



# Hampshire County Council

*Economy, Transport and Environment Department  
Elizabeth II Court West, The Castle  
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)  
0300 555 1388 (Roads and Transport)  
0300 555 1389 (Recycling Waste & Planning)  
Textphone 0300 555 1390  
Fax 01962 847055

[www.hants.gov.uk](http://www.hants.gov.uk)

**Head of Development Planning**  
Havant Borough Council  
Civic Offices  
Civic Centre Road  
HAVANT  
Hampshire  
PO9 2AX

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|---------------------|----------------|-----------------------|--------------------------|
| <i>Enquiries to</i> | Holly Drury    | <i>My reference</i>   | 6/3/13/190 (APP1685)     |
| <i>Direct Line</i>  | 01962 826996   | <i>Your reference</i> | APP/18/00450             |
| <i>Date</i>         | 16th July 2018 | <i>Email</i>          | holly.drury@hants.gov.uk |

**For the attention of Lewis Oliver**

Dear Sir

**Land at Forty Acre Farm, Havant Road, Havant. Erection of 320 dwellings (including a 30% provision of affordable homes), 66 bed care home, provision of public open space, habitat mitigation zone, allotments, closure of existing access and creation of 2 new access points and associated infrastructure following demolition of existing buildings.**

Thank you for the opportunity to comment on the above application.

## **Policy Background**

The application site forms part of Havant Borough Council's Emerging Local Plan 2036. Policy H14 proposes to allocate the site for 300 dwellings. Havant's Local Plan is still in the draft state and therefore currently the proposed development site remains unallocated.

## **Existing Conditions**

The proposed development site sits south of the A2030 Havant Road and west of the A27/A3M junctions. There is an existing access to the site which is proposed to be closed as part of the development works. It is unclear from the site plans provided whether a stopping up order will be necessary in order to permit the closure of this access. A detailed plan showing the existing and proposed highway boundary along with the proposed layout should be provided so this matter can be concluded.

*Director of Economy, Transport and Environment  
Stuart Jarvis BSc DipTP FCIHT MRTPI*

### **Personal Injury Accident Data**

Personal injury accident data has been provided for the period 1<sup>st</sup> January 2012 – 31<sup>st</sup> December 2017. The analysis undertaken by the applicant includes a number of accidents on Highway England's network and within the Portsmouth City Council area. Within the areas under the responsibility of Hampshire County Council there have been no pedestrian accidents within the network. There has been a cluster of rear end shunt accidents at the Bedhampton Hill approach to the Rusty Cutter Roundabout. The highway authority is monitoring the situation to determine if remedial measures are required. The applicant should outline if traffic from this development is likely to exacerbate this accident pattern.

The TA highlights a cluster of accidents at the Rectory Road/Havant Road junction. This junction sits within the Portsmouth City Council area and therefore comments on the cluster of accident identified here should be obtained from them.

### **Sustainable Transport Accessibility**

#### *Bus & rail travel*

The nearest bus stops are located along the A2030 across the site frontage. These are located 400m from the centre of the site. Whilst walking distances from the wider site may exceed the recommended 400m the service provision at these stops is of a high frequency. Routing the bus through the site would affect the efficiency of the service and therefore the reliability of the route. Therefore the extended walking distances are deemed acceptable and could not be considered to depreciate significantly the attractiveness of this mode choice.

#### *Walking and Cycling Accessibility*

The site is located on the edge of Bedhampton to the south of the A2030. The applicant has undertaken a review of key facilities and the walking/cycling distance to these destinations. This has identified that the Bidbury Infant and Junior school sit within 2km of the site and therefore within the maximum acceptable walking distances from the site. It is acknowledged however that improvements to this route are required in order to both facilitate these movements safely, to encourage walking and cycling to school and reduce the reliance on the private car.

The nearest secondary school is identified within the TA as Crookhorn College. The Education Authority has confirmed however that the catchment school for this site will be Warblington School which is located just over 2.7 miles or 4km from the site. This is above recognised preferred maximum walking distance however does fall within a recognised acceptable cycling distance of 5km. The route needs to be considered with regard to its suitability for cycling by the applicant as this is not included in the TA.

