



LAND AT PALK ROAD, HAVANT, PO9 1NL

FULL TRAVEL PLAN

September 2023

Bellway Homes Ltd

RESIDENTIAL DEVELOPMENT
LAND AT PALK ROAD
HAVANT, PO9 1NL

FULL TRAVEL PLAN

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Full Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Bellway Homes Ltd (Wessex) to support a full planning application (ref: APP/22/01231) for the redevelopment of a brownfield site to include the provision of 90 residential dwellings (including 27 affordable units) (C3 use), parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road, PO9 1NL.
- 1.2 This iteration of the Travel Plan (TP4) has been prepared and updated to reflect Hampshire County Council Highway comments on the planning application dated 10th May 2023. Most TP comments have been addressed within this iteration, however there are some guidance/policies requested which Havant Borough Council do not have, the Travel Plan Coordinator details cannot be provided until they are appointed which would occur post planning consent and the concise breakdown of start date cannot be confirmed until the site receives planning permission, and a construction timetable is prepared.
- 1.3 The site is situated within is situated in the Borough of Havant approximately 1km west of the main urban retail high street and adjacent to residential development on Palk Road. The site is bordered by the railway line to the north and lies approximately 160m south of the West Street level crossing. The site location is shown below in **Figure 1**, with the site masterplan included in **Appendix A**.

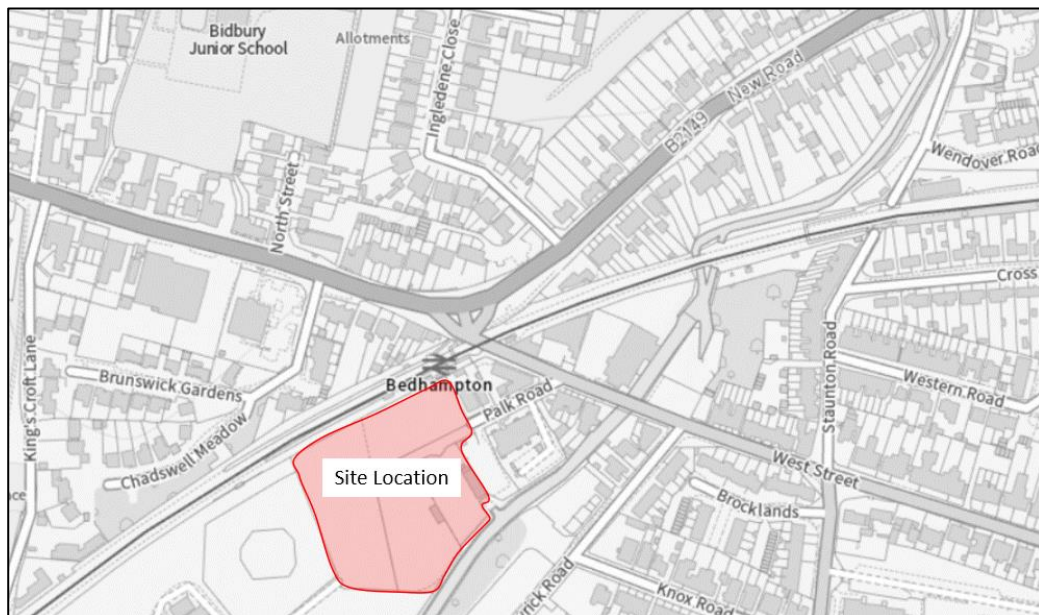


Figure 1: Site Location

- 1.4 The site was formerly owned by Portsmouth Water and has long standing authorised use for storage and distribution (B8). The site is currently utilised by two tenants for B8 storage and obtains access

to the storage area from Palk Road. Palk Road joins the wider highway network via a priority junction onto West Street.

- 1.5 In addition to this Paul Basham Associates have prepared a Transport Assessment (TA) and Walking, Cycling and Horse-riding Assessment Report (WCHAR), which should be read in conjunction with this report.

Site History

- 1.6 The site has been subject to an extensive planning history primarily change of use applications as well as pre-application to consider the suitability of providing residential development.

2018 Application

- 1.7 In November 2018, WYG prepared a Technical Note (TN) for a highways and access appraisal in support of a proposed residential development of up to 55no. dwellings on Land at Palk Road, Havant. The TN suggested the site was situated in a suitable location and development trips would be minimal.

2021

- 1.8 In March 2021, a pre-application response was received from Havant Borough Council (HBC) for the development of approximately 65 – 75 units with landscaping and access at Palk Road following the request submitted by Portsmouth Water.
- 1.9 The pre-application response noted (from HBC) that ‘part of the site is allocated for residential development in the Site Allocations Plan (Policy HB1; site H19) and in the emerging Havant Borough Local Plan (Policy H24)’. The remainder of the site does fall within the Urban Area / the Settlement Boundary under adopted policies AL2 and CS17, and emerging policy E3. The principle of sustainable development is therefore accepted in this location subject to addressing on site constraints.’
- 1.10 The pre-app response also states that ‘the impact of the development on the wider highway network and junctions would need to be fully assessed together with more localised impact’. The principle of residential development is supported; however, the level of development will be subject to further investigations and assessments of the highway’s impacts, particularly in relation to the level crossing.

Hampshire Pre-application Comments

2021

- 1.11 In March 2021, Hampshire County Council (HCC) also responded to a pre-application for the site and identified that additional works would need to be provided to support a planning application.

Specifically, this response identified the extent of junction modelling required which is set out within the supporting TA.

- 1.12 Paul Basham Associates produced a Highways Appraisal (document reference: 043.0035/HA/1) for the site in December 2021 on behalf of Bellway Homes. This HA was submitted to HBC to aid the wider planning pre-application. Ultimately it was concluded that the report would need to be submitted to HCC as part of a separate highway pre-app.

2022

- 1.13 In July 2022, Paul Basham Associates prepared a Pre-application Scoping Note (PSN) which was submitted to HCC for comment. In September 2022, a pre-application meeting took place with HCC to confirm the full scope of works required for the application which is set out within the TA.
- 1.14 Overall, the pre-application comments look to ensure the site is as sustainable as possible, with the addition of a pedestrian crossing point and with the WCHAR setting out the full extent of pedestrian and cycle accessibility.

Purpose of the Travel Plan

- 1.15 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.
- 1.16 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 (Bellway Homes Ltd) and the Local Authorities HBC and HCC. As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.17 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 HCC 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

1.18 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
- Chapter 8 – Summary and Conclusions

2. TRAVEL PLAN POLICY

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

- National Planning Policy Framework (NPPF) (September 2023);
- Hampshire County Council Draft Local Transport Plan 4 (LTP4);
- Hampshire County Council Local Transport Plan 3 (LTP 3) (2011-2031);
- Havant Borough Council Core Strategy (2011);
- Havant Borough Council Adopted Allocations Plan July 2014;
- Havant Borough Council LCWIP (2021); and
- Havant Borough Council Parking SPD (2016)
- Planning Practise Guidance ‘Travel Plans, Transport Assessments and Statements’ (2014)
- LTN 1/20 Cycle Infrastructure Design
- HCC’s Guide to Development Related Travel Plan (2009).

National Planning Policy Framework (NPPF)

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

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

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

(NPPF Para.104)

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

(NPPF Para.105)

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

(NPPF Para. 113)

Hampshire County Council Local Transport Plan 3 (LTP 3)

- 2.3 HCC's Local Transport Plan 3 is the current live and adopted Local Transport Plan which sets out Hampshire's transport strategy by identifying a range of policy objectives, with those most relevant to the TP stated below:

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

(Policy Objective 3)

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

(Policy Objective 4)

Introduce the 'shared space' philosophy applying Manual for Streets design principles to support a better balance between traffic and community life in local and residential areas.

(Policy Objective 9)

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

(Policy Objective 11)

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

(Policy Objective 12)

- 2.4 The policies set out in the LTP3 will be adhered to through the provision of pedestrian infrastructure at the site, through the measures of the Travel Plan and supported within the WCHAR.

Hampshire County Council Local Transport Plan 4 (LTP4)

- 2.5 HCC have recently published a draft of the new LTP4 which will replace the LTP3. The new draft LTP4 describes the transport vision for 2050, sets out transport policies covering all aspects of transport planning, delivery and operation and presents the approach to delivering the Plan.

