



Kingscroft Farm, Havant

Framework Travel Plan

Client: Foreman Homes Ltd

i-Transport Ref: TW/BB/ITB15443-005B R

Date: 23 June 2022

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SECTION 1 Introduction

- 1.1.1 Foreman Homes Ltd has appointed i-Transport LLP to provide transport and highways advice in relation to a planning application for a residential development of up to 140 dwellings.

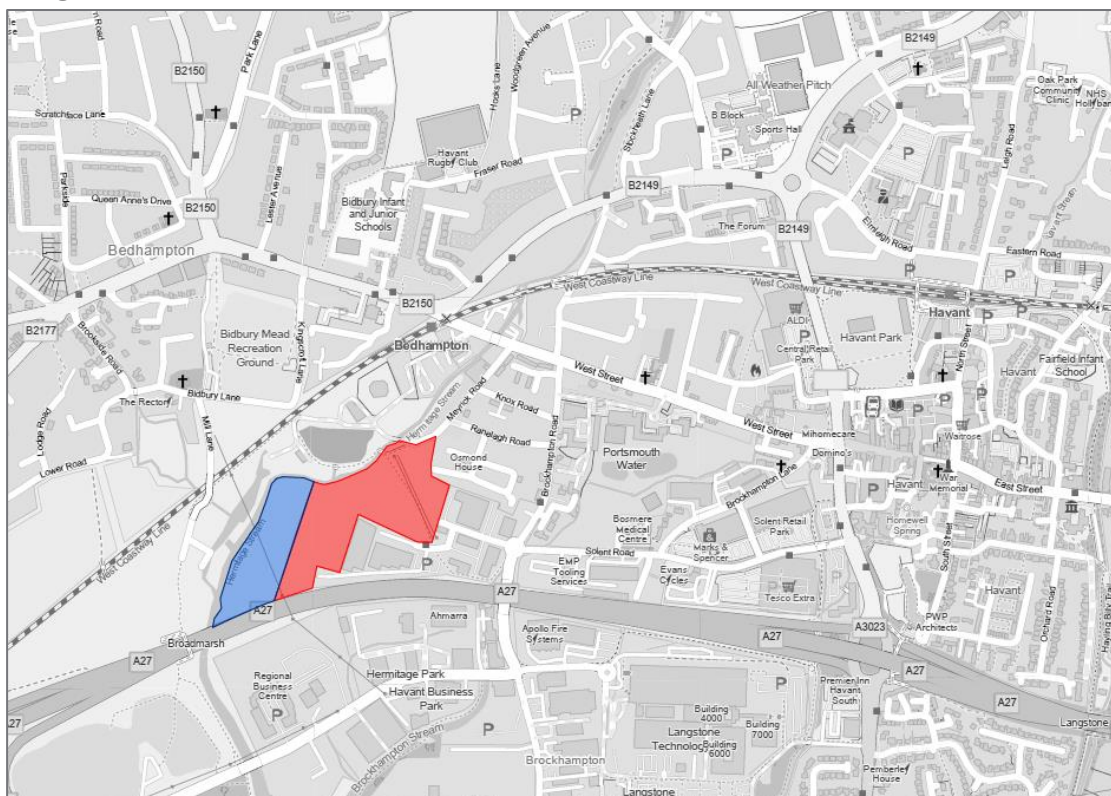
1.2 Planning History

- 1.2.1 The site is allocated for development in the adopted Havant Borough Council (HBC) Local Plan as Site BD19 – Kingscroft Farm. The allocation is for 12,000sqm of employment floorspace, with reference made within Policy BD19 to the development of manufacturing and/or warehousing units. This allocation remains extant, but at this time, no planning applications have been progressed at the site.
- 1.2.2 Notwithstanding this, the site remains allocated for development, and it is now proposed to submit a planning application for a residential development at the site.
- 1.2.3 Initial engagement has been carried out with officers at Havant Borough Council, and with the Havant Development Consultation Forum where the initial plans for the site were presented in January 2020. HCC has also been engaged in pre-application discussions.

1.3 Site Location

- 1.3.1 The site is bounded to the north by Meyrick Road, to the west by Hermitage Stream, to the south by light industrial units within Kingscroft Business Park and to the east by dwellings that form part of a recently permitted residential scheme by Foreman Homes, which are accessed from Ranelagh Road via Abrams Way, and industrial units at Marples Way.
- 1.3.2 A site location plan is included as **Figure 1**, an extract of which is presented as **Image 1.1**.

Image 1.1: Site Location Plan



Source: Extract of Figure 1

1.4 Relevant Transport Policy

National Planning Policy Framework (NPPF)

- 1.4.1 The NPPF (July 2021) sets out the relevant policy background for the development.
- 1.4.2 Paragraphs 104 and 113 state that development proposals transport issues should be considered from the earliest stages of development proposals and pursue opportunities for use of sustainable modes of transport. A key tool to facilitate this will be a Travel Plan, which is required to support all developments that generate significant amounts of movement. The sustainable travel objectives include the need to reduce the use of private cars (particularly for single occupancy journeys) and measures to promote sustainable alternative including increased walking, cycling and public transport use.

National Planning Practice Guidance (NPPG)

- 1.4.3 The NPPG 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 (2022-2050)

- 1.4.4 The Hampshire Local Transport Plan sets out a 30-year vision for the Hampshire transport network. Part of HCC’s strategy to achieve its transport vision is to ensure:

“Producing and maintaining development planning guidance on undertaking transport assessments and preparing travel plans”

Hampshire County Council’s Guide to Development Related Travel Plans

- 1.4.5 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.

- 1.4.6 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.”

Havant Borough Council Parking Supplementary Planning Document (July 2016)

- 1.4.7 The SPD sets out HBC’s off-street parking standards relating to new development in the Borough. The car parking standards for residential developments, where allocated car parking is provided, are summarised in **Table 1.1**.

Table 1.1: HBC Residential Car Parking Standards

Dwelling Size	Minimum Standard	
	Minimum Requirement	Visitor
1 Bedroom	1 space per dwelling	
2 Bedrooms	2 spaces per dwelling	

Dwelling Size	Minimum Standard	
	Minimum Requirement	Visitor
3 Bedrooms	2 spaces per dwelling	An additional 20% of car parking should be provided as an unallocated provision for visitors
4+ Bedrooms	3 spaces per dwelling	

Source: HBC Parking SPD

1.4.8 Whilst these are minimum required standards, Section 3 of the SPD sets out that car parking requirements should reflect the fact that some areas of the Borough are closer to shops and services and are more accessible by non-car means, i.e. Havant Town Centre and Waterlooville Town Centre. Where proposals are located within such locations, a lower level of car parking provision will be considered.

1.4.9 The cycle parking standards for residential developments are summarised in **Table 1.2**.

Table 1.2: HBC Residential Cycle Parking Standards

Dwelling Size	Minimum Standard	
	Long Stay	Short Stay
1 Bedroom	1 space per dwelling	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard
2 Bedrooms	2 spaces per dwelling	
3 Bedrooms	2 spaces per dwelling	
4+ Bedrooms	2 spaces per dwelling	

Source: HBC Parking SPD

1.5 Scope of Framework Travel Plan

1.5.1 This FTP outlines the measures to encourage travel by modes other than single occupancy car use for residents of the residential development and has been developed in accordance with Hampshire County Council's guidance on Travel Plans.

