

THE SNELL & WILCOX LIMITED PENSION PLAN

PROPOSED REDEVELOPMENT OF LAND AT
SOUTHLEIGH PARK, EASTLEIGH ROAD, HAVANT

RESIDENTIAL TRAVEL PLAN

REPORT REFERENCE NO. 160720-06D
PROJECT NO. 160720
JULY 2017

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RESIDENTIAL TRAVEL PLAN

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DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Client Issue	AA	DH	ML	04.04.17
-	Final for Submission	DH	DH	SJH	25.04.17
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B	Final for Submission	DH	DH	SJH	25.07.17
C	Final for Submission	DH	DH	SJH	27.07.17
D	Final for Submission	DH	DH	SJH	31.07.17

1.0 INTRODUCTION

1.1 Ardent Consulting Engineers (ACE) has been appointed by The Snell & Wilcox Limited Pension Plan to advise on the transport aspects of the proposed redevelopment of Southleigh Park in Havant, Hampshire, for residential use to provide up to 90 dwellings.

1.2 The scheme involves: *"Hybrid application for up to 90 residential units in total, comprising:*

Full planning permission and listed building consent for the change of use, alterations to and extension of existing buildings to 20 residential units, (13 dwellings in the main house and 7 in other listed buildings) with associated landscaping, parking and amenity space.

Outline application (all matters reserved except means of access) for the demolition of 1983 office building and associated brick and glass corridor link and development of up to 70 residential units, associated landscaping, parking and infrastructure works."

1.3 This Residential Travel Plan (RTP) describes the means by which residents shall be encouraged to travel from the site by sustainable modes of travel and will be monitored and reviewed on an annual basis.

1.4 The Travel Plan (TP) outlines and details a commitment to funding transport improvements/interventions and implementing, monitoring and managing the TP for the development over a 5 year period post occupation. Any subsequent developer will be committed to undertaking the measures outlined within this TP to ensure satisfactory implementation.

1.5 A TP includes a series of measures and initiatives that will be introduced to provide residents with an enhanced range of transport opportunities, ultimately aiming to reduce levels of single occupancy car use. TPs form an important element of the Government's

Integrated Transport Strategy and are a means of managing the transport impacts generated by a development site.

- 1.6 A TP should include targets, monitoring and management arrangements to ensure that the objectives of the TP are achieved and that it remains sustainable over the longer term.
- 1.7 This document should be read in conjunction with the Transport Statement (TS) also prepared by ACE (ACE report reference: 160720-01D) which will also accompany the outline and the full/listed building consent elements of the application for the proposals.

Policy Background

- 1.8 In preparing this TP, ACE has reviewed relevant national guidance including the Department of Communities and Local Government's (DCLG's) documents *National Planning Policy Framework* (NPPF), and *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, the Department for Transport (DfT) document *Guidance on Transport Assessment 2007* and the Hampshire County Council (HCC) document *A Guide to Development Related Travel Plans* (GDRTP, January 2010).
- 1.9 The NPPF states that a TP will be a key tool to: -
- Facilitate the efficient delivery of goods and supplies;
 - Give priority to pedestrian and cycle movement;
 - minimise conflicts between traffic and cyclists or pedestrians;
 - and
 - Consider the needs of people with disabilities by all modes of transport.
- 1.10 The DCLG document *Good Practice Guidelines: Delivering Travel Plans through the Planning Process* comprises technical guidelines and brings together the key principles and mechanisms to help secure

effective TPs, whilst the DfT document *Guidance on Transport Assessment 2007* provides a framework for securing TPs.

1.11 The *GDRTP* document outlines in Section 3 that a TP is typically required for residential applications of 100 or more households. Nevertheless, pre-application feedback from Havant Borough Council (HBC) has required that a TP is prepared. This RTP has therefore been prepared in order to satisfy HBCs requirements and despite the development falling below the typical TP thresholds for residential development outlined in the HCC guidance document on TPs.

1.12 This RTP incorporates the principles of the “TRACES” evaluation criteria required for TPs in Hampshire: -

- Transparent;
- Realistic;
- Achievable;
- Committed;
- Enforceable; and
- Sustainable.

1.13 This RTP has been considered against the TRACES evaluation template and the result is included at Appendix A.

1.14 Following this introduction, the remainder of this report is structured as follows: -

- Section 2.0 considers the existing travel characteristics of the site;
- Section 3.0 provides a description of the proposed development;
- Section 4.0 sets out the anticipated travel mode of the proposals and strategy for undertaking surveys;

- Section 5.0 describes the process for setting targets and outlines the aims and objectives of the document; and
- Section 6.0 describes the measures and initiatives that will be implemented during the life of the document.
- Section 7.0 provides a summary of the document.

2.0 SITE DESCRIPTION AND ACCESSIBILITY CREDENTIALS

2.1 The application site is located on the eastern side of Eastleigh Road, on the northeastern fringes of Havant. It is bordered by: Bartons Road to the north; Eastleigh Road to the west; Horndean Road (B2148) to the east; and open recreation space that forms part of the Southleigh Park House grounds to the south. The site in the context of the local area is shown on the site location plan at Plate 1 and in Figure 1.



Plate 1: Site Location

Local Highway Network

2.2 Figure 1 illustrates the site location in relation to the local highway network. Eastleigh Road forms the western boundary of the site and provides vehicular access to the site at three existing locations. The existing access junctions are formed of priority "T" junctions, although only the northern access is currently in use with the centre and southern points of access to the site having concrete barriers in place to prevent access at this time.

- 2.3 Eastleigh Road runs from north to south along the western boundary of the site, forming the minor arm of a priority "T" junction at its northern extent with Bartons Road. To the south, Eastleigh Road provides access to a small number of residential dwellings and forms a priority "T" junction with Southleigh Road approximately 590m southwest from the site boundary, where there are bus stops.
- 2.4 In the vicinity of the site, Eastleigh Road has no footways on either side. Adjacent to the site, at the northern extent of Eastleigh Road, there is a pedestrian refuge crossing provided on the Eastleigh Road arm of the Eastleigh Road/Bartons Road priority "T" junction connecting to a footway route along the southern side of Bartons Road that passes east/west locally. There is also a section of footway on the eastern side of Eastleigh Road that connects to the existing northernmost access into the site.
- 2.5 Eastleigh Road is subject to a 40mph speed limit and it is not lit, other than a short section on the approach to the Bartons Road junction.
- 2.6 Bartons Road is subject to a 40mph speed limit, is lit and passes the site on an east/west alignment to the north. To the west it provides access to residential and to light industrial areas, and to routes that extend south into the centre of Havant.
- 2.7 At the northeastern corner of the site, Bartons Road forms a priority right/left staggered crossroads junction with Comley Road, Emsworth Common Road and Horndean Road. Comley Road extends north from the junction towards the residential area of Red Hill including local facilities such as petrol station, primary school and public house. Horndean Road extends south from the crossroads junction towards Emsworth and provides access to Emsworth railway station. Horndean Road/Comley Road is a bus route, is single carriageway and has grassed verges.