- 2.6 LTP4 'proposed transformational changes which:

- Shift away from planning for vehicles, towards planning for people and places;
- Meet national priorities to decarbonise the transport system;
- Reduce reliance on private car travel;
- Support sustainable economic development and regeneration; and promote active lifestyles.

- 2.7 The draft policies which are relevant to this TP and development are outlined below.

Deliver the infrastructure required to support a largescale shift towards walking and cycling for everyday trips.	(Policy HP1)
Widen participation and broaden the appeal of walking and cycling as a natural travel choice.	(Policy HP3)
Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips.	(Policy PT2)
Integrate transport and strategic land-use planning to reduce the need to travel.	(Policy DM1)
Support proactive master planning of new development sites for high quality neighbourhoods.	(Policy DM2)

Havant Borough Core Strategy 2011

- 2.8 Havant Borough Core Strategy (2011) is a long-term strategy which seeks to shape and guide new developments in Havant Borough to 2026. The Core Strategy proposes a policy framework that plans for new development to deliver the vision that has been developed alongside the Sustainable Community Strategy. The Vision for the borough is:

“In 2026 Havant Borough will be a cleaner, safer and more prosperous place. It will be a place where people of all ages and circumstances will want to live, visit or work. It will be a sought-after location, well known as the home of windsurfing and for its superb Solent coastline. It will be widely recognised for its sustainable, innovative and high-quality design developments and the stewardship of its natural and built environment”

- 2.9 The Vision will be delivered through the Core Strategy policies that are set out under the following themes:

- Health and Wellbeing
- Promoting Havant Borough’s Economy
- Regeneration and Community Support
- Community Safety
- Housing
- Caring for Our Borough
- Infrastructure, Implementation and Monitoring

- 2.10 The policies relevant to this TP are stated below:

Policy CS9 Housing

Planning permission will be granted for housing proposals that will:

- 1) Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026
- 2) Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more ...
- 4) Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.
- 5) Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.

Policy CS20 Transport and Access Strategy

Development will be permitted that:

- 1) Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
- 2) Does not increase congestion and promotes better use of existing transport networks.
- 3) Improves accessibility to goods, services and employment and promotes equality in the transport system.
- 4) Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
- 5) Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
- 6) Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate; and
- 7) Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

Policy DM11 Planning for More Sustainable Travel

The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

- 1) Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
- 2) Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards
- 3) Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.
- 4) Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.
- 5) Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges

Policy DM12 Mitigating the Impacts of Travel

New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

- 1) Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.
- 2) The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
- 4) A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.
- 5) In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.

Policy DM13 Car and Cycle Parking on Residential Development

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

Havant Borough Council Adopted Allocations Plan July 2014

- 2.11 The Havant Borough Local Plan (Allocations) follows on from the adopted Havant Borough Local Plan (Core Strategy). Together these plans provide the Borough with up-to-date policies to encourage investment in new jobs, provide enough land for new homes and protect its special environment.
- 2.12 Policy HB1 Havant & Bedhampton Housing Allocations lists Land at Palk Road as a site for residential development (Policy H19).

Policy H19 – Site Specific Development Requirements

- Heritage Statement, of an appropriate level of detail, to support planning application
- Utilise the existing access points at Palk Road
- Transport Assessment may need to consider existing industrial traffic using Palk Road and how this will be accommodated with residential use
- Assess the impact of possible increase in pedestrian and/or vehicular usage on the Bedhampton Level Crossing
- Noise and Vibration Survey (and any necessary mitigation incorporated in final design)
- Investigate ground quality conditions, as part of a planning application, and address any matters arising as relevant
- Mitigate any impacts on Brent Geese and/or waders (Policy DM23)
- Appropriate easement from existing sewage/waste infrastructure
- Consultation with HCC alongside any planning application in relation to minerals and whether prior extraction may be required

Havant Borough Council Draft Local Cycling and Walking Infrastructure Plan (LCWIP)

- 2.13 Havant Borough Council are working with HCC and Sustrans and are in the process of replacing their existing cycling and walking strategy with an LCWIP. The draft version of this document was produced in September 2021.
- 2.14 The LCWIP summarises key corridors where enhanced provision would be supported. Route 276 from Bedhampton Station to Eastern Road is a secondary route which connects Bedhampton Railway Station to Havant College and Havant Railway Station. Currently there is no formal cycle infrastructure along this route. Proposals include the provision of segregated cycle lanes and advanced stop lines at traffic lights to make the route more friendly for cyclists. As this route could be utilised by the development it is important to understand the plans and ensure the development takes cycle routes into consideration.

HCC's A Guide to Development Related Travel Plans (2009)

- 2.15 HCC's 'A Guide to Development Related Travel Plans' provides guidance for developing TP's for residential developments within Hampshire and as previously identified the structure of this TP has been informed by this guidance.

2.16 HCC's 'A Guide to Development Related Travel Plans' states that the TP should have three main purposes:

- Ensure that development takes place in locations and in ways that minimise the impact of additional demand;
- Increase accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways; and
- Reduce dependence on the use of the car.

2.17 Seeking to maximise and build on opportunities presented in the above planning policy documents, this Travel Plan's aims are stated as the following:

- Raise awareness of sustainable modes of travel available to residents and visitors;
- Increase levels of active travel and in particular walking and cycling;
- Encourage uptake of public transport in particular local bus services;
- Encourage car-sharing in order to reduce single vehicle occupancy;
- Achieve target percentage of single occupancy car journeys to and from the development;
- Provide links with other local residential, business and school Travel Plans;
- Reduce the need to travel;
- Achieve a balance between car use and alternative travel modes for individual travel needs; and
- Change resident's perception of car being the only and automatic choice for travel.

Havant Borough Council Parking SPD (2016)

2.18 Havant Borough Council's Parking SPD (2016) sets out the recommended parking provision for new developments within the Borough. This document has been referred to when justifying the parking provision at the development.

2.19 In addition, the document states that Electric Charging points should be provided at new developments. There is no specific guidance on the provision of EV charging points and therefore, should be provided in line with Building Regulations.

Planning Practise Guidance 'Travel Plans, Transport Assessments and Statements' (2014)

2.20 The Planning Practice Guidance states that a TP can positively contribute to the following;

- Encourage sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate change impacts;

- Creating accessible, connected and inclusive communities;
- Improving road safety; and
- Reduce the need for new development to increase existing road capacity or provide new roads.

2.21 It also states the key principles that should be taken into consideration when preparing a TP. It states that a TP should be:

- Proportionate to the size and scope of the proposed development;
- Established at the earliest practicable 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 operator, rail network operators and Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, can be beneficial in positively supporting higher levels of walking and cycling.

LTN 1/20 Cycle Infrastructure Design

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

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

2.23 This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters and the guidance has been used to facilitate the design works as part of the development.

2.24 In accordance with HCC comments, it is confirmed that HBC do not have a Clean Air Policy or specific Electric Vehicle SPD.

Bellway Homes – Developer Policy

- 2.25 Bellway Homes are committed to delivering sustainable development which provide their future residents with real choices for how to travel which include options other than the private car.
- 2.26 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within the borough of Havant and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

- 3.1 The site is located in the Borough of Havant, approximately 1km west of the main urban retail high street and adjacent to residential development on Palk Road. The site is bordered by the railway line to the north and lies approximately 160m south from the West Street level crossing. The development proposes 90 residential units.
- 3.2 The site is currently utilised by two tenants for B8 storage and obtains access to the storage area from Palk Road via an unmarked track road to access the areas of hardstanding which leads from Palk Road. The existing site access is demonstrated in **Photograph 1**.



Photograph 1: Existing Site Access from Palk Road

- 3.3 The site is accessed via Palk Road, a small residential street which is accessed via a priority bellmouth junction from West Street.

Local Road Network

- 3.4 Palk Road is a single carriageway road, measuring circa 5.5m in width. Footways are provided on both sides of the carriageway for the majority of the road. During a site visit in September 2022, it was noted that on-street parking is present, which restricts the available road width. Double yellow lines are present for the first c.25m from its junction with West Street, to prohibit unsafe parking and ensure visibility is achievable and two-way movement at the junction is possible. At the end of Palk Road, at the junction with West Street, there is a 'Keep Clear' box, to allow vehicles to exit Palk Road and turn right, when the level crossing is in operation.