SECTION 2 Development Proposals

2.1 Introduction

- 2.1.1 The proposed development is located on land at Kingscroft Farm in Havant, Hampshire. It is proposed to provide a residential development of up to 140 dwellings at the site.

2.2 Site Layout

- 2.2.1 An illustrative site layout has been prepared in support of the planning application. A copy of the site layout is contained at **Appendix A**.
- 2.2.2 The internal roads will be designed in accordance with the principles of MfS and built to adoptable standards. The future Reserved Matters application will detail and demonstrate the suitability of the site layout, including providing evidence that a permeable network of footways and cycleways will be provided for residents.

2.3 Site Access Arrangements

- 2.3.1 Vehicular, along with pedestrian and cycle, access will be achieved from Meyrick Road.
- 2.3.2 The existing carriageway will be extended south into the site, and the length of Meyrick Road that runs south of the priority junction with Knox Road will be upgraded to provide a 5.5m wide carriageway. The existing road connection to Ranelagh Road will be upgraded.
- 2.3.3 Vehicle access to the existing Portsmouth Water land to the west of the site will be maintained through the provision of a realigned priority junction onto the northern side of the extended Meyrick Road carriageway. This priority junction will form an off-set crossroads arrangement with the proposed internal site access spur onto the southern side of the carriageway.
- 2.3.4 Whilst the Portsmouth Water access is used very infrequently throughout a typical day, it is utilised by articulated vehicles and therefore swept path analysis has been undertaken to demonstrate ease of access/egress for HGVs. This swept path analysis is presented within the TA (i-Transport report no. ITB15443-002A) submitted in support of the planning application.
- 2.3.5 In addition to upgrading Meyrick Road, a circa 30m length of Ranelagh Road (east of the priority junction with Meyrick Road) will be upgraded to a width of 5.5m and will include a 2m wide footway extension to connect to the existing provision to the east.

- 2.3.6 On the eastern side of the site access road, a 2m wide footway will be provided that will extend along the eastern side of Meyrick Road and tie into the existing footway on the southern side of Knox Road. Dropped kerb pedestrian crossings will also be provided across Meyrick Road, the bellmouth of Knox Road and the bellmouth of Ranelagh Road to facilitate pedestrian movements to/from the site.
- 2.3.7 The Scheme maintains the existing Public Right of Way routing through the site and connects using this PROW to Marples Way to the south of the site for onward connectivity.

2.4 **Parking Provision**

Car Parking

- 2.4.1 The details on car parking will be provided within a future Reserved Matters planning application, however car parking will be provided in accordance with Havant Borough Council's Parking SPD. The car parking standards are set out in Section 1 of this FTP.

Cycle Parking

- 2.4.2 Cycle parking will also be provided in line with Havant Borough Council's Parking SPD, and the relevant cycle parking standards are set out in Section 1 of this FTP.

Electric Vehicle Charging

- 2.4.3 Charing provision for electric vehicles will be detailed in a future Reserved Matters application, however, will be provided in accordance with prevailing national guidance, i.e. Approved Document S of Building Regs.

SECTION 3 Principles, Objectives and Benefits

3.1 Principles and Objectives

3.1.1 This TP sets out a sustainable transport strategy for the proposed development on the site.

3.1.2 In line with national and local government guidance, the headline aims for the FTP are:

- To reduce the number of single occupancy car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport.

3.1.3 The FTP has the following additional objectives:

- a To manage car parking demand across the development;
- b To support a range of sustainable transport alternatives to provide the future residents with options for travel to/from the site;
- c To develop an awareness of the options for sustainable travel to and from the site and local area amongst residents;
- d To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- e To minimise the impact of car based travel to the site on the local and strategic highway network and environment.

3.2 Benefits

3.2.1 The provision of a TP has a number of benefits for future residents as well as the existing local community and surrounding environment.

Residents

- Improved 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; and
- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

Local Community and Environment

- 3.2.2 The sustainable transport strategy for the development proposal will provide a number of benefits to existing residents in the local area in a variety of ways. The transport strategy will improve local pedestrian and cycle connections, allowing wider access between the site and local facilities in Havant.
- 3.2.3 The potential benefits to the environment, compared to the 'without Travel Plan' scenario, are as follows:
- The impact of the development on the local environment will be lessened, in terms of reducing congestion, noise and atmospheric pollution created by vehicle trips to and from the site; and
 - A reduction in vehicular movements to and from the site will reduce pollution levels and contribute to a reduction in vehicular turning movements to / from the site. This will contribute to both local air quality management and national climate change reduction targets.
- 3.2.4 Overall, it is anticipated that the FTP, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and the wider community in the vicinity of the development.

SECTION 4 Existing Conditions and Travel Plan

4.1.1 This section of the TP describes the existing transport conditions in the vicinity of the site, including the opportunities for walking, cycling and public transport.

4.2 Site Location

4.2.1 The site is bounded to the north by Meyrick Road, to the west by Hermitage Stream, to the south by light industrial units within Kingscroft Business Park and to the east by dwellings that form part of a recently completed residential scheme by Foreman Homes, which are accessed from Ranelagh Road via Abrams Way, and industrial units at Marples Way

4.2.2 The location of the site in the context of the local highway network is presented in **Figure 1**.

4.3 Walking

4.3.1 Within immediate vicinity of the site, Meyrick Road is under private ownership by Portsmouth Water and therefore does not form part of the adopted public highway. To the west, Meyrick Road forms the access into an adjacent area of land owned by Portsmouth Water and provides no formal pedestrian infrastructure. However, this is unsurprising, given the informal nature of the carriageway in this location, the likely low volumes of vehicular traffic experienced and the fact that the road does not form part of the adopted public highway.

