



ST GEORGE'S AVENUE, WARBLINGTON

FULL TRAVEL PLAN

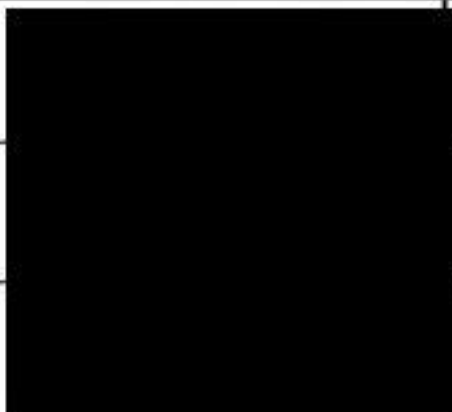
July 2021

Barratt David Wilson Homes

**RESIDENTIAL DEVELOPMENT
ST GEORGE'S AVENUE
WARBLINGTON**

FULL TRAVEL PLAN

CONTROLLED DOCUMENT

Document No:		041.0039/TP/1	
Status:	Original	Copy No:	
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Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd

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1. INTRODUCTION

- 1.1 This Full Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Barratt David Wilson Homes to support a residential development of 194 dwellings on land accessed via St George's Avenue, Warblington. The site forms the eastern land parcel of Site Allocation H15 in the Havant Borough Council (HBC) Emerging Local Plan (2037), and the proposed site layout is attached as **Appendix A**.
- 1.2 Planning permission was granted on 14th January 2021 (App Ref: APP/18/01033) for the erection of 69 residential dwellings on the western part of Site Allocation H15 with access also taken via St George's Avenue.
- 1.3 The approximate location of the Barratt David Wilson Home's site and the neighbouring development land parcel is shown in **Figure 1**.

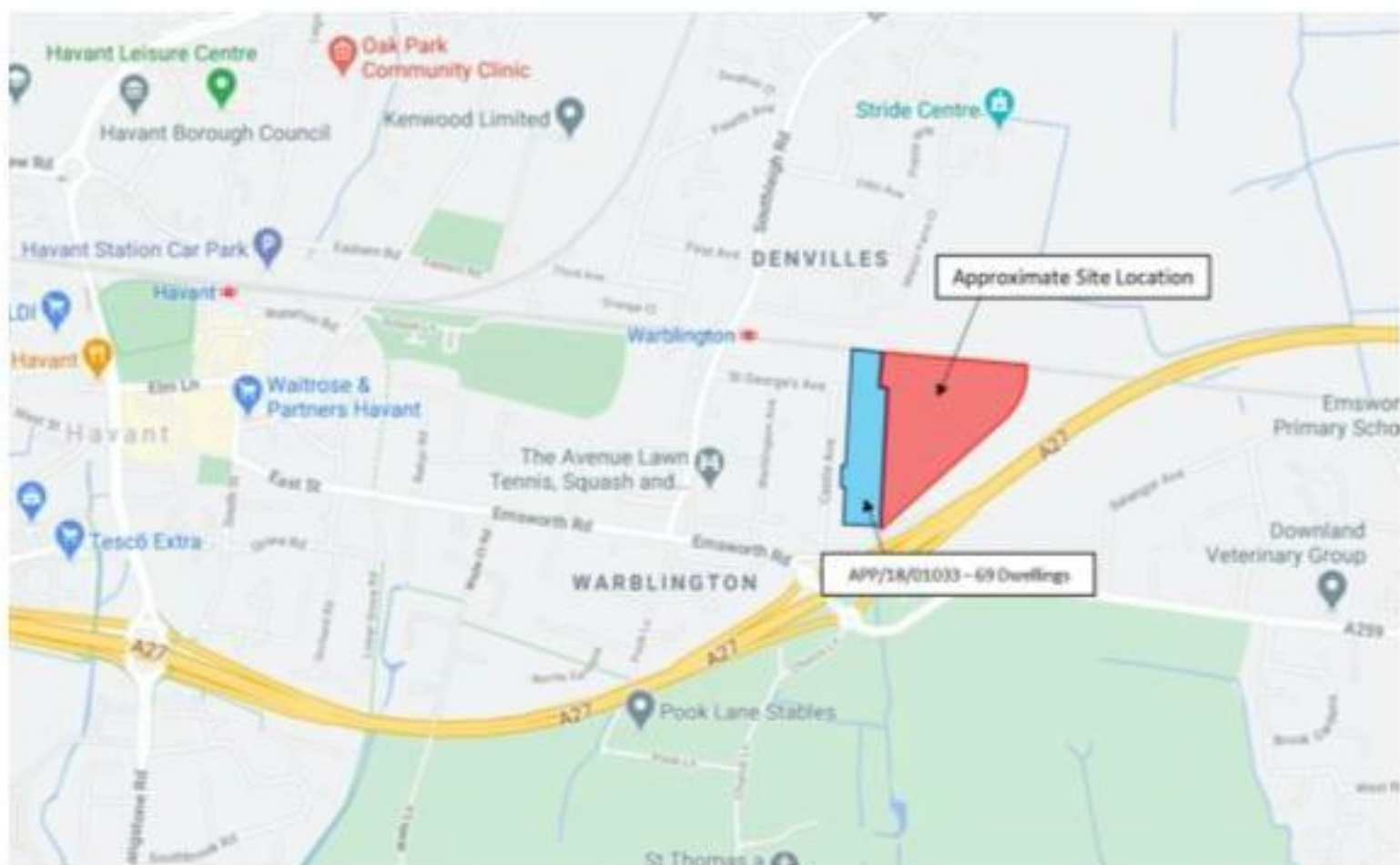


Figure 1: Approximate Site Location

Travel Plan Principles

- 1.4 A Travel Plan (TP) is a strategy for managing travel demand to a site by meeting the travel needs of its users, reducing the impacts of car travel, supporting a reduced need to travel and an increase in sustainable transport where appropriate and possible. It is a live document that is implemented, regularly monitored, reviewed and has an identified owner.

- 1.5 In accordance with Hampshire County Council's (HCC) guidance, the benefits of the Travel Plan which are likely to be achieved by users of the development, the local community and the local global environment are identified below:
- Development Users
 - An attractive pedestrian environment with reduced car use
 - Opportunity to try new methods of travel through travel vouchers
 - Local Community (including local global environment)
 - Reduced pollution on the local road network
 - Ability for residents of the development to inform other residents of positive sustainable experiences
 - Reduced congestion if fewer vehicles are on the road due to sustainable travel habits.
- 1.6 The Travel Plan strategy 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.
- 1.7 A Travel Plan is an evolving process initiated through site visits and discussions between the main stakeholders including HCC. The Travel Plan has been prepared alongside and should be read in conjunction with the Transport Assessment, also prepared by Paul Basham Associates, to support the application.
- 1.8 A Transport Scoping Note was submitted to HCC in February 2021 to consider the site's opportunities and constraints and agree the scope of works required to support the application. This Travel Plan is informed by the findings and dialogue between Paul Basham Associates and HCC arising from the pre-application stage. A copy of the formal pre-application response is attached within **Appendix B**.

Travel Plan Objectives

- 1.9 The TP strategy supports access to a wide range of local facilities and activities for future site-users whilst working alongside the local council and the local community to encourage a sustainable development. The TP follows an overarching aim to reducing the reliance on the private car whilst increasing the use of sustainable transport modes. The objectives that will support this aim are outlined in **Table 1**.

Objective Number	Objective
1	To support the development on St George's Avenue, Warblington as a sustainable community.
2	To facilitate and encourage the use of sustainable travel modes in preference to use of the private car.
3	Continually develop, implement, monitor, evaluate and review the progress of the travel plan towards achieving its targets.
4	To promote and improve awareness of the TP process.

