



LAND WEST OF HULBERT ROAD, HAVANT

FULL TRAVEL PLAN

June 2025

BRiCS Development Ltd

RESIDENTIAL
LAND WEST OF HULBERT ROAD
HAVANT

FULL TRAVEL PLAN

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Full Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of BRiCS Development Ltd to support a 'Reserved matters application for 100no. dwellings and improved site access, landscaping, footpaths, SuDS and other associated works. Matters relating to appearance, landscaping, layout and scale to be considered' at Land West of Hulbert Road, Havant.
- 1.2 The site is located approximately 2.8km northwest of Havant Town Centre as illustrated in **Figure 1**, with the site layout included in **Appendix A**.

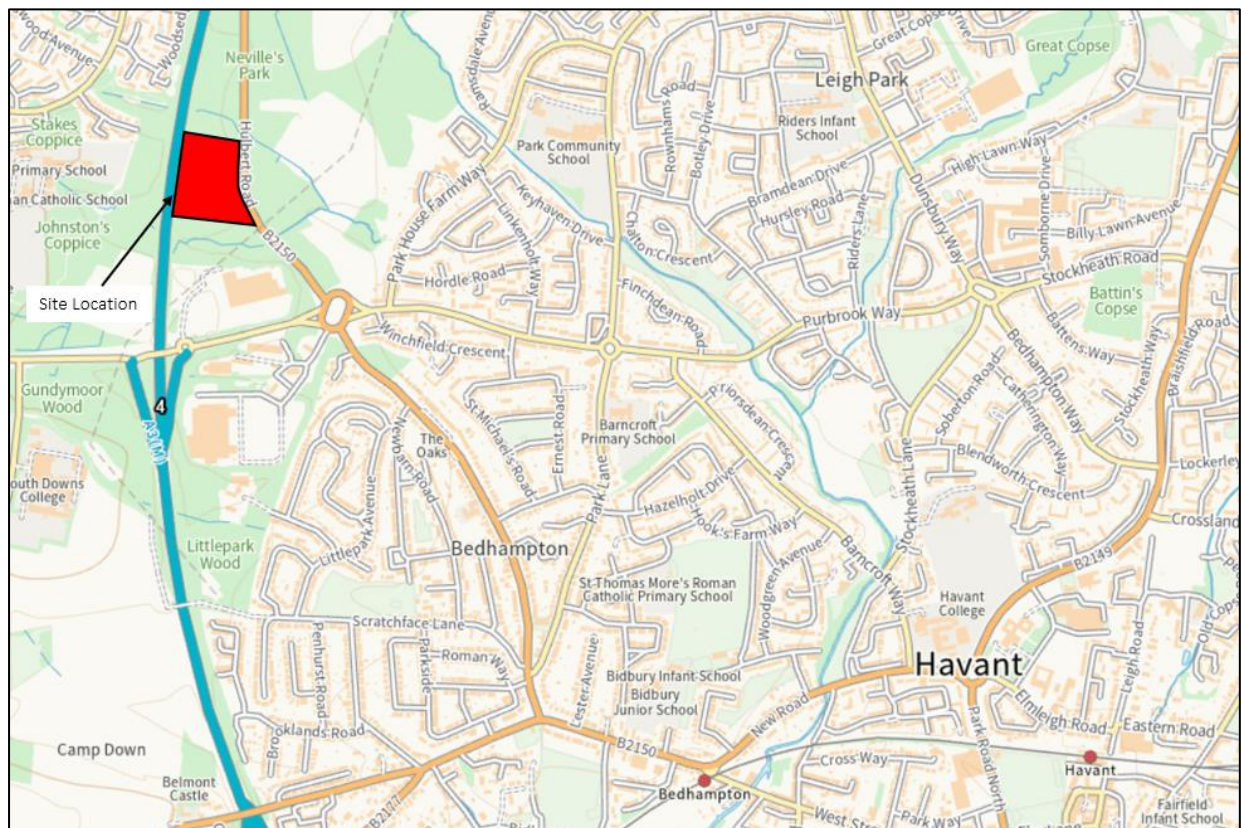


Figure 1: Indicative Site Location

- 1.3 As agreed in the outline application (APP/20/00441), the vehicular site access will be in the form of a bellmouth junction from Hulbert Road, measuring 7.2m wide. A 3m wide shared footway/cycleway will also be provided into the southeastern corner of the site, which connects to the existing infrastructure on the western side of Hulbert Road. A footway will also be provided to the north of the site measuring c.2m wide and will connect to the Hulbert Road/Fitzwygram Way roundabout. Car and cycle parking will be provided in line with Havant Borough Council's (HBC) Parking Supplementary Planning Document (2016).

- 1.4 In addition to this Travel Plan, a Reserved Matters Transport Assessment (RMTA) has been prepared, further detailing the internal layout and associated matters. Therefore, this Travel Plan should be read in conjunction with that document.

Planning History

- 1.5 A planning application was submitted in August 2020 for *'Outline planning application with all matters reserved except access for the development of up to 100 dwellings and associated improved site access, landscaping, footpaths, SuDS and other associated works'* (application reference: APP/20/00441).
- 1.6 To support the outline application, a Transport Assessment (TA), Framework Travel Plan (TP) and associated drawings were prepared and submitted by WYG and Tetra Tech.
- 1.7 The application was granted consent in February 2023 and as such this TP will build upon the details, measures and strategy contained within the Framework Travel Plan prepared and submitted by Tetra Tech (dated May 2021). This report will also make reference to the S106 associated with the outline application where relevant.

Purpose of the Travel Plan

- 1.8 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.9 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (BRiCS Development Ltd) and the Local Authority (Hampshire County Council (HCC)). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.10 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES), as outlined in HCC guidance. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Developer's View on Travel Planning

- 1.11 BRICS are committed to providing a sustainable development that seeks to reduce single occupancy vehicle trips as far as possible, whilst encouraging both active travel options and the use of public transport where possible. They are in support of the contents contained within this TP.

Travel Plan Structure and Approach

- 1.12 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
 - Chapter 3 – Existing Conditions and Local Accessibility
 - Chapter 4 – Proposed Development
 - Chapter 5 – Indicative Baseline and Targets
 - Chapter 6 – Travel Plan Strategy
 - Chapter 7 – Implementation and Monitoring
 - Chapter 8 – Summary and Conclusion

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- LTN 1/20 Cycle Infrastructure Design (July 2020)
- Department for Transport (DfT) Circular (01/2022);
- HCC's A Guide to Development Related Travel Plans (2009)
- HCC Local Transport Plan 4 (March 2024);
- Havant Local Cycling and Walking Infrastructure Plan (2023);
- Havant Borough Core Strategy – Local Development Framework (March 2011);
- Havant Borough Council – Building a Better Future Draft Local Plan; and
- Active Travel England

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is '*a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

(NPPF Para. 118)

LTN 1/20 Cycle Infrastructure Design (July 2020)

2.3 LTN 1/20 provides guidance to local authorities on delivering high quality, cycle infrastructure including:

- Planning for cycling
- Space for cycling within highways
- Transition between carriageways, cycle lanes and cycle tracks
- Junctions and crossings
- Cycle parking and other equipment
- Planning and designing for commercial cycling
- Traffic signs and road markings
- Construction and maintenance

2.4 LTN 1/20 provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters. Further reading on related matters, helpful tools and advice on procedural issues are included in the Appendices. Local Transport Note (LTN) 1/20 replaces previous guidance on cycle infrastructure design provided by LTN 2/08, and accordingly LTN 2/08 is withdrawn.

Department for Transport (DfT) Circular (01/2022)

2.5 The “Strategic Road network and the delivery of sustainable development” policy published by the DfT in December 2022 and is the policy of the secretary of state in relation to the Strategic Road Network. It sets out how National Highways engages with the planning system and fulfil its remit to be a delivery partner for sustainable economic growth, whilst maintain managing and operating a safe and efficient strategic road network. The relevant sections of this document are set out overleaf.

New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.

(Paragraph 12)

Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries. The company will support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility and local transport note 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals.

(Paragraph 17)

Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis. The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.

(Paragraph 23)

The DMRB sets out the details of the Secretary of State's requirements for access, design and audit in the highway scheme design process to which development proposals must conform. In this regard, GG 104 (or its subsequent update) identifies the framework and approach for safety risk assessment to be applied when undertaking any activity that may have an impact on safety on the SRN. Moreover, a Walking, Cycling & Horse-Riding Assessment and Review in compliance with GG 142 must be completed during the options or concept stage of a development that proposes modifications to the SRN, which enables opportunities for new or improved facilities for pedestrians, cyclists and horse-riders to be identified. In turn, development promoters should prepare a preliminary design and Stage 1 Road Safety Audit (see GG 119) before planning permission is applied for, to demonstrate that road safety issues have been considered. Early engagement with the company is therefore encouraged to ensure that the above and further highway standards in the DMRB are appropriately addressed.

(Paragraph 25)

Where the company is requested to do so, it will engage with local planning authorities and development promoters at the pre-application stage on the scope of transport assessments/statements and travel plans. This process should determine the inputs and methodology relevant to establishing the potential impacts on the SRN and net zero principles that will inform the design and use of the scheme. Development promoters are strongly encouraged to engage with the company to resolve any potential issues and maximise opportunities for walking, wheeling, cycling, public transport and shared travel, as early as possible.

(Paragraph 47)

An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase.

(Paragraph 50)

The scope and phasing of necessary transport improvements will normally be defined by the company in planning conditions that seek to manage development in line with the completion of these works. In such circumstances, modifications to the SRN must have regard to the need to future-proof the network, while its delivery may require a funding agreement between the development promoter and the company.