The assessment of nearby amenities is limited with no assessment of nearby doctor's surgeries, Havant town centre, South Downs or Havant College for

example. Of those amenities reviewed the assessment demonstrates that the proposed development is not within recognised walking distances to key amenities such as convenience stores, railway stations, local centres or a supermarket.

### **Access to Primary School**

The catchment area for this development site has been confirmed by the Education Authority to be Bidbury Infant and Bidbury Junior Schools. The applicant has provided a commentary on the walking and cycling routes to these schools.

From the centre of the proposed development site these schools have a walking distance of 1.8km to the pedestrian entrance of the site. The rear pedestrian entrance to the school via the Rights of Way network (Footpath 40) leads to the school playing field via a tarmac path.

Improvements have been proposed by the applicant to the route to school. These include improvements across the site frontage, Rusty Cutter roundabout and Bedhampton Hill Road. Specific comments on these proposals are set out below as part of the review of the proposed pedestrian and cycle improvements. Further information and engagement with the applicant will be required before a conclusion can be drawn on this matter.

Alternative modes of travel to school should also have been considered by the applicant. The distance from the site to Bidbury is below the threshold for assistance with school travel from the County Council. There are however existing bus services along the frontage of the site. Route 23 operates from the frontage of the proposed development with a 10 minute frequency. There are bus stops located on Bedhampton Avenue at the Lester Avenue junction which is approximately a 3 minute walk to the rear school entrance.

### **Access to Secondary School**

Access to Secondary Schools has not been reviewed in detail within the TA. Reference is made to the nearest Secondary School being Crookhorn College. It has been confirmed however by the Education Authority that children from this proposed development would be in a catchment for Warblington School which is located 2.7 miles from the site.

The suitability of alternative modes of travel to school should therefore be considered by the applicant.

It is noted that bus route number 23 runs from the frontage of the proposed development every 10 minutes and goes to Havant Bus Station in 15 minutes. From here students would be required to walk 17 minutes from the site via School Lane to Warblington School. The applicant should explore opportunities with the bus company to divert or amend routes at school times to accommodate school drop off and pick up.

There is a direct line from Bedhampton Railway Station to Warblington Station which would serve to access the school. The frequency of this route however is low with suitable trains at 07:35 and 07:52. Walking to Bedhampton Station is 25 minutes and whilst this mode is present as an option it would not be considered attractive against the existing and potential bus provision.

### **Car Parking**

The level of proposed parking and impacts on the existing highway are matters to be considered by our Agent at Havant Borough Council.

### **Site Access**

The proposed site accesses consist of two priority junctions with ghost island right turn lanes on the A2030.

To provide a robust assessment of the operation of this form of junction, the assessment used DMRB design standards with an assumption that all traffic will utilise one junction and that 85% of traffic will turn right. The assessment included recorded two way flows of 15,050 vehicles a day on the A2030 and two way daily vehicle flows of 1588 from the site. It was concluded that a ghost island junction, without signal control, would be suitable given the above characteristics.

Drawing number 041-0023-004 Rev F shows the proposed access works at the western end of the site. The connection between the existing on road cycle facility and the proposed pedestrian/cycle refuge sits within Portsmouth City Councils (PCC) area. This has not been discussed within the PCC response to the Planning Authority. I therefore require confirmation that this key connection of the sustainable transport infrastructure has been considered by PCC and the principle of the connection accepted. For clarity the HCC/PCC boundary should be shown on the drawings.

### **Proposed Pedestrian/Cycle Improvements**

#### Havant Road A2030 Corridor

There are no walking and cycling facilities on the southern side of the A2030. As part of the proposed development the applicant is proposing a shared use path to be provided across the site frontage along with uncontrolled crossings facilities. These improvements are shown in drawings 041-0023-004 Rev F, 041-0023-005. The principle of these improvements is agreed in so far as they provide connections to existing routes.