- 3.5 Palk Road forms a priority junction with West Street to the east of the site. West Street is a single carriageway road, which is c.7m wide and is subject to a 30mph speed limit. The road has double yellow lines in places to prohibit unsafe parking and stopping along the road, particularly in proximity to the level crossing. There are footways along both sides of West Street, leading east towards Havant Town Centre and west towards the level crossing at Bedhampton rail station.
- 3.6 To the west of the level crossing, the B2149 Bedhampton Road leads towards the B2177 Bedhampton Hill, which runs southwest to link to the Bedhampton Roundabout. The Bedhampton Roundabout provides access to the A3(M) and A27 Havant Bypass. The site is therefore well situated in terms of access to the wider highway network.

Local Facilities

- 3.7 The site is located approximately 1.0km west of the main urban retail high street in Havant Town Centre. There are a range of facilities and amenities within Havant Town Centre, as summarised in **Table 1**. The distances provided have been measured from the centre of the site.

Facility	Destination	Walk Time	Cycle Time
Bedhampton Railway Station	240m	3 minutes	1 minute
Brunswick Gardens Bus Stop (Eastbound)	360m	4 ½ minutes	1 minute
Brunswick Gardens Bus Stop (Westbound)	410m	5 minutes	1 ½ minutes
Bedhampton Community Centre	410m	5 minutes	1 ½ minutes
Convenience Store	560m	6 ½ minutes	2 minutes
Aldi	910m	11 minutes	3 minutes
High Street	1km	12 minutes	3 ½ minutes
Bedhampton Post Office	1.1km	12 ½ minutes	3 ½ minutes
Bidbury Infant School	1.1km	13 minutes	3 ½ minutes
Bidbury Junior School	1.1km	13 minutes	3 ½ minutes
Havant Park	1.2km	13 minutes	3 ½ minutes
The Meridian Centre	1.3km	15 ½ minutes	4 ½ minutes
Havant Railway Station	1.4km	18 minutes	5 minutes

Table 1: Local Amenities and Facilities

(Walking and Cycling speeds based upon CIHT guidance - Walking speed 1.4m/s and Cycling speed 5m/s)

- 3.8 As shown in **Table 1**, the site is in proximity to a variety of local facilities including educational facilities, shops, banks and medical practises, making the site an accessible location.
- 3.9 CIHT 'Planning for Walking' (2015) also describes a 'Walkable Neighbourhood' as one which has a range of facilities within 800m. It also identifies that the average pedestrian journey length is considered to be 0.85miles (1.38km). Therefore, with reference to **Table 1** and the CIHT guidance, it is considered that the site is located within a highly accessible location. This is also supported through the previous planning submissions on site which found this to be the case.

- 3.10 Walking and Cycling Isochrone Maps are shown within **Figure 2** and **Figure 3**. The walking isochrone map shows a range of facilities within a 20-minute walk of the development site (shown in 5 minute intervals) and the cycling isochrone map shows a variety of facilities within a 15-minute cycle (shown in 5 minute intervals).

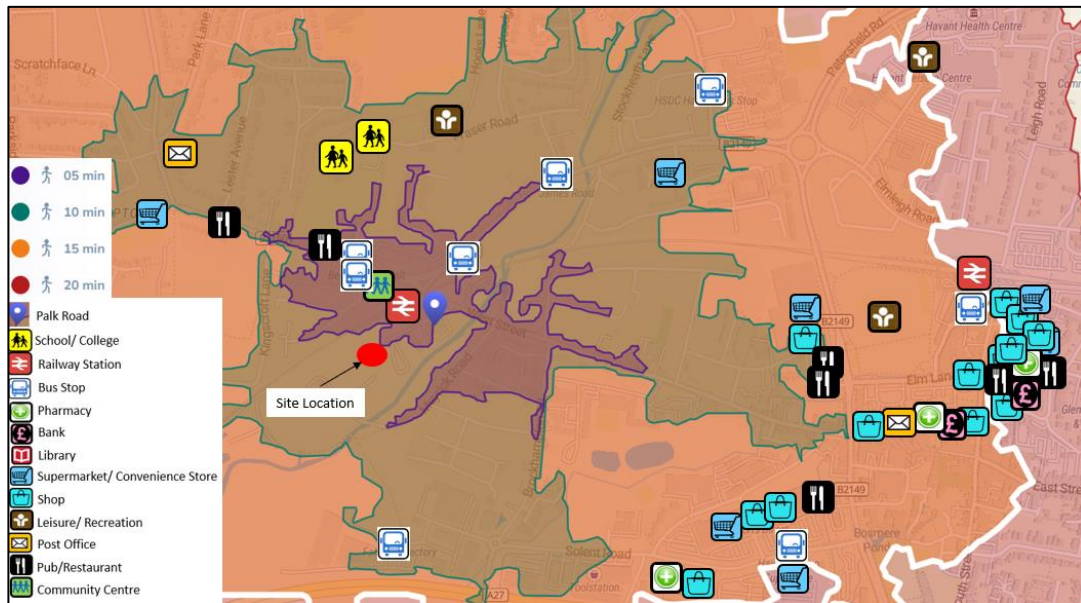


Figure 2: Walking Isochrone Map

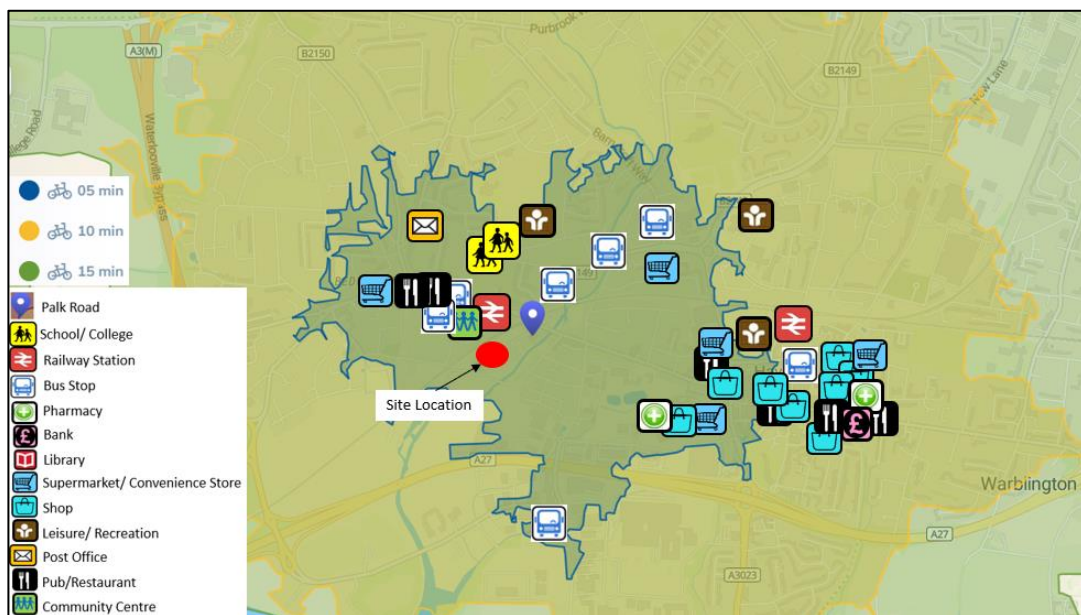


Figure 3: Cycling Isochrone Map

- 3.11 As evident from **Figure 2** and **Figure 3**, there are a range of facilities which can be accessed on foot or by bike from the site, with a wide range being within a 10-minute walk, meeting CIHT's 'walkable neighbourhood' criteria and thus offering a sustainable development.

Pedestrian Network

- 3.12 Footways are located along both sides of Palk Road for the entire length of the road (excluding c.20m of unbound surface on the western side of the road), which connect to the wider pedestrian infrastructure along West Street.
- 3.13 Footways are present along both sides of West Street, providing a connection to Bedhampton Railway Station to the west and Havant Town Centre to the east. Stepped and step free access is provided over the level crossing.
- 3.14 The footway along the southern side of West Street reduces to substandard width beyond the Meyrick Road/West Street junction, however, the footway along the northern side of the road continues as a suitable width towards Havant Town Centre.
- 3.15 The existing pedestrian infrastructure is shown in **Photographs 2-5**.



