



8 NEW LANE, HAVANT

RESIDENTIAL TRAVEL PLAN

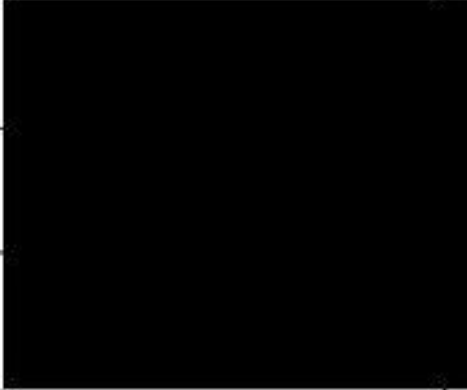
April 2021

PLC ARCHITECTS

**RESIDENTIAL DEVELOPMENT  
8 NEW LANE  
HAVANT**

**RESIDENTIAL TRAVEL PLAN**

**CONTROLLED DOCUMENT**

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## 1. INTRODUCTION

- 1.1 This Residential Travel Plan (RTP) has been prepared by Paul Basham Associates on behalf of PLC Architects for the site known as 8 New Lane, Havant. The report is a live document, produced to support the discharge of Condition 19 under planning application ref: APP/17/00575).
- 1.2 The development site is approximately 600m north-east of Havant Town Centre and 380m east of Havant Railway Station, as demonstrated in **Figure 1**.



**Figure 1:** Site Location

- 1.3 The site accommodates 41 one and two bed flatted units, with associated car and cycle parking provision. The site has a vehicular access onto Eastern Road to the north along with multiple pedestrian accesses onto New Lane to the west and the approved site layout plan is attached at **Appendix A**.
- 1.4 The site was originally permitted in March 2016 under planning application ref: APP/15/01425 for 41 one and two bed apartments with associated car parking, cycle and refuse storage, following demolition of existing buildings. At this time the Highway Officer comments requested that a '*basic travel (plan) should be produced that at the minimum defines a named travel officer and the provision of bus/train timetables, taxi numbers and car hire information in the public areas.*'
- 1.5 Condition 20 of that planning approval (APP/15/01425) was then worded as follows:

*Prior to the commencement of above ground construction works a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include a named travel officer and the arrangements for the provision and display of bus/train timetables, taxi numbers and car hire information in the public areas, together with details of implementation and monitoring in accordance with the aims and objectives of reducing reliance on the private motor vehicle by modal shift to other more sustainable forms of modal travel.*

*The approved Travel Plan shall be implemented and monitored in accordance with the approved details and for each subsequent occupation of the development thereafter maintained and developed to the satisfaction of the Local Planning Authority.*

*Reason: To encourage sustainable means of travel and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) 2011.*

- 1.6 The site has subsequently been the subject of a further application for the variation of Condition 22 of planning permission APP/15/01425... 'to vary approved plans relating to alterations to ground levels in regard to land contamination remediation' (ref: APP/17/00575). This also included the discharge of conditions and saw the requirement for a Travel Plan amended to Condition 19. The wording of the condition was unchanged.
- 1.7 It is noted that an application of this size, and in this location would not normally fall under the standard requirements for a Travel Plan, which based on guidance from Hampshire County Council (HCC) is when a Transport Assessment is required or when over 100 residences are proposed. It is also noted that the original comments referred to a 'basic' travel plan, which, for a scheme of this size, would likely refer to a Travel Plan Statement.
- 1.8 To appropriately reflect the wording of the RTP condition and ensure its discharge we have reduced the life of the RTP from a 5-year to a 3-year travel plan, commencing from 50% occupation.
- 1.9 It is noted that discussions with HCC Travel Plan Officers (TPOs) have confirmed that the site would not be reviewed by them due to its scale and the fact that there is no Section 106 in place to support monitoring. This report has therefore been produced to enable discharge of condition and would be for Havant Borough Council to progress.

### **Purpose of the Travel Plan**

- 1.10 A Travel Plan (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.
- 1.11 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 (the management company) and the Local Highway Authority (Hampshire County Council). As such the TP will develop over time from feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

### **Travel Plan Principles**

- 1.12 A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES). This TP therefore aims to document sustainable travel measures and practices within the vicinity of the development site, encapsulating these within a wider strategy of measures, along with an implementation and monitoring strategy.

