



Trustees of the GHM Jackson 1972 Settlement

Hulbert Road, Havant

Framework Travel Plan

A096474

April 2020



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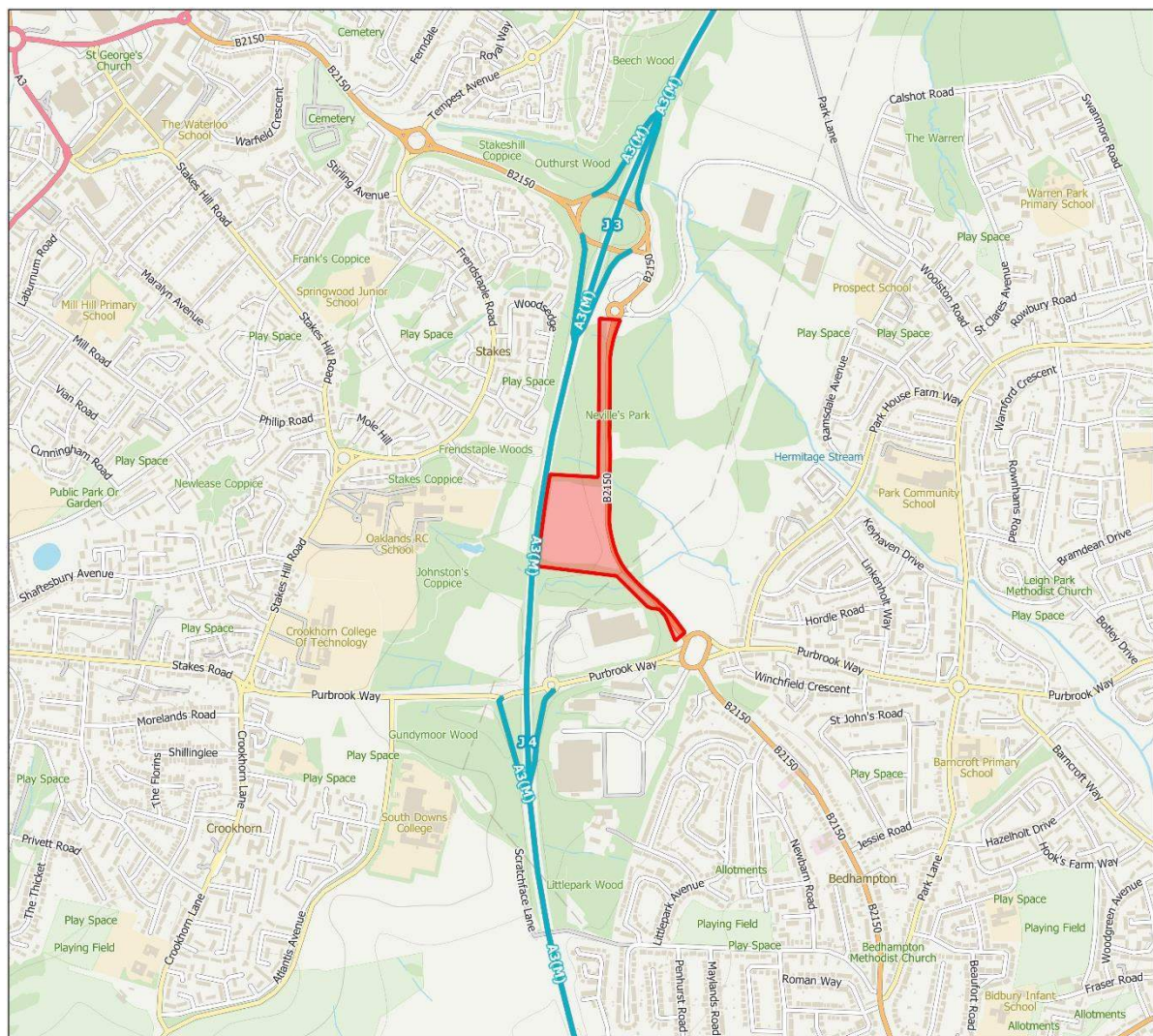
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1 Introduction

Background and Site Location

- 1.1 WYG has been commissioned by Trustees of the GHM Jackson 1972 Settlement (the 'Applicant') to prepare a Framework Travel Plan Assessment (FTP) to support a proposed residential development at Hulbert Road, Havant (the 'Site').
- 1.2 The site is bound to the east by Hulbert Road, to the north and south by woodland, and to the west by the A3(M). There is an existing junction into the site on Hulbert Road located approximately 500m north of the Asda Roundabout. Hulbert Road is subject to a 40mph speed limit with no street lighting present.
- 1.3 The location of the site in the context of the local highway network is detailed on **Figure 1.1**.

Figure 1.1 Site Location Plan



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Development Proposals

- 1.4 The development comprises of 120 dwellings, with access from Hulbert Road.

Travel Plan

- 1.5 A Travel Plan (TP) is a package of measures designed to promote access to a site by sustainable modes of transport thereby reducing reliance on single occupancy private car usage. Travel Plans are site specific and tailored to the individual requirements of the type of development and intended users of the site.
- 1.6 Travel Plans have a set of clear objectives which underpin the purpose for having a TP. Appropriate measures are identified to help achieve the stated objectives, as well as appropriate monitoring and marketing techniques. A robust plan can have a significant role in reducing the transport impacts of a development, though critical to its success is the commitment of the developer, local authority and other interested parties to ensuring its implementation and progress.

Travel Plan Objectives

- 1.7 The objectives of the Travel Plan have been identified as follows:
- Seek to minimise the number of single occupancy car journeys made to the site, to promote travel by the more sustainable modes of transport, and to manage the overall transport impacts of the development.
- 1.8 Wider environmental, economic and health objectives also apply, such as:
- Reducing carbon emissions;
 - Reducing living costs for residents; and
 - Improving individual health and fitness.
- 1.9 These objectives should guide the setting of targets and the types of measures that are implemented.

Report Structure

- 1.10 Following this introductory chapter, the remainder of this TP is structured as follows:
- **Chapter 2: Existing Conditions** – provides an outline review of the existing transport conditions prevailing at the development Site and in the immediate surrounding area;
 - **Chapter 3: Aims, Objectives and Targets** – outlines the aims, objectives and targets of the Travel Plan;
 - **Chapter 4: Travel Plan Responsibility, Strategy and Measures** – sets out the Travel Plan strategy;
 - **Chapter 5: Monitoring and Review** – sets out the monitoring and review process of the Travel Plan; and
 - **Chapter 6: Summary and Conclusions** – Provides a summary and concludes the report.

