



Land west of Old Manor Farm, south of Lower
Road, Bedhampton

Residential Travel Plan

Client: Bargate Homes and Vivid Homes

i-Transport Ref: SJ/BC/RW/ITB12174-013B R

Date: 08 February 2022

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i-Transport LLP

85 Gresham Street
London
EC2V 7NQ

Tel: 020 3705 9215

www.i-transport.co.uk

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SECTION 1 INTRODUCTION

1.1 Background

1.1.1 Bargate Homes and Vivid Homes have appointed i-Transport LLP to provide highways and transportation advice, and to prepare this Residential Travel Plan (RTP), in support of an outline planning application for the second phase of development at, Land west of Old Manor Farm, south of Lower Road, Bedhampton, within the Havant Borough of Hampshire.

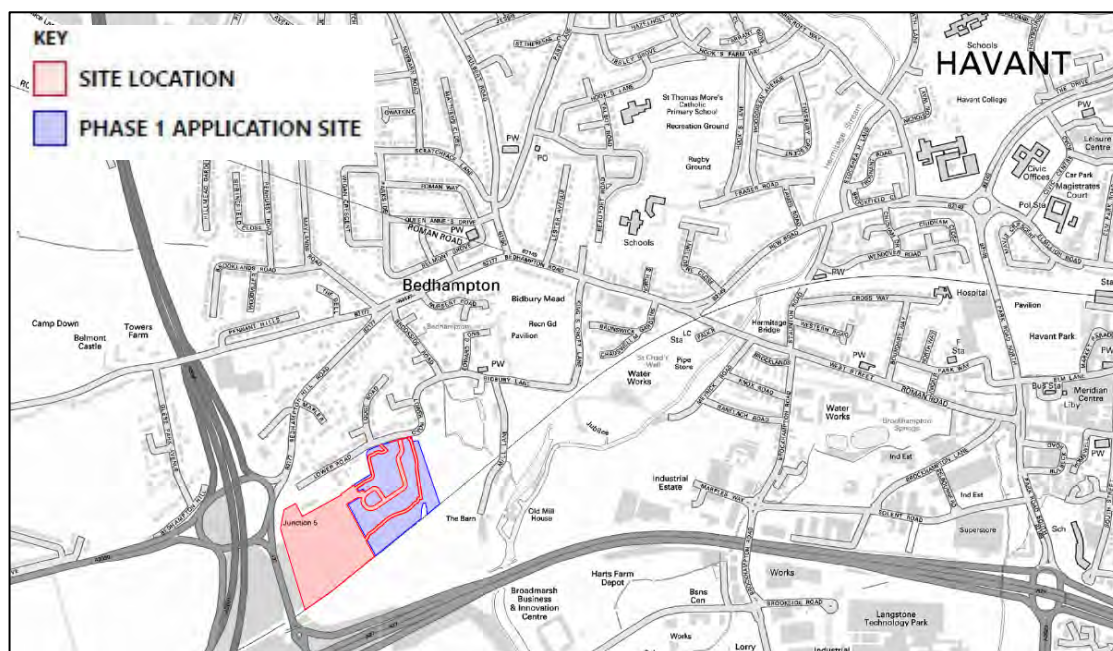
1.1.2 The planning application includes means of access as a detailed element with residential development in outline, an illustrative site layout is provided in **Appendix A**. Overall, the development is for:

- Outline planning application for up to 43 dwellings, associated landscaping, open space and allotments with access from Lower Road.

1.1.3 The Local Planning Authority is Havant Borough Council (HBC), and the Local Highway Authority is Hampshire County Council (HCC).

1.1.4 The site is located to the south of Lower Road, on the southern edge of Bedhampton. The site is bound by Old Manor Farm, a commercial premises and residential units to the north, the A27 and Bedhampton Roundabout to the west separated by trees and vegetation, a railway line (Southwestern Portsmouth Direct Line & Southern West Coastway Line) to the immediate south and the first phase of development to the east, in which the site is proposed to be accessed. A site location plan is included in **Figure 1.1**.

Figure 1.1: Site Location



1.2 Scope of Travel Plan

1.2.1 During pre-application discussions with HCC, it was requested that the planning application be supported by a Travel Plan and that it should include measures which would aid with integrating this site with the first phase.

1.2.2 This RTP has been developed in accordance with Hampshire County Council's 'Guidance on Development Related Travel Plans' and outlines measures to encourage sustainable travel by modes other than single occupancy car use for residents and users of the proposed development. It sets out the broad principles by which a Full Travel Plan for the development will be prepared once the site becomes occupied and when actual travel patterns can be understood.

1.3 Transport Policy Context

National Planning Policy Framework (NPPF)

1.3.1 The National Planning Policy Framework sets the policy background for the development of Travel Plans. Paragraph 110 states that specific applications for development should "*ensure that appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location*".

- 1.3.2 A key tool to facilitate this will be a Travel Plan. Paragraph 113 of the NPPF states that *“All developments which generate significant amounts of movement should be required to provide a Travel Plan”*.

Planning Policy Guidance (PPG)

- 1.3.3 The Planning Practice Guidance was published in March 2014 and at Paragraph 003 sets out the key roles of Travel Plans in the development process:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)”

“Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”

Hampshire County Council’s Local Transport Plan (2011-2031)

- 1.3.4 The Hampshire Local Transport Plan sets out a 20-year vision for the Hampshire transport network. Part of HCC’s strategy to achieve its transport vision is to ensure:

“All development which generate significant amounts of movement should be required to provide a Travel Plan” (p38)

Hampshire County Council’s Guide to Development Related Travel Plans

- 1.3.5 The Hampshire Guide to Development Related Travel Plans was published in January 2009 and sets out the long-term strategy for improving and managing access to a site focussing on promoting sustainable modes and reducing single occupancy car trips. The guide explains how travel plans should be prepared, when they should accompany a planning application and provides standardised methods for the evaluation and monitoring of travel plans.

- 1.3.6 Paragraph 2.2 stipulates the key objectives, which are:

“to ensure that appropriate locations are chosen for development, minimising additional demand for (car) travel and securing appropriate measures to maximise the opportunities for travel by other means...”

and that

“Each Travel Plan will have its own specific objectives related to the local area, for example to support local bus services, improve road safety, reduce localised congestion, improve efficiency of fleet operation or improve recruitment and retention of staff.”

DfT's Manual for Streets

- 1.3.7 The *Manual for Streets* shows how the design of residential streets can be enhanced and advises on how street design can help create a better place with local identity. The document also establishes a common reference point for designers of residential neighbourhoods when developing masterplans.

1.4 Structure of Travel Plan

- 1.4.1 The remainder of this RTP is structured as follows:

- **Section 2** describes the principles, objectives and benefits of the Travel Plan;
- **Section 3** considers the existing accessibility of the site by non-car modes;
- **Section 4** sets out the targets for the Travel Plan;
- **Section 5** sets out the infrastructure measures that will be provided to encourage non-car mode travel;
- **Section 6** sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and manage travel demand;
- **Section 7** provides a strategy for Travel Plan delivery and management;
- **Section 8** outlines how the Travel Plan will be monitored; and
- **Section 9** provides a summary of the Travel Plan.

SECTION 2 PRINCIPLES, OBJECTIVES AND BENEFITS

2.1 Bargate Homes sustainability commitments

2.1.1 Bargate Homes was established in 2006, their values are:

“To be better, not big. To focus on doing the right thing, in delighting customers; not prioritising margins and shareholder returns. To reject the malaise of mediocrity in new homes design & build standards and appalling levels of customer service. To develop a limited number of select developments annually, exclusively in beautiful locations within 45 minutes of our Fair Oak Headquarters. To recognise our corporate responsibility; to have a purpose beyond profit. To demonstrate a duty of care in development, to enhance the beautiful local area we all choose to call home and give back to the communities in which we develop”

2.1.2 Bargate Homes established local presence and commitment to exclusively build within 45 minutes of their Fair Oak Headquarters means they know the area intimately and this includes the local transport network and the importance of good communication links both physical and electronic. Bargate Homes developments always have distinctive street scenes and are solely in aspirational locations such as cathedral cities; coastal and riverside towns; market towns and archetypal English villages – places where the need to travel for day-to-day needs can be completed locally.

2.1.3 Through this Travel Plan, Bargate Homes and Vivid Homes are committed to promote sustainable transport and ensure it will result in benefits for residents of the site and the wider community in the vicinity of the development.