Table 1: Travel Plan Objectives

1.10 Meeting these objectives will help achieve a development that has good sustainable travel practices and a decreased reliance on the private car, thereby reducing the impact of car travel. Continual evolution of the TP is necessary to ensure that it meets its targets and objectives. Promoting the TP process will better understand resident's understanding of the Travel Plan Co-Ordinator (TPC)'s work, which in turn should increase resident engagement with the TP.

Travel Plan Structure and Approach

1.11 This TP has been informed by Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009) and adheres to the following structure:

- Chapter 2: Travel Plan Policy
- Chapter 3: Existing Conditions and Site Accessibility
- Chapter 4: Proposed Development
- Chapter 5: Indicative Baseline and Target Travel Patterns
- Chapter 6: Travel Plan Strategy
- Chapter 7: Implementation and Monitoring
- Chapter 8: Summary and Conclusions

2. TRAVEL PLAN POLICY

2.1 The objectives of this TP have been designed to work alongside those set at national, regional and local levels. For reference these objectives particularly relate to:

- National Planning Policy Framework (NPPF);
- Hampshire County Council Local Transport Plan 3 (LTP3) (2011-2031);
- Havant Borough Council's Adopted Core Strategy (2011-2026); and
- HCC's A Guide to Development Related Travel Plans (2009).

National Planning Policy Framework (NPPF)

2.2 The NPPF acts as the central guidance for development planning and replaces national planning policy guidance including Planning Policy Guidance 13 (PPG13): Transport. As defined in the NPPF's Annex 2: Glossary, a Travel Plan is 'a long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is 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, so that:

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and useage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

(NPPF Para.102)

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.103)

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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

(NPPF Para. 111)

Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

(NPPF Para.181)

Hampshire County Council Local Transport Plan (LTP3)

- 2.3 The 'Hampshire County Council Local Transport Plan 3' sets out a county-wide transport strategy for the period 2011-2031 with an overarching vision of achieving "*safe, efficient and reliable ways to get around a prospering and sustainable Hampshire*". The LTP3 sets out a range of policy objectives aimed towards achieving the county's vision, of which the most relevant to this Travel Plan are outlined below.

Policy Objective 4: Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors;

Policy Objective 9: Introduce the 'shared space' philosophy, applying Manual for Streets design principles to support a better balance between traffic and community life in towns and residential areas;

Policy Objective 11: Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives;

Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

Havant Borough Council's Adopted Core Strategy (2011-2026)

- 2.4 HBC's Core Strategy (2011) is a long-term strategy that seeks to shape and guide new developments in Havant Borough. The Core Strategy proposes a policy framework for new developments. The Core Strategy proposes the following:

"In 2026 Havant Borough will be a cleaner, safer and more prosperous place. It will be a place where people of all ages and circumstances will want to live, visit or work. It will be a sought-after location, well known as the home of windsurfing and for its superb Solent coastline. It will be widely recognised for its sustainable, innovative and high-quality design developments and the stewardship of its natural and built environment."

- 2.5 HBC's Core Strategy also identifies the importance of development Travel Plans and Transport Assessments as a way of supporting the above aim. This TP and the accompanying TA seek to ensure that the proposed development supports and complements the following policies:

Policy CS9 Housing states:

Planning permission will be granted for housing proposals that will achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.

Policy CS20 Transport and Access Strategy states development will be permitted that:

- Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy
- Does not increase congestion and promotes better use of existing transport networks;
- Improves accessibility to goods, services and employment and promotes equality in the transport system;
- Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network;
- Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users; and
- Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.

Policy DM12 Mitigating the Impacts of Travel states:

New developments will be required to mitigate their travel impacts, including the environmental impacts of travel (such as noise, air and visual pollution and impacts on amenity health and climate change).

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 This TP has been written in accordance with these policies to meet the sustainable requirements for new developments within the Borough of Havant and increase the share of alternative transport options for the proposed development and wider community.
- 2.9 Seeking to maximise and build upon opportunities presented at all of the above scales, this TP's primary aim is to reduce the reliance on the private car whilst increasing the use of sustainable transport modes helping to create a sustainable development on St George's Avenue in Emsworth.

3. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Existing Conditions

- 3.1 The proposed development site comprises a triangular shaped agricultural field bound by the A27 to the south and east and the Havant-Brighton railway line to the north. To the west the site is bounded by the neighbouring land parcel which also forms part of Site Allocation H15 and benefits from planning permission for 69 residential dwellings to be developed by Persimmon Homes. Access to the site is taken via St George's Avenue.

Local Road Network

- 3.2 The site is accessed via St George's Avenue, a low-trafficked residential street subject to a 30mph speed limit. The carriageway has an approximate east to west alignment. As part of the neighbouring Persimmon Homes development, St George's Avenue is to be extended approximately 60m through the site to its eastern boundary. The routing of St George's Avenue through the Persimmon Homes development site provides a convenient route towards the site under consideration.
- 3.3 Approximately 50m west of Site H15, St George's Avenue forms a priority junction with Castle Avenue. Castle Avenue is a residential street with a north-south alignment and connects the site with Emsworth Road approximately 340m south of the Castle Avenue / St George's Avenue junction.
- 3.4 A further 120m (approx.) along from the site, St George's Avenue connects with Warblington Avenue, via a priority junction. Similar to Castle Avenue, Warblington Avenue is a residential street with a north-south alignment and connects the site with Emsworth Road at its southern end.
- 3.5 At its western end, approximately 300m west of site H15, St George's Avenue joins with Southleigh Road via a priority junction. Southleigh road has a north-south alignment and connects the site with Emsworth Road to the south. North of the Southleigh Road / St George's Avenue junction, Southleigh Road continues over the railway crossing and through Denvilles towards New Brighton.

Pedestrian Network

- 3.6 The pedestrian and cycle infrastructure within the vicinity of the site presents an excellent opportunity to create a sustainable development. St George's Avenue, Castle Avenue, Warblington Avenue, Emsworth Road and Southleigh Road are all flanked by footways on both sides of the carriageway. Regular street-lighting within the vicinity of the site contributes to a safe environment and the residential nature and low traffic volumes on the surrounding road network provides an environment conducive to active modes of travel. Examples of the pedestrian footways within the vicinity of the site are shown in **Photographs 1 and 2**.



Photograph 1: Footway on St George's Avenue (towards Southleigh Road)



Photograph 2: Footway on Southleigh Road (towards Emsworth Road)

- 3.7 Approximately 10m north of the St George's Avenue/Southleigh Road junction a formal pedestrian crossing point is provided with dropped kerbs and tactile paving to facilitate the safe movement of pedestrians across Southleigh Road towards Warblington School and School Lane. The existing crossing is shown in **Photograph 3**.



Photograph 3: Pedestrian Crossing on Southleigh Road

- 3.8 Along the majority of its length, School Lane is a traffic-free footway / cycleway which runs parallel with the West Coastway Railway line between Southleigh Road to the east and New Lane to the west, forming part of NCN Route 2. The route benefits from a tarmacked surface and regular street lighting which contributes to a safe environment for cyclists and pedestrians. The existing conditions along School Lane are shown in **Photographs 4** and **5**.



Photograph 4: Existing Conditions along School Lane



Photograph 5: Pedestrian/Cycleway Signage on School Lane

- 3.9 Further south at the Southleigh Road/Emsworth Road/Pook Lane signalised junction, signalised pedestrian crossings are provided on the Southleigh Road arm, both of the Emsworth Road arms and Pook Lane. The crossings are also supported by tactile paving and dropped kerbs to facilitate safe movements across the carriageway. On Southleigh Road and Emsworth Road west pedestrian refuge islands are also provided. Examples of the existing infrastructure at the junction are shown in **Photographs 6** and **7**.