2 Existing Conditions

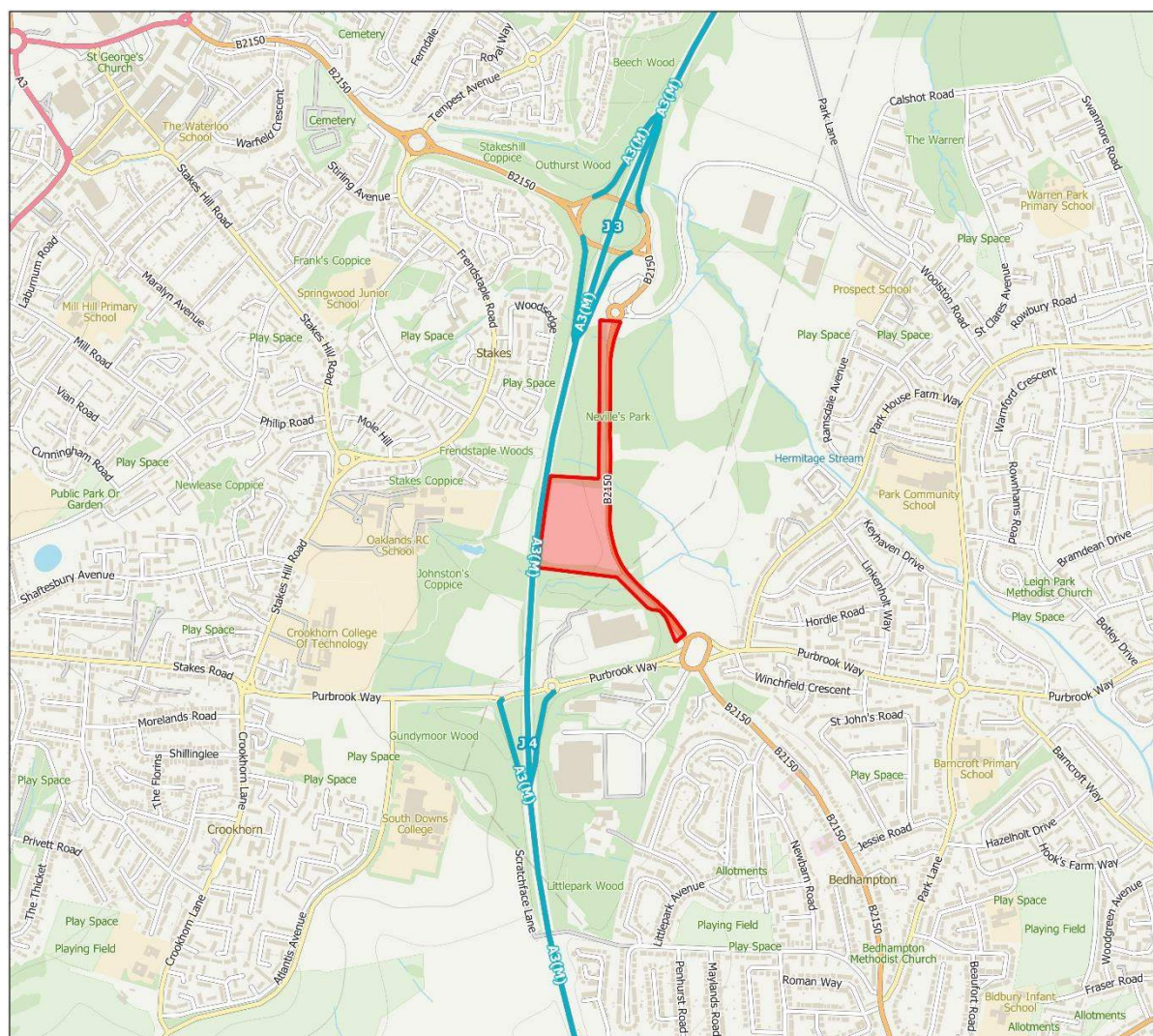
Introduction

- 2.1 This section of the TA reviews the existing conditions of the site with regard to its location and accessibility by sustainable modes.

Site Location and Description

- 2.2 The site is located to the northwest of Havant and to the southeast of Waterlooville. In a strategic context, the site is located circa 10 kilometres northeast of Portsmouth within the county of Hampshire.
- 2.3 The site is bound to the east by Hulbert Road, to the north and south by woodland, and to the west by the A3(M). There is an existing junction into the site on Hulbert Road located approximately 500m north of the Asda roundabout. Hulbert Road is subject to a 40mph speed limit with no street lighting.
- 2.4 The location of the development site is illustrated at **Figure 2.1** and in full in the Figures section.

Figure 2.1 Site Location Plan



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Accessibility Guidance

- 2.5 When considering the sustainability audit within the TA, WYG have reviewed the nationally available accessibility guidance prepared by central government and professional transport institutions for both walking and cycling.
- 2.6 The 2017 National Travel Survey (NTS) (published July 2018) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 17 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.4km of their origin. The NTS 2017 (NTS0308 dataset) also identifies that 81% of all trips under 1.6km are made on foot, 24% for trips that are 1.6 to 3.2km.
- 2.7 The Chartered Institution of Highways and Transport (CIHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 20% for journeys that are 1.6 km to 3.2km long also being undertaken on foot.
- 2.8 Both the National Travel Survey and CIHT guidance come to a similar conclusion in that walking offers the opportunity to provide for shorter distance trips of up to 1.6km with some people prepared to walk up to a maximum of 3.2km. These walking distances have been used as a measure for what is an acceptable distance to access local facilities.
- 2.9 The 2017 National Travel Survey also covers cycling and identifies the average person is willing to cycle for an average time of 23 minutes (6.1km) with 56% of all cycle trips up to 8km in distance and 77% of trips being up to 16km.
- 2.10 The Department for Transport; Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that cyclists usually want to be able to travel at speeds of 19kph, which is the average speed of a cyclist on a level surface. It is therefore considered that 16kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g. manoeuvring through junctions). On this basis taking the journey time for the NTS and DfT cycling speeds the average person is willing to cycle 24 minutes equating to of 6.4km. In terms of 79% of trips being up to 8km, this would equate to a cycling time of 30 minutes.
- 2.11 The CIHT guidance document 'Planning for Cycling' (October 2015) states most cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, most trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2km). The bicycle is therefore a potential mode for many of these trips.
- 2.12 Both the National Travel Survey and CIHT guidance come to a similar conclusion in that cycling provides the opportunity to provide for shorter distance trips of up to 8km with many of the population prepared to cycle 3.2km. These cycling distances have been used as a measure for what is an acceptable distance to access local facilities.
- 2.13 It should be noted that the CIHT guidance document 'Planning for Public Transport in Development' (March 1999) states that users of bus services prefer their origin and destination to be located within 400m of a bus corridor. The National Travel Survey (NTS) 2014 (September 2015), recorded that pedestrians will walk on average 624m to bus stops, when using a local bus as the main part of a local trip.