2.2 Principles and Objectives

2.2.1 This RTP has been prepared having regard to Hampshire Council’s Travel Plan Guidance. This identifies that the aim of the Travel Plan should be to:

“reduce the number of people travelling by car alone. It should aim to increase the number of people using active and sustainable travel modes. It could be for residents, employees, visitors, customers, deliveries, contractors or business vehicles.”

2.2.2 This RTP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular; reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing model shift. This is in line with national and local government guidance.

2.2.3 In view of the Covid-19 pandemic, there is an opportunity for residents to establish new and more sustainable ways of living, and the Travel Plan can help utilise these opportunities.

2.2.4 The Framework Travel Plan will have the following objectives:

- *To support and promote a range of sustainable transport alternatives to provide future residents with informed and realistic options for travel to / from the site;*
- *To develop an awareness of sustainable travel options amongst residents;*
- *To promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and*
- *To minimise the impacts of car-based travel on the local highway network and environment by reducing the reliance on the private car where viable options exist.*

2.3 Benefits

2.3.1 The RTP will benefit future residents as well as the existing local community and surrounding environment. Some of the key benefits comprise:

- *Improve health and fitness through increased levels of walking and cycling;*
- *Increased travel flexibility offered through wider travel choices;*
- *The social aspects of sharing transport with others (where restrictions permit);*
- *A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced; and*
- *A reduced impact of the development on the local environment in terms of reduced congestion, noise and atmospheric pollution created by vehicle trips to and from the site.*

2.3.2 Overall, it is anticipated that the RTP, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and wider community in Bedhampton.

SECTION 3 EXISTING CONDITIONS AND SITE ACCESSIBILITY

3.1 Overview

- 3.1.1 This section of the RTP sets out the existing transport conditions in the local area. This includes a review of the opportunities to use non-car modes, as well as the safety of the existing highway network.

3.2 Site Location

- 3.2.1 The site is located to the south of Lower Road, on the southern edge of Bedhampton. The site is bound by Old Manor Farm, a commercial premises and residential units to the north, the A27 to the west separated by trees and vegetation, a railway line to the immediate south and the permitted first phase of development to the east.

3.3 Walking and Cycling

Walking

- 3.3.1 Lower Road fronts the site from west to east, turning some 90 degrees northwards at the eastern end of the site and then some 90 degrees eastwards. Lower Road continues northwards (as Brookside Road) to the junction with Bedhampton Road. This leads east to local bus stops (served by up to ten buses an hour), Bedhampton centre and the railway station (**Image 3.1** – top left).
- 3.3.2 North east of the site Lower Road intersects with Lodge Road, a residential cul-de-sac. A public footpath (FP107) links Lodge Road and Bedhampton Road northwards. (**Image 3.1** - top right). The public footpath is lit and hard-surfaced.
- 3.3.3 Lower Road is street lit and subject to a 30mph speed limit. At its narrowest, the road is 4.7m wide, with a width of around 5.5m between the bends and Brookside Road. As part of the first phase of development a new footway will be provided from the site to Lodge Road and the existing footway on Lower Road.
- 3.3.4 Lower Road and other local residential streets typically have footways on one side although there are two short sections near the site without footways:
- On Lower Road fronting the site (see **Image 3.1** - middle left);

- On Lower Road northeast of the site between the 90-degree bends (**Image 3.1** - middle right and bottom left);
- Lodge Road has a footway on both sides (**Image 3.1** – bottom right); and
- The local footways and FP107 are lit and hard-surfaced and thus usable year-round.

Image 3.1 Photographs of Lower Road and nearby pedestrian provision



Source: i-Transport

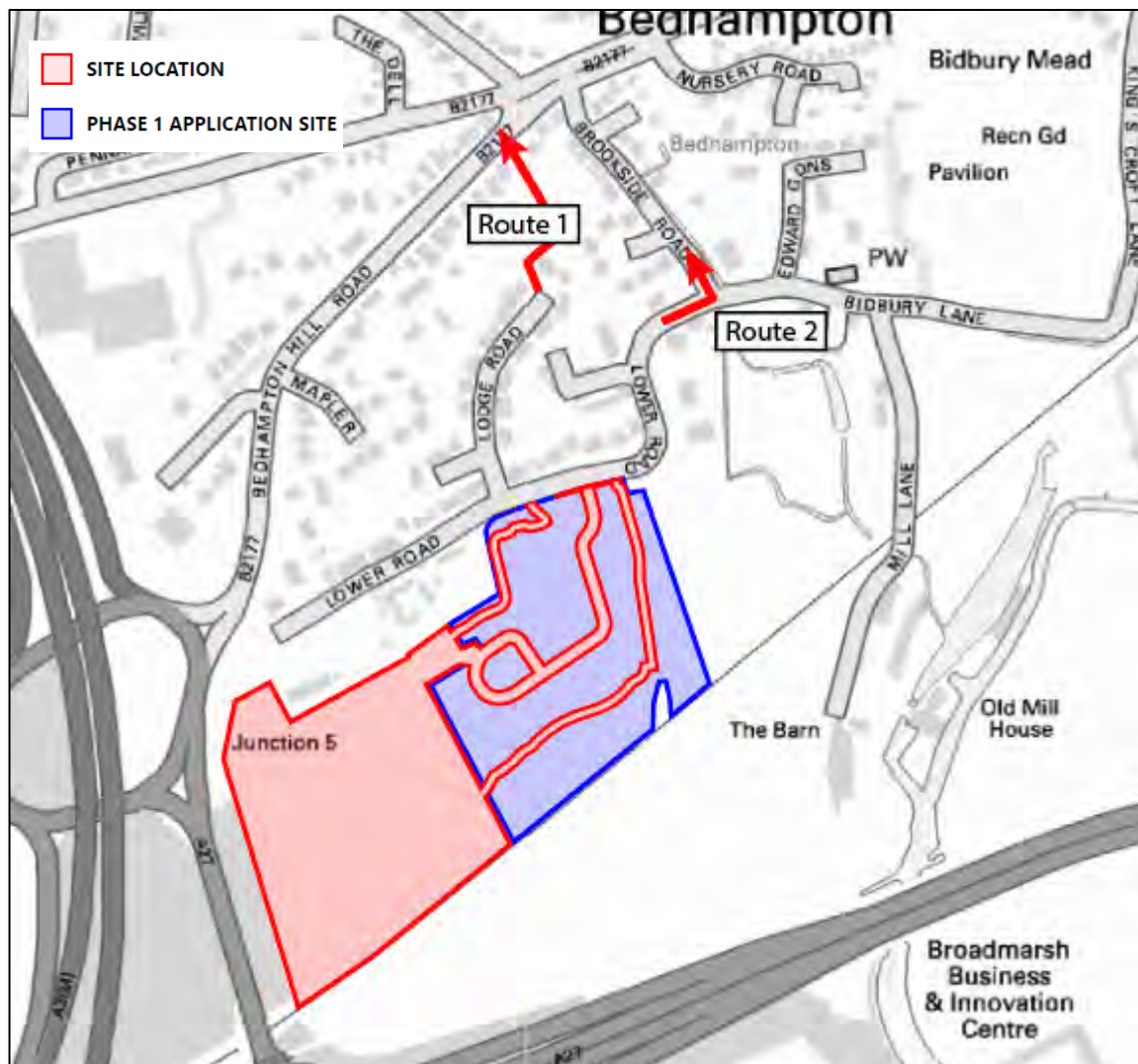
3.3.5 The existing walking routes from the site are:

- Route 1 - The walk to the Bedhampton Road bus stops (720m though the first phase development and via Lodge Road); and

- Route 2 - The walk to the Bedhampton Road bus stops (700m through the first phase of development and via Lower Road and Brookside Road).

3.3.6 These routes are shown **Image 3.2**.

Image 3.2: Main pedestrian routes from development



Source: i-Transport LLP

- 3.3.7 Another walking route exists from Lower Road westwards connecting with the 'Rusty Cutter' Roundabout and Bedhampton Hill.
- 3.3.8 A walked route across the Phase 1 site along the eastern edge exists called Narrow Marsh Lane, this is a north-south link and provides access to the south for leisure purposes.

Cycling

3.3.9 Lower Road is part of the HBC formal cycle network (full mapping in **Appendix B**) and other local roads are also identified as being suitable for cycling. The road network is subject to a 30mph speed limit – with recorded speeds on Lower Road being around 20mph (85th %tile Table 3.4) and is lightly trafficked making it safe and convenient for cycling. Paragraph 6.4.1 of Manual for Streets states:

“Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street”

3.3.10 The daily flows on Lower Road are below 2,000 v/p/d and in combination with the recorded speeds this means Lower Road is suitable for ‘mixed traffic’ cycling as per Figure 4.1 in LTN1/20 with conditions accommodating most types of cyclists.

