



Persimmon Homes South Coast

Land to the West of Langstone Road, Havant

Travel Plan

July 2021



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Travel Plan

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7.3 Reporting

8. Action Plan

8.1 Overview

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APPENDICES

APPENDIX A Site Layout

1. Introduction

1.1 Overview

- 1.1.1 This Travel Plan (TP) has been prepared by mode transport planning (mode) on behalf of Persimmon Homes South Coast. It accompanies an Outline planning application (with all matters reserved except access) for development proposals on land to the west of Langstone Road, Havant.
- 1.1.2 The site is located on the western side of Langstone Road, to the south of Havant and within the Havant Borough Council (HBC) Authority area. Hampshire County Council (HCC) act as the local highway authority.
- 1.1.3 The development proposals comprise 65 residential dwellings with access onto The Mallards. An illustrative site layout is provided in **Appendix A**.

1.2 Document Purpose

- 1.2.1 This TP will form a long-term strategy for minimising single occupancy private car travel for residents traveling to and from the site. The aims of the strategy will be (a) to increase awareness for residents about the advantages and potential for travel by more environmentally friendly modes and (b) to introduce a package of physical and management measures that will facilitate travel by other modes.

1.3 Structure

- 1.3.1 The remainder of this Travel Plan is structured as follows:

Section 2 – Overarching Aim, Objectives and Benefits

- Sets out the aims and objectives of the Travel Plan.

Section 3 – Site Location and Accessibility

- Describes the existing site and its location to local facilities, including sustainable travel infrastructure for pedestrians, cyclists and public transport users.

Section 4 – Travel Plan Strategy

- Identifies the Travel Plan strategy.

Section 5 – Targets

- Sets the targets to be achieved by the Travel Plan.

Section 6 – Measures

- Identifies the measures to be implemented in the Travel Plan.

Section 7 – Monitoring and Review

- Sets out the monitoring strategy for the Travel Plan.

Section 8 – Action Plan

- Provides the Travel Plan Action Plan.

2. Overarching Aim, Objectives and Benefits

2.1 Overarching Aim

- 2.1.1 The overarching aim of this TP is to put in place the management tools deemed necessary to enable residents to make informed decisions about their methods of travel to and from the site, which at the same time minimises the adverse impact of travel on the environment. This is achieved by setting out a strategy for eliminating barriers that keep making use of sustainable modes.
- 2.1.2 Improving the transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development that provides travel options for all residents regardless of whether or not they own a car.

2.2 Objectives

- 2.2.1 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:
- Engage with residents to raise awareness of sustainable travel choices to encourage more sustainable travel behaviour;
 - Increase the proportion of walking, cycling and public transport trips by improving access to walking, cycling and public transport;
 - Provide adequate access for those with mobility difficulties;
 - Promote healthy lifestyles by encouraging more active travel;
 - To promote awareness of transport issues and the impact of traffic on the local environment;
 - To show a commitment to improving traffic conditions within the local area;
 - To influence the level of private car journeys to and from the site in order to reduce air pollution and the consumption of fossil fuels; and
 - To minimise the number of single occupancy trips to and from the site.
- 2.2.2 It is intended that these objectives will be met by identifying and implementing initiatives that provide residents with the necessary information to make an informed decision in respect to travel to the site, thus according with national and local policy.

2.3 Benefits

- 2.3.1 By meeting the objectives, the TP will bring about the following benefits:

Resident Benefits

- Health benefits associated with walking and cycling, including reduced levels of stress;
- The opportunity to save money by using alternative modes of travel to the car;
- Improved quality and reliability of resident's journey to and from work.

Developer Benefits

- An improved compliance within the planning context; and
- A demonstration of environmental credentials.

Wider Community Benefits

- On-going reduction in vehicular generated traffic on the local highway network;
- Increasing use of existing public transport modes; and
- A contribution towards overall reductions in travel emissions.

3. Site Location and Accessibility

3.1 Site Location

3.1.1 The application site is located to the west of Langstone Road, immediately south of The Mallards and north of Mill Lane. The application site is also situated to the southeast of Langstone Technology Park.

3.1.2 Havant is located approximately 1 kilometre to the north of the site with Hayling Island accessed via Langstone Road to the south. Havant is strategically located with Portsmouth to the southwest and Chichester to the east.

