Residential Travel Plan

Bartons Road, Havant

24-097-004 Rev A

July 2025

Charles & Associates

Document Control Sheet

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Contents

1 Introduction 1
1.1 Overview 1
1.2 Report Structure 1
2 Site Location and Accessibility 3
2.1 Site Location 3
2.2 Local Amenities 3
2.3 Active Travel 4
2.4 Public Transport 5
3 Aim, Objectives and Targets 7
3.1 Overview 7
3.2 Aim and Objectives 7
3.3 Targets 7
4 Travel Plan Measures 9
4.1 Overview 9
4.2 Travel Plan Coordinator (TPC) 9
4.3 Travel Information Leaflets 9
4.4 Travel Incentives 10
4.5 Cycle Training 11
4.6 Car Sharing 11
4.7 Physical Measures 11
5 Monitoring 13
6 Action Plan 14
7 Summary and Conclusions 15

1 Introduction

1.1 Overview

1.1.1 Charles & Associates (C&A) have prepared this Residential Travel Plan (RTP) on behalf of Stonebond Properties (Guildford) Ltd in relation to a full planning application for the erection of 90 dwellings with associated landscaping, parking and improved access on land to the west of Petersfield Road (B2149) and south of Bartons Road, Havant.

1.1.2 The site location is presented in **Figure 1.1** below.

Figure 1.1: Site Location

1.1.3 Paragraph 118 of the National Planning Policy Framework (NPPF), 2025 states that *"All development that will generate significant amounts of movement should be required to provide a travel plan"*. This Residential Travel Plan satisfies this requirement.

1.1.4 The Travel Plan (TP) should be seen as a live document and subject to update and revision when necessary. It will need to evolve in order to continually meet its aims and will require updating in light of monitoring results.

1.2 Report Structure

1.2.1 The following sets out the structure of this RTP:

- Chapter 2: Details the site location and accessibility of the site.
- Chapter 3: Outlines the aims, objectives and targets of this RTP.
- Chapter 4: Explains the RTP measures and the role of the Travel Plan Coordinator (TPC).
- Chapter 5: Sets out the monitoring template for the RTP.
- Chapter 6: Displays the Action Plan.
- Chapter 7: Summarises and concludes this RTP.

2 Site Location and Accessibility

2.1 Site Location

2.1.1 The application site is located on the corner of Petersfield Road and Bartons Road, approximately 1.5 miles north of Havant town centre. The Havant and Waterlooville FC stadium lies immediately to the east and shares the same access point from Bartons Road.

2.2 Local Amenities

2.2.1 There are a wide range of amenities within comfortable walking or cycling distance of the site, including health services, schools and leisure activities. **Table 2.1** below outlines the closest amenities and their approximate distances from the site.

Table 2.1: Local Amenities Distance

Amenities	Description	Approx. Distance	Walking Time (min)	Cycling Time (min)
Education	Front Lawn Primary Academy	500 m	7	2
	St Alban's Primary School	800 m	11	5
	Havant Academy – Secondary School	1.2 km	15	4
	Leigh Park Library	700m	10	3
Retail	The Greywell Shopping Centre	700 m	10	3
	Lidl	700 m	10	3
	Nisha shop Locally	700 m	10	3
	Premier	700 m	10	3
Leisure	Heron (Pub)	400 m	5	2
	Leigh Park Bowling Club	700 m	10	3
	Crown Bingo & Social Club	700 m	10	3
	Greggs, Costa Coffee	700 m	10	3
Community	St Alban's Church and West Leigh Skatepark	400 m	6	3
	Staunton Country Park	1.1 km	16	5
Health	Greywell Pharmacy	700m	10	3
	The Curlew Practice	1.1 km	15	3
	Oak Park Community Clinic	1.1 km	15	3

2.2.2 In addition to the above, there are numerous local businesses, and a business park located 1.0 km east of the site, along the eastern edge of New Lane and south of Bartons Road.