Photograph 2: Palk Road southern footway



Photograph 3: Footway to Bedhampton Railway Station



Photograph 4: West Street southern footway



Photograph 5: Northern footway along West Street

Public Rights of Way (PROW)

- 3.16 There are also several Public Rights of Way (PROW) footpaths within proximity to the site, shown in **Figure 4**, including recreational routes (Wayfarers) as well as links to local facilities including local schools.

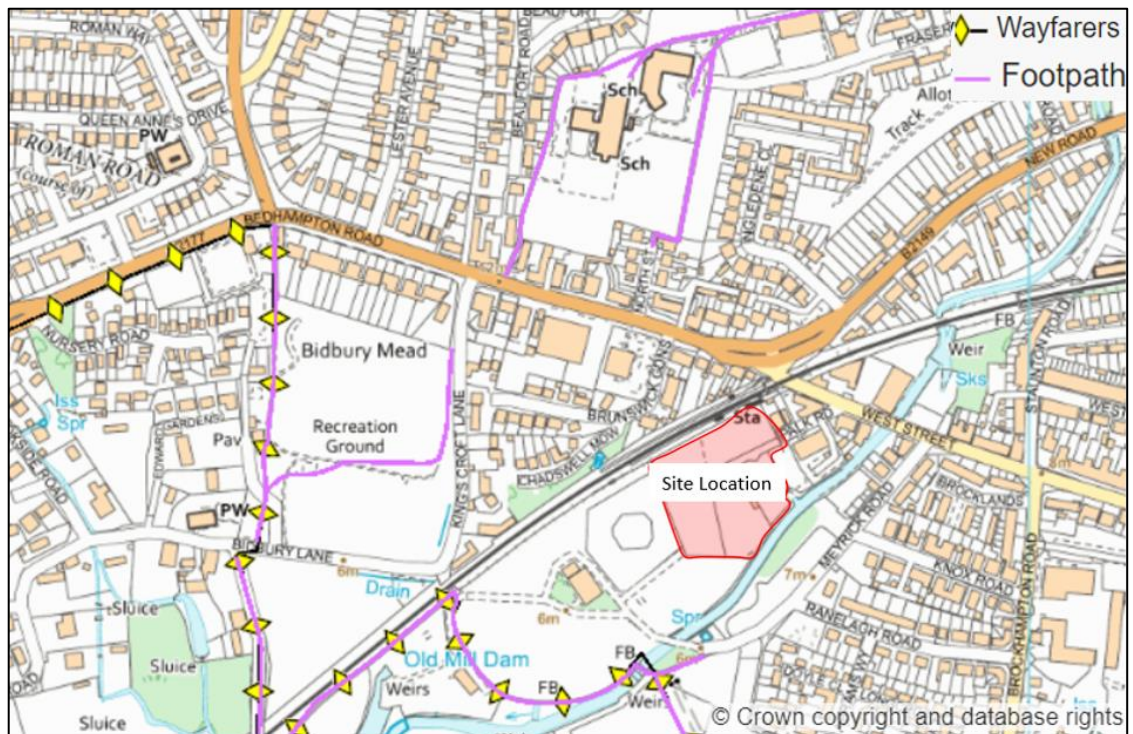


Figure 4: Public Rights of Way (PROW) in the vicinity of the site

Cycle Network

- 3.17 There is limited cycle infrastructure within the direct vicinity of the site, however, the topography and low vehicle speeds within the local area, make the roads attractive to cycle on. Moreover, to the east and south of the site, there is a variety of cycle infrastructure in the form of shared foot/cycleways and National Cycle Network (NCN) route 22 runs close to the site and provides a connection to Havant Railway Station, shown in **Figure 5**.

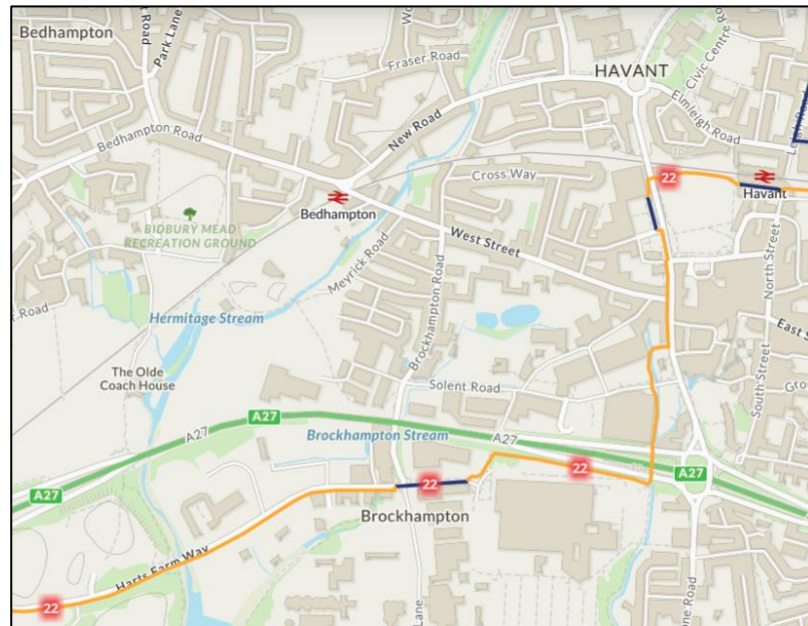


Figure 5: National Cycle Network Routes

- 3.18 There are a variety of advisory cycle routes, cycle tracks and cycle lanes surrounding the site which are shown within HBC's own cycle maps (See **Figure 6**). The blue lines represent off-road cycle tracks, and the yellow lines are on-road cycle lanes. The yellow highlighted roads represent a suggested link route which is not signposted, and the blue highlighted roads are signposted routes, which are part of the National Cycle Network (NCN) where indicated.

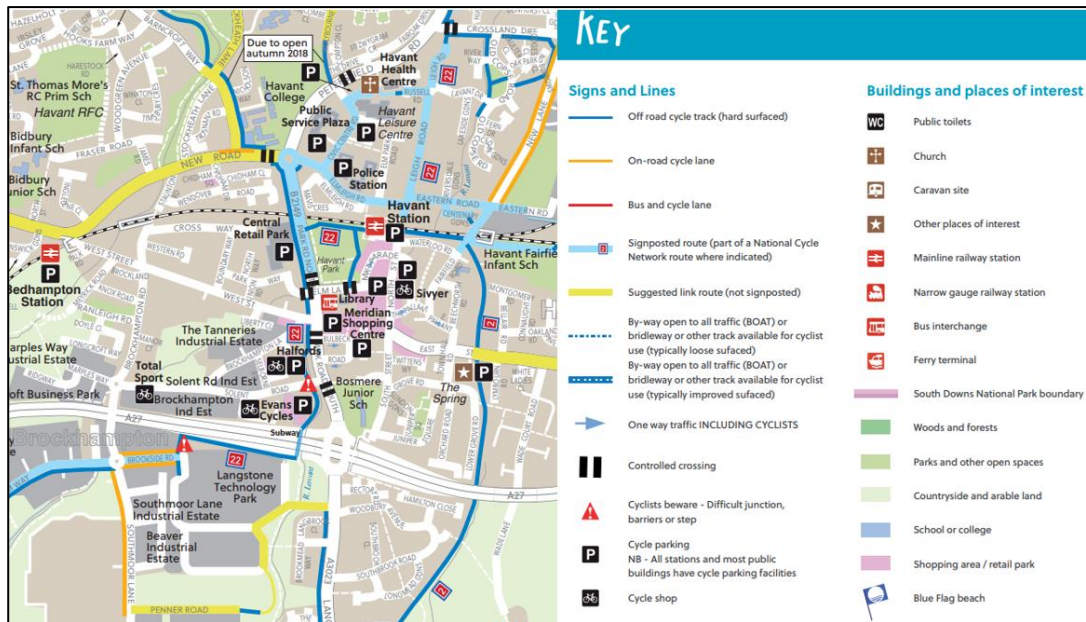


Figure 6: Havant Cycle Map

- 3.19 To the north of the site, New Road is an advisory cycle route which connects on to further cycle routes within Havant, providing connections to local facilities including Havant Leisure Centre, Havant Railway Station and Meridian Shopping Centre.
- 3.20 As discussed within the Policy Review (section 2 of this TP) Havant Borough Council LCWIP states that Route 276 which will link Bedhampton Railway Station to Havant College and Havant Railway Station is set to come forward, which will improve the cycle infrastructure available to residents of the site.
- 3.21 Furthermore, within HCC's pre-application response 2022, it was stated that the Highway Authority have aspirations to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way, via Solent Road and Brockhampton Lane roundabout.

