



TESS SQUARE & LAND AT BUTTS CLOSE, MARNHULL

FRAMEWORK TRAVEL PLAN

April 2023

Chapman Lily Planning Ltd

**HYBRID PLANNING APPLICATION
TESS SQUARE & LAND AT BUTTS CLOSE
MARNHULL**

FRAMEWORK TRAVEL PLAN

CONTROLLED DOCUMENT

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1. INTRODUCTION

1.1 This Framework Travel Plan (FTP) has been prepared by Paul Basham Associates on behalf of Chapman Lily Planning to support a Hybrid Planning Application consisting of:

- A full planning application for a mixed-use development comprising a food store, office space, café, and mixed-use space for E class uses (e.g. estate agents, hairdresser, funeral care, dentist, vet), and 2 x 2-bed flats. Plus a new parking area with 30 parking spaces for St. Gregory's Church and St Gregory's Primary School, landscaping and associated engineering operations, access arrangements, on land west of Church Hill, Marnhull.
- Outline planning application with all matters reserved except for access for up to 120 dwellings on land off Butts Close and Schoolhouse Lane, Marnhull.

1.2 The proposed development sites are situated off Church Hill and Butts Close, Marnhull respectively. The site locations have been demonstrated within **Figure 1**, with the indicative site layouts attached as **Appendix A**.



Figure 1: Approximate Site Locations

- 1.3 Previous applications relevant to the proposals include the permitted outline planning application comprising the outline planning application comprising the erection of 39 dwellings on the land off Butts Close, Marnhull (ref: P/OUT/2021/03030). The latter submission has received no highways comments and has been recommended for approval at committee.
- 1.4 A further outline application (Ref: 2018/0448/OUT) for the erection of up to 58 No. dwellings at Land North of Chippel Lane, Marnhull was submitted to the local authority in 2018, though was subsequently withdrawn in September 2021.
- 1.5 The development proposals will be reviewed in the context of the NPPF and whether the impact of the development proposal would have a 'severe' impact on the local highway network. The scheme will also be assessed against the North Dorset Council Local Plan (January 2016) and whether safe and suitable access can be achieved for all users.
- 1.6 In addition to this Framework Travel Plan a Transport Statement has been prepared to support both the full and outline elements of the planning application, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.

Purpose of the Travel Plan

- 1.7 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.8 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Chapman Lily Planning) and the Local Authorities (Dorset County Council). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

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

Travel Plan Structure and Approach

1.10 This TP will follow the following structure:

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

2. TRAVEL PLAN POLICY

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

- National Planning Policy Framework (NPPF) 2021;
- Planning Practice Guidance (PPG);
- Bournemouth, Poole & Dorset Council Local Transport Plan (LTP) (2011-2026);
- North Dorset Local Plan (2016); and
- Emerging Dorset Local Plan;

National Planning Policy Framework (NPPF)

2.2 The NPPF (July 2021) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

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

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

(NPPF Para.104)

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

(NPPF Para.105)

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

(NPPF Para. 113)

Planning Practice Guidance (PPG)

- 2.3 The PPG (2014) is due to be updated to reflect the revised NPPF, however, the existing PPG document still contains relevant planning principles which relate to the NPPF and therefore has been retained until an updated document has been published.
- 2.4 The PPG (2014) provides an overarching framework within which the transport implications of development should be considered. It provides advice on the preparation of Transport Assessments, Transport Statements and Travel Plans.

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

(PPG Para. 3)

- 2.5 The key principles within which Travel Plans, Transport Assessments and Statements should be undertaken are detailed as follows:
- Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
 - Established at the earliest possible stage of a development proposal;
 - Be tailored to particular local circumstances;
 - Be brought forward through collaborative ongoing working between the Local Planning Authority, Transport Authority, transport operators and other relevant bodies.

- 2.6 The guidance emphasises the importance of consulting the relevant local authority at the outset in order to scope the Transport Assessment work on the basis of the principles highlighted above.

Regional Policy – Bournemouth, Poole & Dorset Council Local Transport Plan 3 (LTP3) (2011-2026)

- 2.7 The Dorset Council Local Transport Plan covers the period up to 2026 and provides strategies for the 15 year period to deliver first class transport infrastructure, helping to deliver economic growth, reduction in carbon emissions, equality of opportunity, improved safety, security and health, and improved quality of life. The LTP3 presents the vision as:

'A safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environmental assets'.

- 2.8 The LTP3 seeks to meet this vision by producing, 'Goals', 'Strategy Measures', 'Guiding Principles' and 'Policies and Solutions'. The policies and solutions relevant to 'reducing the need to travel' with regards to highways and the specific site have been summarised below.

<p>Policy LTP A1</p> <p>Support and encourage development and redevelopment proposals which minimise the impact of the private car by reducing the need to travel, as well as the distance travelled.</p>
<p>Policy LTP A2</p> <p>Where major development is permitted outside Town Centre areas, additional public transport, cycling and walking facilities will be encouraged to minimise use of the car.</p>
<p>Policy LTP A3</p> <p>In order to ensure that new development is adequately served, mitigates impacts on the existing network and promotes sustainable travel options, the authorities will work with the Local Planning Authorities to ensure that requirements for developer funding for transport are applied through the planning process.</p>
<p>Policy LTP B1</p> <p>Authorities will seek to ensure that Accessibility Planning is embedded within planning and strategy documents. Service providers will continue to be encouraged to incorporate accessibility and sustainable travel considerations within their policies and locational decisions.</p>

- 2.9 The policies and solutions relevant to 'managing and maintaining the existing network more efficiently' with regards to highways and the specific site have been summarised below.

<p>Policy LTP D1</p> <p>Efficiency of the existing highway network will be enhanced by a variety of factors, including management of on and off street parking, provision of parking and travel information to motorists, and promoting neighbourhoods that support the needs of residents, as examples.</p>
<p>Policy LTP D3</p> <p>Traffic should be encouraged to use the strategic or local road network as appropriate to enhance the overall efficiency of the highway network and minimise the congestion and environmental impacts arising from the use of less suitable routes.</p>

2.10 The policies and solutions relevant to ‘Active Travel and “greener” travel choices’ with regards to highways and the specific site have been summarised below.

Policy LTP E1

The authorities will prioritise and promote walking for trips under 2km, and cycling for trips under 5km, for people of all ages. In order to encourage modal shift from the car and improve local accessibility.

Policy LTP E3

Walking and cycling infrastructure investment will be targeted towards enhancing existing facilities and creating continuous, convenient and safe routes.

Policy LTP E4

Resources available for promoting walking and cycling, and making improvements to routes, will be prioritised towards utility trips (to access employment, education and services).

Policy LTP E5

New development should actively seek to be well integrated with, and not compromise, existing and proposed walking and cycling routes and facilities. The provision of appropriately located new footways and cycle routes, or improvements to existing facilities, will be expected in order to achieve this.

Policy LTP E6

Ample secure and convenient cycle storage facilities will be provided at key destinations such as town centres, schools, transport interchanges, retail centres, parks and tourist destinations. Businesses and other landowners will be encouraged to do the same. The authorities will ensure that appropriate cycle parking standards apply for all new development.

Policy LTP E7

The authorities will work with LTP partners to increase opportunities for cyclists and pedestrians to integrate and interchange with public transport.

Policy LTP F2

Requirements for Transport Assessments and Travel Plans will be applied through Local Development Documents for all planning applications for development that may have significant impacts on the transport network.

Policy LTP I3

In partnership with public transport operators, the authorities will ensure that high quality, accessible, and increasingly personalised travel information is available to all, covering end to end journeys involving public transport, and its integration with other modes. The type and level of information will be dependent on the context of the locality.

- 2.11 The policies and solutions relevant to ‘Car Parking Measures’ with regards to highways and the specific site have been summarised below.

Policy LTP K4

Parking standards for new development, including for cycles, will be applied through Local Development Documents, having regard to accessibility by all transport modes, and the need to promote sustainable transport outcomes and protect highway safety.

Local Policy - North Dorset Local Plan (2016)

- 2.12 The North Dorset Local Plan was adopted in January 2016 and details approaches and policies to managing planning developments within the district. The LTP describes the vision for North Dorset as a way to set out how the District should develop over the 20 year period. It is set out as following:

‘By 2031 North Dorset will:

- *be a district that has played a positive role in addressing the causes and effects of climate change;*
- *have more sustainable forms of development that are adequately served by infrastructure and make prudent use of natural resources;*
- *have expanded thriving market towns collectively providing homes, jobs and services for those living within them and within the communities they serve;*
- *have sustainable smaller rural communities providing local services which enable day-to-day needs to be met locally;*
- *have a conserved and enhanced locally distinctive historic and natural environment that retains the qualities that make the District’s urban and rural areas even more attractive and desirable places to live, work and visit;*
- *have more housing, and in particular more affordable housing, that better meets the needs of the District;*
- *be a District that has advanced towards more cohesive communities that recognise the needs of the older population and where the life chances for children and younger people have been enhanced;*
- *have a more robust and prosperous economy with high quality jobs and skills, focused in locations that best support the District’s growing population; and*
- *have a range of community, leisure, cultural and recreational facilities in locations that are accessible to the local population.’*

2.13 Relevant policies to highways, transportation and the specific site have been condensed and summarised below:

Policy 1 – Presumption in Favour of Sustainable Development

The Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

Policy 2 – Core Spatial Strategy

18 larger villages have been identified as the focus for growth to meet local needs of which includes Marnhull.

Policy 3 – Climate Change

Development Proposals within the District should seek to reduce greenhouse gas emissions including through appropriately sited renewable and low carbon energy developments.

Policy 6 – Housing Distribution

In the countryside, the level of housing and affordable housing provision will be the cumulative number of new homes delivered to contribute towards meeting identified local and essential rural needs. At least 825 dwellings will be provided in the countryside during the period 2011-2031.

Policy 12 – Retail, Leisure and other Commercial Developments

Development for retail and other main town centre uses, including mixed-use schemes that may include an element of residential, will be supported within a town centre provided that it is of a type and scale that will maintain or enhance the role and function of the town in the catchment it serves.

Policy 13 – Grey Infrastructure: Transportation

A more sustainable approach to transport in North Dorset will be developed by:

- The use Transport Assessments and Transport Statements, which the Council will require to be submitted by developers to assess the impact of new development on the existing highway network, clarify its consequences and put forward mitigation measures, when considering planning applications;
- The production of Travel Plans in associates with Transport Assessments/Statements with emphasis on public transport and which will be expected from developers;
- Providing and enhancing walking and cycling facilities in the main towns and in rural areas, particularly between villages and nearby towns; and completing the North Dorset Trailway as a strategic walking and cycling route; and
- Developing and enforcing parking standards and guidance both for residential development and other uses, and the development of a strategy for off-street parking, focusing on Council and other publicly owned car parks.

Policy 23 – Parking

Development will be permitted provided that: provision for residential and non-residential vehicle and cycle parking is made in accordance with the Council’s parking standards, unless a different level of provision can be justified by local or site-specific circumstances; provision for motorcycle parking is made to a level appropriate for the size and location of the development, having regard to the council’s standards and guidance; and provision for parking for people with impaired mobility is made in accordance with the Council’s standards and guidance.

Emerging Dorset Local Plan

2.14 A consultation on the Dorset Council Local Plan occurred between 18th January 2021 and the 15th of March 2021. Once adopted, the Local Plan will guide decisions on planning applications in Dorset until 2038. The policies are yet to be defined, but the relevant ones currently identified are as follows:

COM7. Creating a safe, efficient and low carbon transport network

New development should be located in accordance with the settlement hierarchy to facilitate the move away from car dependency and towards healthy, lower carbon travel choices and lifestyles. Significant new developments should therefore be located close enough to existing facilities or deliver viable new facilities to make walking and cycling a realistic choice.

If viable new facilities cannot be provided, high quality public transport connections should be provided as part of the development. All development should:

- Be in the most accessible locations, reducing the need to travel by car and creating opportunities for healthy lifestyle choices;
 - Support the provision of local services and facilities reducing reliance on the car;
 - Support active travel, building in high quality design principles which prioritise walking and cycling above other modes, and expand the strategic and local cycle and Public Rights of Way networks;
 - Be well connected in a safe manner to the strategic road and rail network;
 - Seek to reduce traffic impacts on the community, especially but not restricted to severance, air quality, and the efficiency of the transport network, particularly public transport.
- Development will not be permitted where impacts (individually or cumulatively) are likely to be severe.

COM8. Parking standards in new development

Development will be permitted provided that:

- Provision for residential and non-residential vehicle and cycle parking is made in accordance with the council's published local parking guidance, unless a different level of provision can be justified by local or site-specific circumstances;
- Provision for parking for people with impaired mobility is made in accordance with the council's published local parking guidance;
- Provision for motorcycle parking is made to a level appropriate for the size and location of the development, having regard to the council's published local parking guidance.

COM9. Provision of infrastructure for electric and other low emission vehicles

Development proposals which include parking facilities or which are likely to generate vehicle movements or vehicle ownership will be expected to integrate the provision of infrastructure to enable the charging of electric or other ultralow emission vehicles into the design and layout of the development.