2.3 Active Travel

2.3.1 Walking and cycling have the potential to substitute short car trips, particularly those less than 1.6km (20-minute) walk and 5km (20-minute) cycle and to form part of a longer journey on public transport. Suitable infrastructure to facilitate these modes is crucial to encourage shorter journeys to be undertaken by sustainable modes rather than by private car.

Walking

2.3.2 Footways are present along the western side of the B2149 Petersfield Road offering continuous pedestrian connectivity to the local amenities outlined above including Havant railway station and Havant town centre. These footways are separated from vehicular traffic by grass verges, enhancing safety and comfort and integrated at junctions to ensure a continuous pedestrian route in the north-south direction. The footways are equipped with dropped kerbs at crossing points as well as streetlighting throughout.

2.3.3 On the eastern side of Petersfield Road, a shared footway/cycleway, also separated from the carriageway by a grass verge, provides a high-quality facility for both pedestrians and cyclists.

2.3.4 A footway along the southern side of Bartons Road provides connection to Petersfield Road from the east. Footways are also present on both sides of Martin Road to the south of the site. The footway on north side is set back from the carriageway and separated by a grass verge.

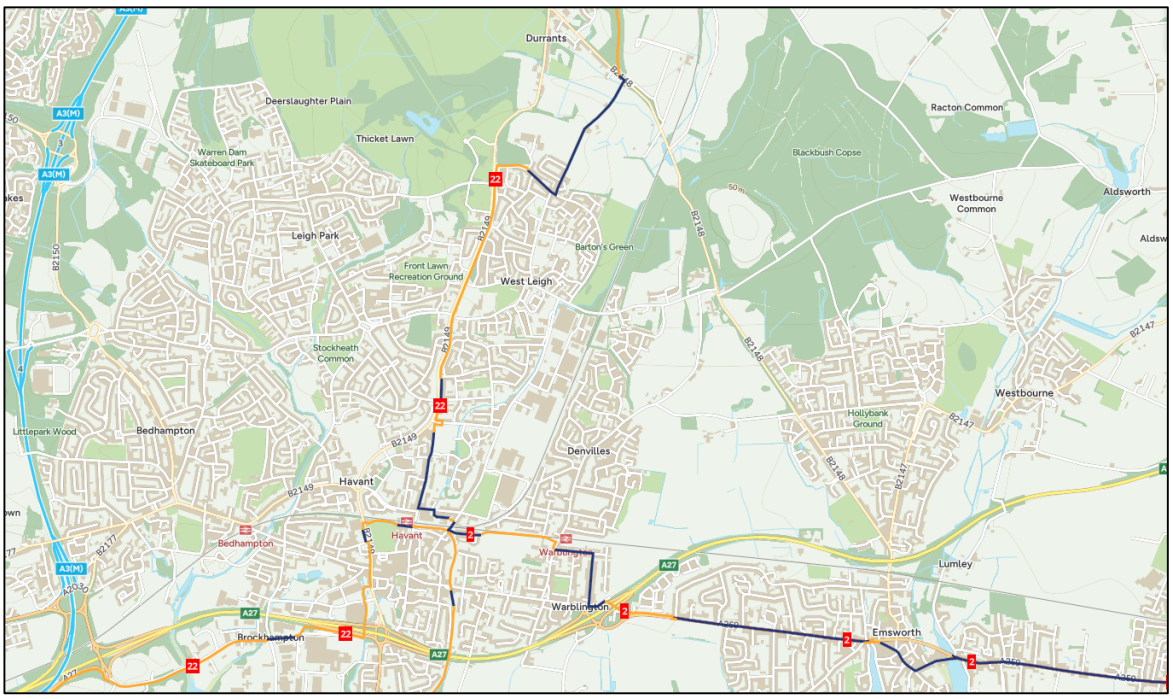
Cycling

2.3.5 The Havant Local Cycling and Walking Infrastructure Plan (LCWIP) and associated interactive cycle map identify a number of on-carriageway and traffic-free cycling facilities in the vicinity, which will support sustainable access to the development.

2.3.6 A well-surfaced, off-road cycle track is located along the eastern edge of Petersfield Road, linking the development site to nearby amenities including Havant town centre and Havant railway station. This route includes controlled crossing points and clear signage while it gives access to the National Cycle Route (NCR) 22 along the east side of the Petersfield Road.