Photograph 6: Signalised Crossing on Southleigh Road



Photograph 7: Signalised Crossing on Southleigh Road (West)

- 3.10 Between Castle Avenue and Havant Town Centre, continuous pedestrian footways are provided along either side of Emsworth Road with dropped kerbs provided across all of the junctions along the route.
- 3.11 Between Castle Avenue and the A27 Subway, a continuous footway is provided along the northern edge of Emsworth Road. The footway along Emsworth Road then continues along the A27 subway providing a raised surface for pedestrians alongside a designated cycle lane. The subway is well-lit and provides a traffic-free connection towards Emsworth. The existing infrastructure along this route is shown in **Photographs 8** and **9**.



Photograph 8: Footway along Emsworth Road



Photograph 9: A27 Subway

- 3.12 South of the A27, the subway emerges onto Havant Road. Continuous footways flank either side of the carriageway between Havant Road and Selangor Avenue providing a continuous route towards Emsworth Primary School. Examples of the footway along this route are shown in **Photographs 10** and **11**.



Photograph 10: Footway along Havant Road



Photograph 11: Footway along Selangor Avenue

Cycle Network

- 3.13 The local environment benefits from gentle gradients and roads are of a suitable width to allow for vehicles and cyclists to co-exist. Route 2 of the National Cycle Network (NCN) passes in close proximity to the site. The route runs along School Lane, crossing to St. George's Avenue then along Castle Avenue and under the A27 (utilising the subway) to the south of the site.
- 3.14 A cycle lane is marked out on the northern radius of the St George's Avenue/Southleigh Road junction with repeat signage provided along St George's Avenue.
- 3.15 Along Southleigh Road regular road markings are in place to remind drivers of the presence of cyclists contributing to a safer environment for cycling. Signposted cycle routes and off-road cycle tracking, such as School Lane, also provide convenient routes towards Havant Town Centre and Railway Station.
- 3.16 At the south-west corner of the site, NCN Route 2 continues from Emsworth Road underneath the A27 towards the A259 via a well-lit subway. The subway has designated footway and cycle lanes thereby providing a safe route towards Emsworth for all non-motorised users.
- 3.17 Between the A27 subway and Selangor Avenue a designated cycle lane is also provided along either side of the carriageway. An overview of the cycle routes within the vicinity of the site is provided in **Figure 2**.



Figure 2: Local Cycle Routes

Public Transport

- 3.18 The closest bus stops to the site are the Warblington Station and Warblington School bus stops situated on Southleigh Road approximately 15m north and 40m south of the Southleigh Road / St George's Avenue junction, respectively. The stops can be accessed from site in approximately 5 minutes on-foot and are served by routes 27 and 28A. Route 27, operated by First Bus, runs approximately 2-hourly Monday to Saturday, serving Rowlands Castle, Havant and Emsworth. Route 28 is a school service operated by Emsworth and District and has one morning and one afternoon service. The existing bus stops on Southleigh Road are shown in **Photographs 12** and **13**.



Photograph 12: Warblington Station Bus Stop



Photograph 13: Warblington School Bus Stop

- 3.19 Stagecoach's 700 'Coastliner' route can also be accessed via the Green Pond Corner bus stops situated on Emsworth Road. The route runs from Portsmouth towards Bognor Regis via Havant, Emsworth and Chichester, up to every 10 minutes during peak periods. A summary of local bus services is provided in **Table 2**.

Service	Route Description	Operator	Bus Stop	Approximate Frequency		
				Mon-Fri	Sat	Sun
27	Rowlands Castle – Emsworth	First	Warblington School	Every 2 Hours 10:34 – 17:14	3 Per Day 10:35-15:15	No Service
			Green Pond Corner	Every 2 Hours 10:34 – 17:14	3 Per Day 10:34-15:14	No Service
	Emsworth – Rowlands Castle		Warblington Station	Every 2 Hours 09:14 – 17:49	Every 2 Hours 09:15 – 15:50	No Service
			Green Pond Corner	Every 2 Hours 09:16 – 17:51	Every 2 Hours 09:16 – 15:51	No Service
28A	Southbourne – Horndean College	Emsworth & District	Warblington Station	07:17	No Service	No Service
			Green Pond Corner	07:18	No Service	No Service
	Horndean College – Southbourne		Warblington School	15:08	No Service	No Service
			Green Pond Corner	15:07	No Service	No Service
700	Felpham – Portsmouth	Stagecoach	Green Pond Corner	Every 20 mins 06:00-22:37	Every 20 mins 06:55-22:37	Every 30 mins 07:41-21:30

	Portsmouth – Felpham		Green Pond Corner	Every 20 mins 06:02-20:28	Every 20 mins 06:12-20:28	Every 20 mins 07:21-20:15
770	Havant Bus Station – Chichester Bishop Luffa School	Stagecoach	Green Pond Corner	07:17	No Service	No Service
	Chichester Bishop Luffa School – Havant Bus Station		Green Pond Corner	15:10	No Service	No Service

Table 2: Summary of Local Bus Services

Railway Services

- 3.20 The closest railway station to the site is Warblington Station situated approximately 550m north-east of the site. The station can be accessed on foot in approximately 6-minutes via the existing footways along St George' Avenue and Southleigh Road. The station is situated on the West Coastway railway line with hourly services operating between Littlehampton and Portsmouth.
- 3.21 From Warblington Station, passengers can change at Havant Station for direct services to London Waterloo and London Victoria. Services take on average 1 hour 20 mins from Havant to London Waterloo and just under 2 hours to London Victoria with services towards London departing every 20—30 minutes.
- 3.22 Alternatively, Havant Railway Station is easily accessible from the site on foot (17 mins) or by bicycle (5 mins) via St George's Avenue and School Lane. Havant Station provides secure and sheltered storage for over 90 bicycles further facilitating sustainable modes of travel.

Local Facilities

- 3.23 The site's location presents an excellent opportunity to create a sustainable development, situated within walking and cycling distance of local facilities in Warblington, Havant and Emsworth.
- 3.24 Facilities within Warblington include a pre-school, secondary school, railway station, fitness centre and convenience store. Havant Town Centre offers a wide range of services and amenities including several supermarkets, hardware and retail stores, bars and eateries, several banks, places of worship, Havant Post Office, Havant Pharmacy and The Bosmere Medical Practice, among others.

- 3.25 A summary of journey times towards local facilities is provided in **Table 3**, measured from the centre of the site and based on a walking speed of 80m per minute for walking and 240m per minute for cycling.

Facility / Amenity	Approx. Journey Distance	Approximate Journey Time	
		Walking	Cycling
Warblington Station Bus Stop	500m	6 mins	2 mins
Warblington Community Pre-School	550m	7 mins	2 mins
Warblington School	600m	8 mins	3 mins
Warblington Railway Station	600m	8 mins	3 mins
The Avenue Fitness Club	750m	9 mins	3 mins
One Stop Convenience Store	800m	10 mins	3 mins
Havant Railway Station	1.6km	20 mins	7 mins
Waitrose Havant	1.7km	21 mins	7 mins
Lloyds Bank Havant	1.7km	21 mins	7 mins
Davies Pharmacy	1.8km	23 mins	8 mins
Emsworth Primary School	2.0km	25 mins	8 mins

Table 3: Proximity to Local Facilities

- 3.26 There are three schools situated within 2km of the site including a Pre-School (Warblington Pre-School), a primary school (Emsworth Primary School) and a secondary school (Warblington School). Continuous pedestrian routes are available to all three educational facilities providing an excellent opportunity for future residents to adopt sustainable travel to school practices.
- 3.27 The closest convenience store to the site is the One Stop store, situated on Emsworth Road. The store can be accessed in approximately 10 minutes on foot or 3-minutes by bike. The closest supermarket to the site is the Waitrose store located in Havant. The superstore can be accessed in 21 minutes on foot, 7 minutes by bike or via the 27 bus service which departs hourly from the bus stops on Southleigh Road.
- 3.28 A wide range of employment opportunities are available within the vicinity of the site including Langstone Technology Park, Hayward Business Centre, Havant Borough Council, Havant Leisure Centre, Havant Police Station, Solent Retail Park, Warblington School, Emsworth Primary School, and both the Havant and Emsworth Town Centres. Warblington and Havant Railway Station also provide a convenient and sustainable means of travel towards employment centres further afield including Portsmouth & Southsea, Chichester, Fareham, Southampton Central, and London.

