



Fathoms Reach, Hayling Island

Residential Travel Plan

For Taylor Wimpey

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Issued by	Hydrock Consultants Limited White Building 1-4 Cumberland Place Southampton Hampshire SO15 2NP United Kingdom	T +44 (0)23 82140907 E southampton@hydrock.com www.hydrock.com
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Prepared by	Jack Dalley MPlan MSc	
Checked by	Stewart Rose MSc	
Approved by	Emily Pearson BSc(Hons) CMILT	

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1. INTRODUCTION

1.1 Background

- 1.1.1 This Travel Plan (TP) has been prepared by Hydrock on behalf of Taylor Wimpey in support of a full planning application for the development of 51 residential dwellings (with a new gain of 46 dwellings) at land off Fathoms Reach, Hayling Island.
- 1.1.2 The site is identified as a draft allocation in the Havant Borough Submission version Draft Local Plan (2036) and is known as site H28.

1.2 Scope and Structure of Travel Plan

- 1.2.1 This TP provides a long-term travel management strategy for the site. It seeks to identify opportunities for travel by non-car modes and is focused on residential travel to and from the site. The TP includes a package of measures that will be used to promote sustainable travel choices and reduce reliance on single occupancy cars, particularly for local journeys.

1.3 Policy

- 1.3.1 This TP has been prepared in accordance with relevant planning policy, including the National Planning Policy Framework (2019), Havant Borough Council Local Plan (Core Strategy) (2011), Hampshire County Council Local Transport Plan (2011-2031) and the Havant Borough Council Parking Supplementary Planning Document (2016) as well as travel planning guidance from Hampshire County Council's website.

1.4 Aims and Objectives

- 1.4.1 The key aim of the TP is to reduce the number of journeys from the site by single occupancy car. The site is located in an area with good access to walking, cycling and public transport options. The proposal includes promotion of active travel, which will help to reduce vehicle emissions and congestion on the local highway network.
- 1.4.2 The main objectives of the TP are:
- To increase awareness of the advantages and potential for travel by more environmentally-friendly methods of travel;
 - To reduce private car mileage in favour of more sustainable modes of travel, reflecting current Government policy objectives in respect of transport;
 - To introduce measures that will encourage travel by other modes; and
 - To reduce the number of trips by single occupancy vehicles (SOV) to and from the site.

1.5 Benefits

- 1.5.1 This TP will assist residents in making an informed decision on how they travel to and from the site and encourage them to use sustainable transport modes where feasible. This will reduce reliance on single occupancy vehicle trips and encourage a reduction in car trips from the site. The benefits to the wider area include reduced congestion, increased road safety and environmental improvements as well as benefitting the personal health and fitness of residents.

1.6 Development Overview

- 1.6.1 The proposal is a full planning application for the construction of 51 dwellings (with a net gain of 46 dwellings) on land off Fathoms Reach, Hayling Island. The proposals are as below:
- Demolition of five existing residential properties on Fathom Reach - plots 61, 63, 65, 67 and 69 and the erection of three replacement of plots between 61 and 65;
 - Creation of a site access on plot 67 and 69;
 - Erection of 51 dwellings; 3 replacement dwellings on Fathoms Reach and 48 dwellings on land to the east of Fathom Reach; and
 - Integration with public footpaths around the development.
- 1.1.3 The proposals will result in a net gain of 46 dwellings.
- 1.6.2 A site layout plan and vehicular access drawing are provided in Appendix A.

Site Access

- 1.6.3 Access is proposed via a new simple priority junction with Fathoms Reach. Nos. 61-69 Fathoms Reach are within the applicant's land control. It is proposed that plots 61 through to 69 inclusive will be demolished with three replacement dwellings provided, alongside a new site access in the approximate location of Plot 67 and 69. This is described in more detail in the Transport Statement (Hydrock report reference 16117-HYD-XX-XX-RP-TP-4001).
- 1.6.4 Pedestrian and cycle access will be provided as follows:
- The main site access to Fathoms Reach features a 2m wide footway;
 - A pedestrian and cycle connection is proposed southwards to Southleigh Grove. This connection will enhance pedestrian access to St Mary's Road, which provides access to Mengham Infant and Junior schools.
 - A direct metalled connection to PROW 92 is proposed to the north of the site. This PROW provides more direct routes to the north and west (such as to access bus stop on Manor Road).
- 1.6.5 The routing of Public Rights of Way (PROW) 92, 93 and 94 which run adjacent to the site are not impacted upon by the development. Based on HCCs public rights of way map and on-site observations, PROW routes fall outside of the development area. Informal paths that currently cross the site are retained in the layout to enable access to the PROWs.

Parking

- 1.6.6 Parking is to be provided in 98 allocated spaces, in accordance with HBC parking standards, with a further 12 spaces dedicated to visitor parking. Whilst the proposed level of visitor provision falls slightly short of HBC's standards, this is considered acceptable in the context of the accessible location; some plots have an 'extra' space due to triple tandem parking and there is capacity for visitor parking to occur on-street.
- 1.6.7 Cycle and EV parking are proposed in line with parking standards.

Servicing

- 1.6.8 Refuse collection, servicing access and emergency vehicle access is considered in more detail in the Transport Statement (TS) submitted with the application (Report reference: 16117-HYD-XX-XX-RP-TP-

4001). The TS and tracking demonstrate that a large (11.3m) refuse vehicle can access the site via the proposed access from Fathoms Reach, turn within the adopted highway and exit in a forward gear.