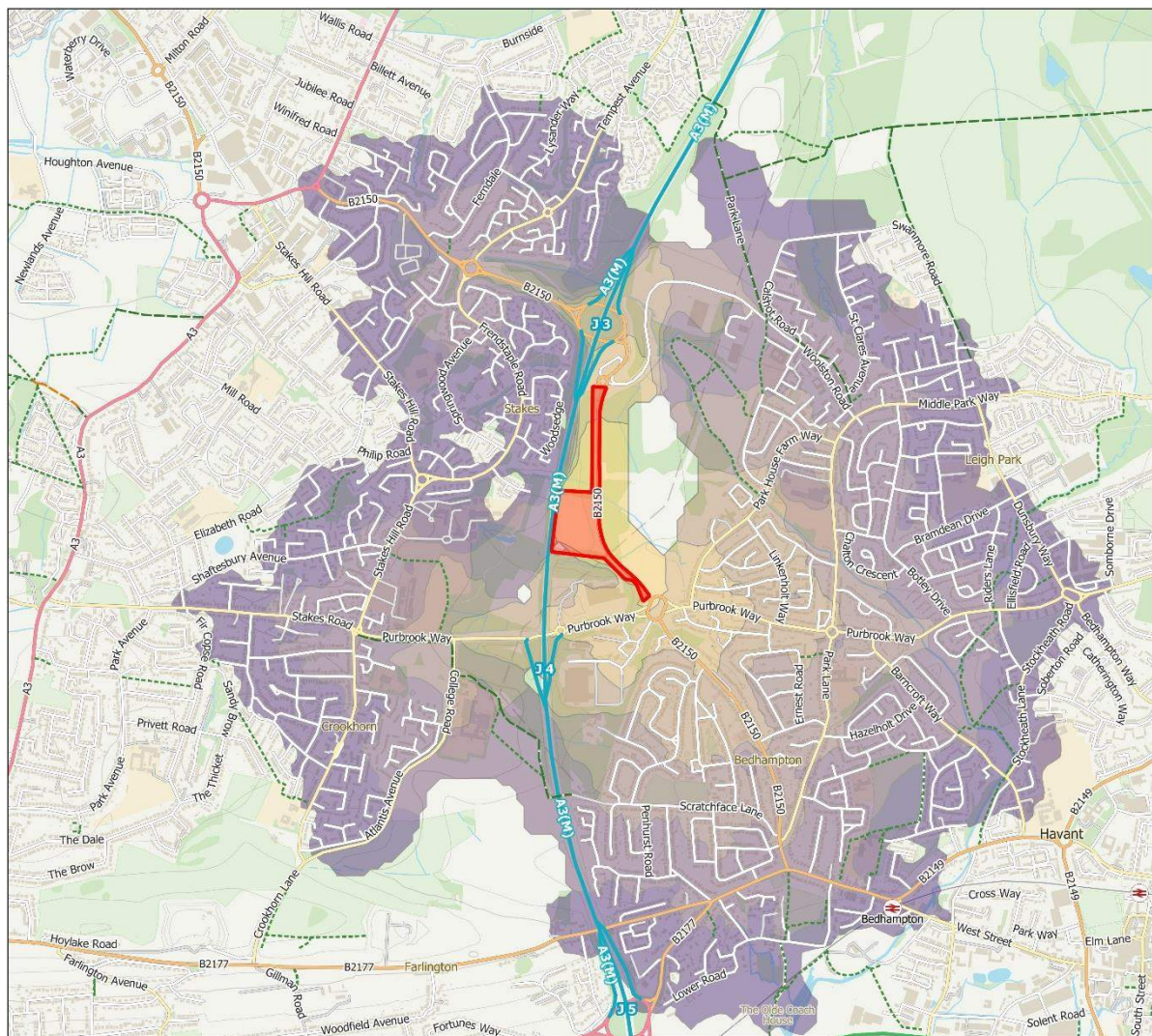
Access by Walking

- 2.14 The site gains its pedestrian access via an informal arrangement from Hulbert Road. The pedestrian network in this area is in its infancy, with Hulbert Road offering no footway within the immediate vicinity of the site access, with footway provision provided approximately 200m to the southeast of

the site on the western side of the carriageway. This footway forms part of the local pedestrian network, a combination of footways, footpaths and crossing points which accommodates the safe movement of pedestrians throughout Havant and the local area.

- 2.15 A GIS network analysis has been carried out to assess pedestrian accessibility from the development Site. **Figure 2.2** shows a 30-minute walk isochrone, which has been calculated based upon a walking speed of 4.8 km/hr and has been classified into 5-minute walking bands (400m). The orange areas closer to the site represent shorter walking journey times of up to 10 minutes, and the purple areas represent areas within a 10-30 minute walk of the site.

Figure 2.2 Walking Isochrone



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- 2.16 This analysis shows that pedestrians are able to walk a large area of Havant and Waterlooville within 30 minutes, including Bedhampton Station and a number of local amenities and education facilities.
- 2.17 In addition to the footways there are a number of PRowS (Public Rights of Way) which route within the study area. These PRowS are illustrated in **Figure 2.2**.
- 2.18 The proposed development is therefore well located and provides opportunities for future residents and site users to access key facilities and transport networks by foot, therefore reducing the reliance



on vehicle travel.

Access by Cycling

- 2.19 In the immediate vicinity of the site, cyclists are accommodated upon the local highway network. National Cycle Network (NCN) Route 222 is located to the west of the site within Purbrook. NCN 222 comprises of a mixture of an on-road and off-road routes from Portsmouth to Petersfield. The location of the NCN Route in relation to the site is shown in **Figure 2.3**.
- 2.20 As shared cycleway/footway is provided south of the site along the length of Purbrook Way which provides a link from Havant to Purbrook.
- 2.21 A GIS network analysis has been carried out to assess cyclist accessibility from the development Site. **Figure 2.3** shows a 30-minute cycle isochrone, which has been calculated based upon a cycle speed of 16km/hr and has been classified into 5-minute cycling bands (1.33km). The orange areas closer to the site represent shorter cycle journey times of up to 10 minutes, and the purple areas represent areas within a 10-30 minute cycle ride from the site.
- 2.22 This analysis shows that Havant, Waterloo, Horndean, Rowlands Castle and Emsworth, and many employment and leisure areas are all within a 30-minute cycle from the site, in addition to the facilities set out in **Table 2.3**.

