²	621.2m ²	621.2m ²	4,371.1m ²	49
Unit 4		3,776.9m ²	435.1m ²	435.1m ²	4,647.1m ²	51
Unit 5		3,859.5m ²	475.1m ²	475.1m ²	4,809.7m ²	54
				TOTAL	18,991.4m² / 204,428 ft²	
Unit 6	2,329.40m ²	322.6m ²	157.7m ²	157.7m ²	2,967.4m ²	

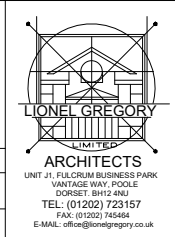
- J. 04.12.2023 Ret wall unit 2 added.
- H. 01.12.2023 Highways plan added; Unit 3 foot print amended
- G. 09.11.2023 Units 1 & 2 reinstated, levels and area of Unit 3 amended.
- F. 07.11.2023 Unit 5 and its context amended.
- E. 16.10.2023 Units 1 and 2 removed, unit 3 amended, el substation added, el cable redirected, solar pv car ports added.
- D. 10.10.2023 Access amended.
- C. 10.07.2023 Scheme amended
- B. 16.06.2023 Tree protection added, units amended.
- A. 30.05.2023 Unit 6 redrawn for CRL use.

Proposed industrial units
at
Calmore Farm
Southampton
for

Date: May 2023 Scale: 1:1250 @ A3 Drawn: D.A.

PROPOSED SITE PLAN
5315

01J



Appendix B

Land at Calmore Croft Farm, Salisbury Road, Calmore
Travel Plan

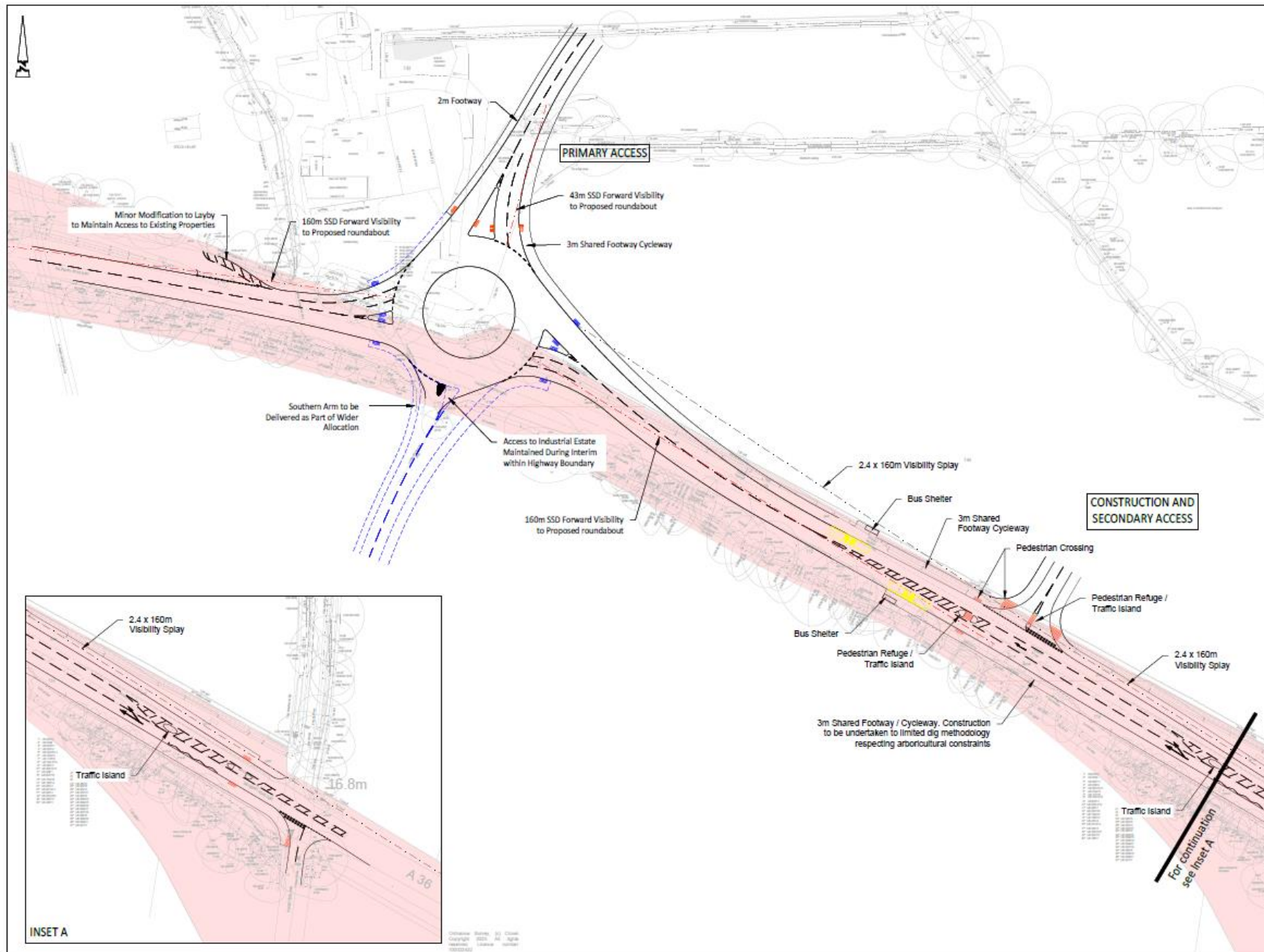
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Report No 135.0041/TP/3



