



Homes England

Colt International, New Lane, Havant

Framework Travel Plan

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Development Proposal

- 1.6 The development proposal is for an outline planning application for a mixed use development of up to 100 dwellings, 2,860m² mixed use commercial space, hard and soft landscaping and associated infrastructure. At this stage, no further detail is available on the uses on site; a detailed layout and accommodation schedule will be provided as part of reserved matters applications, which will address the residential and employment parts of the site separately.
- 1.7 Construction dates are not yet known, however it is likely that in the event of planning consent being granted, construction would commence in late 2019/early 2020, and take around two to three years.
- 1.8 An illustrative masterplan is included as **Appendix A**. This confirms the separate parts of the site which are intended for residential and employment development. These two parts of the site will be sold separately by Homes England, so separate Full Travel Plans will be needed for each.

What is a Travel Plan?

- 1.9 A Travel Plan 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.
- 1.10 Travel Plans have a set of clear objectives which underpin the purpose for having a Travel Plan. 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

- 1.11 The objectives of the Travel Plan have been identified as follows:
 - Seek to minimise the number of single occupancy car journeys made to and from the residential and employment parts of the site, to promote travel by the more sustainable modes of transport, and to manage the overall transport impacts of the two developments. Access to the sites will be improved for sustainable modes of transport, and improvements will be made to the local pedestrian and cycle network.
- 1.12 Wider environmental, economic and health objectives also apply, such as:
 - Reducing carbon emissions;
 - Reducing living costs for residents and employees; and
 - Improving individual health and fitness.
- 1.13 These objectives should guide the setting of targets and the types of measures that are implemented.

2 Existing Conditions

Introduction

- 2.1 In this chapter, the existing transport conditions are considered, including public transport, walking, cycling, highways and traffic.
- 2.2 This baseline study was informed by a detailed desk-top based research exercise.

Site Location and Description

- 2.3 The Site is located in north east Havant and lies approximately 2.1km north east of Havant town Centre.
- 2.4 The site comprises of a broadly rectangular parcel of land bordered to the north by Bartons Road, New Lane borders the site to the East and Martin Road is to the West. The south of the site is bordered by industrial units and associated car parks.
- 2.5 A Strategic Site Location plan, showing the Site in the context of the wider surrounding area, is provided within **Chapter 1** of this report.
- 2.6 A detailed site location plan is provided in **Error! Reference source not found.** below.

Figure 2.1 Site Location Plan



- 2.7 The site currently consists of industrial buildings and associated car parks which gain access via priority junctions on Martin Road and New Lane. It is anticipated that the new residential aspect of the development will access via Martin Road whilst the commercial aspect will access the site via New Lane.

Public Transport

Bus Services

- 2.8 The nearest bus stops to the site are located on Bartons Road to the north of the site and are within 400m of the entrance on both New Lane and Martin Drive. Both the eastbound and westbound stops have a pole and flag arrangement.
- 2.9 The stops are served by the 20, 21, 28, 621, and 727 services provided by Stagecoach Buses and Emsworth and District busses. The services provide connections to Horndean Technical College, Havant College, Portsmouth College, Portsmouth and Havant centres. **Table 2.1** shows their service summary.

Table 2.1 Local Bus Services

Route	Route Description	Frequency	
		Weekday (Daytime)	Saturday
20/21	Portsmouth Interchange – Cosham – Queen Alexandra Hospital - Havant	2 per hour	2 per hour
621	Havant – Purbrook – Portsmouth College	1 in AM & 1 in PM term time only	-
727	Chichester – Havant – Purbrook South Downs College	1 in AM & 1 in PM term time only	-
28	Southbourne – Emsworth - Havant	1 per hour	1 per hour

- 2.10 The review of bus services and frequency highlights weekday, Saturday and Sunday services are of a volume that helps to promote the accessibility of the site.

Rail Services

- 2.11 The closest rail station is Havant which is within 1.9km. Warblington is a similar distance away and is on the same line as Havant.
- 2.12 Havant Station is located on the Portsmouth Direct Line which runs between London Waterloo and Portsmouth Harbour. Chichester, Hove and Brighton are also accessible from Havant station to the east with Fareham and Southampton Centre to the west.
- 2.13 Havant station provides car parking spaces, and secure cycle parking spaces which are available at the front of the station.
- 2.14 The train service available from Havant can be seen in **Table 3.2**.

Table 2.2 Railway Services at Havant

Direction	Journey Time (min)	Frequency	
		Weekday (Daytime)	Saturday
London Waterloo	90	3 per hour	2 per hour
Portsmouth Harbour	22	4 per hour	4 per hour
Chichester	14	5 per hour	5 per hour
Brighton	65	2 per hour	2 per hour
Southampton Central	42	2 per hour	2 per hour

- 2.15 The review of rail services from the station confirms the site is highly accessible with trains departing from the station on a weekday; Saturday and Sunday services are also available.
- 2.16 The site is considered to be very well positioned for future residents choosing public transport as a main mode of travel.

