



The Crescent, Farnborough

Full Travel Plan

Client: CALA Homes (Thames) Ltd

i-Transport Ref: TW/PS/ITB16161-001b

Date: 12 April 2021

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**i-Transport LLP**

Grove House  
Lutyens Close  
Chineham Court  
Basingstoke  
Hampshire  
RG24 8AG

Tel: 01256 338640

Fax: 01256 338644

[www.i-transport.co.uk](http://www.i-transport.co.uk)

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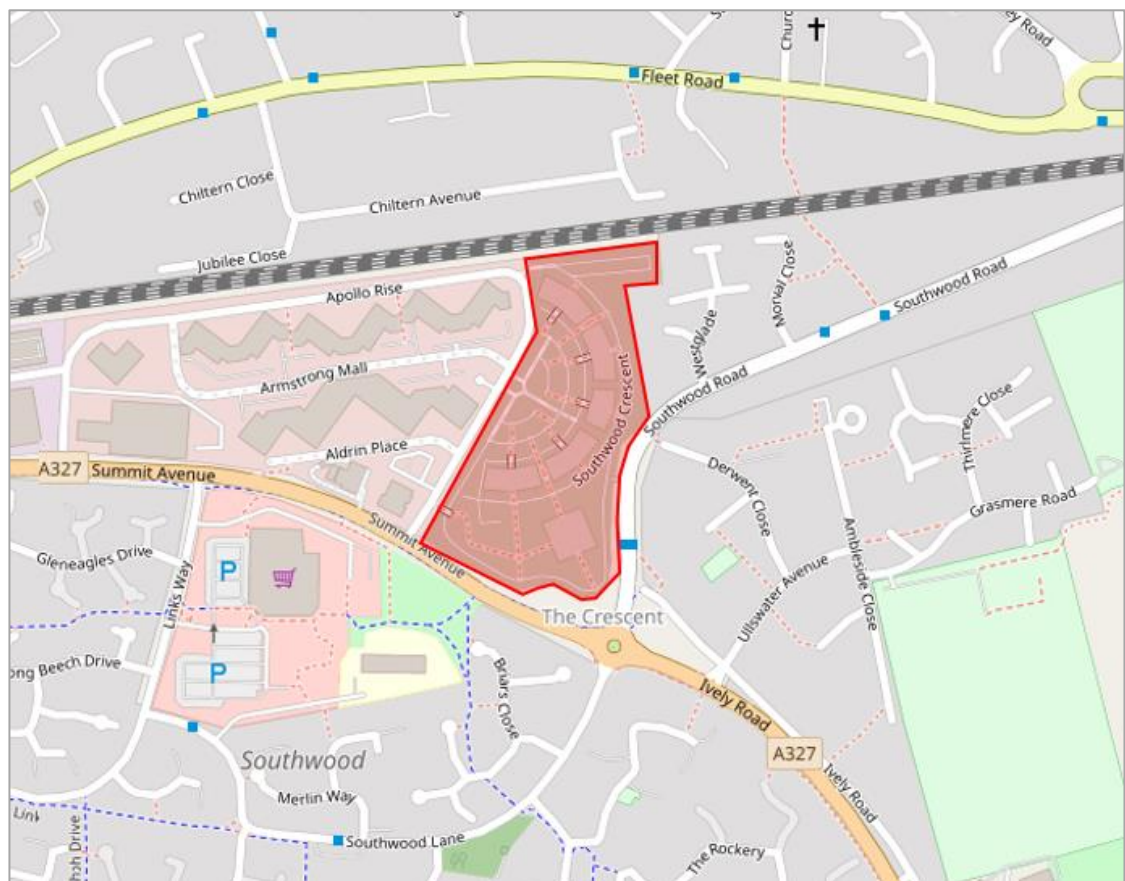
## SECTION 1 Introduction and Context

- 1.1.1 CALA Homes (Thames) Ltd has appointed i-Transport LLP to prepare a Full Travel Plan in relation to its residential development at The Crescent, Farnborough, comprising 159 dwellings.
- 1.1.2 i-Transport LLP has also been appointed to take forward and deliver the Travel Plan as Travel Plan Coordinators for the site.

### 1.2 Site Location

- 1.2.1 The site is located circa 2.5km to the west of Farnborough town centre and currently comprises six vacant office buildings. The site forms the eastern section of the Southwood Business Park. The eastern boundary of the site is bordered by Southwood Road, the southern boundary being bordered by A327 Summit Avenue and the northern boundary consisting of the South Western Main line (railway line). Within the wider context, the site is surrounded by residential and employment development. **Image 1.1** below shows the location of the proposed development.

**Image 1.1: Site Location**



Source: OpenStreetMap

## 1.3 Existing Site Uses

1.3.1 The site currently consists of disused office accommodation providing 13,551sqm of floorspace, which were built in the 1980s and were vacated in early 2016.

## 1.4 Proposed Development

1.4.1 Planning consent for the redevelopment of the site to provide residential development was approved in January 2018 under planning permission 16/00837/FULPP.

1.4.2 The development will provide 159 dwellings, comprising a mix of 1 and 2 bed flats and 2, 3 and 4 bed houses with access to Southwood Road and Apollo Rise.

**Table 1.1 – Development Mix**

Development Mix	Number Units
1 Bedroom Flats	9
2 Bedroom Flats	27
3 Bedroom Flats	2
2 Bedroom Houses	26
3 Bedroom Houses	79
4 Bedroom Houses	16
<b>Total</b>	<b>159</b>

## 1.5 Scope of Travel Plan

1.5.1 The Section 106 requires that a Full Travel Plan is prepared within three months of the occupation of the site, and thereafter implemented. A Framework Travel Plan was prepared at the time of the planning application and has informed this Full Travel Plan.

1.5.2 Whilst the development is not due to be occupied until summer 2021, as the end occupiers are essentially known at this stage, a Full Travel Plan has been prepared for agreement with HCC. This will allow the Travel Plan to be established prior to the occupation of the dwellings.

1.5.3 This Full Travel Plan has been developed in accordance with Hampshire County Council's 'Guide to Development Related Travel Plans' (2009) and outlines a package of measures to encourage sustainable travel by modes other than single occupancy car use for residents and users of the proposed development.

## 1.6 Structure of Travel Plan

1.6.1 The remainder of this Travel Plan is structured as follows:

- **Section 2** outlines the relevant national and local transport policy;
- **Section 3** describes the principles, objectives and benefits of the Travel Plan;
- **Section 4** considers the existing accessibility of the site by non-car modes;
- **Section 5** sets out the targets for the Travel Plan;
- **Section 6** sets out the infrastructure measures that will be provided to encourage non-car mode travel;
- **Section 7** sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and manage travel demand;
- **Section 8** provides a strategy for the delivery and management of the Travel Plan;
- **Section 9** outlines how the Travel Plan will be monitored; and
- **Section 10** provides a summary of the Travel Plan.

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## SECTION 2 Relevant Transport Policy

### 2.1 National Planning Policy

#### National Planning Policy Framework (NPPF)

2.1.1 The National Planning Policy Framework (NPPF), February 2019, sets out the Government's planning policies and how these are expected to be applied. The NPPF places at the forefront of planning a 'presumption in favour' of sustainable development (paragraph 10).