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NOTE:
 THIS CONCEPT DRAWING IS PRODUCED WITHIN THE SCOPE OF OUR CLIENTS WORK. UNDER THE CDM REGULATIONS, BASED ON THE INFORMATION AVAILABLE TO THE DESIGNER AT THE DATE BEING, NO PERSONAL NAMES HAVE BEEN IDENTIFIED.

KEY:
 Highway Boundary



NO	REV	DESCRIPTION	DATE	BY
01	01	Issue for approval	01/06/2023	CS
02	01	Revised to include Southern access	08/06/2023	CS
03	01	Revised to include Southern access	08/06/2023	CS
04	01	Revised to include Southern access	08/06/2023	CS
05	01	Revised to include Southern access	08/06/2023	CS
06	01	Revised to include Southern access	08/06/2023	CS
07	01	Revised to include Southern access	08/06/2023	CS
08	01	Revised to include Southern access	08/06/2023	CS
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25	01	Revised to include Southern access	08/06/2023	CS
26	01	Revised to include Southern access	08/06/2023	CS
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28	01	Revised to include Southern access	08/06/2023	CS
29	01	Revised to include Southern access	08/06/2023	CS
30	01	Revised to include Southern access	08/06/2023	CS
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35	01	Revised to include Southern access	08/06/2023	CS
36	01	Revised to include Southern access	08/06/2023	CS
37	01	Revised to include Southern access	08/06/2023	CS
38	01	Revised to include Southern access	08/06/2023	CS
39	01	Revised to include Southern access	08/06/2023	CS
40	01	Revised to include Southern access	08/06/2023	CS
41	01	Revised to include Southern access	08/06/2023	CS
42	01	Revised to include Southern access	08/06/2023	CS
43	01	Revised to include Southern access	08/06/2023	CS
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45	01	Revised to include Southern access	08/06/2023	CS
46	01	Revised to include Southern access	08/06/2023	CS
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48	01	Revised to include Southern access	08/06/2023	CS
49	01	Revised to include Southern access	08/06/2023	CS
50	01	Revised to include Southern access	08/06/2023	CS

ABLEY LETCH-FORD PARTNERSHIP
 Consulting Engineers

3 Tealgate, Clamham Park
 Hungerford, Berkshire RG17 9YT
 www.alpcpa.co.uk Tel: 01488 684390

BLOOR HOMES LTD & TRUSTEES OF BARKER MILL ESTATE

LAND NORTH SALISBURY ROAD, TOTTON

ACCESS STRATEGY - WIDER ALLOCATION

DATE				DRAFT			
NO	REV	DATE	BY	NO	REV	DATE	BY
01	01	JUNE 2023	CS	01	01		
SCALE				P9			
DRAWING NO				A195-03			

Appendix C

Land at Calmore Croft Farm, Salisbury Road, Calmore
Travel Plan

Paul Basham Associates Ltd
Report No 135.0041/TP/3



WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 22 November 2023]