Residential Developments

Residential developments will be expected to include infrastructure suitable for charging electric or other ultra-low emission vehicles according to the following standards:

- For all residential development with communal off-street parking provision, at least 20% of car spaces will be expected to include active charging facilities and passive provision for all remaining spaces with the layout of the car park ensuring that all spaces can be activated as demand increases; and

For minor residential development (all developments of less than 10 dwellings):

- Passive infrastructure provision for each dwelling.

For major residential development (all developments of 10 dwellings or more):

- At least 20% of dwellings will be expected to have active charging facilities, and the remaining 80% of dwellings will be expected to have passive provision; and
- At least one rapid charging point clustered with a fast charging point for every 10 car spaces provided, or in accordance with local published guidance; and

- Where appropriate, the provision of an electric or ultra-low emission car club, with its own dedicated spaces including active charging facilities.

In circumstances where off street parking is not provided within a residential development proposal, the design and layout of the development will be expected to incorporate infrastructure to enable the on-street charging of electric or other ultra-low emission vehicles to occur safely.

Non-residential Developments

In all non-residential developments providing 1 or more car parking spaces, ducting should be installed to enable provision of charging facilities for electric or other ultra-low emission vehicles.

Where 10 or more car parking bays are provided, at least 20% of those bays are required to provide active charging facilities for electric or other ultra-low emission vehicles, and passive provision is required for all remaining bays.

In major non-residential development where provision is required for taxi waiting, the taxi spaces will be expected to include active charging facilities.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Tess Square Site – Full Application

- 3.1 The Tess Square site is located west of Church Hill, Marnhull; situated within the centre of Marnhull village, approximately 3.7km south of the A30, 9km from Shaftesbury and the A350, approximately 7.5km from Gillingham and approximately 14km from Sherbourne. The site is currently occupied by vacant agricultural land with the access point taken from Church Hill via an existing access utilised by an existing Pharmacy.

Butts Close Site – Outline Application

- 3.2 The Butts Close site is located at Land off Butts Close. The site is currently occupied by vacant agricultural land with the access point taken from Church Hill for the northern parcel and Butts Close for the southern parcel. The southern parcel of the site is bound to the north by residential houses along New Street, to the east by Schoolhouse Lane, to the south by Chippel Lane, and to the west by Butts Close. The existing access is currently situated to the west of the site in Butts Close. The existing access is in the form of an informal gated access and leads to agricultural fields.

- 3.3 The context of the two sites is shown in **Figure 2** below.

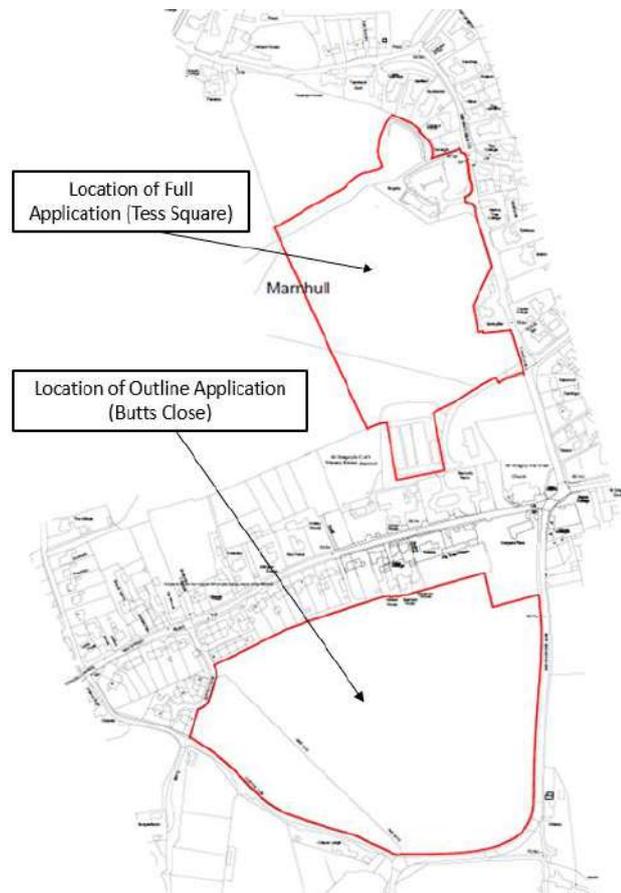


Figure 2: Location of Application Sites

Local Road Network

Church Hill

- 3.4 Church Hill is a single carriageway road with a north-south alignment, measuring approximately 5m in width. Within the vicinity of the existing site access, Church Hill is subject to a 30mph speed limit. Church Hill provides connections to Burton Street, Schoolhouse Lane (B3092), and Crown Road (B3092). The carriageway also provides access to residential dwellings, Marnhull Pharmacy and Surgery, and approximately 275m north of the access, Church Hill becomes Burton Street which serves as a High Street for Marnhull with local amenities and residential dwellings. Existing conditions of Church Hill are shown in **Photographs 1 and 2**.



Photograph 1: Church Hill Existing Conditions



Photograph 2: Church Hill Existing Conditions

B3092 – Schoolhouse Lane and Crown Road

- 3.5 The B3092 is a single carriageway road with a north-south alignment for Schoolhouse Lane and an east-west alignment for Crown Road. Within the vicinity of Marnhull the B3092 is subject to 30mph speed limits which change approximately 240m south along Schoolhouse Lane, and approximately 185m east along Crown Road to increase to 40mph. This is evidenced by carriageway demarcations stating '30' and 'SLOW' at various points, and signposts along the B3092. The B3092 southbound provides connections to Hinton St Mary and Sturminster Newton (towards the A357), and the B3092 east/northbound provides connections to the A30 and Gillingham. Existing conditions of the B3092 is demonstrated within **Photographs 3-6**.



Photograph 3: Schoolhouse Lane Existing Conditions



Photograph 4: Schoolhouse Lane Existing Conditions



Photograph 5: Crown Street Existing Conditions



Photograph 6: Crown Street Existing Conditions

New Street

- 3.6 New Street is a single carriageway road with an east-west alignment subject to a 30mph speed limit, measuring approximately 6m in width. New Street connects to Cox Hill approximately 1.2km to the west and Schoolhouse Lane to the east. Keep Clear demarcations are present adjacent St Gregory's Primary School access. New Street provides access to St Gregory's Primary School, SPAR convenience store, hotels and residential dwellings. Existing conditions of New Street are shown in **Photographs 7-8**.



Photograph 5: New Street Existing Conditions



Photograph 6: New Street Existing Conditions

Butts Close

- 3.7 Butts Close is a single carriageway with a north-south alignment serving access to residential dwellings and agricultural fields and is subject to a 30mph speed limit. The carriageway measures approximately 5m in width and connects to New Street approximately 60 to the north of the access. Existing conditions of Butts Close are shown in **Photographs 7 and 8**.



Photograph 7: Existing site access conditions for Land off Butts Close



Photograph 8: Butts Close and New Street Junction

Pedestrian Network

Church Hill

- 3.8 Pedestrian footways in the immediate vicinity of the northern parcel are currently provided along Church Hill flanking the eastern side of the carriageway, measuring approximately 2m in width, extending towards the B3092 and ending 30m north of the existing site access. Pedestrian footways start once more approximately 215m north of the site access at the Pilwell junction. Pedestrian conditions are shown within.

B3092 – Schoolhouse Lane and Crown Road

- 3.9 Pedestrian footways flank the northern side of the carriageway along Crown Road, connecting to the Church Hill pedestrian footways. These footways stretch approximately 380m east, measuring 1.5m in width. Schoolhouse Lane does not include footways due to the rural nature of the road with no pedestrian desire lines that would mean that pedestrians would head south.

New Street

- 3.10 New Street sees the continuation of pedestrian footways that flank either side of the carriageway starting from approximately 80m from the New Street / Crown Road/ Church Hill / Schoolhouse Lane junction, measuring at approximately 2m in width. Dropped kerbs are provided along the footway.

Butts Close

- 3.11 Pedestrian footways within the immediate vicinity of the Butts Close site are currently provided along the western side of Butts Close, measuring at approximately 2m in width. The pedestrian footways are flush to the carriageway in the southern portion of Butts Close; the northern side of Butts Close provide kerbed footways that flank the eastern side of the carriageway at the Butts Close/New Street junction.

- 3.12 In addition to the footways along the various carriageways, the site is situated within close proximity to several Public Rights of Ways (PROWs) which provide pedestrian routes towards neighbouring villages as well as local existing facilities within Marnhull including convenience store, Public House, Pharmacy, Primary School and Church.
- 3.13 **Figure 3** demonstrates multiple PROWs within the vicinity of Marnhull, several of which run through both the proposed commercial and residential development sites.

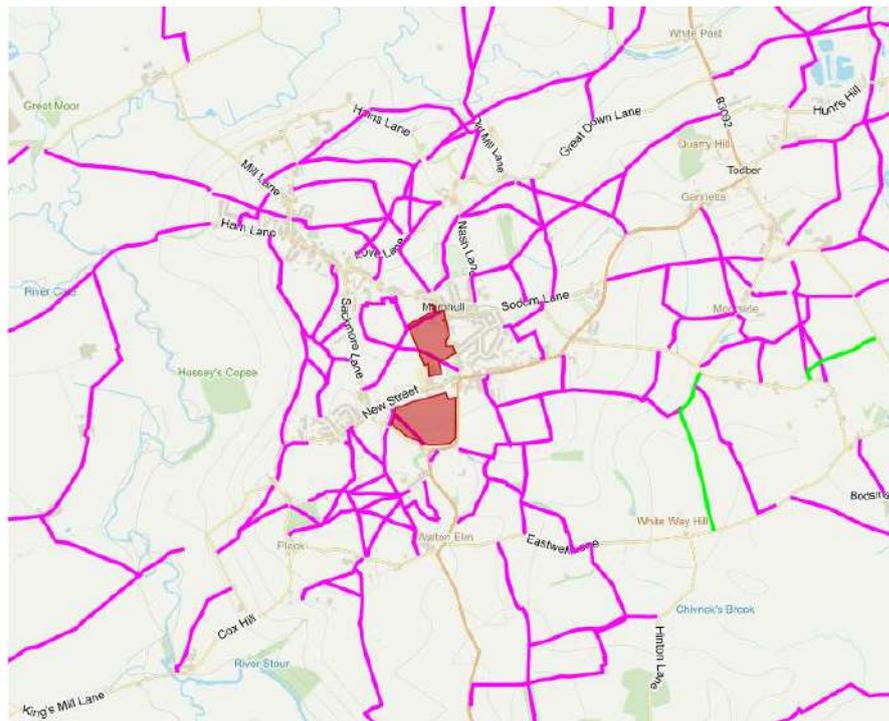


Figure 3: Public Rights of Way within Marnhull (Source: Dorset Council)

- 3.14 PROw route N47/31 and route N47/30 runs 551m and 644m respectively, between Sackmore Lane and Church Hill through the proposed commercial site at Tess Square. PROw route N47/28 also runs through the centre of the proposed development (Land off Butts Close) for 268m between Chippel Lane and Butts Close.
- 3.15 It is clear that due to the rural nature of Marnhull, that existing residents of utilise a mixture of footpaths, PROW's and road routes to navigate around the village, and this will be maintained and enhanced as a result of the development proposals.
- 3.16 Isochrone mapping has been undertaken to demonstrate the walking distance for a 5 minute walk, 10 minute walk and a 20-minute walk from the site location (using approximate walking speeds of 1.4m/s, **Figures 4 & 5** demonstrate this distance. A 30-minute walk allows access to Walton Elm, northeast Marnhull, and to the edge of the River Stour.