2.3.7 NCR 22 (**Figure 2.1**) provides a high-quality, direct cycle route connecting the site to the wider area via off-road sections and quieter residential streets.

Figure 2.1: National Cycle Route 22



2.4 Public Transport

Bus Services

2.4.2 There are several bus stops in close proximity to the site. The 'Douglas Gardens', is situated approximately 150 metres from the site on Martins Road. The stop is served by bus service 20, operated by Stagecoach, which operates between Havant and Portsmouth with a half-hourly frequency from Monday to Saturday.

2.4.3 From the 'Douglas Gardens' stop, it takes approximately 8 minutes to reach Havant Town Centre '*Havant Bus Station'* and around 13 minutes to reach Havant Railway Station. Havant Bus Station serves as a local transport hub, offering connections to a range of destinations including Rowlands Castle, Cosham and Southsea, Chichester, Leigh Park, Warren Park, Sandy Point, and Hayling Island. Additional services from other nearby stops further enhance connectivity to the surrounding area.

2.4.4 In addition, there are bus stops located along St Albans Road to the south of the site, and along Bartons Road to the east of the Bartons Road/Martins Road junction. These stops are also served by the same bus service as the Douglas Gardens stop, providing additional convenient access to the local bus network.

Rail Services

2.4.5 The nearest railway station is Havant Railway Station, located approximately 1.5 km (a 22-minute walk/6 minute cycle) south of the proposed development. The station provides 92 sheltered cycle storage spaces and 492 car parking spaces.

2.4.6 Rail services from Havant provide direct access to popular destinations including Portsmouth Harbour, Southampton Central, Brighton, London Waterloo, and London Victoria. The **Table 2.2** outlines the available services.

Table 2.2: Train Services from Havant

Destinations	Service Provider	Journey Time	Typical Frequency
Southampton Central	Southern	42 min	Every 30 min
Brighton	Southern	1 hr 5 min	Every 15 min
Portsmouth Harbour	Southwestern Railways, Southern	19 min	Every 12 min
Portsmouth & Southsea	Southern	14 min	Every 10 min
London Victoria	Southern	1 hr 55 min	Hourly
London Waterloo	Southwestern Railways	1 hr 27 min	Every 30 min

3 Aim, Objectives and Targets

3.1 Overview

3.1.1 This section outlines the aims, objectives and targets of this RTP. These have been developed with consideration to relevant planning policy and the opportunities/constraints arising from the geographic location of the site and surrounding amenities and infrastructure.

3.2 Aim and Objectives

3.2.1 The aim of this RTP is to promote a shift away from car-based travel and to encourage new residents to move towards more sustainable travel modes. It is the intention of this RTP to influence how journeys are made on a day-to-day basis and encourage all occupiers to actively participate in monitoring travel behaviour.

3.2.2 The key objectives of this RTP are:

- To reduce the number of single occupancy trips to and from the site;
- To promote the use of sustainable modes of travel (pedestrian, cycle, public transport);
- To promote the use of electric vehicles;
- To increase the awareness of residents to the benefits of sustainable travel.

3.3 Targets

3.3.1 As this RTP relates to an as yet unbuilt development, the mode share targets have been based on available information about travel in the surrounding areas. Following an analysis of the results of the first travel plan survey, the baseline travel habits of residents will be established, and the targets will be revised accordingly.

3.3.2 The RTP focuses on journey to work data for the baseline mode split, as these trips tend to occur when the road network is most congested, and this information is readily available from census data. The most recent data available is from the 2021 Census, carried out on 21st March 2021. Nevertheless, during the latest census, the population was subject to significant restrictions on movement[1] and many businesses were not able to operate in the same way as they would normally do due to the COVID-19 Pandemic. For this reason, data from the 2011 Census was used for the below analysis.

3.3.3 Super output area Havant 009 middle layer has been used as the trip origin area as it is inclusive of the site. The data will be used as the provisional baseline for the RTP before any monitoring can be undertaken. The mode share for these residents is shown in **Table 3.1**.