Public Transport Provision

Bus Network

- 3.22 The closest pair of bus stops to the development are the 'Brunswick Gardens' bus stops, located along Bedhampton Road, c360m/410m (4 ½ /5-minute walk) west of the development. Both bus stops comprise of a bus pole, a sheltered seating area and on-carriageway bus stop, as shown within Photographs 6 and 7.



Photograph 6: Brunswick Gardens westbound bus stop



Photograph 7: Brunswick Gardens eastbound bus stop

3.23 The services available from this pair of bus stops are summarised within **Table 2**.

Bus Service	Destination	Frequency		
		Monday - Friday	Saturday	Sunday
23	Southsea – Leigh Park	Every 10 minutes First Bus: 05:45 Last Bus: 23:45	Every 12 minutes First Bus: 06:20 Last Bus: 23:45	Every 30 minutes First Bus: 07:25 Last Bus: 23:25
30	Havant – Hayling Island	Every 30 minutes First Bus: 06:00 Last Bus: 21:00	Every 30 minutes First Bus: 05:55 Last Bus: 21:00	Every hour First Bus: 08:05 Last Bus: 19:35
654*	Hambledon – Havant College	Once a day in each direction First Bus: 08:05 Last Bus: 16:40	N/A	N/A
737	Petersfield - Havant	Once a day in each direction First Bus: 08:50 Last Bus: 16:40	N/A	N/A
SD4*	Bishops Waltham – Havant College	Once a day in each direction First Bus: 08:05 Last Bus: 17:25	N/A	N/A
SD5*	Gosport – Havant College	Once a day in each direction First Bus: 07:53 Last Bus: 16:40	N/A	N/A

Table 2: Bus Services (*Education Only Service)

3.24 As summarised in **Table 2**, the site is served by regular services towards Southsea and Leigh Park which are as frequent as every 10 - 30 minutes Monday - Saturday and every 30 minutes on Sundays. There are also frequent services between Havant and Hayling Island which operate every 25 - 30

minutes Monday - Saturday and hourly on a Sunday. There are also three college services which operate once a day in each direction Monday-Friday.

- 3.25 Havant Bus Station is located c.1km east of the development and further services towards Eastoke, Leigh Park, Wecock, Emsworth, Portsmouth and Flansham can be accessed.

Rail Network

- 3.26 Bedhampton Railway Station is a 3-minute walk (240m) from the development. The station is operated by Southern Railway and provides 20 secure cycle parking spaces, but no car parking or waiting areas. In addition, the station is a step-free category B Station.
- 3.27 There are regular services towards Portsmouth and Southsea (14-minute journey time), Littlehampton (43-minute journey time) and London Waterloo (1-hour 30-minute journey time). The services also provide connections to local stations including Hilsea, Fratton, Havant, Rowlands Castle, Petersfield, Warblington and Emsworth. The majority of services operate on an hourly basis. The frequency of the services and the variety of destinations make travel by rail suitable for both commuter and leisure travel.
- 3.28 Havant Railway Station is located c.1.4km west of the site. The station has 492 car parking spaces, 92 secure cycle parking spaces and is a short walk from Havant Bus Station where services 23 and 30 stop. In addition, the station is a step-free category B Station.
- 3.29 Services towards London Victoria, Brighton and Southampton Central can be accessed from this station, as well as the other services which also operate through Bedhampton Station. All services from Havant Station operate on an hourly basis.

Summary

- 3.30 To summarise, the site has good connections to both the local and strategic highways network. The site is situated in proximity to a variety of pedestrian and cycle infrastructure and is in reasonable walking and cycling distance to several local facilities, with the majority being within the average pedestrian journey time. There is a good provision of bus services which are as frequent as every 10 - 30 minutes Monday - Saturday and every 30 minutes on Sundays and there are a variety of rail services available from |Bedhampton and Havant Railway Station providing hourly services towards London, Brighton, Portsmouth and Southampton, making them suitable for commuter and leisure travel.

4. PROPOSED DEVELOPMENT

- 4.1 This TP supports a full planning application for 90 residential dwellings with associated access and parking on land at Palk Road, Havant. The proposed schedule of accommodation is provided in **Table 3**, with the masterplan included in **Appendix A**.

Dwelling Type	Private	Affordable	Total
1-bed Apartment	22	12	34
2-bed Apartment	36	12	48
3-bed Apartment	5	3	8
Total	63	27	90

Table 3: Schedule of Accommodation

Access Arrangements

- 4.2 The existing site is located at the western end of Palk Road, with an unmarked access road. The access to the residential development would maintain access from Palk Road through a continuation of Palk Road into the site, as per the existing site's arrangement. The existing carriageway width at the site boundary of circa 7m is to be maintained and then narrows to c5m as the road continues into the site.
- 4.3 Further into the site internal roads leading to parking areas measure c.4.8m in accordance with MfS design guidance, which are sufficient to accommodate two cars passing. For further technical details of the site's access see the supporting TA.

Pedestrian Access

- 4.4 Footways would be present along the internal roads and access road to the development site, as shown in **Appendix A**. The footways would provide access to the four blocks of apartments, access to the parking areas and access to the footways along Palk Road. There will also be a footpath located to the south of the site which provides a route through the open space and landscaping area.

Car Parking

- 4.5 Guidance from Havant Borough Council's Parking SPD (September 2019) has been utilised to understand the parking requirement at the development. The guidance from HBC's Parking SPD (September 2019) is outlined in **Table 4** along with the parking requirement for the development, based on the 'Minimum Car Parking Requirement' given the site is just located outside of Havant Town Centre.

Dwelling Size	Allocated Parking per unit	Number of Units	Allocated Parking Requirement	Unallocated Parking per unit	Unallocated Parking Requirement
1-bed	1 space	34	34 spaces	0.9 spaces	30.6 spaces
2-bed	2 spaces	48	96 spaces	1.3 spaces	62.4 spaces
3-bed	2 spaces	8	16 spaces	1.9 spaces	15.2 spaces
Total	-	90	146 spaces	-	108.2 spaces

Table 4: Parking Requirements

- 4.6 As summarised within **Table 4**, the development would be required to provide either 146 allocated spaces, or 108 unallocated spaces for residents.
- 4.7 In addition to resident parking, the guidance suggests an additional 20% of unallocated parking for visitors should be provided, which would equate to an additional 23 or 22 spaces based on allocated/unallocated. However, the guidance also states ‘in larger developments with no allocation of spaces, a lower visitor space allowance may be acceptable provided it can be shown that sufficient resident cars will likely be absent when visiting takes place’ (Table 4B, Note 1).
- 4.8 Based on the development proposals and site layout attached as **Appendix A**, it is proposed the development will primarily provide unallocated parking, except for 5 units within Block C and all 5 of the wheelchair accessible units. The development will therefore provide a total of 113 parking spaces, of which 17 will be visitor parking spaces and 15 will be allocated spaces for the five 3-bed units located within Block C and the five wheelchair accessible units in Block A. The remaining 81 spaces will be unallocated and will serve the remaining 80 units of the 90 units.
- 4.9 In line with MfS guidance, 5% of the total number of parking spaces must be provided for disabled parking. Therefore, 5 spaces at the development will be disabled spaces.
- 4.10 The reduction of parking provision from HBC’s guidance has been justified and assessed within the TA which should be read in conjunction to this TP. However, it is recognised that this TP will be important in supporting the lower level of parking by ensuring residents travel sustainable and have the knowledge and tools to do so.

Electric Vehicle Charging

- 4.11 Parking within the proposed development would be supported by appropriate electric vehicle charging infrastructure.

Cycle Parking

- 4.12 HBC's guidance states that cycle storage should be provided at 1 space per 1-bed unit and 2 spaces per 2/3-bed unit. Therefore, the development will provide a total of 146 cycle storage spaces in line with HBC's guidance. The cycle storage spaces will be accommodated within each of the buildings to ensure secure, covered spaces are provided to residents. In addition, 29 visitor cycle parking spaces are to be provided to ensure visitors can travel to the site via sustainable modes.

Physical Measures to facilitate use of Sustainable Transport.