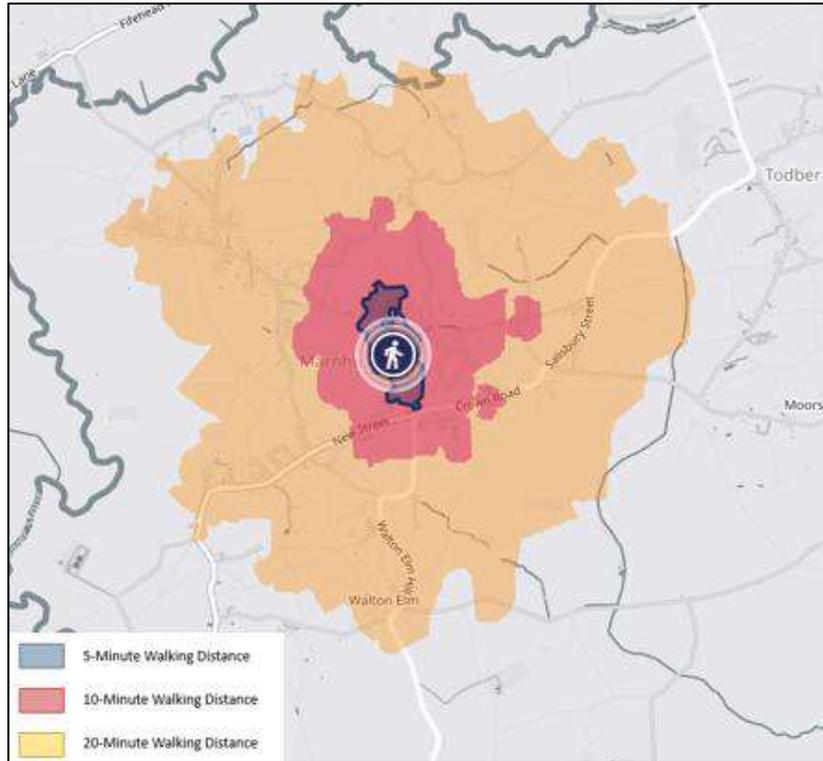


Figure 4: Walking Isochrone Map (Tess Square) (Isochrone Maps)

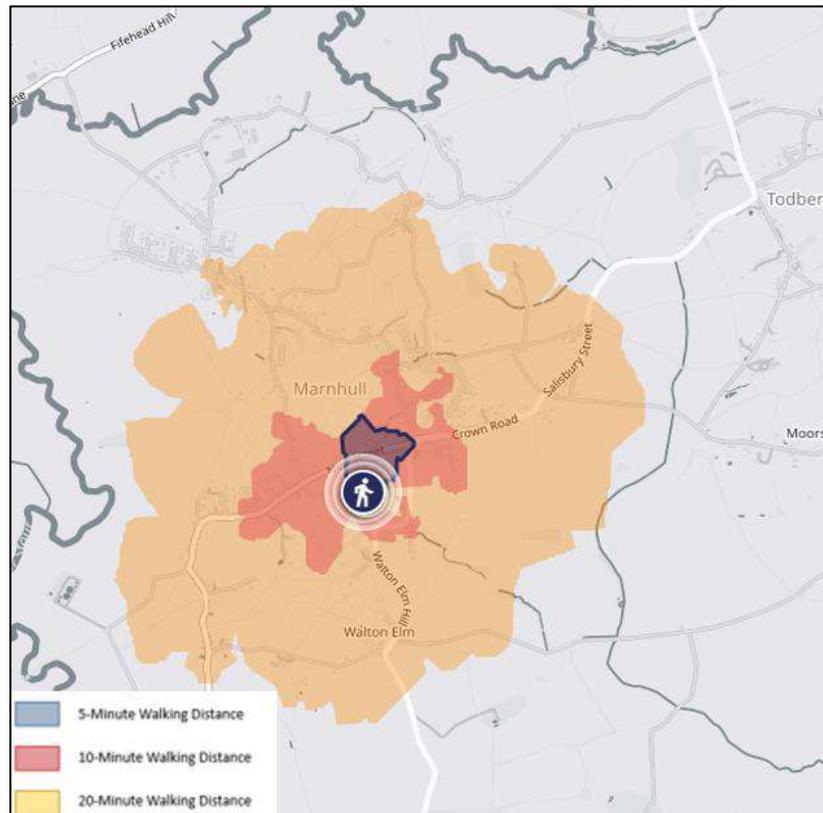


Figure 5: Walking Isochrone Map (Butts Close) (Isochrone Maps)

Facilities

- 3.17 As has been demonstrated within the Isochrone mapping above, the whole of Marnhull is located within accessible walking and cycling distance from both sites. This is beneficial to the residents of the outline application at Butts Close, and conversely the location of the full application within Tess Square will be beneficial to both existing residents and future residents alike. Given the rural nature of the village there are several facilities available for future residents, with a particular focus on the future residents at Butts Close. These facilities include a SPAR convenience store, a surgery/pharmacy, two Primary Schools, a post office, public house/restaurant, village hall and village store.
- 3.18 The CIHT document, 'Providing for journeys on foot' (2000), identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations within town centres and elsewhere. The distances are outlined within **Table 1** below.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 1: CIHT Guidance for 'Providing for Journeys on Foot' (2000)

- 3.19 The proximity of the site to the local amenities as well as the existing pedestrian infrastructure presents an excellent opportunity to promote the use of sustainable travel and create a sustainable development, especially for residents of the outline planning application at Butts Close. A summary outlining the proximity to a select number of local amenities from the outline application site at Butts Close is provided within **Table 2** using the average walking speed of 1.4m/s as defined by CIHT's 'Providing for journeys on foot' (2000). For clarity, the distance calculated from the site to the relevant amenity has been measured from the centre of the proposed site at Butts Close utilising either the western access via Butts Close or the eastern access via Schoolhouse Lane, with the distance being calculated using the google maps measuring tool.

Amenity	Distance (From Centre of Butts Close Site)	Walking Time	Cycle Time
Closest Bus Stops (Finger Corner Bus Stops)	345m	8 minutes	1 minute
Convenience Store (SPAR)	415m	10 minutes	1 minute
Local Primary School (St Gregory's)	480m	11minutes	1 minute
New Street Bus Stops	505m	12 minutes	1 minute
Place of Worship (St Gregory's Church)	655m	15 minutes	2 minutes
Church Hill/Crown Road Bus Stops	690m	16 minutes	2 minutes
The Crown Public House	755m	18 minutes	2 minutes
Marnhull Surgery/Pharmacy	1.05km	23 minutes	2 minutes
Proposed Development Site at Tess Square (Supermarket, Hairdressers, Café, Estate Agents, Vet, Dentist, Funeral Care) & Expanded Surgery/Pharmacy	1.10km	26 minutes	3 minutes
Robin Hill Stores (inc. Post Office, convenience store etc.)	1.31km via Sackmore Lane 1.54km via Church Hill	31 minutes 36 minutes	3 minutes 4 minutes
Marnhull Village Hall	1.33km	31 minutes	3 minutes
Public House (The Blackmore Vale Inn)	1.48km via Sackmore Lane 1.69km via Church Hill	35 minutes 39 minutes	4 minutes 4 minutes

Table 2: Proximity to Local Amenities

3.20 As exhibited within **Table 2** and referring to **Table 1**, the majority of the facilities within the 'acceptable' walking distances, with most falling within the preferred maximum. It should also be noted that the rural nature of Marnhull provides suitable reasoning for the longer walking/cycling distances associated with some facilities. The proposed commercial use at Tess Square would provide access to every day facilities in a more central location within Marnhull and would therefore enable shorter travelling distances for both existing and future residents within Marnhull. Therefore, this establishes that the proposed development sites would provide a good opportunity to create a sustainable development.

Cycle Network

3.21 Both sites are located within close proximity to an extension of the National Cycle Network (NCN) Route 25 and 250. National Cycle Route 25 links with Frome and National Route 24 at Longleat, running south through Gillingham to Bournemouth and NCR 250 connects to the extension to Route 25 via Sturminster Newton. **Figure 6** demonstrates the NCR in relation to the site location.

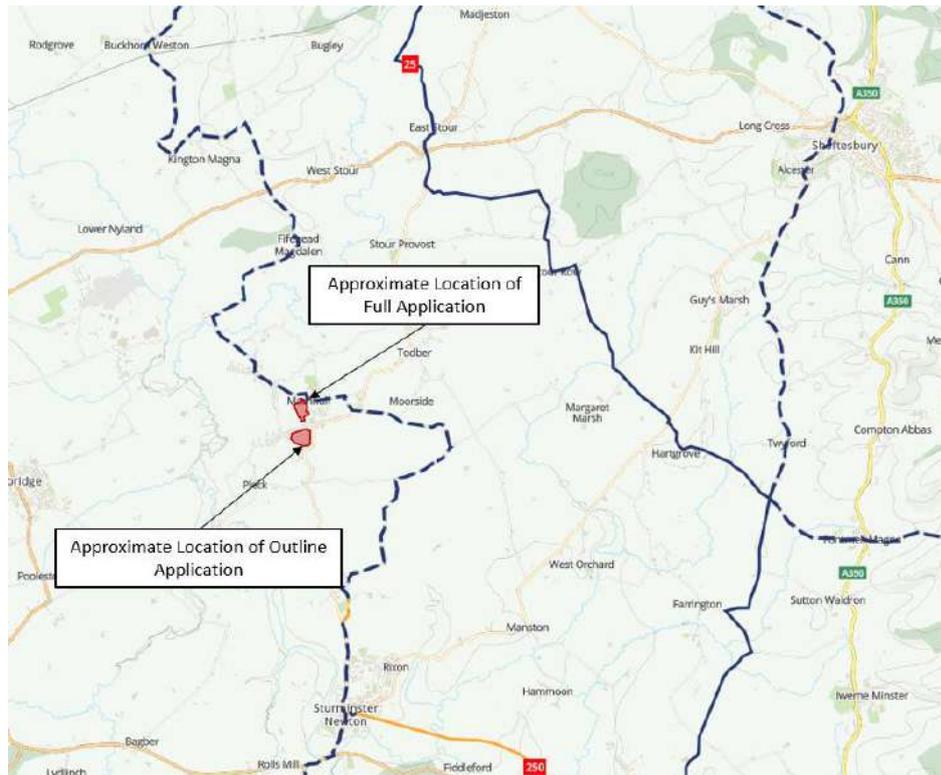


Figure 6: National Cycle Routes

3.22 Isochrone mapping has been undertaken to demonstrate the cycling distance for a 35-minute cycle from Marnhull, **Figure 7** demonstrates this distance. Cycling 35-minutes provides access to parts of Sturminster Newton, West Orchard, Kington Magna, Stalbridge, Gillingham, and the edge of Shaftesbury.

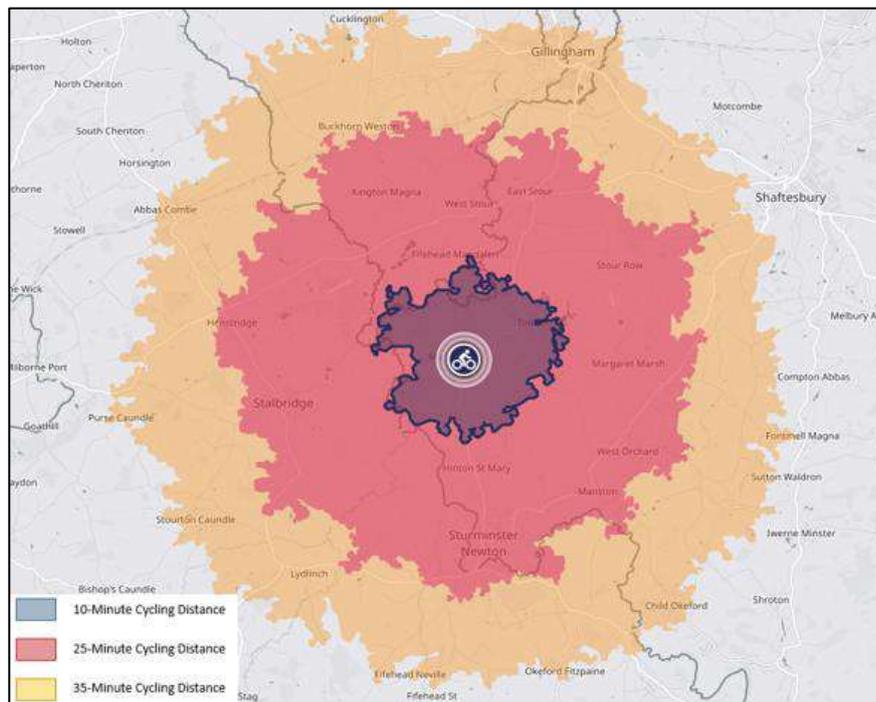


Figure 7: Cycling Isochrone Map (Isochrone Maps)

Public Transport

- 3.23 Both sites benefit from being located adjacent to the route of the number 3 service that runs through Marnhull. The closest bus stops to the proposed commercial development are the 'Pilwell' Bus Stops, situated approximately 50m (a 1-minute walk or 1-minute cycle) to the east of the proposed site along Pilwell Road.
- 3.24 The closest bus stops to the residential development are the 'Finger Corner' Bus Stops, situated approximately 345m from the centre of the proposed development (a x-minute walk or x-minute cycle) to the west of the proposed site along New Street. Other bus stops are also accessible along New Street (St Gregory's School or Church Hill/Crown Road) which may be closer to some residents on the eastern side of the proposed development,
- 3.25 As typical within rural areas, the majority of bus stops within Marnhull are not demarcated with dedicated bus stop infrastructure and often operate on a hail and ride basis. The stops are serviced by the number 3 and Y4 bus services, providing access to Gillingham, Sturminster Newton and Bourton and Yeovil.
- 3.26 A summary of the bus services provided within the vicinity of the sites are outlined within **Table 3** and a summary of the local bus routes are demonstrated in **Figure 8**.