(Paragraph 52)

As a result of investigations undertaken by the company, development promoter and/or local highway authority, it may become apparent that a different form of intervention would better address cumulative development impacts than the option(s) already identified through the plan-making process. In this situation, the company will work with the local planning authority and development promoter(s) to explore a cost sharing mechanism or the phased delivery of a more comprehensive scheme.

(Paragraph 53)

HCC's A Guide to Development Related Travel Plans (2009)

2.6 HCC's 'A Guide to Development Related Travel Plans' provides guidance for developing TPs for residential uses within Hampshire, and as previously identified the structure of this TP has been informed by such guidance.

2.7 The guide document states that a Travel Plan should have three main purposes:

- Ensure that development takes place in locations and in ways that minimise the impact of additional demand;
- Increase accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways; and
- Reduce dependence on the use of the car

2.8 It is noted that HCC have released updated Travel Plan guidance, which comes into effect from Monday 16th June 2025. However, any TPs that relate to a Framework Travel Plan that already has approval from HCC can continue to follow the 2009 guidance. As this TP is based upon the approved FTP submitted as part of outline application APP/20/00441, this TP will follow the existing guidance.

Hampshire County Council Local Transport Plan 4 (LTP4)

2.9 LTP4 was adopted in March 2024 and sets out core policies which are used to determine how HCC plans and delivers all aspects of transport. LTP4 details the vision for 2050, transport policies, a roadmap for 2050 and wider strategies. The LTP4 policies which are relevant to this development are outlined below.

Guiding Principle 1: Give people a choice of high-quality travel options.

- Provide a choice of high-quality travel options and reduce dependency on the private car by:
 - providing better walking, cycling and public transport choices
 - creating opportunities to 'live locally' (including homeworking)
 - owning fewer cars and using them less
- Use vehicles more efficiently to reduce per vehicle emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well used public transport and more car sharing
- Replace our petrol and diesel vehicles (which emit CO₂) with zero emission vehicles
- Offset any remaining emissions that cannot be eliminated by the above

Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first.

Planning for people and places means:

- Creating high quality places, which encourage active and public transport use, enable social interaction, and create stronger communities;
- Creating safe, healthy, accessible, and inclusive transport options that provide more equitable access to services, opportunities and life chances, leisure and recreation, and which tackle the adverse impacts of transport on the environment; and
- Supporting and promoting key transport strategic infrastructure (primarily public and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.

Policy C1: Putting people and places at the heart of our decisions

- Develop and apply a Movement and Place Framework to manage the transport network in accordance with its function in different locations, i.e. to decide what type of measures are needed where;

• Prioritise the needs of walking and cycling, public transport users and delivery vehicles, in accordance with the specific function of different types of location; • Use a 'Healthy Streets' approach and our 'Hampshire Walking and Cycling Principles' to plan and design welcoming, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age and disability; • Seek opportunities to create or reallocate road space to create better walking and cycling routes and faster routes for buses; and • Support targeted highway capacity improvements where there is a strong economic, safety, health, social or environmental case and where the Movement and Place Framework is achieved
Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users. Ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following Road User Utility Framework: i. opportunities to reduce travel demand and the need to travel; ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions; iii. people who walk; iv. people who cycle and ride horses; v. people who use public transport (bus, coach, rail, taxi, community transport); vi. delivery of goods; and vii. other motor vehicles.
Policy C5: Support local living and reduce demands on transport • Support measures that enable residents to make greater use of local services and facilities and will create stronger communities (based around the liveable neighbourhood concept); • Enable local communities to deliver community-led place and transport improvements where there is funding to do so; • Support the roll out of superfast/gigabit broadband to enable home working and online access to services, so that people can travel less for these services - especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower;
Policy C6: Encourage sustainable travel behaviour • Raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change; • Work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence-based interventions to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel; • Deliver transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private Car (with supporting behaviour change interventions where feasible); • Ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged; • Develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes; and • Monitor the effectiveness of our approach and adapt it to changing transport needs.

Havant Local Cycling and Walking Infrastructure Plan (2023)

2.10 HCC's Havant Local Cycling and Walking Infrastructure Plan (LCWIP) outlines proposals for cycling and walking infrastructure improvements across the district. The LCWIP is guided by HCC's 10 walking and cycling principles, within this there are three overarching principles:

- Prioritise walking and cycling for healthier people, healthier transport, and a healthier planet.
- Have an integrated approach to all aspects of planning, development, design and operation.
- Ensure our planning is network based, shaped by evidence, and monitored.

- 2.11 Although the Core Walking Zones identified in the LCWIP do not cover the development site, the site is situated between the two Core Walking Zones of Havant and Waterlooville. Therefore, future residents would benefit from the proposed walking improvements when accessing amenities and facilities in the towns.
- 2.12 The proposed cycle network is extensive and would directly improve the local cycle infrastructure for future residents. The cycle routes of relevance to the development site and their improvements are summarised below.

Proposed Cycle Networks and Improvements

- **Route 277 – Purbrook-Westbourne**
 - Review of cycling provision at junctions, including at the Purbrook Way/Hulbert Road signalised roundabout.
 - Investigation of potential for Dutch style roundabout to replace existing A3 London Road/Ladybridge Road roundabout.
 - Development of segregated cycle tracks, including along Purbrook Way and Stockheath Road
 - Consideration of a 20mph low speed quiet mixed traffic street in some areas, including St Albans Road between Braishfield Road and Farrington Road junctions, and on Stanbridge Road.
- **Route 278 – Waterlooville-Staunton Farm**
 - Explore improvements for cycle continuity at junctions, such as through controlled crossings.
 - Provide one or two-way segregated cycle tracks along Hulbert Road between A3 Maurepas/London Road and A3 junction 3 roundabouts.
 - Scope to provide two way segregated cycle track on Hulbert Road between A3(M) and Fitzwygram Way roundabouts.
- **Route 363 – Leigh Park-Havant and South Downs College**
 - Widen existing shared facility between Middle Park Way and Purbrook Way, and between Purbrook Way and Bancroft Way along the Heritage Stream. This will enable provision of clear segregation.
 - Investigate upgrading zebra crossing to parallel crossing on Purbrook Way.

Havant Borough Core Strategy – Local Development Framework (March 2011);

- 2.13 Whilst we are aware that the new 'Building a Better Future Plan' (otherwise known as the Local Plan) is currently in draft format and out for consultation, the Havant Borough Core Strategy – Local Development Framework (March 2011) remains the current adopted strategy. The Core Strategy describes the council's long-term vision and objectives for what the borough will be like as a place in 2026.
- 2.14 The Infrastructure and Transport section within the Development Management Policies Chapter of the Core Strategy directly relates to the aim of this TP. The specific policies of relevance are outlined below.

DM11 Planning for More Sustainable Travel

The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

1. Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.
3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.
4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.
5. Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.

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DM12 Mitigating the Impacts of Travel

New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.
2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.
4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.
5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.

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Havant Borough Council – Building a Better Future Draft Local Plan

- 2.15 As aforementioned, HBC's Building a Better Future Plan is currently in draft and undergoing consultation. Land west of Hulbert Road is listed as allocation 15 within the plan and is identified as a greenfield site with a development potential of about 100 dwellings, providing proposals meet the necessary allocation requirements, none of which are related to transport.
- 2.16 The draft plan also outlines a number of policies, and those which are relevant to this development are outlined below.

Policy 8: Health and Climate Change

All development is expected to lead to high quality, sustainable and environmentally sensitive places which positively affect the Borough's residents and its environment. In order to achieve this, planning permission will be granted for development proposals that promote and facilitate healthy and inclusive communities by achieving the following criteria where relevant to the application in question:

- a) Taking appropriate opportunities to use or reuse buildings, materials and land efficiently, minimising their use and promoting a circular economy;
- b) Minimising greenhouse gas emissions from buildings and their use;
- c) Taking opportunities to incorporate low carbon and renewable energy technologies wherever possible;
- d) Being designed and constructed to be resilient and adaptive to the needs of our changing climate, including the use of SuDS;
- e) Conserving and enhancing where possible resilient ecological and green infrastructure networks and prioritises

the use of nature based solutions;

f) Enhancing existing and facilitating new opportunities for active travel, informal play and social interaction by:

- i. Co-location of facilities or improving access to existing facilities by active travel and
- ii. Creating and improving pedestrian and cycle route linkages within the Borough, and to and from surrounding areas;

g) Facilitating easy and safe access to education and employment; and

h) Enabling active and healthy lifestyles through good urban design by

- i. Improving the Borough's network of good quality, accessible and safe open spaces and
- ii. Enhancing the public realm with high-quality surface treatments, landscaping, signage and street furniture that is accessible to all;

i) Development proposals for residential developments of 40 or more dwellings (gross) and non-residential development over 1000sqm (gross) will be required to submit a Health Impact Assessment (HIA) as part of their planning application. Commercial development less than 1000 sqm should confirm whether a HIA is required through the pre-application or application process. The HIA must demonstrate how positive impacts from the development have been maximised in line with the criteria above, and how negative impacts have been reduced or mitigated.

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Policy 47: Accessibility, Transport and Parking

A Hierarchy of highway users

a) The Council, in collaboration with the highway authorities, will implement a sequential approach to transport in implementing the Building a Better Future Plan. Development proposals must be informed by the following hierarchy:

- i. opportunities to reduce travel demand and the need to travel;
- ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions;
- iii. people walking;
- iv. people cycling;
- v. people using public transport;
- vi. delivery of goods; and
- vii. other motor vehicles.