Accessibility to Local Services and Facilities

- 2.17 There are a number of key services and facilities that exist within walking and / or cycling distance of the proposed residential development site in order to minimise car journeys and promote sustainable travel.
- 2.18 As set out above, 2km is considered to be within a sensible walking distance of the site. With regards to cycling, relevant guidance states that cycling has the potential to substitute car journeys under 5km. For the purposes of this assessment, a distance of 2km has been used for both walking and cycling accessibility, which is well within relevant guidelines.
- 2.19 Services within a reasonable walking and / or cycling distance of a residential development should include:
- community buildings / local meeting places;
 - education and library services;
 - leisure and sports facilities;
 - health and social care services;
 - shop / market selling food and fresh groceries;
 - communication services, such as public internet access and post office;
 - bank and / or cash machine;
 - public house;
 - places of worship; and
 - access to public transport, pedestrian walkways and cycle networks.
- 2.20 A summary of services and facilities located within an accessible distance from the Site is provided in **Table 2.3**.

Table 2.3 Accessible Public Services and Facilities

Service / Facility		Distance from Site (m)	Walking Time (min)	Cycling Time (min)
Education and Childcare Service	Sharps Copse Primary School	643	10	3
	St Alban's Primary School	956	12	3
	Havant Academy	970	12	3
Healthcare Services	Staunton Surgery	1,931	23	6
	Practice in the Park (Dental)	1,448	17	5
Community Services	Saint Alban's Church	150	2	1
	Post Office	1,287	17	6
Food and Groceries	The Cooperative Supermarket	482	7	2
	Tesco Metro	1,290	17	6
	Lidl	1,120	14	4
Transport	Railway Station	2,100	25	7
	Bartons Road Bus Stops	160	2	1
Leisure	Havant Leisure Centre	1,900	23	5
	The Westleigh Public House	480	7	2
	Wyevale Garden Centre	470	6	2

Note: Distances have been measured from the centre of the site.

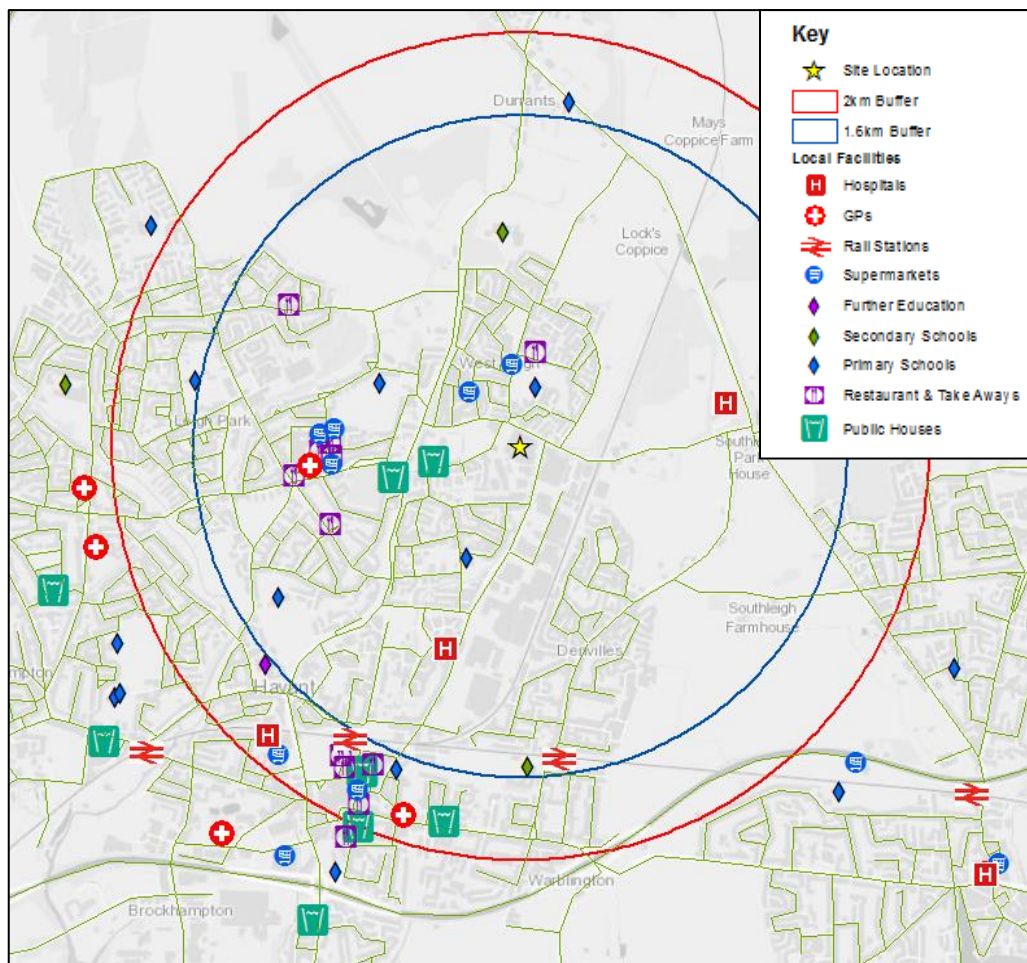
- 2.21 Table 2.3 demonstrates that the site is geographically well positioned to connect future residents with employment opportunities, medical facilities, leisure facilities, schools and shops.