Public Transport

- 2.8 The site is within 850m of bus stops served by the 27 and 28 routes, which serve Rowlands Castle, Leigh Park, Havant, Denvilles, Warblington railway station, Emsworth, Westbourne and Southbourne, with 5 buses per day Monday to Saturday.
- 2.9 To the west of the site, bus stops of Bartons Road provide access to routes 20 and 21, which serve Havant and continue through to Portsmouth. These services provide a connection to an ASDA foodstore, the Queen Alexandra Hospital, Cosham Health Centre, and a number of residential and employment areas in the wider area. Local bus routes are outlined in Figure 2.
- 2.10 The mainline railway station of Warblington is located 1.7km to the south and can be accessed via bus routes 27 and 28 or through use of a bicycle since it is well within the typical cycle access distance of 5km. Warblington station is on the Mainline between Brighton and Southampton and is served by trains running every hour throughout the week in each direction. Interchange is also possible at Havant, to provide a connection through to London Waterloo, including intermittent stations such as Guildford.
- 2.11 Havant Station itself is a 3.4km cycle distance from the site, whilst Emsworth station is 2.7km from the site and provides access to regular trains to Southampton, Brighton, Gatwick Airport and London Victoria.

Pedestrian/Cycle Access

- 2.12 Pedestrian access to the site involves use of a recently constructed footway on the eastern side of Eastleigh Road that connects with the northernmost vehicle access to the site. There is security fencing

surrounding the site that currently limits pedestrian access to only this one location.

2.13 There are no signed cycle routes on the roads that form the boundary of the site, however Eastleigh Road and Bartons Road are appropriate for cycle use and provide access to the wider Havant cycle network, as outlined on the HBC cycle route map. The nearest signposted cycle route is to the south of the site on Southleigh Road, accessed via Eastleigh Road, that continues southwest and passes Warblington railway station. An extract of local cycle routes from the HBC map are included at Figure 3.

2.14 As shown above there is cycle provision available in the vicinity of the site, affording prospective residents of the development opportunity to undertake trips by cycle.

Summary

2.15 The result of undertaking a site audit is that it is considered that the site is suitably located to encourage sustainable and active modes of travel to and from the site by residents and potential visitors. Whilst the site is on the fringes of Havant, there are opportunities for journeys on foot, using a bicycle and for wider area travel using public transport.

2.16 Furthermore, during the preparation of subsequent revisions of this RTP, this section will be updated to accord with the latest improvements to infrastructure in the area. This will include the proposed improvements associated with the site that will be built out at the time of subsequent iterations of this TP (subject to planning approval being granted).

3.0 THE PROPOSED DEVELOPMENT

Introduction

3.1 It is proposed to redevelop the site to provide up to 90 dwellings on the site, including dwellings within the existing Southleigh Park House, which is a listed building that will be refurbished as part of the proposals. A total of 205 car parking spaces will be provided, which incorporates provision for use by visitors. The proposed 90 dwelling scheme comprise:

- 73 houses (27x2-bedroom, 32x3-bedroom, 2x3.5-bedroom and 12x4-bedroom); and
- 17 flats (10x1-bedroom, 6x2-bedroom and 1x3-bedroom).

3.2 An indicative masterplan layout is included at Appendix B.

Access

3.3 The development will be accessed from Eastleigh Road, utilising the existing site access junctions, which include the junction that is currently used for access as well as a further two points of access that have been constructed, but are currently not used. The proposals will upgrade the existing facilities to provide satisfactory access to the site, incorporating footways where appropriate to tie into existing facilities to promote pedestrian activity.

3.4 The proposed access junctions will incorporate a 5.5m wide carriageway and will feed into a shared surface internal arrangement. The northernmost access junction will incorporate a footway that will tie into the recently constructed footway provided on the eastern side of Eastleigh Road and thereby provide an improved pedestrian link to Bartons Road.

- 3.5 Some 205 car parking spaces are proposed within the site, provided through in-curtilage parking and parking courts, including provision of garages and car ports within the development. The proposed parking provision is in excess of anticipated demand identified from 2011 Census data on car ownership, as outlined within the TS, which will ensure no overspill parking occurs.
- 3.6 Provision for cycle storage has also been incorporated into the scheme to promote cycle use by residents, either within a garage or a secure garden area where a shed could be provided. The provision is in accordance with the applicable standards.

4.0 INITIAL SURVEY PROGRAMME & INTERIM MODAL SPLIT

- 4.1 This section sets out the method by which initial surveys shall be conducted at the site once it is occupied and sets out interim trend data which informs TP targets and measures introduced later within this document. It should be noted that a new iteration of the TP will be produced once underpinned by primary data following initial baseline surveys.

Initial Surveys & Collection Methodology

- 4.2 At 6 months after full occupation surveys will be undertaken at the development to ascertain the “baseline” modal split of residents living at the development.
- 4.3 A template survey questionnaire form has been prepared and is attached at Appendix C. The full survey at the site will involve a multi-modal count survey to record all travel associated with the site and may involve appointing a specialist survey company to complete the survey. This will be arranged by the Travel Plan Coordinator (TPC) in consultation with the HCC TPC.
- 4.4 A week prior to the collection of initial surveys, posters will be placed in prominent locations within the development to inform and encourage residents to take part in the survey. It is proposed to set a target response rate of 35% to ensure satisfactory data is collected to ascertain travel modes of residents.
- 4.5 The data will be collected and thereafter analysed by the development TPC with the findings provided to HCC.

Interim Travel Trend Data

- 4.6 The travel mode split for the proposed development use, including residents and visitors, is estimated in Table 4.1 using the mode split

from the Method of Travel to Work 2011 Census dataset for the "St Faith's" ward. This has been adopted for the TS and is thus deemed suitable until such a time as primary data can be extracted from the site population after occupation to confirm baseline travel activity. The base data is attached at Appendix D.

Table 4.1: Proposed development daily modal split

Vehicle driver	79%
Vehicle passenger	4%
Rail	7%
Bus	2%
Cyclists	4%
Pedestrian	5%

Baseline Data

- 4.7 Establishing baseline travel patterns is necessary to enable the progress of the TP to be measured. However, this is only able to be established once the development is built-out and occupied. Therefore, for a TP prepared in advance of occupation, such as in this case, the TP should initially be assessed against the anticipated travel mode set out above.
- 4.8 Travel surveys would be undertaken at 6 months after full occupancy of the site. These will be undertaken utilising the template questionnaire (Appendix C) and will obtain information on modes of travel, distance travelled, purpose of travel, and reasons why a certain mode was used.
- 4.9 Once travel surveys are completed this TP will be reviewed and updated to ensure that suitable and targeted measures are implemented.

- 4.10 Further surveys will subsequently be undertaken on an annual basis for the initial 5 year lifespan of the TP. Should TP targets not be met, consideration will be given to undertaking further surveys whilst it is anticipated that beyond the 5 year period, there may be opportunity for TP initiatives to be extended should ownership of the TP be taken up by a development residents group, for example.