Summary of Site Accessibility

- 3.29 In summary, the existing infrastructure within the vicinity of the site is considered to provide excellent opportunities for future site-users to travel between the site and local facilities via sustainable modes of travel. School Lane provides a convenient traffic-free route between the site and Havant Town Centre whilst the existing footways along St George's Avenue, Warblington Avenue, Castle Avenue and Southleigh Road connect the site with local facilities in Warblington. Facilities in Emsworth can also be conveniently accessed from the site via the A27 subway which is well-lit, provides suitable space for pedestrians and cyclists to coexist and forms part of National Cycle Network Route 2.

Key Travel Resources

- 3.30 Sustainable travel opportunities are supported locally. **Table 4** provides a summary of key travel resources.

Resource	Description	Details
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Cycle Street	Online cycling journey planner	www.cyclestreets.co.uk
Fix My Transport	Online facility for resolving local transport infrastructure problems	www.fixmytransport.com
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
Traveline	Online travel journey planner	www.traveline.info
My Journey	Journey Planner	myjourneyhampshire.com

Table 4: Key Travel Resources

4. PROPOSED DEVELOPMENT

- 4.1 The proposed development comprises 194 dwellings with a mix of affordable rent, shared ownership and private dwellings. A variety of unit types would also be provided ranging from 1-bedroom apartments to 4-bedroom houses. The proposed accommodation schedule for the development is outlined in **Table 5** with a copy of the site layout attached within **Appendix A**.

Unit Type	Affordable	Private	Total
1 Bedroom Apartment	10	-	10
2 Bedroom Apartment	8	12	20
2 Bedroom House	21	37	58
3 Bedroom House	18	51	69
4 Bedroom House	2	35	37
Total	59	135	194

Table 5: Site Accommodation Schedule

Access Arrangement / Internal Layout

- 4.2 Access to the site is to be taken from St George's Avenue which is to be extended 60m through the neighbouring Persimmon Homes development to the proposed development site's western boundary. A 4.8m wide central street with 2m wide footways on either side would then continue through the development from the extended St George's Avenue.
- 4.3 Continuous footways are provided along the spine road throughout the development site. At the southwest corner of the development, a pedestrian footway facilitates pedestrian connectivity with Emsworth Road and the A27 subway. The design of the internal layout does not prejudice a pedestrian / cycle link under the railway line to the north of the site (as per the policy wording).

Parking Provision

- 4.4 Havant Borough Council's Parking Supplementary Planning Document sets out minimum parking standards for C3 dwelling houses with the standard varying between unit size and whether or not the parking is to be allocated. A summary of the standards relevant to the proposed development are outlined in **Table 6**.

Size of Dwelling	Minimum Standard	No. of Units	No. of Spaces Required
Allocated Parking			
1 Bed Unit	1 space per unit	0	0
2 Bed Unit	2 spaces per unit	58	116
3 Bed Unit	2 spaces per unit	69	138
4+ Bed Unit	3 spaces per unit	37	111
Unallocated Parking			
1 Bed Flat	0.9 spaces per unit	10	9
2 Bed Flat	1.3 spaces per unit	20	26
Visitor Parking	0.2 spaces per unit	194	39
Total:			439

Table 6: Summary of HBC's Residential Parking Standards SPD (2016)

- 4.5 Informed by the standards outlined in **Table 6**, the proposed development comprises a total of 443 car parking spaces including a small number of garage spaces (8 in total). All of the houses benefit from allocated parking spaces whilst unallocated parking is provided for the flats within communal parking courts. A total of 49 visitor car parking spaces are provided across the development.
- 4.6 In accordance with standards, the demarcated car parking spaces measures a minimum of 2.4m x 4.8m and sufficient space is provided within the car parking courts to allow for vehicles to reverse. Where parking is provided within garages, the garages measure a minimum of 3m x 6m to allow for a modern car to be parked whilst still allowing room for access down the side of the vehicle.

Cycle Parking

- 4.7 All of the proposed dwellings are provided with long stay, secure cycle storage facilities either in the form of a garage or within a secure cycle store in the rear garden. For the flats, secure cycle storage facilities are located within the parking court adjacent to each block. As such, it is considered that sufficient cycle parking is provided across the development to accommodate all on-site cycle parking demand.

5. INDICATIVE BASELINE AND TARGET TRAVEL PATTERNS

- 5.1 In order to establish a multi-modal split for the site, the 2011 Census 'Method of Travel to Work' data has been used. The E00116654 is considered to be the most representative of the proposed development as was used to assess the adjacent Persimmon Homes development.
- 5.2 According to the 2011 Census Data, 79% of people living in the E00116654 Output Area currently drive to work either via car, van or motorcycle with an additional 2% travelling as a passenger. Public transport accounts for 12% of trips whilst walking and cycling account for 3% and 4% respectively. The baseline modal-split derived from the 2011 Census Data is summarised in **Table 7** with a copy of The Journey to Work Census Data Outputs attached within **Appendix C**.

Method of Travel to Work	%
Driving a Car or Van	79
Public Transport (Train, underground, bus Taxi)	12
Bicycle	4
On Foot	3
Passenger in a car or van	2
Total	100

Table 7: 2011 Census Method of Travel to Work Data - E00116654

- 5.3 Whilst the travel patterns for the development are anticipated to be similar to those outlined in **Table 7**, a Baseline Travel Survey would be distributed to households as each one becomes occupied. Conducting baseline surveys at the early stages would allow the Travel Plan Coordinator (TPC) to better understand the needs and abilities of the site-users and subsequently inform the development-specific Travel Plan targets. Details of the survey schedule are outlined in **Section 7**.

Targets

- 5.4 In the absence of a site-specific data, interim Travel Plan targets have been devised at this stage based on the 2011 Census Data. The SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets outlined in **Table 8** are proposed to be met over a five-year period, monitored from 70% site occupation. These targets inform the measures and monitoring strategy and the Action Plan. Overall, a 10% target modal shift away from Single Occupancy Vehicle trips is sought.

Target	Objective	Baseline Modal Share	Target	Modal Share Target
TP1	Single Occupancy Vehicle Trips	79	-10%	69%
TP2	Increase the number of resident travelling by Public Transport	12	+5%	17%
TP3	Increase the number of residents walking and cycling to and from the site	7	+3%	10%
TP4	Increase the number of vehicle trips with passengers	2	+2%	4%

Table 8: Interim Modal Share Targets based on 2011 Census Data

- 5.5 The targets outlined in **Table 8** are based on current baseline modal splits and the availability of other services to promote alternative modal uses. Given the sites proximity to Warblington Station, Havant Station and the bus stops on both Southleigh Road and Emsworth Road, the site presents excellent opportunity for public transport to become a popular modal choice among future residents. There also opportunities to encourage walking and cycling among future site-users with good pedestrian and cyclist networks within the vicinity of the site. The targets will however be reviewed and agreed with Hampshire County Council's Travel Plan Officer (TPO) following the undertaking of the Baseline Travel Surveys.

6. TRAVEL PLAN STRATEGY

- 6.1 The following section proposes a package of measures to be adopted and refined by the Travel Plan Coordinator (TPC) throughout the lifetime of the Travel Plan. The measures proposed are strongly influenced by the site location, the travel plan objectives and targets and local and national policy. The measures chosen could also be continued by local residents beyond the monitoring period. The cost of the TPC is included in the costed Action Plan referenced in paragraph 6.27.
- 6.2 The package of measures primarily focuses on 'soft measures' which are to be adopted and refined by the TPC throughout the lifetime of the TP. Other 'hard measures' which are proposed by the development include:
- On-site Cycle Parking Provision;
 - Permeable Site Layout conducive to active modes of travel;
 - Pedestrian connectivity with adjacent residential development;
 - Footway connection towards Emsworth Road / A27 Subway.