Walking and Cycling

Walking

- 2.22 Good quality footways are in place along all roads within the vicinity of the site. Street lighting and speed limit of 30mph is considered conducive for walking.
- 2.23 New Lane provides pedestrian footway from the Site to the centre of Havant and Havant train station.
- 2.24 According to guidelines issued by the Institute of Highways and Transportation (IHT), 2km is considered to be a sensible walking distance of the Site. The CIHT document 'Planning for Walking', April 2015 states that across Britain approximately 80% of journeys shorter than a mile (1.6km) are made wholly on foot. For journeys that are 1 to 2 miles long, 26% of journeys are made on foot.
- 2.25 An assessment of all facilities within 2km of the site has been undertaken taking into consideration the range of services that should be available to a residential development.
- 2.26 Figure 2.1 shows the location of the site to key facilities identified in Table 2.3 previously, with all distances measured along walking routes (not as the crow flies) from the centre of the site..

Figure 2.2 Location of Key Services and Facilities



- 2.27 A number of key facilities, including supermarkets and a post office, lie within the local centre at Somborne Drive, approximately 1.2km west of the site.
- 2.28 The most direct route to the site for pedestrians is along Bartons Road, crossing Petersfield Road at its junction with Bartons Road, then continuing west along Billy Lawn Avenue as far as the local centre.
- 2.29 Along the route, pedestrian infrastructure is good. Footways 2m in width run along both sides of Bartons Road, with the southern footway separated from the carriageway by a grass verge. Street lighting is present along its length. At the signalised junction of Bartons Road and Petersfield Road, a pedestrian phase is included, with crossing points across the eastern and northern arms of the junction, allowing access to Billy Lawn Avenue on the western side. A pedestrian refuge island is present on the eastern arm, and tactile paving and dropped kerbs are located on both arms.
- 2.30 The remainder of the route is along Billy Lawn Avenue, a local residential road benefitting from 2m wide footways on either side, as well as dropped kerbs at crossing points and street lighting throughout. Upon reaching the local centre, a raised table narrowing with tactile paving provides a crossing point into the eastern end of Greywell Road, and to the south, a zebra crossing provides access to Park Parade, which includes the Post Office.
- 2.31 Consequently, it is considered that there is a good quality, direct route to Somborne Drive for future residents of the site, which will encourage journeys on foot.

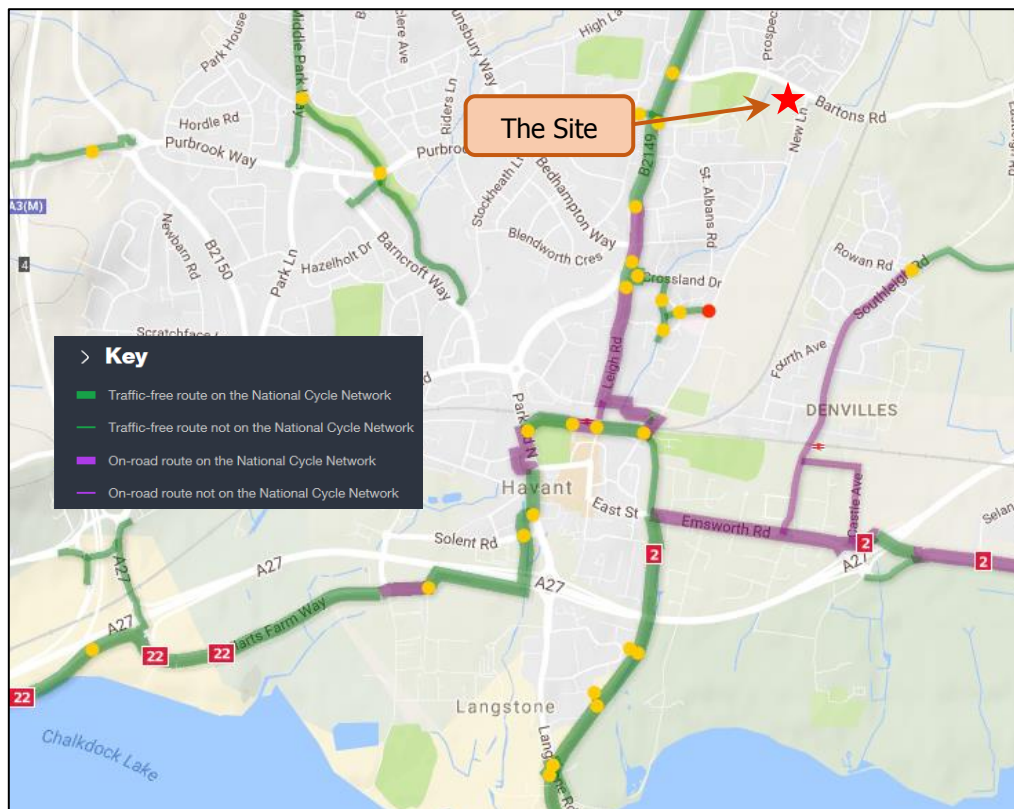
Cycling

- 2.32 The Sustrans website identifies one National Cycle Route in the vicinity of the Site. The National Route 22 connects London with Portsmouth then Brockenhurst via the Isle of Wight. This route can

be accessed via Bartons Road and provides access to the centre of Havant and connection onto National Cycle Route 2 which allows access to Hayling Island. Additional routes are available including a partial traffic-free route between Havant and Waterlooville which gains access to the National Cycle Route 222.