5.0 AIMS, OBJECTIVES AND TARGETS

Aims and Objectives

5.1 This TP represents a long-term strategy to promote more sustainable travel to reduce vehicular movements associated with the scheme.

5.2 The overall aims of this TP are to: -

- Minimise the carbon emissions and environment impacts of all aspects of the development's travel activity;
- Minimise the development's impact on the congestion, noise and emissions generated on surrounding roads by minimising the number of vehicular trips generated by the site;
- Raise awareness of the sustainable, attractive and safe travel options available to residents; and
- Promote and encourage the use of sustainable transport modes by highlighting the benefits including improved physical fitness and reduced environmental impacts.

5.3 In order to achieve the above aims, the following objectives have been set: -

- To identify and understand the likely travel patterns of residents;
- To ensure that residents remain non-reliant on the private car;
- To promote and encourage the use of modes of transport that would improve the physical fitness of residents;
- To implement effective travel targets which are SMART (Site-specific, Measurable, Achievable, Realistic and Time-related);
- To make residents aware of the various benefits of using more sustainable modes of transport; and
- To reduce the overall level of impact of the site on the surrounding area, with respect to movements to and from the site.

Targets

- 5.4 Setting targets, and the associated monitoring and management measures, ensure that the objectives of the TP are achieved and that it remains sustainable over the longer term.
- 5.5 The TPC will take responsibility for the development and management of the plan and ensure its delivery. If the targets are not being met, additional measures will need to be developed to address this. In this regard, it is anticipated that the TP will be a flexible and adaptable document that is continually evolving. The TPC will choose the appropriate course of action for achieving the TP targets and arrange funding if required.
- 5.6 Targets should be both achievable and stretching, ideally the overall target should be expressed in terms of reducing car driver trips to/from the site. This measurement would allow progress to be assessed over time. In the context of the site, promotion of non-car travel is considered appropriate, and the initial target outlined below has been prepared on that basis since that is the main aim of this RTP.
- 5.7 As the aim of the TP is to increase the use of sustainable and active modes of travel and an appropriate target which relates to this overall aim would be: -
- To increase the number of sustainable/active trips by 10% (percentage points) within 5 years of full occupation.
- 5.8 This target increase in sustainable/active trips will be achieved through a reduction in single occupancy vehicle trips and reflects similar targets sought for other residential developments of this nature.

5.9 Sub-targets are also useful and can illustrate the increases in other modes of travel, as an alternative to the car, such as walking, cycling or public transport.

5.10 Once the baseline survey has been undertaken further details of specific elements of targets will be provided and will be a development of the modal splits, detailing targeted increases in cycling and walking trips, set out in Table 5.1. The table outlines preliminary TP targets and indicators by which the targets can be measured.

Table 5.1: Preliminary targets and indicators

Target	Indicator	Baseline Value / Target Value	Target Date
Reduce the overall proportion of single occupancy car trips made by residents	Modal split from surveys	79% / 69%	Within 5 years of full occupation
Increase/maintain level of engagement with residents	Response rate to surveys	35% / 35% +	Within 5 years
Increase the proportion of residents that cycle	Modal split from surveys	4% / 5%	Within 5 years
Increase the overall proportion of sustainable trips (walking/cycling/public transport)	Modal split from surveys	20% / 30%	Within 5 years
Increase the proportion of residents that walk to/from the site	Modal split from surveys	5% / 6%	Within 5 years

6.0 MEASURES AND INITIATIVES

- 6.1 This chapter examines how the TP will be managed and sets out the package of measures and initiatives that will be introduced in order to influence the way users travel to / from the site.

Management & Marketing

- 6.2 Any subsequent developer will be fully committed to the implementation of this TP and the maintenance/funding over a 5 year period of the TP, including the TPC role and for promotional events and marking, and will take a leading role in overseeing the implementation of the TP.
- 6.3 The primary issue with achieving successful residential TP initiatives is raising the awareness of people to sustainable travel modes, including realising the potential personal benefits that can accrue from those initiatives.
- 6.4 Therefore, the key provisions and services making up the TP should be effectively marketed and promoted to households in the development. This could include preparing a TP newsletter and initiating a resident association to encourage and enable them to take on the responsibility of ensuring the TP is maintained once the development has been completed and fully occupied, and allow a new community to be established.
- 6.5 Where possible, any marketing/promotional events will be linked to any local and national events as appropriate, with liaison with HCC/HBC as appropriate. Marketing material produced/collated for the development will include specific elements to cover and target each mode of travel if appropriate.
- 6.6 A TP strategy that sets out clearly the stages by which the TP will be developed and implemented is very important. Elements of a TP strategy usually relate to:

- Securing the resources (including time) that are necessary to develop and implement the travel plan;
- Consulting and educating residents / visitors; and
- Identifying and engaging with partners.

Monitoring

- 6.7 Travel surveys would be co-ordinated by the TPC in order to maintain the effectiveness of the TP and to gain an overview of the effectiveness of the various measures implemented. This would provide a baseline mode share for residents travelling to/from the site to which targets are set and reviewed.
- 6.8 Monitoring surveys would be undertaken on an annual basis to monitor the modal share relative to the targets. The TPC would be responsible for undertaking all monitoring and undertake a review meeting with HCC in years one, three and five after the initial baseline survey (which is to undertaken within 6 months of full occupation of the development).
- 6.9 Travel monitoring will include undertaking a questionnaire survey as outlined within Section 4. The travel survey also incorporates the opportunity for participants/residents to provide their feedback and get involved with the development of the TP going forward.
- 6.10 These results will be compared to the preliminary target modal split detailed within Table 5.1 in Section 5 of this document.

Travel Plan Co-ordinator (TPC)

- 6.11 All travel plans are dependent on a nominated individual being given time and resources for success to occur.
- 6.12 The in-house TPC role will be funded by any subsequent developer and shall be initially assigned to the development manager in the lead up to occupation.

- 6.13 Where necessary, and to support the in-house TPC in their development and execution of this role, any subsequent developer will provide the necessary resources for the in-house TPC to seek additional ad-hoc counsel and assistance from either a professional TPC consultant or specialist Travel Plan Management Company (TPMC). It is likely that there will be a transitional period during first occupations where there will be some overlap between the Interim TPC and the new TPC associated with the TPMC. During this time both TPCs will be available for contact by residents in connection with TP related activities.
- 6.14 The full contact details of the TPC will be provided to HCC on occupation once the role has been appointed.
- 6.15 Given the scale of the development it is envisaged that the TPC will spend approximately on average approximately 1 day a month managing the site TP.
- 6.16 The TPC will be responsible for overseeing and implementing the various measures outlined in the TP whilst processing the monitoring and action plans to meet the targets outlined within this TP.

Implementation

- 6.17 The TPC will be required to implement and promote the TP. They will also be responsible for organising and reviewing the travel surveys.
- 6.18 It is anticipated that this TP would be secured through a Section 106 Agreement, which would provide further details on the anticipated funding streams.
- 6.19 Detailed targets will be provided once the baseline surveys have been undertaken, as outlined within Section 5.0. These targets will contribute towards the overall aim of reducing single occupancy car trips and promoting sustainable travel associated with the site.