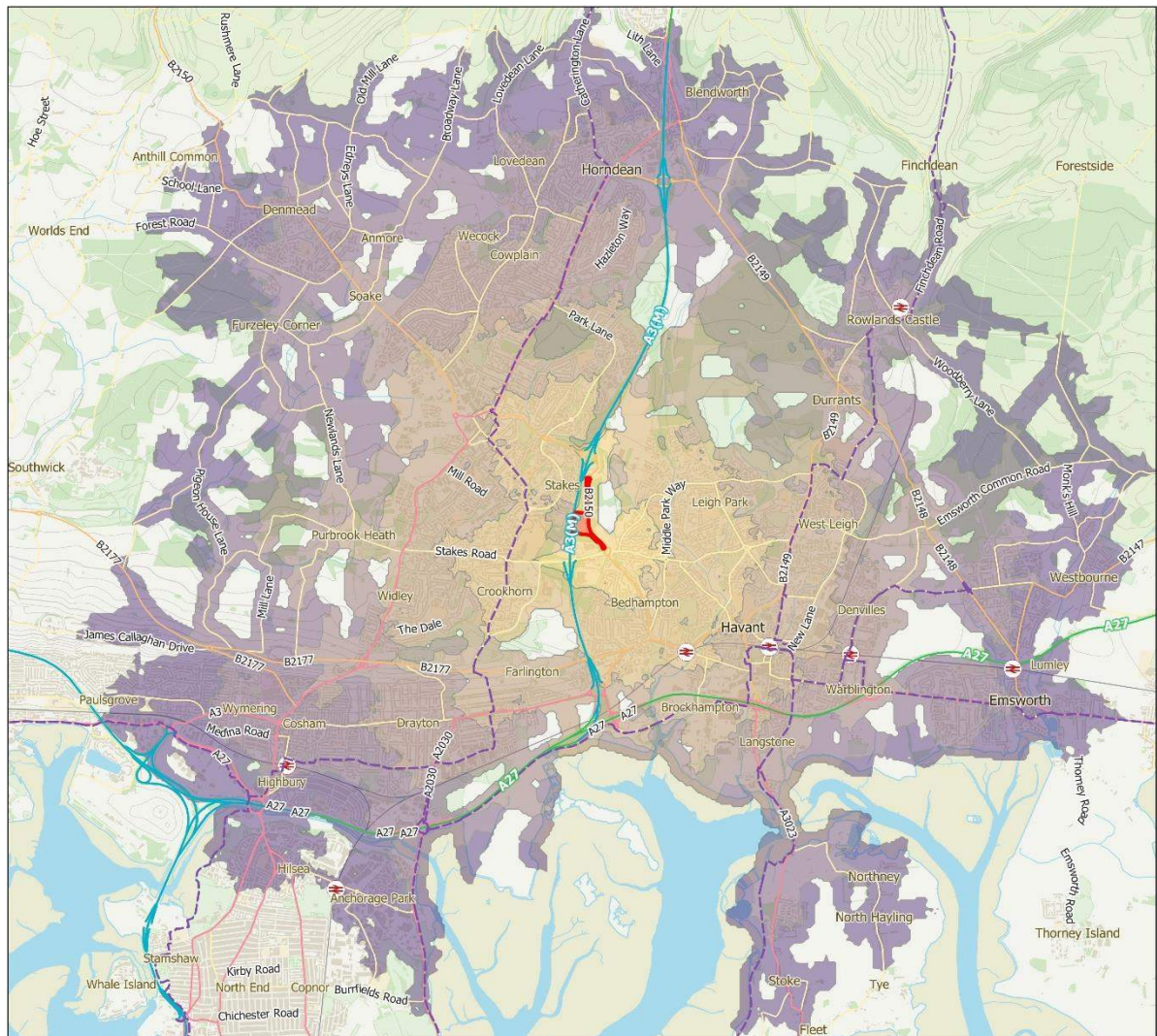


Table 2.1 Local Bus Services

Service	Route	Approximate Frequency (minutes)		
		Monday - Friday	Saturday	Sunday
20 ^{SS}	Portsmouth – Havant	30 mins 06:39 – 19:58	30 mins 07:14 – 20:02	-
	Havant – Portsmouth	30 mins 06:25 – 18:25	30 mins 06:49 – 18:24	-
37 ^{SS}	Petersfield – Havant	Hourly 07:43 – 19:42	9 Daily 08:04 – 19:28	-
	Havant – Petersfield	Hourly 06:46 – 18:16	7 Daily 08:26 – 17:22	-
39 ^{SS}	Wecock – Havant	15 mins 06:01 – 21:38	15 mins 06:35 – 21:38	Hourly 08:02 – 18:02
	Havant – Wecock	15 mins 06:13 – 23:14	15 mins 07:10 – 23:14	Hourly 08:09 – 19:09
621 ^{SS}	Baffins – Havant	1 Daily 16:55	-	-
	Havant – Baffins	1 Daily 09:06	-	-
641 ^{ED}	Southbourne – Oaklands School	1 Daily 15:50	-	-
	Oaklands School – Southbourne	1 Daily 08:35	-	-
654 ^F	Oaklands School – Hambledon	1 Daily 16:39	-	-
	Hambledon – Oaklands School	1 Daily 08:41	-	-
SD4 ^F	Waltham – Havant College	1 Daily 09:20	-	-
SD5 ^F	Gosport – Havant Campus	1 Daily 09:15	-	-
	Havant Campus – Gosport	1 Daily 16:40	-	-

^{SS} Stagecoach South ^{ED} Emsworth and District ^F First Portsmouth, Fareham and Gosport

Rail Services

- 2.26 Bedhampton Railway Station is located 2.3km south east of the site and can be accessed within a 28-minute walk or a 7-minute cycle. Bus services SD4 and SD5 provide a daily link from the site to Bedhampton Rail Station, enabling site users to travel by bus to the rail station.
- 2.27 The station is located on the Portsmouth Direct Line and the West Coastway Line and is managed by Southern Railway. The station benefits from a number of facilities including:
- 20 cycle parking spaces; and
 - Ticket buying facilities.

- 2.28 **Table 2.2** sets out the travel times to key destinations which are accessible from Bedhampton Rail Station.

Table 2.2 Direct Rail Services from Bedhampton

Destination	Average Frequency	Travel Time
Havant	20 mins	3 mins
Portsmouth Harbour	60 mins	18 mins
Guilford	60 mins	59 mins
London Waterloo	60 mins	104 mins

Local Highway Network

Hulbert Road

- 2.29 The Hulbert Road is located adjacent to the site and runs in a north to south direction within the vicinity of the site routing between the A3 in Waterlooville and Purbrook Way in Havant.
- 2.30 Hulbert Road is subject to 40mph within the vicinity of the site but currently has no pedestrian or cycle infrastructure connecting to the site.

Purbrook Way

- 2.31 Purbrook Way is subject to a 40mph speed limit and provides access to the A3(M) via junction 4. A shared cycleway/footway is provided along the length of Purbrook Way providing a link from Havant to Purbrook.

A3 (M)

- 2.32 The A3 (M) runs to the west of the site, between Horndean to the north where it joins the A3 and Havant in the south where it joins the A27.
- 2.33 The A3 (M) comprises of a two-way two-lane carriageway and a hard shoulder. The A3 is subject to motorway regulations, including the national speed limit. From the site the A3(M) can be accessed via junction 3 in the north or junction 4 to the south.