2.33 The cycle routes within close proximity to the site are shown in Error! Reference source not found..

Figure 2.3 Cycle Routes



Summary of Baseline Conditions

- 2.34 The Site is located to the north east of Havant approximately 2.1km from the town centre. The site comprises of a broadly rectangular parcel of land bordered to the north by Bartons Road, New Lane borders the site to the East and Martin Road is to the West. The south of the site is bordered by industrial units and associated car parks.
- 2.35 The nearest bus stops are located on Bartons Road within 150m of the site accesses. Both the eastbound and westbound stops are a pole and flag arrangement.
- 2.36 The review of bus services and frequency highlights weekday, Saturday and Sunday services are of a volume that helps to promote the accessibility of the site.
- 2.37 The site is approximately 1.9km from Havant train station which provides services to London Waterloo, Portsmouth, Chichester and Southampton.
- 2.38 Good quality footways are in place along all roads within the vicinity of the site. Street lighting and speed limit of 30mph is considered conducive for walking.
- 2.39 There are few defined cycle routes provided within close proximity of the site however given the 30mph speed limit on roads within the site's vicinity and that many of the roads are residential in nature it is considered reasonable that cyclists would be comfortable cycling in the carriageway.



3 Proposed Travel Plan Measures

- 3.1 As part of the development proposals, measures will be introduced to encourage the use of more sustainable modes of transport and minimise the need to travel.
- 3.2 The key to a successful Travel Plan is to identify which transport alternatives residents, commuters and visitors will be prepared to use, and to then make these more attractive than driving alone. Although a Travel Plan should seek to facilitate long term changes in travel behaviour, it is important to make sure that some of the measures put in place have an immediate effect. This helps to inspire confidence in the Travel Plan making it easier to implement other measures in the future.
- 3.3 Suggested TP measures are outlined below together with the reasons for their implementation and the desired outcome.

Travel Plan Coordinator

- 3.4 Travel Plan Co-ordinators (TPC) will be required to promote, implement and monitor the TPs. The role will include offering TP information and advice to all residents, employers and employees, and the promotion of Travel Plan measures.
- 3.5 In each case, the TPC will be a specialist external consultant, funded by the developer, working part-time, and will be appointed at least three months prior to occupation. The details of the TPCs, once known, will be given to HCC prior to occupation.
- 3.6 The responsibilities of the TPC are many and varied and include:
 - Liaison with the HCC Travel Plan Officer to obtain literature promoting sustainable travel;
 - Overseeing the development and implementation of the TP;
 - Designing and implementing effective marketing and awareness-raising campaigns to promote the TP;
 - Coordinating the necessary data collection exercises required to develop the TP;
 - Acting as a point of contact for all residents and employers requiring information; and
 - Coordinating the monitoring programme for the Travel Plan, including target setting.
- 3.7 The TPC will also be responsible for initiating a travel survey of new residents and businesses to understand existing travel behaviour and mode splits. The results of the survey will inform the TP by enabling appropriate long term targets to be set. It is suggested that the initial travel survey for the development will be undertaken three months after the first occupation of the site, with ongoing surveys held on an annual basis for the duration of the TP (5 years) in order to understand how the Travel Plan and modal share targets are progressing. Sample travel surveys are included as **Appendix B**.
- 3.8 The TPC will work in partnership with other developers and businesses in the area, seeking to work collaboratively to ensure sustainable travel across the local area. The TPC will commit to working a minimum of half a day a week on the Travel Plan across its life cycle, increasing when required (e.g. once residents and employers start to move in).

Provision of Information

- 3.9 If the message is to be conveyed to residents and employers that sustainable forms of transport are preferred to the private car, then it is essential that adequate information is available.