1.7 Contents of Travel Plan

1.7.1 This TP follows the following structure:

- Chapter 2: Site description and local connectivity;
- Chapter 3: Description of the development proposal including access, site layout, pedestrian and cycle accessibility, parking provision and servicing arrangements;
- Chapter 4: Provides baseline mode share information and targets;
- Chapter 5: Provides a management and delivery structure for the TP including proposals for monitoring progress against targets;
- Chapter 6: Sets out a series of measures and incentives for residents to reduce the reliance of single car journeys; and
- Chapter 7: Action Plan: Provides a summary table of key measures and actions.

2. SITE DESCRIPTION AND CONNECTIVITY

2.1 Site Location and Land Use

1.1.4 The proposed development site is located on Hayling Island, Hampshire, which falls within the borough of Havant. The site is located directly east of Fathoms Reach, a residential street which serves Southleigh Grove directly south of the site. The site lies approximately 270m north east of West Town local centre.

2.1.1 The location of the site is shown below:



Figure 2.1: Site location

2.2 Walking and Cycle Accessibility

2.2.1 The site is well connected to existing pedestrian routes. Fathoms Reach and Southleigh Grove are served with footways on both sides measuring approximately 2.0m. The route is lit and dropped kerbs are provided on pedestrian desire lines. The proposed site access incorporates a 2m wide footway that will tie into the existing footways on Fathoms Reach.

2.2.2 At the southern end of Southleigh Grove, a pedestrian link connects through to St Mary's Road, where pedestrians would cross to the footway on the southern side. Hampshire Public Right of Way (PRoW) 92 routes to the north of the site from Manor Road to Church Road and PRoW 94 routes to the east linking PRoW 92 with Southleigh Grove. PRoW 92 and 94 converge and meet PRoW 93, which connects to Church Road and provides a direct off-road route to St Mary's Church and The Hayling College. The proposed development will integrate pedestrian connections to these PROWs. The PROWs around the site are shown in Figure 2.2



Figure 2.2: Local Public Rights of Way

- 2.2.3 While there is no dedicated cycle infrastructure in the immediate vicinity of the site, local roads are subject to 30mph speed limits and of sufficient width that cycling can be considered safe. However, National Cycle Network (NCN) route 2 is located 1km (a five-minute cycle) to the west of the site. NCN route 2 provides north/south access to Portsmouth (via a ferry) and Havant.

2.3 Public Transport Accessibility

Buses

- 2.3.1 The closest set of bus stops are on Manor Road, located either side of the junction with Sycamore Drive. These stops are a 290m (4 min) walk from the site access and are served by the services 30 and 31, provided by First Group. The 30 serves the southbound stop, while the 31 offers services northbound. Bus times for these stops are provided in Table 2.1. Additional stops are provided opposite The Barley Mow Pub.

Table 2.1: Bus times from Sycamore Drive

Bus	Route	Provider	First Bus (Weekdays)	Last Bus (Weekdays)	Weekday Frequency	Saturday Frequency	Sunday Frequency
30	Havant - Hayling Island	First	05:38	21:14	30 mins	30 mins	60 mins
31	Havant - Hayling Island	First	06:22	22:39	30 mins	30 mins	60 mins

Rail

- 2.3.2 Havant bus station, the start/end point of the bus routes, is approximately 350m (5 mins) walk from Havant railway station. Havant is served by GWR, Southern and South Western Railway trains and offers

direct services to destinations including London Terminals (Waterloo and Victoria), Portsmouth and Southsea, Southampton Central and Brighton.

2.4 Local Services and Amenities

- 2.4.1 Manual for Streets (MfS) states at paragraph 4.4.1 that "walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit...".
- 2.4.2 Although now superseded by CD143, LTN 91/05 provides useful guidance on likely walking and cycling distances. Paragraph 2.3 states that 'Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles' (3.2km). Paragraph 2.2 states that 2 miles is 'a distance that could easily be walked by the majority of people' and (at paragraph 2.3) that 'Walking and rambling can also be undertaken as a leisure activity, often over longer distances'. In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile are made wholly on foot'.
- 2.4.3 With regard to cycling, the DfT's LTN 01/20 'Cycle Infrastructure Design' notes at paragraph 2.2.2 that two out of every three personal trips are less than five miles (8km) in length, which is an achievable distance to cycle for most people.
- 2.4.4 For the purpose of this TP therefore, key distances are considered to be as follows:
- 800m (0.5 mile) - a walkable neighbourhood;
 - 1.6km (1 mile) - reasonable walking distance, over which most journeys will be undertaken on foot;
 - 3.2km (2 miles) - maximum walking distance; and
 - 8km (5 miles) - reasonable cycling distance
- 2.4.5 The site is well located in the centre of Hayling Island for access to local facilities and services, with a Tesco Express supermarket, a pub and a Lloyds Pharmacy within West Town. Further amenities are within walking distance in South Hayling. Primary education is located circa 800m to the east on Elm Grove and Secondary education, circa 1.3km from the site on Church Road. Employment is available within the Hayling Island area within walking and cycling distance. Distances to key local services are contained within Table 2.2:

Table 2.2: Distance to local services

Type	Name	Distance (m)	Walk Time (Mins)	Cycle Time (Mins)
Education	Mengham Infants School	750	10	2
	The Hayling College	785	10	2
	Mengham Junior School	1100	13	3
	Mill Rythe School	1800	23	6
Health	Waterside Medical Practice	1100	13	3
	Hobbs Pharmacy	1200	15	4
Leisure	Hayling Park	600	8	2
	Hayling Island Beach	1000	12	3
	Funland Amusement Park	1000	12	3
Retail	Royal Mail Delivery Office	280	4	1
	The Barley Mow Pub	350	4	1
	Tesco Express	550	7	2