3.3.11 In addition, Lower Road provides a cycle connection to the National Cycle Route Network at the ‘Rusty Cutter’ roundabout where NCN 22 can be accessed for cycle journeys to Portsmouth, this can be seen in **Image 3.3**

Image 3.3: View towards Lower Road from Rusty Cutter Roundabout



Public Rights of Way

- 3.3.12 The Public Rights of Way (PRoW) network within the immediate area includes Footpath 107 which extends north-south from Lodge Road to connect with Bedhampton Road. The Definitive Map of PROW is included in **Appendix C**.

3.4 Public Transport

Bus Services

- 3.4.1 The closest bus stops to the site are located on Bedhampton Road to the north. **Table 3.1** below provides a summary of the routes and their frequencies.

Table 3.1: Local Bus Services

Closest Bus Stop	Service	Route (Operator)	Service Details		
			Mon-Fri	Sat	Sun
Bedhampton adj. Nursery Road	21	Stagecoach Portsmouth (Havant – Portsmouth)	Every 30 mins, first bus to Portsmouth at 05:47, last bus from Portsmouth at 23:07. First bus to Havant at 05:51, last bus from Havant at 21:00.	Every 30 mins, first bus to Portsmouth at 06:37, last bus from Portsmouth at 23:07. First bus to Havant at 06:53, last bus from Havant at 21:00.	Every hour, first bus to Portsmouth at 07:54, last bus from Portsmouth at 21:45. First bus to Havant at 07:54, last bus from Havant at 19:30.
	23	Stagecoach Portsmouth (Leigh Park – Southsea)	Every 15-30 mins, first bus to Southsea at 05:21, last bus from Southsea at 22:45. First bus to Leigh Park at 05:57, last bus from Leigh Park at 21:55.	Every 15-30mins, first bus to Southsea at 06:33, last bus from Southsea at 22:45. First bus to Leigh Park at 07:07, last bus from Leigh Park at 21:55.	Every 20-30mins, first bus to Southsea at 07:30, last bus from Southsea at 21:25. First bus to Leigh Park at 08:14, last bus from Leigh Park at 21:05.

Source: Traveline South East (March 2021, Covid-19 amended)

- 3.4.2 It can be seen from **Table 3.1** that the site is very well served by bus with numbers 21 and 23 calling at the stops on Bedhampton Road (circa 700m or an approximate ten-minute walk) from the centre of the site providing a 'turn up and go' level of service. The bus stops provide up to six services per hour to destinations including Portsmouth, Havant and Southsea.

Rail Services

- 3.4.3 The nearest station to the proposed development site is Bedhampton Railway Station which lies on a section of line which is common to the Portsmouth – London line (London Waterloo to Portsmouth Harbour) and the Coastal Line from Brighton to Southampton.

3.4.4 Bedhampton Station is located approximately 1000m northeast of the proposed site. The station does not include car parking but does provide cycling facilities with the capacity for 20 bicycle parking spaces.

3.4.5 **Table 3.2** below provides a summary of the services from Bedhampton station, including their typical frequency and journey time during both peak and off-peak periods.

Table 3.2: Rail Services from Bedhampton Rail Station

Train Station	Destination	Frequency		Average Journey Duration
		Peak	Off-Peak	
Bedhampton	Portsmouth Harbour	2 services per hour	1 service per hour	20 mins
	Portsmouth & Southsea	2 services per hour	1 service per hour	15 mins
	Chichester	2 services per hour	1 service per hour	23 mins
	London Waterloo	2 services per hour	1 service per hour	99 mins

Source: National Rail (as of July 2021, Covid-19 amended).

3.4.1 The table above demonstrates that Bedhampton Station is served by frequent rail services to major destinations such as London, Portsmouth and Chichester.

3.4.2 In addition to Bedhampton station, Havant Railway Station is located some 2.4km northeast of the site. In comparison to Bedhampton, Havant station provides parking for up 492 cars with 8 accessible spaces, and 92 bicycle parking spaces. This provides an additional option for users with a more frequent and accessible service. **Table 3.3** below provides a summary of the services from Havant station.

Table 3.3: Rail Services from Havant Rail Station

Train Station	Destination	Frequency		Average Journey Duration
		Peak	Off-Peak	
Havant	Portsmouth Harbour	4 services per hour	2 services per hour	20 mins
	Portsmouth & Southsea	6 services per hour	2 services per hour	15 mins
	Southampton Central	3 services per hour	2 services per hour	42 mins
	Chichester	5 services per hour	5 service per hour	23 mins
	Brighton	3 services per hour	2 services per hour	70 mins
	London Waterloo	4 services per hour	2 services per hour	99 mins
	London Victoria (via Horsham)	2 services per hour	2 services per hour	110 mins

Source: National Rail (as of July 2021, Covid-19 amended).

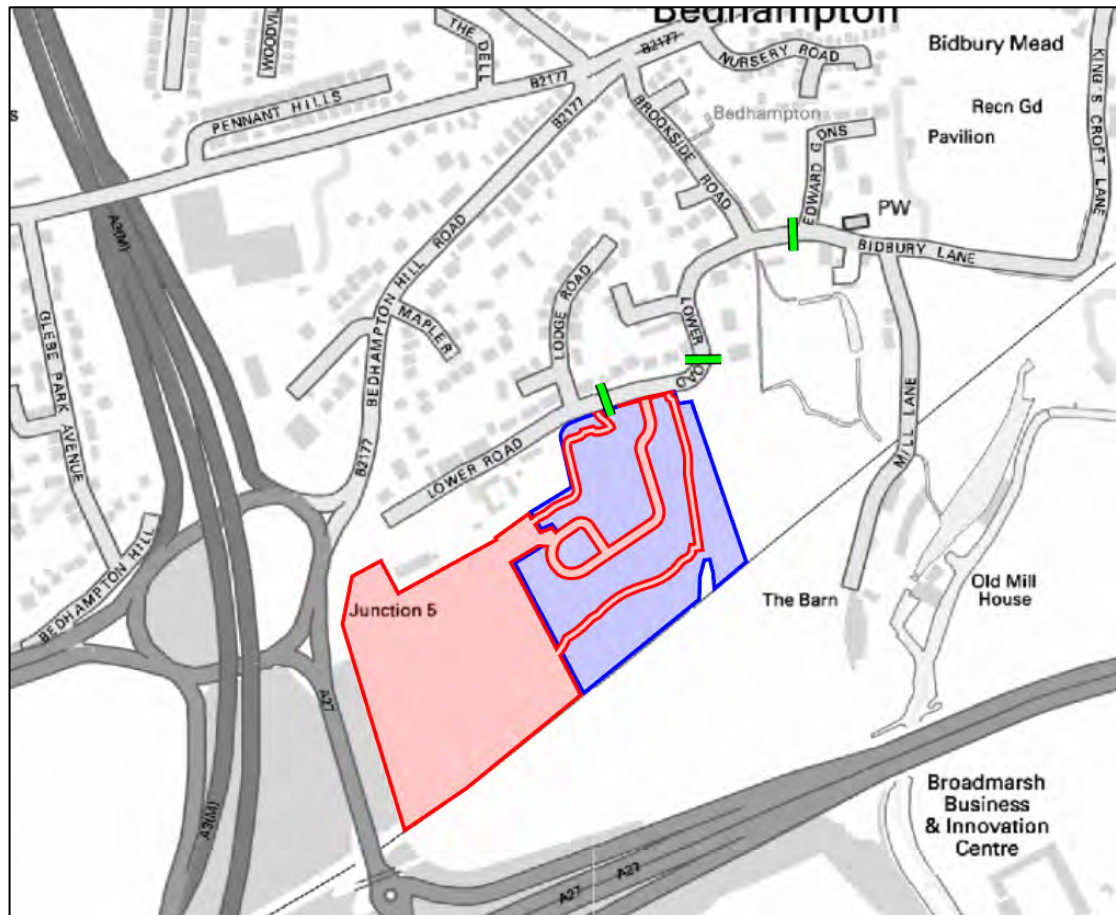
3.5 Local Highway Network

3.5.1 Access to the site will be through the first phase and onto Lower Road which is a street lit two-way carriageway with a 30mph speed limit. Lower Road leads to Lodge Road to the north-west which is a small residential cul-de-sac. To the north-east, Lower Road connects to Brookside Road which meets the B2177 Bedhampton Road at a priority junction (left out and right / left in only).

