



GE Aviation

FRAMEWORK RESIDENTIAL TRAVEL PLAN

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1. INTRODUCTION

- 1.1 Markides Associates (MA) have been commissioned by GE Aviation Ltd with regards to the proposed development of their campus located on Kings Avenue in Hamble-le-Rice. A site context plan is included as Figure 1. This report forms the Framework Travel Plan (FTP) for the proposed residential development.
- 1.2 The site location is situated within Hamble-le-Rice, with the north of the site near Mount Pleasant Playing Fields, Hamble Lane (B3397) to the east, Kings Avenue to the south and to the west an area of woodland, beyond which is the Royal Victoria Country Park.
- 1.3 The development proposals include 148 residential dwellings. As the application is submitted in outline form, the mix of residential units is not yet known.

Report Structure

1.4 The remainder of this report is structured as follows:

- **Section 2.0** considers the local, regional, and national policy pertaining to transportation matters relevant to the development proposals.
- **Section 3.0** describes the existing conditions in the area around the site including the surrounding highway, pedestrian and public transport network, as well as the travel surveys undertaken on site.
- **Section 4.0** gives details of the proposed development.
- **Section 5.0** outlines the proposed Framework Travel Plan objectives and gives details of the role of the Travel Plan Coordinator and the structure of the Travel Plan process.
- **Section 6.0** outlines the specific measures of the Travel Plan pertaining to the proposed development.
- **Section 7.0** discusses the process of monitoring and reviewing the Travel Plan over time.
- **Section 8.0** sets out the action plan.
- **Section 9.0** provides a summary of this report and concludes the Framework Travel Plan.

2. POLICY CONSIDERATION

- 2.1 This section of the TP provides a summary of the National, Regional and Local planning policy that is relevant to the site and development proposals. The full scope of the relevant policy has been discussed in detail within the associated Transport Assessment for the development and should be referred to in tandem with this section of the TP.

National Planning Policy

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (July 2018) (NPPF) sets out the Government's planning policies regarding future development and refers to TPs in paragraph 36 which states that: "All developments which generate significant amounts of movement should be required to provide a Travel Plan."
- 2.3 The Planning Practice Guidance (2014) provides further advice of when TP's are required as well as the content, and monitoring of TP's.
- 2.4 In April 2009, the DfT published the guide: "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" which states the following:
- 2.5 "Travel plans are an important tool for delivering sustainable access to new development, whatever the use."
- 2.6 Under the heading "Objectives and outcomes of a travel plan" the above guidance at paragraph 5.1 lists the aims of a TP, including the following:
- 2.7 "achieve the minimum number of additional single occupancy car traffic movements to and from the development;
- reduce the need for travel to and from the site;
 - address the access needs of site users, by supporting walking, cycling and public transport;
 - address specific problems identified in the site's transport assessment."
- 2.8 This Plan has also given due regard to the March 2008 DfT guide: "The Essential Guide to Travel Planning".

Regional and Local Planning Policy

Hampshire County Council's (HCC's) Guide to Development Related Travel Plans 2009

- 2.9 Under HCC guidance (paragraph 3.1), a travel plan is required at the point of submitting a planning application if any of the following criteria are met:
- Any development in or near an Air Quality Management Area
 - Any development in an area that has been identified within the Local Transport Plan (LTP) for the delivery of specific initiatives or targets for the reduction of traffic, or the promotion of public transport, walking or cycling.

- Any area specified in the Local Development Framework (LDF), where it is known that the cumulative impact of development proposals is a cause for concern
- The provision of new or extended school and other educational facilities
- An extension to an existing development that causes the travel impact of the site to exceed the threshold for a TA
- All instances where the local planning authority requires it

2.10 Paragraph 4.3 and 4.4 state the need for all travel plans to have a set of SMART targets and a series of measures designed to “encourage walking, cycling and public transport use as well as reducing and making the best use of car journeys.”