Services	The Co-op	790	10	2
	Hayling Fruiterers	1100	14	3
	Sainsburys	1200	15	4
	Community Centre	650	8	2
	St Mary's Church	650	8	2
	Hayling Island Library	950	12	3
	Allotments	1100	13	3
	Sainsburys Bank ATM	1200	15	4
	Post Office	1200	15	4
Transport	Sycamore Drive bus stops	290	4	1

Note: Based on walking speeds of 80 metres per minute and cycling speeds of 320 metres per minute

Key
Represents a facility within a 'walkable neighbourhood' of 800m
Represents a facility within a 'reasonable' walking distance of 1.6km
Represents a facility within a 'maximum' walking distance of 3.2km or a 'reasonable' cycling distance of 8km

- 2.4.6 Table 2.2 **Error! Reference source not found.** demonstrates that there is a range of facilities covering essential and everyday journey purposes within close proximity to the site, many of which are within an 800m 'walkable neighbourhood' or a 1,600m 'reasonable walking distance'. The site is therefore in a highly sustainable location offering excellent opportunities for residents of the development to make trips via sustainable modes of travel, such as walking and cycling.

2.5 Local Highway Network

- 2.5.1 The development site is located east of West Town, Hayling Island, is accessed via the A3023 Manor Road. Access to the site is served by the local road network with local connection to the Strategic Road Network (SRN) (A27) some 6km to the north. Details and descriptions of the local access road are set out below.

Fathoms Reach

- 2.5.2 Fathoms Reach is a residential cul-de-sac that runs to the west of the site and provides the primary vehicular access. Fathoms Reach is a two-lane single carriageway road which is lit and subject to a 30mph speed limit. The road measures 5.5m in width and is provided with lit 2.0m footways on either side of the carriageway. To the north, the road meets A3023 Manor Road at a priority junction. To the south, it becomes Southleigh Grove, providing access to further residential dwellings.

Southleigh Grove

- 2.5.3 Southleigh Grove is a residential cul-de-sac accessed from Fathoms Reach. It is of a similar width to Fathoms Reach and is street lit. It has footways on both sides and features a large island halfway along and a turning head at its southern end. Access to St Mary's Road is for pedestrians and cyclists only.

A3023 Manor Road

- 2.5.4 A3023 Manor Road runs in a north south orientation from the A27 to the north to the sea front in the south. It can be accessed from Fathoms Reach approximately 150m west of the site. A3023 Manor Road has footways on both sides, with dropped kerbs at side roads.
- 2.5.5 A3023 Manor Road acts as a local distributor road for traffic on the western side of Hayling Island. It is approximately 6.0m wide and features street lighting.

St Mary's Road

- 2.5.6 St Marys Road runs in an east-west orientation from Elm Grove in the East to A3023 Manor Road in the west. It is accessed from Southleigh Grove to the south of the site, by pedestrians and cycles. In the vicinity of the site the road is of variable width (in the region of 7m) and includes a circa 1.5m wide footway on the southern side of the carriageway.

2.6 Highway Safety

- 2.6.1 Personal Injury Collision (PIC) data from Hampshire Constabulary has been reviewed for the latest available five-year period. The study area assessed includes A3023 Manor Road and its junction with the St Mary's Road. details the locations of local PIAs.

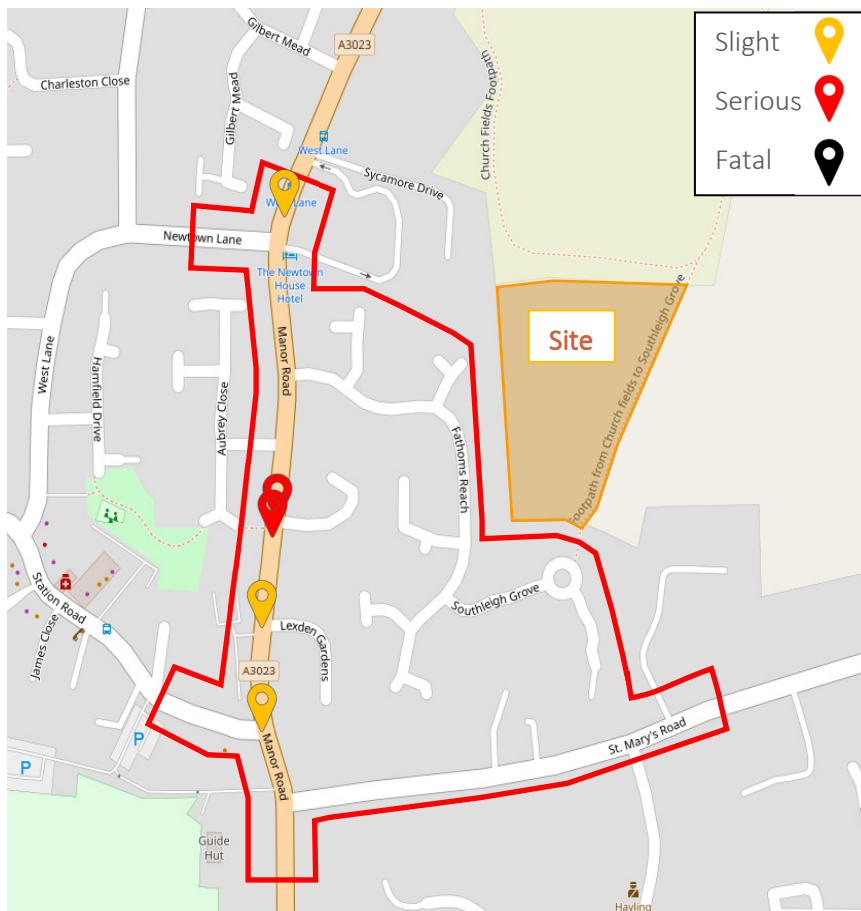


Figure 2.3: Personal Accident Injury Data (Source: Hampshire Constabulary)

- 2.6.2 Road Safety is discussed in greater detail in the Transport Statement. No personal injury accidents were recorded on Fathoms Reach, Southleigh Grove, St Mary's Road or at the Fathoms Reach/A3023 Manor Road and A3023 Manor Road/St Mary's Road junctions. One slight pedestrian injury and one slight pedal cycle injury were reported. There is no pattern or clustering of reported incidents within the study area. It can be concluded that there are no issues with the layout or geometry of the local highway network which are likely to be exacerbated by the development.