2.1.2 The NPPF requires in paragraph 111 that all developments that generate significant amounts of movement should be supported by a Transport Statement or Assessments, and paragraph 108 indicates that plan and decisions should ensure that:

- ***“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***Safe and suitable access to the site can be achieved for all users; and***
- ***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.”***

2.1.3 Paragraph 102, 103 and 104 state that development proposals should protect and exploit opportunities for the use of sustainable modes of transport. A key tool to facilitate this will be a Travel Plan. The sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to the private car.

#### National Planning Practice Guidance (NPPG)

2.1.4 The NPPG was published in March 2014 and at Paragraph 003 sets out the key roles of Travel Plans in the development process:

***“Travel Plans are long-term management strategies for integrating proposal for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).”***

***“Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”***



## 2.2 Local Policy

### Hampshire County Council's Local Transport Plan (2011-2031)

- 2.2.1 Adopted in February 2011, the Hampshire Local Transport Plan 3 sets out a 20-year vision for the Hampshire transport network. Part of Hampshire County Council's strategy to achieve its transport vision is to ensure:

***"All developments which generate significant amounts of movement should be required to provide a Travel Plan." (p38)***

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

- 2.2.2 The Hampshire Guide to Development Related Travel Plans was published in January 2009 and sets out the long-term strategy for improving and managing access to a site focussing on promoting sustainable modes and reducing single occupancy car trips. The guide explains how the travel plans should be prepared, when they should accompany a planning application and provides standardised methods for the evaluation and monitoring of travel plans.

- 2.2.3 Paragraph 2.2 stipulates the key objectives, which are:

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

*and that*

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

### DfT's Manual for Streets

- 2.2.4 Manual for Streets shows how the design of residential streets can be enhanced and advises on how street design can help create a better place with local identity. The document also establishes a common reference point for designers of residential neighbourhoods when developing masterplans.

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## SECTION 3 Principles, Objectives and Benefits

### 3.1 Principles and Objectives

3.1.1 This Travel Plan has been prepared having regard to Hampshire County Council's Travel Plan Guidance. This identifies that the aim of the Travel Plan should be to:

***“reduce the number of people travelling by car alone. It should aim to increase the number of people using active and sustainable travel modes. It could be for residents, employees, visitors, customers, deliveries, contractors or business vehicles.”***

3.1.2 This Travel Plan aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular; reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal shift. This is in line with national and local government guidance.

3.1.3 In view of the COVID-19 pandemic, there is an opportunity for residents to establish new and more sustainable ways of living, and the Travel Plan can help exploit these opportunities.

3.1.4 The Full Travel Plan will have the following additional objectives:

- To support and promote a range of sustainable transport alternatives to provide future residents with informed and realistic options for travel to / from the site;
- To develop an awareness of sustainable travel options amongst residents;
- To promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To minimise the impacts of car-based travel on the local highway network and environment by reducing the reliance on the private car where viable options exist.

### 3.2 Benefits

3.2.1 The Travel Plan will benefit future residents as well as the existing local community and surrounding environment. Some of the key benefits comprise:

- Improve health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;

- The social aspects of sharing transport with others (where restrictions permit); and
- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.
- A reduced impact of the development on the local environment in terms of reduced congestion, noise and atmospheric pollution created by vehicle trip to and from the site.

3.2.2 Overall, it is anticipated that the Travel Plan, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and wider community in Farnborough.

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## SECTION 4 Existing Conditions and Travel Patterns

### 4.1 Site Location

4.1.1 The site is located circa 2.5km to the west of Farnborough town centre and currently comprises six vacant office buildings. The site forms the eastern section of the Southwood Business Park. The eastern boundary of the site is bordered by Southwood Road, the southern boundary being bordered by A327 Summit Avenue and the northern boundary consisting of the South Western Main line (railway line). Within the wider context, the site is surrounded by residential and employment development and forms part of the Southwood area of Farnborough.

### 4.2 Walking and Cycling

4.2.1 Good quality footways are present on both the eastern and western sides of Apollo Rise measuring circa 1.5m and are street lit. Both footways continue northbound into Southwood Business Park and southbound for approximately 165m before meeting Summit Avenue. Dropped kerbs are provided across the junction between Summit Avenue and Apollo Rise.

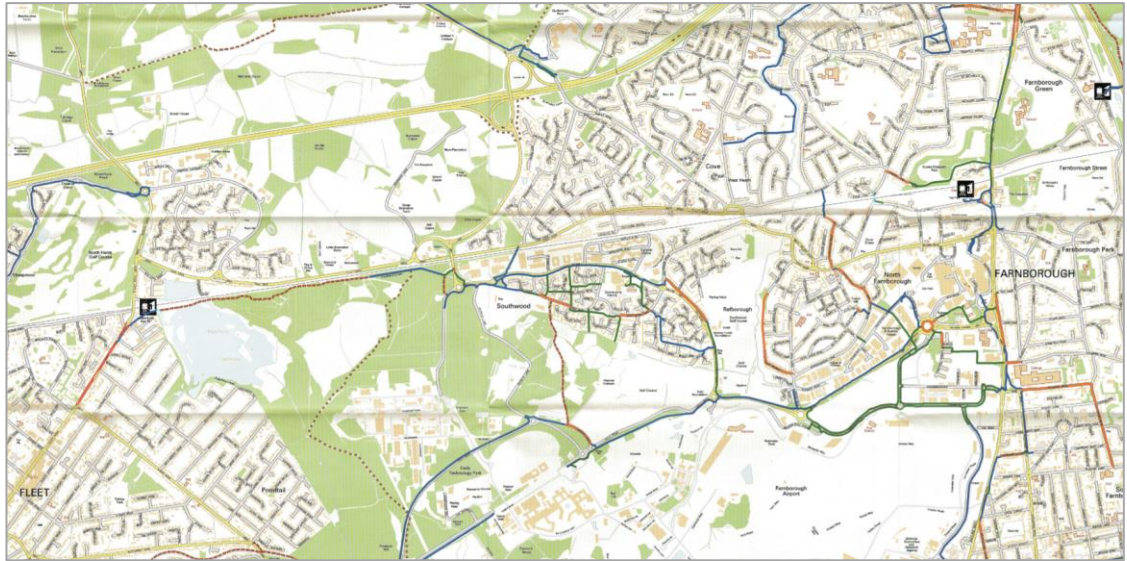
4.2.2 A shared footway/cycleway is located on the northern side of Summit Avenue and measures approximately 2.0m -3.5m in width. Approximately 65m east of the Apollo Rise junction there is a Toucan crossing to connect the footways and cycleways either side of Summit Avenue.

4.2.3 The shared footway/cycleway extends to the east for circa 210m before meeting the roundabout junction with Southwood Road, where dropped kerbs and tactile paving provides crossing points across the junction. Footways continue northbound along Southwood Road for circa 90m before providing access to Southwood Road Bus Stop.

4.2.4 Beyond the immediate site surrounds, there is a well-established and developed pedestrian and cycle network (**Image 4.1**), providing generally off-road access to key destinations including:

- Farnborough Town Centre
- Farnborough Business Park
- Cody Technology Park
- Fleet Town Centre

**Image 4.1 - Extract of Farnborough Area Cycle Map**



### 4.3 Public Transport

#### Bus Travel

4.3.1 The nearest bus stop to the site is located on Southwood Road approximately 170m to the east of the centre of the site and is located circa 90m north of Summit Roundabout. The bus stop consists of bus flag and timetable information. The bus stops are within a short 1-2 minute walk and offer an attractive option for future residents. Further bus stops are located some 650m from the site (around a 7 minute walk) on Cove Road, providing access to more regular services.