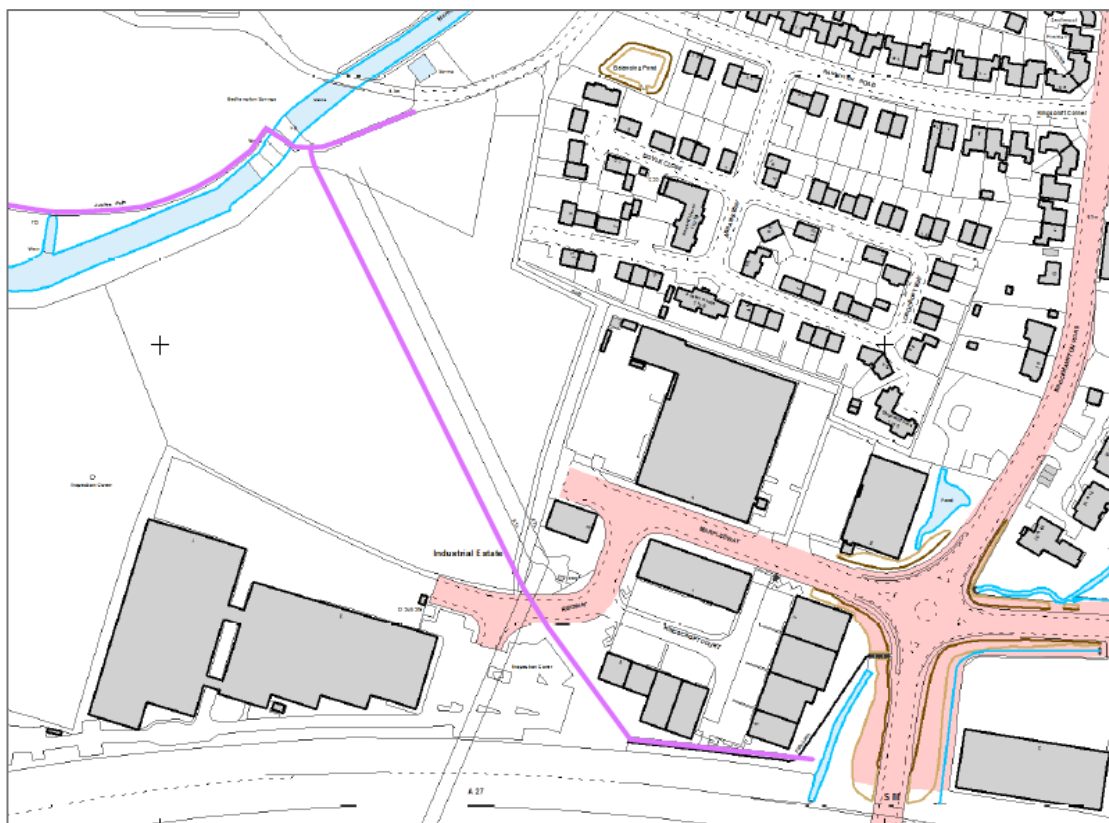
4.3.2 To the north of the priority junction with Knox Road, footways are present on either side of the Meyrick Road. The footways benefit from street lighting and are approximately 1.5m in width for the majority of their length.

4.3.3 To the north of the site, the footways connect to those on either side of West Street at the West Street / Meyrick Road priority junction. The footways on either side of West Street benefit from street lighting and are approximately 2m in width.

4.3.4 To the west of the West Street / Meyrick Road priority junction, the footways on West Street provide a continuous pedestrian route towards Bedhampton railway station. The railway line crosses West Street adjacent to Bedhampton railway station, and an at-grade level crossing is provided across West Street to facilitate safe pedestrian movements over the railway line. In addition, Bedhampton railway station accommodates a pedestrian flyover bridge to afford pedestrian access to both sides of the platform.

- 4.3.5 Further to the west, the footways on West Street merge with those on either side of Bedhampton Road and New Road respectively, at the New Road / West Street / Bedhampton Road priority junction. To the west, the footways afford access to some local bus stops, as well as numerous local facilities and services accessible off Bedhampton Road. The facilities include Bedhampton Community Centre, as well as a Rowlands Pharmacy and convenience store.
- 4.3.6 To the east of the West Street / Meyrick Road priority junction, the footways on West Street provide a continuous route towards Havant town centre via the traffic signal-controlled pedestrian crossing on Park Road South, which is located adjacent to the West Street / Park Road South priority junction. Havant town centre contains a wide range of local facilities and services and is well suited to pedestrians, with wide footways provided that benefit from street lighting.
- 4.3.7 To the east of the site, Brockhampton Road accommodates footways on either side of the carriageway that benefit from street lighting. Access to Brockhampton Road is achievable via Ranelagh Road or via the footways on either side of Knox Road respectively. To the south, the footways on Brockhampton Road provide a continuous route toward The Wendy House pre-school, as well as employment/leisure areas including Kingscroft Business Park and the Solent Retail Park via the footways on Marples Way and Solent Road respectively.
- 4.3.8 Further to the south, the footways on Brockhampton Road continue over the A27 bridge and provide access to a significant area of employment, including the Langstone Technology Park.
- 4.3.9 A WCHAR has been completed as part of the application (and is presented in the TA) to consider the adequacy of local walking and cycling routes and which appraises these in relation to their safety, convenience and attractiveness. Overall, this finds that there are good quality connections for the site to key local services and facilities and that the site is well served by walking infrastructure. Various opportunities to improve these connections, generally through improved crossing facilities, are identified.
- 4.3.10 A Public Right of Way (PROW) (tile 17.06 route 35) runs through the site and connects to PROW route no. 34 to the northwest and Marples Way Industrial Estate to the southeast. The location and routing of the PROW is shown in **Image 4.1**.

Image 4.1: PROW no. 35 – Location and Routing



Source: Highway Boundary Data (HCC)

4.4 Cycling

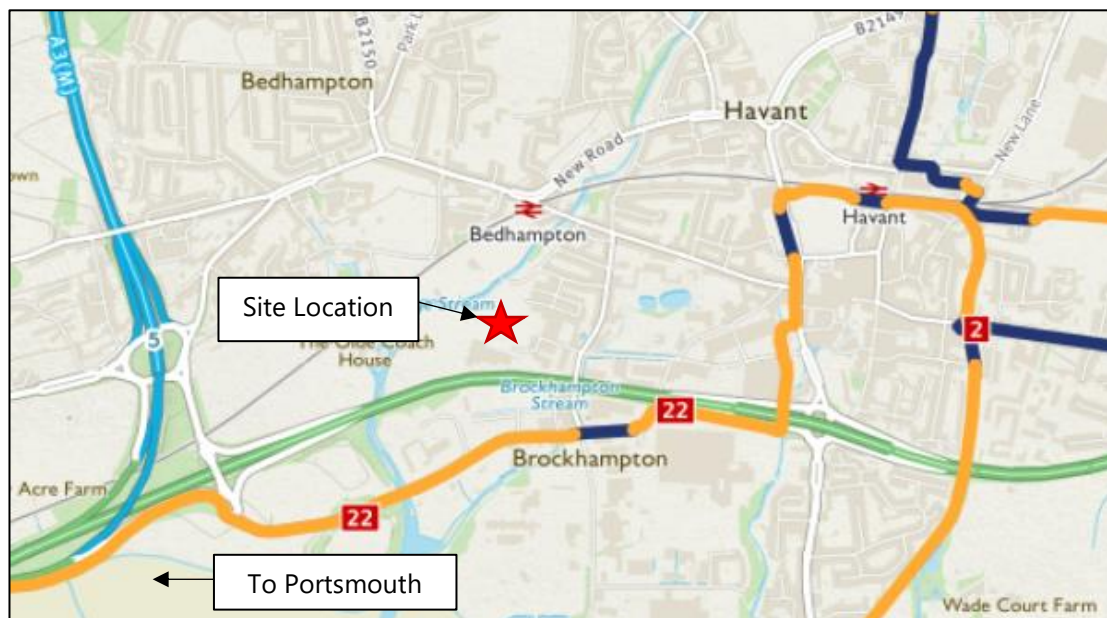
- 4.4.1 Cycle travel is appropriate on many of the surrounding roads, given the sign posted speed limits and road characteristics. Manual for Streets (MfS) guidance suggests:

“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” (MfS, para 6.4.1)

- 4.4.2 On this basis, the surrounding roads including Meyrick Road, Ranelagh Road, Knox Road, West Street and Bedhampton Road are appropriate for on-street cycling.
- 4.4.3 Notwithstanding this, the site benefits from being located within close vicinity to the National Cycle Network (NCN), with NCN Route no. 22 accessible to the east of the site via travel along West Street or to the south via travel along Brockhampton Road. The route provides a cycle connection west towards Portsmouth, as well as east towards Havant railway station. The route is shown in **Image 4.2**.
- 4.4.4 In addition to the accessibility to NCN Route no. 22, a shared footway/cycleway is accommodated on the western side of Park Road South, whilst a network of shared

footways/cycleways are accommodated within the vicinity of the Langstone Technology Park to the south of the site.

Image 4.2: National Cycle Network Routes close to the Site



Source: Sustrans

4.5 Public Transport

Bus

4.5.1 The nearest bus stops are located approximately 650m from the centre of the site on either side of Bedhampton Road, adjacent to Brunswick Gardens. The bus stops are served by bus route no. 23, as well as several school services. Both the eastbound and westbound bus stops feature a bus stop flag, bus shelter with associated seating, timetable information and raised kassel-kerbs. On-carriageway bus stop cages are also provided for each bus stop.

4.5.2 A summary of the local bus services operating within the local area is provided in **Table 4.1**.

Table 4.1: Local Bus Service from Brunswick Gardens Bus Stops

No.	Route	Mon-Fri	Sat	Sun
23	Leigh Park - Southsea	Every 10 minutes – first departure 05:19, last return 0:03	Every 12 minutes - first departure 06:31, last return 0:03	Every 15 minutes – first departure 07:28, last return 23:13
SD5	Gosport – Havant Campus	Once a Day (07:53 – 18:02)	No Service	No service
30	Haying Island - Havant	Every 30 minutes (05:35 – 21:00)	Every hour (08:05 – 19:35)	No service

No.	Route	Mon-Fri	Sat	Sun
654	Purbrook – West Street adjacent The Gardens	Once a Day (08:05 – 15:45)	No Service	No service
737	Petersfield - Havant	Once a Day (07:52 – 16:40)	No Service	No service

Source: Traveline

- 4.5.3 The site is well served by local bus services, with the no. 23 and 30 services operating at a less than 15-minute and 30-minute frequencies throughout the course of a typical week respectively. This ensures that residents will be offered realistic opportunities to travel to a range of destinations, including Portsmouth, by bus.

Rail

- 4.5.4 The nearest railway station to the site is Bedhampton, which is located circa 550m from the centre of the site. The station is served by trains operated by Southwestern Railway, which provide direct services to a number of destinations including London Waterloo, Petersfield, Chichester and Portsmouth & Southsea. **Table 4.2** provides a summary of railway services available from Bedhampton railway station.

Table 4.2: Summary of available rail services from Bedhampton station

Destination	Frequency		Journey time (minutes)
	Peak	Off-peak	
London Waterloo	2	1	96
Havant	3	2	3
Portsmouth & Southsea	5	2	13
Petersfield	2	1	19
Chichester	1	1	22

Source: National Rail

- 4.5.5 Havant railway station is located circa 1500m from the centre of the site and provides services to many of the destinations accessible via Bedhampton station, as well as a direct service to Southampton. These services operate at a higher frequency than from Bedhampton station and have a reduced overall journey time. **Table 4.3** provides a summary of railway services available from Havant railway station.

Table 4.3: Summary of available rail services from Havant station

Destination	Frequency		Journey time (minutes)
	Peak	Off-peak	
London Waterloo	4	3	80
Chichester	6	5	13
Brighton	3	2	68
Portsmouth & Southsea	5	4	13
Southampton Central	3	2	41

Source: National Rail

Summary

- 4.5.6 The site benefits from being within the vicinity of some local bus services, which provide connections toward Portsmouth at a less than 15-minute frequencies. In addition, Bedhampton and Havant railway stations are located within a reasonable walking distance of the site and provide frequent connections to some key destinations including London Waterloo and Southampton. Local roads are provided with dedicated footway provision and are generally suitable for cycling.

4.6 Local Services and Facilities

- 4.6.1 There is a good range of local facilities and services located within close vicinity of the site in Havant and Bedhampton. A summary of the travel distance to reach the identified local facilities and services and the time such journeys would take by walking and cycling is presented in **Table 4.4**, whilst the identified facilities and services are shown visually on **Figure 2**.

Table 4.4: Local Facilities and Services

Destination Type	Destination	Approx. Distance (m)	Walking Time (Minutes)	Cycling Time (Minutes)
Leisure	Prince of Wales Pub	450	5	2
	Bedhampton Community Centre	650	8	2
	Bedhampton Cricket Club	1,250	15	5
	Havant Rugby Football Club	1,250	15	5
	Havant Hockey Club	1,450	17	5
	Broadmarsh Coastal Park	1,650	20	6
	Havant Leisure Centre	1,750	21	7
Retail	Hartley Stores	850	10	3
	Tesco Extra	900	11	3

Destination Type	Destination	Approx. Distance (m)	Walking Time (Minutes)	Cycling Time (Minutes)
	Aldi	1,150	14	4
	Havant Town Centre	1,250	15	5
	Meridian Shopping Centre	1,250	15	5
Employment	Marples Way Industrial Estate	250	3	1
	Solent Retail & Trade Park	500	6	2
	Portsmouth Water	600	7	2
	Tanneries Industrial Estate	800	10	3
	Beaver Industrial Estate	800	10	3
	Langstone Technology Park	900	11	3
	SSE	1,250	15	5
Education	The Wendy House Preschool	400	5	2
	Havant College	1,250	15	5
	Bidbury Infants School	1,350	16	5
	Bidbury Junior School	1,450	17	5
	St. Thomas Mores Catholic Primary School	1,450	17	5
	Trosnant Infants School	1,550	18	6
Healthcare	Bosmere Medical Practise	600	7	2
	Rowlands Pharmacy	850	10	3
	Park Lane Medical Centre	1,750	21	7
	Havant Health Centre	1,750	21	7
Transport	Bedhampton Railway Station	550	7	2
	Brunswick Gardens Bus Stops	650	8	2
	Havant Railway Station	1,550	18	6

Source: Consultant's Estimates

Key:

	Within a comfortable walking distance (800m)
	Within a distance where most people (circa 80%) will walk (1,600m)
	Within a reasonable walking distance, where most trips are on-foot (2,000m)

4.6.2 Table 4.4 demonstrates that the site is in an accessible location with a large range of everyday facilities located within a reasonable walking and cycling distance of the site. Such nearby destinations include Havant town centre, which contains a significant number of additional facilities and services that residents of the proposed development are likely to utilise on a day-to-day basis.