Existing Traffic Flows

3.5.2 Automated Traffic Count (ATC) Surveys were undertaken in three locations; two on Lower Road, of which one was on the corner of Lower Road (just before footway terminates) in October 2016 and one by the Phase 1 site access in July 2021, and one on Bidbury Lane in October 2016 to establish the baseline traffic flow. The location of the ATC's are shown on **Image 3.4** and the full ATC data is included in the Transport Assessment that this RTP supports.

Image 3.4: ATC Locations



Source: Consultants drafting

3.5.3 The flow data from the ATC's is summarised in **Table 3.3**.

Table 3.3: Existing Traffic Volumes (Weekday Average)

Location	Time Period	Southbound (Total Vehicles)	Northbound (Total Vehicles)	Two-Way (Total Vehicles)
Lower Road (phase 1 site access)	Morning Peak	16	28	43
	Evening Peak	23	26	49
Lower Road (corner of bend)	Morning Peak	18	42	60
	Evening Peak	29	29	58
Bidbury Lane	Morning Peak	12	9	21
	Evening Peak	20	20	40

Source: ATC Surveys Lower Road (July 2021 & October 2016), Bidbury Lane (September 2016).

3.5.4 It can be seen in the above table that the number of vehicles along Lower Road has overall reduced two-way in the peak hours between the 2016 survey and the recent July 2021 survey.

3.6 Traffic Speeds

- 3.6.1 The ATC surveys also recorded vehicle speeds. The recorded 85th percentile vehicle speeds along Lower Road are presented in **Table 3.4** and the full speed data is included in the Transport Assessment that this RTP supports.

Table 3.4: Lower Road Speeds (Weekday Average)

Location	85 th Percentile Speed
Lower Road (phase 1 site access) Eastbound	22.6mph
Lower Road (phase 1 site access) Westbound	22.8mph
Lower Road (corner of bend) Eastbound	20.6mph
Lower Road (corner of bend) Westbound	18.2mph

Source: ATC Survey October 2016 and July 2021.

- 3.6.2 It can be seen in the above table that existing 85th percentile speeds are well below the existing speed limit of Lower Road (30mph). As expected, the weekday average 85th percentile speeds are shown slower on the corner of the bend than on the straight section by the Phase 1 site access.

3.7 Highway Safety

- 3.7.1 Personal Injury Accident (PIA) data for the latest five-year period has been obtained from Hampshire Constabulary for the local highway network in the vicinity of the site. The study area was agreed with HCC during pre-application, the area includes all of Lower Road (including pedestrian/cycle connection with B2177), Lodge Road, Brookside Road including junction with Bedhampton Road, Bidbury Lane, King's Croft Lane including junction with Bedhampton Road.
- 3.7.2 The data covers the five-year period provided by Hampshire Constabulary on 18 May 2021 from 01/01/16 up to 31/12/20. A total of six PIAs were recorded on the network, of which four were slight and two were serious. There were no fatal accidents recorded in the area. A summary of the accidents is set out in the following paragraphs, and the full data is included in the Transport Assessment that this RTP supports.

Bedhampton Road / Brookside Road priority junction

- 3.7.3 One PIA occurred at the Bedhampton Road / Brookside Road priority junction, which involved a motorcycle losing control in wet conditions, resulting in serious injuries.

Bedhampton Hill / Portsdown Hill Road / Maylands Road roundabout

- 3.7.4 Four accidents occurred at the Bedhampton Hill / Portsdown Hill Road / Maylands Road roundabout. These are summarised below:

- Two accidents involved vehicles following cyclists too closely, colliding with them as they entered the roundabout. Both these incidents resulted in slight injuries;
- One accident occurred when a cyclists failed to stop when entering the roundabout and collided with another vehicle, resulting in serious injuries; and
- One accident occurred when a driver lost control of their vehicle and collide with another vehicle. This resulted in slight injuries.

Bedhampton Road / Kings Croft Lane priority junction

- 3.7.5 One PIA occurred at the Bedhampton Hill / Kings Croft Lane priority junction, where a motorcycle failed to look properly when overtaking and collided with a vehicle undertaking a U-Turn, resulting in slight injuries.

- 3.7.6 There have been no recorded collisions in the last 5 years on Lower Road in the vicinity of the site.

3.8 Summary

- 3.8.1 The site access proposal linking into the consented Phase 1 scheme (covered in more detail in Section 5) will ensure the site is accessible by non-car modes. Walking facilities suitable for use by all people are provided on the local highway network in the vicinity of the site. The local roads provide suitable conditions for cycling. Bus stops served by frequent services are within 700m of the site providing connections to Portsmouth, Havant and Southsea.

- 3.8.2 Analysis of the local highway network shows that the local roads around the site are lightly trafficked and have a good highway safety record.

- 3.8.3 In summary, there is good potential to influence journey modes as part of a Travel Plan.

SECTION 4 TARGETS

4.1 Overview

- 4.1.1 The key aim of the RTP is to reduce single occupancy car use for travel to the site in favour of an increase in sustainable travel options. Targets are the measurable goals which the progress of the Travel Plan can be assessed against the objectives.

4.2 Targets

- 4.2.1 In accordance with Hampshire County Council's Travel Plan Policy the following targets have been set:

- **Target 1** – To reduce the number of vehicle trips generated over a 12-hour period (weekday 0700-1900) by the site by 10%; and
- **Target 2** – To reduce the number of vehicle trips generated by the site during the morning peak hour (0800-0900) and evening peak hour (1700-1800) by 10% from the baseline position.

- 4.2.2 These targets follow the SMART principle (specific, measurable, adjustable, realistic, time-based) and focus on reducing the traffic generation of the site as a whole and encouraging residents to travel by more sustainable modes.

- 4.2.3 The aim is to achieve these targets by completion of the development, estimated to be within five years of the first occupation. Interim mode split targets have been established and will be subject to ongoing review during the course of the travel plan.

4.3 Baseline Position and Interim Targets

- 4.3.1 For the purpose of the RTP, the baseline modal split is based on the Travel to Work data obtained from the 2011 Census and the mode share targets are summarised in **Table 4.1**.

Table 4.1: Interim Targets – Residential

Mode	Baseline – 2011 Census	Year 3	Year 5
Car	69.7%	66.2%	62.7%
Walk	9.1%	10.2%	11.2%
Car Passenger	6.6%	7.4%	8.2%
Train	4.7%	5.3%	5.8%
Bus	3.8%	4.3%	4.7%
Cycle	3.5%	3.9%	4.3%
Motorcycle	1.0%	1.1%	1.2%
Taxi	0.9%	1.0%	1.1%
Other	0.7%	0.7%	0.8%
Total	100.0%	100.0%	100.0%

Source: Consultant's Calculations

- 4.3.2 The target of 10% reduction in forecast traffic flows would result in a modal shift for car drivers from circa 69.7% to 62.7% by year 5. Once the first travel survey has been undertaken, these targets will be reviewed.

SECTION 5 SITE LAYOUT AND INFRASTRUCTURE MEASURES

5.1 Introduction

- 5.1.1 This section describes the on and off-site infrastructure measures which will encourage residents to travel via sustainable modes.

5.2 Illustrative site layout

- 5.2.1 The proposal comprises up to 43 residential dwellings (C3 Use Class) located west of the first phase of development (50 units). An indicative site layout is included in **Appendix A**.

5.3 Residential Site Layout

- 5.3.1 The residential site layout is in outline with detail subject to a reserved matter planning application. Either a loop or vehicle turning heads will be provided within the residential site for refuse vehicles, emergency and delivery vehicles. The indicative site layout in **Appendix A** shows that a vehicular loop is possible with two short culs-de-sac, it includes a combination of:

- **Shared surfaces;**
- **Private courtyard parking/drives; and**
- **Footpaths.**

- 5.3.2 The access roads within the site will be designed in accordance with HCC technical guidance including emergency access where a fire tender will be able to get within 45 metres of all parts of each dwelling in line with Building Regs.

- 5.3.3 The future detailed design of shared surface and residential streets should be suitable for cyclists:

“Most residential streets in new developments, including smaller schemes, will be suitable for cycling in mixed traffic as the speed and volume of motor traffic will be low.” (LTN 1/20, para 14.3.25).

- 5.3.4 HCC TG10 (yet to be published) is expected to follow LTN 1/20. Other HCC Technical Guidance notes will be referred to as part of the site layout design (reserved matters) and the detailed design technical approval process.

5.4 Site access arrangements

5.4.1 The NPPF at paragraph 110 requires that:

“Safe and suitable access to the site can be achieved for all people.”

5.4.2 It is proposed to provide safe and suitable site access for all users to the east of the site through the first phase of development, the site access location is shown on the site layout in **Appendix A**.