As part of the pre-application discussions the requirement for a controlled crossing of the A2030 at the eastern end of the site was explored due to the nature of the road. An assessment was undertaken of the existing crossing movements and assumptions made on the forecast number from the development site. These assumptions did not meet the required level of movements necessary to support a stand alone crossing facility. The highway authority however recognises that demand may be suppressed along the corridor and the site may generate greater movements than those forecast due to the change of the proposed school catchment area. All walking and

cycling trips from the site travelling to the primary or secondary schools will be required to cross the A2030 Havant Road. Due to the more vulnerable nature of these users and slower crossing speeds it is considered that further consideration and design should be undertaken to consider crossing at the eastern end of Havant Road by signal control. This crossing need should make up part of the wider strategy to provide safe crossing at Rusty Cutter Roundabout.

Residents wishing to access the existing residential estate to the north on foot or cycle are required through the current access proposals to cross either at the eastern or western extents of the site. No crossing provision is proposed between these points across the site frontage. The internal layout has a proposed path running parallel with the A2030 and this is also absent any off-road connectivity for pedestrians and cyclists to the proposed shared use path either at the proposed access junctions or as stand alone connections. The applicant should therefore consider the need for additional uncontrolled crossings of the A2030 across the site frontage and connectivity of the internal site layout with the proposed offsite improvements.

#### Access to schools

Given the need to provide suitable connections to the schools as outlined above, further consideration of crossing facilities along the corridor are required, in particular improvements to the crossing of the A27/A3(M) slip roads. It is noted that a pedestrian route exists on the Portsdown Hill Road bridge which may provide a route across the A3(M) and onwards to local schools. However the gradient on approach from Glebe Park Avenue, as well as the need to cross Portsdown Hill Road does present some difficulties with this route.

Improvements have been proposed at Rusty Cutter roundabout with the aim of providing controlled crossing facilities to allow pedestrians and cyclists to cross the roundabout to Bedhampton Hill. These are shown in drawing 041.0023.012. A joint meeting is being held with the applicant and Highways England on the suitability and deliverability of these proposals.

It is considered that further work and alternative options need to be explored by the applicant before detailed comments can be provided on this matter.

Proposals have also been put forward for shared use path provision on Bedhampton Hill from the Rusty Cutter Roundabout along the northern side of Bedhampton Hill crossing at a new refuge island at Maple Wood. These are shown in drawings 041.0023.010 and 041.0023.011. Whilst these improvements are welcomed they are not considered to be sufficient in providing a continuous route to Bedhampton Station, Bidbury Infant and Junior School or more widely to Havant town centre, Havant College or Warblington School. Further consideration should be given by the applicant to how the proposed walking and cycling improvements connects with the existing network and provides suitable sustainable travel provision from this site.

### **Vehicular Trip Generation**

Trip rates were agreed with the applicant during pre-application discussions. These are reflective of trip rates agreed elsewhere within the Bedhampton area and utilise the industry standard TRICs database. This has resulted in two way vehicle trip rates of 0.508 in the AM peak and 0.514 in the PM peak.

### **Trip Distribution**

Distribution from the site has been assessed using census journey to work data. The distribution was agreed with the applicant during pre-app discussions. It is noted that Portsmouth City Council have questioned the distribution. It has been suggested that a sensitivity test be undertaken utilising the distribution from the Westways access to overcome PCC concerns. This is considered reasonable to address the concerns of PCC, however I am satisfied with the distribution assumptions for traffic onto the County Council network and do not require further assessment of these roads.

### **Background Traffic Growth**

Industry standard TEMPRO growth factors have been applied to 2023 and 2028 and are agreed

### **Traffic Impact**

Assessments have been undertaken at a number of nearby junctions including:

- Site Accesses
- Rusty Cutter Roundabout
- A27 Teardrop Junction
- Havant Road/Auriol Drive
- Havant Road/Bedhampton Hill

These junctions have been assessed at the recorded network peak hours of 7.30-8.30AM and 4.00-5.00PM. For all junctions the following scenarios have been modelled

- Baseline 2016
- Baseline 2023
- Baseline 2023 + Committed Development
- Baseline 2023 + Committed Development + 50% of Proposed Development
- Baseline 2028 + Committed Development
- Baseline 2028 + Committed Development + Proposed Development

### **Eastern and Western Site Accesses**

The site accesses have been modelled in the 2023 and 2028 scenarios with committed and proposed development. A review of the modelling parameters has been undertaken on both modelled junctions.