3.1.3 The location of the application site is demonstrated further on [Figure 3.1](#).

Figure 3.1 Site Location



3.2 Accessibility on Foot

- 3.2.1 National and local planning policy advocates that walking is an important mode of transport that provides the greatest potential to reduce car trips at a local level.
- 3.2.2 A well-established network of pedestrian routes exists around the location of the application site, providing good connectivity to nearby bus stops, offering access to the site with an opportunity to travel by sustainable modes of transport.
- 3.2.3 The Mallards is provided with a lit footway along the northern side of the carriageway, continuing east to a priority junction with Langstone Road. The junction benefits from a pedestrian and cycle crossing with dropped kerb and tactile paving across The Mallards. Immediately north of this junction is the northbound Langstone Avenue bus stop.
- 3.2.4 Langstone Road is provided with a shared lit footway/cycleway on the northbound side of the carriageway, which continues north of The Mallards junction to the A27 and south towards Hayling Island via Mill Lane.
- 3.2.5 Lit footways also continue north on Langstone Road on the southbound side of the carriageway and benefit from a number of pedestrian refuge islands facilitating safe pedestrian access between residential and commercial areas on either side of the road. A number of priority junctions are present along Langstone Road, each of which are provided with dropped kerbs, and some of which also benefitting from tactile paving.
- 3.2.6 Footway infrastructure connects Langstone Road with Park Road South, via a lit underpass and pedestrian bridge under the A27 Havant Bypass which continues north to Solent Road. Solent Road is provided with a pedestrian refuge island with tactile paving and dropped kerb, facilitating safe pedestrian access across the A27.
- 3.2.7 Lit footways continue north on Park Road South to a signalled pedestrian crossing across Elm Lane. Lit footways continue east on Elm Lane, then north on Market Parade to a pair of zebra crossings on North Street, providing safe pedestrian access between the site and Havant Railway station.

3.3 Accessibility by Cycle

- 3.3.1 The location of the application site is such that there is a network of cycle routes along key highway links, providing safe cycle access to nearby bus stops and railway stations offering travel to the site by sustainable modes of transport.
- 3.3.2 As noted above, Langstone Road benefits from a lit shared footway/cycleway on the northbound carriageway. North of the site, the shared facility continues towards the A27 and south of the site. The footway/cycleway continues southbound on Langstone Road and along Mill Lane before joining back with Langstone Road immediately north of Langstone Sailing Club.

3.3.3 The National Cycle Network (NCN) Route 2 travels adjacent to the southeast corner of the site, as demonstrated on **Figure 3.2**. This designated traffic-free cycle route within close vicinity of the application site provides cyclists safe access to Havant and Warblington Railway station to the north and Hayling Island in the south. Within Havant, NCN Route 2 provides a connection to NCN Route 22 which also benefits from primarily being a traffic-free cycle track and offers a route to Havant Railway station.

Figure 3.2 Local Cycle Routes



3.4 Accessibility by Bus

3.4.1 The nearest bus stops are located on Langstone Road. The northbound stop is 70m north of the proposed access point with the southbound stop being 150m east of this point. Both stops are served by Routes 30, 31 and 630, as outlined in **Table 3.1**.

3.4.2 Both bus stops are provided with a flag, pole and timetable information.

Table 3.1 Local Bus Routes

Route No.	Frequency (no. of buses per hour)			Route
	Weekday AM Peak	Weekday PM Peak	Weekend Daytime	
30	2	2	2	Havant – Hayling Island – Havant
31	2	2	2	Havant – Hayling Island – Havant
630	1	0	0	Oaklands School, Purbrook – Mill Rythe School, Hayling Island

3.4.3 Route 630 operates between 2 schools therefore only travelling in each direction every weekday at typical school opening and closing hours during school term time periods.

3.5 Accessibility by Rail

3.5.1 Havant Railway station is situated 1.7 kilometres north of the application site, accessible within a walk time of approximately 23 minutes and a cycle time of approximately 9 minutes. Typical journey times and frequencies to a selection of destinations are outlined in [Table 3.2](#).

Table 3.2 Direct Rail Services from Havant

Route No.	Frequency (no. of trains per hour)			Journey Time
	Weekday AM Peak	Weekday PM Peak	Weekend Daytime	
Chichester	5	5	5	13 minutes
Portsmouth	6	6	6	16 minutes
Southampton Central	3	2	2	40 minutes
Gatwick Airport	2	2	2	71 minutes
London Waterloo	3	4	3	87 minutes

3.6 Summary

3.6.1 The location of the site reflects requirements of the NPPF and local policy in ensuring that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. The location of the site provides a realistic choice in travel modes to cater for a number of daily journeys which would act to reduce residents' reliance on the private car.

4. Travel Plan Strategy

4.1 Overview

- 4.1.1 A Travel Plan Co-ordinator (TPC) will be appointed prior to the occupation of the site. The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan on behalf of the occupier.