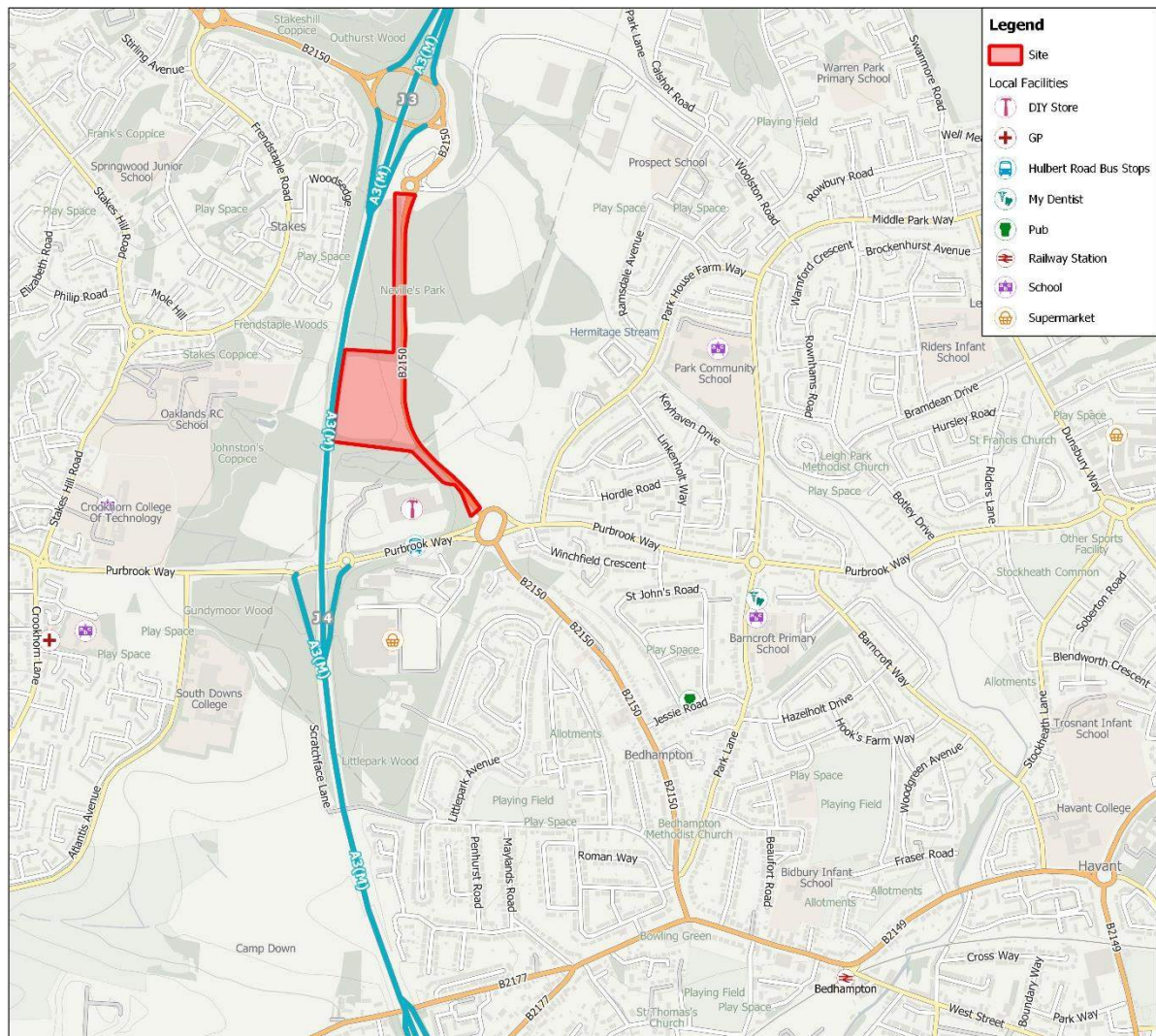
Accessibility to Local Services and Facilities

- 2.34 Numerous services and facilities to support local residents are provided within the local areas. **Table 2.3** provides a summary of the local facilities within close proximity to the proposed development and the approximate walking and cycling times, using an average walking speed of 1.33 m/s and an average cycling time of 4.4m/s, while **Figure 2.4** shows the location of the local facilities in relation to the site.

Table 2.3 Local Facilities

Service / Facility	Approximate Distance (Metres)	Approximate Walking Time (Minutes)	Approximate Cycling Time (Minutes)
Hulbert Road Bus Stops	600	8	2
B&Q	700	9	3
Asda	900	11	3
Barncroft Primary School	1400	18	5
My Dentist	1400	18	5
The Swan Inn	1400	18	5
Park Community School	1800	23	7
Riverside School	2000	25	8
Crookhorn Lane Surgery	2000	25	8
Crookhorn College	2100	26	8
Bedhampton Rail Station	2300	29	9
Iceland Foods	2600	33	10

Figure 2.4 Local Facilities



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2.35 Given the above, it is considered that the site is well located to encourage a number of trips generated by future site users to be undertaken by sustainable and active modes of transport including walking and cycling.



3 Aims, Objectives and Targets

Introduction

- 3.1 This chapter outlines the aims, objectives and targets of the Travel Plan for the Proposed Development.

Travel Plan Aims

- 3.2 The main aims of this TP are as follows:
- To ensure that travel choices information (e.g. available services, the benefits of more sustainable travel behaviour including more efficient car use) are promoted to prospective new residents and visitors at the Site;
 - To increase the incidence of journeys undertaken by healthy and active travel modes and public transport; and
 - Promote healthier lifestyles

Travel Plan Objectives

- 3.3 The objective of this Travel Plan is to:
- Promote travel by more sustainable modes of transport, and to manage the overall transport impacts of the development.
- 3.4 Beneath this headline objective, several other related objectives have been identified as follows:
- **Objective 1:** Reduce the need to travel by car;
 - **Objective 2:** Promote walking / cycling and health and wellbeing;
 - **Objective 3:** Promote public transport (with a particular emphasis on rail and bus); and
 - **Objective 4:** Provide information that is conducive towards promoting sustainable travel and changing travel behaviour.

Travel Plan Targets

- 3.5 The success of the Travel Plan is measured by whether it achieves its objectives through set targets which will be identified following the initial survey and which will be advised to HCC. The targets, which are related to the objectives, can be 'action' targets or 'aim' targets. Action targets set out specific commitments to implement measures within certain timescales to ensure delivery. Aim targets provide numerical goals for modal shift.
- 3.6 All targets will be SMART (Specific, Measurable, Achievable, Realistic, Time-bound).

Action Targets

- 3.7 The action targets are set out in the Action Plan and include the following key milestones;
- The Travel Plan will be formally launched on an individual basis as properties are occupied;
 - Provision of a 'Travel Information Pack' for each dwelling upon occupation;
 - The baseline survey will be conducted within 3 months of meaningful occupation (50% of dwellings occupied) and details advised to the HCC;
 - An updated version of the Travel Plan will be produced with an Action Plan following the baseline surveys. This updated version of the Travel Plan will have clear aims and objectives which outline modal shift targets over at least a 5-year period; and



- Monitoring surveys will be undertaken on the anniversary of the baseline survey which will monitor the modal shift of residents.

Aim Targets

- 3.8 The Travel Plan will be monitored over a period of not less than 5 years. Once the baseline travel survey results have been analysed, specific targets will be set according to the monitoring programme set out in this report and details advised to the HCC, albeit, an indicative modal share target is set out below. The main target will be to reduce dependency on the private car. Other targets will at least cover increasing levels of public transport patronage and increasing walking and cycling modal splits.

Table 3.1 Travel Plan Targets

Objective	Baseline % mode split	Target % mode split at end of year five
Aim targets		
Reduce the proportion of travel by single-occupancy vehicles	TBC following baseline survey	-5%
Increase share of journeys on foot and by bicycle	TBC following baseline survey	+3%
Increase share of journeys by public transport	TBC following baseline survey	+2%



4 Travel Plan Responsibility, Strategy and Measures

Introduction

- 4.1 This chapter outlines the management strategy of the Travel Plan and proposed measures.