Transport considerations in new development

Planning permission will be granted for development proposals, provided that:

b) The needs of all people and modes of transport have been considered, with sustainable and active modes of travel prioritised and positively encouraged through on and/or off-site measures;

c) The site is located and planned so that

- i. Safe and suitable access to the site is provided for all people and modes of transport, with priority given to walking, cycling and public transport;
- ii. The layout prioritises comfortable non-motorised movement to all parts of the site, and provides a high level of permeability to link with the wider network beyond the site;
- iii. The site layout encourages lower vehicle speeds, for the safety of all users;
- iv. Any existing public rights of way on site are safeguarded or diverted and rights of way on and near the site are improved where necessary to address the impact of the development;
- v. The streets, including public and private parking areas, contribute positively to the design of the development and deliver a high quality public realm, including through the use of high quality materials and integration of landscaping;
- vi. Sufficient visibility and lighting are provided for the safe use of the streets, cycle routes, walking routes and parking areas;
- vii. Provision is made for the parking of motor vehicles and cycles in line with Council standards; and
- viii. Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and with ease;

d) Any transport impacts are fully assessed and mitigated where necessary as follows:

- i. Where required, a satisfactory Transport Statement or Transport Assessment is submitted which evaluates transport impacts and demonstrates that the needs of the development for all modes have been considered and any adverse impacts on the wider area are mitigated;
- ii. A sequential approach is taken to mitigation measures so that they first avoid or reduce the need to travel, then consider the needs and the experience of all highway users, in line with the hierarchy set out at criterion a. above;
- iii. The traffic generated by the development, taking into account any proposed avoidance and mitigation measures, would not result in severe impacts, either individually or cumulatively, on the transport network and would not have an unacceptable impact on highway safety;
- iv. A Travel Plan is provided where appropriate in relation to the scale and type of development; and

- v. The development contributes to the delivery of identified improvements to the pedestrian, cycle, public transport and/or road networks as appropriate;
- e) The development would not compromise the ability of Local Authorities or Highway Authorities to deliver identified interventions.

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Active Travel England

2.17 Active Travel England (ATE) is an agency sponsored by the Department for Transport and is responsible for investing in and improving standards for active travel schemes across England. ATE strives to fulfil the Government's vision to make 50% of all trips by active modes by 2030.

2.18 To support this vision ATE states that Travel Plans should have:

- Targets for active travel mode share that are ambitious and align with the national or any adopted local targets.
- Mode share targets should be set for the end of each phase and extend to five years beyond the final occupation of the development.
- Targets that relate to all uses within the application site.
- Sufficient detail on the active travel and public transport infrastructure to be provided or improved (both on and off-site) and how its use will be embedded by initiatives and incentives to be secured through planning conditions and obligations.
- Details of effective actions to be taken if targets are not met, with the intention for these to be secured and monitored (if triggered) through planning conditions and obligations.

2.19 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within HCC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

- 3.1 The site is located in Havant, approximately 2.8km northwest of Havant Town Centre and 1.8km southeast of Waterlooville Town Centre. The development site's location in relation to the nearby towns is illustrated in **Figure 2**. The site is bound by Hulbert Road to the east, the A3(M) to the west and woodland to the north and south.

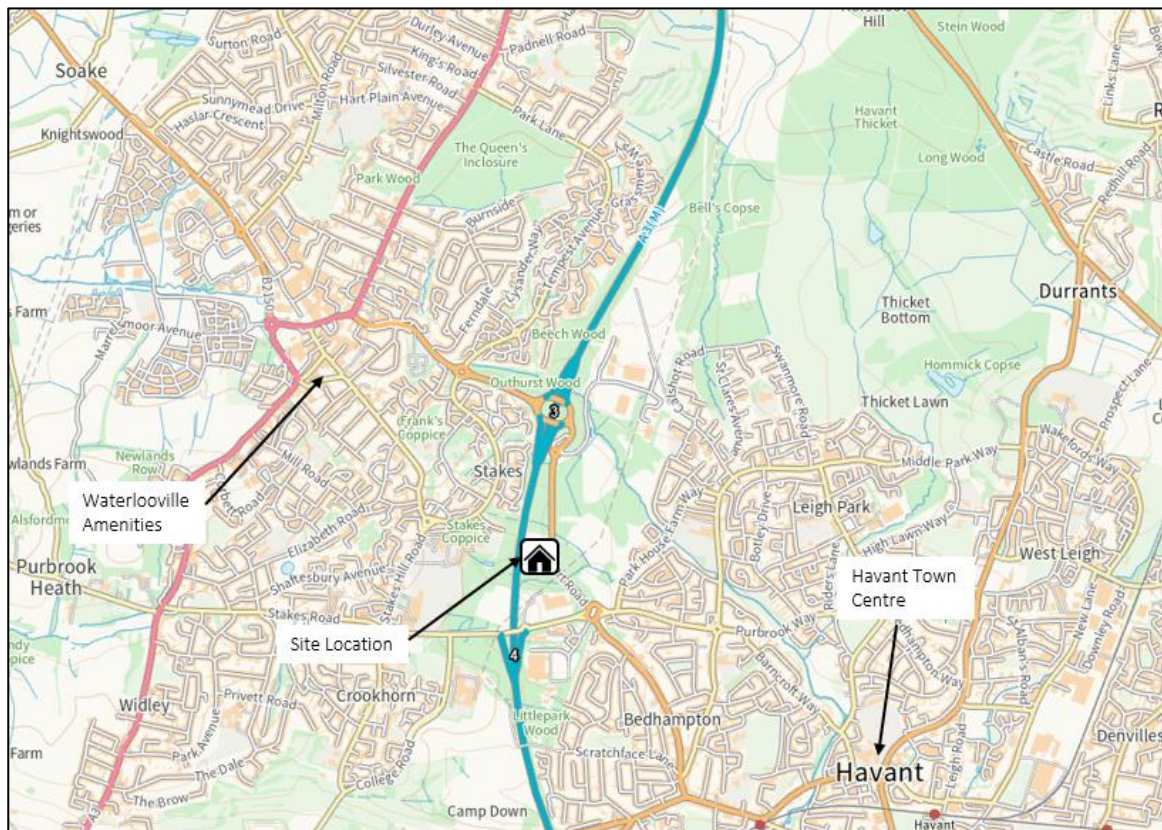


Figure 2: Site Location in Relation to Havant and Waterlooville Town Centres

Local Road Network

- 3.2 The development site is located to the west of Hulbert Road in Havant and this road runs northwest from Bedhampton Road to the A3(M) roundabout and then northwest to the A3 in Waterlooville. Along the site's eastern border, Hulbert Road is a single carriageway subject to a 40mph speed limit and is c.6m in width. The speed limit increases to 50mph west of the A3(M) roundabout as the road turns into a dual carriageway (also known as the B2150) but reduces back to 40mph in Waterlooville.

- 3.3 Purbrook Way is located south of the site, accessible via Hulbert Road at the Purbrook Way roundabout. The road runs east to west from the Stakes Road/Stakes Hill Road/Crookhorn Lane/Purbrook Way roundabout east of Purbrook to Leigh Park. Purbrook Way is a dual carriageway subject to a 40mph speed limit east of the Purbrook Way roundabout, west the road reverts to a single carriageway subject to a 30mph and is c.7m in width. Sections of Purbrook Way within the 30mph speed limit area have marked on-street parking bays for nearby residences.
- 3.4 Travelling southeast on Barncroft Way from Purbrook Way leads to New Road and into Havant Town Centre and its associated facilities including Havant Rail Station. Barncroft Way is single carriageway, c.7m in width and is subject to a 30mph speed limit. Similar to Purbrook Way there is marked on-street parking.
- 3.5 The A3(M) is accessible from the roundabout north of the site, via Hulbert Road. The A3(M) runs northeast from the A27 Havant Bypass to the A205 in Putney, south-west London. The link to the A27 provides a route to key destinations along the south coast including Portsmouth, Southampton and Chichester.

Local Facilities

- 3.6 Havant and the area surrounding the site offer a range of facilities and amenities within a 20-minute walk or cycle, as shown by the walking and cycling isochrone accessibility maps in **Figures 3 and 4**.