Key Stages: Preliminary

- 6.3 In order to meet the aims and objectives of this TP a number of measures are essential to be completed at an early stage. Completing these tasks would help to embed the TP within the development and the local community.
- 6.4 The developer would be required to appoint a TPC, whose details would be given to the HCC Travel Plan Officer (TPO) alongside a finalised Action Plan. The TPC would then prepare a database for holding important contact details (Residents, TPO, forums etc.), alongside liaison with other local TPC's. Throughout this stage there should be ongoing dialogue between the TPC, the developer and HCC's TPO.
- 6.5 If Resident Association Meetings (RAMs) are set up by the developer, the TPC will attend these to gather information from residents to help tailor the Travel Plan Co-ordination. If these are not set up it will be the responsibility of the TPC to attempt to create a steering group to discuss travel planning within the development with the residents. Experience has however found that this type of group is not popular and does not gather many attendees and therefore RAMs are preferable.
- 6.6 The TPC would be responsible for ensuring that each household is provided with a Travel Information Pack and Baseline Travel Survey upon moving into their new home. Collecting information at an early stage allows for the TP targets to be revised where necessary as well as ensuring that residents are well informed about the variety of travel options available to them before they start to develop

established travel patterns.

Key Stages: 5 Years Following 70% Occupation

- 6.7 The TP would become fully active following first occupation and would remain active for a period of 5 years following the Baseline Monitoring Report, prepared at 70% occupation. Given the size of the residential development it is likely that 70% occupation would take approximately 18 months from first occupation.
- 6.8 Residents would be continually supported to travel sustainably over the lifetime of the TP through a variety of measures. These would include the provision of regular newsletters, the undertaking of annual travel surveys and through a site-specific travel plan website dedicated to encouraging sustainable travel behaviour.
- 6.9 During the lifetime of the TP the Action Plan agreed with HCC at the preliminary stage would be expanded upon through the implementation of a variety of measures. The measures would be determined through liaison with residents, the developer, TPOs, local TPC's and other key players.
- 6.10 The TPC would regularly engage with residents to ensure the work of the TPC can continue after the 5-year monitoring period has finished. The TPC would attend resident association meetings if such a group is created and would also attempt to set up a steering group or bicycle user group (BUG). This engagement would help ensure a seamless transition when the TPC's term is over.

Modal Measures: Walking and Cycling

- 6.11 The facilities in Warblington and Havant present an excellent opportunity to create a sustainable development with a wide range of amenities and services available within walking and cycling distance of the site. The footways along St George's Avenue, Warblington Avenue and Southleigh Road connect the site with amenities within Warblington whilst the School Lane footway/cycleway provides a traffic free route for pedestrians and cyclists travelling towards Havant Town Centre. In addition, the subway under the A27 provides a safe and convenient route for Non-Motorised Users (NMS's) travelling towards Emsworth.
- 6.12 The TPC would encourage the use of local walking and cycling amenities through promoting national/local cycling and walking campaigns and events e.g. Cycle to Work Day. To further encourage walking and cycling the TPC would seek to secure discounts at local stores, with information on local cycling and walking routes provided as part of the resident TP Welcome Pack. Should there be enough demand across the development, the TPC could also look to organise events such as Bike Doctor

Events on the development site.

Modal Measures: Public Transport

- 6.13 The site's proximity to public transport services presents an excellent opportunity for future residents to travel to destinations further afield via sustainable modes of travel. The Stagecoach '700 Coastliner' service runs up to every 10 minutes during peak periods and can be accessed from the Green Pond Corner bus stops situated within a 9-minute walking distance of the site. The service provides frequent connections with Portsmouth, Bognor Regis, Havant, Emsworth and Chichester.
- 6.14 The TPC would seek to raise awareness of the local bus network by providing information on bus times and services. The TPC would also maintain a dialogue with local bus operators, seeking development discounts and promotions where appropriate.
- 6.15 Also situated in close proximity to Warblington Station, the site has convenient access to a range of rail services. The station which can be accessed on foot in approximately 6-minutes via the existing footways along St George's Avenue and Southleigh Road provides hourly services operating between Littlehampton and Portsmouth. From Warblington Station, passengers can change at Havant Station for direct services to London Waterloo and London Victoria. Alternatively, Havant Railway Station is easily accessible from the site on foot (17 mins) or by bicycle (5 mins) via St George's Avenue and School Lane.
- 6.16 The TPC would seek to raise awareness of the nearby rail stations and services by providing residents with information such as rail timetables as part of the communications strategy. The TPC would also promote incentives such as railcards and any other rail discounts which may be available to future residents.

Modal Measures: Car Sharing

- 6.17 On occasions where car use is unavoidable the TPC would seek to promote car sharing through the use of websites such as <https://hants.liftshare.com>. Promoting sustainable driving practices such as car sharing helps to reduce pollution and congestion. The Hants Lift Share website provides information about car sharing and helps members to find potential car sharing partners.
- 6.18 The TPC would also provide residents with information of fuel efficient practices and the benefits of car sharing. Through the TP, the TPC would explore opportunities of setting up of development based car sharing network if the demand exists given that the starting destination would be the same for residents. The sales team would assist in promoting car sharing and the opportunity could be

discussed at resident meetings if available.

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 As more towns and cities are being required by government to implement Clean Air Zones, the industry is aiming to provide a greater network of electric charging points, encouraging the greater uptake of electric and hybrid vehicles. Altering resident's perceptions on hybrid, but in particular electric vehicles, is fundamental for creating a more sustainable development.
- 6.21 Electric vehicles now have significant ranges, with some vehicles achieving up to 160/180 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8 year warranties on some models.
- 6.22 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.
- 6.23 Barratt David Wilson Homes will make best endeavours to provide electric vehicle charging provision within the development.

Modal Measures: Home/Remote Working and Other Modes

- 6.24 Working from home and utilising mobile technology has become a part of the daily work routine for many companies. Although the TP has limited scope to influence workplace practices the TPC would seek to ensure that residents are aware of the developments in smart working technology. The developer would also provide a good level of internet provision to enable working from home.
- 6.25 The developer will also explore the opportunity to provide electric vehicle charging points, although it is worth noting that this would not be monitored by the TPC as any vehicle trips in such vehicles would still count towards a private vehicle trip. Therefore, more emphasis will be placed on more active modes of sustainable travel such as walking and cycling, along with public transport.
- 6.26 This TP has not identified specific targets for other travel modes such as motorcycles or taxis. Should the monitoring exercises and communication with residents and key players identify a strong interest

in other travel modes, the TPC would seek to explore these through dialogue with local key players such as HCC's TPO.

Local Area and Other Site Users

- 6.27 The TP should not develop in isolation from the local community and therefore the TPC would seek to maximise liaison and communication between local resident groups and community groups. The TPC would also promote local facilities and encourage the promotion of sustainable travel options to visitors and work alongside other local TPCs.

Visitors

- 6.28 Travel Plans should also encourage and extend sustainable travel opportunities to any visitors travelling to and from the site. Residents' own positive sustainable travel experiences should have a knock-on effect to visitors. Visitors would also have access to the Travel Plan website similarly to local residents and will be able to make an informed decision on how they travel to and from the site.

Incentives

- 6.29 The TPC would seek to negotiate a 'Travel Gift' incentive in the form of a bus or cycle voucher for the residents. This incentive would be negotiated with local bus operators and local cycle shops. The TPC would aim to secure a £50 voucher towards cycling equipment or bus tickets and once issued the voucher would be valid for 3 months. Such an incentive should help residents try an alternative mode of travel to the private car and help residents understand how utilising a bicycle or public transport could be used as a primary mode of transport.