Travel Plan Strategy

- 4.2 The Travel Plan for the Proposed Development will be site specific with the choice of measures partly determined by the existing opportunities and constraints offered by the Site. The Travel Plan will combine a range of hard measures such as site design and infrastructure with soft measures such as marketing and raising awareness.
- 4.3 The specified measures will provide a holistic package in which individual measures are integrated into the design, marketing and occupation of the Site rather than being 'retrofitted' once the Development is established.
- 4.4 Furthermore, the Travel Plan will be treated as a 'live' document, ever changing and evolving to best suit the needs of the Development.

Responsibility

Travel Plan Coordinator

- 4.5 A Travel Plan Co-ordinator (TPC) will be appointed to promote, implement and monitor the Travel Plan. The role will include offering Travel Plan information and advice to all residents and the promotion of Travel Plan measures.
- 4.6 A contact name for the nominated TPC will be provided to HCC as soon as it is known. This name will also be identified to residents through a site travel notice board and as part of the travel information.
- 4.7 The responsibilities of the TPC are many and varied and include:
- Liaison with HCC to obtain literature promoting sustainable travel;
 - Overseeing the Development and implementation of the Travel Plan;
 - Designing and implementing effective marketing and awareness-raising campaigns to promote the Travel Plan;
 - Coordinating the necessary data collection exercises required to develop the Travel Plan;
 - Acting as a point of contact for residents requiring travel information; and
 - Coordinating the monitoring programme for the Travel Plan, including target setting.
- 4.8 The TPC will be the first point of contact for all residents in all matters regarding travel to and from the Site.

Travel Plan Measures

Residential Database

- 4.9 The TPC will collect information on the uptake of travel planning mechanisms by residents. This information will include whether residents have received their TIP or been issued their newsletter.



Travel Information Packs (TIP)

- 4.10 Travel Information Packs (TIP) will be provided to all new residents to ensure that they are fully informed of the travel choices available from the outset. The TIP will likely include:
- Site specific bus and rail timetable information;
 - A plan showing appropriate cycle routes to key destinations, services and facilities;
 - A plan showing appropriate pedestrian routes to key destinations, services and facilities;
 - Contact details of the TPC;
 - Information online, regarding sustainable travel and travel planning tools;
 - Contact details of local reputable taxi firms; and
 - Information on the benefits of sustainable transport on health and the environment.

Noticeboard

- 4.11 A noticeboard will be provided for residents which may contain walking and cycling maps for the area as well as local public transport information. It can also be used as a facility to promote sustainable travel events / initiatives.
- 4.12 It will be the responsibility of the TPC to ensure that the information contained on the board is relevant and up to date. The noticeboard will be located in an area which is highly trafficked by pedestrians to ensure that material is frequently viewed.

Newsletter/Email

- 4.13 The TPC will produce a biannual newsletter during the active phase of the Travel Plan, which will detail the progress towards targets and the results of the monitoring. The newsletter will be provided in either a leaflet form or electronically.
- 4.14 The newsletter will act as a promotion tool for the Travel Plan by publicising any new measures, national sustainable travel campaigns and improvements to sustainable travel facilities in the local area.

Promote Sustainable Travel

Walking

- 4.15 Walking will be promoted to residents through a variety of communication mechanisms (such as TIP, noticeboard, etc). The information will likely contain:
- Maps identifying key facilities;
 - Pedestrian friendly walking routes and travel times; and,
 - Information promoting the health and cost benefits of walking.
- 4.16 New walking routes will be provided as part of the development and promoted to residents.
- 4.17 As part of the development, a 3.0m shared use footway/cycleway will be provided along the southern side of Hulbert Road. This will provide a high quality link from the site to existing facilities and employment opportunities in the local area.

Cycling

- 4.18 It is proposed that as part of the development, cycle parking spaces will be provided on site. Cycling will be promoted to residents through a variety of communication mechanisms (such as TIP and noticeboard). The information will likely contain:

- Maps identifying key facilities, local cycling shops and cycle friendly routes;
- Information promoting the health and cost benefits of cycling;
- Local cycle maps; and,
- Safe cycling practice.

4.19 As part of the development, a 3.0m shared use footway/cycleway will be provided along the southern side of Hulbert Road. This will provide a high quality link from the site to existing facilities and employment opportunities in the local area.

Public Transport

- 4.20 Public transport will be promoted to residents through a variety of communication mechanisms (such as TIP, Noticeboard, etc). The information will likely contain:
- Maps identifying key bus routes, the location, n of bus stops and Bedhampton Railway station; and
 - Timetable information.

Action Plan

4.21 The Action Plan for the Proposed Development is set out in in **Table 4.1**.

Table 4.1 Action Plan

Measure	Implementation / Duration	Responsibility	Meet Objectives
Travel Plan Measures			
Travel Plan Co-ordinator	Pre-occupation	Developer	1, 2, 3, 4
Cycle parking	Pre-occupation	Developer	2
Pre-Occupation Marketing	Pre-occupation	Developer / TPC	2, 3, 4
Residential Database	Pre-occupation / At Occupation then Ongoing	TPC	4
Travel Information Packs	At Occupation /Ongoing	Developer / TPC	1, 2, 3, 4
Newsletter / Email	Within 6 months / Ongoing	TPC	1, 2, 3, 4
Noticeboard	Within 6 months / Ongoing	TPC	1, 2, 3, 4
Promote Sustainable Travel	Within 6 months / Ongoing	TPC	1, 2, 3, 4
Monitoring			
Monitoring Questionnaire	During the first 3 months annually for a further 4 years	TPC	-
Monitoring Report	Within 3 months following completion of survey	TPC	-



5 Monitoring and Review

Introduction

- 5.1 This chapter sets out the implementation, monitoring and review process of the Travel Plan.

Implementation

- 5.2 A key aspect of the Travel Plan is the provision of travel information for site users. It will be the responsibility of the TPC to ensure that the strategy and proposed measures are implemented.
- 5.3 The TPC will prepare an Implementation Strategy Table to set out responsibilities and timescales for implementation and monitoring the progress of the initiatives proposed by the Travel Plan.
- 5.4 It will also be the role of the TPC to monitor and evaluate the impacts of the Travel Plan and report findings to the HCC.

Monitoring and Review

- 5.5 It is important to recognise that Travel Plans are live documents and as such develop over time with changing conditions. Monitoring and review are an integral part of a Travel Plan and its results can help recognise success, and generally raise awareness.
- 5.6 Surveys of the travel characteristics of residents will be undertaken approximately within 3 months of meaningful occupation (50% dwellings occupied) and a baseline survey will be undertaken to determine existing travel patterns which will allow for the setting of meaningful future targets. The findings of the surveys will be reviewed, and a short monitoring report prepared. This will be issued to HCC within two months of the date of the travel survey. If necessary, a meeting will be arranged between the TPC and HCC to discuss progress and possible enhancements to the Travel Plan should these be deemed necessary.