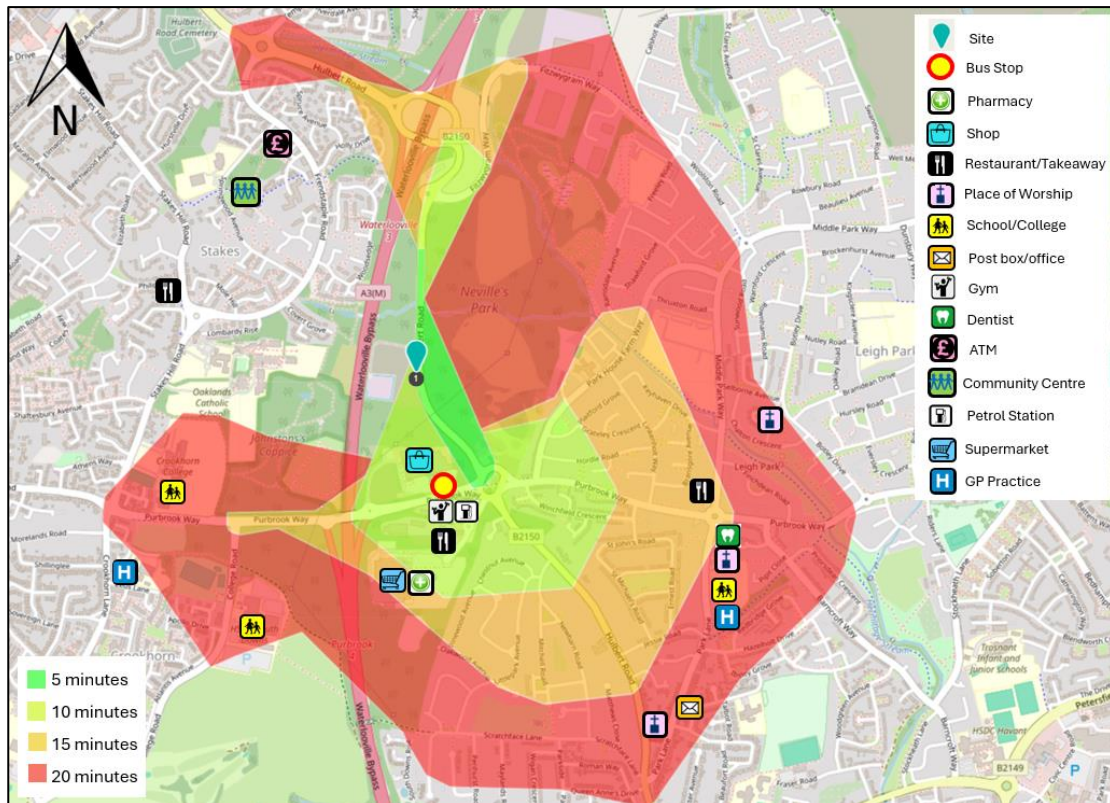


Figure 3: Walking Isochrone Accessibility Map

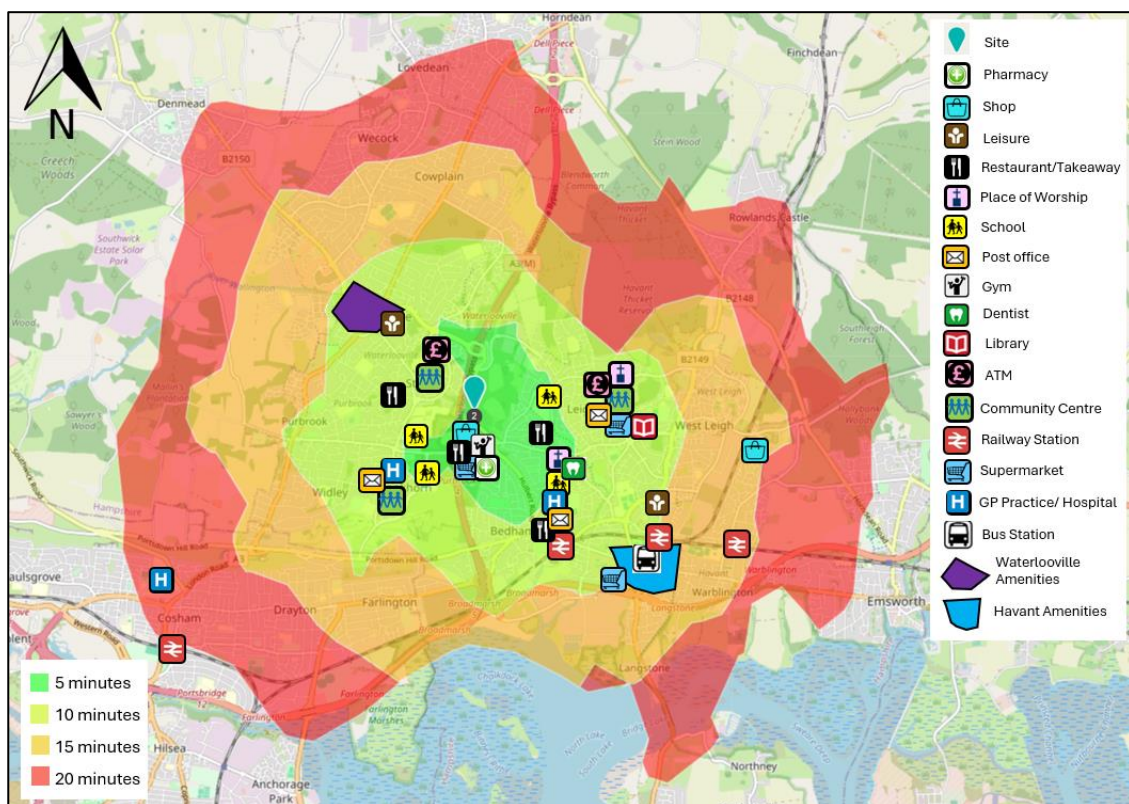


Figure 4: Cycling Isochrone Accessibility Map

- 3.7 The full range of amenities within the vicinity of the site and their respective distances from the centre of the site and travel times are summarised in **Table 1**. The walking and cycling times are based on the standard speeds of 80 metres per minute for walking and 250 metres per minute for cycling, which is in line with CIHT.

Amenity	Distance from Centre of Site	Walking Time (80m per minute)	Cycle Time (250m per minute)
Asda Petrol	550m	7 minutes	2 minutes
Purbrook Way Roundabout Bus Stop	600m	8 minutes	2 minutes
Basecamp (gym)	600m	8 minutes	2 minutes
B&Q	700m	9 minutes	3 minutes
McDonald's	800m	10 minutes	3 minutes
Asda Supermarket	1km	13 minutes	4 minutes
Asda Pharmacy	1km	13 minutes	4 minutes
Calvary Chapel	1.2km	15 minutes	5 minutes
Bancroft Primary School	1.3km	16 minutes	5 minutes
Dental Clinic	1.3km	16 minutes	5 minutes
HSDC South Downs (College)	1.6km	20 minutes	6 minutes
Bedhampton Post Office	1.8km	23 minutes	7 minutes
Crookhorn Lane Surgery	2km	25 minutes	8 minutes
Riverside School	2km	25 minutes	8 minutes
Crookhorn College	2km	25 minutes	8 minutes
Springwood Community Centre	2km	25 minutes	8 minutes
Tesco bank ATM	2.1km	26 minutes	8 minutes
Leigh Park Library	2.3km	29 minutes	9 minutes
Bedhampton Rail Station	2.3km	29 minutes	9 minutes
Lloyds Bank	2.6km	33 minutes	10 minutes
Havant Bus Station	3.1km	39 minutes	12 minutes
Havant Rail Station	3.2km	40 minutes	13 minutes

Table 1: Local Amenities and Facilities

- 3.8 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) identifies that the average length of pedestrian journeys is now 1.37km (page 6). Almost half of the amenities set out in **Table 1** are within this distance, thus many amenities are deemed accessible by foot, including a bus stop, supermarket and primary school.
- 3.9 Manual for Streets extends upon the 1.37km walking journey distance and states that walking has the potential to replace journeys up to 2km. This distance encompasses a greater proportion of the local facilities and amenities identified within **Table 1**, with more than half of the listed amenities located under this distance. This is inclusive of a college, post office, doctor's surgery and special education school.

- 3.10 The CIHT 'Planning for Cycling' document suggests that 80% of cycle trips undertaken are less than 5 miles (8km), with 40% being less than 2 miles (3.2km). With all amenities being within the shorter distance of 3.2km from the site, this shows significant potential for cycling to be a frequently utilised travel mode by future residents.

Pedestrian Network

- 3.11 There is currently no pedestrian footway provision along Hulbert Road in the vicinity of the site. The outline application proposed a 3m shared footway/cycleway to be provided, connecting the south-eastern corner of the site to connect to existing provision on Purbrook Way.
- 3.12 South of Purbrook Way roundabout, there is an existing footway on both sides of Hulbert Road, with the southwestern footway measuring c.2.2m in width and the northeastern footway measuring c.1.6m in width.
- 3.13 Pedestrians crossing Purbrook Way, in all directions, are aided by signalised pedestrian crossings with dropped kerbs and tactile paving. This includes a direct route along Purbrook Way across the roundabout and there are signalised crossings leading to a tarmacked footway traversing through the centre of the roundabout for pedestrians.
- 3.14 To the west of the Purbrook Way roundabout there is a shared footway/cycleway along the northern edge of Purbrook Way measuring c.2.8m in width. To the east of Purbrook Way roundabout footways are maintained on both sides of the carriageway and in most instances are separated from the carriageway by designated on-street car parking and/or grass verges. The width of these footways range c.1.6m to 2.8m.

Public Rights of Way (PROW)

- 3.15 As demonstrated by **Figure 5** there is a large network of PROW footpaths providing routes into Havant Town Centre. There is also a series of bridleways linking Bedhampton to Purbrook to the southwest of the development site.

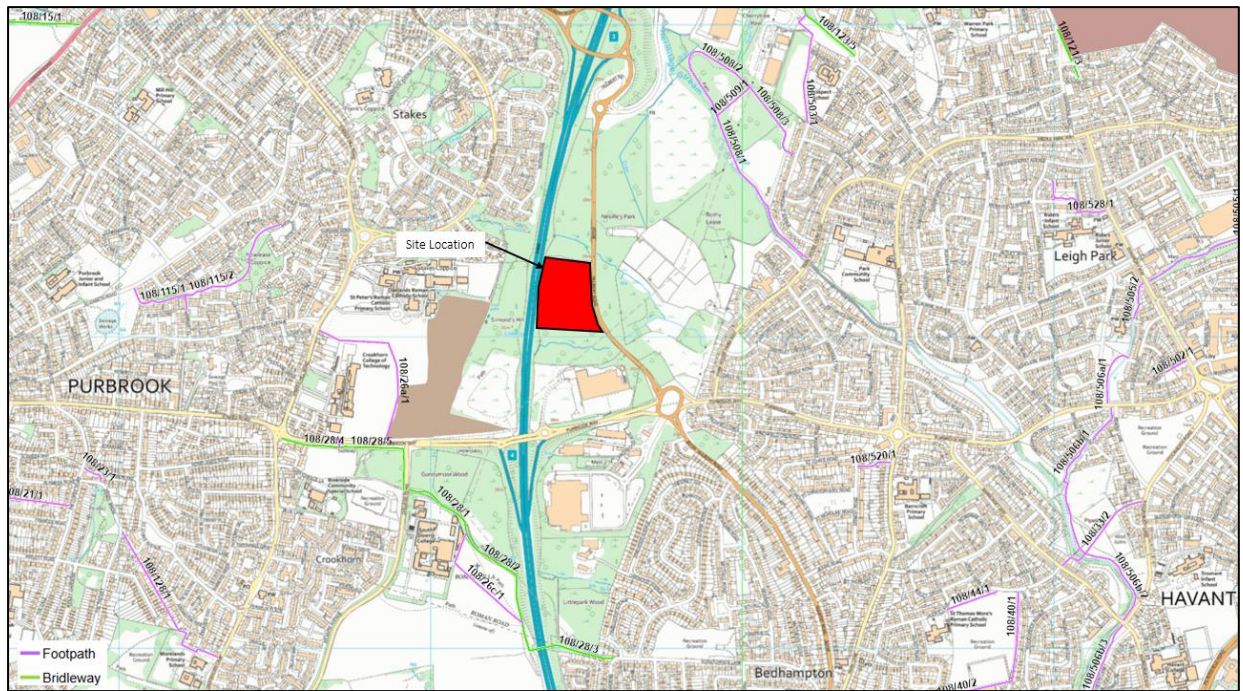


Figure 5: Public Rights of Way (PROW) in the vicinity of the site (Source: HCC)

3.16 Although there are not any PROWs in the direct vicinity of the site, the footpaths from Purbrook Way could be utilised to reach Havant Town Centre. This route begins east of Riders Lane from the southern edge of Purbrook Way on PROW footpath 108/506b/4 and ends at the PROW 108/506b/3 on the northern edge of New Road, opposite Staunton Road. The series of PROW footpaths provides an unimpeded pedestrian route to Havant Town Centre.