4.7 Existing Modes of Travel

4.7.1 **Table 4.5** identifies the modal split of journeys to work (from 2011 Census Data) of residents within the St Faith's ward, which encompasses the site.

Table 4.5: Modal Split of Journeys to Work (excluding work from home) – St Faith's Ward

Mode	%
Car Driver	67.3%
Car Passenger	4.4%
Bus	2.5%
Train	8.4%
On Foot	12.0%
Cycle	3.6%
Powered Two-Wheeler (PTW)	0.8%
Other	1.0%

Source: 2011 Census and Consultant's Calculations

4.7.2 The main mode of travel for journeys to work is by car (both driver and passenger), which accounts for circa 72% of all journeys to work in the St Faith's ward. This level of private car use reflects the location of the site in relation to Havant town centre and the nearby railway stations of Bedhampton and Havant. Trips on foot make up 12% of journeys to work, whilst trips by cycle make up around 4% of journeys. Travel by train and bus make up 10.9% of travel respectively.

SECTION 5 Targets

5.1.1 The key aim of the TP is to reduce single occupancy car use for travel to the site, and the use of targets will enable the end occupiers to monitor progress against the key objective of the TP.

5.1.2 Whilst Census data has been used at this stage as a proxy for the likely mode share for trips made from the development site, the actual mode shares that will occur will not be fully understood until the first travel surveys have been analysed. However, it is sensible to set some interim mode share targets which can then be reviewed to ensure that they are SMART (Specific, Measurable, Achievable, Realistic and Timely) following the first round of travel surveys.

5.1.3 The following targets have been set:

- **Target 1** – To reduce the number of single occupancy vehicle trips associated with journeys to work by the site by 5 percentage points from the baseline position; and
- **Target 2** – To ensure that the majority of residents are aware of and are able to benefit from the Travel Plan.

5.1.4 The objective is to achieve these targets within 5 years of the first occupation of the development. Interim mode split targets have been established and will be subject to review.

5.2 Baseline Position and Interim Targets

5.2.1 For the purposes of this TP, the baseline modal split is based on the travel to work data from the 2011 Census for the local area. The single occupancy car use mode share targets are summarised in **Table 5.1**.

Table 5.1: Travel to Work Targets

Mode	Baseline	Year 3	Year 5
Car Driver	67.3%	64.8%	62.3%
Car Passenger	4.4%	5.4%	6.4%
Bus	2.5%	2.7%	2.9%
Train	8.4%	8.7%	9.0%
On Foot	12.0%	12.5%	13.0%
Cycle	3.6%	4.1%	4.6%
Powered Two-Wheeler (PTW)	0.8%	0.8%	0.8%
Other	1.0%	1.0%	1.0%

Source: 2011 Census and Consultant's Estimations

5.2.2 The targeted increases in public transport use, walking, cycling and car sharing are reasonable given:

- Improvements to the pedestrian infrastructure within the vicinity of the site as part of the development proposals;
- Promotion of walking, cycling and public transport use within Resident's Travel Information Packs;
- The vicinity of the site to the nearby Bedhampton and Havant railway stations;
- Potential to negotiate discounts for residents at local cycle shops and at public transport operators; and
- Promotion of car sharing initiatives.

5.2.3 Once the first monitoring surveys at the development have been undertaken and analysed (see Section 9 of the TP) this will update the baseline position and the interim and mode shift targets will be reviewed.

5.3 **First phase targets**

5.3.1 In addition to mode share targets, it is important to identify a number of action targets which will ensure that the commitments made by the developer, through this TP, are delivered.

5.3.2 The first phase of targets is therefore action related. They are as follows:

- Appoint Travel Plan Coordinator prior to sales and marketing phase;
- Travel Plan Coordinator to become familiarised with the agreed monitoring process;
- Undertake first phase of monitoring at 50% occupation of the site, or one year after 1st occupation (whichever is sooner) including the residential travel surveys;
- Review measures to ensure that they remain appropriate; and
- Once agreed with HCC and Havant Borough Council, update Travel Plan with any necessary revisions to measures.

SECTION 6 Site Layout and Infrastructure Measures

6.1 Introduction

6.1.1 This section is structured as follows:

- Sustainable Transport Strategy Objectives;
- Walking and Cycling Accessibility;
- Public Transport Accessibility; and

6.2 Objectives

6.2.1 Having regard to national and local transport planning policy guidance and the travel characteristics set out above, the main objectives of the access and transport strategy are to:

- Encourage occupants of the proposed development to undertake local trips by sustainable modes including walking, cycling and public transport;
- Provide a development layout and streets which maximise the potential for “walkable” neighbourhoods where walking and cycling are the “norm”; and
- Integrate the site with Bedhampton and Havant and the surrounding area through improved linkages and connectivity.

6.3 Walking and Cycling Accessibility

6.3.1 The access strategy for the development seeks to encourage residents of the proposed development to undertake local trips by walking and cycling. The key measures to promote walking and cycling include

- A 2m wide footway will be provided on the eastern side of the site access road that will extend along the eastern side of Meyrick Road and tie into the existing footway provision on the southern side of Knox Road.
- Dropped kerb pedestrian crossings will be provided across Meyrick Road, the bellmouth of Knox Road and the bellmouth of Ranelagh Road to facilitate pedestrian movements into the site;
- A circa 30m length of Ranelagh Road will be upgraded to include a 2m wide footway that will tie into the existing footway provision along the road to the east of the site.

- 6.3.2 The internal site layout will provide a high level of permeability for pedestrians and cyclists, and will provide access to the surrounding PRow network and beyond to Marples Way / Solent Road, the specifics of which will be detailed in a future Reserved Matters application.

6.4 **Public Transport Accessibility**

- 6.4.1 The construction of a new footway along the southern side of the site access road, that will extend along the eastern side of Meyrick Road, together with the provision of dropped kerb pedestrian crossing on Meyrick Road and across the bellmouths of Knox Road and Ranelagh Road respectively will ensure convenient access for pedestrians towards the local bus stops on Bedhampton Road.

SECTION 7 **Soft Measures**

7.1 **Introduction**

7.1.1 This section of the TP describes the non-infrastructure or 'soft' TP measures that will be developed and promoted for the residents of the new development. It covers:

- Appointment of a Travel Plan Co-ordinator;
- 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;
- Information provision; and
- A new resident's travel pack.

7.1.2 The strategy for a Travel Plan co-ordinator, implementation, funding and management of the TP is also provided in Section 8.

7.2 **Promotion of Walking and Cycling**

7.2.1 As described in Section 2, the development will be designed to facilitate walking and cycling, in particular for local journeys to key destinations. All dwellings will be provided with an appropriate amount of cycle parking. Information on the walking and cycling routes and facilities within the development will be made available to new residents through the resident's travel information pack and the other means described below.

7.2.2 A bicycle user group will be set up for the new development. 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.

7.2.3 The Travel Plan Co-ordinator will assist with the dissemination of information regarding the user group, and will help residents, get in contact with one another. Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores and will also inform residents of any discounts that HCC has already organised with local cycle stores.