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	2011 census workplace zones
area name	E33038059

Method of travel to work	2011	
All categories: Method of travel	287	
Work mainly at or from home	27	9
Underground, metro, light rail o	0	0
Train	1	0
Bus, minibus or coach	10	3
Taxi	2	1
Motorcycle, scooter or moped	5	2
Driving a car or van	204	71
Passenger in a car or van	15	5
Bicycle	8	3
On foot	15	5
Other method of travel to work	0	0

Appendix D

Land at Calmore Croft Farm, Salisbury Road, Calmore
Travel Plan

Paul Basham Associates Ltd
Report No 135.0041/TP/3



XXX Travel Survey

Thank you for taking the time to complete this travel survey. This will help us help you and your local travel. Please complete all sections!

Don't forget to fill out your details at the end!

You can send your completed survey to:



- Email: travelplan@paulbashamassociates.com
- Or you can fill this out via **Survey Monkey** on...

Welcome to XXX! This survey will help us (your travel plan coordinators) understand a little more about your travel choices and your local travel. Please return the survey to us via email or fill it out online using the survey monkey link above. Please answer ALL questions, and fill out your details on the back page.

SECTION A: YOUR JOURNEYS

1. Please tell us if you work full time or part time:

- Full time
- Part time

2. For the past 5 days please indicate (with a tick) how you travelled to work:

	Day 1	Day 2	Day 3	Day 4	Day 5
Bus					
Cycle					
Car Alone					
Car Share (passenger/ driver)					
Motorcycle/scooter					
Train					
Walk					

3. Please tell us why you chose to travel by your primary method of travel (most common method over 5 day period) (please tick all that are relevant)

- Journey time
- Reliability/ quicker than alternatives
- Health reason
- Cost
- Comfort/personal safety
- Environmentally friendly
- Other _____

4. Please paint a picture of your journey to work.

Start Postcode: _____
 Time I leave start postcode: _____
 Time I arrive at work: _____
 Time I leave work: _____

5. Please indicate how frequently you use an alternative form of travel to commute to work.

	Always	Sometimes	Rarely	Never
Bus				
Cycle				
Car Alone				
Car Share (passenger/ driver)				
Motorcycle/scooter				
Train				
Walk				

SECTION B: TRAVEL CHOICES

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

- Car essential to perform job
- Reliability/Quicker than alternatives
- Health reason
- Lack of alternative/Costs
- Comfort/Personal safety
- Things to do on way home
- Other please specify

7. Which of the following would most encourage you to cycle (or cycle more if you already do so)? (Please specify up to 3)

- Better cycle storage
- Cycle training/safety courses
- More information on cycle routes
- Better cycle equipment/maintenance
- Nothing would encourage me to cycle more
- Other (please specify)

8. Which of the following would encourage you to travel by bus or train (or more if you do this already)? (Please specify up to 3)

- More direct routes
- More frequent/reliable services
- Better facilities at stops/station
- Increased safety measures
- Better connection from home to the station/bus stop
- Nothing would encourage me to use the bus/train more

9. Which of the following would most encourage you to car share (or more if you already do so)? (Please specify up to 3)

- Car share scheme at work
- If I knew people to car share with
- More similar journeys
- If it did not affect my daily routine (e.g. when to leave)
- Nothing
- Other (please specify)

SECTION C: TRAVEL INCENTIVES

10. Does your employer offer a salary sacrifice scheme? (i.e. Cycle to Work Scheme)

- Yes
- No
- Unsure

11. What would be your preferred salary sacrifice scheme?

- Cycle to Work
- Train discount scheme
- Bus discount scheme
- Other _____

If you wish to discuss any part of this survey further please do not hesitate to contact us at: Paul Basham Associates, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU

Tel: 01489 668134

Email: travelplan@paulbashamassociates.com

Thank you for your time. and we look forward to hearing from

Thank you