2.11 It is intended that a residential travel plan should achieve the following objectives:

- Address resident’ need for access to a full range of facilities and activities
- Reduce the traffic generated by the development
- Encourage good design principles and support the local community

Eastleigh Borough Emerging Local Plan 2016-2036

2.12 This local plan is currently under public consultation and will still need agreement from the Planning Inspectorate before coming into force. Although the below points relating to travel plans have been included as a useful indication of likely concerns.

2.13 One of the main intended purposes of a travel plan for Eastleigh Borough Council is the reduction of car use and the implementation of measures aimed at increasing the uptake of non-car travel.

Eastleigh Borough Council Local Plan 2001-2011

2.14 The current Eastleigh Local Plan has the following targets related to traffic reduction:

- reduce forecast traffic growth by 75% by 2020
- Reduce the proportion of single occupancy car trips by 20% by 2020
- Increase use of cycles by 5% by 2005 and 10% by 2020 on 1994/96 levels
- Increase in satisfaction rating of cycle facilities
- Increase of one third in walking
- To increase the re-allocation of road space for alternative modes.
- To encourage implementation of Workplace Travel Plans for existing businesses

2.15 Paragraph 6.32 states “When considering a planning application, the weight given to a travel plan will be influenced by the degree to which it can be secured through a planning condition or planning obligation and the extent to which it materially affects the acceptability of the development proposed.”

3. SUMMARY OF EXISTING CONDITIONS

- 3.1 The site is located 1.3km west of Hamble Square, and approximately 1.2km south of Hamble railway station. The surrounding area is primarily residential; however, the western end of the site lies adjacent to units belonging to GE Aviation, which consist of B1/B2/B8 land use. A site location plan, which also details the approximate scope and location of the proposed residential development is provided as Figure 1.
- 3.2 The site is presently occupied by GE Sports & Social club with a number of associated parking spaces at the southern boundary of the site, and sports club buildings. The remainder of the space is occupied by sports pitches, with a larger car park numbering some 437 spaces at the western end of the site. In total, the site area is approximately 63,000m².
- 3.3 Kings Avenue currently provides the main vehicular access to the GE Sports & Social Club, as well as car and LGV access to GE Aviation, which is located at the end of the King's Avenue cul-de-sac. Kings Avenue also provides access to the residences on the southern side of King's Avenue. A number of these residences do not have off-street parking.
- 3.4 HGV access to GE Aviation does not use Kings Avenue, instead travelling farther south on Hamble Lane and accessing the industrial units via Coach Road and Cliffe Avenue. A small number of HGVs may stop on Kings Avenue in order to deliver to the retail units on Coronation Parade.

Pedestrian and Cycle Accessibility

- 3.5 National Cycle Route 2 is located along the northern boundary of the site, running east-west from The Quay to Southampton and beyond, following the coastline. National Cycle Route 2 is a long-distance route that links with routes 23 and 236 at Southampton, and (using the Hamble-Warsash ferry) continues east to connect with routes 224, 22 and 222 at Portsmouth before terminating south of Chichester.
- 3.6 There is a public right of way footpath at the northern boundary of the site that links Hamble Lane to West Wood in the Royal Victoria Country Park.
- 3.7 The nearby available cycle routes and footpaths are also shown in Figure 1.

Kings Avenue

- 3.8 On the inbound carriageway of Kings Avenue there is a footpath and a wide verge providing access to the residential units. On the outbound carriageway, there is a wide footpath; however, the effective width is reduced by the presence of parked vehicles.

Hamble Lane

- 3.9 There is public cycle parking provision at Coronation Parade in the form of approximately 4 Sheffield cycle stands, with capacity for 8 cycles.
- 3.10 The footway on the northbound carriageway comprises a shared pedestrian and cycleway known as the Dani King Cycleway. This route originates at Copse Lane in the centre of Hamble to the east of the site, passes the site access at Kings Avenue and continues north past Hamble Primary School to Bursledon some 4.3km to the northeast of the site.

Accessibility by Bus

- 3.11 The closest bus stops to the site are located on Hamble Lane some 170m north of the junction of Hamble Lane and Kings Avenue and are known as ‘Verdon Avenue’ in both directions.
- 3.12 In the northbound direction, the stop consists of a flag and shelter with seating, whilst the southbound bus stop consists of a flag and information board only. These stops are served by the number 6 and X15 bus services.
- 3.13 Table 1 below summarises these services, their routes and approximate frequency.

