



Note

To: Mott MacDonald
From: Robert Neave – Development Planning, Hampshire County Council
Our Reference:
Copies to:
Date: 5th August 2015

Subject: **Sheltered Housing Development, Churchill Retirement Living, London Road, Waterlooville**

Introduction

The Travel Plan Statement (TPS) has been assessed using Hampshire County Councils (HCC's) evaluation criteria for the assessment of travel plans - "A guide to development related travel plans". There are a few areas that need addressing before this travel plan can be approved for the discharge of Condition 19 associated with the planning permission for a sheltered housing development off London Road, Waterlooville.

Consultation and Partnership

The Framework Travel Plan commits to consulting and engaging with the site users, which is in line with good practice. However, a commitment to also consulting and working with local groups, partnerships and travel plan networks would be beneficial.

Liaison with public transport operators, if required, is also mentioned within the TPS. A stronger commitment should be made to consulting with public transport providers, as it is apparent that this mode of transport offers the greatest potential for modal shift (subsequently discussed under the heading 'Measures').

Site Audit

The development is located in a sustainable location, with a range of shops, local facilities and services within close proximity of the site. In addition there are bus stops located within a walkable distance of the site, which provide access to frequent services to nearby towns and cities. Furthermore, the development is located within a residential and commercial area, therefore, the off-site infrastructure within close proximity is conducive of walking.

It is also stated that the internal layout will be designed to provide a low speed environment to encourage the use of sustainable transport modes, which is supported by HCC.



Targets

The TPS sets a target to reduce daily motor vehicle trips associated with the site by 10% over a period of five years from the initial travel survey. Whilst it is likely that a 10% reduction from the baseline will be realistic and appropriate for the nature and quantum of the development, this cannot be accepted until suitable evidence has been provided. Whilst it is understood that a baseline for the site cannot be determined at this stage, targets should be based on evidence; therefore, multi-modal TRICS data which derives predicted trip generation for each mode of transport from surveys undertaken on developments of a similar nature and quantum would provide an initial starting point. This baseline can subsequently be adjusted once the first resident travel survey has been undertaken and analysed.

In addition, although an overall target is identified, it should be broken down year on year, in line with the annual surveys, to assist with monitoring and evaluation.

Furthermore, modal shift targets should be set for the corresponding increase in sustainable transport modes which will result from the reduced number of motor vehicle trips. These targets should reflect the scale of measures proposed for each mode of transport.

Measures

A number of appropriate measures have been identified which are suitable to the nature and type of the development; however, there are a number of points which require addressing, as set out below:

- This TPS should provide stronger commitment to engagement and consultation with public transport providers, as travel by bus offers a strong opportunity for modal shift. Examples of such measures include obtaining personalised marketing material and personalised timetables for inclusion within the residents welcome packs and on display boards.
- Further details should be provided on the car sharing scheme which will be promoted for residents of the lodge.
- Throughout the TPS it is stated that sustainable travel information is available from a range of websites. Due to the age restricted nature of this development, it is possible that not all residents will have access to these online resources. A commitment should be made to providing hard copies of all relevant travel information within welcome packs and communal areas. In addition, provision of communal computer for residents to access sustainable travel information could be considered.

Whilst a relevant action plan has been provided, which sets out the actions required to be undertaken and a timescale for completing the action; details should also be provided of who is responsible for undertaking the task and estimated costs associated with implementing the plan.

Roles and Responsibilities

The Travel Plan Coordinator (TPC) role is outlined in the Travel Plan Statement and it is identified that the role of TPC will be undertaken by the on-site manager, who will be appointed three months prior to the first occupation.

Whilst it is understood that it is not possible to provide the contact details of the Travel Plan Coordinator at present, a commitment should be made to providing HCC with the TPC contact details within one month of the site being occupied.

The action plan (Section 6.1.6) should identify who is responsible for each measure identified. The TPS should be amended to reflect this.

Monitoring

The Framework Travel Plan states that an initial travel plan survey will be undertaken within three months of the development being occupied (Section 4.6), however, clarification is required as the action plan (Section 6.1.6) states that initial surveys will be undertaken once the development is 50% occupied. It is recommended that the report is amended to consistently state that an initial travel survey will be carried out within three months of the development being occupied; consequently a full travel plan could be prepared and submitted for approval by HCC within three months of the development being occupied, in line with HCC guidance.

The sample travel surveys appended to the Travel Plan Statement are considered acceptable. The TPS also commits to achieving a 50% response rate to the travel surveys, which HCC supports.

The Framework Travel Plan lacks information on how the travel plan will be monitored. A commitment is made to undertaking regular monitoring, following which, it is stated that the TPS will be updated and results will be made available to residents of the development in communal areas and provided to the Local Authority. However, the TPS lacks detail on the information and format of monitoring reports that will be submitted to HCC for approval. The TPS should be updated to include a robust monitoring and review strategy.

Funding and Resources

The Travel Plan Statement does not provide any information on the budget and resources (i.e. time allocated to the site manager / TPC) to support the development and implementation of the Travel Plan. Further details of the budget and resources are required.

In addition, no commitments are made to providing remedial measures should the target modal shifts not be met. The TPS should be amended to include suggested adaptations and improvements which could be implemented in the event that the targets and outcomes are not met.

Conclusion

The Travel Plan Statement will require further work, as set out above, as it does not meet the minimum standards set out in HCC's "A guide to development related travel plans." The issues raised should be addressed in a new revision of the Travel Plan Statement before Planning Condition 19 associated with the sheltered housing development can be discharged.

If you have any questions, please do not hesitate to contact Robert Neave on Robert.Neave@hants.gov.uk or 01962 846877