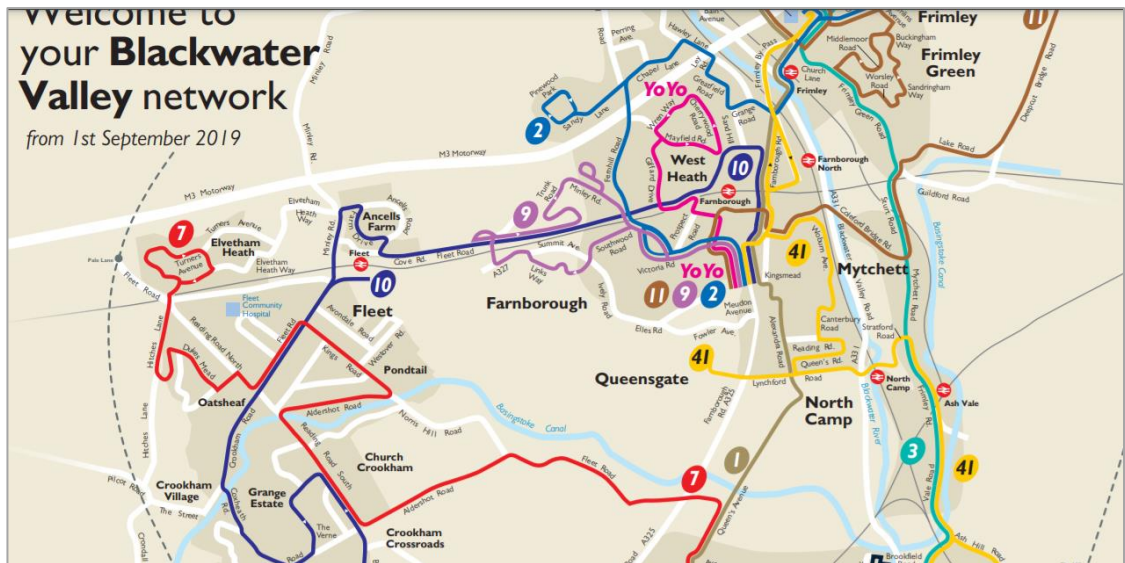
4.3.2 A summary of the bus service available from the local bus stops is presented in **Table 4.1** and an extract of the local bus service map is provided at **Image 4.2**.

**Table 4.1: Bus Service Summary**

Bus Service	Route	Service Frequency		
		Monday-Friday	Saturday	Sunday
9	Southwood - Farnborough	Hourly service (between 09:23 and 14:23)	-	-
2	Farnborough - Camberley	Half Hourly (between 05:55 and 20:26)	Half Hourly (between 05:55 and 20:26)	Hourly (between 09:06 and 18:16)
441	All Hallows School	Daily	-	-

Source: Traveline

Image 4.2 – Bus Network Map Extract



Source: Stagecoach

**Rail Travel**

4.3.3 The closest railway station to the site is Farnborough railway Station and is located 2.9km to the east of the site. Rail services along this line are operated by South West trains. A summary of the rail services available from Farnborough Railway station is provided in **Table 4.2** below.

**Table 4.2: Rail Service Summary**

Destination	Service Frequency		Journey Time (minutes)
	Peak	Off-Peak	
Guildford	2	1	17 minutes
Basingstoke	3-4	3	13-25 minutes
London Waterloo	3	3	38 minutes
Portsmouth Harbour	1	1	93 minutes

Source: National Rail

4.3.4 Facilities provided at the station include:

- 346 cycle storage spaces which include compound, stand and wheel racks;
- 12 Electric vehicle charging points; and
- 480 car parking spaces including 6 accessible spaces.

4.3.5 As summarised in **Table 4.2** there are regular rail services available from Farnborough Railway station which provides opportunities for further afield travel.

## 4.4 Local Highway Network

- 4.4.1 Apollo Rise borders the site to the west and is a single carriageway road measuring circa 6.8m in width, is street lit and has a 30mph set speed limit.
- 4.4.2 Apollo Rise continues initially north for circa 100m before routing westbound along the northern boundary of Southwood Business Park. To the south, Apollo Rise continues for circa 180m before meeting A327 Summit Avenue at a simple priority junction consisting of a right turn lane.
- 4.4.3 The A327 Summit Avenue is a single carriageway road measuring circa 7.5m-10.0m in width, is street lit and has a 40mph set speed limit. There are off-road footways / cycleways present.
- 4.4.4 To the east, Summit Avenue continues for circa 210m before meeting Summit roundabout which consists of Southwood Road to the north, A327 Ively Road to the east and Southwood Lane to the south. A327 Ively continues south and provides access towards Farnborough Airport.
- 4.4.5 To the west, A327 Summit Avenue continues for approximately 1.2km before routing north for a further 1.4km before providing access to the M3. The M3 provides the opportunity to reach further afield destinations including Basingstoke to the west and London to the east.
- 4.4.6 Southwood Road borders the site to the east and is a single carriageway road measuring circa 7m in width, is street lit and has a 30mph set speed limit. Southwood Road continues north / northeast for circa 750m before meeting the B3014.

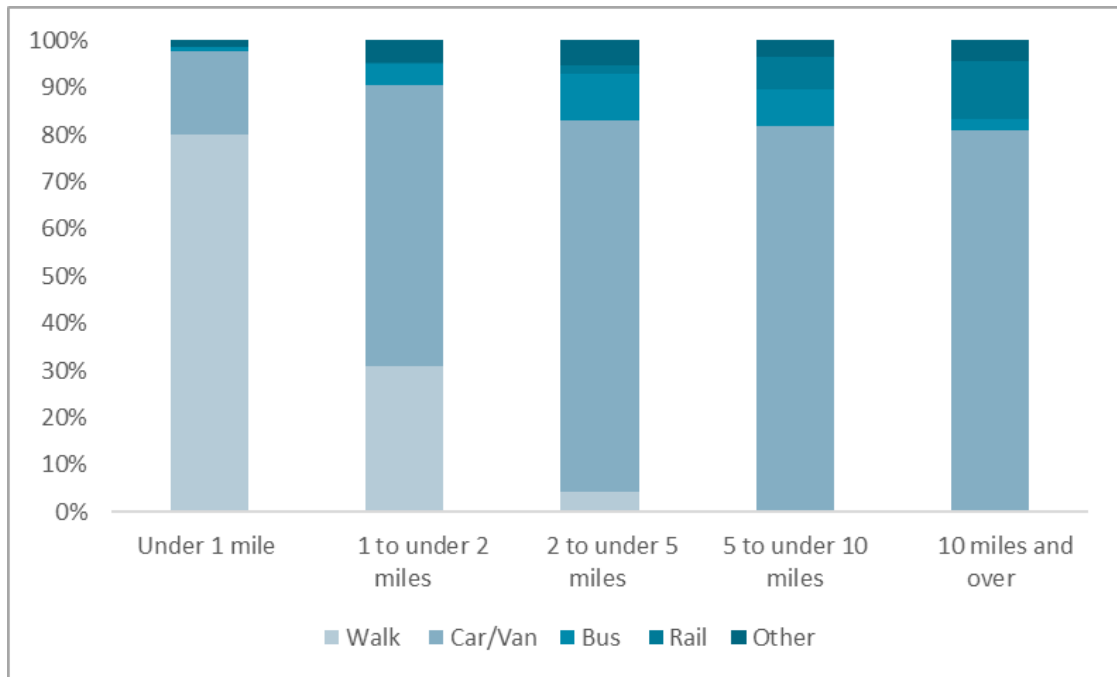
## 4.5 Travel by Non-Car Modes

- 4.5.1 In order to consider the potential for trips to be made by walking, cycling and public transport, consideration is given to the distances people are likely to travel.