TABLE 1: BUS SERVICES FROM HAMBLE LANE

| Service No. | Route | Approximate Frequency | | |
|-------------|---|-----------------------|--------------|------------|
| | | Weekday | Saturday | Sunday |
| 6 | Southampton City Centre – Woolston – Netley – Hamble | 2 per hour | 1-2 per hour | 1 per hour |
| X15 | Hamble – Netley – Hedge End – Botley – Fair Oak – Eastleigh | 4-5 per day | No service | No service |

Accessibility by Rail

- 3.14 Hamble Rail Station is located approximately 1.2km north of the site and is served by Southwest Trains and Southern rail services to destinations including Southampton Central, Portsmouth Harbour and Portsmouth & Southsea. The station has 4 cycle wheel racks and both platforms are wheelchair accessible.
- 3.15 The rail services and frequency available from Hamble Station is summarised in Table 2. It is considered that rail is a feasible mode of travel for those residents commuting outside of the town.

TABLE 2: RAIL SERVICES AT HAMBLE STATION

| Destination/Route | Frequency (06:00 – 24:00) | | | Average Journey Time |
|-----------------------|---------------------------|---------------------|--|----------------------|
| | Weekday | Saturday | Sunday | |
| Southampton Central | 1 per hour | 1 per hour | 1 per hour | 22 mins |
| Portsmouth & Southsea | 1 per hour | 1 per hour | 1 per hour | 38 mins |
| Portsmouth Harbour | 4 per day | 2 per day (evening) | No direct service - change at Portsmouth & Southsea or Fareham | 40-50 mins |

- 3.16 Table 2 demonstrates that there are direct hourly services to Southampton and Portsmouth, including Sundays. These services also stop at Bitterne, Woolston, Netley, Bursledon, Swanwick and Fareham. Fareham and Portsmouth & Southsea also provide rail connections to Chichester and Brighton.

Modal split

3.17 Method of Travel to Work Data from the 2011 census has been examined for Hamble encompassing the site and surrounding village. This has been compared to the wider Eastleigh Borough Area. The modal splits for these areas are summarised in Table 3.

TABLE 3: MODAL SPLIT – HAMBLE WARD

| Mode | Hamble Ward | | Eastleigh Borough | |
|-------------------|---------------------|-------------|---------------------|-------------|
| | Number of Responses | % Share | Number of Responses | % Share |
| Car/Van Driver | 1,714 | 73.3% | 40,091 | 74.2% |
| Train | 86 | 3.7% | 2,359 | 4.4% |
| Walk | 226 | 9.7% | 4,415 | 8.2% |
| Car/Van Passenger | 89 | 3.8% | 2,850 | 5.3% |
| Bus | 84 | 3.6% | 1,835 | 3.4% |
| Cycle | 102 | 4.4% | 1,606 | 3.0% |
| Taxi | 1 | 0.0% | 68 | 0.1% |
| Powered 2-Wheeler | 25 | 1.1% | 669 | 1.2% |
| Other | 10 | 0.4% | 132 | 0.2% |
| TOTAL | 2,337 | 100% | 54,025 | 100% |

3.18 Table 3 indicates that 73% of residents in Hamble are likely to travel to work by car as a driver; however, some 21% use sustainable modes (Train, bus, walk and cycle). Public transport usage is low, representing only 7% of the modal share. The rate of sustainable travel is slightly higher than that across the wider Eastleigh Borough area (19%) and the proportion of people driving to work is also higher outside of Hamble ward.