2.7 Summary

- 2.7.1 The site provides a permeable layout with good connectivity to Fathoms Reach and Southleigh Road, providing a safe environment for walking and cycling. Quiet and traffic free routes have been identified to key destinations in West Town. Local bus stops, offering convenient access to half hourly bus services are located a short walking distance from the site.
- 2.7.2 The location of the site offers good opportunities for travel to local facilities and services including schools, local shopping, leisure, healthcare and employment by non-car modes of transport.

3. DEVELOPMENT

3.1 Overview

3.1.1 The proposal is a full application comprised of the following:

- Demolition of five existing residential properties on Fathom Reach - plots 61, 63, 65, 67 and 69 and the erection of three replacement of plots between 61 and 65;
- Creation of a site access using land from plot 67 and 69;
- Erection of 51 dwellings; 3 replacement dwellings on Fathoms Reach and 48 dwellings on land to the east of Fathom Reach;
- Integration with public footpaths around the development.

3.1.2 The proposals will result in a net gain of 46 dwellings.

3.1.3 The proposed development layout is shown in Appendix A. Table 3.1 sets out the quantum of development:

Table 3.1: Quantum of Development

Dwelling Size and type	Quantum
1 Bed Flat	3
2 Bed Flat	6
2 Bed House	19
3 Bed House	18
4 Bed House	5
Total	51 (net gain of 46)

3.2 Vehicle Access

3.2.1 Access is proposed via a new simple priority junction with Fathoms Reach, in the approximate location of Plot 67 and 69 (to be demolished) on Fathoms Reach. The proposed site access is shown on drawing 16117-HYD-XX-XX-DR-TP-0202 in Appendix A and the principles of the design were established through discussions with officers at HCC at the pre-application stage.

3.2.2 The initial section of the access road is 6.4m wide and includes kerb radii of 10m to the north and 4m to the south. This enables a large refuse vehicle and a car to pass one another on the site access road, and was identified by officers at HCC as a key design requirement at the pre-application stage. Further into the site, the access road reduces to 5.5m in width, sufficient for a refuse vehicle and car to pass, given the curved nature of the road.

3.2.3 To allow this access to be constructed, the give way line for the proposed access is pushed 0.5m into the carriageway with footways on Fathom's Reach widened to accommodate this. The junction does not impact upon the adjacent properties' private driveways or their dropped kerb access to the highway, and results in a 5.1m wide carriageway on Fathoms Reach, suitable for a car to pass a large vehicle such as a refuse vehicle in accordance with Manual for Streets guidance (Figure 7.1).

3.2.4 Visibility of 2.4m x 43m are achievable from the access to Fathoms Reach in both directions reflective of design guidance given in MfS for a 30mph design speed.

3.2.5 A 2m wide footway is provided on the northern side of the carriageway, with the access junction providing dropped kerbs and tactile paving for pedestrians walking north/south on Fathoms Reach. On

the southern side of the carriageway a 1m wide service margin is proposed. The proposal maintains the existing driveway crossover access to the properties located to the south of the site (71, 73 and 75 Fathoms Reach).

- 3.2.6 Policy H28 of the emerging Havant Borough Local Plan states that the access "could be achieved following the demolition of a number of existing residential properties". Given the terrace nature of the properties on Fathoms Reach (except 69), it is not possible to demolish two dwellings only. On investigation, Taylor Wimpey has determined that either only plot 69 could be demolished, or all of the dwellings be demolished.
- 3.2.7 As such the proposals include the demolition of all five dwellings on plots 61 to 69, and the reprovision of three dwellings (61 to 65), designed to maximise space for the provision of a suitable access road.
- 3.2.8 Through this approach, the proposed access road meets design guidance for carriageway widths, visibility and geometry contained in Manual for Streets and addresses the design requirements specified by HCC during the pre-application process.
- 3.2.9 The proposed site access General Arrangement, vehicle tracking and visibility splays are shown in Appendix A.

3.3 Pedestrian and Cycle Access

- 3.3.1 The site provides pedestrian and cycle access as follows:
 - The main site access to Fathoms Reach features a 2m wide footway as described above;
 - A 1.5m wide pedestrian and cycle connection is proposed southwards to Southleigh Grove. This connection will enhance pedestrian access to St Mary's Road, which provides access to Mengham Infant and Junior schools.
 - A direct, 1.5m wide metalled connection to PROW 92 is proposed to the north of the site. This PROW provides more direct routes to the north and west (such as to access bus stop on Manor Road). This is shown in Figure 4.1 overleaf:

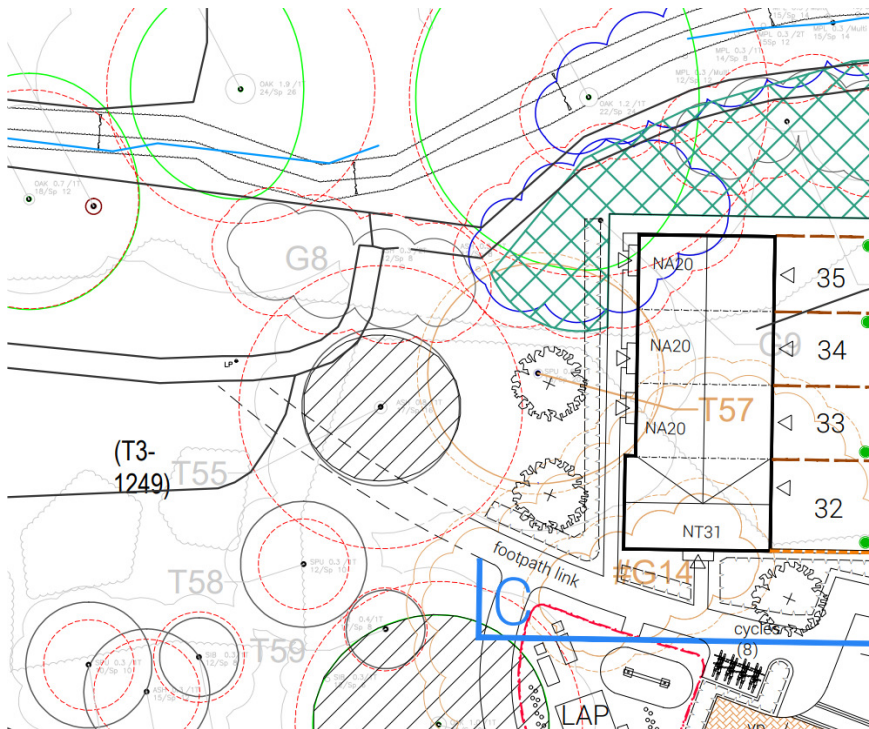


Figure 3.1: Site connection to PROW 92

- 3.3.2 It should be noted that the routing of PROW 92, 93 and 94 themselves are not impacted upon by the development. Based on HCCs public rights of way map and on-site observations, PROW routes fall outside of the development area. Informal paths that currently cross the site are retained in the layout to enable access to the Public Rights of Way. This is shown in Figure 4.2:

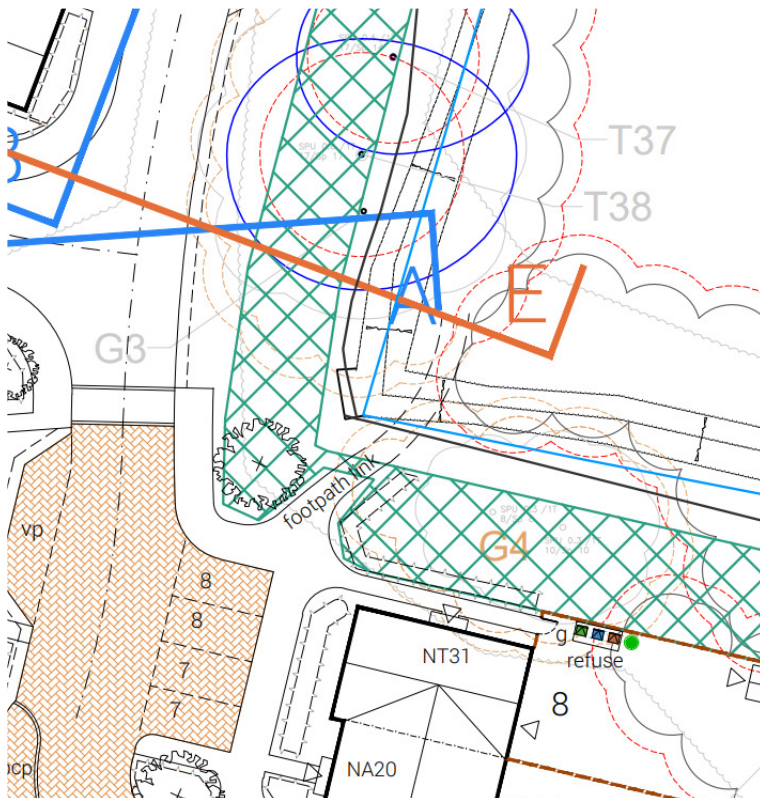


Figure 3.2: Site Connection to PROW 94

- 3.3.3 Through these connections to the PROW network the site achieves connectivity towards the Rook Farm draft development allocation site (and beyond), that can be tied into should that site come forward.
- 3.3.4 The site therefore provides a high level of permeability for pedestrians and cyclists to the north, south and west of the site, which maintaining the routing and connecting to the PROW adjacent to the site. This is in line with the draft allocation, which requires that the site:
- *"Protects and enhances the existing rights of way;*
 - *Provides for a high degree of permeability for cyclists and pedestrians to and from the site, the Rook Farm allocation (H27) and public footpaths adjacent to the site"*