[1] GOV.uk - Prime Minister announces national lockdown - GOV.UK

Table 3.1: Baseline Modal Split

Mode	Percentage %	National Average %
Car Driver	59%	64%
Walk	13%	11%
Cycle	4%	2%
Bus, Coach	8%	10%
Train	3%	1%
Car Passenger	9%	7%
Other (Taxi/Motorcycle)	3%	4%
Working from Home	2%	0%

3.3.4 The data shows nearly 17% of residents within the area are using an active mode of travel to get to work, with 13% walking and 4% cycling. There are over 10% utilising public transport, with 8% catching a bus or coach and 3% getting the train. When comparing these figures to the National Average, they demonstrate that the development is located in a sustainable location enabling travel to work to be undertaken by sustainable modes.

3.3.5 This RTP aims to achieve a headline target of 5% less car traffic than similar existing developments. This results in a modal split change from 59% to 54% for car users. This will be achieved through small increases in mode share for walking, cycling, car sharing and public transport, as summarised in **Table 3.2** below.

Table 3.2: Travel Plan Target

Target	Indicators
Reduce commuting single occupancy car use by 5%	2.5% increase in active travel modal split
	0.5% increase in car sharing modal split
	2% increase in PT modal split

4 Travel Plan Measures

4.1 Overview

4.1.1 This RTP includes infrastructure improvements and information measures to maximise the uptake of sustainable travel modes among residents of the site.

4.2 Travel Plan Coordinator (TPC)

4.2.1 The appointment of a Travel Plan Coordinator (TPC) is key to the success of any TP. On behalf of the developer, C&A have been appointed the role of TPC for the site. The TPC email address is travelplans@c-a.uk.com and residents should quote 'Bartons Road - Havant' as a reference in the subject line.

Responsibilities of TPC

4.2.2 The TPC will:

- Make residents aware of Travel Plan measures and be a point of contact for any transport related issues;
- Produce and circulate travel information leaflets to residents;
- Coordinate and implement the measures outlined in the RTP;
- Arrange events and marketing campaigns aimed at encouraging sustainable travel to/from the site;
- Carry out monitoring on a yearly basis and assess the effectiveness of the Plan and adjust the measures accordingly; and
- Inform the Local Planning Authority of any updates to the Travel Plan.

4.2.3 The TPC will work in partnership with the Registered Providers (RP) or similar to ensure all new residents are aware of their travel options from the outset.

4.3 Travel Information Leaflets

4.3.1 Fundamental to the delivery of any modal shift is the provision of relevant and up-to-date sustainable travel information. This section outlines the type of information that will be provided to residents and employees to facilitate alternative travel opportunities.

4.3.2 Therefore, a travel information leaflet will be distributed to all new residents upon occupation. This promotes key messages on sustainable transport and promotes local schemes and routes including:

- Details of walking and cycling routes, destinations and local groups which can support residents;
- Provision of walking and cycling maps of the local area as well as details of leisure routes within the wider area;
- The benefits of reducing car use such as improved health through increased walking and cycling, as well as potential money savings from not running a car;
- Links to further information such as NHS, Havant Borough Council and Hampshire County Council's websites which promote the use of sustainable transport modes;
- Incentives available to residents (as described below); and
- Contact details for the TPC.

4.4 Travel Incentives

4.4.1 In order to encourage residents to use sustainable modes of travel, a choice of three incentives will be provided. Each household can claim one of the following incentives:

Bus Ticket for the Havant Area

4.4.2 Residents will be able to obtain Stagecoach tickets up to the value of £100, which is approximately equivalent to 5 x Havant 7 Day MegaRider tickets (each providing 7 days of travel within Havant). These can be obtained via the Stagecoach app and would be reimbursed to residents by contacting the TPC and supplying a receipt.

Cycling Contribution

4.4.3 Residents will be reimbursed up to £100 per household against a new bicycle or related equipment such as lights, locks and helmets. Residents would be reimbursed by contacting the TPC and supplying a receipt.