5.4.3 The all modes site access will be an extension of the existing cul-de-sac within Phase 1, with changes required to the alignment, parking court and SuDS within Phase 1. The proposed site access from Phase 1 into the proposed development is detailed in drawing **ITB12174-GA-018**. The access includes a 5.5m wide carriageway and 2m footway.

5.4.4 The proposed development traffic will therefore route through the Phase 1 site and connect to Lower Road via the approved site access design, this includes:

- A simple priority junction;
- A site access road with 5.5m wide carriageway;
- Visibility splays of 43m in excess of measured 85th percentile vehicle speeds; and
- A new pedestrian footway along Lower Road (within the Phase 1 site) to the west connecting with the existing footway network in Lodge Road and a footway to the east (within the Phase 1 site) to provide access towards Brookside Road.

5.4.5 A separate footpath from the south eastern side of the proposed development is proposed to connect with the Phase 1 layout. These connections with the changes proposed within the Phase 1 site are shown on the indicative site layout and MJA Consulting drawing provided within **Appendices A** and **D** respectively. The alterations to the Phase 1 layout facilitate three pedestrian routes from the Proposed Development towards Lower Road, including a footpath connection leading to opposite the Lodge Road junction, a footway between the Phase 1 eastern Lower Road pedestrian access and the main carriageway, and a footway connection along the southern side of the Phase 1 development along the Narrow Marsh Lane corridor.

5.5 Other Infrastructure Measures

Cycle Parking

- 5.5.1 The level of cycle parking provision will be set out as part of a Reserved Matters planning application, but the applicant is committed to providing cycle parking in line with the HBC cycle parking standards set out in **Table 5.1**.
- 5.5.2 For individual dwellings cycle parking provision is to be provided within the dwelling curtilage (garden or garage). The quantum of cycle parking on the site will be in line with the HBC's Parking SPD, as set out in **Table 5.1**.

Table 5.1: Cycle Parking Standards, Havant Borough Council

Type	Long Stay	Short Stay
1 bedroom	1 per dwelling	+20%
2 bedrooms	2 per dwelling	
3 bedrooms	2 per dwelling	
4 bedrooms	2 per dwelling	

Source: HBC Parking Standards Table 4D.

- 5.5.3 Both car and cycle parking for the residential element of the site would be detailed as part of a reserved matter planning application following any outline planning consent.

Electric vehicle charging

- 5.5.4 Electric vehicle charging points would be detailed as part of a reserved matter planning application following any outline planning consent and are expected to meet prevailing standards at that time.

SECTION 6 SOFT MEASURES

6.1 Introduction

6.1.1 This section of the RTP describes the non-infrastructure or 'soft' Travel Plan measures that will be developed and promoted for the residents of the new development it covers:

- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share;
- Measure to promote low carbon transport choices;
- Information provision; and
- A resident's travel information pack.

6.1.2 The key to the success of the strategy will be the delivery of the measures by the Travel Plan Co-ordinator (TPC).

6.2 Walking and Cycling Measures

6.2.1 The Proposed Development has been designed to facilitate walking and cycling, in particular for local journeys to key destinations. Cycle parking is to be provided in accordance with current local parking standards. The delivery of this important on-site infrastructure will promote walking and cycling.

6.2.2 Information on the walking and cycling routes and facilities within the Proposed Development as well as in the wider area will be made available to new residents through the resident's travel information pack. Journey planning tools will also be promoted to residents.

6.2.3 The Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores.

6.2.4 Local and national travel events, such as 'walk to school week' and 'car share day', will be promoted to residents to encourage sustainable and healthy travel choices.

6.2.5 Consideration will be given for a bicycle user group to be established. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact established cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle journeys. The TPC will assist with the dissemination of information regarding the user group and will help residents get in contact with one another.

6.2.6 The TPC will also promote the use of free health apps such as Strava and Map My Walk. This will allow future residents and visitors of the site to record any journeys made on foot or by cycle but will also allow them to discover new routes to use.

6.3 **Promotion of Public Transport**

6.3.1 Information on the public transport routes and facilities serving the Proposed Development will be made available to new residents through the residents' travel information pack. This will include bus timetables and maps, and information on travel apps such as the local bus company travel app and National Rail journey planning facilities.

6.4 **Car Sharing Scheme**

6.4.1 Car sharing (when safe to do so) will be promoted amongst new residents of the Proposed Development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of people making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets. Residents will be provided with information about car sharing via Hampshire's chosen Car Share website (<https://liftshare.com/uk>). This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

6.5 **Information Provision, Engagement and Marketing**

6.5.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the Proposed Development and sales staff will be trained in personal journey planning in order that this service can be offered to new residents shortly after completion of their purchase.

6.6 Residents' Travel Information Packs

6.6.1 The first occupier of each dwelling will be provided with a residents' travel information pack. The pack will pull together information on the above listed measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- An information leaflet about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- Sustainable transport voucher of £50 to be used towards bus/rail tickets or towards a bicycle/cycling equipment;
- Bus Taster Ticket will attempt to be negotiated with the local bus operators;
- Details regarding the provision of high-speed broadband access to enable easy access to local home delivery services and home working;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and public transport routes (including any new provision) and the location of bus stops;
- Details of any negotiated discounts at local cycle stores etc, information on cycle loan schemes and cycle maintenance organisations such as The Bike Doctor;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes and local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations (if base mapping is made available from HCC and their current suppliers);
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. HCCs 'My Journey' Scheme <http://myjourneyhampshire.com>, www.nationalrail.co.uk and www.travelinesoutheast.co.uk;

- Information about car sharing through the Hampshire car share website (<https://liftshare.com/default.asp>) and other social-media based websites such as BlaBla Car;
- Information regarding any local groups set up to support social interaction and networking amongst home workers; and
- Information about the home delivery services offered by supermarkets in the local area.

6.6.2 A social media (Facebook or Twitter) page will also be set up to enable the dissemination of the information above. It will provide an interactive travel planning resource; for example residents will be able to discuss Travel Plan matters in an open forum (and this might, for example, be helpful in enabling experienced cyclists to guide less experienced ones). It could also be used to enable residents to post their own helpful information, advice, and tips.

6.7 **Summary**

6.7.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of car sharing initiatives. The proposed measures aim to ensure that the objectives set out in Section 2 of this report are met and to minimise single occupancy car travel to and from the site. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

SECTION 7 MANAGEMENT AND IMPLEMENTATION

7.1 Introduction

7.1.1 This section of the RTP describes management framework for the plan.

7.2 Travel Plan Management

7.2.1 The developer will appoint an individual or company to act as the Travel Plan Co-ordinator (TPC) for the site. Contact details will be supplied to HCC prior to first occupation of the Proposed Development.

7.2.2 The TPC will be supported by a steering group, comprising a representative from the developer, a representative of the housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport, and voluntary residents' representatives). The steering group will meet every 6 months during the first year and annually thereafter for the duration of the Proposed Development, which is expected to be a five-year period. This extensive period will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the continuation of the RTP after the handover is set out in Sections 7.6 - 7.7.

7.3 Role of Travel Plan Co-ordinator

7.3.1 The role of the TPC will be as follows:

- To manage the day to day delivery of the measures contained in Section 6 of the RTP;
- To set up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored, and key decisions taken as necessary;
- To market the Travel Plan to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for all users of the site, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To aim to negotiate discounts for residents with local cycle shops;
- To organise annual monitoring of the Travel Plan in line with the strategy outlined in Section 8; and

- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

7.4 Involvement of Residents

7.4.1 Involvement of all users of the site will be key to the success of the RTP. Each dwelling will receive a travel information pack shortly following occupation. The Travel Plan Co-ordinator will also aim to maintain interest amongst all users through the following means:

- Maintaining and promoting the Travel Plan website/social media page;
- Engaging with any established social media channels;
- Timely leaflet drops providing information about the RTP, advertising the website, promoting key events, and reporting the results of the annual monitoring; and
- Involvement of resident volunteers in the Steering Group (to be recruited by the Travel Plan Co-ordinator).

7.5 Framework for Implementation (Action Plan)

7.5.1 The TPC will be appointed three months before the first occupation of the Proposed Development, in order to commence development of the initial Travel Plan measures and make sure that the Travel Plan is implemented in time for the first occupations. **Table 7.1** provides an initial framework for implementation of the measures set out in Sections 5 and 6 of this RTP.