4. PROPOSED RESIDENTIAL DEVELOPMENT

- 4.1 The proposals seek to provide up to up to 148 residential units which will include replacement car parking spaces, landscaping, improved sports facilities, the demolition of redundant commercial buildings and the refurbishment of Sydney lodge (listed building).
- 4.2 The site is part of the wider GE campus which is currently used for aviation manufacturing. It will maintain the main manufacturing component to the south of the site. As part of the plans, the non-original extensions to Sydney Lodge would be demolished as part of the repairs to the listed building.
- 4.3 Seven redundant existing factory buildings would also be demolished within the northern part of the campus to allow for the development and creation of replacement car parking and appropriate consolidation of GE operations on site.
- 4.4 The development would provide 1.3 hectares of public green space, a new play area and improved sports facilities.

Vehicle Access

- 4.5 Vehicular access to the site will continue to be provided via the existing junction of Kings Avenue and Hamble Lane, albeit an improved design and operation of the junction will be in place.
- 4.6 HGV traffic into GE Aviation will continue to access the site via Coach Road and Cliffe Avenue.

Pedestrian and Cycle Access

- 4.7 A series of new pedestrian and cycle accesses will permeate through the estate onto Kings Avenue to the south, Hamble Lane to the east and onto the existing national cycle route 2 and public footpath to the north.
- 4.8 Three new accesses onto national cycle route 2 and the public footpath, will make it easy to travel to both Hamble primary school and the station on foot or by bike.
- 4.9 The existing footways on Kings Avenue will be significantly improved to present, providing a more viable link for those travelling on foot or by public transport.
- 4.10 Improvements to the public realm and green spaces surrounding the site will help improve the look and feel of the area and encourage more pedestrian and cyclist trips.

Residential Car and Cycle Parking

- 4.11 It should be noted that the scheme is submitted in outline only. However, the indicative layout, attached as Appendix A, has been designed to demonstrate that the car and cycle parking standards related to 148 units is fully capable of being delivered on site as part of the development. The Eastleigh Borough Council car and cycle parking standards are shown in Table 4.

TABLE 4: EASTLEIGH CAR AND CYCLE PARKING STANDARDS

| Property Size | Car Ownership | | Car parking Standard | | | Long Term Cycle Storage | |
|----------------------------|--------------------|----------------------------|--|------------------------------------|---------------------------------------|-------------------------|---------------------|
| | 2001 (Census) | 2026 (TEMPRO growth) | With 50% or more unallocated spaces | With <50% unallocated spaces | Individual/ 'onplot' allocation | Individual storage | Communal storage |
| | Cars per household | | Parking spaces per dwelling | | | | |
| General Residential | | | | | | | |
| 1 bed | 0.96 | 1.00 | 1.00 | 1.25 | 2 | 1 | 1 |
| 2/3 bed | 1.37 | 1.44 | 1.50 | 1.75 | 2 | 2 | 1 |
| 4+ bed | 1.69 | 1.77 | 2.00 | 2.25 | 3 | 2 | 1 |

Notes

1. A minimum of 20% unallocated parking is required to provide for casual and overspill parking.
2. All proportions to be rounded up to the next whole number.
3. Garages less than 6m x 3m internally will not count towards parking provision.
4. A minimum of 5% of residential spaces should be designated for use by disabled people.

5. TRAVEL PLAN OBJECTIVES

- 5.1 This section presents the objectives of the TP, and the actual measures to be implemented which seek to achieve those objectives.

Travel Plan Objectives

- 5.2 The overarching aim of the plan is to support and encourage more sustainable travel for residents and visitors at the site. To achieve this, the TP's objectives are as follows:
- *Reduce* car use amongst residents and increase the use of sustainable transport;
 - *Reduce* the need to travel overall;
 - *Contribute* to the improvement of air quality through the reduction of carbon emissions;
 - *Contribute* to the improved health and well-being of residents by promoting healthier modes of travel such as walking and cycling.
- 5.3 Approaches that may be utilised to achieve these objectives are as follows:
- *Informing* all users of the site of the sustainable travel choices available;
 - *Raising* awareness of the implications of all forms of travel on the environment, and on the safety and health of individuals;
 - *Influencing* how journeys are made by making sustainable travel easier and more attractive;
 - *Including* all users in the monitoring of travel behaviour and enable feedback to the operators of the site and local authorities;
 - *Improving* the sustainable transport network and facilities further in response to the monitoring and feedback received.