Monthly Train Ticket from Havant Station

4.4.4 Residents will be able to obtain train tickets for travel from Havant station up to the value of £100 (equivalent to 2 x Flexi Season ticket, which provides 8 Passes to Portsmouth Harbour and is valid for 28 days). Residents can be reimbursed by contacting the TPC and supplying a receipt. Please note, this offer excludes services to London for which the train is already the most efficient way to travel.

4.5 Cycle Training

4.5.1 Havant Borough Council offers cycle training courses, including Bikeability, for various age groups and skill levels. These courses are delivered in partnership with HCC and focus on equipping individuals with the skills and confidence to cycle safely on roads. Further information on cycle training can be obtained from bikeability.enquiries@hants.gov.uk. The travel information leaflet will direct residents to these opportunities.

4.6 Car Sharing

4.6.1 Car sharing is a process which is most effective on regular commutes, with residents working in similar locations sharing the use and cost of a single car. Fundamental to its success is the process of bringing together residents who can reasonably car share.

4.6.2 The potential for matching journeys that facilitates car sharing taking place is greatly enhanced by an increased pool of individuals involved in the scheme. Car sharing is available via the HCC liftshare scheme (Hants Carshare) website, and this will be promoted to residents through the Travel Information Leaflets.

4.7 Physical Measures

4.7.1 The development proposes some physical infrastructure as part of the development to promote sustainable modes of travel. Within the development site itself these will consist of secure cycle parking for each residential unit including a secure, lit cycle store for the flats and within sheds located in the rear gardens of houses.

4.7.2 Active electric vehicle (EV) charging facilities will be provided for each dwelling with a private driveway in accordance with Building Regulations Part S.

4.7.3 In addition, a number of off-site improvements are proposed, as detailed below and illustrated in **Drawings 24-097-006** and **24-097-012**, which are provided for reference.

Petersfield Road/Bartons Road Junction

4.7.4 The existing signal-controlled junction of Petersfield Road/Bartons Road will be slightly reconfigured to improve facilities for pedestrian and cyclist movements. At present, the crossing facilities on the Petersfield Road (N) and Bartons Road arms are informal in nature, requiring users to give-way to traffic movements.

4.7.5 The existing pedestrian crossing on the northern approach of Petersfield Road will be formalised as a two-stage signal-controlled crossing by upgrading it to a Toucan crossing, enabling both pedestrians and cyclists to cross the road. Also, the crossing on the Bartons Road approach will be upgraded to a Toucan crossing. It is considered that these measures will encourage safe and convenient walk and cycle links for residents to/from surrounding areas, such as Leigh Park.

4.7.6 Furthermore, the existing footway on the southern side of the section of Bartons Road, between the proposed site access and the junction with Petersfield Road, will be upgraded to a shared footway/cycleway with a width of 3m.

Pedestrian and Cycle Access to Petersfield Road

4.7.7 A direct connection to the eastern side of Petersfield Road will be provided through the site. This will enable future residents to directly access the existing footway/cycleway along Petersfield Road, providing connections to Havant town centre to the south, and Havant Academy and the country park to the north.

Martin Road

4.7.8 A pedestrian / cycle route will be provided through the site with an opening to the south. This will not connect directly to Martin Road due to land ownership constraints, but will allow for a connection to be formalised by Portsmouth City Council to the highway boundary if preferable. The nearest bus stop to the site called '*Douglas Gardens'* on Martin Road to the south is proposed to be upgraded to provide enhanced waiting facilities for passengers where possible. The eastbound bus stop on the northern side of Martin Road, which also serves the Havant & Waterlooville FC stadium immediately to the north, will be upgraded to provide a shelter and seating for passengers and bus cage road markings.

5 Monitoring

5.1.1 Monitoring of the RTP is a fundamental process as it facilitates both an appraisal of its performance as well as providing a mechanism to inform the modification and the development of the RTP throughout its life.

5.1.2 The TPC will be responsible for monitoring the RTP, making sure that it is functioning properly and ensuring that the information included within it is kept up to date. The monitoring will be in the form of a travel questionnaire sent to each occupied household with the aim of determining preferred travel modes, trip purpose and levels of car ownership.