Table 7.1: Framework for Implementation (Action Plan)

Objective	Measure	Timescale	Responsibility	Cost Estimate
Management	Travel Plan Co-ordinator	Three months prior to Occupation – retained for five years from occupation	Developer	£30,000 (circa £6,000 per annum)
	Steering Group	Meeting every 6 months for the first year after first occupation, annual meetings thereafter	TPC	£0 (included in Travel Plan Co-ordinator costs)
Cross-Objective	Develop and maintain community website	Prior to occupation	TPC	£0 (included in Travel Plan Co-ordinator costs)
	Prepare and distribute Travel Welcome Packs	Prior to occupation	TPC	£1,000 (£8 per household)
	Provide EV charging infrastructure	Phased with development	Developer	N/A*
Reduce the Need to Travel	Deliver connections to broadband network	Phased with development	Developer	N/A*
Promotion of Walking and Cycling	Provision of walking and cycling maps	Prior to occupation	TPC	£1,000 (£8 per household)
	Pedestrian / cycle connections to Phase 1	Phased with development	Developer	N/A*
	Offer a £50 sustainable travel voucher to each new dwelling	On occupation	Developer/ TPC	£2,150
	Provision of cycle storage within each unit	Phased with development	Developer	N/A*
	Set up a Bicycle User Group	Six months after Occupation	TPC	£0 (included in Travel Plan Co-ordinator costs)
Promotion of Public Transport	Negotiation of Bus Taster Ticket with local operators	On occupation	TPC	£0 (included in Travel Plan Co-ordinator costs)
Encourage Car Sharing	Promotion of car sharing schemes through https://liftshare.com/uk/journeys/to/hampshire-uk	Prior to Occupation	TPC	£0 (included in Travel Plan Co-ordinator costs)
Monitoring	Travel Questionnaires	Annually (for five years)	TPC	£5,750
	Monitoring Report	Year one, three and five	TPC	

Notes: N/A* Included within development cost.

7.6 Funding

7.6.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 5 of the RTP;
- The TPC role for the duration of the Proposed Development, which is expected to last five years; and
- The initial implementation of the measures outlined in Section 5 and 6 and **Table 7.1**.

7.6.2 The aim will be to take steps to enable the Travel Plan to be resident managed by the time that the developer leaves the site. The Steering Group will be responsible for delivering this objective.

7.7 Handover at end of the Travel Plan Period

7.7.1 Following the initial 5-year period, the developer will no longer be responsible for the management of the Travel Plan. At this time, the management of the Travel Plan will revert to the Travel Plan committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

SECTION 8 MONITORING AND REVIEW

8.1 Overview

8.1.1 The total monitoring programme of the Proposed Development will be during the development build until 5 years after first occupation of the new development. Monitoring will be primarily undertaken in two ways:

- Traffic surveys; and
- A resident's travel questionnaire.

8.2 Traffic Survey

8.2.1 In accordance with HCC's guidance, it is proposed that monitoring will be undertaken in the form of traffic surveys undertaken at 2-year intervals. Automated Traffic Counts (ATC) will be undertaken at the site access onto Lower Road so it can capture phase one traffic also. The traffic surveys will supply HCC with observed statistical data showing how the residents travel from and to the Proposed Development and details of the measures employed could be used to encourage sustainable travel.

8.2.2 The first traffic survey will be carried out on the first anniversary of occupation on the site – this may need to be a completed part of the Proposed Development as the main access will be being used for construction activity. This will ensure that the survey captures information about an established critical mass of residents and will allow some time for the measures contained within the Travel Plan to take effect. Subsequent surveys will be undertaken at 2-year intervals and then a final survey take at 5 years from first occupation.

8.3 Travel Questionnaire

8.3.1 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures and enable residents to remain involved in the Travel Plan process. The first questionnaire survey will be carried out one year after first occupation, and then repeated in year 3 and 5 of the Proposed Development.

8.3.2 The residential surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. A draft survey is provided as **Appendix E**.

- 8.3.3 The first annual survey will be used to determine travel patterns to and from the site and to assist with refining objectives and targets of the Travel Plan.
- 8.3.4 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry (prize would not be travel-related), encouraging residents to take part. In the event that the survey does not get a desired response of 35% or more, it will be re-distributed after 6 months, following further promotion and greater incentives for taking part. If the minimum 35% response rate is still not achievable, discussions with HCC will be undertaken regarding possible TRICS SAM or ATC surveys.
- 8.3.5 The results of the surveys and the analysis will be included in monitoring reports produced in years 1, 3 and 5, and will enable the Travel Plan targets and measures / strategy to be revised and updated accordingly.

Use of Surveys

- 8.3.6 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highways authorities to examine how the Travel Plan is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.
- 8.3.7 The TPC will monitor and review the progress and success of the Travel Plan and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve the local planning authority as well as the TPC. The use of newsletters distributed to all users will assist in informing users of any new measures and give them an understanding of how the Travel Plan is operating.

8.4 **Reporting**

- 8.4.1 In years 1, 3, and 5 after first occupation of the Proposed Development, a monitoring report will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan. Residents will also be informed of the survey results via the website / social media feed and newsletters. The following information is likely to be provided:
- Recap of the sites Travel Plan's objectives and agreed targets;
 - Monitoring methodology;
 - Summary of monitoring results, presented in relation to agreed targets;
 - Progress against agreed measures; and

- Corrective measures to get the plan back on track, if targets are not being met.

8.5 Remedial Measures

- 8.5.1 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the developer will work with Hampshire County Council to identify a strategy and to agree further actions to the Travel Plan back on track.
- 8.5.2 The Transport Assessment does not make any allowance for the Travel Plan and as such demonstrates that on the basis that a 10% reduction in traffic flows is not achieved, the additional impact on the performance of the local highway network in comparison to the 'with Travel Plan' scenario will not be perceptible. On this basis, the development is not dependent on the success of the Travel Plan in making the development acceptable in terms of traffic impact on the local highway network.
- 8.5.3 The proposed sustainable transport strategy and all of the associated measures will provide a genuine opportunity for the 10% reduction in traffic flows associated with the Proposed Development to be achieved.
- It is proposed that an annual Travel Plan budget is provided by the developer to fund the residential 'soft' measures, as well as the cost of monitoring and implementation. How this fund would be allocated and spent would be determined by the Travel Plan Steering Group. For example, should the first monitoring surveys report that certain schemes or modes are better utilised or more popular, more funds could be invested into those more successful aspects of the Travel Plan.
- 8.5.4 If at the end of the monitoring period, the trip rate target has not been achieved then a second and final round of sustainable travel vouchers will be offered to each household across the Proposed Development. The need for additional or intensification of on-site Travel Plan measures (either infrastructure or 'soft' measures – such as enhanced personalised travel planning for residents of the site) will also be discussed with HCC.
- 8.5.5 Any such remedial measures would be discussed and agreed with HCC at the conclusion of the monitoring period and would be related in scale to the degree to which the Travel Plan targets had not been achieved.