- 4.13 The access road to the proposed development will be supported by footways measuring c.2m. The footways at the access road will provide connections to the existing footway along the eastern/southern side of Palk Road to the wider pedestrian infrastructure surrounding the site.
- 4.14 A pedestrian crossing point in the form of dropped kerbs with tactile paving is proposed along West Street (to the east of the Palk Road junction) to allow pedestrians to access the northern footway along West Street which is of suitable width to access Havant Town Centre.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP 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 TP, 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.

Indicative Baseline

5.4 In order to set SMART targets (Specific, Measurable, Achievable, Realistic, and Time-Bound) the 2011 ‘Method of Travel to Work’ Census data has been reviewed to provide an indication of future resident’s likely travel modes. The Havant 014 ward information has been reviewed (details of which can be found at **Appendix B**) which covers the site and its surrounding area. The baseline modal splits are presented in **Table 5** including the anticipated targets.

Mode of Travel	Indicative Baseline
Car Alone	67%
Car Share	5%
Rail	8%
Bus	3%
Cycle	4%
Walk	12%
Other	2%
Total	100%

Table 5: Indicative Baseline Splits Based on 2011 Census Data

5.5 **Table 5** indicates that 67% of all commuter trips are undertaken through private vehicles without passengers, whilst 5% of trips are undertaken as a passenger in a vehicle. The data indicates that the most favourable sustainable modes for the development are likely to be walking and rail with around 12% anticipated to walk and 8% anticipated to use rail.

5.6 It is proposed that to determine the 'actual' travel patterns surveys would be completed within three months of 50% occupation. This would enable a sufficient sample size whilst also providing the opportunity to embed the residential TP before too many units are occupied.

Travel Plan Targets

5.7 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.

5.8 This Travel Plan proposes a 10% reduction in the proportion of journeys made by single occupancy car. The indicative modal split targets are shown in **Table 6**.

Mode of Travel	Indicative Baseline	Year 3 Target	Year 5 Target
Car Alone	67%	62% (-5%)	57% (-10%)
Car Share	5%	6% (+1%)	7% (+2%)
Rail	8%	9% (+1%)	10% (+2%)
Bus	3%	4% (+1%)	5% (+2%)
Cycle	4%	5% (+1%)	6% (+2%)
Walk	12%	13% (+1%)	14% (+2%)
Other	2%	2%	2%
Total	100%	-	-

Table 6: Interim Modal Share Targets Based on 2011 Census Data

5.9 The targets aim to encourage a variety of sustainable transport modes which reflect the sustainable transport strategy of the proposed development. An ambitious 10% target has been chosen given the sites sustainable location and low parking provision.

5.10 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and HCC's Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 5**.

6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage residents 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 In addition to the footway connections at the site access and along the internal roads, West Street pedestrian crossing point, electric vehicle charging infrastructure and cycle parking, the following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP 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.

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 (**Appendix C**). These include:
- Appoint a Travel Plan Coordinator
 - Provide details of the Coordinator to HCC via TPtravelplans@hants.gov.uk
 - Produce Resident Welcome Pack (TPC) including:
 - Walking and cycling routes;
 - Bus stop locations and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.
- 6.5 There is a commitment within this TP to ensure the details of the Travel Plan Coordinator:
- Name
 - Job Title
 - Organisation
 - Contact Details (email, address, telephone number and website)
 - Concise breakdown of start date

Will be provided at the latest 3 months prior to 50% occupation.

Key Stages: Five Years Following 50% Occupation

- 6.6 It is proposed that the TP period would become fully active upon 50% occupation and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to the local community.
- 6.7 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the site, HCC, HBC 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 **Appendix C**.

Modal Measures: Walking and Cycling

- 6.8 Infrastructure: This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. There are several pedestrian and cycle routes which will be promoted to residents to reach local facilities, as well as recreational routes.
- 6.9 There will also be a number of improvements to the local walking network, set out in the TA, ATA and WCHAR which will help to encourage residents to walk. These improvements will be promoted to residents to ensure they are aware of the improvements to their local walking routes. Contributions are also likely to be secured towards cycling infrastructure.
- 6.10 The accessibility review and baseline modal splits indicate that walking is a key travel mode for existing residents in the area due to well-lit footways and the number of facilities and amenities within reasonable proximity to the proposed development.
- 6.11 Promotion of Health Apps: The TPC will promote free health apps including (but not limited to) Better Points, NHS Better Health, Map My Walk, Strava and Footpath Route Planner to help encourage active travel.
- 6.12 Co-ordination with Schools: The TPC can promote national/international walk and cycle to school events, including those set up by Sustrans and living streets. These will be promoted through newsletters/information leaflets.
- 6.13 Whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing residents, it is hoped that with promotion, this becomes a more favourable travel mode.

- 6.14 Route Maps: Residents could be provided with route maps for local walking and cycling routes and details on the best routes to access local facilities. These maps could be provided within promotional material (newsletters/leaflets).
- 6.15 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 residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.
- 6.16 Cycle Training: Local cycle training groups, bikeability, Bicycle User Groups (BUG) and Bike Dr events could be promoted to residents to encourage residents to take up cycling or improve their cycle skills and improve safety when using sustainable travel methods. Bicycle User Groups (BUG) and Bike Dr events will be set up if the demand is there from residents.
- 6.17 Cycle Voucher: Residents will be provided with the opportunity to receive a FREE sustainable travel voucher (one per household) to the value of £50, which could be used for a local cycle retailer (or towards public transport). This will help to promote cycling for residents as it will give a financial incentive towards purchasing a bike/equipment or servicing/repair costs. The TPC will also promote any discounted cycle accessories or events in the local area to help encourage people to take up cycling.
- 6.18 Cycle storage will be provided for residents and visitors to encourage cycling to and from the site. The TPC would also provide information about 'bike doctor' events and the governments 'cycle to work' scheme.

Modal Measures: Public Transport

- 6.19 The baseline modal splits indicate that 11% of existing residents currently travel to work by bus or rail and therefore it is considered that the development provides an opportunity to promote bus and rail travel as an alternative mode.
- 6.20 Bus Services: The local bus services operate every 10-30 minutes Monday-Saturday and every 30-60 minutes on a Sunday providing connections to the surrounding area (Southsea, Havant, Leigh Park). The attractiveness of the bus services, particularly those from the Brunswick Gardens bus stops on Bedhampton Road would be supported and promoted through newsletters and welcome packs.

- 6.21 Travel Vouchers: Residents will be provided with the opportunity to receive a FREE sustainable travel voucher (one per household) to the value of £50 which could be used towards bus travel (or a cycle voucher). This will help incentivise the use of the local bus services.
- 6.22 Rail Services: Bedhampton Railway Station is a 3-minute walk from the site and provides services suitable for both commuter and leisure travel which will be promoted to residents. The TPC will also promote rail services from Havant Railway Station which is an 18-minute walk from the development and provides connections to the wider rail network. The TPC will provide details of ticket and timetable information in welcome packs and newsletters.
- 6.23 Maximising resident 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 regular newsletters.

Modal Measures: Car Sharing

- 6.24 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 resident interaction and creating a sense of community.
- 6.25 Liftshare is a well-established scheme and would be promoted to residents through newsletters and the welcome pack, 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.
- 6.26 Car Clubs: Car clubs within proximity to the site will be promoted to residents to allow those who do not have a car or access to one. If viable, providing a car club on site could be looked in to if there would be enough use from residents.

Modal Measures: Sustainable Private Vehicle Use

- 6.27 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.
- 6.28 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.

- 6.29 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.
- 6.30 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

- 6.31 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.
- 6.32 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many businesses are offering working from home.
- 6.33 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi/electric scooter), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and HCC's TPO.
- 6.34 Supermarket Home Delivery: Home delivery services will be promoted to residents to encourage them to reduce their vehicular trips for food/leisure purposes.
- 6.35 Broadband: The developer will ensure that the necessary infrastructure for good broadband services is provided to enable people to work from home and utilise home delivery services.