A Junctions 9 model has been developed using a 3 Arm 'T' Junction, with the site access labelled as the minor arm. A CAD layout has not been provided for the junction. Geometric parameters have been checked by scaling the site layout plan (Drawing No. PL04A Proposed Site Layout Plan) in the TA to the CAD base and measuring from this. Whilst this method of inspection gives only an approximate result, the geometric parameters modelled are deemed to be sensible with the exception of the major carriageway width which has been significantly over-estimated, possibly by including the width ghost island arrangement in the calculation.

The site access road is modelled as one lane. The arm is wide enough for two vehicles to wait at the give-way line however so should be modelled as one lane plus flare in line with TRL guidance. Applying this change would make a small improvement to queueing and RFC on this arm. No intercept adjustment has been applied to the model.

The AM and PM peak hours used in the model do not correspond to the TA report and it has not been possible to confirm that the correct flows have been inputted into the model. This should be reviewed and confirmed by the applicant that the correct flow data has been used within the model.

These amendments should be undertaken to the model before any further comments on the operation of the junction can be made.

#### *Rusty Cutter Roundabout*

The base model for this roundabout was agreed at the pre-application stage.

It is evident from the modelling that capacity improvements as a direct result of development traffic will be required on the A3(M) northbound off-slip and opposing circulatory carriageway. At present the proposed improvements are insufficient to accommodate the additional traffic.

No further assessment has been undertaken of the forecast models as the improvements required have not been agreed.

As part of the required network here for improvement falls within Highway England jurisdiction a joint meeting is to be held with the applicant to discuss matters here relating to capacity improvements and facilitating safe crossing movements at the junction.

It should also be noted that Havant Borough Council are currently undertaking the modelling and identification of mitigation measures as part of the Local Plan development work. The current status of this review and requirements for improvements at Rusty Cutter should be discussed with Havant Borough Council to ensure that any works undertaken here would not prohibit a wider improvement if needed within the emerging local plan period, of which the application site makes up part of.

#### *A27 Teardrop Junction*

This junction falls under the jurisdiction of Highways England who will advise on the impact of the proposals on the junction.

#### Havant Road/Auriol Drive

For the baseline scenarios, a Junctions 9 model has been developed using a 4 Arm crossroads, with Auriol Drive and the unnamed track labelled as the minor arms. In the 'with development scenarios' flows to and from the unnamed track have been removed, effectively making this a 'T-junction' with a ghost island right-turn into Auriol Drive. This is in line with the site layout plan and is considered acceptable.

A CAD layout has not been provided for the junction. Geometric parameters have been checked against the OS Base Mapping. A number of the geometric parameters modelled are deemed to be over-optimistic, or incorrectly modelled as follows:

- The major carriageway width has been significantly over-estimated, possibly by including the ghost island arrangement.
- Visibility from both side arms has been over-estimated, particularly from the unnamed track
- Traffic turning right from Havant Road into Auriol Drive has not been modelled as blocking back when the storage capacity of the right turn is exceeded

The minor roads were modelled as one lane which is acceptable as per TRL guidance. No intercept adjustment has been applied to the model.

The models were re-run with corrections made to the above measurements and parameters and the results showed only a small increase in RFC and queueing which was not considered significant.

Overall the junction is forecast to be operating within practical capacity in all scenarios in both peak periods.

#### Havant Road/Bedhampton Hill

A Junctions 9 model has been developed using a 4 Arm crossroads with Bedhampton Hill and the right-turn from the Havant Road westbound carriageway labelled as the minor arms. Under this methodology, the major arm is one-way only, with left turns banned from the Havant Road right-turn and right turns banned from Bedhampton Hill. This is considered acceptable.

A CAD layout has not been provided for the junction. Geometric parameters have been checked against the OS Base Mapping. Two of the geometric parameters for the crossroads model have been incorrectly modelled as follows:

- A kerbed central reserve has been included but this is not present when modelled as a cross-roads
- No visibility to the left is provided for traffic on the right-turn from Havant Road

The model has been re-run with correct geometric parameters and there has been observed to be only a small increase in RFC and queuing.