- 7.2.4 The Travel Plan Co-ordinator will also promote 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions if enough residents are interested.

7.3 **Promotion of Public Transport**

- 7.3.1 Information on the public transport routes and facilities serving the new development will be made available to new residents through the residents' travel information pack (see below) and the other means described below.

- 7.3.2 The frequent and direct public transport services to local destinations will be emphasised.

7.4 **Car Sharing Scheme**

- 7.4.1 Car sharing will be promoted amongst new residents of the 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 residents 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.

- 7.4.2 Residents will therefore be provided with information about car sharing via the Hampshire car share website (<https://hants.liftshare.com/default.asp>) and a leaflet explaining the benefits of the car share scheme and how to register will be included in the residential travel information packs. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

7.5 **Information Provision and Marketing**

- 7.5.1 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 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.

- 7.5.2 To ensure access to up-to-date information for residents, a community travel web page (Facebook page or similar) will be established. This will contain up to date bus and rail timetable information, details of car share schemes and walking and cycling facilities maps.

7.6 Residential Travel Information Packs

7.6.1 The first occupier of each household 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:

- A £50 voucher for every household (first owner of each dwelling) with residents being able to choose from a menu of incentives including financial contribution towards a new bicycle, or schemes such as bikeability training;
- A voucher towards free bus travel – (currently assumed to be equivalent to the cost of a one month season ticket) for every household (first owner of each dwelling);
- Details regarding the provision of broadband access to enable easy access to local home delivery services and home working;
- An information leaflet about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored;
- Information about the community travel web page providing local travel information;
- 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 the location of bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, and schemes such as HCC's Safer Routes to School initiatives;
- 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;
- Links / web address details for Havant Borough Council and Hampshire County Council cycle route maps;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about car sharing through the Hampshire car share website; and

- Information about the home delivery services offered by supermarkets in the local area, and a voucher to cover the delivery cost of the first four home deliveries.

7.7 Summary

7.7.1 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. The proposed measures aim to ensure that the objectives set out in Section 3 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 8 Management and Implementation

8.1 Introduction

- 8.1.1 This section of the TP describes the framework through which the measures contained herein will be implemented and managed.

8.2 TP Management

- 8.2.1 The developer will appoint a suitably qualified company (or individual) to act as the Travel Plan Co-ordinator for the purpose of agreeing the Full TP, and the applicant will confirm this appointment shortly after commencement of the development. The contact details of the appointed Travel Plan Co-ordinator will be included in the Full TP, and will also be provided within the Resident's Travel Information pack.
- 8.2.2 The Travel Plan Co-ordinator 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).
- 8.2.3 The steering group will meet every 6 months during the first two-years and annually thereafter. This extensive period will enable the TP to be well established by the time the developer leaves the site. A framework for the continuation of the TP post developer involvement is set out below.

8.3 Role of Travel Plan Co-ordinator

- 8.3.1 The role of the Travel Plan Co-ordinator will be as follows:
- To manage the day to day delivery of the measures contained in Section 6 and 7;
 - To set up and act as chairperson to the steering group, through which the progress of the TP will be monitored, and key decisions taken as necessary;
 - To market the TP 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 residents, i.e. how to access schools, workplaces and local facilities by non-car modes;

- To endeavour to negotiate discounts for residents with local cycle shops, to promote the bicycle user group and to organise HCC cycle training courses for groups of interested residents;
- To organise annual monitoring of the TP in line with the strategy outlined in Section 9 of the TP; and
- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

8.4 Involvement of Residents

8.4.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with TP information by the sales office and provided with a residents' travel information pack on completion of their purchase as well as the offer of personalised journey planning advice.

8.4.2 The Travel Plan Co-ordinator will be encouraged to liaise regularly with residents and visitors of the site, to understand their particular needs and concerns and to examine ways of addressing them. Copies of the TP will be made widely available to all users of the site, to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

8.4.3 The Travel Plan Co-ordinator will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the TP, advertising the web page and reporting the results of the annual monitoring;
- Involvement of resident volunteers in the Steering Group (to be recruited by the Travel Plan Co-ordinator); and

8.4.4 The steering group will review and develop other methods of involving residents

8.5 Framework for Implementation

8.5.1 The Travel Plan Co-ordinator will be appointed three months before the first occupation of the new development, in order to commence development of the Travel Plan measures in time for the first occupations. **Table 8.1** provides a framework for implementation of the measures set out in Sections 6 and 7 of this TP.

Table 8.1: Framework for Implementation

Measure	Timescale	Reasonability	Cost Estimate
Travel Plan Co-ordinator	Appointed prior to 1 st occupation	Developer	£30,000 (£6,000 per annum)
Steering Group	6 monthly meetings for first two years after first occupation, annual meetings thereafter.	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Travel Information Pack / Leaflet	Prior to 1 st occupation	Travel Plan Co-ordinator	£1,000 (£8 per household)
Travel Information Webpage / Facebook Page	To be phased in line with development but available prior to first occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Events e.g. Launch of TP Facebook page	Occurring prior to 1 st occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Journey Planning Software and Advice	In place prior to 1 st occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Walking Maps	Within resident's travel information packs and on webpage / community notices	Travel Plan Co-ordinator	£1,000 (£8 per household)
Event Banner Production	Commissioning of Travel Planning Banner / materials for Steering Group and other events	Travel Plan Co-ordinator	£1,500
Bicycle User Group (BUG)	By 75 th occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Bus stop-specific timetables	Within resident's travel information packs	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Residential Car Sharing Scheme	By 75 th occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
HCC Monitoring and Evaluation	Annually for five years	Travel Plan Co-ordinator	£15,000 (£3,000 per annum)
Total			£47,500

8.5.2 Upon commencement of the Travel Plan, the timescales outlined in **Table 8.1** will be updated to reflect more specific points in time.

8.5.3 The success of each Travel Plan measure will be monitored through the monitoring survey process. This will give the Travel Plan Co-ordinator an understanding of which measures are proving to be the most popular, as well as those which may require additional promotion.

8.6 Funding

8.6.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 6 of the TP;
- The initial implementation of the measures outlined in Section 7 and Table 8.1;
- The monitoring surveys outlined in Section 9; and
- Hampshire County Council monitoring fees.

8.6.2 The funding of the TP will be secured through a bond or any other such mechanism as agreed between the County Council and the Developer to ensure that there are sufficient funds to implement the measures identified within the plan. This will be secured through the Section 106 agreement tied to any planning consent.

8.6.3 The aim will be to take steps to enable the TP to become self-funding by the time that the development is complete. The Steering Group will be responsible for delivering this objective.

8.7 Framework for Handover at End of the Developer Involvement

8.7.1 Following the fifth and final year of occupation of the new residential development, the developer will no longer be responsible for the management of the TP. At this time, the management of the TP will revert to a residents' committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

SECTION 9 Monitoring

9.1 Introduction

9.1.1 The total monitoring programme of the development will be for the duration of the build programme and until five years after first occupation.