Communication and Marketing

- 6.30 It is essential that a clear, site-specific TP identity is established which all site users can quickly associate with its purpose, objectives and benefits. This would be achieved through a co-ordinated marketing and communications strategy across the Travel Information Packs, Newsletters, promotional materials and the Travel Planning Website.
- 6.31 Travel Information Packs will be provided to residents as and when they move into the development. These will help inform site-users of the travel opportunities available in their local area and allow them to make an informed decision about how they choose to travel to and from the site. The Travel Information Packs will include:
- Details of local bus routes, frequencies and nearest bus stops;
 - Information on local walking and cycling routes and groups;
 - Information on car sharing and sustainable private vehicle use;

- Health benefits of active modes of travel;
- Information on local community transport and taxi services; and
- Contact details of the Travel Coordinator.

6.32 The TPC would also provide residents with a site-specific website such as PBA's Travel Planning Website (tpc-paulbashamassociates.com), which would provide information on site accessibility and sustainable travel options. It could also provide information on and promote the following, which would be maintained by local residents in the long term:

- Introduction to the TP;
- Accessibility Map;
- Walking, cycling and public transport links and journey planners;
- Key travel links such as the My Journey personalised journey planner tool;
- TP newsletters;
- TP Welcome Packs;
- TP survey results;
- Local TP forum minutes; and
- Local news/advertisement/discounts.

6.33 The website would also offer the opportunity to voice concerns through an online form which is also where residents can request journey planning help or requests vouchers (explained in more detail below).

6.34 The creation of a recognisable and identifiable TP logo would be completed by the TPC. This would be used on all TP material and used within the coordinated marketing campaign meetings and communication forms listed below:

- Travel Plan Welcome Pack;
- Newsletter (6 monthly);
- Posters; and
- Travel Plan website.

6.35 Personalised Travel Planning (PTP) would also be offered to each household to help identify new travel opportunities. Such PTP would be offered through Welcome Packs and newsletters along with door knocking exercises.

Action Plan

- 6.36 To accompany this TP a proposed Costed Action Plan has been developed and sets out the measures to be implemented by the TPC. Before the start of the TP the TPC would seek to approve the Action Plan with HCC's TPO, reviewing and revising measures as appropriate. The proposed Costed Action Plan is contained within **Appendix D**.

7. IMPLEMENTATION AND MARKETING

The Travel Plan Coordinator (TPC)

- 7.1 The role of the TPC would be part-time over the course of the TP, with mutual support from Barratt David Wilson Homes. The TPC would be operated by an external consultant on a part time basis (approximately 3 hours per week) and would be responsible for implementing and monitoring the TP through the collaboration with residents and the local community ensuring that they are included at every stage.
- 7.2 More specifically, the role of the TPC requires:
- Overseeing the development of the TP;
 - Implementing an effective marketing strategy and raising awareness;
 - Staying informed on local, regional and national campaigns and promotions;
 - Acting as the point of call for all TP related queries;
 - Liaising with HCC, residents and the developer; and
 - Coordinating the monitoring and evaluation of the TP including the organisation of surveys.
- 7.3 Upon the appointment of a TPC (at least three months before occupation) contact details would be provided to the HCC TPO to ensure that a clear dialogue is possible from the first introduction of the TP.

Travel Plan Forums

- 7.4 The TPC would be required to attend any local travel forums and resident/community meetings to ensure that the TP is well coordinated, remains relevant and is an established part of community.

Surveys and Feedback

- 7.5 The TPC would undertake a consistent monitoring approach for the implementation of the TP, with the following aims in mind:
- Ensuring that surveys are undertaken at defined intervals;
 - Ensuring that all are informed of the TP's aims and objectives including the HCC TPO, residents and the developer;
 - That the TP is being adopted, at least in part by the local community/residents beyond the life of the monitoring period; and
 - Resident fatigue is avoided by securing a time-efficient, user friendly and incentivised method of data collection which benefits and supports subsequent TP implementation.

7.6 With the above in mind the proposed monitoring approach of this TP is outlined in **Table 9**.

Preliminary	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Baseline Resident Surveys (provided within Welcome Packs)	TRICS SAM Survey (12 months after 70% Occupation)	Resident Survey	Resident Survey	Resident Survey	TRICS SAM Survey

Table 9: Travel Plan Monitoring Strategy

7.7 Baseline surveys will be distributed to residents within the Travel information Pack issued upon moving into their new home. Residents would have the option to fill the survey out online or return a physical copy of the survey back to the TPC via post. A Baseline Report would then be prepared by the TPC within 3 months of 70% occupation summarising the baseline Travel Survey results. The baseline report would provide an opportunity to review the TP targets and to update these if applicable and in agreement with the HCC TPO.

7.8 12 months after 70% occupation is reached an End of Year 1 survey would be conducted in accordance with the TRICS SAM survey methodology to confirm accurate site-specific travel patterns. An additional TRICS survey would also be completed at the end of the Travel Plan monitoring period, 5 years after 70% occupation was reached.

7.9 Resident questionnaire surveys would be completed at the end of years 2, 3 and 4 in order to ensure that the measures proposed by the TP remain relevant and achievable. An example of a residents' survey is attached as **Appendix E**.

7.10 Survey results would be made available to residents on the site's dedicated TP website (set up by the TPC) and would also be included within TP newsletters. The results of the surveys would also be presented at resident meetings and displayed on a community notice board (if available).

7.11 After each survey has been completed a monitoring/progress report would be produced and submitted to HCC within 3 months of the survey taking place. The report would include information on the following:

- Percentage of occupation;
- Survey Results;
- Review of targets and position to achieve targets;
- Summary of measures implemented during the year; and
- Evidence of communication and marketing

- 7.12 Whilst the minimum response rate for such surveys is 35% (as requested by HCC Travel guidance), experience of other sites within the county suggests that response rates can vary significantly and that a rate of 10% is more realistic. Therefore, the target response rate for the questionnaire surveys in the baseline would be 35%, with an 'aspirational' response rate of 35% for years 2, 3 and 4, with a minimum response rate of 10% for years 2, 3 and 4.

Overcoming Barriers to Success

- 7.13 Should the annual progress review identify shortfalls in the TP's progress (with consideration to any unforeseen circumstances beyond the control of the TPC) the TPC would work with the TPO to identify possible areas for improvement, new measures to try and the period in which such remedial actions should be completed. The evolution of the TP would highlight aspects that were successful and those having little impact, and this would guide the choice in any remedial measures.
- 7.14 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 Coordination works 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.

Secure and Enforcement

- 7.15 The developer would be committed to paying the following HCC travel plan monitoring and evaluation fees based on the size of the development:
- £1,500 Initial Evaluation Fee
 - £3,000 Annual Monitoring Fee (£15,000 total cost over 5 active years)
- 7.16 This Travel Plan should be secured by a Section 106 Agreement with HCC to help ensure a successful Travel Plan. A bond value would be agreed through the Section 106 process based on the Costed Action Plan provide within this TP. Any secured bond value would be returned to BDW following the successful implementation of the Travel Plan Coordination works.

Community Handover

- 7.17 Following the completion of the TP, the site should be operating in a sustainable manner with the promotion of sustainable travel methods embedded in the community's practices. The handover strategy should from a key subject in annual liaison with HCC's TPO and the developments residential association as the TP draws to an end. As normal, and through the liaison with HCC's Travel Plan monitoring team it is expected that the Travel Plan would last and be funded for 5 years, as outlined

within this Travel Plan. Through attendance at Resident Association Meetings or Steering Groups local residents should have the necessary tools and experience to continue the Travel Plan on a voluntary basis.