Service	Route	Operator	Frequency (based off St Gregory's Church Bus Stops)		
			M-F	Sat	Sun
3	Sturminster Newton – Gillingham - Bourton	South West Coaches	First Bus 7:55am; Last Bus 19:25 (5 x a day, approx. every 2 hours)	No Service	No Service
Y4	Yeovil Bus Station - Milborne Port, Henstridge, Sturminster Newton - Sturminster Newton, Car Park - Milborne Port, Henstridge, Sturminster Newton - Blandford St Mary, Tesco	First Buses of Somerset	First Bus 07:29; Last Bus 18:38 6 x a day, approx every 2 hours)	No Service	No Service

Table 3: Summary of Local Bus Services

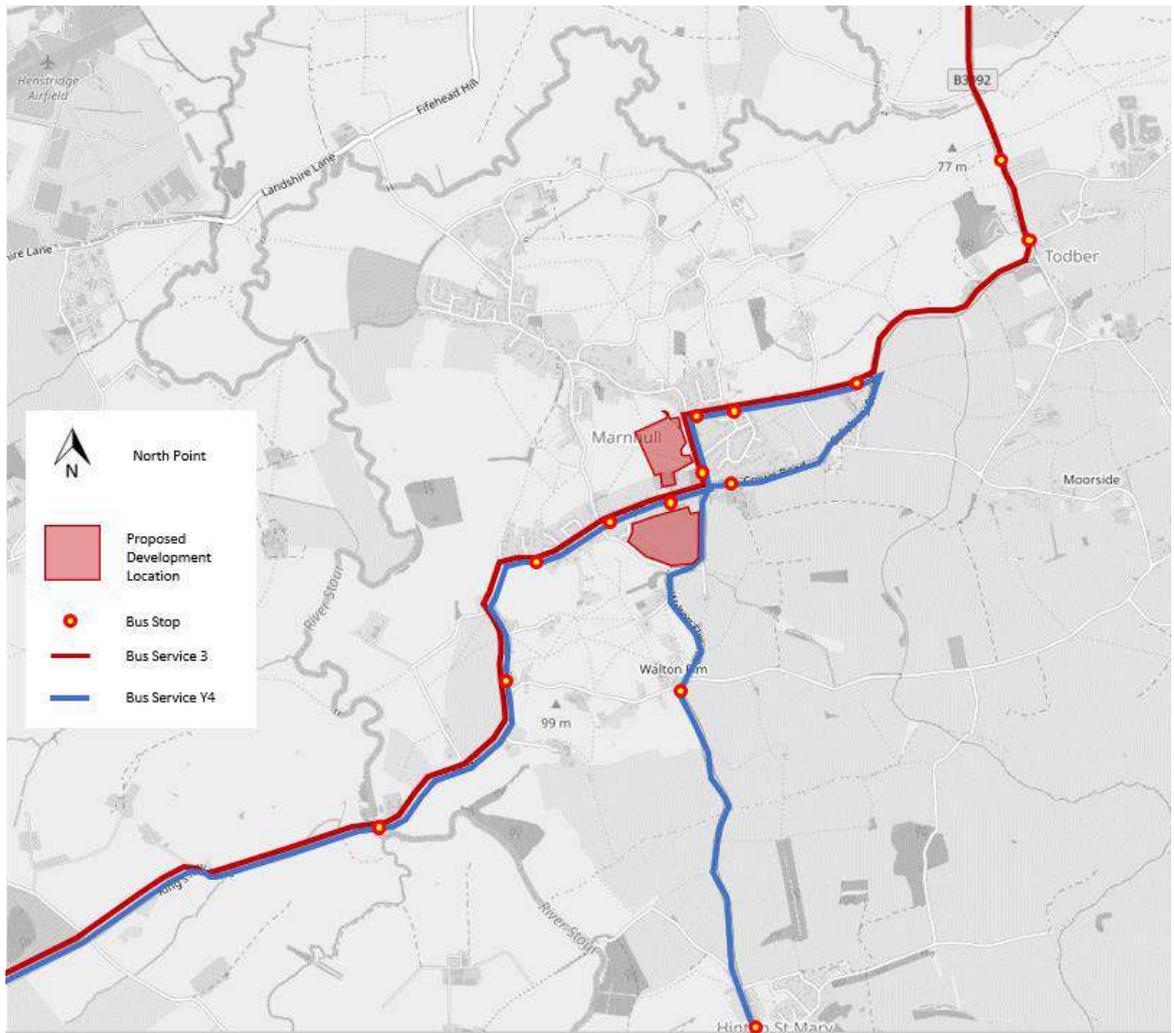


Figure 8: Local Bus Routes

Rail Services

- 3.27 The closest railway station to Marnhull and the proposed development sites is Gillingham railway station, situated approximately 8km northeast of Marnhull. The station can be accessed from Marnhull via a 28-minute bus journey via the number 3 bus service (from Pilwell) or a 39-minute cycle.
- 3.28 Gillingham (Dorset) Rail station is serviced by Southwestern Railways, providing frequent train services to destinations including Exeter (St Davids) (every hour, approximately 1 hour 30-minute journey) and London Waterloo (every hour, approximately 2-hour journey). The station is well serviced including provision of 34 cycle storage spaces, 140 vehicle parking spaces, step-free access, cafes and seated areas.

Personal Injury Accident (PIA) Data

- 3.29 Personal Injury Accident (PIA) data for the most recent 5-year period (2017-2021) has been obtained to consider the existing safety conditions on the local road network within Marnhull. A summary of the incidents within the survey area is shown in **Figure 9**.

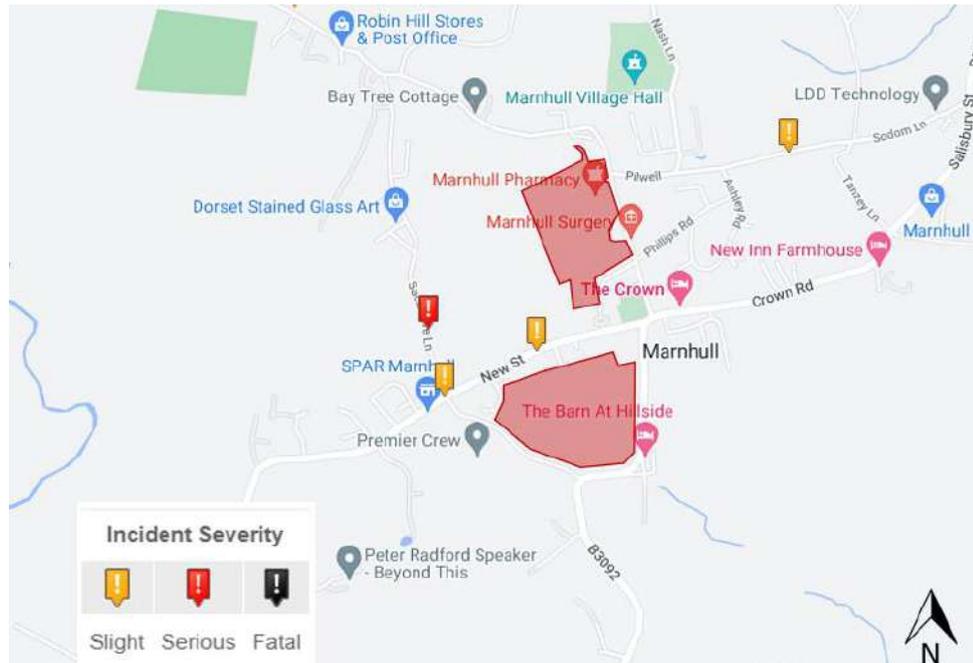


Figure 9: PIA Data (2017-2021)

- 3.30 The PIA data indicates that there have been 4 accidents within the vicinity of the sites, whereby one accident is situated along New Street and Sackmore Lane junction (approximately 650m southwest) incidents occurred along New Street deemed as 'slight' in nature located 450m east of the existing Pharmacy access. One incident occurred along Sackmore Lane which was deemed as 'serious' in nature (located 1km west of the existing access). Another incident occurred along Sodom Lane (approximately 450m east of the Pharmacy access) that was deemed as 'slight' in nature.
- 3.31 Whilst any accident is regrettable, the incidents that occurred are not located near to the proposed site access points and appear sporadic in nature; there is no clear pre-existing safety concern in the vicinity of the proposed development sites. The PIA data therefore does not indicate any specific highways safety concern that would worsen as a result of the proposed development or pose a threat to future site users.
- 3.32 It is noted that as part of the application for 59 units at Butts Close (ref:2018/0448/OUT) Dorset Council Highways commented within their highways response on the use of Chippel Lane as a rat run and the potential highway safety issue at the Chippel Lane/Schoolhouse Lane junction. The most recent data does not identify any PIA incidents on Chippel Lane or Schoolhouse Lane and therefore does not appear to have any existing highway safety concerns which could be exacerbated by the proposed developments. Justification with regards to lack of accident history, as well as the outlining of trip distributions satisfied DCC Highways that there was no negative impact anticipated on this road.

Summary of Site Accessibility

The proposed development sites are situated within the centre of Marnhull, approximately 9km from Shaftesbury, 7.5km from Gillingham and 14km from Sherbourne. The sites are connected to pedestrian and cycle routes and local public transport giving good connections to local amenities and wider areas such as Gillingham and Sturminster Newton. Therefore, both of the proposed development sites present an opportunity to promote and enhance existing routes in the village (through enhancing PROW routes) to facilitate sustainable travel for future site users and residents and operate as a sustainable development.

4. PROPOSED DEVELOPMENT

4.1 The proposals will be submitted as part of a Hybrid Planning Application consisting of:

- A full planning application for a mixed-use development comprising a food store, office space, café, and mixed-use space for E class uses (e.g. estate agents, hairdresser, funeral care, dentist, vet), and 2 x 2-bed flats. Plus a new parking area with 30 parking spaces for St. Gregory’s Church and St Gregory’s Primary School, landscaping and associated engineering operations, access arrangements, on land west of Church Hill, Marnhull.
- Outline planning application with all matters reserved except for access for up to 120 dwellings on land off Butts Close and Schoolhouse Lane, Marnhull.

4.2 The following chapter will take each proposed application in turn and outline the accommodation schedule, access arrangements/visibility splays, parking provision and servicing arrangements for each site.

Accommodation Schedule - Tess Square Full Application

4.3 The proposed mixed-use development comprises a Food Store (1,469sqm), Office space (167sqm), Café (203 sqm), and mixed-use space (Estate Agents, Hairdresser, Funeral Care, Dentist, Vet (a total of 505sqm), and 2x 2-bed flats. This development also seeks to provide an additional 30 parking spaces for St. Gregory’s Church and St Gregory’s Primary School. The northern and southern parcels of the development are proposed to be served from two separate accesses.

4.4 The breakdown in floor areas between the various use classes for the commercial element is presented below in **Table 4** with indicative site layout for the development attached as **Appendix A**.

Commercial	
Food Store	1455 sqm
Offices	181 sqm
Cafe	222 sqm
Estate Agent	99 sqm
Hairdresser	100 sqm
Funeral Care	100 sqm
Dentist	100 sqm
Vet	100 sqm
Total Commercial	2,344 sqm
Residential	
Flat	2x 2-bed
Other	
School/Church Parking	30 spaces

Table 4: Indicative Accommodation Schedule – Commercial Application

Access Arrangements – Tess Square Full Application

Commercial Element

- 4.5 The commercial site at Tess Square will be accessed via a bellmouth junction onto Church Hill as existing, measuring 5.2m in width with 9.0m radii to the north and 8.8m radii to the south. The existing internal carriageway is proposed to lead south of the existing Pharmacy leading to a 7.3m wide carriageway that narrows to 6.0m in width providing access to the vehicle parking area for the commercial uses.

School/Church Parking Element

- 4.6 The School/Church 'drop-off' parking will be accessed via a bellmouth junction onto Church Hill situated approximately 165m south of the commercial element access. The access is situated 23m north of the existing access to agricultural land and industrial buildings north of St Gregory's Primary School. The proposed access measures 5.0m in width with 3m radii.

Parking Provision – Tess Square Full Application

Car Parking Provision

- 4.7 The proposed development will provide 137 vehicle spaces for the commercial element (99 for the supermarket and 38 for the other commercial units), 38 spaces for the existing Pharmacy/Surgery (an increase of 7 compared to the existing), and 30 spaces for the School/Church drop-off element. A total of 205 spaces are proposed.
- 4.8 Of these 205 spaces, 5 disabled bays are proposed for the supermarket, 4 for the other commercial units and 2 for the surgery.
- 4.9 All parking spaces have a 6.0m aisle width distance and are measured at 2.5m x 5.0m in accordance with Manual for Streets.
- 4.10 Assessing 'The Bournemouth, Poole and Dorset Car Parking Study; Residential Car Parking Provision; Local Guidance for Dorset – Non-Residential Parking Guidance' (May 2011) which is based on zones of accessibility, **Table 5** has demonstrated the parking requirements for the proposed site.

Cycle Parking Provision

- 4.11 15 cycle spaces are required for the proposed development. It is proposed that 9 Sheffield stands will be provided for the supermarket, 8 for the remaining commercial units, 7 for the surgery and 6 public spaces resulting in a combined provision of 32 Sheffield stands (capacity for 64 bicycles). This is well in excess of the standards, and will help to promote sustainable travel to/from the site from within Marnhull and further helps to justify the lower parking provision.

Servicing Arrangements - Tess Square Full Application

- 4.12 The indicative site layout has been designed to ensure that a refuse vehicle would be able to enter the site, navigate the internal roads and turn on site so as to leave in a forward gear. The site would also be developed using Manual for Streets guidelines with local specific waste collection personnel being able to get within 10m of a bin collection point to comply with Eurobin carry distances.
- 4.13 In accordance with Building Regulations, the layout would ensure that a fire tender could be within 45m of all dwelling entrances and withing 18m of any dry risers, without needing to reverse more than 20m.