3.4 Internal Geometry

- 3.4.1 The proposed development features 4.8m wide carriageways around the site with localised widenings and narrowings as required. The site is made up of a north/south road of 4.8m in width and a 4.4m wide feature spine road between the site access (which itself is 6.4m wide, narrowing to 5.5m) and the 4.8m north/south road. The highway geometry is shown in Appendix A.
- 3.4.2 The highway layout is in accordance with Manual for Streets guidance (MfS Figure 7.1) for residential streets, with 4.8m being suitable for a large vehicle and car to pass. The 4.8m wide streets ensure that green space is maximised within the development and the urban environment does not present as a car dominated environment. This width is considered conducive to lower vehicle speeds creating a more attractive walking and cycling environment.
- 3.4.3 The 4.8m wide north/south road features a relatively sharp bend in the north east corner of the site, required due to the shape of the development land. This corner has been widened to 5.25m to allow two large cars to pass one another. There is sufficient forward visibility to allow a large vehicle and a car to see each other on approach for a 15mph cornering speed.
- 3.4.4 A narrowed section between the site access and the 4.8m north/south is provided due to the presence of a root protection area towards the west of the site. A pinch point of 4.4m is provided over a length of 27m, sufficient for two private cars to pass but insufficient for a large vehicle and car to pass. Sufficient forwards visibility is provided to allow an approaching vehicle to wait for an oncoming vehicle to pass on the rare occasions where a large vehicle meets a private car on this section of the site. This section of carriageway will be clearly separated from the 4.8m and wider carriageways through the use of surface treatment.
- 3.4.5 Within the development, footways 2m in width are provided on one or two sides of the carriageway, with all properties fronting onto a footway or shared surface. 2m wide footways tie into the existing Public Rights of Way for both existing users and residents of the new development. The low-speed environment presented by the site's highway geometry ensure that walking is an attractive travel option.
- 3.4.6 Private cul-de-sacs operating on a shared surface basis of varying widths are provided around the site, with parking aisle widths of 6m ensuring that parked cars can access parking bays in accordance with standard car park geometry guidance Manual for Streets Section 8.3 and Havant's Parking Supplementary Planning Document 2019 Section 4. Parking bays are provided at 2.4m x 4.8m in accordance with the same guidance.

3.5 Parking Provision

Car Parking Standards

- 3.5.1 To determine the appropriate level of parking on-site, consideration has been given to the Havant Borough Council Parking Supplementary Document (SPD) (2019). This parking standard indicates that two and three bed dwellings require 2 allocated spaces, whilst four bed dwelling require 3 allocated spaces. An additional 20% of parking provision should come forward as visitor parking. Table 3.2 sets out the quantum of development parking provided on site.

Table 3.2: Proposed Parking Provision

	Standard	Quantum	Required	Provided
1 Bed Flat	1 space	3		98 allocated resident bays
2 Bed Flat	2 spaces	6		
2 Bed House	2 spaces	19		
3 Bed House	2 spaces	18		
4 Bed House	3 spaces	5		
Total Allocated		51	98	
Unallocated		20% of resident parking		12 unallocated visitor bays

- 3.5.2 Table 3.2 indicates that the proposed development will provide parking in line with the Havant parking standards, with Table 3.2 not counting the last bay where there are instances of triple tandem parking.
- 3.5.3 Similarly, unallocated parking has been provided with consideration given the to the parking standards, in laybys and marked bays around the site with a shortfall of 8 unallocated parking spaces compared with HBC's standard. However, it should be noted that for properties featuring triple tandem parking where the last bay is not counted for residents, the last parking bay is considered accessible for visitors visiting that plot.
- 3.5.4 With the site located in close proximity to a range of amenities (as set out in Table 2.1), having strong pedestrian accessibility to the north, south and west via existing public rights of way, the short fall in parking is not considered to present a highways safety concern. It is likely that, regardless of the quantity of marked visitor bays, that on-street parking will occur and the site layout incorporates sufficient widths to allow a large vehicle to pass a private car parked on-street.

Cycle Parking

- 3.5.5 The Havant Parking SPD also provides requirements for cycle parking. The provision requires two storage spaces for C3 Dwelling houses with more than one bedroom, plus an additional 20% for short term visitor parking in developments of more than 10 units.
- 3.5.6 Each dwelling will feature a shed or garage for the storage of two cycles, whilst the block of flats incorporates a cycle store for 15 cycles, plus 6 visitor cycle parking spots. With much of the site coming forward as houses on self-contained plots, it is likely that visitors will leave their cycles at the plot they are visiting rather than a central, public cycle parking location.

Electric Vehicle (EV) Parking

- 3.5.7 The adopted Local Plan does not provide standards for EV parking. The emerging HBC Local Plan (Policy IN3) suggests that Electric Vehicle charging infrastructure should be provided for:

- Each new residential unit with private off-street parking;
- An appropriate number of spaces in shared parking at residential and commercial development where long-term parking for staff or residents is provided.

3.5.8 It is proposed to provide passive infrastructure for EV parking for each residential dwelling.

3.6 Servicing

- 3.6.1 Tracking has been provided in Appendix B for a large (11.3m) refuse vehicle and demonstrates that this vehicle can access the site via the proposed access from Fathoms Reach, turn within the adopted highway and exit in a forward gear. The tracking also demonstrates that the design conforms with guidance in Manual for Streets (Para 6.8.9) in relation to carry distances for residents and refuse workers.
- 3.6.2 Tracking has been provided to demonstrate that a fire tender can access all dwellings, meeting the distances required by Building Regulations document Part B.

4. TARGETS, MONITORING AND REVIEW

4.1 Baseline Travel Survey

- 4.1.1 Data from the 2011 Census has been used to determine a baseline mode share for the development. The MSOA Havant 016 area has been used, which covers much of Hayling Island.

Table 4.1: 2011 Census Mode Share for Journeys to Work (MSOA Havant 016)

Train	Bus	Taxi	Motorcycle	Car (Driver)	Car (Passenger)	Bicycle	Walk	Other	Total
3%	4%	0%	1%	74%	4%	3%	9%	0%	100%

- 4.1.2 2011 Census data indicates that approximately 78% of journeys to work from this area involve a private car as either a driver or a passenger. The next most common mode of travel is walking, with 9% of all trips being undertaken by this mode. Some 7% of journeys are made using public transport, and 3% are cycled.