Cycle Network

3.17 In addition to the network of PROW footpaths across Havant, there are local cycle paths and routes in the vicinity of the site, as shown in **Figure 6**.

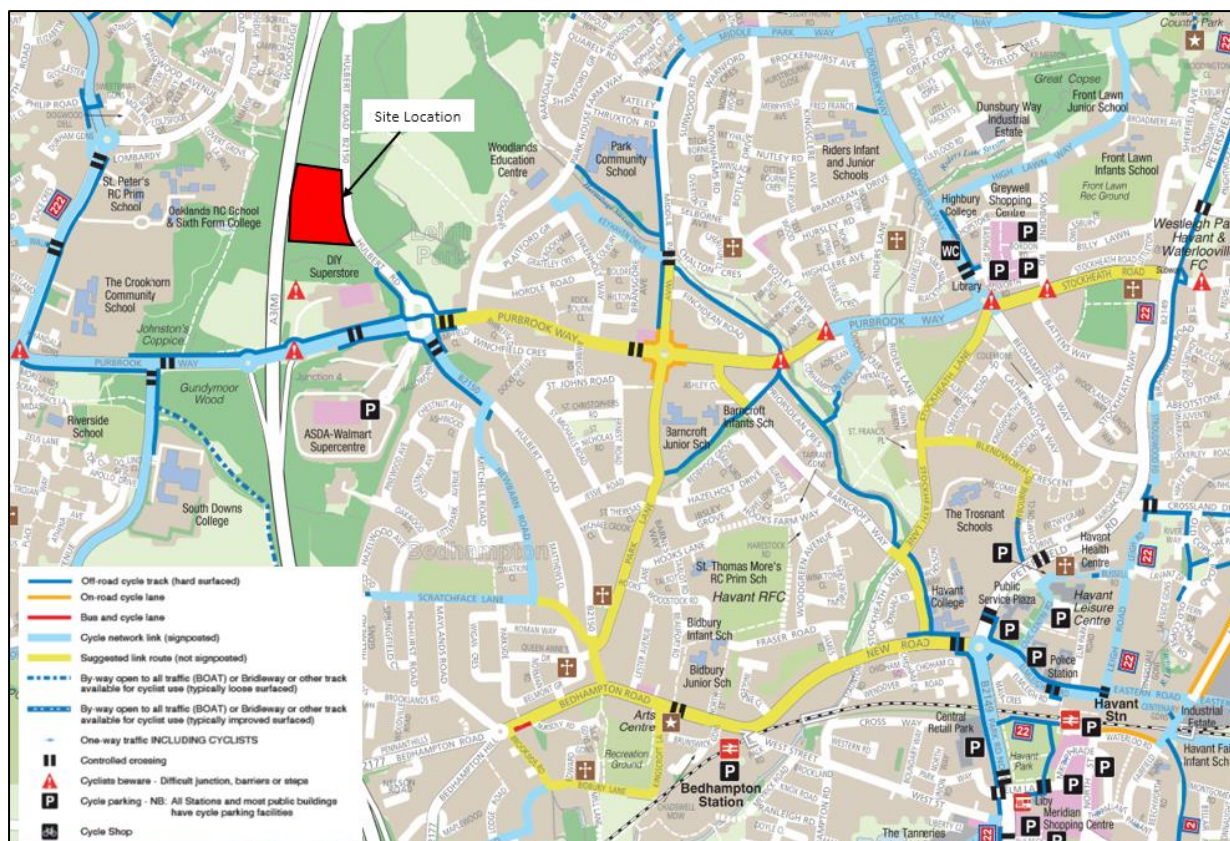


Figure 6: Havant Cycle Map (Source: HBC)

- 3.18 Approximately 400m south of the proposed development site, is a signed cycle network link west along Purbrook Way towards Purbrook and then north to Waterlooville and associated amenities. There is also an off-road cycle track west of the roundabout, facilitating cyclist access to Waterlooville.
- 3.19 Although there are not any designated cycle routes east of Purbrook Way roundabout or along Park Lane, these roads are proposed by HBC as suggested link routes, therefore the roads are deemed suitable for cyclists.
- 3.20 Signposted cycle network links and off-road cycle tracks are provided again as cyclists near Havant Town Centre. Cycle parking is well-provided for in the centre, as shown by the numerous parking areas detailed within **Figure 6**.
- 3.21 **Figure 7** illustrates the National Cycle Network routes in the vicinity of the proposed development site.



Figure 7: National Cycle Network (Source: Sustrans)

- 3.22 Route 222 is c.1.9km west of the development site, accessible via an 8-minute cycle. The route runs from Eastney to south of Petersfield.
- 3.23 Route 22 is c.3.1km east of the development site and is accessible via a 12-minute cycle. Once complete, the route will run from London to Portsmouth and be 37.5% traffic-free. Currently the portion of the route that is open and relevant to the site is between Portsmouth and Bordon.
- 3.24 The third route in the vicinity of the site is Route 2, which is 3.8km southeast of the development site and is accessible via a 15-minute cycle. The route will run from St Austell to Dover once complete and will be 38% traffic free.
- 3.25 The range of short and long-distance cycle infrastructure in place in and around Havant, present the perfect opportunity for future residents to utilise cycling as a main mode of travel for commuting to work and travelling for leisure.

3.26 Furthermore, it is noted that the Havant LCWIP aims to improve the Purbrook Way corridor, in addition to providing a cycle route via College Road. Upon the implementation of the cycle improvements, the area in the vicinity of the proposed development site will provide greater opportunities for future residents opting to utilise cycling as a key mode of transport.

Public Transport Provision

Bus Network

3.27 The nearest bus stops to the site are known as the 'Purbrook Way Roundabout' bus stops located c.600m south (8-minute walk) from the development site. The stops are designated by a single pole and flag with timetable, in addition to sheltered seating. The stops facilitate access to Stagecoach 20, 37, 39; and First Bus SD4 and SD5. **Table 2** summarises these service routes and timetables.

Service	Operator	Route	Approximate Frequency		
			Monday-Friday	Saturday	Sunday
20	Stagecoach	Havant-Portsmouth	Every 30 minutes 06:15-18:15	Every 30 minutes 06:40-18:15	No Service
37	Stagecoach	Havant-Petersfield	Every hour 06:45-18:30	Every 90 minutes 08:20-17:15	No Service
39	Stagecoach	Havant-Wecock Farm	Every 15-30 minutes 05:30-22:45	Every 15-30 minutes 06:15-22:45	Every 30-60 minutes 07:45-20:45
SD4*	First Bus	Bishops Waltham-Havant Campus	Once a day at 09:20	No Service	
SD5	First Bus	Gosport-Havant Campus	Once a day at 09:15	No Service	

Table 2: Local Bus Services

3.28 The frequent service provided by Stagecoach 39 to Wecock Farm enables future resident access to the amenities and facilities provided within Waterlooville in a journey time of approximately 20 minutes. The Stagecoach 20 bus is also well placed for residents with half hourly operation to Portsmouth City Centre in a journey time of approximately 39 minutes. These services are suited to resident commutes to work or travel for leisure purposes.

3.29 In addition to the bus service provided by 'Purbrook Way Roundabout' bus stop, a range of bus services operate from Havant Bus Station. These include, but are not limited to:

- Stagecoach 23 – Leigh Park to Southsea
- First Bus 27 – Rowlands Castle to Emsworth
- Stagecoach 30 – Havant to Hayling Island
- Stagecoach 700 – Chichester to Portsmouth

Rail Network

- 3.30 The nearest rail station is Bedhampton Station c.2.3km from the development site. The station can be accessed via a 9-minute cycle or 6-minute bus journey on Stagecoach 37 from 'Purbrook Way Roundabout' followed by a 10-minute walk.
- 3.31 Bedhampton Station has some step-free access to all platforms and accessible ticket machines. The station provides a sheltered waiting area, ticket machines, customer help points and public Wi-Fi. There are 20 bicycle storage spaces in the form of racks, which are sheltered and monitored by CCTV.
- 3.32 For more frequent rail services, Havant Rail Station is also accessible from the development site via a 13-minute cycle or 18-minute bus journey on Stagecoach 39 from the 'Purbrook Way Roundabout' bus stops. A summary of the rail services operating from the station is shown in **Table 3**.