### Walking and Cycling Distances

- 4.5.2 The National Travel Surveys (NTS) 2019 identifies the mode share journeys of different lengths and is presented in **Image 4.3** below:

Image 4.3: Mode Share of Trips by Main Mode for Different trip Lengths: England



Source: National Travel Survey, England 2019

4.5.3 The vast majority (80%) of trips are undertaken on foot for journeys up to one mile (1.6km). The data also shows that approximately 31% of journeys between 1 and 2 miles (3.2km) will be on foot, i.e. a significant proportion of people prepared to walk for journeys up to 2 miles. Distances greater than 2 miles (3.2km) see a drastic dedication in the amount of people prepared to walk as their mode of transport.

4.5.4 The one-mile (1.6km) distance is reflected in the Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) which states:

***"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."***

4.5.5 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking.

4.5.6 That is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything as it is clear from the NTS data that around one-third of journeys between one and two miles are undertaken on foot.



4.5.7 The Department for Transport's Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

*"... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15 minute cycle ride of a secondary school, while more than 90% live within a 15 minute walk or bus journey from a primary school."*

4.5.8 The DfT's 'Gear Change A bold vision for cycling and walking' states (page 11) that:

*"In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking."*

4.5.9 NTS 0303 identifies that average cycle trips are 3.3miles, or 5.3km. Cycling also frequently forms part of a longer journey in combination with public transport.

4.5.10 Against this background, the following walking distances are identified:

- 1,600m – a distance where most people (circa 80%) will walk and offers "the greatest potential to replace short car trips";
- 3,200m – i.e. the distance within which a significant proportion (circa one-third) of journeys will be on foot; and
- 5,000m – A reasonable cycling distance for everyday journeys.

4.5.11 **Table 4.3** demonstrates that there is a very good variety of local services and facilities within a 'reasonable' walking and cycling distance of the site including significant employment, educational, leisure and health care facilities.

## 4.6 Local Facilities and Services

4.6.1 The key local destinations within the context of the local walking and cycling catchment are listed in **Table 4.3**, which includes facilities for education, leisure, retail, employment and health.

**Table 4.3: Summary of local facilities**

Purpose	Destination	Distance (m)	Walking Journey Time (minutes)	Cycle Journey Time (minutes)
Education	Southwood Infants School	500m	6 minutes	3 minutes
	Acornwood Pre-School	500m	6 minutes	3 minutes
	Footsteps Pre-school	1,200m	14 minutes	5 minutes
	Parsonage Farm Nursery and Infant School	2,000m	24 minutes	8 minutes
Health	Southwood Practice	350m	4 minutes	2 minutes
	Southwood Dental	400m	5 minutes	2 minutes
	Morrisons Pharmacy	400m	5 minutes	2 minutes
Retail	Morrison's Superstore	400m	5 minutes	2 minutes
	Costco	2,100m	25 minutes	8 minutes
	Farnborough Town Centre	2,400m	27 minutes	9 minutes
Leisure	Sarsen Stones Pub	100m	1 minute	<1 minute
	Rushmoor Community Football Club	850m	10 minutes	3 minutes
	Cove Cricket Club	900m	11 minutes	3 minutes
	Nuffield Health Farnborough Fitness & Wellbeing Gym	900m	11 minutes	3 minutes
Employment	Southwood Business Park	200m	2 minutes	1 minute
	Arrow Industrial Estate	2,000m	24 minutes	8 minutes
	Farnborough Business Park	2,400m	27 minutes	9 minutes
Other	ATM	400m	5 minutes	2 minutes

Source: Consultant's Estimates (measured from the centre of the site).

4.6.2 The assessment demonstrates that there is a wide range of everyday facilities within a comfortable and attractive walking and cycling distance of the site, including primary education, convenience retail, personal business services, a range of leisure facilities and employment opportunities.

## 4.7 Existing Travel Characteristics

4.7.1 Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys. The data for the residents of Rushmoor 005 mid-layer super output area has been used, which comprised the proposed development site and the surrounding residential area. **Table 4.4** summarises the proportion of the principle mode of journeys for commuting trips in the local area, excluding residents who work from home.

**Table 4.4: Journey to Work Modal Split**

Principle Mode of Journey	Proportion
Driving by car or van	78.0%
Train	6.2%
Car Passenger	4.7%
Walking	4.5%
Cycle	3.0%
Bus	2.0%
Motorcycle	0.9%
Other	0.7%
<b>Total</b>	<b>100.0%</b>

Source: Census 2011

4.7.2 **Table 4.4** demonstrates that whilst car travel (82.7%) is the predominant mode of transport for journeys to work within Rushmoor 005 MSOA, sustainable modes such as walking, cycling and public transport make up over 15.7% of journeys.

4.7.3 For non-employment journeys, the proximity of the site to key local services and facilities, and the quality of the connecting infrastructure, offers excellent potential for sustainable movement.

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## SECTION 5 Targets

5.1.1 The key aim of the Full Travel Plan is to reduce single occupancy car use for travel to the site in favour of an increase in sustainable travel options. Targets are the measurable goals which the progress of the Travel Plan can be assessed against the objectives.

### 5.2 Targets

5.2.1 In line with HCC's Travel Plan Guidance, a combination of Aim and Action targets have been set:

- **Aim Targets**

- To seek to achieve a reduction in the number of daily vehicle trips by 10% from the baseline position within the travel plan period.
- To encourage an increase in the proportion of daily trips by sustainable modes of travel by 5% from the baseline within the travel plan period.

- **Action Targets**

- To install cycle parking facilities for all dwellings prior to each occupation
- To deliver the electric vehicle charging strategy (as agreed as per the details set out in planning condition 28) prior to occupation of each dwelling
- To appoint a Travel Plan coordinator to establish the Travel Plan prior to the first occupation of the development
- To provide Welcome Packs to all households on the site within one month of each household occupation

5.2.2 These targets follow the SMART principle (specific, measurable, adjustable, realistic, time-based) and focus on reducing the traffic generation of the site as a whole and encouraging residents and staff to travel by more sustainable modes.

5.2.3 The aim is to achieve these targets by completion of the development, estimated to be within five years of the first occupation. Interim mode split targets have been established and will be subject to ongoing review during the course of the travel plan and following initial surveys.

## 5.3 Baseline Position and Interim Targets

5.3.1 For the purpose of the Full Travel Plan, the baseline modal split is based on the Travel to Work data obtained from the 2011 Census and the mode share targets are summarised in **Table 5.1**.

**Table 5.1: Interim Targets – Residential**

Mode	Baseline -2011 Census	Year 3	Year 5
Driving by car or van	78.0%	74.1%	70.2%
Walk	4.5%	5.5%	6.5%
Car Passenger	4.7%	5.9%	7.0%
Train	6.2%	6.7%	7.2%
Cycle	3.0%	3.8%	4.5%
Bus	2.0%	2.5%	3.0%
Motorcycle	0.9%	0.9%	0.9%
Other	0.7%	0.7%	0.7%
Total	100%	100%	100%

Source: Consultant's Calculations

5.3.2 The target to reduce car driver trips by 10% would result in a modal shift for car drivers from 78.0% to 70.2% by year 5. Consequential increases in sustainable modes are targeted for walking (+2%), cycling (+1.5%) and bus (1%).