Personalised Journey Planning Scheme

- 6.36 Upon moving into their new home, households will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel 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, Promotion and Communication

- 6.37 To ensure the ongoing promotion of the Travel Plan to residents, over its life a number of marketing and communication elements would be implemented.
- 6.38 Firstly, a dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides residents 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.
- 6.39 The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door. The newsletters can also be published on site notice boards to ensure the information is promoted to all residents, should noticeboards be available.
- 6.40 Focus Groups: If the demand from residents is there, the TPC can utilise focus groups to provide up to date travel information and incentives to residents and allow them to ask/comment on aspects of travel they would like to see improved or would like more information about.
- 6.41 Social Media: The TPC could utilise platforms such as X, Facebook and Instagram to provide sustainable travel information to residents at the site, if the demand was there for residents to receive information in this way.

Local Area and Other Site Users

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

Visitors and Deliveries

- 6.43 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. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

Financial Incentives: Travel Voucher

6.44 The developer would look to offer a £50 travel voucher, available for each residence, from first occupation (one gift per property). Details of what the voucher could be utilised for would be agreed by the TPC, prior to occupation but would be expected to include:

- Contribution towards a bus ticket; or
- £50 Cycle voucher

6.45 The voucher would be valid for a set period of time which would be clearly defined on the voucher. Terms and Conditions would also be clearly displayed.

Sustainable Travel Incentive

6.46 Upon completion of the Resident Travel Survey each household will be provided with a sustainable travel incentive such as a pre-paid bus ticket or monetary voucher towards purchasing sustainable travel goods. It is envisaged that the travel voucher will encourage the uptake of sustainable travel practices and the value of the voucher would be £50 per dwelling.

6.47 Sustainable Travel Events: The TPC could run a sustainable travel competition/commuter challenge annually and encourage residents to take part through providing information through the website and newsletters. The competition could have a small financial incentive to encourage residents to take part and increase the active travel modes at the site.

6.48 The TPC will be responsible for liaising with service providers once timescales for the development are established to ensure the incentives are in place ahead of first occupation.

7. IMPLEMENTATION AND MONITORING

Implementation

- 7.1 The Travel Plan would be secured through a Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by HCC. A bond value would be agreed through the Section 106 process based on the costed Action Plan provided within this TP. The bond value would be returned to Bellway Homes following the successful implementation of the Travel Plan.
- 7.2 Bellway Homes would be committed to paying the HCC Travel Plan Monitoring and Evaluation fees based on the size of the development, which are as follows:
- £1,500 Initial Evaluation Fee
 - £3,000 Annual Monitoring Fee

Travel Plan Coordinator

- 7.3 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 dwellings.
- 7.4 It is expected the TPC would spend 3-4 hours per week, every week of the year. The total cost of the Travel Plan Coordination work which includes the cost of the Travel Plan Coordinator to implement the measures is outlined in the costed Action Plan attached as **Appendix C**.
- 7.5 The TPC role and contact details will be finalised with HCC prior to occupation and following their appointment by Bellway Homes. 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.
- 7.6 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support;
 - Liaising with public transport operators, local interest groups, HCC and HBC;
 - 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 TP enquiries; and

- Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

7.7 On appointment of the TPC (at least three months prior to first occupation), contact details and a final action plan (with dates) for the TP will be provided to HCC to ensure clear dialogue is possible from first introduction of the TP and that measures stated within this TP are being conducted in a satisfactory manner. It is not possible to provide such details or a start date at this stage given this TP has been prepared to support an application and thus the TPC has not been appointed. However, there is a commitment to provide these details 3 months prior to first occupation.

Surveys and Feedback

7.8 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 TP by local residents beyond the TP's active period: and
- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

7.9 This TP's approach to monitoring acknowledges the above requirements and is based on our experience of being TPC's on a number of sites within Hampshire.

7.10 The resultant monitoring structure for the TP is therefore set out within **Table 7** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Resident Questionnaire (occupation of 50% of dwelling)	TRICS SAM	Resident Questionnaire	TRICS SAM	Resident Questionnaire	TRICS SAM

Table 7: Monitoring Strategy

7.11 A resident questionnaire is proposed to be undertaken within 3 months of 50% occupation, following this TRICS SAM surveys would then be undertaken at the end of Years 1,3 and 5, whilst resident questionnaires would be completed at the end of Years 2 and 4. An example resident survey is included in **Appendix D**.

- 7.12 HCC's Travel Plan guidance requests that a 35% response rate is achieved with any questionnaire to provide statistically significant data. To assist with this the Travel Gift would be promoted, and those wishing to obtain the gift would be required to complete the questionnaire. In later years of the development, or if response rates prove to be low, further incentives may be considered.
- 7.13 The results of the survey will be available for residents to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.
- 7.14 An annual monitoring/progress report will be produced and submitted to HCC within 3 months of surveys taking place. This report will outline how the TP 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

- 7.15 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with HCC's TPO will ensure that mismanagement does not occur.
- 7.16 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with HCC's TPO. The 5-year budget for implementing the 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.
- 7.17 If the five-year target is not achieved, the requirement for remedial measures would be explored with HCC and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

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

8. SUMMARY AND CONCLUSIONS

- 8.1 This Full Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Bellway Homes Ltd (Wessex) to support a full planning application (ref: APP/22/01231) for the redevelopment of a brownfield site to include the provision of 90 residential dwellings (including 27 affordable units) (C3 use), parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road, PO9 1NL.
- 8.2 The site is situated in the Borough of Havant approximately 1km west of the main urban retail high street and adjacent to residential development on Palk Road. The site is bordered by the railway line to the north and lies approximately 160m south of the West Street level crossing.
- 8.3 The site was formerly owned by Portsmouth Water and has a long-standing authorised use for storage and distribution (B8). The site is currently utilised by two tenants for B8 storage and obtains access to the storage area from Palk Road. Palk Road joins the wider highway network via a priority junction onto West Street.
- 8.4 This TP has been produced in accordance with relevant national, regional and local policy, including; NPPF (2023), HCC LTP3 and LTP4, HBC Core Strategy (2011), HBC Adopted Allocations Plan (2014), HBC LCWIP, HBC Parking SPD, LTN 1/20, HCC's Guide to Development Related Travel Plan (2009) and Planning Practise Guidance 'Travel Plans, Transport Assessments and Statements' (2014).
- 8.5 The site has good connections to both the local and strategic highways network. The site is situated in proximity to a variety of pedestrian and cycle infrastructure and is in reasonable walking and cycling distance to several local facilities, with the majority being within the average pedestrian journey time. There is a good provision of bus services which are as frequent as every 10 - 30 minutes Monday - Saturday and every 30 minutes on Sundays and there are a variety of rail services available from Bedhampton and Havant Railway Station providing hourly services towards London, Brighton, Portsmouth and Southampton, making them suitable for commuter and leisure travel.
- 8.6 This TP supports a full planning application for 90 residential dwellings with associated access and parking on land at Palk Road, Havant. The site will take access from Palk Road through a continuation of Palk Road into the site, as per the existing site's arrangement. Pedestrian access would be achieved from the main site access and footways will be provided throughout the sites' internal layout.

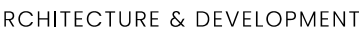
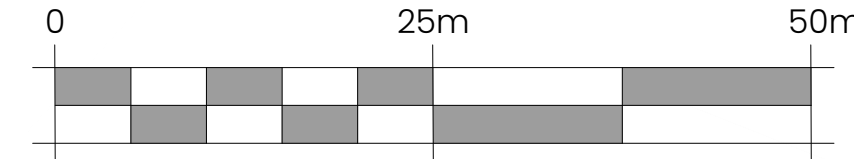
- 8.7 The development will therefore provide a total of 113 parking spaces, of which 17 will be visitor parking spaces and 15 will be allocated spaces for the five 3-bed units. The remaining 81 spaces will be unallocated and will serve the remaining 80 units of the 90 units. The development will also provide a total of 146 cycle storage spaces in line with HBC's guidance.
- 8.8 The aim of the Travel Plan 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."
- 8.9 Baseline travel modes have been based upon 2011 census data and indicate that the development site travel split would be 67% private car uses. The target is to reduce this by 10% over the 5-year period, meaning the private car use at the site would account for 57%. Actual baseline travel patterns would be sought by residents' surveys and will be completed within three months of 50% occupation.
- 8.10 The TPC will promote a range of sustainable travel information to residents including information on walking, cycling, travel vouchers, public transport and sustainable travel events (walk to schools, Bike week etc).
- 8.11 The TPC will provide information to residents in bi-annual newsletters, information on notice boards and through the TPC website.
- 8.12 Once appointed, the TPC (at least three months prior to first occupation), contact details and a final action plan (with dates) for the TP will be provided to HCC to ensure clear dialogue is possible from first introduction of the TP and that measures stated within this TP are being conducted in a satisfactory manner. It is not possible to provide such details or a start date at this stage given this TP has been prepared to support an application and thus the TPC has not been appointed. However, there is a commitment to provide these details 3 months prior to first occupation
- 8.13 Monitoring will be in the form of resident's surveys and TRICS SAM Surveys. Resident's surveys will be at 50% occupation, year 2 and year 4, while TRICS SAM Surveys will be undertaken in years 1, 3 and 5. An annual monitoring/progress report will be produced and submitted to HCC within 3 months of surveys taking place.