- 3.10 Travel Information Packs will be provided to all new residents and employers to ensure that they are fully informed of the travel choices available from the outset. The information pack will include:
- Bus and Rail timetable information;
 - Local cycle routes;
 - Local pedestrian routes;
 - Contact details of the TPC;
 - Contact details of the HCC cycling, public transport and Travel Plan officers;
 - Contact details/Web site address of Sustrans – the national cycling charity;
 - Contact details of local reputable taxi firms; and
 - Information on the benefits of sustainable transport on health and the environment.
- 3.11 The TPC will also be responsible for reviewing this information and updating the Information Packs for new residents and occupiers accordingly. As the TP develops over time and timetables potentially change, the TPC will also coordinate a letter drop to existing residents and employers at appropriate times to ensure that they are kept up to date of such changes.
- 3.12 The Information Pack will include full details of public transport timetables and route maps, local cycle networks and a map detailing the provision and location of local services and amenities. This will ensure all residents and employers will have the necessary information to choose more sustainable modes of transport and make full use of local services from the outset. Sales staff will also be well informed about the sustainable characteristics of the site and be able to promote the site's non-car accessibility to prospective purchasers / tenants etc. The Information Pack will also include publicity for the My Journey Hampshire planner (<http://www.myjourneyhampshire.com>).
- 3.13 Regular sustainable travel events can be organised throughout the year to coincide with national travel events such as:
- Walk to work day (April);
 - Bike week (June); and
 - Car free day (September).
- 3.14 A steering group will be set up to allow residents and employers to provide regular feedback to the TPC. The TPC will establish a strategy to encourage the setting up and participation of the residents and any other interested parties in the Steering Group to ensure the success of the travel plan. This may include the provision of additional travel vouchers for those attending; and attendance at local community and workplace groups by the TPC. The TPC will set up, publicise and maintain a regularly updated website to inform and engage with residents and businesses. A noticeboard will also be provided within the residential and employment areas with up to date sustainable travel information.
- 3.15 In order to meet the Travel Plan objectives outlined earlier, a number of measures will be implemented to encourage travel by sustainable modes and dissuade single occupancy car use. The proposed measures set out as below.

Car and Cycle Parking Provision

- 3.16 There will be separate car parks for the residential and commercial areas of the development. The car parking will be created in line with the SPD adopted by HBC.

- 3.17 The provision of car and cycle parking for the proposed development will be provided in accordance with the parking standards detailed in the Havant Borough Residential Parking and Cycle Provision SPD (March 2010).
- 3.18 The residential development quantum and the resulting required number of spaces in addition to the required commercial spaces can be seen in **Table 3.1**.

Table 3.1 Number of Parking Spaces

Development Type	Number of Units/Floor space	Minimum Spaces per unit	Minimum Number of Spaces	Number of Spaces Provided
1 Bed units – unallocated space	29	0.9 spaces	26.1	154
2 Bed units – unallocated space	30	1.3 spaces	39	
2 Bed units – allocated space	17	2 spaces	34	
3 Bed units – allocated space	19	2 spaces	38	
4 Bed units – allocated space	4	3 spaces	12	
Residential Space	99	-	150	
Commercial Space	2,860sqm	1 space per 45 sqm	64	74
Total				228

- 3.19 The residential parking will be situated in suitable locations adjacent or close to dwellings and will be designed in line with MfS and DMRB guidelines.
- 3.20 The parking for the commercial aspect of the development will be located in close proximity to the commercial units. Disabled people's car parking spaces will be provided in a ratio of 5% of the total allocation, resulting in a total of 4 spaces.
- 3.21 Cycle parking will also be provided for both land uses based on the guidance set out in the SPD. **Table 3.2** shows the requirements for the cycle parking.

Table 3.2 Cycle Parking Provisions

Development Type	Number of Units/Floor space	Recommended Spaces	Number of Spaces
1 Bed units – unallocated space	29	1	29
2 Bed units – unallocated space	30	2	60
2 Bed units – allocated space	17	2	34
3 Bed units – allocated space	19	2	38
4 Bed units – allocated space	4	2	8
Residential (Visitor)		20% of long-term cycle parking	34
Residential Space	99		203
Commercial	2,860sqm	1 stand per 350 sqm GEA note	9
Commercial (Visitor)		1 stand per 500 sqm GEA	6
Commercial			15
Total			218



- 3.22 The cycle parking standards for houses with 2 or more bedrooms is 2 spaces per dwelling. However, this can be accommodated by adequately sized garages or lockable sheds within the property boundary. The masterplan includes garages for the four-bedroom properties and suitably sized gardens for the other houses which has space for a shed large enough to fit bicycles within.
- 3.23 All cycle parking will be sheltered and secure and will be designed in accordance with current guidance. The commercial cycle parking will be located close to the entrance of the building and will be of suitable design similar to that of a Sheffield Stand.

Walking

- 3.24 Each household and business will be provided with information promoting the health and environmental benefits of walking as opposed to driving a car.
- 3.25 Maps showing local walking routes to key facilities will be provided as part of the Information Pack. The development proposal has considered routes and links to benefit the existing routes available.
- 3.26 The masterplan is currently illustrative; however, the development layouts will be designed in accordance with the principles set out in Manual for Streets and Build for Life, ensuring permeability and good connectivity to adjacent footpaths and footways.
- 3.27 Improvements to pedestrian and cycle infrastructure in the vicinity of the site are proposed and illustrated at **Appendix C**.

Cycling

- 3.28 The ability to accommodate cycle parking has been included within the overall design of the site. Maps of the local cycle routes and cycle-friendly roads will be provided within the Travel Information Pack.
- 3.29 Arrangements will be made with local cycle shops to provide discounts or vouchers for residents and employers. These will be detailed in the full Travel Plan.
- 3.30 Showers, lockers and changing facilities will be provided within the employment units.

Public Transport

- 3.31 Local bus and rail service timetables and route maps will be included within the Travel Information Pack.
- 3.32 Bus taster tickets for a fixed period will be provided to residents as part of the pack.