Accommodation Schedule - Butts Close Outline Application

- 4.14 The accommodation schedule for the Butts Close Residential development is presented below in **Table 5** with indicative site layout for the development attached as **Appendix A**. The breakdown of open market/affordable is also shown in **Table 6**.

Type of Dwelling	Unit Numbers
2 Bedroom House	33
3 Bedroom House	50
4 Bedroom House	13
2 Bedroom Bungalow	18
3 Bedroom Chalet Bungalow	6
Total	120

Table 5: Indicative Accommodation Schedule – Residential Application

Type of Dwelling	Unit Numbers	
Open Market	72 Total	
Affordable	Affordable Rent	8
	Shared Ownership	15
	First Home	25
Total	120	

Table 6: Private/Affordable Breakdown

Access Arrangements – Butts Close Outline Application

Butts Close Access

- 4.15 The western access to the residential application will be taken from Butts Close via a priority bellmouth junction measuring 9m in width with 6m radii leading to 6m internal carriageway. Vehicle swept path analysis has been carried out which demonstrates that a refuse vehicle and private car are able to pass.
- 4.16 A 2m footway is proposed to both sides of the proposed access, with the northern footway connecting into existing pedestrian infrastructure on Butts Close. This footway provision will be

maintained within the site, in addition to raised table areas providing safe connection throughout the development for all pedestrians. Cul-de-sac areas within the site will utilise a shared surface arrangement.

4.17 This proposed access location is situated in the same position as the previously consented site for 39 dwellings on the land off Butts Close, Marnhull (ref: P/OUT/2021/03030).

Schoolhouse Lane Access

4.18 The eastern access to the residential application will be taken from Schoolhouse Lane via a priority bellmouth junction measuring 6m in width with 6m radii to the south and 8.2m radii to the north. Vehicle swept path analysis has been carried out which demonstrates that a refuse vehicle and private car are able to pass.

4.19 A 2m footway is proposed to both sides of the proposed access.

Parking Provision – Butts Close Outline Application

4.20 The proposed development would provide parking in accordance with ‘The Bournemouth, Poole and Dorset Car Parking Study; Residential Car Parking Provision; Local Guidance for Dorset’ (May 2011) which is based on zones of accessibility.

4.21 The parking calculator provided on Dorset Council’s website suggests that a total of 317 car parking spaces should be provided for the development site (53 unallocated, 24 visitor and 240 allocated spaces).

4.22 The current proposals include for the provision of 310 spaces for the 120 units, with the following breakdown as shown in **Table 7**.

Type of Dwelling		Unit Numbers	
96 Houses	Allocated Spaces	192	234 Total
	Garages	27	
	Visitor Bays	15	
24 Bungalows	Allocated Spaces	48	79 Total
	Garages	24	
	Visitor Bays	4	
Total		310	

Table 7: Proposed Parking Breakdown



- 4.23 The proposals include for a minimum of two allocated spaces per dwelling, with further provision being provided in the form of garages and visitor bays. Whilst this indicates a shortfall of 7 spaces compared to the standards, the bungalows have been assessed as houses for the purposes of robustness, and would likely generate less of a parking demand compared to houses.
- 4.24 It is also worth noting that residents residing in Marnhull are also more likely to walk/cycle more regularly to the commercial development. As discussed within Section 3, there is an excellent opportunity for residents to walk to and from the community uses from their home, which would further seek to justify the proposed provision on site.
- 4.25 All parking spaces would be provided in accordance with the geometries identified in Dorset's guidance with spaces measuring 2.8m x 5.0m with 6m aisle widths with all garage spaces measuring a minimum of 6m x 3m.
- 4.26 Taking the above into account, it is therefore considered that the indicative parking provision is acceptable when compared to local standards, and the full detail of the provision is anticipated to be agreed at the full application stage.

Cycle Parking Provision

- 4.27 Cycle parking will be allocated within the curtilage of each plot and will conform with local parking standards. Details of cycle parking are to be provided within the subsequent full application for this site.

Servicing Arrangements - Butts Close Outline Application

- 4.28 The indicative site layout has been designed to ensure that a refuse vehicle would be able to enter the site, navigate the internal roads and turn on site so as to leave in forward gear using either access. The site would also be developed using Manual for Streets guidelines with local specific waste collection personnel being able to get within 25m of a bin collection point and residents carrying their bins a maximum of 30m.
- 4.29 In accordance with Building Regulations, the layout would ensure that a fire tender could be within 45m of all dwelling entrances without needing to reverse more than 20m.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the FTP is:

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

Travel Plan Objectives

5.2 Specific to this FTP, the objectives are:

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

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

Travel Plan Targets

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

5.5 This Framework Travel Plan proposes two targets which should be met over the lifetime of the FTP, which is anticipated to be implemented for the commercial application at Tess Square (staff, visitors and residents) and for the residential application at Butts Close. These aims are set out in **Table 8** and represent the overarching goals of this STP.

Target	Timescale
Decrease the proportion of journeys made by [single occupancy car] by 10%	End of Year 5
Increase the proportion of trips made by active modes (walking/cycling) by 10%	End of Year 5

Table 8: Framework Travel Plan Targets

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

Baseline Travel Patterns – Tess Square Full Application

5.7 Before setting specific targets, understanding how residents and employees currently travel to work is essential. For simplicity this FTP has utilised 'food superstore' to cover all uses of the commercial element as a unifying target, as this is the larger element of the commercial development.

5.8 In order to establish the baseline modal split for the development, the TRICS (V.7.9.4) database has been interrogated utilising the following parameters:

- TRICS (V.7.9.4)
- Under land-use class 'Retail', and sub-category 'Food Superstore';
- Sites in England and Wales (Excluding Greater London);
- Parameter of 800-5000sqm;
- Weekday surveys only; and
- 'Neighbourhood Centre' locations.

5.9 Using the TRICS (V.7.9.4) database detailed within the supporting Transport Statement (details of which can be found at **Appendix B**) a target to reduce single occupancy car trips by 10% is identified. The baseline modal splits are presented in **Figure 9** and **Table 9**.

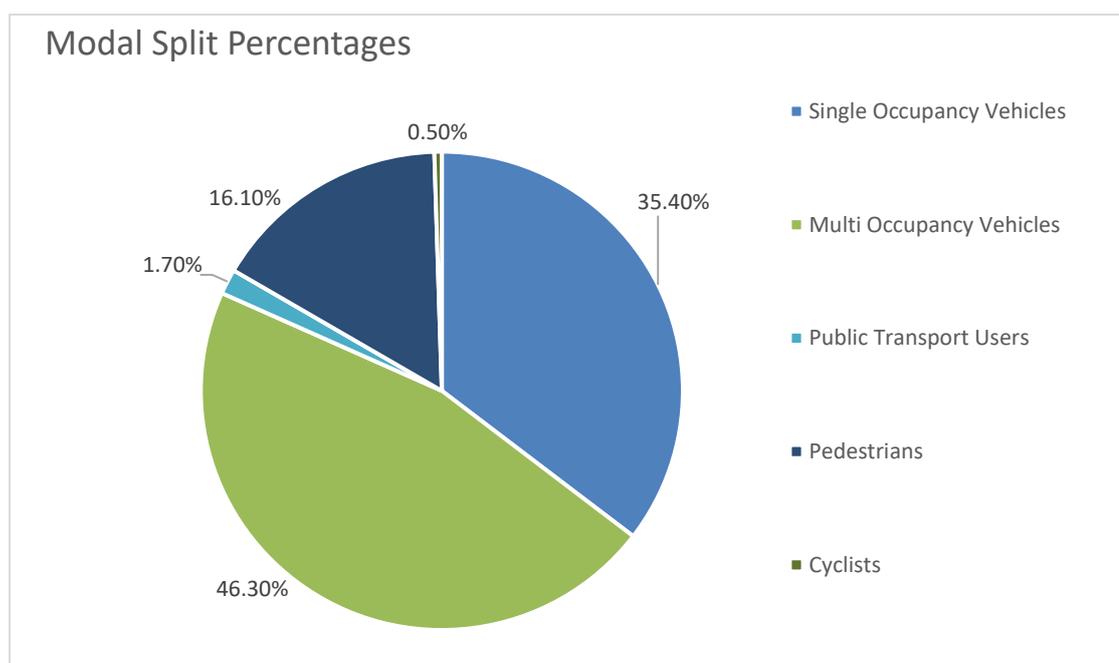


Figure 10: Tess Square Baseline Modal Split Percentages

Mode of Travel	Indicative Baseline	Year 3 Target	Year 5 Target
Car Alone	35.4%	-5%	-10%
Car Share	46.3%	+5%	+10%
Train	0.4%		
Bus	1.3%		
Cycle	0.5%		
Walk	16.1%		
Total	100%	-	-

Table 9: Tess Square Indicative Baseline Splits and Targets Based on TRICS (V.7.9.4)

5.10 It is proposed that to determine the ‘actual’ travel patterns surveys would be completed within 3 months of 50% occupation of the commercial units. This would enable a sufficient sample size whilst also providing the opportunity to embed the FTP with all site users before too many units are occupied.

5.11 Once the ‘actual’ baseline modal splits have been established, the Travel Plan Coordinator (TPC) and Dorset County Council Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 6**.

Baseline Travel Patterns – Butts Close Outline Application

5.12 The TRICS database has also been consulted to anticipate the likely pedestrian trip generation, using the same criteria as above for affordable and privately owned houses. The proposed multi-modal split is summarised in **Figures 10 & 11** and attached within **Appendix B**.

Modal Split Percentages

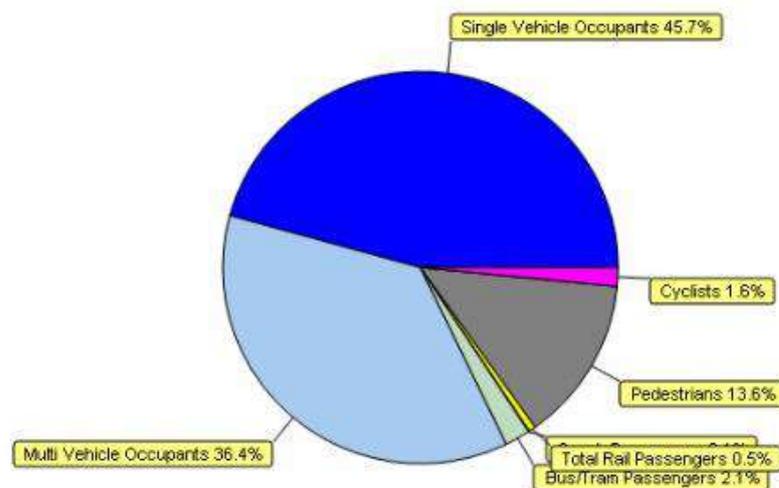


Figure 10: Multi-Modal Split for Private Dwellings

5.13 The multimodal assessment indicates that the private dwellings make up 45.7% single occupancy vehicles, 36.4% multi-occupancy vehicles, 13.6% pedestrians, 2.1% Bus/Tram passengers, 1.6% cyclists, 0.5% Rail Passengers and 0.1% OVG's.

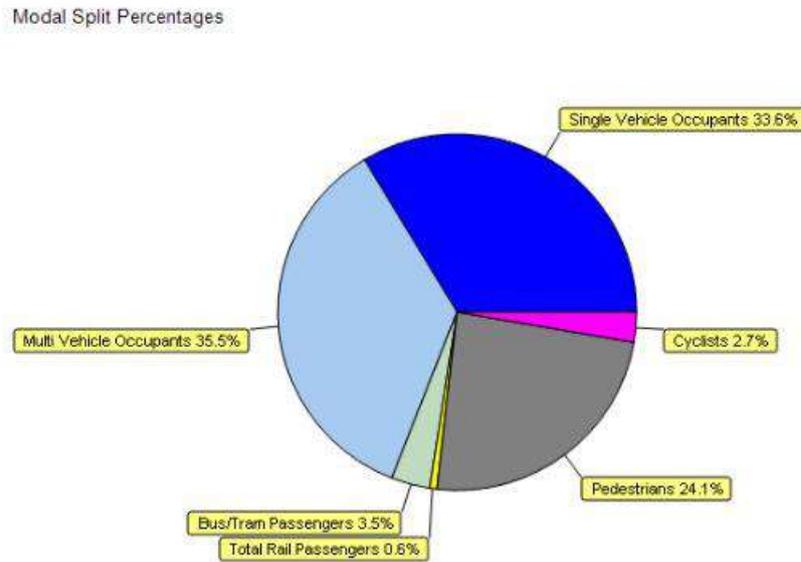


Figure 11: Multi-Modal Split for Affordable Dwellings

5.14 The multimodal assessment indicates that the affordable dwellings make up 33.6% single occupancy vehicles, 35.5% multi-occupancy vehicles, 24.1% pedestrians, 3.5% Bus/Tram passengers 2.7% Cyclists and 0.6% Rail Passengers.

5.15 For the ease of having one target for the proposed development, the baseline targets will be based upon the private affordable houses. As such, a target to reduce single occupancy car trips by 10% is proposed and this is identified within **Table 10**.