Travel Plan Coordinator

- 5.4 A part-time Travel Plan Coordinator (TPC) will be appointed to implement and administer the Travel Plan. The TPC will take overall responsibility for the day-to-day operation of the Travel Plan and the implementation of associated measures. The future developer will be responsible for appointing the TPC. This action will take place in advance of first occupation such that implementation of the plan can begin before travel patterns start to develop at the site. Details of the TPC will be provided as soon as they are appointed.
- 5.5 The TPC will be responsible for the administration of the Plan, the implementation of its measures, ongoing monitoring of the plan, the annual review and co-ordinating activities with the local authority Travel Plan Officer as necessary.
- 5.6 The contact details of the TPC will be made available to all residents on the site for effective communication and liaison regarding travel to and from the site. The TPC will be allocated a sufficient amount of time to spend on monitoring and updating of the Travel Plan.

Consultation

- 5.7 The success of the plan will rely on the support of residents of the site. The TPC will work with site management regarding issues relating to the Travel Plan. The role also involves liaising with outside bodies, including public transport operators.

Promotion

- 5.8 All residents on the site will be made aware of the existence of the Travel Plan and be encouraged to contribute to its implementation. New residents should be made aware of the Travel Plan at the point of moving in to the site, or prior to this if feasible; for example, at point of purchase. It is expected that the relevant information regarding parking permits must be outlined at the time of purchase to effectively manage resident expectations and set a baseline for travel behaviour at the development.

Updating

- 5.9 The Travel Plan is a strategy for the indefinite future and as such will evolve over time. Although the objectives of the plan will not change, it will be possible over time to define more specific targets to meet the objectives. Targets will be revised if necessary.
- 5.10 The on-going monitoring programme and in particular the annual review will provide updated information that will allow the plan to be revised, refined and improved.

Detailed Travel Plan

- 5.11 A full residential travel survey should be undertaken within 6 months of initial occupation of the first development phase of the site or at 25% occupation, whichever occurs first, to firm up on modal split of travel and form the final Travel Plan baseline data.
- 5.12 The results of the travel survey will be added to this Travel Plan to produce a Detailed Travel Plan. Within 3 months of carrying out the travel survey the updated Plan will be submitted to the local authority Travel Plan officer for approval. The Detailed Travel Plan will subsequently form the basis for further development of the plan and future monitoring of the progress towards meeting targets.

6. GENERAL TRAVEL PLAN MEASURES

- 6.1 This section of the document describes the actual TP measures to be implemented at the application site. These measures have been developed specifically with due regard to the transport conditions at the proposed site, including existing levels of accessibility via sustainable modes of travel.
- 6.2 In general, TP measures can be assumed to fall into one of two categories; hard measures, such as physical facilities built into the scheme, and soft measures, such as incentives and promotional activities.
- 6.3 Both have a part to play in the success of the plan and there is scope for implementation and modification of both types throughout the life of the plan. The following section explores both types of measure.

‘Hard’ Measures

- 6.4 Cycle parking will be provided for residents and monitored for demand.
- 6.5 New pedestrian and cyclist accesses will be provided for an easy route onto the existing public footpath and cycleway.
- 6.6 Improvements to local bus infrastructure are recommended to encourage greater public transport usage as follows:
- Improve PT1 ‘Sports Ground’ bus stop by providing new seating, cutting back existing vegetation and if possible, installing a new bus shelter.
 - Improve PT3 ‘Vernon Avenue’ northbound to mitigate against existing ponding and repair vandalised bus shelter
 - Cut back overgrown vegetation at PT4 ‘Vernon Avenue’
- 6.7 The recommended enhancement of the local pedestrian and cyclist infrastructure and associated mitigation are summarised in Table 5.