9.1.2 Formal monitoring will be undertaken through the distribution of a travel questionnaire survey, co-ordinated by the Travel Plan Co-ordinator. The first questionnaire survey will be undertaken by the Travel Plan Co-ordinator after 50% occupation of the site, or 12 months after first occupation of the first unit (whichever is the sooner) and then annually for up to five years.

9.2 Reviews

9.2.1 As set out in the HCC guidance on Travel Plans, review meetings are required. Therefore, these will be held 12 months following the first occupation of the site and then in years 3 and 5. The review meetings will be organised by the Travel Plan Co-ordinator who will invite attendance from representatives of the local planning authority, public transport operators, the County Council and community representatives.

9.3 Questionnaire

9.3.1 At the time of the 50% dwelling occupation, or 12 months after 1st occupation (whichever comes sooner), a residents' travel survey will be distributed amongst residents of the site. The surveys will determine a number of important statistics such as work destinations, 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 travel survey is provided as **Appendix B**.

9.3.2 The surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the TP which may be implemented in the future and to monitor travel patterns at the site over set periods of time to quantify modal shift.

9.3.3 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 25% or more, it will be re-distributed to residents after 6 months, following further promotion and greater incentives for taking part.

9.4 Results

- 9.4.1 The results and the analysis will be included in an updated TP, or the first monitoring reports, with the TP targets revised or updated accordingly.
- 9.4.2 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highway authorities to examine how the TP is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.
- 9.4.3 The Travel Plan Co-ordinator will monitor and review the progress and success of the TP 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 Travel Plan Co-ordinator. 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 TP is operating.

9.5 Reporting

- 9.5.1 Following each travel survey a monitoring report will be prepared and submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the TP. Residents will also be informed of the survey results via newsletters and noticeboards. The following information is likely to be provided:
- Recap of the site TP's objective and agreed targets;
 - Monitoring methodology;
 - Summary of monitoring results, presented in relation to agreed targets;
 - Progress against agreed measures;
 - Corrective measures to get the plan back on track, if targets are not being met; and
 - Proposals to further develop the TP for the future.
- 9.5.2 The Travel Plan Co-ordinator will make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters distributed to all users will assist in informing users of any new measures and provide an understanding of how the TP is operating.

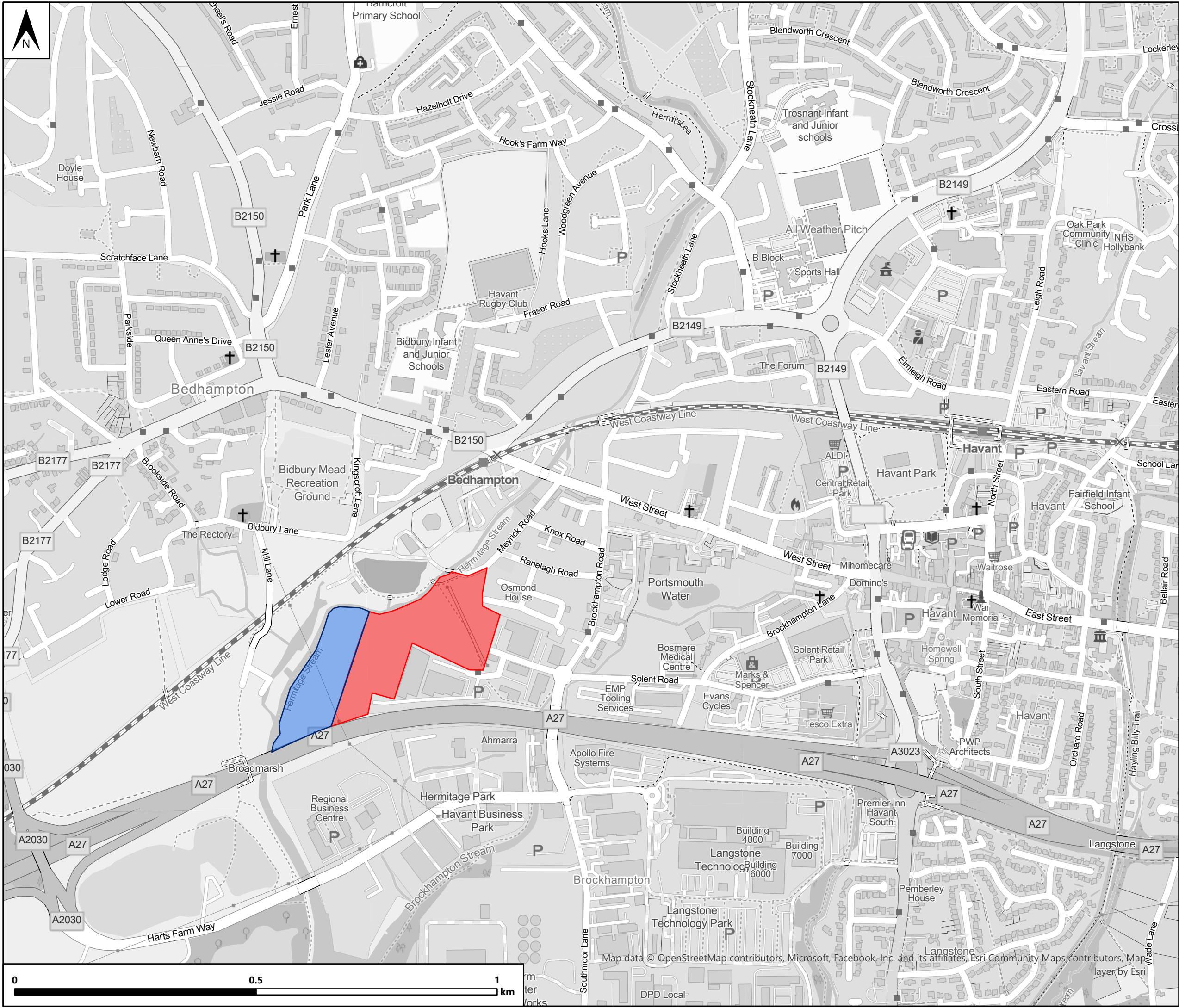
9.6 Remedial Measures

- 9.6.1 Should the TP targets not be met by the end of the monitoring period outlined above, the developer will use reasonable endeavors to work with HCC to identify a strategy and to agree further reasonable actions to get the TP back on track.
- 9.6.2 The assessments carried out in the Transport Assessment are based upon a 'without Travel Plan' situation and demonstrate that, on the basis that a 5% reduction in car driver trips is not achieved, the impact of the development on the local highway network after highway improvements is still acceptable in highway and safety terms. On this basis, the development is not dependent on the success of the TP in making the development acceptable in terms of traffic impact on the local highway network.
- 9.6.3 The proposed sustainable transport strategy and all of the associated measures will provide an opportunity for the 5% reduction in car trips to be achieved.