Mode of Travel	Indicative Baseline	Year 3 Target	Year 5 Target
Car Alone	45.7%	-5%	-10%
OGV's	0.1%		
Car Share	36.4%	+5%	+10%
Train	0.5%		
Bus	2.1%		
Cycle	1.6%		
Walk	13.6%		
Total	100%		

Table 10: Butts Close Indicative Baseline Splits and Targets Based on TRICS (V.7.9.4)

- 5.16 It is proposed that to determine the 'actual' travel patterns surveys would be completed within 3 months of 50% occupation of the residential units. This would enable a sufficient sample size whilst also providing the opportunity to embed the FTP with all site users before too many units are occupied.
- 5.17 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and Dorset County Council Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 11**.

6. TRAVEL PLAN STRATEGY

6.1 A Travel Plan is a useful tool produced to encourage residents, employees and staff to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

6.2 The following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the FTP. The measures proposed are strongly influenced by the site location, the FTP aim, objectives and targets and the local and national policy.

6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 10% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified the Transport Statement and Framework Travel Plan submitted as part of the hybrid application and by drawing upon community transport solutions.

Key Stages: Preliminary

6.4 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan **Table 11**. These include:

- Appoint a Travel Plan Coordinator (developer);
- Provide Training to management staff of the commercial aspect and sales staff of the residential aspect regarding local travel options and the benefits of the FTP;
- Produce a Staff Travel Plan webpage;
- Produce a Resident Travel Plan webpage;
- Produce staff/visitor noticeboard to include:
 - Public Transport Information (car club/taxi/bus/rail);
 - The local walking and cycling routes; and
 - Upcoming sustainable travel events
- Produce Resident Welcome Pack (TPC) including:
 - Bus stop locations, prices and times;
 - Walking and Cycling routes
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

Key Stages: Five Years Following Occupation of 50% of the Commercial Units & Residential Units

- 6.5 It is proposed that the TP period would become fully active upon occupation of the 50% of both the commercial units at Tess Square, and the residential units at Butts Close and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and DC have signed off the TP, ownership would pass to the local community.
- 6.6 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the staff/employees and the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, local authorities and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is included in **Table 13**.

Modal Measures: Walking and Cycling

- 6.7 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to staff/employees and residents. These will be detailed to staff/employees and residents in their welcome pack and through the biannual newsletters (as discussed later in the report).
- 6.8 The accessibility review and baseline modal splits indicate that walking is a key travel mode for staff/employees and residents in the area due to footway kinks through the village and the number of facilities and amenities within reasonable proximity to the proposed development. This will be further enhanced through the proposals put forward within the Tess Square application, which will be utilised by residents of the Butts Close development.
- 6.9 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for staff/employees and residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.

Modal Measures: Public Transport

- 6.10 The baseline modal splits indicate that 1.7-2.1% of existing staff/residents currently travel to work by bus and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode.
- 6.11 The attractiveness of the bus services, particularly those from the number 3 bus service, providing access to Gillingham would be supported and promoted through tailored promotions where applicable.

6.12 Maximising staff/employees/residents use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and newsletters.

Modal Measures: Car Sharing

6.13 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing staff/employees/resident interaction and creating a sense of community.

6.14 Liftshare is a well-established scheme and would be promoted to staff/employees and residents through newsletters/welcome pack/website, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

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

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

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

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

Modal Measures: Home/ Remote Working and Other Modes

6.19 Following the COVID-19 pandemic working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines.

- 6.20 The TPC would continue to remind staff/employees and residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.
- 6.21 Should monitoring exercises and communication with staff/employees/residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the Dorset County Council Travel Plan Officer.

Personalised Travel Planning

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

Marketing and Communication - Travel Plan Website/Newsletters

- 6.23 To ensure the ongoing promotion of the Travel Plan to staff/employees and residents, over its life a number of marketing and communication elements would be implemented.
- 6.24 Firstly, a dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides users with up to date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.
- 6.25 The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing users with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

Local Area and Other Site Users

- 6.26 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, St Gregory's Primary School, St Gregory's Church as well as local events and businesses. Engagement with any other local active residential Travel Plans (where applicable) would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

6.27 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Staff/employees and visitors positive sustainable travel experiences should have a knock-on effect to visitors.

7. IMPLEMENTATION AND MONITORING

Implementation

- 7.1 The Framework Travel Plan would be secured through a planning condition/Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by Dorset County Council.

Travel Plan Coordinator

- 7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning on occupation of 50% of commercial units and 50% occupation of the residential site.
- 7.3 The TPC role and contact details will be finalised with Dorset County Council prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.
- 7.4 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the FTP and maintaining support:
 - Liaising with public transport operators, local interest groups, Dorset County Council:
 - Designing and implementing an effective marketing strategy and raising awareness:
 - Attending relevant networking events:
 - Organising travel-based events:
 - Acting as the point of call for all FTP enquiries: and
 - Co-ordinating the monitoring and evaluation programme for the FTP including organisation of surveys.

Action Plan and Targets

- 7.5 An indicative Action Plan for the application of the Framework Travel Plan has been prepared. As measures are reviewed this Action Plan will be updated through the development of the Framework Travel Plan.
- 7.6 The Action Plan does not yet include dates as these would be dependent on construction schedules and occupation dates. The indicative Action Plan is displayed in **Table 11**.

	Action
Preliminary measures	<ul style="list-style-type: none"> - TPC to be appointed - Dorset County Council to receive TPCs contact details - Implement 'hard' measures - Discharge of Framework Travel Plan condition
Within 3 months of 50% occupation of both commercial and residential site uses	<ul style="list-style-type: none"> - Prepare site noticeboard with relevant transport information - Prepare and distribute Travel Information Packs - Provide training to management/sales team on sustainable travel options - Prepare FTP database for logging feedback - Confirm communication strategy
Walking/Cycling	<ul style="list-style-type: none"> - Promote local and national events/campaigns - Inform staff of pedestrian and cycle routes - Advertise local schemes - Maintain onsite pedestrian areas and cycle storage
Public Transport	<ul style="list-style-type: none"> - Provide up-to-date timetables - Consistent reviews of local travel infrastructure - Issuing Travel Information Packs to employees/staff and residents - Promote the use of bus passes to staff/residents
Car sharing	<ul style="list-style-type: none"> - Promote the benefits of car sharing to employees/staff and residents - Provide information on how to make use of car sharing for staff/employees and residents
Sustainable vehicle use	<ul style="list-style-type: none"> - Provide information on sustainable travel practises - Provision of information on the road network and fastest routes - Inform staff/employees and residents of the EVC points
Communication/Marketing	<ul style="list-style-type: none"> - Prepare travel welcome packs promoting sustainable travel - Provide regular social media updates - Update FTP website frequently - Provide newsletters to update any discounts/promotions

Table 11: Action Plan

Surveys and Feedback

7.7 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales:
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
- Adoption of the FTP by employers and residents beyond the FTP's active period: and
- The successful delivery of the FTP in co-ordination with other local developments and communities.

Monitoring

7.8 This FTP's approach to monitoring acknowledges the above requirements and the strategy set out within the FTP.

7.9 The resultant monitoring structure for the FTP is therefore set out within **Table 12** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 5	End of Year 5
Staff/Resident Questionnaire (occupation of 50% of commercial unit/residential dwelling)	Resident Questionnaire & Monitoring Report				

Table 12: Monitoring Strategy

7.10 A staff questionnaire is proposed to be undertaken within 50% occupation of the commercial units, and at the end of each subsequent monitoring year. It is proposed that the survey will be completed electronically, although postal surveys may also be used. An example staff survey is included in **Appendix C**.

7.11 A resident questionnaire is proposed to be undertaken within 50% occupation of the residential units, and at the end of each subsequent monitoring year. It is proposed that the survey will be completed electronically, although postal surveys may also be used. An example staff survey is included in **Appendix C**.

7.12 The results of the surveys will be available for staff/employees and residents to view on the development’s dedicated Travel Plan website and also included within newsletters, when appropriate.

7.13 An annual monitoring/progress report will be produced and submitted to Dorset County Council within 3 months of surveys taking place. This report will outline how the FTP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

7.14 Mismanagement can become a potential barrier to the successful implementation of FTP’s. Whilst the TPC is responsible for the overarching management of the FTP, ongoing co-ordination with Dorset County Council TPO will ensure that mismanagement does not occur.

- 7.15 Whilst specific remedial measures have not been identified within the Framework Travel Plan, such remedial measures would be identified through discussions with Dorset County Council Travel Plan Officers. The 5-year budget for implementing the Framework Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in Year 1, there would be budget in Year 2 to rectify this and change to new measures if needed.
- 7.16 If the five-year target is not achieved, the requirement for remedial measures would be explored with Dorset County Council and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

- 7.17 Following the successful completion of the FTP's 5-year strategy, the site should be operating more sustainably than if a FTP were not implemented. Through liaison with staff and residents over the course of the FTP it is hoped that champions would stand out and be able to continue promoting the ideals of the FTP/ maintain the website etc.
- 7.18 Local engagement and a gradual handover are embedded within the proposed FTP strategy and should form a key subject in annual liaison with Dorset County Council TPO as the FTP draws to an end.

Appendix A

Tess Square & Land at Butts Close, Marnhull
Framework Travel Plan

Paul Basham Associates Ltd
Report No 106.0026/TP/2





ACCOMMODATION SCHEDULE

- Food Store - 1,455.3sqm (15,665sqft)
- Offices - 181.3sqm (1,951sqft)
- Cafe - 222.2sqm (2,392sqft)
- Estate Agent - 98.9sqm (1,065sqft)
- Hairdresser - 100.0sqm (1,076sqft)
- Funeral Care - 100.0sqm (1,076sqft)
- Dentist - 100.0sqm (1,076sqft)
- Vet - 100.0sqm (1,076sqft)
- 2no. 2 Bed Flats - 71.2 sqm & 72.5sqm (766sqft & 780sqft)

Notes:

- All drawings are subject to Planning and Building Control consent.
- The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contractors
- Proposals subject to consultation and approval from Local Authority Building Control or an Approved Inspector
- All setting out dimensions should be checked on-site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately

Scale 1:500



Rev.	Date	Details	Drawn	Checkd
P1	11/04/23	Issued for Planning	JT	JT
C	10/03/23	Revisions to; car park for tracking, retline and drainage.	JT	JT
B	06/02/23	Minor amendments	LH	DE
A	03/02/23	Proposed contours added, site boundary amended	LH	JT

Drawn By: LH Date: 06/02/23 Checked By: DE Date: 06/02/23

Issued for: **PLANNING**

Drawing: **Proposed Site Layout**

Project No: 22039

Scale: 1:500 @A1

Dwg No: 101

Rev: P1

Project/Client: TESS SQUARE MARNHULL VILLAGE CENTRE

BrightSPACE architects

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Registered Office: 27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hants, SP6 1DX. Registered Number: 07999008



SUMMARY

Site Area 7.99ha

N. of dwellings 120 units

HOUSING MIX

- 2 Bedroom units 79m² (33no.)
- 3 Bedroom units 93m² (31no.)
- 3 Bedroom units 97m² (6no.)
- 3 Bedroom units 102m² (13no.)
- 4 Bedroom units 106m² (2no.)
- 4 Bedroom units 116m² (6no.)
- 4 Bedroom units 135m² (5no.)

Total of 96 housing units

PARKING

- 192 allocated parking spaces
- 27 garages
- 15 visitors parking

BUNGALOW MIX

- 2 Bed Bungalow 76m² (4no.)
- 2 Bed Bungalow 77m² (11no.)
- 2 Bed Bungalow 95m² (3no.)
- 3 Bed Chalet Bungalow 115m² (6no.)