Service	Operator	Approximate Journey Time	Approximate Frequency		
			Monday-Friday	Saturday	Sunday
Chichester	Southern	14 minutes	Every 10-20 minutes 05:20-29:59	Every 10-20 minutes 05:05-23:59	Every 20-40 minutes 06:41-23:18
Portsmouth Harbour	Southern/ South Western Railway	19 minutes	Every 10-20 minutes 04:40-23:51	Every 10-20 minutes 04:41-23:51	Every 10-40 minutes 07:21-23:58
Southampton Central	Southern	42 minutes	Every 30 minutes 05:17-22:18	Every 30 minutes 05:20-22:17	Every hour 08:10-22:11
Guildford	South Western Railway	44 minutes	Every 20-40 minutes 04:46-23:40	Every 10-30 minutes 04:32-23:41	Every 15-40 minutes 07:02-23:07
Brighton	Southern	1 hour 5 minutes	Every 10-30 minutes 06:31-23:13	Every 10-30 minutes 07:00-23:13	Every 20-40 minutes 07:33-22:17
London Waterloo	South Western Railway	1 hour 19 minutes	Every 20-40 minutes 04:46-22:53	Every 10-50 minutes 04:32-22:54	Every hour 07:51-22:50

Table 3: Havant Rail Services

- 3.33 Havant Station has step-free access to all platforms and a ramp for train access. The station provides toilets (including accessible), seating areas, ticket machines, customer help points, refreshment facilities and public Wi-Fi. There are 492 car parking spaces (8 accessible) and 92 bicycle storage spaces in the form of compounds and racks, which are sheltered and monitored by CCTV.

Summary

- 3.34 The site is well located in relation to existing pedestrian, cycle and public transport infrastructure, there presenting an excellent opportunity to encourage the use of sustainable travel modes for the development's future residents and visitors.

- 3.35 As illustrated by **Figures 3 and 4** most key amenities, such as the nearest bus stop and supermarket, are located along Purbrook Way and Park Lane with further facilities provide enroute to, and within, Waterlooville and Havant town centres. The frequent Stagecoach 39 service operating between Havant and Wecock Farm facilitates travel from the 'Purbrook Way Roundabout' bus stops to Havant and Waterlooville Town Centres, and Portsmouth City Centre and the additional amenities they provide, including banks and further shopping opportunities.
- 3.36 The existing cycle network is extensive with a range of off-road cycle tracks and signposted cycle network links, in addition to suggested unsigned routes and multiple cycle parking options across Havant and the surrounding area. The provision of these routes and parking facilitate and encourage cycling in the vicinity of the site and further afield with the proximity of the site to National Cycle Network routes 2, 22 and 222.
- 3.37 The nearby Havant Rail Station provides frequent services on the Portsmouth Harbour-London Waterloo and Southampton Central-Brighton lines. The station is accessible via a 13-minute cycle journey on the provided signed, unsigned, and off-road cycle routes from Purbrook Way, alternatively Stagecoach 39 service can be utilised from 'Purbrook Way' to 'Havant Bus Station'. Services are also available from Bedhampton station, albeit are less frequent and comprehensive than those available at Havant.

4. PROPOSED DEVELOPMENT

- 4.1 This TP supports a planning application for a residential development comprising 100 dwellings at Hulbert Road, Havant. The accommodation schedule for the site is shown in **Table 4**, comprised of a mixture of private, affordable and shared ownership dwellings.

Type of Dwelling	Number of Units
2-Bedroom House/FOG	35
3-Bedroom House	55
4-bedroom House	10
Total	100

Table 4: Accommodation Schedule

Car Parking

- 4.2 The number of car parking spaces required to serve the mix of residential dwellings has been informed by Havant Borough Council's (HBC) Parking Supplementary Planning Document (2016) which provides the minimum quantum of spaces required per unit. With consideration to the proposed accommodation schedule, the required parking provision to serve the site is summarised in **Table 5**.

Type of Dwelling	Number of Units	Minimum Car Parking Standard	Minimum Requirement
2-Bedroom Unit	35	2 spaces per unit	70
3-Bedroom House	55	2 spaces per unit	110
4-bedroom House	10	3 spaces per unit	30
Total	100	-	210

Table 5: Car Parking Provision

- 4.3 As shown in **Table 5** the minimum requirement of allocated parking for the site is 210 spaces. In addition to this the SPD states that a further 20% of unallocated parking should be provided for visitors, equating to an additional 20 spaces. A total of 21no. visitor spaces are provided for the site.
- 4.4 The proposed parking is shown in the site layout in **Appendix A**, and meets the standards set out in HBC's SPD. Further details on the parking are provided within the accompanying RMTA.

Cycle Parking

- 4.5 Cycle parking will also be provided to the HBC standards which are outlined in **Table 6**.

Type of Dwelling	Number of Units	Minimum Cycle Parking Standard	
		Long Stay	Short Stay
2-Bedroom Unit	35	2 spaces per unit	20% of the long stay standard
3-Bedroom Unit	55	2 spaces per unit	
4-bedroom Unit	10	2 spaces per unit	

Table 6: Cycle Parking Provision

- 4.6 Both long and short stay cycle parking is anticipated to be provided for each unit within the curtilage of the units.

Access Arrangements

- 4.7 The development will be accessed at the northeastern corner of the site via a bellmouth junction from Hulbert Road measuring 7.2m in width and supported by 10m and 12m corner radii on the northern and southern side of the access respectively. The access design was approved as part of the outline application (reference: APP/20/00441).

Physical Measures to facilitate use of Sustainable Transport.

- 4.8 As previously noted, there is currently no walking or cycling infrastructure provided along Hulbert Road in the vicinity of the development site. Therefore, the approved outline application demonstrates the delivery of a 3m shared footway/cycleway with signage provided along the western side of Hulbert Road, accessed from the southeastern corner of the proposed site. This will link the development site with the existing infrastructure on Purbrook Way, thereby facilitating travel by foot and bike, as well as enabling access to the nearby 'Purbrook Way Roundabout' bus stop.
- 4.9 A footway will also be provided to the north, measuring c.2m wide, and will connect to the Hulbert Road/Fitzwygram Way roundabout. A crossing would be provided at the access to facilitate pedestrian access from the southern access road footway to the northern footway and its continuation north along Hulbert Road.
- 4.10 Internally, pedestrian and cycle provision are prioritised with the continuous 3m shared footway/cycleway having priority across internal junctions along the eastern side of the main spine road. Suitable footways are also provided, and an element of shared surfacing where appropriate, to facilitate the movement of pedestrians throughout the site.

5. INDICATIVE BASELINE AND TARGETS

- 5.1 This section identifies the aim, objectives, baseline modal splits and targets for the site. Given that there is already a Framework Travel Plan for the site, where appropriate, the elements submitted through the framework are reference within this section.

Travel Plan Aim

- 5.2 The overall aim of the TP is:

to support a sustainable development by reducing dependency on the private car through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

- 5.3 Specific to this TP, the objectives are:

- Reduce vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

- 5.4 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

- 5.5 Before setting specific targets, understanding how residents currently travel to work is essential. The Tetra Tech Framework Travel Plan identified a target to reduce single occupancy car trips by 10 percentage points by the end of year 5 of the TP, and instead increase the share of journeys on foot, and by bicycles by a combined 5% and journeys by public transport by the remaining 5%. The Framework Travel Plan, however, did not set out the indicative baseline modal splits for which this should be considered against. As such, using 2011 'Method of Travel to Work' Census data (details of which can be found at **Appendix B**) the anticipated baseline modal splits and targets are presented in **Table 7**.

Mode of Travel	Indicative Baseline	Year 3 Target	Year 5 Target
Car Alone	62%	57% (-5%)	52% (-10%)
Car Passenger	10%	10%	10%
Train	4%	13.5% (+2.5%)	16% (+5%)
Bus	7%		
Cycle	3%	16.5% (+2.5%)	19% (+5%)
Walk	11%		
Other	3%	3%	3%
Total	100%	-	-

Table 7: Indicative Baseline Splits and Targets Based on 2011 Census Data

5.6 It is proposed that to determine the 'actual' travel patterns surveys would be completed within 3 months of 50% occupation (as set out within the Framework Travel Plan). This would enable a sufficient sample size whilst also providing the opportunity to embed the residential TP before too many units are occupied.

5.7 Once the 'actual' baseline modal splits have been established, the Travel Plan Coordinator (TPC) and HCC Travel Plan Officer (TPO) should discuss the acceptability of the indicative modal share targets presented in **Table 7**.

Travel Plan Targets

5.8 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

5.9 This Travel Plan proposes three targets which should be met over the lifetime of the TP (which accord with those set out within the Framework Travel Plan), which we would expect to be implemented for both the residential and commercial elements of the site. These aims are set out in **Table 8** and represent the overarching goals of this TP.

Target	Timescale
Decrease the proportion of journeys made by single occupancy car by 5% / 10%	End of Year 3 / Year 5
Increase the proportion of trips made by active modes (walking/cycling) by 2.5% / 5%	End of Year 3 / Year 5
Increase the proportion of trips made by public transport by 2.5% / 5%	End of Year 3 / Year 5

Table 8: Travel Plan Targets

5.10 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

6. TRAVEL PLAN STRATEGY

- 6.1 A TP is a useful tool produced to encourage residents to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

- 6.2 The following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.
- 6.3 The measures set out in this section will be determined based on the final levels of occupancy and the potential for achieving a 10% modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through the master planning process, the Framework Travel Plan submitted as part of the outline application and by drawing upon community transport solutions.

Key Stages: Preliminary

- 6.4 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Costed Action Plan (**Appendix C**). These include:
- Appoint a Travel Plan Coordinator (developer)
 - Produce Resident Welcome Pack (TPC) including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

Key Stages: Five Years Following 50% Occupation of the Development

- 6.5 It is proposed that the TP period would become fully active upon occupation of the 50% of the development (50no. dwellings) and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to the local community.
- 6.6 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the residents. Such measures would be determined by the TPC in dialogue with occupants of the

site, HCC and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Costed Action Plan which is included in **Appendix C**.