5.3.3 Once the first travel survey has been undertaken, these targets will be reviewed and refined.

## SECTION 6 Site Layout and Infrastructure Measures

6.1.1 This section describes the on and off-site infrastructure measures which will encourage residents to travel via sustainable modes. The approved layout is provided at **Appendix A**.

### 6.2 Site Access Arrangements

6.2.1 Access to the site are proposed in various locations around the site frontage:

- Primary site access located on the eastern boundary onto Southwood Road which consists a simple priority junction with a carriageway width of 5.5m, together with footways of 2.0m in width on both sides;
- Secondary access is proposed on the north western boundary onto Apollo Rise; and
- A separate non-vehicular access is proposed to Summit Avenue on the southern boundary of the site.

### 6.3 Site Layout

6.3.1 The site layout ensures a high level of pedestrian and cycle permeability throughout the site taking into consideration likely pedestrian desire lines to local facilities.

6.3.2 There will be a network of residential streets within the site which will be designed to minimise speed in order to provide an attractive environment for pedestrians and cyclists. An extensive footway network is provided with 2.0m wide footways on at least one side of the carriageway, and also a network of lightly trafficked, slow speed shared surfaces within the site.

6.3.3 Cyclists within the site will be accommodated on the carriageway in accordance with current guidance (ref: MfS1 paragraph 6.4.1).

### 6.4 Public Transport

6.4.1 As set out in Section 4, the site is well located to existing bus stops on Southwood Road, located circa 170m east of the centre of the site. These stops provide regular access to bus services across the day to Farnborough and the surrounding area. Further bus stops are provided on Cove Road to the east of the site.

- 6.4.2 To ensure opportunities for accessing bus services are taken up, the site delivers pedestrian accesses to Southwood Road to provide direct and convenient access.
- 6.4.3 Farnborough railway station is located circa 2.9km east from the site providing access to higher order centres further afield for a range of journey types.

## 6.5 Parking

### Car Parking

- 6.5.1 Car parking is to be provided in accordance with the Rushmoor Borough Council 'Car and Cycle Parking Standards' supplementary planning document (November 2017) which sets out the relevant parking standards for residential developments. These are summarised in **Table 6.1**.

**Table 6.1: Rushmoor Borough Council Residential Car Parking Standards**

Number of Bedrooms	Number of car parking spaces	Units	Proposed Provision
1 Bedroom units	1 space per unit	9	9
2-3 Bedroom units	2 spaces per unit	134	268
4+ Bedroom units	3 spaces per unit	16	48
1 Bedroom units (Visitor parking)	1/3 space per unit	9	3
2 Bedroom + units (Visitor parking)	1/5 space per unit	150	30

Source: Rushmoor Borough Council Parking Standards

- 6.5.2 In total, 358 spaces are proposed in accordance with the local authority standards across the proposed site.

### Cycling Parking

- 6.5.3 Convenient, safe, and secure cycle parking will be provided across the site for all dwellings. Where dwellings have garages, cycle parking is provided within garages. Where there are no garages, covered and secure cycle parking is provided in gardens. For apartments, secure and covered cycle parking is provided within the buildings.
- 6.5.4 A total of 435 cycle parking spaces are proposed, comfortably in excess of RBC's adopted cycle parking standards which requires 309 cycle parking spaces (**Table 6.2**).

**Table 6.2: Rushmoor Borough Council Residential Cycle Parking Standards**

Number of Bedrooms	Number of cycle parking spaces	Units	Minimum Provision
1 Bedroom units	1 space per unit	9	9
2-4 Bedroom units	2 spaces per unit	150	300

Source: Rushmoor Borough Council Parking Standards

## 6.6 Electric Vehicle Charging Infrastructure

6.6.1 CALA will deliver a fast charge (7kw) electric vehicle charging point to nearly all dwellings on the site (97%) in accordance with the agreed EV strategy (as agreed in planning condition 28 pursuant to the full planning permission).

6.6.2 These will be a combination of wall mounted and free-standing charging points for individual dwellings, and shared charging stations for the apartments on the site.

6.6.3 **Appendix C** provides a plan detailing the location and specification of electric vehicle charging infrastructure across the site.

## 6.7 Summary

6.7.1 The provision of sustainable transport infrastructure will underpin the aims of the full travel plan including pedestrian and cycle linkages into the existing networks to the east, south and west of the site. Combined these measures will provide opportunities for future residents of the proposed development to make local journeys by walking and cycling instead of using the car including through secure cycle storage.



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## SECTION 7 Promotional Measures

7.1.1 This section of the Full Travel Plan describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development. It covers:

- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share;
- Measures to promote low carbon transport choices;
- Information provision; and
- A new resident's travel pack.

7.1.2 The key to the success of the strategy will be the delivery of the measures by the Travel Plan Co-ordinator. To demonstrate its commitment to the Travel Plan, CALA has already appointed i-Transport to take forward the delivery of the Travel Plan, well ahead of the development being occupied. This will ensure early engagement on the measures.

### 7.2 Promotion of Walking and Cycling

7.2.1 The development has been designed to facilitate walking and cycling, in particular for local journeys to key destinations. Cycle parking is provided in excess of current local parking standards. The delivery of these important infrastructure will promote walking and cycling.

7.2.2 Information on the walking and cycling routes and facilities within the development as well as in the wider area will be made available to new residents through the resident's travel information pack. Journey planning tools will also be promoted to residents.

7.2.3 The Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores and will promote local providers to the site's residents.

7.2.4 Local and national travel events, such as 'walk to school week' and 'car share day', will be promoted to residents to encourage sustainable and healthy travel choices.

7.2.5 The Travel Plan Co-ordinator will also promote the use of free health apps such as Strava and Map My Walk. This will allow future residents and visitors of the site to record any journeys made on foot or by cycle but will also allow them to discover new routes to use.

### 7.3 Promotion of Public Transport

- 7.3.1 Information on the public transport routes and facilities serving the new development will be made available to new residents through the residents' travel information pack. This will include bus timetables and maps, and information on travel apps such as the Stagecoach Travel App and National Rail journey planning facilities.
- 7.3.2 CALA (through the Travel Plan Co-ordinator) will offer all households a taster ticket for use on local bus services. This will be to the value of £75 which will enable residents to purchase a one month Blackwater Valley Megarider ticket.
- 7.3.3 The Travel Plan coordinator will also engage with local bus operators (i.e. Stagecoach) to negotiate any further discounts or incentives, and to obtain relevant marketing material that can be passed to local residents. The most recent smart ticketing system (currently Stagecoach Smart) will be promoted to local residents.

### 7.4 Car Sharing Scheme

- 7.4.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of people making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn help to reduce vehicle emissions, contributing to meeting local air quality targets. Residents will be provided with information about car sharing via Hampshire's chosen Car Share website (<https://liftshare.com/uk>). This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

### 7.5 Electric Vehicle Charging

- 7.5.1 In line with the planning consent (condition 28), nearly all dwellings (97%) will be provided with 7kw fast charge Electric Vehicle charging points. These comprise a mixture of wall-mounted and free-standing charging points.
- 7.5.2 The Travel Plan Coordinator will provide information to residents on the use of electric vehicles, any current government incentives / grants to assist purchase of low carbon vehicles and will encourage uptake of electric vehicle purchase and use.