4.2 Target

- 4.2.1 In line with the mode share percentages shown in the census data, the following initial targets are proposed and are appropriate to be achieved over a 5-year monitoring period from first occupation of the development. The targets relate to regular daily journeys to and from the site for employment purposes and provide a 10% overall reduction in journeys by single occupancy car:

Table 4.2: Initial Targets

	Baseline	3rd Year	5th Year
Car Driver	74%	70%	66%
Non-Car Modes including car sharing	26%	30%	34%
Total	100%	100%	100%

- 4.2.2 It is important to note that following the Covid crisis, travel habits are changing significantly, particularly in relation to travel to work, with people more likely to regularly work from home than previously. It is therefore proposed to revise the baseline information and targets following the initial travel survey - see below.

4.3 First Travel Survey

- 4.3.1 Given the need for monitoring surveys to collect data on journey purpose, Resident Travel Surveys are considered to be the most suitable form of data collection.
- 4.3.2 An initial survey will be undertaken within six months of 50% occupation in order to establish a baseline from which the targets for the travel plan can be confirmed. At this stage, the above targets will be adjusted if required.

4.4 Monitoring

- 4.4.1 Travel Plans are 'active' documents that must be reviewed on a regular basis so as to demonstrate that the measures implemented have, over time, met the agreed targets.

- 4.4.2 It is the responsibility of the Travel Plan Co-ordinator (TPC) to ensure that monitoring takes place and that the outputs are reported to HCC as Local Highway Authority. A monitoring report is to be submitted biannually over a 5-year period to HCC.
- 4.4.3 It is proposed that following the initial baseline survey in year 1, monitoring surveys will be undertaken in years 3 and 5. The TPC will be responsible for the coordination of the survey work which is envisaged would take the form of a questionnaire to be completed by residents either in electronic or hard copy form. The monitoring schedule is summarised as follows:
- Year 1: Baseline travel survey undertaken within 3 months of 50% occupation;
 - Year 2: No survey;
 - Year 3: Follow up travel survey;
 - Year 4: No survey;
 - Year 5: Final Travel Survey

4.5 Review

- 4.5.1 Following the completion of the survey work, the TPC will compile a report of the surveys for submission to HCC. Where necessary, the target and measures will be reviewed.
- 4.5.2 Review - On a bi-annual basis (years one, three and five), the TPC will undertake a review of the TP. The objective will be to measure its success and to identify the potential for improvements to the travel initiatives.
- 4.5.3 Re-issue of Travel Survey - An element of the review will involve re-issuing the residential travel surveys in years one, three, and five. The TPC will review the results and adjust any measures if necessary.
- 4.5.4 Monitoring Report - The review will result in production of a monitoring report. The Monitoring Report will be submitted to HCC for approval and retained for record. The report shall demonstrate to HCC how the TP has been implemented during the previous years and include:
- Site information;
 - Measures introduced and actions taken to promote the travel plan;
 - A statistical summary of the modal split of residents disclosed by the monitoring surveys;
 - The progress of the travel plan in achieving targets and identifying any amendments; and
 - A plan for future actions to be implemented.

5. TRAVEL PLAN MANAGEMENT

5.1 Travel Plan Coordinator

- 5.1.1 The successful introduction of the Travel Plan will be dependent upon responses from residents based at the site, and the processes put in place to support, implement and develop the measures outlined.
- 5.1.2 This process will be managed and supervised by a nominated Travel Plan Coordinator (TPC), who will be appointed by the developer prior to first occupation of the site, and for the agreed monitoring period. The TPC is responsible for the day-to-day management, co-ordination, promotion and implementation of the Travel Plan as well as being a point of contact for Hampshire County Council (HCC), and for any residents who have queries about their travel. The main responsibilities of the TPC will be:
- Overseeing the development and implementation of the TP;
 - Promoting and marketing the objectives and benefits of Travel Planning;
 - Providing every resident with a Travel Information Pack (TIP) as well as up-to-date travel and transport information;
 - Acting as point of contact for residents requiring information;
 - Undertaking travel surveys to monitor the effectiveness of the Measures;
 - Liaising with officers at HCC to engage with local travel initiatives;
 - Providing bi-annual reports giving updates on the Travel Plan, its measures and its effectiveness.

5.2 Key Contact Details

- 5.2.1 Contact details for the TPC will be supplied to HCC on appointment. Prior to the appointment of the TPC, any correspondence associated with the TP should, in the first instance, be sent to:

Hydrock Consultants
 White Building
 1-4 Cumberland Place
 Southampton
 SO15 2NP

Or alternatively, travelplancoordinator@hydrock.com.

5.3 Management Support

- 5.3.1 The TPC will be supported by Taylor Wimpey's Estates Team, who will provide regular management support.

5.4 Consultation

- 5.4.1 The success of the TP will rely on the support of the residents, and the TPC will retain close contact with representatives to ensure that the principles and initiatives within the TP are understood.
- 5.4.2 The TPC will also retain responsibility for liaison with outside bodies, including with officers of HCC.

6. MEASURES AND INITIATIVES

6.1 Introduction

- 6.1.1 A range of measures and actions will be implemented to encourage walking, cycling, public transport use and car sharing in accordance with national and local policies.
- 6.1.2 This TP demonstrates the commitment of the application site to sustainable travel. The design principle for this site is to provide a sustainable environment that promotes the ethos of sustainability through encouraging the use of walking, cycling and local public transport as an alternative to single occupancy vehicle trips.
- 6.1.3 Measures that will be introduced as part of this TP to achieve its aims and objectives are provided in this section. The measures are largely aimed at influencing daily journeys undertaken by residents. Measures are also put forward to assist visitors to the site in making sustainable travel choices.
- 6.1.4 The measures outlined below are intended to be reviewed and monitored following completion of subsequent travel surveys.