- 6.20 The TP will be reviewed on an annual basis for 5 years from implementation, with the TPC liaising with HHC's Travel Plan Officers regarding the success of the TP.

Funding

- 6.21 The management of the TP creates an on-going requirement for funding for administrative purposes and to support the role of the TPC. Any subsequent developer (or their appointed management company) will take direct responsibility to provide the role of the TPC, undertake the monitoring programme and manage the TP as well as providing funding.

- 6.22 The TP will be secured via a Section 106 Agreement as necessary.

Communication Channels

- 6.23 Marketing and TPC raising strategies form an important part of all TPs. It is important that there is a continued marketing of the TP (and its measures and incentives) from this point until the end of the TP period. The following primary means of marketing / communication has been proposed for the site at this point:

- Welcome Pack (issued to all new residents); and
- Public notice boards.

- 6.24 Information relating to the TP will be shared by the sales team with customers during the purchasing process and will be supported by a committed bespoke welcome pack where information relating to local travel options, sustainable transport options and the site TP will be introduced and explained.

- 6.25 The TPCs details and local travel information maps will be displayed in the sales suite and on virtual noticeboards (i.e Facebook/existing website) and will signpost the bespoke welcome pack for further

information. The TPC will use the virtual notice boards to share travel information and encourage engagement.

- 6.26 The TPC will lead discussions/consultation with relevant other key partnerships in order to seek provisions for the benefit of residents, such as cycle retailers for discounted cycles/cycle workshops and public transport operators in seeing discounted travel, for example.

Walking

- 6.27 Walking is the most sustainable mode of travel, it has a number of proven health benefits and is an important source of personal freedom. Walking is important for the vast majority of people, including those using public transport or without access to a car. It potentially has an important role to play in journeys to work and local amenities that are located within two kilometres of their home.
- 6.28 There are a number of pedestrian routes provided within the site, with footways available to destinations locally. Furthermore, the site also incorporates speed restraint measures to reduce vehicle speeds and promote a low speed environment that will encourage walking by residents and tie into existing facilities.
- 6.29 Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc). As for cycling, walking is a form of active travel, which can offer a range of physical and psychological benefits to the individual.
- 6.30 The TPC will be responsible for raising awareness amongst residents of the environmental, health, financial, and practical benefits of undertaking journeys by foot. This will be predominately achieved through presenting worked examples identifying how it is possible to walk to some local destinations and by highlighting how many local amenities can be accessed within a short walk of the site. The TPC will also share information about existing walking/pedometer mobile apps to residents and visitors via the stated communication channels.

- 6.31 The effective promotion of walking is a key part in encouraging people to move away from private car use. However, there are certain factors such as weather conditions and daylight / light levels, physical barriers to movement (including major roads, watercourses and railway lines) that affect the number of users willing to use this mode.
- 6.32 To combat this issue, the TPC will research the local area and provide a plan showing routes (with distances and walk times) around the site which are lit, accessible and suitable for the use of pedestrians during trips to local amenities. This plan will be displayed via the stated communication channels.
- 6.33 If necessary, on behalf of residents, the TPC will notify the local authorities of any issues regarding the upkeep of local footpaths, signage, lighting and security issues on the public highways surrounding the site.

Cycling

- 6.34 Cycling is cheap, offers reliable journey times and is environmentally friendly. Regular cycling can help to improve people's health.
- 6.35 There are facilities available within the vicinity of the site as shown in Figure 1, that can be reached within a short cycle ride of the site. There is a great potential to encourage further use of cycling and by doing so this would have positive impacts on travel costs for residents, local congestion and emissions.
- 6.36 To raise awareness of suitable cycle routes between popular employment and leisure destinations and the site the TPC will display information outlining the cycle routes available in the vicinity, showcasing how site users can access local destinations and circulate this information via the stated communication channels. It is anticipated that the cycle information available from the HBC website will be promoted to residents.

- 6.37 The scheme also incorporates facilities to accommodate storage of cycles within the site, including garages. It is anticipated that visitor cycle parking will be accommodated within these facilities.

Public Transport

- 6.38 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy. The benefits of travelling by public transport include:

- No need to park a vehicle;
- Traffic free routes;
- Travel whilst sheltered from the weather; and
- Being able to relax, read or work whilst travelling.

- 6.39 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 5 miles (8 kilometres).

- 6.40 Maps identifying the location of, and suitable routes to, nearby bus stops and rail / underground stations will be displayed in prominent locations on the site.

- 6.41 HCC and HBC as appropriate will ensure that the TPC is kept up to date on the latest proposed routes, any frequency alterations or capacity enhancements that could impact the development.

Car Use

- 6.42 In order to seek to minimise car use, working from home will be encouraged wherever possible. Provision of an internet connection for properties within the site will allow residents to work from home on some days thereby acting to limit the need to travel for work.

Travel Packs

- 6.43 Sales staff marketing properties will be made aware of the aims of the TP and will promote sustainable travel through the availability of a TP at the development to prospective residents.
- 6.44 Travel Packs will be prepared and issued to each residential property upon their first occupation by the TPC/TPMC. This will provide details of local walking, cycling and public transport routes/services; overview of the TP; TPC contact details; and facilities within a reasonable walk/cycle distance of the site.