9.7 Framework for Handover at the End of the Developer Involvement

- 9.7.1 Five years after first occupation 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 a residents' committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

FIGURES



Key

- Site Boundary
- Additional land owned by developer

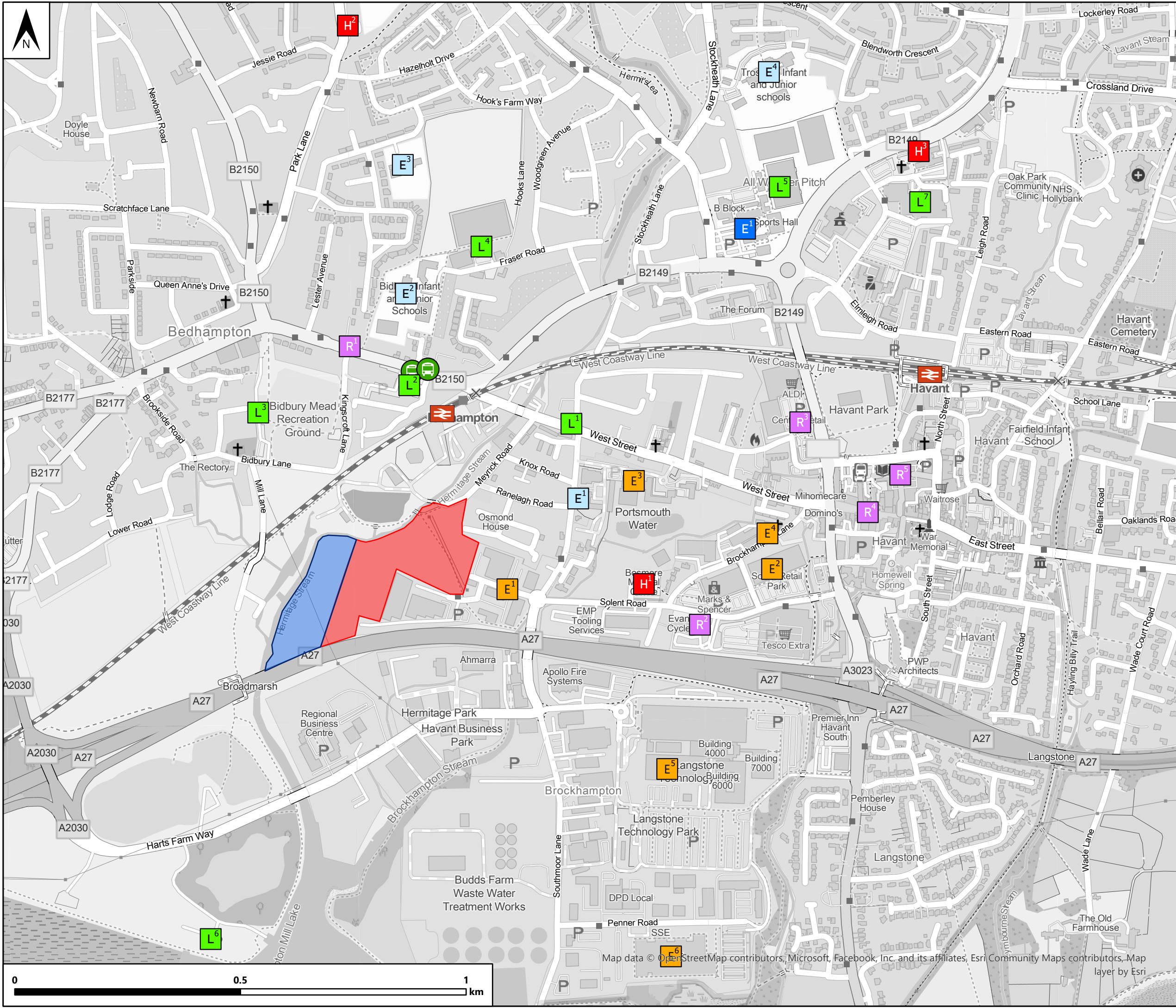
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London: 020 3705 9215
Manchester: 0161 830 2172
 www.i-transport.co.uk

Title: **Site Location Plan**

Project: **Kingscroft Farm, Havant**

Project Number: ITB15443	Figure Number: Figure 1	Revision: -
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Key

- Site Boundary
- Additional land owned by developer
- Prince of Wales Pub
- Bedhampton Community Centre
- Bedhampton Cricket Club
- Havant Rugby Football Club
- Havant Hockey Club
- Broadmarsh Coastal Park
- Havant Leisure Centre
- Bosmere Medical Practise
- Park Lane Medical Centre
- Havant Health Centre
- The Wendy House Preschool
- Havant College
- Bidbury Infants & Junior School
- St. Thomas Mores Catholic Primary School
- Trosnant Infants School
- Marples Way Industrial Estate
- Solent Retail & Trade Park
- Portsmouth Water
- Tanneries Industrial Estate
- Langstone Technology Park
- SSE
- Hartley Stores
- Tesco Extra
- Aldi
- Havant Town Centre
- Meridian Shopping Centre
- Havant Railway Station
- Bedhampton Railway Station
- Brunswick Gardens Bus Stops

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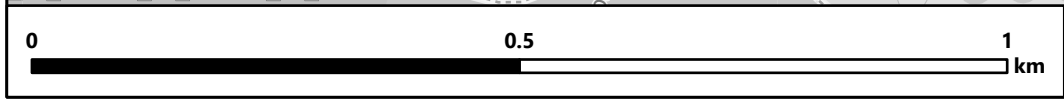
Title:

Local Facilities and Amenities

Project:

Kingscroft Farm, Havant

Project Number:	Figure Number:	Revision:
ITB15443	Figure 2	-



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APPENDIX A. Illustrative Site Layout



Please Note:

This drawing must not be scaled, dimensions to be checked on site and any discrepancies are to be highlighted to the Architect prior to construction.

Prior to the commencement of any works, the Contractor is to check and / or determine all construction details including checking existing site levels and dimensions.

This drawing is to be read in conjunction with all other project drawings, construction notes and / or project specifications including those by other project consultants and specialists. All discrepancies should be reported immediately.

Design subject to detail development / approval.
Measurements and accommodation schedules subject to amendments following coordinated input by others.
Costings cannot be finalised until approval / confirmation by relevant authorities and Client.

Further design information:



E	Amended to client's comments	21.06.22	VP/HJE
D	Access amended to highways' design	17.05.22	VP/HJE
C	Amended to client's comments	13.05.22	VP/HJE
B	Red line removed	26.04.22	VP/HJE
A	Amended to client comments	11.04.22	DY/HJE

Rev.	Description	DATE	DB / CB
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Date Apr '22
Drawn By/Checked By VP / HJE
Scale 1:1000 @ A2

Revision E

Project Land at Kingscroft Farm
Meyrick Road, Havant

Title Illustrative Site Plan

Dwg# 18.099.02

Status Sketch

hgp

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APPENDIX B. Draft Resident 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

Motorbike

Car on own

Car Share

Other (please specify)

14. What alternatives do you occasionally use?

Walk/jog

Bicycle

Bus

Train

Taxi

Motorbike

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

Which is most convenient?

Bus		Train	
-----	----------------------	-------	----------------------

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.