Bedhampton Hill is modelled as one lane which is acceptable as per TRL guidance. The right-turn from Havant Road is wide enough for two vehicles so could either be modelled as one lane plus flare or two lanes, depending on queuing, in line with TRL guidance. No intercept adjustment has been applied to the model.

The model has been re-run and does not match the results in the TA for the AM peak. There appears to be a typographical error in the results table in the TA. However the modelling undertaken does show that the junction will be operating within practical capacity in all scenarios with a maximum RFC of 0.41 and 0.7PCU queue on the Havant Road slip road arm of the junction in the PM peak in 2028 with committed and proposed development. This is therefore considered to be acceptable.

### **Travel Plan**

The Travel Plan is of a good standard, with a range of 'hard' and 'soft' measures to encourage residents and staff to use sustainable modes of travel.

There are however some omissions, in particular the lack of targets, monitoring and funding for the Care Home (Staff and Visitors). An action Plan has been provided for the care home but without targets to measure progress it will not be possible to assess how successful they are. Therefore, the targets for the care home should be identified and how these will be monitored should be included before the Travel Plan is considered acceptable.

### **Introduction**

The introduction to the Travel Plan includes a site location plan which shows the surrounding road network at Figure 1. This figure would benefit from being made larger with the resolution clearer so that the local road names can be read.

There is no reference to the developer's policies on sustainable travel. HCC Guidelines state that, 'a foreword stating senior management support to the Travel Plan and be signed by the chief executive or another senior manager should be included to demonstrate this commitment'.

### **Principles, Aim and Objectives**

Whilst benefits of the travel plan are outlined in terms of 'reducing impact of car travel, support a reduced need to travel, increase sustainable travel practices where possible' it is considered that these are too generic and not site-specific.

The benefits of the Travel Plan should be reviewed and consider HCC guidance, which states, 'explain the benefits that are likely to be achieved for the users of the development, the company / organisation, the local community, and to the local global environment'.

The aim of the Travel Plan is *"to reduce the reliance on the private car whilst increasing the use of sustainable transport modes"*. However, the objectives set out in Table 1 are simplistic and not site specific. HCC guidelines state that the travel plan will have its "own specific objectives related to the local area." The Objectives for the travel plan should be reconsidered – particularly as Objective 1 *"To promote the use of sustainable travel methods by site-users"* and Objective 4. *"To encourage the use of more sustainable travel methods, such as walking, cycling and public transport"* appear to be the same.

#### Existing Conditions and Travel Patterns

This section is largely acceptable. The application site benefits from access to the strategic road network as well as good access to public transportation.

Appendix B contains an accessibility map. This identifies how residents can access their nearest bus stops and facilities. However, the 'as-the-crow-flies' isochrones shown on the map cease at 800m from the site. While there are some services covered within this distance, it is clear that the majority are outside this distance. Therefore, it would be useful to continue the isochrones out further to include the services identified in Table 2 of the Travel Plan. It is noted that no evidence is provided that liaison with Public Transport Providers has been undertaken to identify any potential improvements to be linked to the site. This should be supplied.

National Census data has been reviewed for the site to provide an indication of future residents mode of travel. Key points taken from this analysis are as follows:

- Single occupancy vehicle is by far the highest, with 68%.
- Public Transport and Walking are 10% respectively.

The Census data analysis would benefit from further review to consider travel patterns where residents travel to work and to determine the methods of travel which would be available to them. Additionally, the purpose for travel, e.g. shopping, leisure, work etc would be useful to inform the consideration of the travel plan objectives and subsequent target setting. It is noted that further detailed analysis of travel to work would become available once a survey is undertaken following the occupation of the 100<sup>th</sup> unit.

The modal split for the care home is based on the TRICS database using a sample of 3 sites. Whilst this provides a baseline figure prior to occupation, it is recommended that a survey be carried out once the site is operational to determine a more accurate modal split.