Action Plan

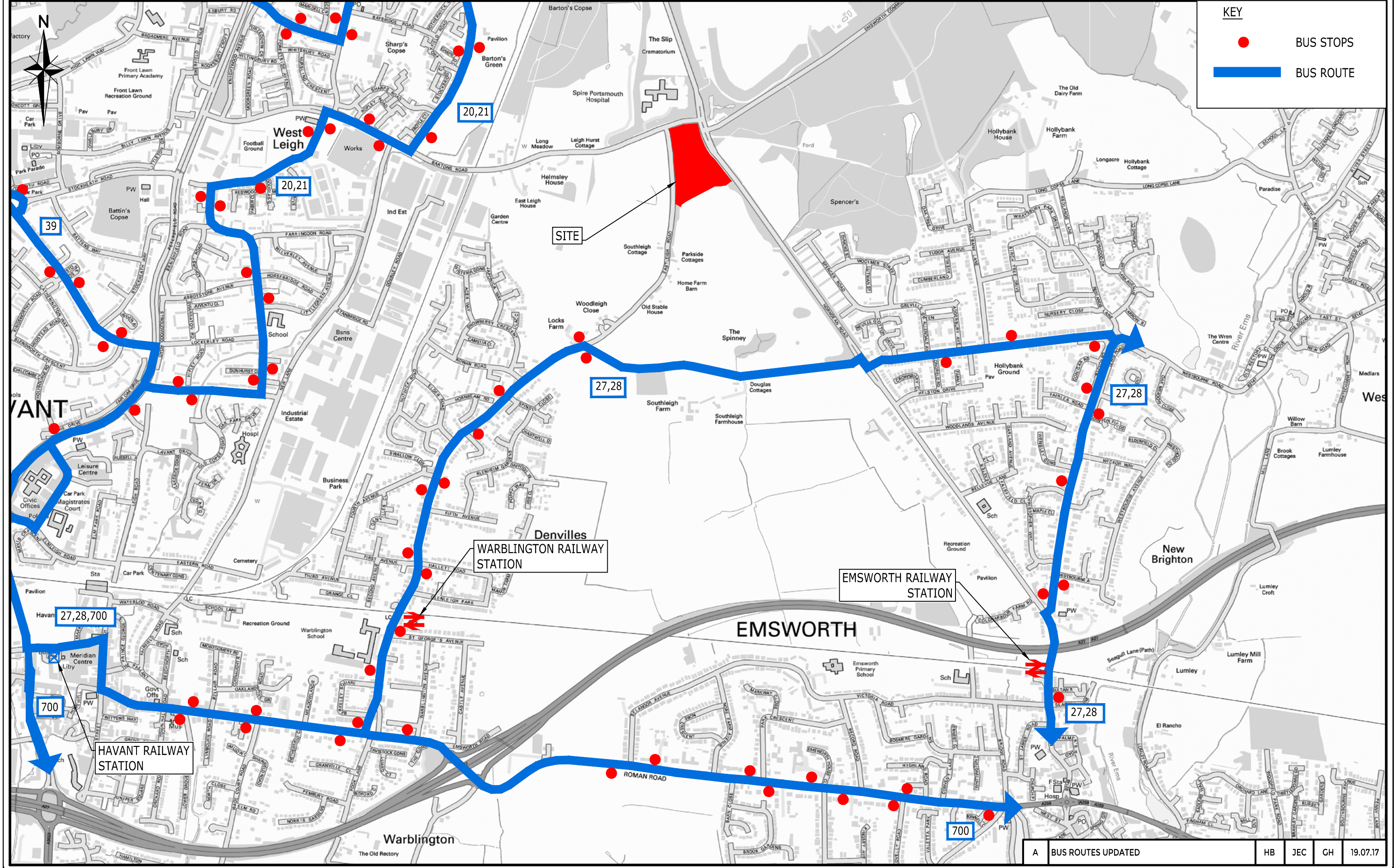
- 6.45 A number of actions are required to ensure the implementation and management of the TP and achieve its targets. Anticipated actions, timescales and responsibilities are set out in a preliminary Action Plan at Appendix E.
- 6.46 It is anticipated that this Action Plan will be updated as appropriate during implementation of the RTP at the site and will incorporate the results of surveys at the site to target specific mode of travel changes in order to achieve a change in travel behaviour towards use of sustainable modes.

7.0 SUMMARY

- 7.1 Ardent Consulting Engineers (ACE) has been appointed by The Snell & Wilcox Limited Pension Plan to advise on the transport aspects of the proposed redevelopment of Southleigh Park in Havant for residential use to provide up to 90 dwellings.
- 7.2 This Travel Plan (TP) is being submitted to support a planning application to Havant Borough Council (HBC) and has been prepared at their request to accompany the application.
- 7.3 This TP has been prepared with the aim of promoting the use of sustainable and active modes of travel for journeys to/from the site and promotes active modes such as walking and cycling, as well as public transport amongst site visitors and residents.
- 7.4 A TP includes a series of measures and initiatives that will be introduced to provide residents with an enhanced range of transport opportunities, ultimately aiming to reduce levels of single occupancy car use. The TP will be implemented by a Travel Plan Coordinator (TPC) who will be guided by the actions outlined in an initial Action Plan included within this document. A TP is a live document that evolves during implementation, with the TPC responsible for appropriate implementation.
- 7.5 A preliminary target has been set within this document in seeking a reduction in single occupancy car use by increasing the number of sustainable/active trips by 10% (percentage points) within 5 years of occupation.
- 7.6 It is considered that the actions, initiatives and commitments outlined in this document form an appropriate basis for successful implementation.

Figures





A	BUS ROUTES UPDATED	HB	JEC	GH	19.07.17
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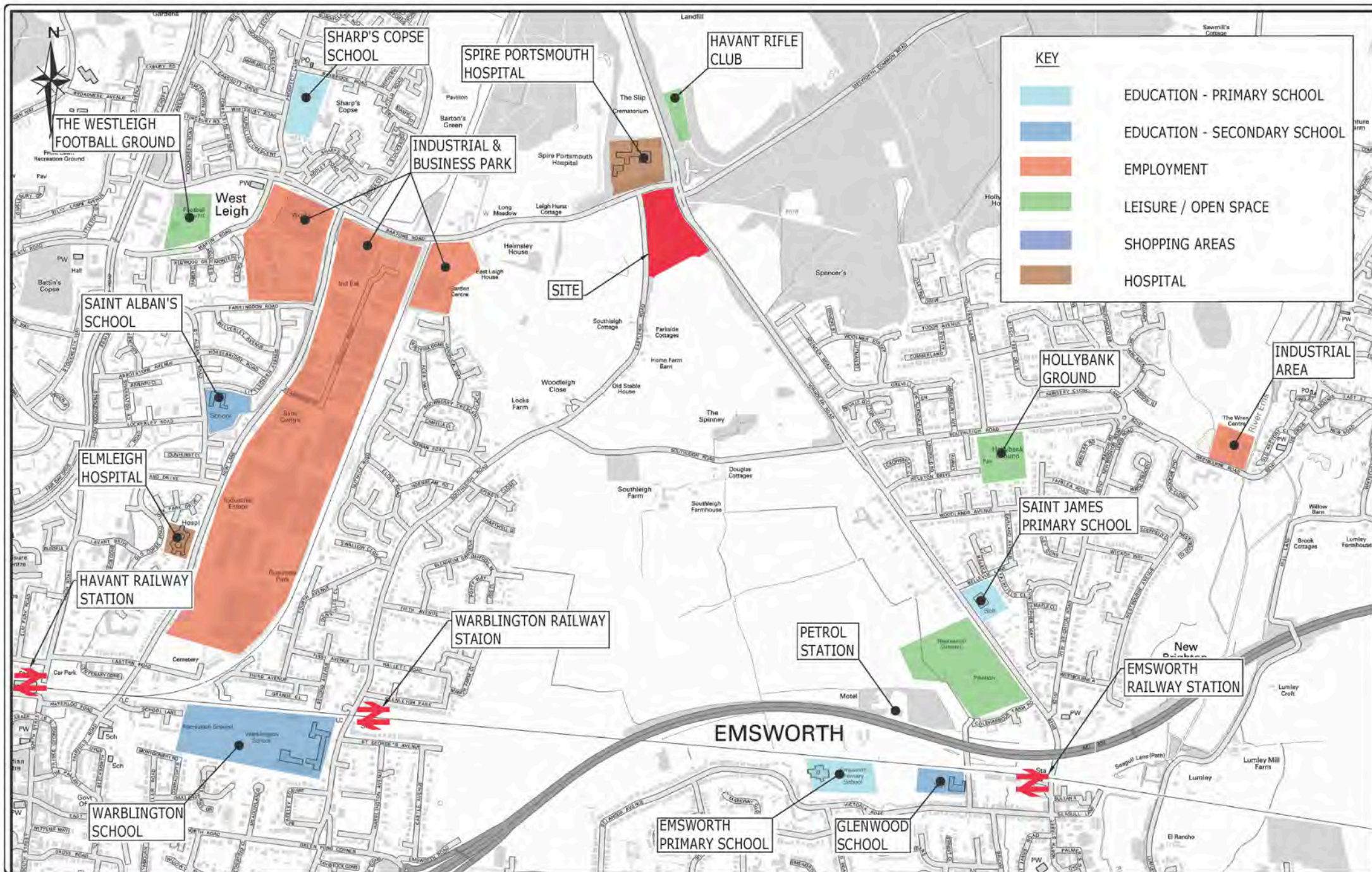
CONSULTING
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PROJECT TITLE:	SOUTHLEIGH PARK
DRAWING TITLE:	BUS ROUTE PLAN