Delivery and Enforcement

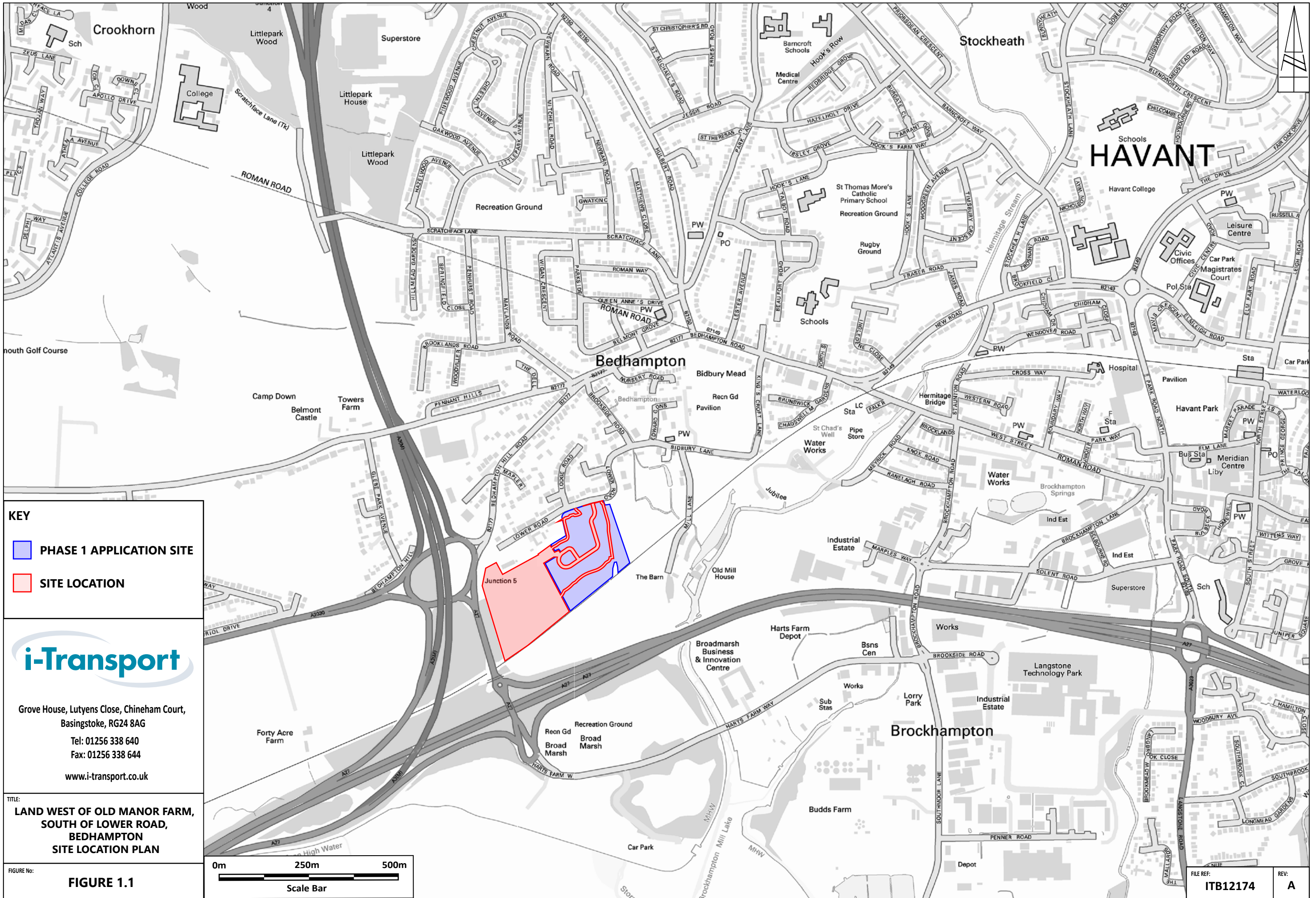
- 8.5.6 The delivery of the Travel Plan will be enforced through the S106 agreement for the Proposed Development. The developer will also commit to paying HCC's travel plan monitoring and approval fees for the five-year monitoring period. In addition to the monitoring fee, the developer will provide a cash deposit to HCC which equates to the total amount set out within **Table 7.1**.

SECTION 9 SUMMARY

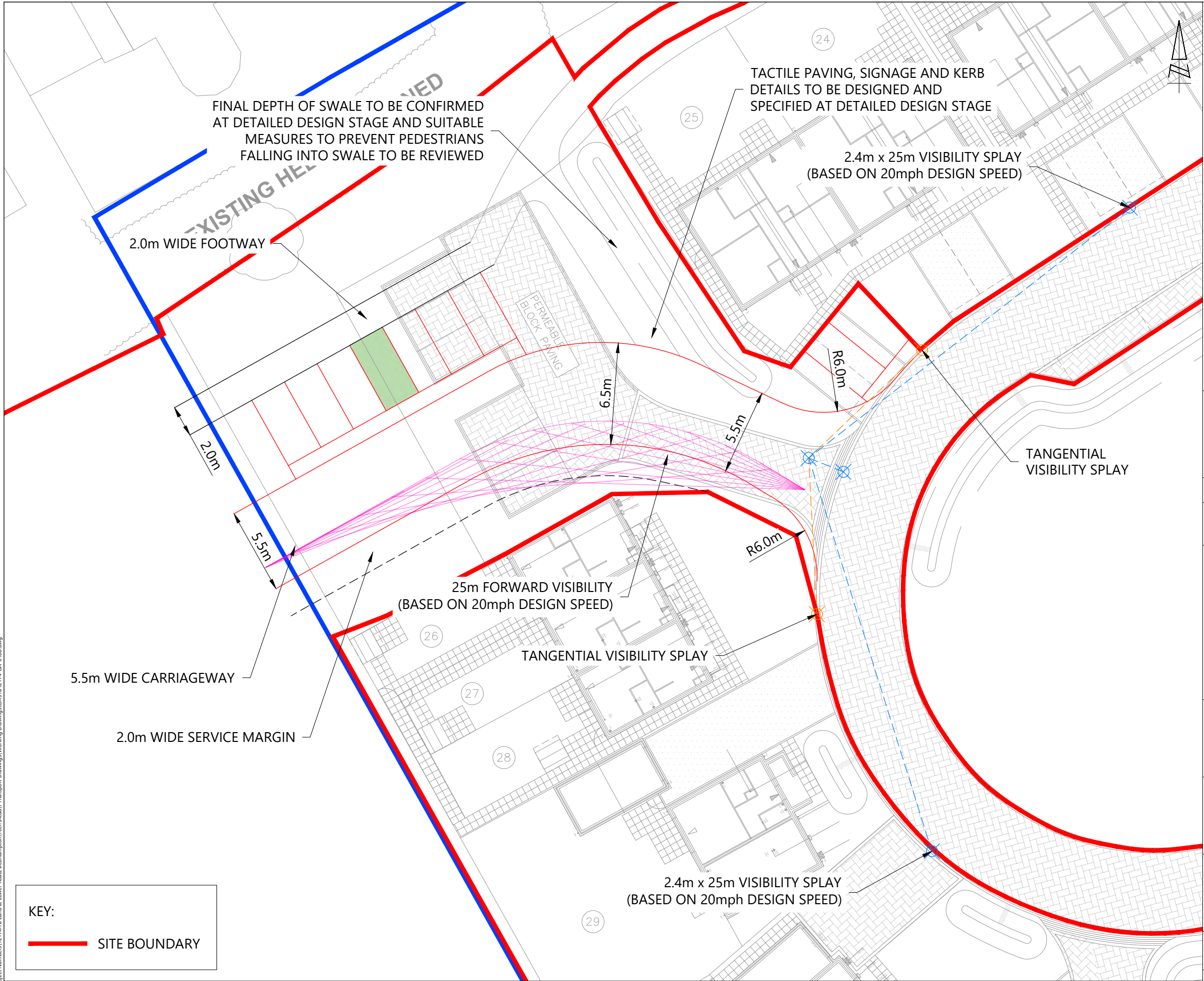
- 9.1 i-Transport LLP has been appointed to provide highways and transport advice regarding an Outline Planning Application for a residential development of up to 43 dwellings on Land west of Old Manor Farm, south of Lower Road, Bedhampton.
- 9.2 The RTP aims to promote sustainable choices amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.
- 9.3 The following main targets has been set:
- Target 1 – To reduce the number of vehicle trips generated over a 12-hour period (weekday 0700-1900) by the site by 10%; and
 - Target 2 – To reduce the number of vehicle trips generated by the site during the morning peak hour (0800-0900) and evening peak hour (1700-1800) by 10% from the baseline position.
- 9.4 The objective is to achieve these targets within five years from first occupation.
- 9.5 Sustainable transport measures will be incorporated as an integral part of the site layout. Electric vehicle charging points and cycle parking will comply with local standards, and walking and cycling connections will be delivered to and through Phase 1 to Lower Road. These pedestrian links will also provide access to the local public transport infrastructure.
- 9.6 The RTP identifies a range of non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to the site, including:
- Measures to promote walking and cycling, including provision of plans showing the walking and cycling routes to local facilities, and a bicycle user group;
 - Bus travel taster tickets negotiated with the local bus providers for the first occupier of every household;
 - A resident's travel information pack to include the sustainable travel vouchers for the first occupants, as well as provision of up to date travel information by other means, including a community travel website / social media feed.