TABLE 5: PEDESTRIAN AND CYCLIST INFRASTRUCTURE ENHANCEMENTS

| Pedestrian and Cyclist Infrastructure | |
|---------------------------------------|--|
| Location | Off-Site Recommendations |
| Kings Avenue | <ul style="list-style-type: none"> • Resurface Pedestrian Footways on North Side of Carriageway • Enforce Parking Controls to prevent parking on footway |
| Kings Avenue / Hamble Lane | <ul style="list-style-type: none"> • Improve pedestrian permeability to Coronation Parade • Repair potholing / resurface carriageway to improve conditions for all users (including pedestrians and cyclists) |
| Hamble Station | <ul style="list-style-type: none"> • Improve legibility of the pedestrian crossing near Hamble primary school to direct station foot traffic onto the appropriate side of the road • Improve pedestrian signage around the station to provide better orientation for pedestrians • Install tactile paving at stairs to Hamble Station |

‘Soft’ Measures

Travel Pack

- 6.8 The most important measure to be introduced as part of this Travel Plan is an electronic ‘Travel Pack’ which will be issued to all residents.
- 6.9 The pack will contain information about all modes of transport available for journeys to and from the site. It will also contain details of the health, financial and environmental benefits of using sustainable modes of transport. Furthermore, the pack will present information about car sharing schemes so that residents are made aware of the benefits of joining them and how to register with the schemes. Additional information included within the pack will consist of:
- Information will be provided about the location of cycle parking and the cycle routes near the site, as well as advice for maintaining bicycles.
 - Information and advice concerning safe cycling and walking routes from the site to key locations.
 - Journey planning tools such as those available on www.walkit.com will be provided to enable users to plan journeys using sustainable means.
 - Information relating to the site’s car share scheme and membership.
 - Information relating to services and facilities located on site within walking or cycling distance.

Cycle Initiatives

- 6.10 The TPC will promote the Cycle Touring Club through the residents’ welcome pack: <http://www.ctc.org.uk/> and <http://www.sustrans.org.uk/>

- 6.11 If it is felt that there is sufficient demand, the TPC will form a cycle club, where issues regarding cycling can be discussed and solutions to any problems can be identified and solved.
- 6.12 A club of this nature generally encourages greater use of this mode together with group cycling to and from the site to improve personal safety. If this is done as part of a leisure activity within a group, the profile of cycling as a mode of transport can be raised.
- 6.13 Links to a selection of other useful national cycling groups will be included in the welcome pack.

Car Share Schemes

- 6.14 Existing car share schemes, such as <https://mytravelshare.org> or liftshare.com will be promoted by the TPC.
- 6.15 A further possibility is to provide a database whereby residents of the site can register and become members of the same car sharing club thereby maximising potential synergies and widening any positive effect of modal change to a broader population while promoting a more cohesive community.

General Promotional Campaigns

- 6.16 The implementation of campaigns to inform those on the site about alternative travel modes can result in a significant increase in the use of pedestrian, cycle and public transport modes. Residents travelling into and out of the site may not be aware that there are realistic alternatives to the use of the car for their journey, therefore the provision of timetables, route maps and access to information services may identify possible alternatives. Possible promotional information campaigns will include:
- Maps showing safe and practical walking and cycling routes from the site;
 - Provision of up-to-date bus routes and timetables in a prominent location, such as the residential lobbies or external noticeboards. These will be regularly updated by the TPC;
 - Car share promotion; and,
 - Promotion of cycle user groups.
- 6.17 This list is neither exhaustive nor definitive.

7. MONITORING AND REVIEW

- 7.1 A programme of monitoring and review will be required – this will be the responsibility of the TPC and will be carried out annually.
- 7.2 The major objective of the Travel Plan is to cause a reduction in the use of the car to and from the site. Suitable indicators of the success of the Plan are therefore the modal split of residents.
- 7.3 Other less direct objectives of the Plan are to promote awareness of residents about the environmental and health implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the existence of the plan.

Monitoring

- 7.4 The monitoring measures outlined below incorporate both the collection of ‘hard’ analytical data and ‘soft’ data in the form of general feedback and correspondence and will include;
- Monitor demand for additional cycle parking and cycle ownership to ensure that an adequate provision is provided moving forward;
 - Monitor use of the residential car parks and potential on-street parking by residents and their visitors;
 - Monitor progress towards mode shift targets;
 - Monitor awareness of the Travel Plan; and,
 - Record comments received from residents relating to the operation and implications of the plan.
- 7.5 Information gathered through the monitoring process will be recorded for input in the annual review (outlined below). The information will be submitted to the Local Planning Authority, Local Highway Authority and shared with residents.