CLIENT:	THE SNELL AND WILCOX LTD PENSION PLAN
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SCALE:	NTS @ A3	DATE:	MARCH 2017	DESIGNED:	ADS
DRAWN:	ADS	CHECKED:	DH	APPROVED:	ML
DRAWING NO.	160720 - FIGURE 02				REV: A



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PROJECT TITLE:

SOUTHLEIGH PARK

DRAWING TITLE:

SITE LOCATION PLAN

CLIENT:

THE SNELL AND WILCOX LTD
PENSION PLAN

SCALE:

NTS @ A4

DATE:

MARCH 2017

DESIGNED:

ADS

DRAWN:

ADS

CHECKED:

DH

APPROVED:

ML

DRAWING NO.

160720 - FIGURE 01

REV:

-

Appendix A
TRACES Analysis

Appendix C TRACES evaluation template

Residential Development:

	Criteria	Brief assessment / cross reference to plan	TRACES*	Points	
				Score	Out of
	Background			9	9
1	Name of residential development (developer/agent/speculative development status)	Section 1	T	1	1
2	Numbers and types of dwellings	Section 3	T	1	1
3	Are there other on site facilities? Customer/visitor movements	Just resi	T	1	1
4	Is the scope of the plan clear and does the plan relate to the different needs of all residents, visitors, deliveries, disabled access?	Section 1	T,R,A	2	2
5	Is there reference to the wider company ethos (if managed housing)	N/A – single development	T,R	1	1
6	Physical description of the site and its location. To include on site infrastructure (e.g. car parking spaces) and off site infrastructure (e.g. public transport services)	Section 2	T	2	2
7	Is the plan clear about who has responsibility to deliver the travel plan (the developer or responsibility passed to the residents groups)	Section 1	T,R,C	1	1

Appendix C TRACES evaluation template

	Consultation and partnerships			6	7
8	Does the plan demonstrate that residents will be involved in the development of the plan. Have the opinions of the local community and stakeholders been included in the action plan.	Section 6	T,R	2	2
9	Is there agreement with the highway / transport authority on the measures relevant to them. Evidence of liaison with the local authority.	N/A – not at this stage. To be included in subsequent revisions as TP developed	T,R,A	1	2
10	Is there agreement with the local public transport operators on measures relevant to them	N/A – not at this stage. To be included in subsequent revisions as TP developed	T,R,A	2	2
11	Are any other key partnerships identified (e.g. cycle retailers, train operators) or is there membership of a commuter /local residents forum	Section 6	T,C,A	1	1
	Site and travel surveys			10	10
12	Have site audits been undertaken	Section 2	T,C	1	1
13	Have surveys been carried out of existing transport links and public parking stock (i.e. is there potential for displaced parking to take place)	N/A	T,C	1	1
14	Have travel surveys been planned. If so, what response rate / data quality is anticipated?	Section 4. 35%	T,C	2	2

Appendix C TRACES evaluation template

15	Has an appropriate survey methodology been proposed and agreed including timescales	Section 4	T,A,C	1	1
16	Is a sample survey questionnaire provided	Appendix to TP	T,A,C	1	1
17	What level of data analysis has been used to inform the development of the action plan (reference to local or national data)	Site specific analysis from the TS	T,C	2	2
18	Are likely patterns of resident /visitor travel outlined?	Table 4.1	T	2	2
Visions, Objectives and Targets				9	10
19	Does the plan have clear and appropriate overall aims and objectives.	Section 5	T,R,A,C	1	1
20	does the plan have targets (related to the aims and objectives). Minimum of % SOV versus other modes	Table 5.1 and elsewhere in Section 5.		2	2
21	Are there 'aim' and 'action' type targets	Aim mainly but commitment to expanding to include more as appropriate during implementation.	T,R,A,C	1	1
22	Is the plan clear about how the targets have been developed (e.g. are they based on evidence from similar sites)	Section 5	T,R,A	1	2
23	Are the targets SMART	Yes	T,R,A	1	1
24	Are indicators of success proposed	Table 5.1	T,R,A	1	1

Appendix C TRACES evaluation template

25	Are the targets consistent with LDF and LTP objectives and policies	Yes	T,R	2	2
	Action Plan			25	34
26	has an action plan been included?	App E	T	1	1
27	Is it clear how initiatives and measures support the overall aims and objectives	Section 6	T,R	3	3
28	Are measures related to survey results or in line with over all aims and objectives	Yes	T,R	3	3
29	Do actions have defined and realistic timescales	App E	T,R,A	3	4
	Are a range of appropriate measures included in the site design	Section 3		2	3
30	Are initiatives and measures prioritised in the plan	Timeline and frequencies provided – all a priority.	R,A	2	3
31	Are there details of who is responsible for each action	App E – TPC/Developer.	T,R,A	2	2
32	Are all modes of travel to and from the site considered (walking, cycling, bus, train, taxi, motorbike, multimodal journeys, car, car share, deliveries)	Information to cover all modes should be considered as shown in App E Action Plan is preliminary and will be updated once initial survey results provided.	T,C	2	4
33	Are measures (physical and promotional) identified to assist all users of the site and all journey types	Section 6	T,C	2	3

Appendix C TRACES evaluation template

34	provision of marketing / information for each mode	Section 6		1	2
35	provision of incentives for each mode	Section 6		2	2
36	Is there a strong car parking policy (e.g. to what extent is resident and visitor car parking managed)	N/A – no management proposed. Appropriate provision designed into scheme so no overspill anticipated and no need for management.	R,A,C	1	2
37	Are non transport solutions considered (e.g. are homes wired for broadband internet, are there opportunities to provide work hubs)	Section 6	R,A,C	1	2
Evaluation and Monitoring				5	7
38	Does the plan state when surveys will be undertaken	Section 4. Within 6months of full occupation	T,S	1	1
39	Are there mechanisms in place for reviewing and updating the plan in light of experience	Section 4 – linked to survey results	T,S	1	1
40	Are barriers to implementation discussed with amelioration measures proposed	Awareness main issue discussed. Section 6	T,R,A	1	2
41	Are proposals for long term monitoring included	Up to 5 years.	T,S	1	1
42	Are the proposals for implementing and managing the plan in the longer term (5-15years) clear? e.g residents groups	Section 4 – residents group to be instigated if appropriate.	T,S	1	2
Roles and responsibilities				5	5