8. SUMMARY AND CONCLUSIONS

- 8.1 This Full Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Barratt David Wilson Homes to support a residential development of up to 194 dwellings on land accessed via St George's Avenue, Warblington. The site forms the eastern land parcel of Site Allocation H15 in the Havant Borough Council (HBC) Emerging Local Plan (2037).
- 8.2 A TP is a strategy that supports national and local policies by supporting an increase in sustainable travel modes and the accessibility of developments. A TP is an evolving process which requires monitoring and input from the TPC, residents, the developer and HCC to ensure that targets remain relevant and achievable.
- 8.3 The TP's primary aim is to encourage sustainable development by promoting more sustainable travel practices and decreasing the number of single occupancy vehicle trips.
- 8.4 This TP has proposed indicative TP targets and measures that have been based on modal splits calculated from 2011 Census data. These targets and measures would be reviewed, revised and agreed with HCC's TPO before the start of the TP. Baseline Travel Surveys would be distributed to residents as and when they move into the development with a Baseline Report produced and submitted to HCC within 3 months of 70% occupation being reached. Resident Travel Surveys would then be taken at the end of years 2,3 and 4, with TRICS SAM Surveys undertaken at the end of years 1 and 5. The overall aim of the TP would be to decrease single occupancy vehicle trips by 10% over the course of 5 years.
- 8.5 In order to meet the key objectives of the TP a number of measures would be implemented by the TPC at an early stage. These measures primarily focus on the establishment of the TP within the community and their establishment at an early stage should also help achieve TP targets in the long term.
- 8.6 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 increasingly integrated into the local community.

Appendix A



- Legend
- Application Boundary
 - Indicative Tree Position
 - Indicative Landscaping
 - Existing Tree
 - Existing Tree
 - Existing Hedge
 - Parking Space
 - Main Entrance
 - Secondary Entrance
 - Garage Entrance
 - Bin Storage Area
 - Bin Collection Point
 - Communal Bin Store
 - Communal Cycle Store
 - Shed Location
 - 1.8m Brick Wall
 - 1.8m Closed Board Fence
 - 1.2m Closed Board Fence
 - 1.2m Post & Rail Fence
 - 1m Estate Railings
 - 0.45m Knee Rail
 - 1.8m Brick Pier & Timber Panel Wall
 - Bollards
 - Informal Path
 - Hoggin Path

- Noise Zones
- Taken from 24 Acoustics report - R7448-1 Rev 0
- 20m flat zone. No private amenity space. Acoustic glazing required to A27 facing habitable rooms. Alternative means of ventilation/preventing of overheating required throughout.
 - 25m non-developed zone. (Suitable for service road and car parking)

PRELIMINARY ISSUE

Project: LAND OFF ST GEORGES AVENUE HAVANT

Drawing Title: SITE LAYOUT

Appendix B

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Tom Fisher

My reference 6/3/13/218

0370 779 7381

Your reference

8th April 2021

Email Tom.fisher@hants.gov.uk

Thank you for entering into pre-application with the Highway Authority which is for a residential development of up to 200 dwellings on land accessed via St George's Avenue, Warblington. The below response has been based on the supporting Transport Scoping Note.

H16 Policy

The site is included within Havant Borough Council's Draft Local Plan 2036 under Policy H16. Within this documents it states a number of transport and highway policies which needs to be addressed by this development and are as follows;

- A transport assessment to demonstrate that additional flows can be accommodated on existing junctions onto Emsworth Road, to the satisfaction of the Highway Authority
- Traffic calming measures are provided on Castle Avenue, Warblington Avenue and St George's Avenue;
- The design and layout: Would not prejudice the delivery of junction improvements on the A27, Takes vehicular access to the site from St George's Avenue, Create a new pedestrian and cycle access to Emsworth Road in the south-west of the site, Provides or, at least does not prejudice a pedestrian and cycle link under the railway line to provide easy access to Warblington Station from Southleigh (KS5)

Any supporting Transport Assessment should consider the above and provide commentary of the suitability and deliverability of the policies.

Non Motorised User Provision

The Transport Scoping Note provides initial commentary on existing pedestrian and cycling provision within the vicinity of the site. The Highway Authority requires a further

NMU report is provide which assesses the existing provision to accommodate the increase in active travel modes associated with the proposed development site.

The NMU report should consider the provision to nearby facilities, and include but not be limited to the facilities contained within Table 1 of the Transport Scoping Note. Hampshire County Council's Technical Guidance Note 19 should be used to review the existing provision.

It is noted that the Transport Scoping Note has stated that based on the obligations of the neighbouring Persimmon applications and the sustainability credentials of the site, no off-site highway improvements are proposed as part of the development in relation to public transport, pedestrian and cycle infrastructure. The Highway Authority does not agree currently that this is acceptable and is of the view that the review within the Transport Scoping Note and emerging H16 Policy does not support the statement.

The Highway Authority is opening discussions with Havant Borough Council to discuss the onward connections through the site and will feedback any comments once these have been received.

Personal Injury Accident data

The Highway Authority recommends that the study area is widened further to the north up to and including Southleigh Road/First Avenue/Hallett Road junction and further to the west up to and including the East Street/South Street/West Street/North Street junction. The Highway Authority requests that this is the latest 5 year period from Hampshire Constabulary database as per the Transport Scoping Note.

Site Access

The site access is proposed form St George Avenue and the extension which is a permitted access into the Persimmon development site. The previous Road Safety Audit was assessed as a result of the Permission development, however the development will increase the number of trips through the new access and in addition the extension provides a longer straight alignment which can facilitate higher speeds. This could lead to higher speeds when access the Persimmon development and the proposed site.

The Transport Assessment should include commentary on the proposed access and why it is considered acceptable and a future layout of how the internal road layouts meet the recommended 20mph design speed. The internal road layout will need to ensure it does not prejudice the delivery of the Persimmon site, in particular those on the access road.

Baseline Traffic Surveys

Baseline traffic surveys have not been undertaken due to COVID-19 restrictions which will impact the traffic levels on the local road network. Surveys undertaken in 2018 from the adjacent site have been proposed to be used and include the same scope of assessment.

The scope of the assessment is not agreed and the A27 dumbbell junction will need to be modelled. Flows can be found from a site in West Sussex known as Land North of Cooks Lane and planning reference number 18/03145/OUT.

At this time the Highway Authority reserve the right to request further surveys to be undertaken to support the applicant and assessment.

Trip Generation

Given the trip rates for the adjacent site were previously agreed with the Highway Authority it is not clear why an older trip rate for a different location has been proposed. The Highway Authority recommends using the adjacent site's trip rate for continuity.

Trip Distribution

The distribution proposed is the same as the agreed distribution from the adjacent site. The adjacent site secured a contribution towards highway improvements at the Castle Avenue/Emsworth junction through the Section 106 legal agreement. This could be in the form of removing the right turn into/out of Castle Avenue onto Emsworth Road and increases the flare lane on the approach to the Emsworth Road arm. As highlighted within the Transport Scoping Note, this will impact distribution and the vehicle trips making this manoeuvre has been redistributed to the Warblington Road/Emsworth Road junction which is acceptable. It should be noted that baseline traffic should also be redistributed in order to build a robust model.

Junction Assessment

The Transport Scoping Note sets out the following assessment study area for the below;

- St George's Avenue/Southleigh Road priority junction;
- Castle Avenue/Emsworth Road/Emsworth Road priority junction; and
- Warblington Avenue/Emsworth Road priority junction

The Highway Authority does not agree that this is a robust scope and the following junctions should be included;

- A27 dumbbell junction
- Level crossing on Southleigh Road

The junction assessments would cover the following scenarios:

- Baseline 2021 (or application year)
- Future Baseline Year 2026 (or five years from the application year)
- Future Baseline Year 2026 + Committed Development
- Future Baseline Year 2026 + Committed Development + Proposed Development

Whilst the above is acceptable, the Highway Authority requires the two scenarios as presented within the Transport Scoping Note of the Castle Avenue/Emsworth Road junction with the banned right turn movement as reassigned vehicular traffic to fully assess the impact of this development.

Internal Layout

It is noted that the applicant will submit a Full application with all matters to be considered, including the internal layout of the site.