## 7.6 **Broadband / Online Retailing**

- 7.6.1 The Travel Plan Coordinator will promote available broadband offers and options to residents and will provide information on local delivery services and online retailing options.
- 7.6.2 There has been a significant rise in online retailing during the COVID pandemic, which is likely to signal a longer-term trend, and offers good opportunity to deliver more sustainable behaviours on the site.

## 7.7 **Information Provision, Engagement and Marketing**

- 7.7.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development.
- 7.7.2 A site specific travel plan website will be established and maintained to provide a central focal point to the travel plan and to provide a one-stop-shop for travel information.
- 7.7.3 A specific e-mail account for the Travel Plan coordination of the site has been set up and will be promoted to residents to enable any questions or queries to be directly addressed.
- 7.7.4 In the event that a community social media channel is established, the TPC will engage with residents through this channel and promote the travel plan.

## 7.8 **Residential Travel Information Packs**

- 7.8.1 Each household will be provided with a residents' travel information pack. The pack will provide information on the Travel Plan and its measures and contain information about sustainable travel options. The following items will be included in the resident's travel information pack:
- An information leaflet about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
  - The offer of a sustainable travel voucher to the value of £75 per household to enable the purchase of a bus taster ticket (one month Megarider);
  - Details regarding the provision of high speed broadband access to enable easy access to local home delivery services and home working;
  - Information about the community travel website;;

- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycling parking within the development, and public transport routes and the location of bus stops;
- Details of any negotiated discounts at local cycle stores;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes and local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. Hampshire County Council's 'My Journey' Scheme <http://myjourneyhampshire.com>, [www.nationalrail.co.uk](http://www.nationalrail.co.uk) and [www.travelinesoutheast.co.uk](http://www.travelinesoutheast.co.uk);
- Information about car sharing through the Hampshire car share website (<https://liftshare.com/default.asp>) and other social-media based websites such as BlaBla Car;
- Information on electric vehicle charging and purchase, and any available incentives; and
- Information about the home delivery services offered by supermarkets in the local area, and potentially a voucher for free home delivery on first use.

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## SECTION 8 Management and Implementation

8.1.1 This section of the Travel Plan describes management framework for the plan.

### 8.2 Travel Plan Management

8.2.1 i-Transport has been appointed by CALA to act as the Travel Plan Co-ordinator for the site. Contact details will be supplied directly to Hampshire County Council.

8.2.2 With i-Transport already appointed as TPC well ahead of the occupation of the development, initial preparations for the delivery of the Travel Plan have already commenced.

8.2.3 The TPC role fluctuates throughout the lifecycle of the Travel Plan, with ongoing delivery of the measures throughout the year on a weekly / monthly basis, and more intensive periods of activity required during the early initiation stages of the plan, and during periods of monitoring and reporting. As a general rule of thumb, the TPC will spend around 10 hours a month on the Travel Plan, increasing significantly during monitoring periods.

8.2.4 The Travel Plan Co-ordinator will seek to establish a steering group to help guide the delivery of the plan and improve engagement with residents and local authorities. Invitations will be sent to a representative of the housing association(s), the highway authority (Hampshire County Council), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport, and voluntary residents). Local resident representatives will also be recruited where possible.

8.2.5 The steering group will meet every 6 months during the first year and annually thereafter for the duration of the Travel Plan (5 years).

8.2.6 A framework for the continuation of the Travel Plan after the handover is set out in Section 8.

### 8.3 Role of Travel Plan Co-ordinator

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

- To manage to day to day delivery of the measures contained in the Travel Plan;
- To set up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored, and key decisions take as necessary;

- To market the Travel Plan to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for all users of the site, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To attempt to negotiate discounts for residents with local cycle shops / bus operators;
- To organise monitoring and reporting of the Travel Plan in line with the strategy outlined in Section 9;

## 8.4 Involvement of Residents

8.4.1 Involvement of all users of the site will be key to the success of the Travel Plan.

8.4.2 Each dwelling will receive a travel information pack shortly following occupation.

8.4.3 The Travel Plan Co-ordinator will also aim to maintain interest amongst all users through the following means:

- Maintaining and promoting the Travel Plan website;
- Engaging with any established social media channels
- Timely leaflet drops providing information about the about the Travel Plan, advertising the website, promoting key events, and reporting the results of the annual monitoring;
- Involvement of resident volunteers in the Steering Group (to be recruited by the Travel Plan Co-ordinator).

## 8.5 Framework for Implementation

8.5.1 CALA has already appointed i-Transport to take forward the delivery of the Travel Plan.

8.5.2 This early commitment will ensure the measures and strategy are in place before the development becomes occupied, and early travel patterns can be influenced before less sustainable habits are established.

8.5.3 **Table 8.1** provides a Framework for implementation of the Travel Plan.

**Table 8.1: Framework for Implementation**

Objective	Measure	Timescale	Responsibility	Mode Affected	Cost Estimate
Cross-Objective	Develop and maintain community website	Prior to occupation	TPC	Single occupancy vehicle use, walking, cycling and public transport	£5,000
	Prepare and distribute Travel Welcome Packs	Prior to occupation	TPC		£4,500
	Provide EV charging infrastructure	Phased with development	Developer	Private car users	Included within development costs
Reduce the Need to Travel	Deliver connections to broadband network	Phased with development	Developer	Single occupancy vehicle use	Included within development costs
	Promote online retailing options	Ongoing	TPC	Single occupancy vehicle use	Included within Travel Welcome Packs
Promotion of Walking and Cycling	Provision of walking and cycling maps	Prior to occupation	TPC	Walking and cycling	Included within Travel Welcome Packs
	Pedestrian / cycle connections to Apollo Rise, Summit Avenue and Southwood Road	Phased with development	Developer	Walking and cycling	Included within development costs
	Provision of cycle storage within each unit	Phased with development	Developer	Cycling	Included within development costs
Promotion of Public Transport	Negotiation of Bus Taster Ticket with local operators	On occupation	TPC	Single occupancy vehicle use and public transport	Included within TPC cost
	Promotion of public transport options / apps / incentives	On occupation	TPC	Bus and rail	Included within Travel Welcome Packs
	Offer of £75 bus taster ticket voucher to each household	On occupation	TPC	Bus users	£11,925

Objective	Measure	Timescale	Responsibility	Mode Affected	Cost Estimate
Encourage Car Sharing	Promotion of car sharing schemes through <a href="https://liftshare.com/uk/journeys/to/hampshire-uk">https://liftshare.com/uk/journeys/to/hampshire-uk</a>	Prior to Occupation	TPC	Single occupancy vehicle use	Included within TPC cost
Management	Appoint a Travel Plan Co-ordinator	Three months prior to Occupation – retained for five years from occupation	Developer	Single occupancy vehicle use, walking, cycling and public transport	£35,000
	Production of Sales Stage Travel Packs	To be developed before 1 <sup>st</sup> occupation	Developer / TPC		£1,000
	Steering Group	Meeting every 6 months for the first year, annual meetings thereafter	TPC		Included within TPC cost
Monitoring	Travel Questionnaires and incentives	Year one, three and five	TPC	N/A	Included within TPC cost
	Snapshot Survey	Year two and four.	TPC	N/A	Included within TPC cost
	Monitoring Report	Year one, three and five	TPC	N/A	Included within TPC cost

## 8.6 Funding

8.6.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 6 of the Travel Plan;
- The Travel Plan Co-ordinator role for the duration of the Travel Plan (5 years); and
- The implementation of the measures outlined in Section 7 and **Table 8.1**.