Car Sharing

- 3.33 In order to promote car sharing, information about the car share schemes available in the area will be included within the Travel Information Pack.
- 3.34 Additionally, residents who state on their travel surveys that they are interested in car sharing will be contacted by the appointed TPC who will endeavour to match site residents depending on the types of journeys they regularly make and the destinations travelled to.
- 3.35 Residents will be given promotion information for Hants Liftshare (<http://www.hants.liftshare.com>) within their information pack.
- 3.36 Employers will be assisted in setting up car-share databases for staff wishing to share their journey to work from elsewhere.

4 Monitoring and Targets

- 4.1 It is important to recognise that TPs are live documents and as such develop over time with changing conditions. Monitoring and review is an integral part of a good TP and its results can help recognise success, and generally raise awareness.
- 4.2 Household surveys of the travel characteristics of residents will be carried out three months after the occupation of the 50th dwelling, and then annually for the length of the Travel Plan (five years). Staff surveys for the employment uses will be undertaken by employers upon occupation of their unit and will repeat annually for five years. The travel surveys will be TRICS-compliant.
- 4.3 The travel survey sample rate will be at least 35%. The TPC will ensure that this response rate is attained by the use of incentives for completing the survey, e.g. travel vouchers, prize draws. In the event that the sample rate is not achieved, independent traffic surveys will be undertaken to determine multi-modal trips to and from the site.
- 4.4 The findings of the above surveys will be reviewed and a short monitoring report prepared to identify progress of the TP in terms of achieving its targets.
- 4.5 The monitoring report will be issued to the HCC Travel Plan officer for information and review within three months of the date of the travel surveys. If necessary, a meeting will be arranged between the TPC and HCC to discuss progress and the way forward.
- 4.6 The monitoring report will include a review of the travel survey data; details of progress since the previous report; an assessment of whether the targets are on course to be met; whether or not intervention measures are needed; actions for the forthcoming year; and an overall summary.

Setting Targets

- 4.7 It is suggested that a target for the percentage of trips by sustainable modes is based on the Census information. The results of the 2011 Census data outlined in **Table 4.1** provide a summary of the travel patterns for the Havant 009 MSOA. The results do not provide information on other significant trip generators such as the 'school run'. More detailed travel patterns can only be confirmed once a travel survey has been completed when the development is majority occupied. The data does, however, provide a useful benchmark for travel plan targets without knowing site specific travel patterns.

Table 4.1 Existing Modal Split (excluding work from home)

Mode of Travel	Residents		Employees	
	Persons	Percentage	Persons	Percentage
All people in Employment	2,918	100%	3,026	100%
Train	93	3%	164	5%
Bus, Minibus or Coach	230	8%		
Taxi	32	1%	No Data	-
Motorcycle, scooter or moped	43	1%		
Driving a Car or Van	1,769	61%	2,205	73%
Passenger in a Car or Van	267	9%	No Data	-
Bicycle	120	4%	141	5%

On Foot	348	12%	251	8%
Other method of travel to work	16	1%	265	9%

- 4.8 **Table 4.2** and **Table 4.3** shows potential targets for the development, based on current travel patterns for the MSOA. It should be noted that these are indicative targets that may be adjusted following the initial residents' travel survey.

Table 4.2 Modal Split Potential Residential Targets Post Travel Plan (5 Years)

Mode	Existing Percentage	5 Year Target Shift	5 Year Modal Split
On foot	12%	+2.5%	14.5%
Bicycle	4%	+2.5%	6.5%
Public Transport	11%	+2.5%	13.5%
Driving a car or van	61%	-10%	51%
Passenger in a car or van	9%	+2.5%	11.5%
Other	3%	0%	3%
Total	100%	-	100%

Table 4.3 Modal Split Potential Employment Targets Post Travel Plan (5 Years)

Mode	Existing Percentage	5 Year Target Shift	5 Year Modal Split
On foot	8%	+2.5%	10.5%
Bicycle	5%	+2.5%	7.5%
Public Transport	5%	+2.5%	7.5%
Driving a car or van	73%	-10%	63%
Other	9%	+2.5%	11.5%
Total	100%	-	100%

- 4.9 **Table 4.2** and **Table 4.3** demonstrates that after a five-year period, should the TP meet its potential targets then 51% of residential trips and 63% of employment trips would be undertaken by car, and sustainable modes would increase by 10%. It should be noted that the overall aim of the TP is to reduce single occupancy private vehicle trips. The targets for the sustainable modes of transport simply identify potential future targets as part of the overall strategy.
- 4.10 It is suggested that the adoption of any targets will need to be discussed further and agreed with HCC as the application progresses.
- 4.11 Prior to the commencement of construction works a Travel Plan shall be submitted to and approved in writing by the local planning authority. The Travel Plan shall include arrangements for monitoring and effective enforcement. Development shall be carried out in accordance with the approved details.



Action Plan

- 4.12 An Action Plan, which identifies the measures to be implemented by the Travel Plan, the person responsible for implementing each measure, a timescale for the delivery of the measures and an indicative cost of each measure is provided as **Appendix D**.