5.1.3 The first survey will be undertaken once 50 dwellings have been occupied and future surveys will then take place annually.

5.1.4 Data collected from the first travel survey will establish how people travel to and from the site. A review of the measures will then be undertaken to ensure they support residents of the site to make sustainable travel choices. This process will then be repeated twice more to determine how well the measures within the RTP are working.

5.1.5 The overall success of the RTP will be judged on the success in achieving a reduction in car-based travel by all user groups.

5.1.6 The existing mode share in the locality, detailed in the targets section of this RTP, will be used as an initial target for the development. Following the first monitoring exercise, mode share for the site and the resulting targets will be reviewed and amended where necessary. These mode shares will be used to highlight where more attention may be required in the following year and measures adapted where required.

5.1.7 A monitoring report will be compiled following each survey, outlining the results and summarising any Travel Plan updates and measures to be implemented in the following review period.

6 Action Plan

6.1.1 The following Action Plan, in **Table 6.1**, outlines the RTP measures and when they will be implemented. This Action Plan will be reviewed regularly by the TPC to ensure all actions have been undertaken. It will be updated as a result of each monitoring cycle, outlined in the previous section of this RTP, and further measures included where necessary.

Table 6.1: Action Plan

Measure	Action	Date
Appoint Travel Plan Coordinator	Identify/appoint TPC	Before Occupation
Cycle Parking	Installation by Developer	Before Occupation
EV Charging	Installation by Developer	Before Occupation
Residents made aware of RTP measures	Circulation of Travel Plan Leaflets	At the start of occupation
Travel Information Update	TPC to review public transport timetables and walking and cycling route maps to ensure all date provided is kept up to date	Every 4-6 months post first occupation
First Monitoring Review	Send out travel questionnaires, update RTP, assess measures against results and amend accordingly	Upon 50th occupation
Second Monitoring Review	Send out travel questionnaires, update RTP, assess measures against results and amend accordingly	One year from first monitoring review
Third and Final Monitoring Review	Send out travel questionnaires, update RTP, assess measures against results and amend accordingly	Two years from first monitoring review

6.1.2 Once this RTP has been approved by the local planning authority and before occupation of houses on site, the TPC will establish points of contact to liaise with relevant parties needed to be consulted.

6.1.3 Continual efforts will be made to ensure this RTP continues to be relevant and effective. For example, the information and literature provided across all forms of media should be kept up to date. Change must then be communicated to residents through the relevant information channels.

6.1.4 This RTP represents an on-going commitment to the residents of the development and that of the local area to support and encourage sustainable modes of transport within the Havant area.