Appendix C TRACES evaluation template

43	Is there a steering / management group to over see the development of the plan	Section 6 - TPC/Developer	T,C	1	1
44	Have sales staff been trained and provided with information about promoting the travel plan	N/A – commitment that they will be has been included.	T,C	1	1
45	Is a Travel plan co-ordinator in place or is there agreement on when a co-ordinator will be in place. Will it be a full or part time role?	Yes. Section 4	T,C	2	2
46	Are staffing implications of delivering the plan made clear especially if the developer will not have a continued presence on site	Section 6	T,A,C	1	1
Awareness, promotion and marketing				6	6
47	What measures are in place to ensure that the travel plan is promoted over a sustained period of time (e.g. newsletters., events, websites).	Section 6	A,C,S	3	3
48	Are promotional events coordinated with national and local events	Section 6	R,A	2	2
49	Is there a mechanism for disseminating results of the survey	App E	T	1	1
Funding				7	7

Appendix C TRACES evaluation template

50	Are sources of funding (at an appropriate scale) identified for delivery of the action plan	Section 6	T,R,C	2	2
51	Is the funding of the travel plan co-ordinator role clear	Section 6	T,R,C	2	2
52	Is there funding allocated for promotional events and marketing	Section 6	T,R,C	2	2
53	is funding allocated for the requirement of ongoing monitoring of the plan	Section 6		1	1
Deliverability / Enforceability				5	10
54	Is a Section 106 agreement drafted which ensures delivery of the travel plan	N/A – TP assumes S106 will be entered into.	T,E	1	2
55	Is there clarity on what needs to be done by when and appropriate incentives / sanctions in place to enforce the agreement	Table 5.1 / App E	T,E	2	3
56	Is the travel plan explicit in terms of objectives, management, monitoring and review?	Section 6	T,E	2	4
57	Are any arrangements in place for change in ownership of properties	Not specifically – TPC role to cover all dwellings regardless of ownership.	T,E,S	0	1
Total				87	105

Appendix B
Residential scheme as proposed

CAR PARKING ANALYSIS

Havant Borough SPD standard - 1 bed / 1 space; 2 bed / 2 spaces; 3 bed 2 spaces; 4+ bed / 3 spaces

Allocated Car Spaces

One bed units with one allocated space = 10 units (100%)
Two bed units with two allocated spaces = 33 units (100%)
Three bed units with two allocated spaces = 33 units (100%)
*3.5" bed (three bedrooms + study townhouse) with two allocated spaces = 2 units (100%)
Four bed units with three allocated spaces = 12 units (100%)

Units with shortfall of allocated car spaces to SPD = Nil

Visitor Car Spaces

Total number car spaces allocated to units = 182 spaces
Total number unallocated visitor spaces (entire development) = 24 spaces (12%)
Full planning application area (34 allocated spaces to listed building conversions) = 8 spaces (24%)



Southleigh Park House - Masterplan

ACCOMMODATION SCHEDULE SUMMARY

Main House - Residential Conversion

Plot No.	Unit Type	No. of Bedrooms	Count	Gross Internal Floor Area
MH1	Duplex Apartment	2 bed	1	1341 sq.ft
MH2	Apartment	1 bed	1	722 sq.ft
MH3	Apartment	1 bed	1	765 sq.ft
MH4	Apartment	2 bed	1	844 sq.ft
MH5	Apartment	1 bed	1	535 sq.ft
MH6	Townhouse	2 bed	1	1080 sq.ft
MH7	Townhouse	3.5 bed	1	1168 sq.ft
MH8	Townhouse	3.5 bed	1	1192 sq.ft
MH9	Townhouse	2 bed	1	950 sq.ft
MH10	Apartment	1 bed	1	597 sq.ft
MH11	Apartment	3 bed	1	1188 sq.ft
MH12	Apartment	2 bed	1	794 sq.ft
MH13	Apartment	1 bed	1	594 sq.ft
Totals		Units	13	11770 sq.ft

LEGEND

- One bed apartments/ flats over garage
- Two bed apartments/ FoGs
- Two bed townhouse conversions
- Two bed houses
- Three bed houses / townhouses
- Four bed houses
- Refuse & emergency vehicular access

Other Listed Structures (Cloak House, Coach House, Lodge) - Residential Conversion

Plot No.	Unit Type	No. of Bedrooms	Count	Gross Internal Floor Area
CL1	Townhouse	2 bed	1	922 sq.ft
CL2	Townhouse	2 bed	1	953 sq.ft
CL3	Townhouse	2 bed	1	794 sq.ft
CO1	Townhouse	2 bed	1	858 sq.ft
CO2	Townhouse	3 bed	1	920 sq.ft
CO3	Townhouse	2 bed	1	698 sq.ft
LO	Lodge	2 bed	1	936 sq.ft
Totals		Units	7	6081 sq.ft

Masterplan - Residential Units

Count	Unit Type	No. of Bedrooms	Unit Gross Floor Area	Subtotal GIFA
5	FOG Type 1	1 bed	594 sq.ft	55 sq.m
3	FOG Type 2	2 bed	712 sq.ft	66 sq.m
5	House Type A	4 bed	1588 sq.ft	148 sq.m
14	House Type B	3 bed	902 sq.ft	84 sq.m
4	House Type C	3 bed	1008 sq.ft	94 sq.m
17	House Type D	2 bed	800 sq.ft	74 sq.m
2	House Type E	2 bed	800 sq.ft	74 sq.m
13	House Type F	3 bed	907 sq.ft	84 sq.m
7	House Type G	4 bed	1180 sq.ft	110 sq.m
Totals		70 Units		64957 sq.ft

SUMMARY

	No.	Total Area
Main House Conversion	13 units	11770 sq.ft
Other Listed Buildings	7 units	6081 sq.ft
Residential Units - Houses	70 units	64957 sq.ft
TOTALS	90 units	82808 sq.ft



Appendix C
Template Questionnaire Survey

SOUTHLEIGH PARK

TEMPLATE TRAVEL SURVEY

The Snell & Wilcox Limited Pension Plan will undertake a residential travel survey as part of a monitoring programme in relation to the occupation of the proposed Southleigh Park development. Please can you complete this questionnaire in order for use to better understand the travel characteristics of residents of the development. Please tick the appropriate box for each question and return the form to by Thank you for your co-operation.

Date today?

--	--	--	--	--	--

1. What is the purpose of your journey today?

- ☐ Travelling to work
- ☐ Travelling to school, college or university
- ☐ Food Shopping
- ☐ Sports or leisure activities
- ☐ Other

2. How do you normally travel to the above?

- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Train
- ☐ Car driver
- ☐ Car passenger
- ☐ Motorcycle
- ☐ Other (how?)

3. How far approximately do you normally travel for the above trip?

.....

4. Which of the following do you sometimes use instead of your usual travel method?

- ☐ No alternative
- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Train Car
- ☐ driver
- ☐ Car passenger
- ☐ Motorcycle
- ☐ Other (how?)