Appendix A

Land at Palk Road, Havant
Travel Plan

Paul Basham Associates Ltd
Report No 043.0035/TP





WEBSITE: www.A2AD.co.uk
EMAIL: Info@A2AD.co.uk
TELEPHONE: 01489 290035
ADDRESS: Elan House
5a Little Park Farm Road
Fareham PO15 5SJ

Ilway Homes (Wesse

CT:

Land Off Palk Road,
Bedhampton, Havant
PO9 1NL

NG:

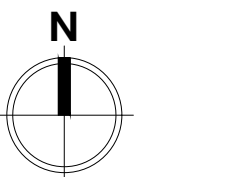
Proposed Site Layout

Downloaded from <http://ajph.org/> on November 10, 2015

Planning

is for any other purpose than stated in title, use annotated dimensions to be checked on site & any discrepancies/errors to be reported to Architect. This drawing is to be read in conjunction with all other relevant drawings.

exists on this plan and information displayed on this drawing. Reproduction without written consent. Company registration no. 12812207



	DATE:		DRAWN
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DATE: / / SHEET NO: REVISION:

85 101 -

Appendix B

Land at Palk Road, Havant
Travel Plan

Paul Basham Associates Ltd
Report No 043.0035/TP



QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 27 September 2022]

population All usual residents aged 16 to 74

units Persons

area type 2011 super output areas - middle layer

area name E02004775 : Havant 014

rural urban Total

Method

of Travel 2011 to Work

All categories	4,026	Single occupancy vehicles	67%
Underground	9	Car share	5%
Train	328	Walking	12%
Bus, minib	101	Bus	3%
Taxi	15	Cycling	4%
Motorcycle	34	Train	8%
Driving a car	2,710	Other	2%
Passenger	178	Total	
Bicycle	144		
On foot	483		
Other method	24		

In order to protect against disclosure of personal information, records have been swapped between different (

geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C

Land at Palk Road, Havant
Travel Plan

Paul Basham Associates Ltd
Report No 043.0035/TP



PALK ROAD, HAVANT TRAVEL PLAN ACTION PLAN



Actions	Responsibility	Timescale
TPC to contact HCC and agree targets, monitoring and confirm Action Plan	Bellway Homes/TPC	Three months Prior to first occupation
Site Visit	TPC	Prior to first occupation
Develop webpage	TPC	Prior to first occupation
Prepare and distribute a Travel Welcome Pack	TPC	Prior to first occupation
Determine communication strategy inc. newsletters	TPC	Prior to first occupation
Travel Plan 'logo' and branding to be established	TPC	Prior to first occupation
Prepare TP action database for logging/recording: Action Plans, Household details, Household Personal Travel Planning, Assistance/Communication, Local Key Players Contact Details, Survey Responses	TPC	Prior to first occupation
Liaison with Sales Representatives to introduce TP and incentives available	TPC	Prior to first occupation
Monitoring Stages - Surveys and Feedback		
Baseline Resident Travel Surveys	TPC	50% occupation
End of Preliminary Phase Report and revise targets where necessary	TPC/HCC	End of Preliminary Phase

Preliminary Costs	£4,000
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Actions	Responsibility	Timescale	Year 1 (start at 50% Occupation)	Year 2	Year 3	Year 4	Year 5	Total
Personal Travel Planning (General TPC Activities)								
Liaison with residents re: PTP and distribution of travel vouchers	TPC	Ongoing	£1,890.00	£1,575.00	£945.00	£945.00	£945.00	£6,300.00
Attend Resident Association Event / Group meetings	TPC	Ongoing						
Promote sustainable routes to school	TPC	Ongoing						
Promote car sharing	TPC	Ongoing						
Maintain dialogue with local public transport service operators for service changes and promotions	TPC	Ongoing						
Maintenance of local area walking / cycling route map and public transport information	TPC	Ongoing						
Keep up to date on local walking, cycling, public transport and car-sharing initiatives	TPC	Ongoing						
Promote local area key facilities, including walking and cycling routes/access points	TPC	Ongoing						
Promote Walk to Work Week	TPC	Ongoing						
Cooperation and coordination with local, regional an national campaigns and events	TPC	Ongoing						
Promote Bike Week and local cycling routes	TPC	Ongoing						
Promote care sharing schemes such as Hampshire Lift share	TPC	Ongoing						
Provision of information on local road network routes, cost comparison tables, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing						
Marketing and Communications								
Newsletters/ Leaflets	TPC	Biannually	£ 500	£ 500	£ 500	£ 500	£ 500	£ 2,500
Website	TPC	Minimum of 2 updates per year	£ 200	£ 200	£ 200	£ 200	£ 200	£ 1,000
Site Visit/Audit/Event	TPC	Annual	£ 250	£ 250	£ 250	£ 250	£ 250	£ 1,250
Monitoring Stages - Surveys and Feedback								
Progress Review/Liaison with HCC	TPC	Annually	£ 750	£ 750	£ 750	£ 750	£ 750	£ 3,750
Resident Travel Surveys	TPC	End of Years 2 and 4		£ 500		£ 500		
Arranging and Review of TRICS SAM Survey	TPC	End of Years 1, 3 and 5	£ 1,000		£ 1,000		£ 1,000	£ 3,000
Handover	TPC	End of Year 5					£ 500	£ 500
Year Estimates			£ 4,590	£ 3,775	£ 3,645	£ 3,145	£ 4,145	£ 18,300
						Preliminary Stage + Year Estimates		£ 22,300

Project Details	
Scheme	Palk Road, Havant
No. of Units	90
Personal Travel Planning Budget per unit	£ 70
Total Personal Travel Planning Budget	£ 6,300
Consent Date	TBC
1st Unit Occupation Target	TBC
Full Occupation Target	TBC
Applicant	Bellway Homes Limited (Wessex)
Local Authority	Havant Borough Council / Hampshire County Council
LA Travel Plan Officer	TBC
Travel Plan Author	TD
Travel Plan Co-ordinator	TBC

Disbursements:	Amount (per voucher/survey)	Units	TOTAL
Voucher	£50	90	£4,500
TRICS SAM Survey	£3,000	3	£9,000
			£13,500

Total including Disbursement	
£	35,800

Version	Date	TPC Author	Comment
1	Sep-22	TD	
2	Nov-22	JM	

Appendix D

Land at Palk Road, Havant
Travel Plan

Paul Basham Associates Ltd
Report No 043.0035/TP



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, The Bothy, Cams Hall Estate, Fareham PO16 8UT
- ☐ Or you can fill this out via Survey Monkey on <https://www.surveymonkey.co.uk/XXXX>
- ☐ 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. Please answer the below questions based on how you currently 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. What is your most frequent journey for?

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

3. How long does your most frequent journey take?

- ☐ Under 10 minutes
- ☐ 10-20 minutes
- ☐ 21-30 minutes
- ☐ 31-40 minutes
- ☐ 41 – 60 minutes
- ☐ Over an hour

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

- ☐ XXXXX
- ☐ XXXXX
- ☐ XXXXXX
- ☐ XXXXXXX
- ☐ XXXXXXX
- ☐ Other please specify_____

5. If you were to change your mode of travel for your most frequent journey, what mode would it most likely be?

- ☐ Cycle
- ☐ Walk
- ☐ Train
- ☐ Bus
- ☐ Car Share
- ☐ Other please specify_____

6. Why would you choose this alternative travel mode?

7. What would encourage you to change your travel habits?

- ☐ Safer walking/cycling routes
- ☐ Better provision of public transport
- ☐ Vouchers and discounts
- ☐ Better facilities at your destination
- ☐ Having access to a bike
- ☐ 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:_____

INSERT DEVELOPER
LOGO