Intervention Measures

- 4.13 The surveys will determine whether the targeted decrease in car-based trips is being reached. In the event that the reduction is not being achieved, intervention measures will be introduced to ensure the target is reached.
- 4.14 Such further measures to be introduced if required will comprise:
- Personalised travel planning for residents or employers;
 - Increased frequency of TPC engagement and review;
 - Increased frequency and targeting of internal marketing and communications to promote uptake of sustainable modes of travel;
 - Undertaking working groups with residents and employers to engage and discuss why modal shift is not occurring; and
 - Introduction of subsidies for residents such as vouchers for discounted cycle servicing/maintenance.
- 4.15 The need for intervention measures will be assessed in the annual monitoring report, based on the results of the travel survey.

Funding

- 4.16 The Travel Plans will be secured through a Section 106 legal agreement in accordance with HCC's policy. The monitoring fees will be discussed and agreed as part of the Section 106 agreement.



5 Summary and Conclusions

- 5.1 WYG have been appointed to prepare a Travel Plan (TP) for a proposed development at Colt International, New Road, Havant.
- 5.2 Travel Plan Co-ordinators (TPC) will be appointed to oversee the implementation and delivery of the Travel Plans for the two separate parts of the development, and to act as a central point for residents and employers at the site. The TPCs will arrange for the undertaking of travel surveys, following occupation of the site, in order to understand travel choices, and annually thereafter to understand the progress of the Travel Plans in relation to their targets. Initial targets have been outlined, based on existing Travel to Work Census data for the local ward. Any targets adopted may need be adjusted following the initial travel surveys.
- 5.3 This Framework Travel Plan has outlined a number of appropriate measures which will be implemented at the development, with the ultimate goal of encouraging the use of sustainable modes. Measures including car club membership and the provision of sustainable transport information via a detailed Travel Information Pack. Links to existing walking and cycling routes will also be provided by the developers.
- 5.4 These measures will complement additional infrastructure measures including walking and cycling infrastructure improvements outlined in the Transport Assessment.
- 5.5 In light of the above, this Framework Travel Plan is considered appropriate for the scale of development and given the level of information known at this outline planning stage. It provides a context for the Full Travel Plans to follow in due course, in order for those plans to achieve their primary objectives of minimising the number of single occupancy car journeys to and from the site.



APPENDIX A

ILLUSTRATIVE MASTERPLAN



WYG



**Colt International,
New Lane, Havant
Site Development Plan**

51

Key:

-  Application boundary
-  Employmeny/Residential divide
-  Employment zone (0.82 hectares)
-  Residential zone (2.28 hecatares)



A090070-182[ST1]51 revision A
File: A090070-182[ST1]drf01_v16.vwx

Scale 1:1250 @ A3

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APPENDIX B

SAMPLE TRAVEL SURVEY QUESTIONNAIRE

Former Colt International Site, Havant **Residents Travel Survey**

We would be grateful if you could spare a few moments to answer the following questions regarding your travel to and from work.

1. What is your postcode?

2. Do you or any member of your household own a car? If so, how many?

Yes

Total cars in household:

No

--

3. How do you most frequently travel to and from your home for the following activities? (Choose the mode of travel that you use most often)

[illegible]

4. How often do you use the following modes of travel for journeys from your home?

[illegible]

5. Have you changed your most common mode of transport since relocating to this development?

Yes

No

--	--

If yes, why?

--	--

6. Which of the following changes would most encourage you to cycle for journeys in the local area, e.g. within Havant? (If you already cycle, which would you most like to see?)

Safer, better lit cycle paths

Improve cycle paths on the journey to town centre/
rail station

--	--

Improve cycle parking at this development

--	--

Arrangements to buy a bicycle at discount

--	--

Improved crossing facilities

Improved cycle parking at local facilities – where?



None of the above

Other (please specify)

--

7. Which of the following changes would most encourage you to use public transport for your journeys in the local area? (If you already travel to by public transport, which would you most like to see).

More direct bus routes

More frequent bus services

More frequent train services

More frequent tram services

Better lighting at bus shelters and on footpaths

More convenient bus drop-off points

Better bus links to work from station

Public transport information

None of the above

Other (please specify)

--

8. Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)

Cleaner, better maintained footpaths

Better lighting on footpaths

More improved pedestrian crossing points

Slower speed limits

Better street lighting in the local area

None

Other (please specify)

--

9. Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)

More help finding car share partners who have similar work patterns

Free taxi home if let down by car

More information regarding car sharing i.e. benefits

None

Other (please specify)

--

10. Did you know this development operated a Travel Plan?

Yes

No



11. If yes, how did you find out about the Travel Plan?

During the sales process

Word of mouth

Development publication/newsletter/notice board/website

Personalised travel planning process

Other (please specify)