Modal Measures: Walking and Cycling

- 6.7 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to residents. These will be detailed to residents in their welcome pack and through the biannual newsletters (as discussed later in the report).
- 6.8 The accessibility review and baseline modal splits indicate that walking is a key travel mode for existing residents in the area due to a number of facilities and amenities within reasonable proximity to the proposed development.
- 6.9 Whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing residents, it is hoped that the proposed TPC measures and promotion of the local cycling infrastructure will help this become a more favourable travel mode. Additionally, the aspirations outlined within the LCWIP to improve cycle links on Purbrook Way and College Road will further encourage cycling from the site and the surrounding area.
- 6.10 Interest in a bicycle user group would be reviewed through the resident questionnaire; alternatively public cycle events or cycle clubs would be promoted for the Havant/Purbrook/Waterlooville area to enable future residents to gain confidence with cycling and/or meet new people. In addition, residents would be kept informed of the progress of the LCWIP and improvements delivered through that.
- 6.11 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for residents to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting or occasional leisure.
- 6.12 Also, in accordance with the Framework Travel Plan, pedestrian friendly walking (and cycle friendly cycle) routes and travel times will be promoted, as will information on the benefits that walking and cycling can bring. The TPC would also promote safe cycling practice and handy tips for walking and cycling during different seasons.

Modal Measures: Public Transport

- 6.13 The baseline modal splits indicate that 7% of existing residents currently travel to work by bus and therefore it is considered that bus is a key travel mode for existing residents in the area through the provision of frequent services to Havant, Waterlooville and Portsmouth.
- 6.14 The attractiveness of the bus services, particularly those from 'Purbrook Way' would be supported and promoted through tailored promotions.
- 6.15 Maximising resident use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Welcome Pack and regular newsletters.
- 6.16 The TPC will promote rail services from Havant station (and Bedhampton) as well as the potential link-trip afforded by the Stagecoach 39 bus service which operates between the bus station (c.4 minutes from the rail station) and 'Purbrook Way'. Timetable information can also be provided and promoted where appropriate.

Modal Measures: Car Sharing

- 6.17 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing resident interaction and creating a sense of community.
- 6.18 Liftshare is a well-established scheme and would be promoted to residents through newsletters, welcome packs, and the website, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Sustainable Private Vehicle Use

- 6.19 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.
- 6.20 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development. Electric vehicle charging both on site and off site and further afield would be promoted as part of the TPC role.

Modal Measures: Home/ Remote Working and Other Modes

- 6.21 Following the COVID-19 pandemic, working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines.
- 6.22 The TPC would continue to remind residents of the benefits of this type of work, particularly now that many individuals are spending at least one day a week at home, rather than in the office.
- 6.23 Should monitoring exercises and communication with residents identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the HCC Travel Plan Officer.

Personalised Travel Planning

- 6.24 Upon moving into their new home, households will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform residents on how they can travel more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Website and Newsletters

- 6.25 To ensure the ongoing promotion of the Travel Plan to residents, over its life a number of marketing and communication elements would be implemented.
- 6.26 Firstly, a dedicated Travel Plan website (e.g. <https://tpc-paulbashamassociates.com>) will be established prior to occupation, which provides residents with up to date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected.
- 6.27 The TPC would also produce biannual newsletters for the five years of the Travel Plan, providing residents with updated sustainable travel information, details of any national events and offer personalised travel planning information, to their door.

Local Area and Other Site Users

- 6.28 The TP will promote the local area's facilities whilst actively engaging with local resident and community groups, local schools' TPC, as well as local events and businesses. Engagement with any

other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

Visitors and Deliveries

- 6.29 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Residents' positive sustainable travel experiences should have a knock-on effect to visitors.

Financial Incentives: Travel Voucher

- 6.30 As set out within the Framework Travel Plan, a sustainable travel voucher will be provided to residents. Given that no value was set out within the Framework Travel Plan or the S106, it is proposed that the vouchers would be to the value of £50. The travel voucher, available for each residence from first occupation (one gift per property) would be used towards the following:
- Contribution towards a bus ticket;
 - Contribution towards a rail ticket; or
 - Cycle voucher
- 6.31 The voucher would be valid for a set period of time which would be clearly defined on the voucher. Terms and conditions would also be clearly displayed.

7. IMPLEMENTATION AND MONITORING

Implementation

7.1 The Travel Plan has been secured through a Section 106 agreement, which has confirmed the following fees:

- Travel Plan Approval Fee - £1,500
- Travel Plan Monitoring Fee - £15,000 (£3,000 per annum)
- Travel Plan Bond of £19,000 plus 10% for surety.

Travel Plan Coordinator

7.2 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning on occupation of 50% of dwellings.

7.3 The TPC role and contact details will be finalised with HCC prior to occupation and following their appointment by the developer. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.

7.4 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support:
- Liaising with public transport operators, local interest groups, HCC:
- Designing and implementing an effective marketing strategy and raising awareness:
- Acting as the point of call for all TP enquiries: and
- Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Surveys and Feedback

7.5 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales:
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
- Adoption of the TP by local residents beyond the TP's active period: and

- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

- 7.6 This TP's approach to monitoring acknowledges the above requirements, the strategy set out within the Framework Travel Plan and our experience of being TPC's on a number of sites within Hampshire.
- 7.7 The resultant monitoring structure for the TP is therefore set out within **Table 9** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 3	End of Year 5
Resident Questionnaire (occupation of 50% of dwelling)	Resident Questionnaire	Resident Questionnaire	Resident Questionnaire

Table 9: Monitoring Strategy

- 7.8 A resident questionnaire is proposed to be undertaken within 3 months of 50% occupation (occupation of 50th dwelling), and at the end of years 1, 3 and 5 in accordance with the Framework Travel Plan. It is proposed that the survey will be completed electronically, although postal surveys may also be used. An example survey is included in **Appendix D**.
- 7.9 HCC have requested that a 35% response rate is achieved with any questionnaire to provide statistically significant data. If response rates are low, an additional Travel Gift would be promoted (such as a shopping voucher), and those wishing to obtain the gift would be required to complete the questionnaire. Should the minimum response rate not be met, Automated Traffic Count (ATC) surveys will be undertaken to determine travel patterns.
- 7.10 The results of the survey will be available for residents to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.
- 7.11 An annual monitoring/progress report will be produced and submitted to HCC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

- 7.12 Mismanagement can become a potential barrier to the successful implementation of TPs. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with HCC TPO will ensure that mismanagement does not occur.
- 7.13 Whilst specific remedial measures have not been identified within the Travel Plan, such remedial measures would be identified through discussions with HCC Travel Plan Officers. The 5-year budget for implementing the Travel Plan would be sufficient to ensure that remedial measures could be implemented. Such as if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed.
- 7.14 If the five-year target is not achieved, the requirement for remedial measures would be explored with HCC and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

- 7.15 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with residents over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP/ maintain the website etc.
- 7.16 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with HCC TPO as the TP draws to an end.

8. SUMMARY AND CONCLUSION

- 8.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of BRiCs Development Ltd to support a *‘Reserved matters application for 100no. dwellings and improved site access, landscaping, footpaths, SuDS and other associated works. Matters relating to appearance, landscaping, layout and scale to be considered’* at Land West of Hulbert Road, Havant.
- 8.2 This TP has been written in line with the following policy:
- National Planning Policy Framework (NPPF);
 - LTN 1/20 Cycle Infrastructure Design (July 2020)
 - Department for Transport (DfT) Circular (01/2022);
 - HCC’s A Guide to Development Related Travel Plans (2009)
 - HCC Local Transport Plan 4 (March 2024);
 - Havant Local Cycling and Walking Infrastructure Plan (2023);
 - Havant Borough Core Strategy – Local Development Framework (March 2011);
 - Havant Borough Council – Building a Better Future Draft Local Plan; and
 - Active Travel England
- 8.3 The site is well located in relation to existing pedestrian, cycle and public transport infrastructure, there presenting an excellent opportunity to encourage the use of sustainable travel modes for the development’s future residents and visitors.
- 8.4 The aim of the Travel Plan is “to support a sustainable development by reducing dependency on the private car through highlighting and promoting the use of more sustainable travel methods.”
- 8.5 This TP has proposed a 10% reduction in total vehicle trips, as identified by the approved Framework Travel Plan (ref: APP/20/00441) Indicative baseline modal splits have been calculated to base the targets against. These targets would be reviewed, revised and agreed with HCC’s TPO before the start of the TP.
- 8.6 A baseline resident survey would be undertaken at 50% occupation (occupation of the 50th dwelling) to establish baseline modal splits. Following this, resident surveys would be completed at the end of years 1, 3 and 5 to monitor the TP’s progress. The overall aim of the TP is to decrease single occupancy vehicle trips by 10% over the course of 5 years.

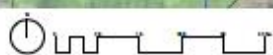
- 8.7 To meet the key objectives of the TP a number of measures would be implemented by the TPC at an early stage, including the production and distribution of resident welcome packs upon occupancy, and biannual distribution of newsletters on up-to-date sustainable travel advice in the local area. These measures focus on the establishment of the TP within the community at an early stage to embed sustainable practices in residents' routines and aid in the achievement of TP targets in the long term.
- 8.8 The TPC would oversee the implementation of all aspects of the TP and would work alongside HCC, residents and the developer to ensure that accurate and achievable targets are proposed. Survey results would be used to guide the TP, to ensure that targets and measures remain relevant and that the TP becomes integrated within the local community.

Appendix A

Land West of Hulbert Road, Havant
Full Travel Plan

Paul Basham Associates Ltd
Report No 020.0923/TP/2





Please Note:
This drawing is a preliminary design and is not intended to be used for construction purposes. It is subject to change without notice.
The drawing is a site plan and is not intended to be used for construction purposes. It is subject to change without notice.
The drawing is a site plan and is not intended to be used for construction purposes. It is subject to change without notice.