7 Summary and Conclusions

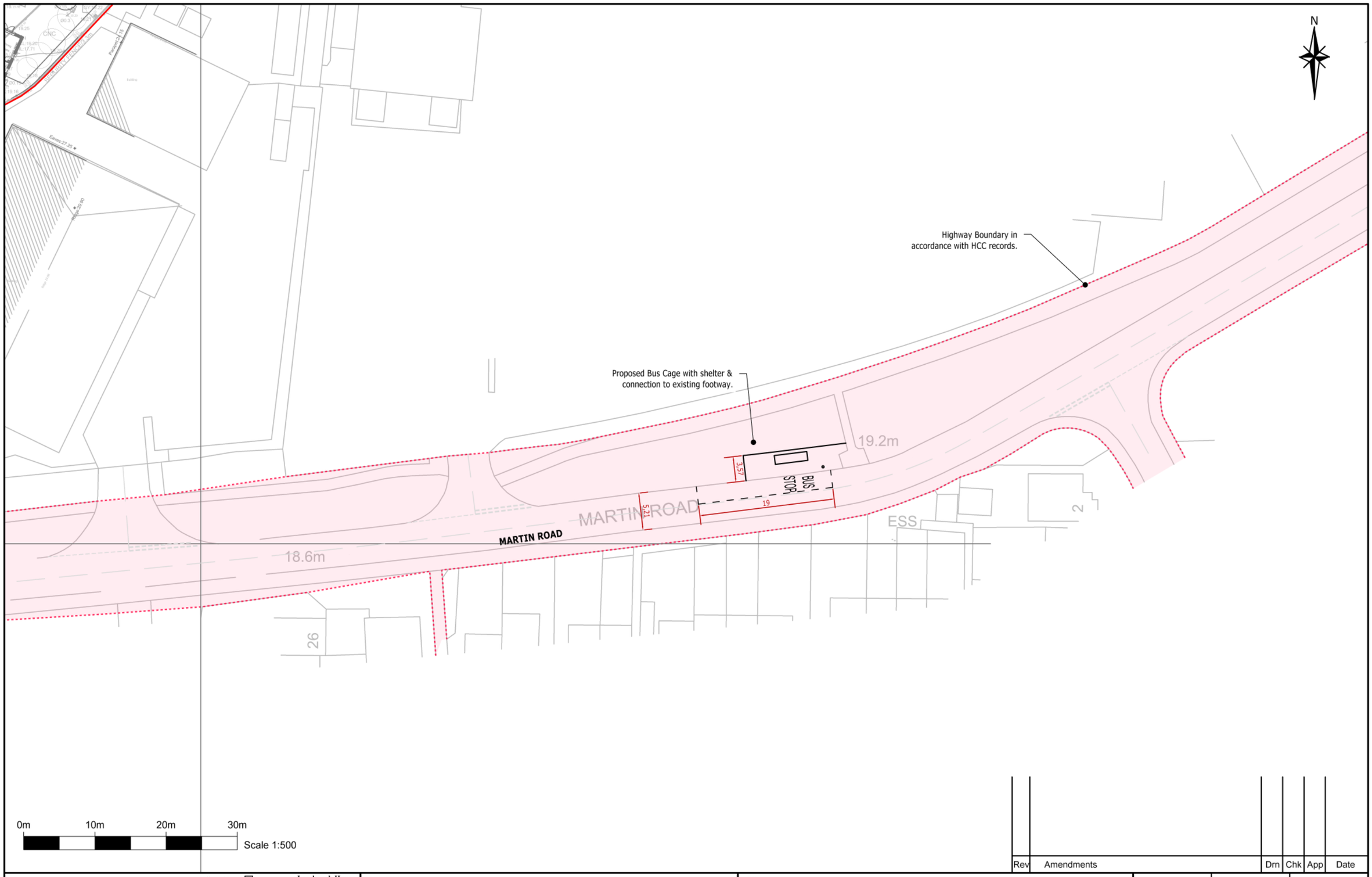
7.1.1 This Travel Plan promotes sustainable travel among residents at the Bartons Road development in Havant and thus aims to minimise private car trips. This Travel Plan has been developed and submitted prior to the first occupation at the site.

7.1.2 Stonebond Properties (Guildford) Ltd has agreed to the RTP arrangements, which demonstrates the importance, and the environmental, health and commercial benefits, of increasing the use of sustainable modes of travel as an alternative to the private car.

7.1.3 A Travel Plan Coordinator will be assigned to manage the RTP process including promoting the measures to residents, organising travel surveys, and liaising with Hampshire County Council and Havant Borough Council.

7.1.4 This RTP provides measures to promote sustainable travel including cycle training, car sharing and incentives for cycling and public transport. The measures outlined in the RTP will encourage residents to consider their travel behaviour and encourage them to use alternatives to the private car.