Total of 24 bungalow units

PARKING

- 48 allocated parking spaces
- 24 garages
- 4 visitors parking

← Indicative proposed main vehicular access

← Indicative proposed emergency access

□ Red line boundary

□ Soft buffer

60% Open market (72 units)

40% Affordable housing (48 units)

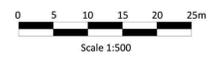
(AR) 17% Affordable Rent = 8 units

(FH) 52% First Home = 25 units

(SO) 31% Shared Ownership = 15 units

Notes:

- All drawings are subject to Planning and Building Control consent.
- The details shown are for design intent purposes only and are subject to further design development with suppliers and sub-contractors
- Proposals subject to consultation and approval from Local Authority Building Control or an Approved Inspector
- All setting out dimensions should be checked on-site prior to construction and any discrepancies and/or omissions should be reported to the Architect immediately



Rev.	Date	Details	Drawn	Check
MBC	14.02.23		JT	

* 06.04.23 Issued for planning.				
Rev.	Date	Details	Drawn	Check
MBC	14.02.23		JT	

Issued for:

PLANNING

Drawing: Proposed Site Layout
Butts Close, Marnhill

Project No: 22039
Scale: 1:500 @A0

Project/Client:
Marnhill Commercial Centre
& Residential Sites

Dwg No: P201
Rev: *

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Registration Office: 27 Glasshouse Studios, Fryern Court Road, Fordingbridge, Hants, SP6 1QX. Registration Number: 07290008

Appendix B

Tess Square & Land at Butts Close, Marnhull
Framework Travel Plan

Paul Basham Associates Ltd
Report No 106.0026/TP/2



Calculation Reference: AUDIT-247601-230428-0416

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

06 WEST MIDLANDS
WO WORCESTERSHIRE 1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 4780 to 4780 (units: sqm)
Range Selected by User: 800 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 27/04/22

Selected survey days:

Friday 1 days

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Residential Zone 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

E(a) 1 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

Population within 5 miles:

125,001 to 250,000 1 days

Car ownership within 5 miles:

1.1 to 1.5 1 days

Petrol filling station:

PFS is present at the site and is included in the count 0 days
PFS is present at the site but is excluded from the count 0 days
There is no PFS at the site 1 days

Travel Plan:

No 1 days

PTAL Rating:

No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1	WO-01-A-02	WAITROSE	WORCESTERSHIRE
	LONDON ROAD		
	WORCESTER		
	RED HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	4780 sqm	
	<i>Survey date: FRIDAY</i>	<i>27/09/19</i>	<i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	4780	1.067	1	4780	0.858	1	4780	1.925
08:00 - 09:00	1	4780	2.134	1	4780	1.527	1	4780	3.661
09:00 - 10:00	1	4780	3.180	1	4780	2.280	1	4780	5.460
10:00 - 11:00	1	4780	4.331	1	4780	3.264	1	4780	7.595
11:00 - 12:00	1	4780	4.289	1	4780	3.975	1	4780	8.264
12:00 - 13:00	1	4780	5.293	1	4780	4.812	1	4780	10.105
13:00 - 14:00	1	4780	5.063	1	4780	5.607	1	4780	10.670
14:00 - 15:00	1	4780	3.912	1	4780	4.331	1	4780	8.243
15:00 - 16:00	1	4780	3.828	1	4780	4.603	1	4780	8.431
16:00 - 17:00	1	4780	4.582	1	4780	3.975	1	4780	8.557
17:00 - 18:00	1	4780	4.728	1	4780	4.707	1	4780	9.435
18:00 - 19:00	1	4780	3.724	1	4780	4.728	1	4780	8.452
19:00 - 20:00	1	4780	2.280	1	4780	3.180	1	4780	5.460
20:00 - 21:00	1	4780	1.109	1	4780	1.736	1	4780	2.845
21:00 - 22:00	1	4780	0.063	1	4780	0.418	1	4780	0.481
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			49.583			50.001			99.584

Parameter summary

Trip rate parameter range selected: 4780 - 4780 (units: sqm)
 Survey date date range: 01/01/15 - 27/04/22
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

Calculation Reference: AUDIT-247601-230425-0408

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	2 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 8 to 80 (units:)
 Range Selected by User: 6 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

Selected survey days:

Monday	3 days
Tuesday	6 days
Wednesday	9 days
Thursday	3 days
Friday	4 days

Selected survey types:

Manual count	25 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town	25
--------------	----

Selected Location Sub Categories:

Residential Zone	22
Out of Town	1
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	19 days - Selected

Secondary Filtering selection:

Use Class:

C3 25 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 2 days

5,001 to 10,000 6 days

10,001 to 15,000 10 days

15,001 to 20,000 4 days

20,001 to 25,000 3 days

Population within 5 miles:

5,001 to 25,000 3 days

25,001 to 50,000 6 days

50,001 to 75,000 4 days

75,001 to 100,000 2 days

100,001 to 125,000 1 days

125,001 to 250,000 8 days

250,001 to 500,000 1 days

Car ownership within 5 miles:

0.6 to 1.0 6 days

1.1 to 1.5 18 days

1.6 to 2.0 1 days

Travel Plan:

Yes 16 days

No 9 days

PTAL Rating:

No PTAL Present 25 days

Covid-19 Restrictions Yes

At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	CT-03-A-01 ARLESEY ROAD STOTFOLD	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		46	
	<i>Survey date: WEDNESDAY</i>		<i>22/06/22</i>	<i>Survey Type: MANUAL</i>
2	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category Total No of Dwellings:		50	
	<i>Survey date: FRIDAY</i>		<i>19/11/21</i>	<i>Survey Type: MANUAL</i>
3	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI -DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings:		57	
	<i>Survey date: FRIDAY</i>		<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
5	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI -DETACHED		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		39	
	<i>Survey date: TUESDAY</i>		<i>13/11/18</i>	<i>Survey Type: MANUAL</i>
6	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: WEDNESDAY</i>		<i>31/10/18</i>	<i>Survey Type: MANUAL</i>
7	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		73	
	<i>Survey date: TUESDAY</i>		<i>16/11/21</i>	<i>Survey Type: MANUAL</i>
8	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		44	
	<i>Survey date: FRIDAY</i>		<i>07/10/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	TERRACED HOUSES 8 08/06/21	HERTFORDSHIRE <i>Survey Type: MANUAL</i>
10	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES & FLATS 14 09/06/21	KENT <i>Survey Type: MANUAL</i>
11	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES 19 06/06/22	MEDWAY <i>Survey Type: MANUAL</i>
12	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 10 16/09/15	NORFOLK <i>Survey Type: MANUAL</i>
13	NF-03-A-05 HEATH DRIVE HOLT Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 40 19/09/19	NORFOLK <i>Survey Type: MANUAL</i>
14	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS 55 21/09/21	NORFOLK <i>Survey Type: MANUAL</i>
15	NF-03-A-34 NORWICH ROAD SWAFFHAM Edge of Town Out of Town Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 80 27/09/22	NORFOLK <i>Survey Type: MANUAL</i>
16	NF-03-A-36 LONDON ROAD WYMONDHAM Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES 75 29/09/22	NORFOLK <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
18	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
19	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
20	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
21	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
22	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>
23	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	<i>Survey date: MONDAY</i>		<i>08/05/17</i>	<i>Survey Type: MANUAL</i>
24	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	<i>Survey date: FRIDAY</i>		<i>27/09/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

25	WS-03-A-10	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	<i>Survey date: WEDNESDAY</i>	<i>07/11/18</i>	<i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.60

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.099	25	41	0.314	25	41	0.413
08:00 - 09:00	25	41	0.188	25	41	0.354	25	41	0.542
09:00 - 10:00	25	41	0.143	25	41	0.192	25	41	0.335
10:00 - 11:00	25	41	0.148	25	41	0.186	25	41	0.334
11:00 - 12:00	25	41	0.151	25	41	0.172	25	41	0.323
12:00 - 13:00	25	41	0.186	25	41	0.195	25	41	0.381
13:00 - 14:00	25	41	0.183	25	41	0.163	25	41	0.346
14:00 - 15:00	25	41	0.167	25	41	0.192	25	41	0.359
15:00 - 16:00	25	41	0.314	25	41	0.188	25	41	0.502
16:00 - 17:00	25	41	0.291	25	41	0.204	25	41	0.495
17:00 - 18:00	25	41	0.353	25	41	0.194	25	41	0.547
18:00 - 19:00	25	41	0.269	25	41	0.165	25	41	0.434
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.492			2.519			5.011

Parameter summary

Trip rate parameter range selected: 8 - 80 (units:)
 Survey date date range: 01/01/15 - 09/11/22
 Number of weekdays (Monday-Friday): 25
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.001	25	41	0.001	25	41	0.002
08:00 - 09:00	25	41	0.003	25	41	0.001	25	41	0.004
09:00 - 10:00	25	41	0.006	25	41	0.006	25	41	0.012
10:00 - 11:00	25	41	0.005	25	41	0.003	25	41	0.008
11:00 - 12:00	25	41	0.003	25	41	0.007	25	41	0.010
12:00 - 13:00	25	41	0.002	25	41	0.002	25	41	0.004
13:00 - 14:00	25	41	0.002	25	41	0.001	25	41	0.003
14:00 - 15:00	25	41	0.000	25	41	0.000	25	41	0.000
15:00 - 16:00	25	41	0.001	25	41	0.002	25	41	0.003
16:00 - 17:00	25	41	0.001	25	41	0.001	25	41	0.002
17:00 - 18:00	25	41	0.002	25	41	0.003	25	41	0.005
18:00 - 19:00	25	41	0.001	25	41	0.001	25	41	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.028			0.055

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.002	25	41	0.001	25	41	0.003
08:00 - 09:00	25	41	0.000	25	41	0.001	25	41	0.001
09:00 - 10:00	25	41	0.000	25	41	0.000	25	41	0.000
10:00 - 11:00	25	41	0.000	25	41	0.000	25	41	0.000
11:00 - 12:00	25	41	0.000	25	41	0.000	25	41	0.000
12:00 - 13:00	25	41	0.000	25	41	0.000	25	41	0.000
13:00 - 14:00	25	41	0.000	25	41	0.000	25	41	0.000
14:00 - 15:00	25	41	0.000	25	41	0.000	25	41	0.000
15:00 - 16:00	25	41	0.001	25	41	0.001	25	41	0.002
16:00 - 17:00	25	41	0.001	25	41	0.001	25	41	0.002
17:00 - 18:00	25	41	0.000	25	41	0.000	25	41	0.000
18:00 - 19:00	25	41	0.001	25	41	0.001	25	41	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.005	25	41	0.010	25	41	0.015
08:00 - 09:00	25	41	0.006	25	41	0.010	25	41	0.016
09:00 - 10:00	25	41	0.007	25	41	0.004	25	41	0.011
10:00 - 11:00	25	41	0.005	25	41	0.007	25	41	0.012
11:00 - 12:00	25	41	0.000	25	41	0.003	25	41	0.003
12:00 - 13:00	25	41	0.006	25	41	0.004	25	41	0.010
13:00 - 14:00	25	41	0.005	25	41	0.003	25	41	0.008
14:00 - 15:00	25	41	0.004	25	41	0.003	25	41	0.007
15:00 - 16:00	25	41	0.002	25	41	0.009	25	41	0.011
16:00 - 17:00	25	41	0.006	25	41	0.002	25	41	0.008
17:00 - 18:00	25	41	0.011	25	41	0.007	25	41	0.018
18:00 - 19:00	25	41	0.007	25	41	0.004	25	41	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.066			0.130

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.022	25	41	0.044	25	41	0.066
08:00 - 09:00	25	41	0.052	25	41	0.128	25	41	0.180
09:00 - 10:00	25	41	0.040	25	41	0.031	25	41	0.071
10:00 - 11:00	25	41	0.028	25	41	0.046	25	41	0.074
11:00 - 12:00	25	41	0.039	25	41	0.036	25	41	0.075
12:00 - 13:00	25	41	0.035	25	41	0.031	25	41	0.066
13:00 - 14:00	25	41	0.027	25	41	0.022	25	41	0.049
14:00 - 15:00	25	41	0.038	25	41	0.033	25	41	0.071
15:00 - 16:00	25	41	0.094	25	41	0.046	25	41	0.140
16:00 - 17:00	25	41	0.053	25	41	0.036	25	41	0.089
17:00 - 18:00	25	41	0.042	25	41	0.054	25	41	0.096
18:00 - 19:00	25	41	0.063	25	41	0.045	25	41	0.108
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.533			0.552			1.085

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.000	25	41	0.023	25	41	0.023
08:00 - 09:00	25	41	0.000	25	41	0.030	25	41	0.030
09:00 - 10:00	25	41	0.006	25	41	0.012	25	41	0.018
10:00 - 11:00	25	41	0.006	25	41	0.011	25	41	0.017
11:00 - 12:00	25	41	0.006	25	41	0.007	25	41	0.013
12:00 - 13:00	25	41	0.009	25	41	0.004	25	41	0.013
13:00 - 14:00	25	41	0.005	25	41	0.005	25	41	0.010
14:00 - 15:00	25	41	0.004	25	41	0.002	25	41	0.006
15:00 - 16:00	25	41	0.015	25	41	0.004	25	41	0.019
16:00 - 17:00	25	41	0.027	25	41	0.002	25	41	0.029
17:00 - 18:00	25	41	0.026	25	41	0.003	25	41	0.029
18:00 - 19:00	25	41	0.011	25	41	0.002	25	41	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.115			0.105			0.220

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.60

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.143	25	41	0.485	25	41	0.628
08:00 - 09:00	25	41	0.276	25	41	0.730	25	41	1.006
09:00 - 10:00	25	41	0.223	25	41	0.291	25	41	0.514
10:00 - 11:00	25	41	0.214	25	41	0.290	25	41	0.504
11:00 - 12:00	25	41	0.229	25	41	0.253	25	41	0.482
12:00 - 13:00	25	41	0.274	25	41	0.284	25	41	0.558
13:00 - 14:00	25	41	0.261	25	41	0.238	25	41	0.499
14:00 - 15:00	25	41	0.246	25	41	0.293	25	41	0.539
15:00 - 16:00	25	41	0.587	25	41	0.305	25	41	0.892
16:00 - 17:00	25	41	0.501	25	41	0.306	25	41	0.807
17:00 - 18:00	25	41	0.549	25	41	0.320	25	41	0.869
18:00 - 19:00	25	41	0.426	25	41	0.268	25	41	0.694
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.929			4.063			7.992