- 9.7 The TPC will be appointed prior to first occupation of the Proposed Development to oversee the implementation of the proposed measures. The TPC will be supported by a Steering Group, comprising representatives from the developer, local authority and local residents. A framework is proposed for the handover of the Travel Plan at the end of the developer's involvement.
- 9.8 The first monitoring survey will be carried out one year following the first occupation at the site. This will ensure that the survey captures information about an established critical mass of residents and will allow time for the measures contained within the Travel Plan to take effect. Subsequent surveys will be undertaken at two-year intervals and then a final survey undertaken after five years from first occupation. Annual monitoring reports over the period of the Travel Plan will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

FIGURES



DRAWINGS



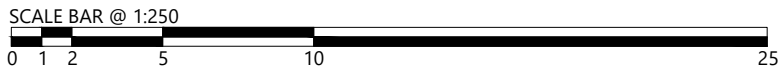
KEY:

— SITE BOUNDARY

T:\Projects\12000 Series Project Numbers\12174\1TB Land at Lower Road, Bedhampton\Tech\Acad\Transport Drawings\Working Drawings\GA\1TB 12174-GA-01BD.dwg

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D	01.03.22	JD	RSA COMMENTS INCORPORATED	BC	SJ
C	15.02.22	JD	SITE ACCESS UPDATED	BC	SJ
B	10.02.22	JD	SITE ACCESS UPDATED	BC	SJ
A	26.01.22	JD	SITE ACCESS UPDATED	BC	SJ

REV	DATE	BY	DESCRIPTION	CHK	APD
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STATUS: FOR INFORMATION

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

TITLE:
PROPOSED SITE ACCESS ARRANGEMENT FROM PHASE 1 SITE

PROJECT:
LAND WEST OF OLD MANOR FARM, BEDHAMPTON

CLIENT:
BARGATE HOMES

DRAWN:	CHECKED:	APPROVED:
JMc	BC	SJ

PROJECT No:	SCALE @ A3:	DATE:
ITB12174	1:250	23.08.21

DRAWING No:	REV:
ITB12174-GA-018	D

APPENDIX A Illustrative Site Layout



- 01 Vehicle access point
- 02 Site with planning permission for 50 homes
- 03 Potential pedestrian and cycle link
- 04 New tree and buffer planting
- 05 Swale (SuDS)
- 06 Attenuation basin with meadow planting (SuDS)
- 07 Growing spaces including allotments and community garden
- 08 Children's play area
- 09 Trim trail/path
- 10 Informal open space
- 11 Retained habitat
- 12 Scrub habitat
- 13 Wildflower grassland
- 14 Tall grass habitat
- 15 Proposed hedgerow
- 16 Semi-natural green space
- 17 Shared surface
- 18 Development blocks
- 19 Realigned access road



0m 100m (1:2,000)

CLIENT:
Bargate Homes

PROJECT:
Bedhampton, Havant

DRAWING:
Illustrative Masterplan

PROJECT NUMBER:
1217

DRAWING NUMBER: - CHECKED BY: LA

REVISION: V4 STATUS: FINAL

DATE: 21/09/21 SCALE: 1:2,000

APPENDIX B Cycle Route Network

MAP OF THE BOROUGH



Havant
BOROUGH COUNCIL



KEY ROAD SIGNS FOR CYCLISTS



The Highway Code can be seen at www.gov.uk/highwaycode, but some key signs for cyclists are as follows:



KEY

Signs and Lines

- Off road cycle track (hard surfaced)
- On-road cycle lane
- Bus and cycle lane
- Signposted route (part of a National Cycle Network route where indicated)
- Suggested link route (not signposted)
- By-way open to all traffic (BOAT) or brideway or other track available for cyclist use (typically loose surfaced)
- By-way open to all traffic (BOAT) or brideway or other track available for cyclist use (typically improved surfaced)
- One way traffic INCLUDING CYCLISTS
- Controlled crossing
- Cyclists beware - Difficult junction, barriers or step
- Cycle parking
NB - All stations and most public buildings have cycle parking facilities
- Cycle shop

Buildings and places of interest

- Public toilets
- Church
- Caravan site
- Other places of interest
- Mainline railway station
- Narrow gauge railway station
- Bus interchange
- Ferry terminal
- South Downs National Park boundary
- Woods and forests
- Parks and other open spaces
- Countryside and arable land
- School or college
- Shopping area / retail park
- Blue Flag beach

NATIONAL CYCLE NETWORK



The network is a 14,000 mile network of safe, traffic-free paths and quiet on-road cycling and walking routes.

The Havant area is fortunate enough to have three main routes from the National Cycle Network running through it. These are marked on the maps in this leaflet as light blue routes with their corresponding route number. The routes are:

Route 2 - Dover to Cornwall [2]
Via Brighton, Chichester, Havant, Portsmouth and Exeter

Route 22 - South London to New Forest [22]
Via Guildford, Farnham, Petersfield, Havant, Portsmouth and the Isle of Wight

Route 222 - A link between routes 2 and 22 [222]
Connecting route 22 at Chalton to route 2 in Southsea via Hordean, Waterloooville and Farlington

If you've enjoyed riding along these lovely routes, why not consider becoming a volunteer and help maintain them? For more information on the network and volunteering, visit www.sustrans.org.uk

APPENDIX C Public Rights of Way Map

THE HAMPSHIRE COUNTY COUNCIL (s.57(3) WILDLIFE AND COUNTRYSIDE ACT 1981)
DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY 2010



This sheet was reprinted on 1 January 2011 to take account of an order, or orders, confirmed after the publication of the 2008 definitive map.

Given this day of
The Common Seal of Hampshire County Council was hereunto affixed in the presence of:-

.....
Authorised Signatory

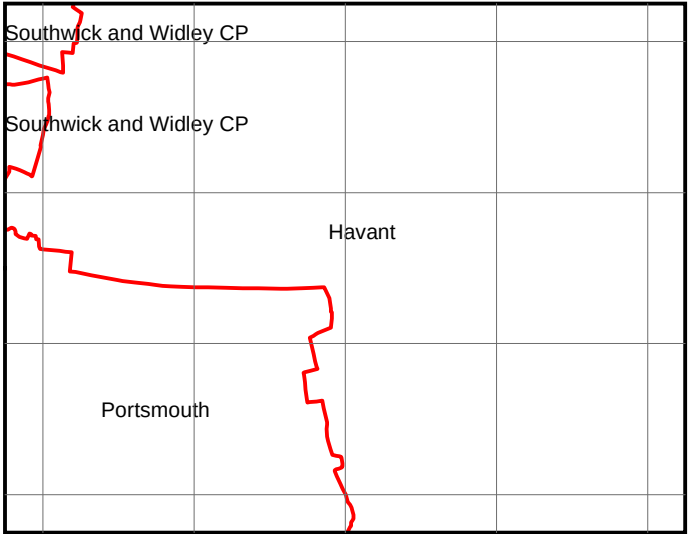
Map Scale 1:10,000



Legend

- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic
- Parish Boundary
- County Boundary

Public Rights of Way are not shown over any areas shaded in grey on the map below, as these are outside the administrative boundary of Hampshire County Council



Index to adjoining maps

16.07	17.07	18.07
16.06	17.06	18.06
	17.05	18.05

Map
Number

17.06

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APPENDIX D MJA Drawing of Changes to Phase 1

APPENDIX E Example Residents Travel Survey

Residential Travel Survey

About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender

Male

Female

5. Age Group

Under 18

18 - 34

35 - 44

45 - 60

60+

6. Number of people in household

1

2

3

4+

7. Number of cars per household

1

2

3

4+

8. Number of bicycles per household

1

2

3

4+

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

Yes

No

About your job

10. Do you work?

1 -3 days

4 days

Full time

Shifts

Other, please specify

11. What hours do you normally work?

Regular Office

Flexi

Other (please specify)

12. Are there any aspects of your job that require you to have the use of a car?

None

Attend meetings

Visit site / clients

Other

Travel to work

13. How do you normally travel to work?

Walk/jog

Bicycle

Bus

Train

Taxi

Motobike

Car on own

Car Share

Other (please specify)

14. What alternatives do you occasionally use?

Walk/jog

Bicycle

Bus

Train

Taxi

Motobike

Car on own

Car Share

Other (please specify)

15. How far do you travel to work? (one way)

Up to 1 mile

1 - 3 miles

3 - 10 miles

10 - 20 mile

Over 20 miles

16. How long does it normally take you to get to work? (one way)

0 - 15 mins

16 - 30 mines

30 - 60 mins

60 mins +

17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency

Covered and secure cycle parking

Changing / locker facilities

Pool car available for business use

Other (please specify)

For drivers only

18. Is a car share a possibility if a suitable sharer/s was found?

Yes

No

I already car share

19. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner		Financial incentives for car shares	
Free transport home in an emergency		Pool car available for business use	
Priority parking for car sharers			
Other, please specify			

20. Is bus or train travel a possibility?

Yes		No		Both	
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Which is most convenient?

Bus		Train	
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21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route		Pool car available for business use	
More frequent services		More reliable services	
Better information on times and fares			
Regular link between station/bus stop and place of work			
Other, please specify			

24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.

Education for self		Education for dependants	
Access to Health services		Access to retail services	
Leisure			
Other, please specify			

This information is collected in accordance with the Data Protection Act 1998.

The data has been collected for the purposes of:-

- * establish travel patterns to site;
- * to assist with setting objectives for the Travel Plan which may be implemented in the future
- * to monitor travel patterns at the site over set periods of time to quantify modal shift.