6.2 Physical Measures to Promote Sustainable Transport and Travel

- 6.2.1 As detailed in Section 2, the development is located in an area where walking, public transport and active travel are viable options for residents. The development will include the following physical features to encourage journeys by sustainable modes:
 - Provision of secure cycle parking for each unit in a shed and a cycle store for the block of flats;
 - Footways through the site connecting to Fathoms Reach and links to existing Public Rights of Way;
 - Level access to the residential units from the proposed car parking;
 - Connections with existing PROWs in the vicinity of the site;
 - Car parking in line with HBC's parking standards; and
 - Passive EV provision for all dwellings.

6.3 Resident Measures

Travel Information

- 6.3.1 Travel information will be provided to residents by the following means:
 - A Travel Information social media page for the development;
 - By occasional email update from the TPC; and
 - Via a Travel Information pack to be prepared and issued to all residents prior to occupation of the development. This is to influence travel patterns at the outset, when residents are considering how their daily journeys will be made.

Travel Information Pack (TIP)

- 6.3.2 The TIP will contain information on the alternatives to single-occupancy car use available to residents and will include the following information:
 - Cycling and walking maps for the local area and the contact details of local and national cycling organisations, such as Sustrans;

- Details of on-site cycle parking;
- Timetables and route maps for public transport. This should include isochrone maps showing schedules, journey times and timetable information;
- Details for any community travel sites and community forum sites.

Travel Information Online, by email and on travel social media page

- 6.3.3 The intranet and travel social media page will promote travel by alternative modes of transport and display the following information:
- Details of pedestrian and cycle routes in the local area;
 - Information regarding general pedestrian and cycle safety;
 - Locations of bus stops, the station and bus and rail timetable information; and
 - Promotion of national travel events such as Cycle to Work Day (www.cycletoworkday.org) and 'Bike Week' (www.bikeweek.org.uk).
- 6.3.4 The travel social media page will provide a point of reference for all residents in all respects of the TP. The social media page will be used for information, relevant travel promotion and advertising.

Walking

- 6.3.5 Well documented evidence suggests that people who are physically active in their daily lives are more productive and take less time off sick. Active travel enables people to enjoy these health benefits as part of their daily routine as well as reducing environmental impacts and saving money.
- 6.3.6 Walking advice and local pedestrian routes will be provided within the TIP and on the travel social media page.

Cycling

- 6.3.7 Cycle information and guidance will be contained within the TIP and on the travel social media page to support and encourage cycling.
- 6.3.8 National cycle events will be promoted through the travel social media page.
- 6.3.9 The TPC will endeavour to negotiate discounts with local cycle shops (and outdoor clothing shops) which could benefit from the implementation of the TP. The locations of nearby outlets would be identified in the TIP.

Public Transport

- 6.3.10 The TIP and travel social media page will include up to date information on public transport services and the location and details of the closest bus stops to the site.
- 6.3.11 The most practical pedestrian and cycle routes to and from the application site to public transport stops will be identified within the TIP and on the travel social media page.

Home Working and Video Conferencing

- 6.3.12 This TP has been produced during Covid-19 conditions, where travel habits have shifted significantly and where home working has been introduced across all sectors, where this is feasible. The new houses will have the capacity to host superfast broadband, enabling home working to become a possibility.

7. ACTION PLAN

- 7.1.1 This section draws together the proposed measures, monitoring and review proposals into an Action Plan that identifies who will be responsible for the delivery of each element.
- 7.1.2 This Action Plan will be updated to reflect the outcome of each annual survey so as to take into account any changes necessary in the measures proposed, in order to meet the targets specified in Section 4. The outcome of the monitoring and review process and any impact on this Action Plan will need to be agreed with HBC.

Table 7.1: Action Plan

Measure	Delivery Agent	Timescale	Monitoring Indicator	Notes
Management and Coordination				
Nominate TPC	Developer	3 months prior to first occupation	-	For duration of occupation
Promotion and Marketing				
Prepare and Distribute TIP	TPC	Upon first occupation	Provide evidence of implementation to HBC within 3 months of occupation	For duration of occupation
Travel Emails	TPC	Upon first occupation	Provide evidence of implementation to HBC within 3 months of occupation	For duration of occupation
Travel Social Media Page	TPC	Upon first occupation	Provide evidence of implementation to HBC within 3 months of occupation	For duration of occupation
Public Transport				
Information provision through methods outlined above				
Car Sharing				
Information provision through methods outlined above				
Cycling				
Secure Cycle Parking	Developer	Prior to first occupation	Completion of proposed works	In agreement with approved Transport Statement
Contact local retailers of cycle and outdoor equipment to enquire about discounts	TPC	Within 3 months of first occupation	-	-

Promotion of National Travel Awareness Days	TPC	No later than 4 weeks preceding each day	-	Information provision through Emails and Social Media Page
Encourage safer cycling	TPC	Upon first occupation	-	Information provision through Emails and Social Media Page
Information provision through methods outlined above				
Walking				
Footways through the site connecting to Fathoms Reach and existing Public Rights of Way	Developer	Prior to first occupation	Completion of proposed works	In agreement with approved Transport Statement
Promotion of National Travel Awareness Days	TPC	No later than 4 weeks preceding each day	-	Information provision through Emails and Social Media Page
Information provision through methods outlined above				
Monitoring and Review				
Undertake Initial Travel Survey	TPC	Within 3 months of 50% occupation	Provide report of survey to HBC following completion of survey work in year 1.	-
Interim Survey	TPC	Year 3	Provide monitoring reports of annual surveys to HBC.	-
Final Report	TPC	Year 5	Provide final report to HBC following monitoring survey in year 5.	-

Appendix A Site Layout and Access Plans

Appendix B Vehicle Tracking