Review

- 7.6 Every year, on the anniversary of the initial survey, the TPC will undertake a comprehensive review of the plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement of the details of the Plan. The review will involve the monitoring as set out above.
- 7.7 The TPC will compile a review report outlining the results of the annual review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be submitted to the local Travel Plan Officer.

Remedial Measures

- 7.8 If the targets are not being met, then remedial measures will be discussed with GE Aviation, to determine what appropriate and proportionate measures can be implemented to help bring the TP back in line with the targets.

8. ACTION PLAN

8.1 Table 6 below provides a summary of the plan, outlining when various elements of the plan will be managed, and the actions prioritised.

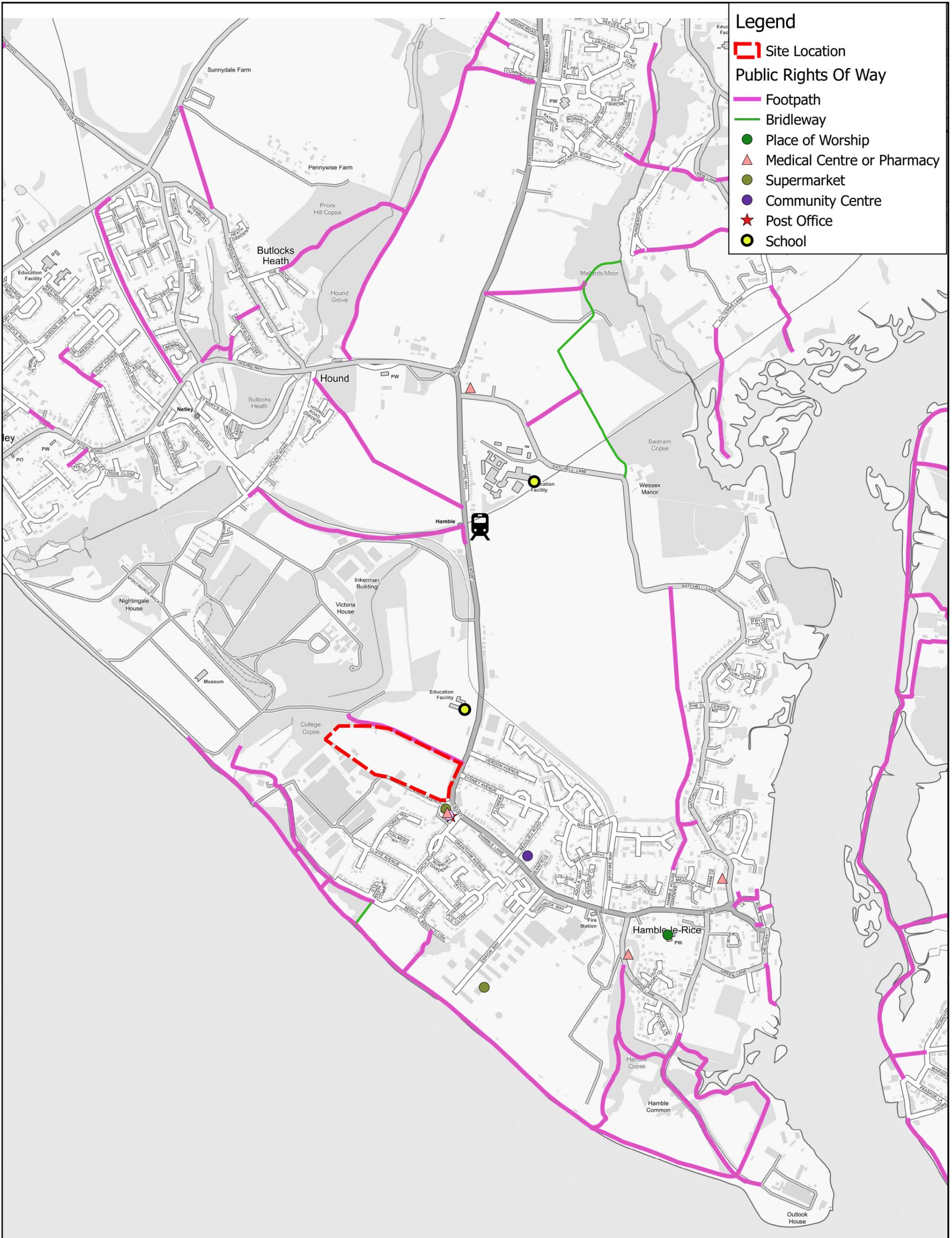
TABLE 6: ACTION PLAN

| Timeframe | Action/ Event | Responsibility |
|--|---|------------------------|
| Prior to Construction | Appointment of TPC | Future Developer |
| Prior to Occupation | Creation of Travel Packs, and Website and / or use of other appropriate social media | TPC |
| Prior to / Upon Occupation | Dissemination of travel packs to all new residents. | TPC |
| On-going | Provide Personalised Travel Planning advice on request by residents | TPC |
| On-going | Set up working group with residents to identify key walking/cycling routes to work and identify issues/opportunities; liaise with the future developer to implement key priorities. | TPC / Future Developer |
| On-going / Annually | Run/organise/promote events such as Bike Week | TPC |
| Prior to / Upon new intake | Source discounts with local cycling retailers | TPC |
| Within 6 months of full intake of new residents | Carry-out full travel survey | TPC |
| Years 1, 3, & 5 | Measure progress towards targets, and update actions as necessary – submit reports to BBC | TPC |
| Year 5 | Submit final report to BBC | TPC |
| Beyond 5 Years | Continue the TP on a voluntary basis | TPC |

9. SUMMARY AND CONCLUSIONS

- 9.1 Markides Associates have been appointed by GE Aviation Ltd to produce this Framework Travel Plan in support of their application for a residential-led development on land adjacent to Kings Avenue, Hamble-le-Rice.