Drawings



Rev	Amendments	Drn	Chk	App	Date

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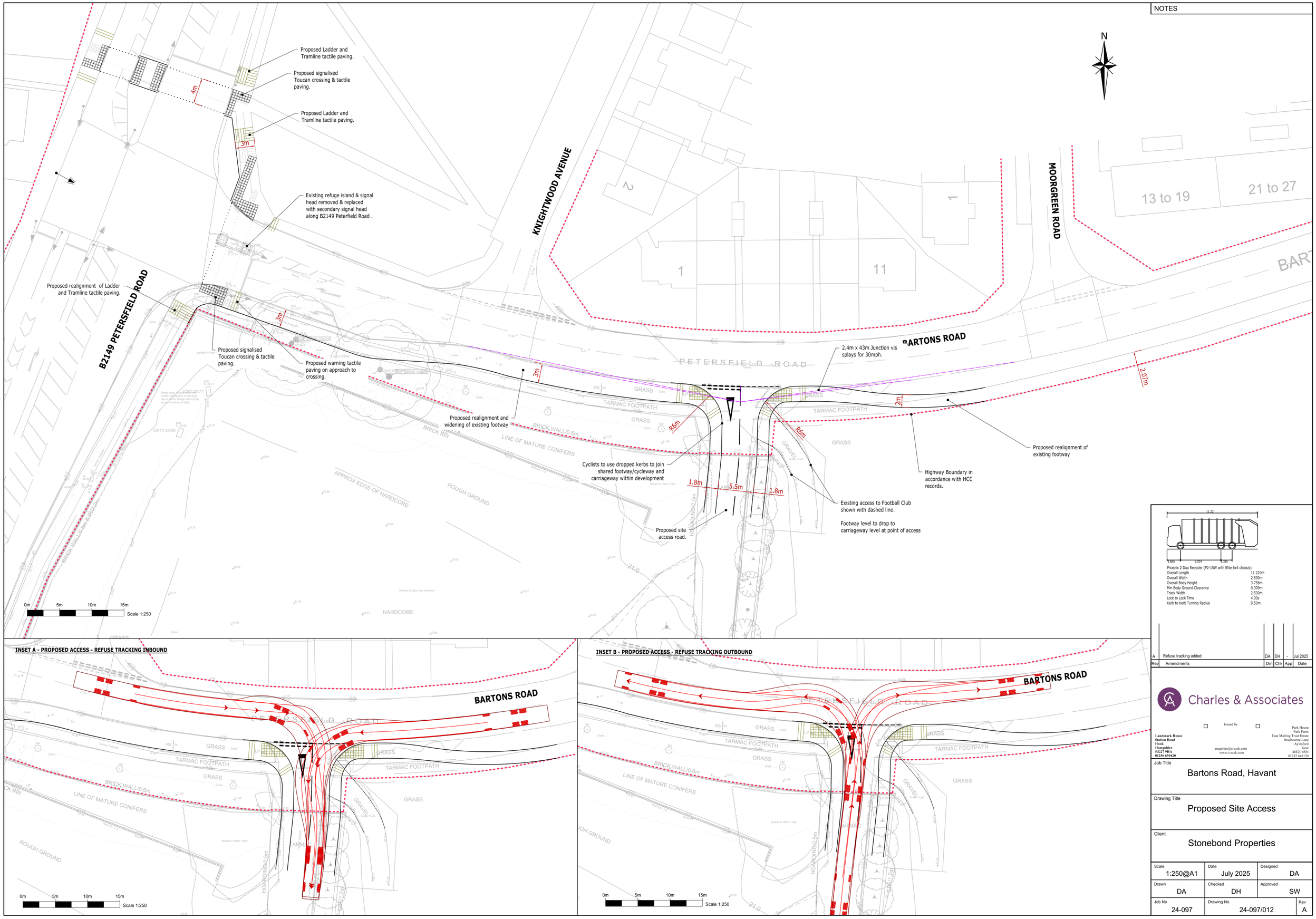
Job Title: Bartons Road, Havant

Drawing Title: Proposed Bus Stop Improvements Martin Road

Client: Stonebond Properties

Scale	Date	Designed
1:500	July 2025	DH
Drawn	**Checked**	**Approved**
DH	SW	GAC
Job No	**Drawing No**	**Rev**
24-097	24-097/006	-

NOTES



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.50m

Rev	Amendments	Drn	Chk	App	Date
A	Refuse tracking added	DA	DH	-	Jul 2025

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Job Title
Bartons Road, Havant

Drawing Title
Proposed Site Access

Client
Stonebond Properties

Scale	Date	Designed
1:250@A1	July 2025	DA
Drawn	**Checked**	**Approved**
DA	DH	SW
Job No	**Drawing No**	**Rev**
24-097	24-097/012	A