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	25	41	0.014	25	41	0.025	25	41	0.039
08:00 - 09:00	25	41	0.017	25	41	0.025	25	41	0.042
09:00 - 10:00	25	41	0.017	25	41	0.020	25	41	0.037
10:00 - 11:00	25	41	0.026	25	41	0.031	25	41	0.057
11:00 - 12:00	25	41	0.027	25	41	0.031	25	41	0.058
12:00 - 13:00	25	41	0.025	25	41	0.032	25	41	0.057
13:00 - 14:00	25	41	0.038	25	41	0.027	25	41	0.065
14:00 - 15:00	25	41	0.027	25	41	0.022	25	41	0.049
15:00 - 16:00	25	41	0.035	25	41	0.028	25	41	0.063
16:00 - 17:00	25	41	0.021	25	41	0.029	25	41	0.050
17:00 - 18:00	25	41	0.033	25	41	0.011	25	41	0.044
18:00 - 19:00	25	41	0.015	25	41	0.006	25	41	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.295			0.287			0.582

Calculation Reference: AUDIT-247601-230425-0439

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	LR LEICESTER	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 16 to 280 (units:)
 Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 22/10/21

Selected survey days:

Tuesday	2 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days
----	--------

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
50,001 to 100,000	1 days

Population within 5 miles:

5,001 to 25,000	2 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

Travel Plan:

No	4 days
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PTAL Rating:

No PTAL Present	4 days
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LIST OF SITES relevant to selection parameters

1	LR-03-B-01 COLEMAN ROAD LEICESTER	SEMI -DETACHED & TERRACED	LEICESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/10/21</i>		<i>Survey Type: MANUAL</i>
2	MS-03-B-01 TARBOCK ROAD LIVERPOOL SPEKE	TERRACED	MERSEYSIDE
	Edge of Town Residential Zone Total No of Dwellings: 16 <i>Survey date: TUESDAY 18/06/13</i>		<i>Survey Type: MANUAL</i>
3	NY-03-B-01 NORTHALLERTON ROAD THIRSK NORBY	TERRACED HOUSING	NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 280 <i>Survey date: THURSDAY 20/09/07</i>		<i>Survey Type: MANUAL</i>
4	WY-03-B-02 WHITEACRE STREET HUDDERSFIELD DEIGHTON	MIXED HOUSES	WEST YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 54 <i>Survey date: TUESDAY 17/09/13</i>		<i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.05

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.034	4	97	0.126	4	97	0.160
08:00 - 09:00	4	97	0.103	4	97	0.198	4	97	0.301
09:00 - 10:00	4	97	0.106	4	97	0.106	4	97	0.212
10:00 - 11:00	4	97	0.113	4	97	0.121	4	97	0.234
11:00 - 12:00	4	97	0.129	4	97	0.101	4	97	0.230
12:00 - 13:00	4	97	0.090	4	97	0.111	4	97	0.201
13:00 - 14:00	4	97	0.113	4	97	0.082	4	97	0.195
14:00 - 15:00	4	97	0.090	4	97	0.121	4	97	0.211
15:00 - 16:00	4	97	0.121	4	97	0.080	4	97	0.201
16:00 - 17:00	4	97	0.121	4	97	0.106	4	97	0.227
17:00 - 18:00	4	97	0.178	4	97	0.131	4	97	0.309
18:00 - 19:00	4	97	0.108	4	97	0.062	4	97	0.170
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.306			1.345			2.651

Parameter summary

Trip rate parameter range selected: 16 - 280 (units:)
 Survey date date range: 01/01/06 - 22/10/21
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.000	4	97	0.000	4	97	0.000
08:00 - 09:00	4	97	0.003	4	97	0.000	4	97	0.003
09:00 - 10:00	4	97	0.008	4	97	0.000	4	97	0.008
10:00 - 11:00	4	97	0.000	4	97	0.010	4	97	0.010
11:00 - 12:00	4	97	0.000	4	97	0.000	4	97	0.000
12:00 - 13:00	4	97	0.000	4	97	0.000	4	97	0.000
13:00 - 14:00	4	97	0.000	4	97	0.000	4	97	0.000
14:00 - 15:00	4	97	0.000	4	97	0.000	4	97	0.000
15:00 - 16:00	4	97	0.000	4	97	0.000	4	97	0.000
16:00 - 17:00	4	97	0.000	4	97	0.000	4	97	0.000
17:00 - 18:00	4	97	0.000	4	97	0.000	4	97	0.000
18:00 - 19:00	4	97	0.000	4	97	0.000	4	97	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.010			0.021

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.000	4	97	0.000	4	97	0.000
08:00 - 09:00	4	97	0.000	4	97	0.000	4	97	0.000
09:00 - 10:00	4	97	0.003	4	97	0.003	4	97	0.006
10:00 - 11:00	4	97	0.000	4	97	0.000	4	97	0.000
11:00 - 12:00	4	97	0.003	4	97	0.003	4	97	0.006
12:00 - 13:00	4	97	0.000	4	97	0.000	4	97	0.000
13:00 - 14:00	4	97	0.003	4	97	0.003	4	97	0.006
14:00 - 15:00	4	97	0.000	4	97	0.000	4	97	0.000
15:00 - 16:00	4	97	0.000	4	97	0.000	4	97	0.000
16:00 - 17:00	4	97	0.000	4	97	0.000	4	97	0.000
17:00 - 18:00	4	97	0.000	4	97	0.000	4	97	0.000
18:00 - 19:00	4	97	0.000	4	97	0.000	4	97	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.003	4	97	0.003	4	97	0.006
08:00 - 09:00	4	97	0.003	4	97	0.015	4	97	0.018
09:00 - 10:00	4	97	0.003	4	97	0.013	4	97	0.016
10:00 - 11:00	4	97	0.000	4	97	0.000	4	97	0.000
11:00 - 12:00	4	97	0.005	4	97	0.008	4	97	0.013
12:00 - 13:00	4	97	0.013	4	97	0.005	4	97	0.018
13:00 - 14:00	4	97	0.003	4	97	0.003	4	97	0.006
14:00 - 15:00	4	97	0.005	4	97	0.005	4	97	0.010
15:00 - 16:00	4	97	0.013	4	97	0.000	4	97	0.013
16:00 - 17:00	4	97	0.008	4	97	0.003	4	97	0.011
17:00 - 18:00	4	97	0.010	4	97	0.008	4	97	0.018
18:00 - 19:00	4	97	0.010	4	97	0.010	4	97	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.073			0.149

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.010	4	97	0.046	4	97	0.056
08:00 - 09:00	4	97	0.028	4	97	0.134	4	97	0.162
09:00 - 10:00	4	97	0.059	4	97	0.062	4	97	0.121
10:00 - 11:00	4	97	0.054	4	97	0.062	4	97	0.116
11:00 - 12:00	4	97	0.052	4	97	0.054	4	97	0.106
12:00 - 13:00	4	97	0.064	4	97	0.041	4	97	0.105
13:00 - 14:00	4	97	0.028	4	97	0.044	4	97	0.072
14:00 - 15:00	4	97	0.067	4	97	0.054	4	97	0.121
15:00 - 16:00	4	97	0.075	4	97	0.049	4	97	0.124
16:00 - 17:00	4	97	0.085	4	97	0.046	4	97	0.131
17:00 - 18:00	4	97	0.088	4	97	0.036	4	97	0.124
18:00 - 19:00	4	97	0.039	4	97	0.034	4	97	0.073
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.649			0.662			1.311

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.000	4	97	0.008	4	97	0.008
08:00 - 09:00	4	97	0.000	4	97	0.021	4	97	0.021
09:00 - 10:00	4	97	0.008	4	97	0.018	4	97	0.026
10:00 - 11:00	4	97	0.000	4	97	0.000	4	97	0.000
11:00 - 12:00	4	97	0.010	4	97	0.010	4	97	0.020
12:00 - 13:00	4	97	0.003	4	97	0.005	4	97	0.008
13:00 - 14:00	4	97	0.031	4	97	0.013	4	97	0.044
14:00 - 15:00	4	97	0.008	4	97	0.008	4	97	0.016
15:00 - 16:00	4	97	0.021	4	97	0.008	4	97	0.029
16:00 - 17:00	4	97	0.005	4	97	0.003	4	97	0.008
17:00 - 18:00	4	97	0.005	4	97	0.003	4	97	0.008
18:00 - 19:00	4	97	0.005	4	97	0.000	4	97	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.097			0.193

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.000	4	97	0.008	4	97	0.008
08:00 - 09:00	4	97	0.000	4	97	0.034	4	97	0.034
09:00 - 10:00	4	97	0.008	4	97	0.021	4	97	0.029
10:00 - 11:00	4	97	0.000	4	97	0.000	4	97	0.000
11:00 - 12:00	4	97	0.013	4	97	0.010	4	97	0.023
12:00 - 13:00	4	97	0.005	4	97	0.005	4	97	0.010
13:00 - 14:00	4	97	0.031	4	97	0.015	4	97	0.046
14:00 - 15:00	4	97	0.010	4	97	0.008	4	97	0.018
15:00 - 16:00	4	97	0.026	4	97	0.008	4	97	0.034
16:00 - 17:00	4	97	0.008	4	97	0.003	4	97	0.011
17:00 - 18:00	4	97	0.005	4	97	0.003	4	97	0.008
18:00 - 19:00	4	97	0.005	4	97	0.000	4	97	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.115			0.226

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.05

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	97	0.046	4	97	0.242	4	97	0.288
08:00 - 09:00	4	97	0.173	4	97	0.536	4	97	0.709
09:00 - 10:00	4	97	0.198	4	97	0.250	4	97	0.448
10:00 - 11:00	4	97	0.204	4	97	0.240	4	97	0.444
11:00 - 12:00	4	97	0.229	4	97	0.196	4	97	0.425
12:00 - 13:00	4	97	0.204	4	97	0.193	4	97	0.397
13:00 - 14:00	4	97	0.204	4	97	0.155	4	97	0.359
14:00 - 15:00	4	97	0.209	4	97	0.216	4	97	0.425
15:00 - 16:00	4	97	0.304	4	97	0.175	4	97	0.479
16:00 - 17:00	4	97	0.291	4	97	0.219	4	97	0.510
17:00 - 18:00	4	97	0.345	4	97	0.255	4	97	0.600
18:00 - 19:00	4	97	0.229	4	97	0.124	4	97	0.353
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.636			2.801			5.437

Appendix C

Tess Square & Land at Butts Close, Marnhull
Framework Travel Plan

Paul Basham Associates Ltd
Report No 106.0026/TP/2



XXX Travel Survey

Thank you for taking the time to complete this travel survey. This will help us help you and your local travel. Please complete all sections!
 Don't forget to fill out your details at the end!
 You can send your completed survey to:



- Email: travelplan@paulbashamassociates.com
- Or you can fill this out via **Survey Monkey** on...
- Hand to the House Director

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

SECTION A: YOUR JOURNEYS

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

- Full time
- Part time

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

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

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

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

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

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

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

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

SECTION B: TRAVEL CHOICES

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

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

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

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

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

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

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

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

SECTION C: TRAVEL INCENTIVES

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

- Yes
- No
- Unsure

11. What would be your preferred salary sacrifice scheme?

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

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

Tel: 01489 668134

Email: travelplan@paulbashamassociates.com

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

Thank you

Thank you for taking the time to complete our annual travel survey. This will help us understand your travel needs.

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

You can send your completed survey via:

- Post using the pre-paid envelope: Paul Basham Associates, Office Address, Office Address, Office Address
- Or you can fill this out via **Survey Monkey** on <https://www.surveymonkey.com/s/xxxxxxx>
- Email: travelplan@paulbashamassociates.com



SITE NAME

Hello **SITE NAME** resident! This survey will only take a few minutes and will help us understand a little more about your journeys and your local travel. Thank you for your time!

1. What is your main mode of travel? (Please choose 1)

- Car Alone
- Car Share
- Walk
- Cycle
- Public Transport
- Other (please specify _____)

2. How often do you use another form of transport?

- Never
- Very rarely/sometimes
- Once a month
- Once a fortnight
- Once a week

3. If you were to change your mode of travel what mode would it most likely be:

- Cycle
- Walk
- Train
- Bus
- Car Share
- Other please specify _____

4. What is your most frequent journey for?

- Work/Education
- Leisure/Retail
- Health (doctors/hospital)
- Visiting friends/family
- Other

5. How far do you usually travel for your most frequent journey?

- 0-10 Miles
- 11-20 Miles
- 21-30 Miles
- 31-40 Miles
- 41 Miles Plus

6. How long does your most frequent journey usually take?

- 0-10 Minutes
- 11-20 Minutes
- 21-30 Minutes
- 31-45 Minutes
- 46-60 Minutes
- Over 1 hour

7. To which location do you travel the most regularly?

- XXX
- XXX
- XXX
- XXX
- XXX
- Other please specify _____

8. Have you claimed your FREE travel gift? (£XX bus pass or £XX Cycle voucher)

- Yes (Please go to question 10)
- No (Please complete next question)

9. I would like to claim:

- £XX Bus Pass
- £XX Cycle voucher

10. If you answered 'YES' to question 8, did this voucher change your travel habits, if so how?:

11. Is there anything else you would like to tell us about travel in your local area?:

In order for us to process your voucher request, we require the following information. Please note that this information can be deleted at any time.

Name: _____

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

**INSERT DEVELOPER
LOGO**