5. At what time of the day do you usually leave the house?

- ☐ During AM peak (0800 – 0900 Hours)
- ☐ During Inter-peak period (0900 – 1700 Hours)
- ☐ During PM peak (1700 – 1800 Hours)
- ☐ Other time of day (please specify)

6. At what time of the day do you usually return to the house?

- ☐ During AM peak (0800 – 0900 Hours)
- ☐ During Inter-peak period (0900 – 1700 Hours)
- ☐ During PM peak (1700 – 1800 Hours)
- ☐ Other time of day (please specify)

7. If you predominately use your car for travelling, what from the following would make you consider using an alternative form of transport?

- ☐ More frequent bus services
- ☐ More direct bus services
- ☐ Better segregated cycle routes
- ☐ Better lit footpaths
- ☐ Other (please specify)

8. Gender?

Female ☐ Male ☐

9. Do you have a disability that affects your travel arrangements?

Yes ☐ No ☐

10. Do you work:

Part time ☐ Full time ☐

If you have any comments you would like to make, or issues that need addressing, which relate to travel to or from the development, including any suggestions towards improving the current travel situation or specific problems, please provide them below.

Appendix D
Census Data

Method of Travel to Work (QS701EW)				Havant 013B Super Output Area Lower Layer	Havant 014F Super Output Area Lower Layer	East Hampshire 016C Super Output Area Lower Layer	Total	
All Usual Residents Aged 16 to 74	Count	Persons	Apr-01	992	1055	988	3035	
Work Mainly at or From Home	Count	Persons	Apr-01	39	49	65	153	
Underground, Metro, Light Rail, Tram	Count	Persons	Apr-01	1	1	1	3	0%
Train	Count	Persons	Apr-01	37	46	33	116	7%
Bus, Minibus or Coach	Count	Persons	Apr-01	16	7	8	31	2%
Taxi	Count	Persons	Apr-01	2	4	0	6	0%
Motorcycle, Scooter or Moped	Count	Persons	Apr-01	3	4	3	10	1%
Driving a Car or Van	Count	Persons	Apr-01	452	523	394	1369	77%
Passenger in a Car or Van	Count	Persons	Apr-01	33	24	13	70	4%
Bicycle	Count	Persons	Apr-01	30	26	8	64	4%
On Foot	Count	Persons	Apr-01	26	43	21	90	5%
Other Method of Travel to Work	Count	Persons	Apr-01	8	2	10	20	1%
Not in Employment	Count	Persons	Apr-01	345	326	432	1103	100%

Method of Travel to Work, 2011 (QS701EW LastUpdate: 30-Jan-13)

Method of Travel to Work, 2011 (QS701EW Source: Office for National Statistics)

Method of Travel to Work (QS701EW) National Statistics

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Appendix E
Preliminary Action Plan

Southleigh Park House - Travel Plan - Indicative Action Plan (Page 1 of 2)

Objective: Reduce Private Single Occupancy Car Journeys									
Target: To encourage a low level of single occupancy car driver trips									
Action		Responsible Person(s)	Indicative Timescales	Method	Success Criteria	Monitoring and Evaluation		Resources Required	
No.	Description					Timescale	Responsible Person(s)	Requirement	Funding
1)	Appoint a Travel Plan Co-ordinator (TPC)	The Snell & Wilcox Pension Plan Ltd / Management Company	Prior to occupation	Management company to be appointed and TPC to be identified	Interim TPC replaced by appointed TPC	Every three months	Management company	Appoint/monitor role of TPC	The Snell & Wilcox Pension Plan Ltd / Management Company
2)	Prepare and issue Welcome Packs	Travel Plan Co-ordinator	Upon first occupation	Preparation and issue of Welcome Packs	Welcome Packs issued	Every three months	TPC	Prepare welcome packs for new residents	The Snell & Wilcox Pension Plan Ltd / Management Company - approx. £10 per pack
3)	Display travel information on public noticeboards within communal areas	Travel Plan Co-ordinator	Upon first occupation	Identify suitable locations for noticeboards within the development and compile up to date information to display	Noticeboards installed with travel information displayed	Every six months	TPC	Purchase and install noticeboards and display up to date material	Management Company - approx. £75 per notice board
4)	Travel Surveys	Travel Plan Co-ordinator	Within three months of occupancy	Prepare surveys and issue with specified date for completion	Receipt of completed surveys	Years three and five	TPC	Prepare, print and distribute surveys	Management Company - covered by role of TPC i.e. the service management charge
5)	Monitoring of the Travel Plan	Travel Plan Co-ordinator	Annually	Complete annual monitoring report setting out details of the development, the measures implemented, results of the baseline survey and comparison with monitoring surveys undertaken during years three and five	Completion and issue of annual monitoring report to HBC	Annually	TPC	Collect surveys, compile results and prepare monitoring report	Management Company - covered by role of TPC i.e. the service management charge
6)	Implement additional Travel Plan measures based on results of residents survey	Travel Plan Co-ordinator	Annually	Examine progress towards the targets and following consultation with HBC implement additional measures (as necessary) to reduce single occupancy car driver travel	Additional measures implemented. Lower proportion of residents travelling as a single occupancy car driver.	Annually	TPC	Implement additional measures	Management Company - cost dependent on remedial measures implemented

Southleigh Park House - Travel Plan - Indicative Action Plan (Page 2 of 2)

Objective: Increase Journeys Made by Sustainable Modes of Transport									
Target: To increase the attractiveness and /or awareness of walking, cycling and using public transport									
Action		Responsible Person(s)	Timescale	Method	Success Criteria	Monitoring and Evaluation		Resources Required	
No.	Description					Timescale	Responsible Person(s)	Requirement	Funding
1)	Provide secure on-site cycle parking	The Snell & Wilcox Pension Plan Ltd	Prior to occupation	Install cycle parking stands within a secure and accessible location within the development	Cycle parking provision installed	Prior to first occupation	TPC	Monitor availability and usage of cycle parking	The Snell & Wilcox Pension Plan Ltd - approx. £100 per stand + £2,000 per shelter
2)	Provide information on walking and cycling via Welcome Packs	Travel Plan Co-ordinator	Upon first occupation	Compile information to provide within Welcome Packs	Completion of Welcome Packs ready for issue	Every six months	TPC	Compile and print material, bind Welcome Packs	The Snell & Wilcox Pension Plan Ltd / Management Company
3)	Display walking and cycling information on public noticeboards within communal areas	Travel Plan Co-ordinator	Upon first occupation	Compile information to display on noticeboards	Up to date information displayed on noticeboards	Every six months	TPC	Compile, print and display material	Management Company - approx. £50 to update materials
4)	Travel survey to determine existing levels of walking and cycling	Travel Plan Co-ordinator	Within three months of occupancy	Calculate the proportion of residents travelling by each travel mode	Derivation of actual residents mode share following completion of baseline travel surveys	Years three and five (monitoring surveys)	TPC	Analyse results to derive mode share of residents	Management Company - covered by role of TPC