The internal layout of the site should not impact the delivery of the marked improvements to the A27 junction and safeguarded land should be shown on a plan which clearly shows this. Additionally, a plan should be provided showing a new pedestrian and cycle access to the Emsworth Road link to the NCN and land to the north which will be at the very least safeguarded to ensure a ped/cycle link can be provided across the rail line to link into the land to the north which is an allocated site within the emerging Local Plan.

The Highway Authority welcomes early engagement with the applicant to discuss the internal layout proposals and promotes the applicant to offer the internal road layout for adoption through a Section 38 legal agreement. The adjacent site is in discussion with the Highway Authority to adopt the access road which will abut this site and therefore there will be a highway connection to this proposed site.

Travel Plan

Due to the size of this site, a Framework Travel Plan will need to be submitted to encourage sustainable travel modes and reduce the reliance of private car use.

The Highway Authority welcomes a meeting to discuss the above and ensure that all comments are clear.

Yours Sincerely

Tom Fisher – Senior Transport Planner

Appendix C

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work oa2011:E00116654

All categories: Method of travel to work	186	
Work mainly at or from home	17	
Underground, metro, light rail, tram	1	1%
Train	12	11%
Bus, minibus or coach	1	1%
Taxi	0	0%
Motorcycle, scooter or moped	0	0%
Driving a car or van	90	79%
Passenger in a car or van	2	2%
Bicycle	5	4%
On foot	3	3%
Other method of travel to work	0	
Not in employment	55	
Total in Emp	114	61%
Car		79%
Sustainable Modes		19%

Appendix D

St George's Avenue, Warblington TRAVEL PLAN ACTION PLAN



Actions	Responsibility	Timescale	Notes
Travel Plan Co-ordinator (TPC) Instruction, Establish Database and Confirm TPC's role with HCC	Barratt David Wilson Homes/TPC	3 months prior to first occupation	Does not include printing, mileage and prepaid envelope costs
Relevant TP Logo and identity to be established	TPC	3 months prior to first occupation	
Contact HCC TPO for information on local travel events and confirm Action Plan	TPC	3 months prior to first occupation	
TPC to establish contact with local service providers including local Bike Shop, local bus services and HCC TPO and arrange discount/promotional packages.	TPC	Prior to first occupation	
Prepare and distribute a Travel Welcome Pack	TPC	Prior to first occupation	
Determine communication strategy including attendance at resident meetings, newsletters, webpage and use of any external communication forms	TPC	Prior to first occupation	
Site visit	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 Survey	TPC	At 50th unit Occupation	
End of Preliminary Phase Report and revise targets where necessary	TPC/HCC	End of Preliminary Phase	
Preliminary Costs			£4,000

Actions	Responsibility	Timescale	Year 1	Year 2	Year 3	Year 4	Year 5	Total	Note
Personal Travel Planning (General TPC Activities)									
Liaison with residents re: Personal Journey Planning and distribution of travel vouchers	TPC	Ongoing							
Attend Resident Association Event / Group meetings	TPC	Ongoing							
Work within local community groups, schools and employers, attend meetings, share communications	TPC	Ongoing							
Promote car sharing	TPC	Ongoing							
Maintain dialogue with local public transport service operators for service changes and promotions	TPC	Ongoing							
Maintenance of 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	TPC	Ongoing	£ 1,513.2	£ 1,008.80	£ 1,008.80	£ 756.60	£ 756.60	£ 5,044.00	
Promote Walk to Work Week	TPC	Ongoing							
Promote Sustrans Big Cycle and Walk Challenge	TPC	Ongoing							
Promote Bike Week	TPC	Ongoing							
Promote Hampshire Lift share	TPC	Ongoing							
Provision of information on local road network routes, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing							
Promotion of 'MyTPP'	TPC	Ongoing							
Promote and explore opportunities to co-ordinate deliveries	TPC	Ongoing							
Marketing and Communications									
Newsletters	TPC	Minimum of 2 per year	£ 700	£ 700	£ 700	£ 700	£ 700	£ 3,500	Does not include printing
Website	TPC	Minimum of 2 updates per year	£ 300	£ 300	£ 300	£ 300	£ 300	£ 1,500	
Site Visit/Audit/Event	TPC	Annual Event	£ 500	£ 500	£ 500	£ 500	£ 500	£ 2,500	Does not include printing
Monitoring Stages - Surveys and Feedback									
Annual Progress Review	TPC	End of Each Year	£ 750	£ 750	£ 750	£ 750	£ 750	£ 3,750	
Resident Travel Survey	TPC	End of Years 2, 3 & 4	£ -	£ 700	£ 700	£ 700	£ -	£ 2,100	Does not include printing
TRICS SAM	TPC	End of Year 1 & 5	£ 800	£ -	£ -	£ -	£ 800	£ 1,600	
Handover	TPC	End of Year 5	£ -	£ -	£ -	£ -	£ 1,000	£ 1,000	
Year Estimates			£ 4,563	£ 3,959	£ 3,959	£ 3,707	£ 4,807	£ 20,994	
Preliminary Stage + Year Estimates								£ 24,994	

Disbursements		Cost	Estimated Quantity Required	Total	Note
TRICS SAM Survey	BDWH	£3,000	2	£6,000	
Vouchers	BDWH	£50 per dwelling	194	£9,700	At 100% take up
Disbursement 5 year total				£17,200.00	

Project Details	
Scheme	St George's Avenue, Warblington
No. of Units	194
Personal Travel Planning Budget per unit	£ 26
Total Personal Travel Planning Budget	£ 5,044
Consent Date	TBC
1st Unit Occupation Target	TBC
Full Occupation Target	TBC
Applicant	Barratt David Wilson Homes
Local Authority	Hampshire County Council
LA Travel Plan Officer	HCC
Travel Plan Author	MW
Travel Plan Co-ordinator	TBC

Total Costs

TPC Total Costs	£24,994
Disbursements Total Costs	£17,200
TOTAL	£42,194

Version	Date	PBA Author	Comment
1	26-21	MBV	

Appendix E

Thank you for taking the time to complete our annual travel survey. This will help us understand your travel needs.

Don't forget to fill out your details at the end!

You can send your completed survey via:

- ☐ Post using the pre-paid envelope: Paul Basham Associates, Office Address, Office Address, Office Address
- ☐ Or you can fill this out via **Survey Monkey** on <https://www.surveymonkey.com/s/xxxxxxx>
- ☐ Email: travelplan@paulbashamassociates.com



SITE NAME

Hello **SITE NAME** resident! This survey will only take a few minutes and will help us understand a little more about your journeys and your local travel. Thank you for your time!

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

- ☐ Car Alone
- ☐ Car Share
- ☐ Walk
- ☐ Cycle
- ☐ Public Transport
- ☐ Other (please specify _____)

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

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

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

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

4. What is your most frequent journey for?

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

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

- ☐ 0-10 Miles
- ☐ 11-20 Miles
- ☐ 21-30 Miles
- ☐ 31-40 Miles
- ☐ 41 Miles Plus

6. How long does your most frequent journey usually take?

- ☐ 0-10 Minutes
- ☐ 11-20 Minutes
- ☐ 21-30 Minutes
- ☐ 31-45 Minutes
- ☐ 46-60 Minutes
- ☐ Over 1 hour

7. To which location do you travel the most regularly?

- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ XXX
- ☐ Other please specify _____

8. Have you claimed your FREE travel gift? (£XX bus pass or £XX Cycle voucher)

- ☐ Yes (Please go to question 10)
- ☐ No (Please complete next question)

9. I would like to claim:

- ☐ £XX Bus Pass
- ☐ £XX Cycle voucher

10. If you answered 'YES' to question 8, did this voucher change your travel habits, if so how?:

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

In order for us to process your voucher request, we require the following information. Please note that this information can be deleted at any time.

Name: _____

House/Flat number: _____

Street Name: _____

Postcode: _____

Email Address: _____

**INSERT DEVELOPER
LOGO**