--

12. Please use the following box to provide any comments you wish to make in relation to travel in the local area:

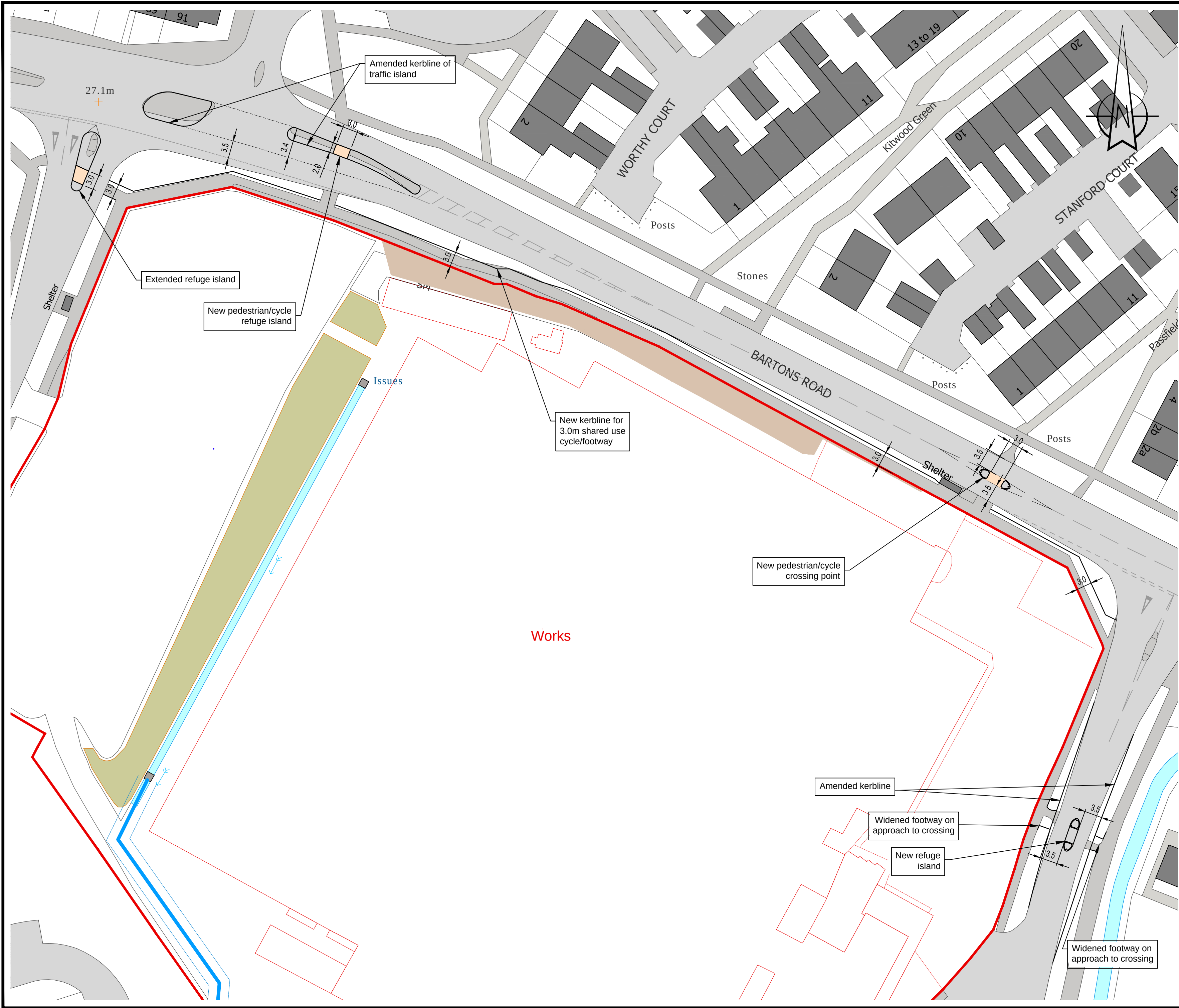
--

Thank you for completing this survey.



APPENDIX C

PROPOSED PEDESTRIAN/CYCLE INFRASTRUCTURE IMPROVEMENTS



Notes:

General

1. Do not scale from drawing.
2. All dimensions are in metres, unless stated otherwise.
3. This drawing is to be read & printed in colour.
4. This drawing is for illustrative purposes only.

Disclaimer

1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.



APPENDIX D

ACTION PLAN

Colt International, Havant Homes England Action Plan

Preliminary Action	Responsibility	Timescale	Cost
Appoint TPC, confirm TPC with HCC	Developer	3 months prior to occupation	£ 250.00
Confirm Action Plan with HCC	TPC	3 months prior to occupation	£ 500.00
Liaison with local bike shops to arrange discounts/vouchers	TPC	Prior to first occupation	£ 2,500.00
Liaison with local bus operators to arrange discounts	TPC	Prior to first occupation	£ 2,500.00
Preparation and distribution of Travel Pack to residents and employers	TPC	Upon occupation of each dwelling	£ 2,500.00
Set up TP action database for monitoring information	TPC	Prior to first occupation	£ 500.00
Set schedule of meetings, newsletter distribution etc.	TPC	Prior to first occupation	£ 750.00
Undertake baseline travel survey	TPC	3 months post-50th dwelling occupation	£ 1,500.00
Undertake full occupation travel survey	TPC	100% occupation	£ 1,000.00
Prepare and submit preliminary monitoring report	TPC	Following full occupation survey	£ 800.00
			£ 12,800.00

[illegible]