#### Targets

This section is acceptable in part. The journey to work data in Section 5 'Indicative Baseline and Target Travel Patterns' has been used to determine the baseline position prior to the first travel survey at 100<sup>th</sup> unit occupation. This is not acceptable. Baseline conditions should be obtained 3 to 6 months post first occupation. Interim targets have been determined as follows:

- To reduce the number of single occupancy private car trips by 5% in 5 years;
- To increase the number of residents travelling via public transport and car sharing by 3% in 5 years; and
- To increase the number of residents walking and cycling by 2% in 5 years.

Whilst the targets of the Travel Plan are clear and are aligned with the SMART criteria, there has been no justification provided. The proposed target for a 5% reduction in single occupancy vehicle trips and corresponding increase in public transport/ walking/ cycling trips over 5 years appears low. This should be reconsidered following the additional review of Census data to better understand trip purpose and place of work.

It is noted that the Travel Plan does not provide any targets for the care home development. The Travel Plan states that a 5% reduction in single occupancy car use will be sought through consultation with the Travel Plan Coordinator. However, it is considered that specific modal targets should be outlined for this element of the development, especially for staff who will be employed at the care home. Staff would be able to utilise public transport, walking and cycling to travel to work.

#### Site Layout and Infrastructure

This section is acceptable.

From the Travel Plan alone, it would appear that the level of car parking provision is below the minimum parking standards set out Havant Borough Council's Parking guidance. Although this will assist in promoting sustainable transport use, it is expected that the review of the Transport Assessment will highlight any specific issues.

Cycle parking is proposed to be provided in garages, sheds or cycle stores. Additionally, the care home will have an internal cycle store for 8 bicycles. Again the Transport Assessment review will provide specific commentary with regards to the acceptability of this quantum of cycle parking.

#### Measures

There has been a commitment made to appoint two Travel Plan Coordinator (TPC) (one residential and one for the care home) prior to occupation of the site to act as a point of contact to develop and implement Travel Plan Measures, promote the Travel Plan, monitor progress against agreed targets and report to HCC TPO officers.

There is no evidence of a steering group which will be set up to support the TPC. However, there is mention of liaison with residents and staff at local Travel Forums and Community Groups. Therefore, it is recommended in line with HCC guidelines that a specific representative group be set up, which

includes residents of the development. The Travel Plan advises that the following actions will be implemented:

- A 'Welcome Pack' will be provided to the residents. The Welcome Pack will include a good range of information on the site and off-site accessibility;
- A site-specific Travel Plan website will be developed and maintained by the TPC;
- A community noticeboard will be provided;
- Newsletters for users on the Travel Plan will be provided; and
- Social media pages will be set up.

In order to promote sustainable travel to school a specific measure should be included to provide information packs to families with children of school age regarding the potential routes to school. Given the distance to both Bidbury School and Warblington School, a pack of information should be provided detailing the methods of travel that is available to these schools, aside from driving. This can also include targets for the number of parents and children to utilise the new provision, along with incentives to help increase usage of these routes.

With regards to cycling, it is noted that there has been no evidence of liaison with cycle shops to date. However, it is stated that the TPC will undertake this when appointed. The TPC will promote local and national cycling campaigns, secure discounts and provide information on the community notice board.

In terms of public transport, information on services and routes will be provided to residents via the channels above. There is no evidence provided that liaison with Public Transport Providers has been undertaken to identify any potential improvements to be linked to the site. It is noted that the TPC will liaise with public transport operators on appropriate measures such as discounted tickets prior to occupation.

To promote car sharing, the Hampshire car sharing network, [www.hants.liftshare.com](http://www.hants.liftshare.com), will be promoted to residents and staff of the care home.

Details on remote and home working will be promoted to residents to raise awareness and to encourage them to enquire with their employers.

### Implementation

The Residential Action Plan shows a clear action plan, including specific actions to be in place prior to occupation of the site. There are specific timescales from ongoing activities to surveys at years 1, 3 and 5.