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



## 8.7 Handover at end of the Travel Plan Period

- 8.7.1 Following the initial 5 year period, the developer will no longer be responsible for the management of the Travel Plan. At this time the management of the Travel Plan will revert to the Travel Plan committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

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## SECTION 9 Monitoring

### 9.1 Monitoring and Reporting

9.1.1 The success of the Travel Plan will be monitored for a five year period following first occupation.

9.1.2 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures and enable residents and staff to remain involved in the Travel Plan process. The first questionnaire survey will be carried out one year after first occupation, and then repeated in years 3 and 5 of the development. Shorter 'snapshot' surveys will be carried out in intervening years at Years 2 and 4 to capture key trends and to maintain resident interest.

9.1.3 The residential surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. A draft Survey is provided as **Appendix C**.

9.1.4 The first annual survey will be used to determine travel patterns to and from the site and to assist with refining objectives and targets of the Travel Plan.

9.1.5 In order to maximise response rates to the survey there will be a prize draw entry, encouraging residents to take part. HCC seeks a response rate of 35% for questionnaire surveys. This is a high target, and it is often challenging to reach this level of participation. However, the use of prize draws and incentives will improve participation and engagement.

9.1.6 In the event of a poor survey response rate, the following actions will be taken:

- HCC will be engaged to agree a revised survey methodology (i.e. scaled down survey, rebranded survey information, alternative delivery method (e.g. survey monkey); and
- The survey will be repeated 3-6 months later with:
  - Enhanced prize draw incentives
  - Increased marketing and promotion

9.1.7 The results of the surveys and the analysis will be included in monitoring reports produced in years 1, 3 and 5, and will enable the Travel Plan targets and measures / strategy to be revised and updated accordingly.

9.1.8 Residents will also be informed of the survey results via the website / social media feed and through newsletters (for those without IT access). The following information will be provided:

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

## 9.2 Remedial Measures

9.2.1 Should the monitoring periods identify that the Travel Plan targets are not being met, the developer will work with Hampshire County Council to identify a strategy and to agree further actions to the Travel Plan back on track.

9.2.2 The Transport Assessment that supported the planning application did not rely on the success of the travel plan. In the event that the Travel Plan targets are not met (despite the efforts of CALA homes and the TPC) there will not be any significant resulting impact arising from the scheme. Despite this, the proposed strategy will provide a genuine opportunity to improve conditions beyond those assessed and to promote sustainable travel opportunities.

## 9.3 Delivery and Enforcement

9.3.1 The delivery of the Travel Plan is already secured through the S106 agreement for the development which includes an obligation for the developer to pay HCC's monitoring and approval fees.

9.3.2 In addition to the monitoring fee, the developer has committed to provide a Travel Plan Bond to secure the delivery of the measures set out within **Table 8.1**.

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## SECTION 10 Summary

- 10.1 CALA Homes has appointed i-Transport to prepare and implement a Travel Plan for the development of the Crescent Site, Farnborough, to deliver 159 dwellings.
- 10.2 This full travel plan outlines the measures to encourage sustainable travel opportunities and to seek to reduce single occupancy car use for residents of the development. The Travel Plan has been developed in accordance with HCC's Guide to Development Related Travel Plans (2009) and is based on the earlier Framework Travel Plan.
- 10.3 Access to the site is proposed in a connected and intuitive manner:
- Primary site access located on the eastern boundary onto Southwood Road
  - Secondary access on the north western boundary onto Apollo Rise.
  - Pedestrian / cycle access to Southwood Road, Apollo Rise and Summit Avenue.
- 10.4 This Full Travel Plan sets out a sustainable transport strategy for the residential development at the site. The headline aims for the plan are:
- To reduce the number of single occupancy car journeys to the site; and
  - To improve accessibility to the site by non-car modes of transport.
- 10.5 The Travel Plan presents Aim and Action targets, to ensure that the travel plan delivery and performance can be monitored. As a residential use, the measures and targets are proposed to seek to influence and encourage better travel behaviours, rather than require these.
- 10.6 The Travel Plan presents a range of infrastructure and 'soft' measures aimed at influencing modal choice for travel to the site, including:
- Delivery of above standard cycle parking facilities;
  - Provision of EV Charging facilities, promotion of car sharing and low carbon travel;
  - Marketing measures to promote walking and cycling, including provision of plans to show walking and cycling routes to local facilities;
  - Promotion of public transport, including provision of public transport timetables and route information, apps and incentives (including taster tickets for each household); and
  - Provision of broadband access and local home delivery services and home working.

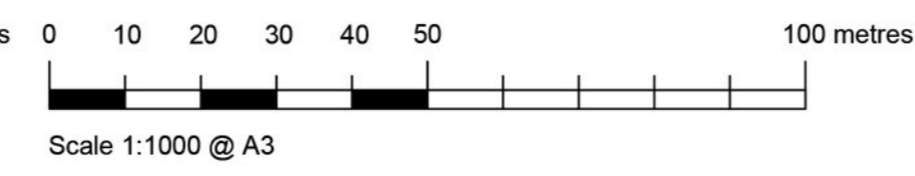
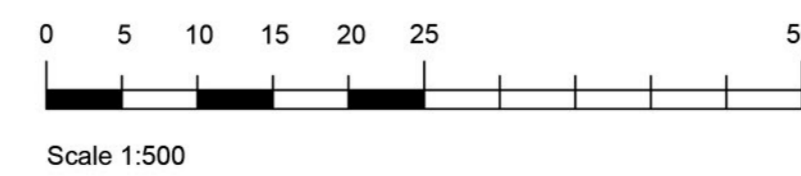
- 10.7 The transport infrastructure provision will be the responsibility of the developer who will fund the site-specific elements of the Travel Plan, with the softer measures falling to the Travel Plan Coordinator to deliver.
- 10.8 i-Transport has already been appointed as Travel Plan Co-ordinator to take forward the delivery of the plan and will assume responsibility for delivering the Action Plan.
- 10.9 CALA will deliver the plan and monitor its effectiveness for a period of five years. Surveys and monitoring reports will be completed in years 1, 3 and 5 to determine current progress and enable the plan and its strategy to be refined. Snapshot surveys to be completed in years 2 & 4.