4.2 Travel Plan Co-ordinator

- 4.2.1 The TPC will be a part time role (likely to be part of a day-to-day admin role) whose responsibilities will include:

- Acting as a point of contact for all residents;
- Managing the development and implementation of the TP measures;
- Promoting the objectives and benefits of the TP;
- Monitoring the success of the Travel Plan aside the targets outlined within this TP; and
- Reporting the results of the monitoring to officers at HBC / HCC as necessary.

4.3 Marketing

- 4.3.1 Residents will be made aware of the existence of the TP and the relevant measures included upon their occupancy in the site. The following methods could be used as a means of disseminating information to residents as well as promoting events / campaigns / promotions:

- Resident notice boards;
- Resident newsletters;
- Welcome Travel Pack (if possible); and / or
- E-groups and forums.

5. Travel Plan Targets

5.1 Overview

5.1.1 This TP will seek to minimise travel to and from the development by SOV trips. There are also a secondary range of benefits, such as health benefits and reduced visual intrusion by cars on site and within the surrounding area.

5.2 Targets

5.2.1 Targets are the measurable goals by which progress will be assessed. This TP sets targets for the residential development will seek to reach within the TP monitoring period. All targets need to be **SMART**; that is **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime related.

5.2.2 A baseline travel survey will be undertaken and distributed to residents by way of a travel questionnaire to ensure that an accurate baseline mode share can be established, upon which modal share targets can be reviewed and agreed.

5.2.3 The targets for the proposed residential development are summarised in **Table 5.1**. It is recognised that it is not possible to set out accurate targets far into the future, even when based on actual mode share data. Given this, it is acknowledged that the targets will change over time as the results of monitoring become available.

Table 5.1 Travel Plan Aim Targets

Trip Type	Indicator	Modal Split			
		Baseline	Year 1	Year 3	Year 5
Achieve a 6% decrease in SOV mode share	Modal split monitoring surveys for SOV use	As Surveyed	-2%	-4%	-6%
Achieve an increase in the use of active and/or sustainable travel modes, such as: walking, cycling, lift sharing and public transport	Modal split monitoring surveys for public transport/active travel modes	As Surveyed	+2%	+4%	+6%

6. Travel Plan Measures

6.1 Overview

- 6.1.1 This section of the TP outlines the specific physical and management measures to be implemented. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the TP.
- 6.1.2 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the TPC will be free to investigate other potential initiatives.

6.2 General Measures

- 6.2.1 For residents who are not familiar with the local transport network and how it operates, a lack of basic information and knowledge of where to get the information from can form a major barrier to use. Relative to physical measures, providing sustainable transport information is easy to implement but can be influential in changing travel behaviour patterns. The following channels of information dissemination are proposed:

Travel Information Pack

- 6.2.2 The TPC will provide a sustainable travel information pack, providing sustainable travel information for all residents upon moving into the site. The pack will include access details for all modes of travel, including Hampshire walking and cycling maps, bus timetables, details of local taxi companies etc. It will be the TPC's responsibility to ensure that this information is relevant and up to date.

6.3 Promoting Walking

- 6.3.1 In the event that there are residents who intend to walk to and from the site, the following measures will be encouraged:
- Information will be provided providing details of pedestrian routes to and from the site, including local footpaths and PProWs and maps where appropriate;
 - Promotional literature to encourage walking, emphasising the health benefits; and
 - Provision of links to walking awareness events, such as Walk to Work Week and / or other relevant events to encourage walking.

6.4 Promoting Cycling

- 6.4.1 In the event that there are residents who intend to cycle to the site, the following measures will be encouraged:

- Information will be provided on details of cycle routes to and from the site and the local area;
- Secure and sheltered cycle parking will be located on-site in accordance with cycle parking standards;
- Details of local independent bike business hire and repair schemes will be circulated;
- Where possible, the TPC will provide details of cycle training schemes in the area, to promote safer on-road cycling; and
- The TPC will encourage the use of cycle route planning applications (“apps”) such as Strava.

6.5 Promoting Public Transport

6.5.1 In order to encourage travel to and from the site by public transport:

- The TPC will provide residents with information relating to the local bus services and train services and the locations of the stops and stations. Up-to-date details of bus and train services, including route information and service frequencies, will be included within Travel Packs and kept up-to-date where required on websites / newsletters; and
- The TPC will promote the use of the National Rail and Traveline journey planning websites, smartphone applications and enquiry phone numbers.