— Existing Site Lines
— New Site Lines

BRICS
CONSTRUCTION

PT 1 - 100% for Planing
Date: 01/01/2021
Scale: 1:100

**Hulbert Road
Site Layout - Block**

PROJECT	JOB NO.
Hulbert Road, Phase 1	20121
SCALE	1:100
DATE	June 2020
DESIGNED BY	20121/2020
DATE	20/06/2020
DATE	20/06/2020
DATE	20/06/2020

hgp

BRICS Construction
Construction, Planning, Design, Engineering
hgp@brics.co.uk
01203 20121

Appendix B

Land West of Hulbert Road, Havant
Full Travel Plan

Paul Basham Associates Ltd
Report No 020.0923/TP/2



QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 15 January 2025]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01022899 : Havant 018A
rural urban	Total

Method of Travel to Work	2011	
Underground, metro, light rail, tr	0	0%
Train	25	4%
Bus, minibus or coach	42	7%
Taxi	12	2%
Motorcycle, scooter or moped	6	1%
Driving a car or van	398	62%
Passenger in a car or van	66	10%
Bicycle	20	3%
On foot	70	11%
Other method of travel to work	5	1%
	644	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix C

Land West of Hulbert Road, Havant
Full Travel Plan

Paul Basham Associates Ltd
Report No 020.0923/TP/2



HULBERT ROAD, HAVANT TRAVEL PLAN ACTION PLAN



Actions	Responsibility	Timescale
TPC contact details to be provided to HCC TPO	BRICS Development Ltd/TPC	Three months Prior to first occupation
TPC to contact HCC and agree targets, monitoring and confirm Action Plan	TPC	Prior to first occupation
Develop webpage	TPC	Prior to first occupation
Prepare and distribute a Travel Welcome Pack	TPC	Prior to first occupation
Determine communication strategy inc. newsletters	TPC	Prior to first occupation
Travel Plan 'logo' and branding to be established	TPC	Prior to first occupation
Prepare TP action database for logging/recording: Action Plans, Household details, Household Personal Travel Planning, Assistance/Communication, Local Key Players Contact Details, Survey Responses	TPC	Prior to first occupation
Liaison with Sales Representatives to introduce TP and incentives available	TPC	Prior to first occupation
Monitoring Stages - Surveys and Feedback		
Baseline Resident Travel Surveys	TPC	50% occupation
End of Preliminary Phase Report and revise targets where necessary	TPC/HCC	End of Preliminary Phase

Preliminary Costs	£4,550
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Actions	Responsibility	Timescale	Year 1 (start at 50% Occupation)	Year 2	Year 3	Year 4	Year 5	Total
Personal Travel Planning (General TPC Activities)								
Liaison with residents re: PTP and distribution of travel vouchers	TPC	Ongoing	£2,000.00	£2,000.00	£2,000.00	£2,000.00	£2,000.00	£10,000.00
Promote sustainable routes to school	TPC	Ongoing						
Engage with local TPC's and resident steering group	TPC	Ongoing						
Maintain dialogue with local public transport service operators for service changes and promotions	TPC	Ongoing						
Promote local area walking / cycling route map and public transport information	TPC	Ongoing						
Keep up to date on local walking, cycling, public transport and car-sharing initiatives	TPC	Ongoing						
Promote local area key facilities, including walking and cycling routes/access points to reach these	TPC	Ongoing						
Promote Walk to Work Week and Walk to School Week	TPC	Ongoing						
Cooperation and coordination with local, regional and national campaigns and events	TPC	Ongoing						
Assess interest in resident bicycle user group	TPC	Ongoing						
Promote Bike Week and local cycling routes	TPC	Ongoing						
Promote car sharing and car sharing schemes such as Hampshire Liftshare	TPC	Ongoing						
Provision of information on local road network routes, cost comparison tables, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing						
Marketing and Communications								
Newsletters/ Leaflets	TPC	Biannually						TBC
Website	TPC	Minimum of 2 updates per year						TBC
Site Visit	TPC	Annual						TBC
Monitoring Stages - Surveys and Feedback								
Progress Review/Liaison with HCC	TPC	Annually	£ 500	£ 500	£ 500	£ 500	£ 500	£ 2,500
Resident Travel Surveys	TPC	Years 1, 3 and 5	£ 800		£ 800		£ 800	£ 2,400
Handover	TPC	End of Year 5					£ 550	£ 550
		Year Estimates	£ 3,300	£ 2,500	£ 3,300	£ 2,500	£ 3,850	£ 15,450
						Preliminary Stage + Year 1-5 Estimates		£ 20,000

Project Details	
Scheme	Hulbert Road, Havant
No. of Units	100
Personal Travel Planning Budget per unit	£ 100
Total Personal Travel Planning Budget	£ 10,000
Consent Date	TBC
1st Unit Occupation Target	TBC
Full Occupation Target	TBC
Applicant	BRICS Development Ltd
Local Authority	Hampshire County Council
LA Travel Plan Officer	TBC
Travel Plan Author	EKE
Travel Plan Co-ordinator	TBC

Disbursements:	Amount (per voucher)	Units	TOTAL
Voucher	£50	100	£5,000
Total Costs (prelim, year estimates and vouchers)			£25,000

Version	Date	TPC Author	Comment
1	May-25	EKE	

Appendix D

Land West of Hulbert Road, Havant
Full Travel Plan

Paul Basham Associates Ltd
Report No 020.0923/TP/2



– Resident Travel Survey

Thank you for taking the time to complete our residents travel survey. This will help us (your Travel Plan Coordinators) understand your travel needs and should only take a few minutes.

If you have any questions regarding our work, the survey or relating to the travel voucher, please do not hesitate to get in touch! And, don't forget to fill out your details at the end to receive your travel voucher!

You can send your completed survey to us via:

☐ **Post using the pre-paid envelope:** Paul Basham Associates, ###

☐ **Survey Monkey** at ####

☐ **QR code**

QR Code



1. What is your main mode of travel? (Please choose one)

- ☐ Car Alone
- ☐ Car Share
- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Rail
- ☐ Other (Please specify)

2. How often do you use another form of transport?

- ☐ Daily
- ☐ Couple times a week
- ☐ Once a week
- ☐ Once a fortnight
- ☐ Once a month
- ☐ Very rarely/sometimes
- ☐ Never

3. If you were to change your main mode of travel what mode would you most likely change to:

- ☐ Cycle
 - ☐ Walk
 - ☐ Train
 - ☐ Bus
 - ☐ Car Share
 - ☐ Other (please specify)
- _____

4. What is your most frequent journey for? (please choose one)

- ☐ Work/Education
- ☐ Leisure/Retail
- ☐ Health (doctors/hospital)
- ☐ Visiting friends/family
- ☐ Other (please specify)

5. How far do you travel for your most frequent journey?

- ☐ 0-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ 21-30 miles
- ☐ 31+ miles

6. To which location do you travel to most regularly? (tick one)

- ☐ ##
- ☐ ##
- ☐ ##
- ☐ ##
- ☐ Other (Please specify)

7. If you travel by car, why do you travel by car? (Please tick all that are relevant)

- ☐ 1. I don't own a car
 - ☐ 2. Car essential to perform job
 - ☐ 3. Reliability/ quicker than alternatives
 - ☐ 4. Health reasons
 - ☐ 5. Lack of alternatives
 - ☐ 6. Cost
 - ☐ 7. Comfort
 - ☐ 8. Personal safety
 - ☐ 9. Things to do on way home
 - ☐ 10. Other (please specify)
- _____

8. Which of the above is the most important when travelling by car?

9. If you travel usually by car, how do you travel when your car is unavailable (i.e. is being serviced)

10. When not travelling by your main mode of travel, what other modes of travel do you use? (Select all that apply)

- ☐ Car Alone
- ☐ Car Share
- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Rail
- ☐ I only use my main mode of travel
- ☐ Other (please specify) _____

Please Turn Over

11. Which of the following would most encourage you to use the listed travel modes (or use them more frequently if you do so already?)

	Discounts	More Information	Improved Reliability & Frequency	Increased Safety Measures	Cycle Storage/training	Better Facilities	Improved Routes	Knowledge of Local Clubs/Events	Nothing	Other (please specify)
Walking										
Cycling										
Bus										
Rail										

12. How many cars do you own?

- ☐ 1
☐ 2
☐ 3+
☐ N/A (do not own a car)

13. What type of cars do you own?

- ☐ Petrol
☐ Diesel
☐ Hybrid
☐ Electric
☐ N/A (do not own a car)

14. How many bicycles do you own?

- ☐ 1
☐ 2
☐ 3+
☐ N/A (do not own one)

15. Is there any information you would like to see in future newsletters?

16. Is there anything else you would like to tell us about travel in your local area?

17. I would like to request: (Select One)

- ☐ £## Halfords Voucher *
☐ £## Bus Pass **
☐ I have already claimed

Please note all voucher requests will be reviewed before we can confirm a claim. One voucher available for each address. If a claim has already been made for your address you will not be eligible to receive a voucher. See Terms and Conditions for further details.

What have/will you use your voucher for:

In order for us to process your voucher request, we require the following information. Please write in capitals.

Name: _____

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

Please note that this information is kept in accordance with Data Protection policy found at: <https://paulbashamassociates.com/privacy-cookie-policy/>. Email travelplan@paulbashamassociates.com for further details.

Terms & Conditions

One voucher available per address within ##. If a previous resident has claimed you will not be eligible. To confirm eligibility please provide us with your address information. Sustainable Travel Vouchers are a gift from the developer and the offer(s) may be amended or removed at any time. ###

The full list of Terms and Conditions can be found at: ###

Thank you