- 9.2 The Framework Travel Plan will ideally be administered by a TPC who will be appointed prior to first occupation and whose objective will be to promote the Travel Plan to achieve a modal shift away from single occupancy car journeys and towards more sustainable modes.
- 9.3 The success of the plan will be constantly monitored but it will be additionally measured annually in consultation with all stakeholders who will approve its contents and fully support the measures being maintained/proposed.
- 9.4 In conclusion, this Framework Travel Plan will achieve the objective of reducing car journeys to the site and provide a mechanism to monitor and control its progress.

FIGURE 1 – SITE LOCATION PLAN



Legend

- Site Location
- Public Rights Of Way**
- Footpath
- Bridleway
- Place of Worship
- ▲ Medical Centre or Pharmacy
- Supermarket
- Community Centre
- ★ Post Office
- School



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| | | | | |
|---------------|--------------------|--------|------------|----------|
| Job Title | GE AVIATION | Scale | Date | Designed |
| Drawing Title | Site Location Plan | NTS | 24/07/2018 | PF |
| Client | GE AVIATION | Drawn | Checked | Approved |
| | | PF | MH | DT |
| | | Job No | Figure No | Rev |
| | | 17055 | 1 | |

APPENDIX A – SITE LAYOUT



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Sketch
 This drawing is produced for SKETCH PURPOSES ONLY and is not to be used for construction.

This drawing illustrates a sketch proposal only and as such is subject to detailed site investigation, including ground conditions/contaminates, drainage design and planning/density negotiations. The layout may be based upon an enlargement of an O.S. sheet or other small scale plans and its accuracy needs to be verified by survey. CDM Regulations have not been fully considered.

| Rev. | Description | Date |
|------|-------------|------|
|------|-------------|------|

Notes



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Title: Proposed Site Layout

Status: SKETCH

Scale: 1:1000 **Date:** 06/2017

Revision: / **Sheet:** A1

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