6.6 Taxis

6.6.1 To promote the use of taxis, local taxi operator numbers will be provided within the travel information pack to allow for residents to arrange for taxi services to collect / drop-off within the site.

6.7 Car Sharing

6.7.1 Encouraging the uptake of car sharing provides the opportunity to reduce the number of cars on the road and therefore reduce the impact of car travel on the environment. It is recognised that for some trips, using a private car is the only option and car sharing is as an effective measure which allows use of the private car, but reduces the number of trips generated by the development.

6.7.2 The TPC will encourage car sharing among the residents at the site by promoting the www.liftshare.org website or operating a site database. The TPC will also organise car share awareness raising campaigns. These will promote the cost saving; social and environmental benefits of car sharing and also help to introduce members of the community who work near each other.

6.7.3 Car sharing will be publicised through the travel information packs. The positive benefits of car sharing, and the potential cost savings will also be advertised to all residents.

7. Monitoring and Review

7.1 Overview

- 7.1.1 A programme of monitoring and review has been designed to generate information by which the success of the TP can be evaluated. Monitoring and review will be the responsibility of the TPC and will be carried out for internal purposes. As the Highway Authority encourages the implementation of a Travel Plan, the results of the monitoring process will also be made available to HBC and HCC as appropriate.
- 7.1.2 This Travel Plan seeks to minimise the number of SOV private trips to/from the development site. A suitable indicator of the success of the Travel Plan is the undertaking of surveys to assess the modal split of resident's methods of traveling to work.
- 7.1.3 Other less direct objectives of the Plan are to increase the awareness to residents about the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Plan, measured by the volume and type of feedback from residents, both at the outset and as the strategy evolves.
- 7.1.4 A Framework for undertaking the monitoring and review is outlined in this section.

7.2 Monitoring

- 7.2.1 In order to determine the success of the Travel Plan in achieving the desired aims, a regular programme of monitoring will be required. The objective of the monitoring process is to assess residential travel patterns, and identify when / if the plan, or elements of the plan strategy, are not working and may need to be changed.
- 7.2.2 The monitoring programme will begin with the initial travel survey, to be undertaken 6 months after 75% occupation of the dwellings. The results of the initial travel survey will be used as the basis for the targets set out in [Section 5](#). Further surveys at Years 1, 3 and 5 will be carried out to monitor travel patterns associated with the site, which will be used to prepare monitoring reports assessing the progress towards the TP targets.
- 7.2.3 Monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored as part of the programme:
- Mode of travel for journeys to work, school, shopping and leisure;
 - Reasons for use of current mode; and,
 - Willingness to use alternative modes.

- 7.2.4 The survey will provide a revised travel baseline with which comparisons with previous monitoring surveys can be undertaken. Results will be submitted within 2 months of the surveys being undertaken. Mode share targets for the development will be updated and agreed with HBC / HCC following the collation of this data.

7.3 Review

- 7.3.1 The TPC will compile progress reports outlining the results of the surveys and review and the on-going monitoring throughout the preceding period to highlight the progress towards the Travel Plan targets. These reports will be prepared alongside the surveys at Years 1, 3 and 5 and will be submitted to HBC / HCC and made available to residents where necessary.

8. Action Plan

8.1 Overview

8.1.1 The Action Plan outlined in **Table 8.1** sets out the measures included in this TP.

Table 8.1 Action Plan

Measure	Target Date	Method of Monitoring	Responsibility
Appointment of the Travel Plan Co-ordinator (TPC)	Prior to occupation of the development	N/A	Developer
Provide Resident Travel Information Packs	Provided to each resident upon occupation of dwelling	N/A	TPC
Provision of information relating to walking routes, including literature pertaining to the benefits of walking and awareness of national walking initiatives	Through travel packs and noticeboards / websites where applicable	TPC to monitor uptake of walking initiatives	TPC
Provision of information relating to cycling routes, including literature regarding national cycling initiatives and cycle parking provision	Through travel packs and noticeboards / websites where applicable	TPC to monitor uptake of cycling initiatives	TPC
Provision of sustainable travel information with timetables and bus stop information	Through travel packs and noticeboards / websites where applicable	TPC to ensure details kept up to date	TPC
Promote car share database and car sharing to residents	Through travel packs and noticeboards / websites where applicable	TPC to ensure details kept up to date and monitor uptake	TPC
Provide details of local taxi services	Through travel packs and noticeboards / websites where applicable	TPC to ensure details kept up to date	TPC

APPENDICES

APPENDIX A

Site Layout



-  Principal elevation
-  Primary Street
-  Secondary Street
-  Private Drive

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