6 Summary and Conclusion

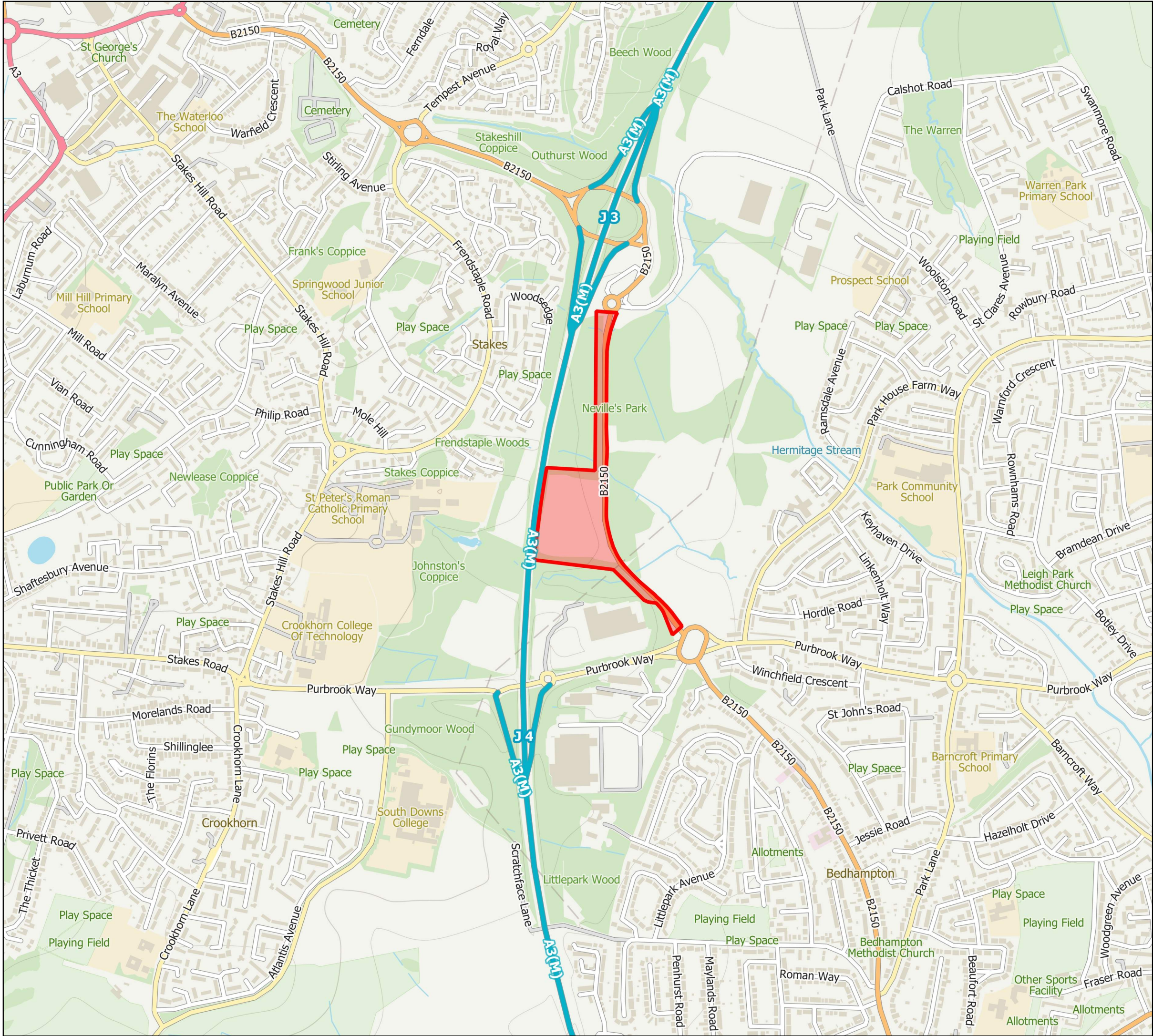
Summary

- 6.1 WYG has been commissioned by Trustees of the GHM Jackson 1972 Settlement (the 'Applicant') to prepare a Framework Travel Plan (FTP) to support a proposed residential development at Hulbert Road, Havant (the 'Site').
- 6.2 This Framework Travel Plan is designed to set out the overarching Travel Plan strategies, objectives and aims for the Proposed Development.
- 6.3 The Travel Plan will focus on 'action' and 'aim' targets. The site proposes a 5% reduction in single occupancy car travel over the life span of the Travel Plan. The Travel Plan will therefore target the use of sustainable transport and ensure the continued sustainable travel behaviour among residents.
- 6.4 This Travel Plan provides a holistic package of measures to promote travel by sustainable modes. Management and monitoring of the TP will be overseen by the TPC who will raise awareness of sustainable travel and promote the principles of the Travel Plan to future residents.

Conclusion

- 6.5 This Travel Plan outlines a package of measures with the ultimate aim of promoting sustainable travel choices for future resident