## **APPENDIX A.** Site Layout



The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works. Where an item is covered by drawings at different scales the larger scale drawing is to be worked to.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record  
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Rev	Date	Description	Dwn	Ckd
0	16/12/15	First Issue	SL	KR
1	24/06/16	Drawing updated	JDC	KR
2	22/09/16	Drawings updated to reflect changes in levels	SL	KR
3	03/01/17	Site amended	JDC	KR
4	03/03/17	Site layout amended following comments from Statutory Consultees	JDC	KR
5	21/02/17	Site layout amended following comments from Statutory Consultees	JDC	KR
6	11/12/17	Site layout amended following comments from Committee	JDC	KR

Drawn	JDC
Checked	KR
Date	16/12/15
Scale @ A1	1:500

**THE CRESCENT FARNBOROUGH**  
Proposed Roof Plan

**AA4279-2022**  
**G**  
PLANNING

**PRP** prp-go.uk  
London  
020 7653 1200

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Southwood Infants School

## **APPENDIX B. EV Charging Plan**



**Scottish & Southern Electricity Networks**

To connect new LV mains from the existing three circuits fed from The Crescent A substation

To install new 15 way MSDB's in block A,B,C to provide single phase connections to the apartments and 3 phase landlords supply in each block

To install 3x 3 phase services to the proposed feeder pillars for EV Chargers

To install new 185mm<sup>2</sup> wavecon mains around the proposed development as per the network assessment carried out by SSEN

**CUSTOMER**

To complete all excavation and reinstatement

To provide ducted access into the buildings for the proposed new connections (150mm Black ducts for the apartments and 32/50mm for the houses)

To provide cable trays for the internal risers in the apartment blocks

To provide weather-proof feeder pillars for the EV Chargers

**MAINS CABLES (Brown Lines) MUST be laid in open trenches unless crossing roads or entering buildings then 150mm Black ducting with draw cords will be required**

**SERVICE CABLES (Blue Lines) MUST be laid in 32mm Black service tubes for the single phase connections and 50mm Black ducting for the proposed 3 phase connections**

Existing Substation  
The Crescent A

3 phase feeder pillar  
for EV Chargers

15 way MSDB to supply 10 apartments  
and 1x 3 phase landlords connection  
SSEN to provide internal risers from the  
MSDB to the apartments

15 way MSDB to supply 10 apartments  
and 1x 3 phase landlords connection  
SSEN to provide internal risers from the  
MSDB to the apartments

3 phase feeder  
pillars for EV  
Chargers


15 way MSDB to supply 11 apartments  
and 1x 3 phase landlords connection  
SSEN to provide internal risers from the  
MSDB to the apartments

- Pod Point EVCP Key**
- Solo 7kW (Domestic)
  - Solo 7kW (Commercial)
  - Duct work carrying power cables and signal cables
  - Feeder Pillar Housing new metered supplies + DBs
  - Electrical supply feed from LV Network

**FORMAL QUOTATION**

Job Ref: EQX857    Version: 1

Project Name: THE CRESCENT,  
FARNBOROUGH,  
GU14 0JR




---

**Design Review & Verification Completed**

Name: Nick Palmer    Drawing No: EQX875 - V1 - LV001

PoC Grid Ref: SU8492755579

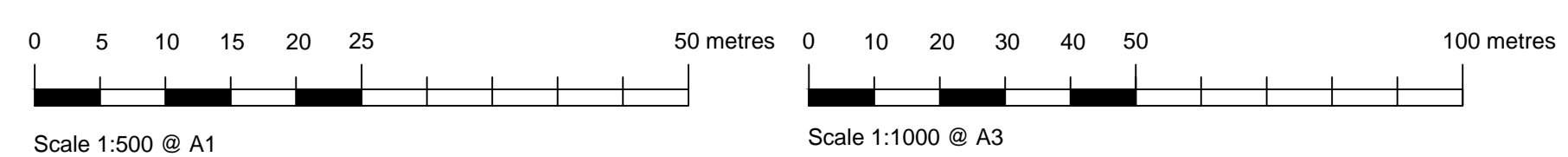
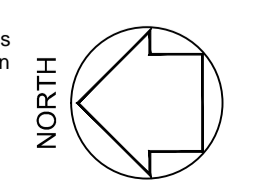
Date: 18-Mar-2020    Site Grid Ref: SU8487755588

**Quotation Subject to Wayleaves and Third Party Consents**

**Customer to complete all on-site excavation & reinstatement and TM**

The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works. Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record



Rev	Date	Description	Dwn	Ckd	Drawn	JDC
A	18/02/16	Final Issue	JDC	KR	JDC	KR
B	14/10/16	Note amended	JDC	KR	JDC	KR
C	31/01/17	Final Site layout	JDC	KR	JDC	KR
D	21/04/17	Final Site layout following final comments from statutory consultees	JDC	KR	JDC	KR
E	15/05/17	Foot path to Summit Avenue enlarged to 2.2m	JDC	KR	JDC	KR
F	13/12/17	Site layout amended following comments from committee	JDC	KR	JDC	KR

Drawn	JDC
Checked	KR
Date	18/22/16
Scale @ A1	1:500

**THE CRESCENT FARNBOROUGH AA4279-2028**

Proposed Site Layout  
First Floor Plan

**E PLANNING**

**PRP** prp-co.uk  
London  
020 7653 1200

## **APPENDIX C.** Residential Travel Survey Example

# Residential Travel Survey

## About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender Male  Female

## 5. Age Group

Under 18  18 - 34  35 - 44  45 - 60  60+

## 6. Number of people in household

1  2  3  4+

## 7. Number of cars per household

1  2  3  4+

## 8. Number of bicycles per household

1  2  3  4+

## 9. Do you have a disability that affects your travel arrangements?

Yes  No

## About your job

10. Do you work? 1-3 days  4 days  Full time  Shifts

Other, please specify

11. What hours do you normally work? Regular Office  Flexi

Other (please specify)

## 12. Are there any aspects of your job that require you to have the use of a car?

None  Attend meetings  Visit site / clients  Other

**Travel to work**

**13. How do you normally travel to work?**

Walk/jog  Bicycle  Bus

Train  Taxi  Motorbike

Car on own  Car Share

Other (please specify)

**14. What alternatives do you occasionally use?**

Walk/jog  Bicycle  Bus

Train  Taxi  Motorbike

Car on own  Car Share

Other (please specify)

**15. How far do you travel to work? (one way)**

Up to 1 mile  1 - 3 miles  3 - 10 miles

10 - 20 mile  Over 20 miles

**16. How long does it normally take you to get to work? (one way)**

0 - 15 mins  16 - 30 mins

30 - 60 mins  60 mins +

**17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)**

Free transport home in an emergency  Covered and secure cycle parking

Changing / locker facilities  Pool car available for business use

Other (please specify)

**For drivers only**

**18. Is a car share a possibility if a suitable sharer/s was found?**

Yes  No  I already car share

**19. Which of the following would most encourage you to car share? (select up to 3 answers)**

Help in finding a car share partner	<input type="checkbox"/>	Financial incentives for car shares	<input type="checkbox"/>
Free transport home in an emergency	<input type="checkbox"/>	Pool car available for business use	<input type="checkbox"/>
Priority parking for car sharers	<input type="checkbox"/>		
Other, please specify	<input type="text"/>		

**20. Is bus or train travel a possibility?**

Yes  No  Both

Which is most convenient?

Bus  Train

**21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)**

More direct train/bus route	<input type="checkbox"/>	Pool car available for business use	<input type="checkbox"/>
More frequent services	<input type="checkbox"/>	More reliable services	<input type="checkbox"/>
Better information on times and fares	<input type="checkbox"/>		
Regular link between station/bus stop and place of work	<input type="checkbox"/>		
Other, please specify	<input type="text"/>		

**24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.**

Education for self	<input type="checkbox"/>	Education for dependants	<input type="checkbox"/>
Access to Health services	<input type="checkbox"/>	Access to retail services	<input type="checkbox"/>
Leisure	<input type="checkbox"/>		
Other, please specify	<input type="text"/>		

This information is collected in accordance with the Data Protection Act 1998.

The data has been collected for the purposes of:-

- \* establish travel patterns to site;
- \* to assist with setting objectives for the Travel Plan which may be implemented in the future
- \* to monitor travel patterns at the site over set periods of time to quantify modal shift.