There is a good level of detail on funding. Costs for promotion and monitoring activities are clearly laid out and a commitment is made to this funding. Indicative costs for each element of the Travel Plan (totalling £55,150,

excluding infrastructure improvements) are included with an appropriate level of detail. However, there is no specific cost mentioned for the set-up of webpage, communication strategy, TP logo or liaising with cycle shop and bus operators. The timescales for arranging the TRICS SAM Survey are set under Timescale as 30% occupation which is not reflective of the main body of the Travel Plan.

It is noted that there are some inconsistencies with respect to the main body of the Travel Plan report and the Action Plan – for example Para. 7.10 states Newsletter will be issued 6 monthly whereas Action Plan advises this will be done on an annual basis.

In the Care Home Travel Plan there is no detail on funding or whether the funding proposed as part of the residential Action Plan is sufficient to cover the Care Home Action Plan. The Welcome Packs should also be provided prior to occupation to ensure a sustainable travel culture is encouraged from occupation.

#### Monitoring

This section is acceptable in part. The TRICS SAM (Standard Assessment Methodology) survey will be undertaken at appropriate intervals at the end of years 1, 3 and 5. However, there is no sample survey provided, as stated in HCC guidance and no information on how the Care Home will be monitored.

In line with HCC guidance, a summary of survey information should be provided to the Council within 3 months of the survey taking place. An on-line survey facility is available via the County Council's Travel Plan monitoring system – iTrace. The Developer should contact HCC's Travel Plan Adviser for further information.

There is no information on the minimum response rate expected. It is recommended that a minimum response rate is aimed for. If this threshold is not met, there needs to be further promotion and the survey re-issued.

The Travel Plan states that it will be handed over to the residents association and HCC TPO and will be operating in a "sustainable manner" but does not provide details of a suitable long term strategy or how the plan will be future funded.

The plan states that the Travel Plan should be secured by a Section 106 Agreement with HCC, advising that *"the bond figure should be 20% of the total TPC cost, equating to 1 year of TPC works with this figure rolling for subsequent years."* This has not been agreed nor has it been discussed with the Highway Authority.

#### Summary

Overall the Travel Plan as presented provides a reasonable level of detail but cannot be approved at this stage.

It is recommended that the Travel Plan is updated to include the following:

- Provide a statement with respect to the developers policies on sustainable travel;
- Review objectives to ensure they are site-specific;
- Update accessibility map to show isochrones which cover the all services and facilities outlined in Table 2. The map would also benefit from cycle routes and cycling parking locations;
- Evidence of liaison with Public Transport providers should be provided;
- Further Census data analysis to present forecast trip purpose and destination;
- Reconsider Residential Travel Plan targets;
- Confirm that a travel survey will be undertaken for the Care Home upon occupation;
- Provide Travel Plan targets for the care home (it is acknowledged these will be focused on staff travel);
- Provide evidence that a steering group will be set up to support the TPC's;
- Provide further clarification with respect to Action Plans and ensure consistency with Travel Plan;
- Provide a recommended minimum response rate;
- Provide details with respect to the long term strategy for the Travel Plan;
- Reference to school travel information packs and targets
- Commits to HCC travel plan bond requirements.

### **Recommendation**

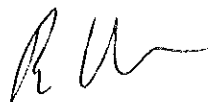
As set out above there are a number of matters that require additional information to demonstrate that the site would not result in a severe impact on the local highway. Additional information is sought from the applicant relating to the following:

- Travel Plan
- Walking and cycling improvements to Bidbury Primary/Infant School
- Crossing provision at Rusty Cutter Roundabout
- Controlled crossing provision of the A2030 Havant Road
- Amendments to junction modelling work
- Additional analysis and design work for capacity improvements at Rusty Cutter Roundabout
- Walking and cycling improvements to Bedhampton Station and the wider network including Warblington School
- Clarity on the need for stopping up at the existing access to the site

If you are minded to determine the application before this additional information is submitted, I would request that you contact me for reasons for refusal.

I trust that the above is clear but I would ask you not to hesitate to contact Holly Drury should you wish to discuss anything further.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Ben Clifton', with a stylized, cursive script.

Ben Clifton  
Team Leader

CC Peter Marshall, Development Engineer, Havant Borough Council