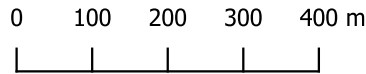




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Legend

 Site



WYG Transport

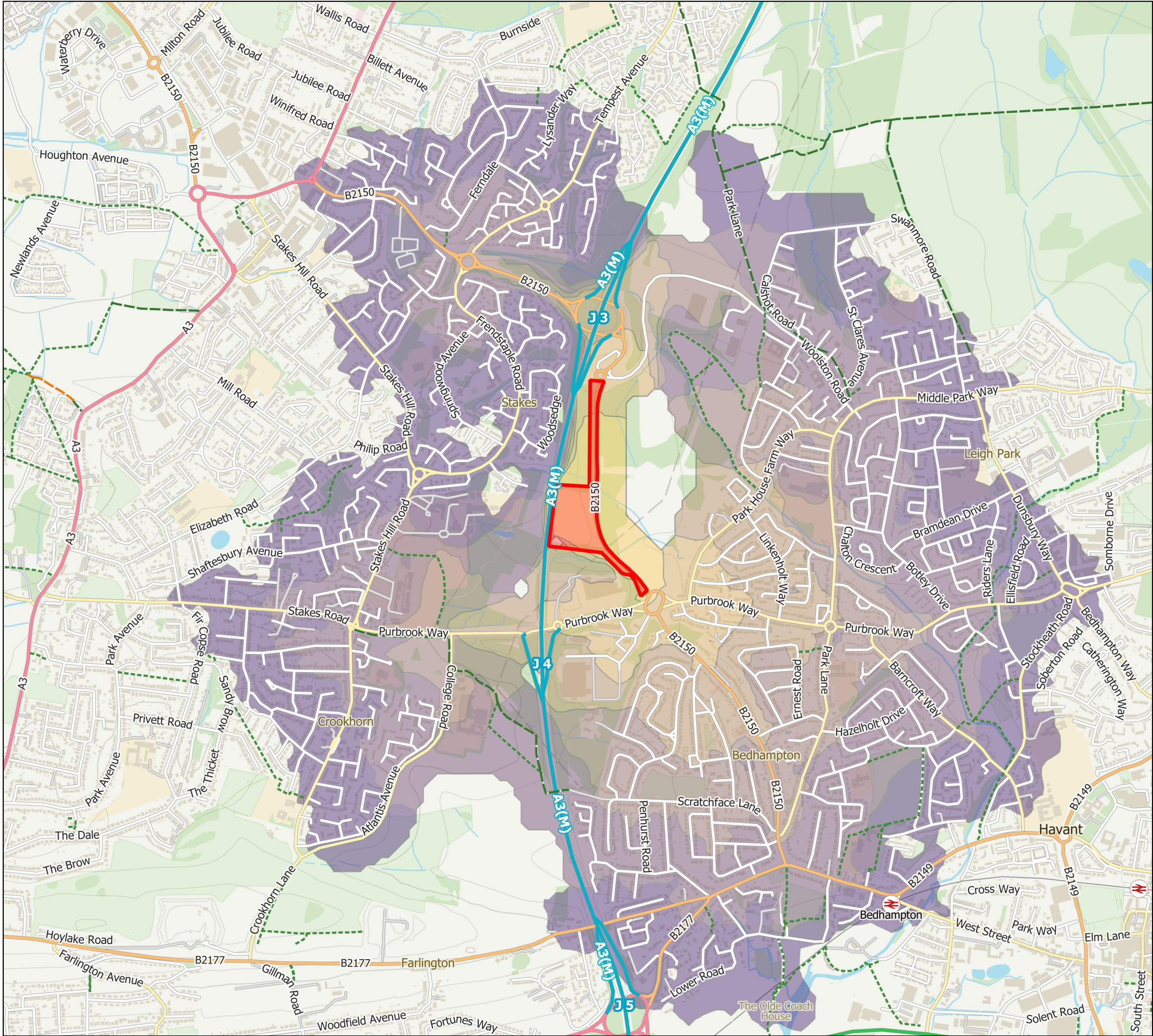


Site Location Plan

Hulbert Road, Havant

Scale at A3: 1:10000	Project No.: A096474	Figure No.: -	Revision: -
Drawn by: BM	Drawn date: 2020-05-21	Approved by: GS	

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Legend

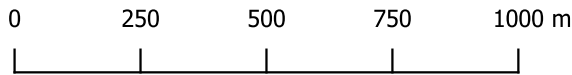


Access by Walking (4.8km/hr)

- 0-5 mins / 0-400m
- 5-10 mins / 400-800m
- 10-15 mins / 800-1.2km
- 15-20 mins / 1.2-1.6km
- 20-25 mins / 1.6-2.0km
- 25-30 mins / 2.0-2.4km

Public Rights of Way

- Byway Open to All Traffic, Restricted Byway
- Bridleway
- Footpath



WYG Transport

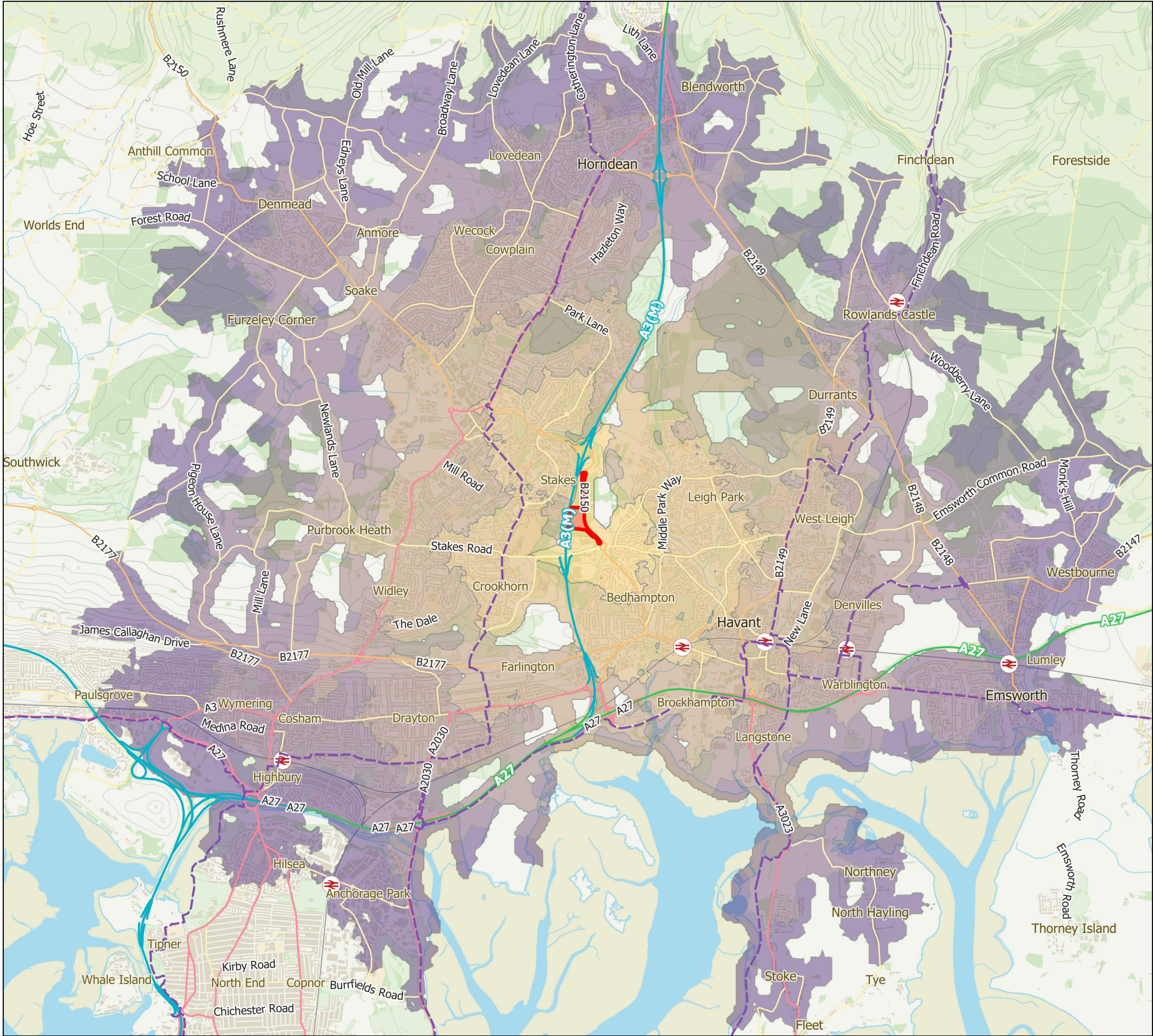


Access by Walking

Hulbert Road, Havant

Scale at A3: 1:15000	Project No.: A096474	Figure No.: -	Revision: -
Drawn by: BM	Drawn date: 2020-05-21	Approved by: GS	

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Legend



Site

Access by Cycling

- 0-5 mins / 0-1.33km
- 5-10 mins / 1.33-2.67km
- 10-15 mins / 2.67-4.00km
- 15-20 mins / 4.00-5.33km
- 20-25 mins / 5.33-6.67km
- 25-30 mins / 6.67-8.00km

National Cycle Route



WYG Transport



Access by Cycling

Hulbert Road, Havant

Scale at A3: 1:45000	Project No.: A096474	Figure No.: -	Revision: -
Drawn by: BM	Drawn date: 2020-05-21	Approved by: GS	

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