### **Travel Plan Structure and Approach**

- 1.13 The remainder of this RTP will cover the following elements:
- **Chapter 2:** Travel Plan Policy
  - **Chapter 3:** The Site and Local Accessibility
  - **Chapter 4:** Objectives and Aims
  - **Chapter 5:** Travel Plan Strategy and Measures
  - **Chapter 6:** Implementation and monitoring

## 2. TRAVEL PLAN POLICY

2.1 The RTP has been designed to work alongside the objectives set at national, regional and local levels.

For reference these relate to:

- National Planning Policy Framework (NPPF) (June 2019);
- Hampshire County Council Local Transport Plan 3 (2011-2031); and
- Havant Borough Council Core Strategy (2011).

### National Planning Policy Framework (NPPF)

2.2 As defined in Annex 2: Glossary of the NPPF (June 2019) 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*'. 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:

- The potential impacts of development on transport networks can be addressed;*
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- 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*
- 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 Transport Plan (LTP3)**

- 2.3 LTP3 (2011-2031) sets out Hampshire's transport strategy and identifies a range of policy objectives, with those most relevant to this RTP stated 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 local 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 Core Strategy 2011**

- 2.4 Havant Borough Core Strategy (2011) is a long-term strategy which seeks to shape and guide new developments in Havant Borough to 2026. The Core Strategy proposes a policy framework that plans for new development to deliver the vision that has been developed alongside the Sustainable Community Strategy. The Core Strategy identifies the following as its mission:

*'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 Travel Plans and this TP seeks to ensure the proposed development supports and complements the following elements of Policy 'CS16-High Quality Design and CS20- Transport and Access Strategy' along with 'DM12- Mitigating the Impacts of Travel' as set out within the Local Plan:

**Policy CS16 High Quality Design** advises that:

*Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax...*

- 1. Responds to, draws inspiration from and respects local context and: ... d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible...*
- 7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.*

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

- It 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;*
- 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; and*
- Improves highway, cycling and pedestrian links between the western built up area of the Borough and the eastern area of the Borough to create a strong east/ west communication axis that passes through Dunsbury Hill Farm/ Leigh Park'.*

**DM12 Mitigating the Impacts of Travel** states:

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

- 2.6 This RTP 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.
- 2.7 Seeking to maximise and build upon opportunities presented at all of the above scales, this RTP'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.

### 3. THE SITE AND LOCAL ACCESSIBILITY

- 3.1 This section of the RTP will review the development site in the context of its surrounding highway conditions, before reviewing its accessibility credentials in the context of walking, cycling and public transport provision.

#### The Site

- 3.2 The site accommodates a total of 41 flatted units split across three blocks. Car parking is provided on site for a total of 41 vehicles and there is both long and short stay cycle parking provision available for each of the three residential blocks. The site has a single point of vehicular access, onto Eastern Road, which is gated, as shown in **Photograph 1** as well as several pedestrian access points.



**Photograph 1:** Vehicular Access to the Development

- 3.3 As shown in **Figure 1** the site is located approximately 600m north-east of Havant Town Centre and 380m east of Havant Railway Station.

#### Local Amenities

- 3.4 Local amenities and their approximate distance and travel time are demonstrated in **Table 1**. Walking and cycling times have been based on an average walking speed of 80m per minute and cycling at 240m per minute.

| Amenity                                   | Distance | Access Point                   | Walking Time  | Cycling Time |
|-------------------------------------------|----------|--------------------------------|---------------|--------------|
| Primary School (Fairfield Infant School)  | 260m     | Fairfield Road                 | 3 minutes     | 1 minutes    |
| Train Station (Havant)                    | 380m     | North Street                   | 5 minutes     | 1-2 minutes  |
| Post Office (Market Parade)               | 500m     | Market Parade                  | 6 minutes     | 2 minutes    |
| Supermarket (Waitrose/Iceland)            | 550m     | North Street/<br>Market Parade | 7 minutes     | 2 minutes    |
| Health Centre (Oak Park Community Clinic) | 700m     | Lavant Drive                   | 9 minutes     | 3 minutes    |
| Bus Station (Havant)                      | 750m     | Elm Lane                       | 9-10 minutes  | 3 minutes    |
| Pharmacy (Davies Pharmacy/Boots)          | 800m     | West Street                    | 10 minutes    | 3 minutes    |
| Supermarket (ALDI)                        | 850m     | Park Road North                | 11 minutes    | 3-4 minutes  |
| Fitness Centre (Havant Leisure Centre)    | 900m     | Civic Centre Road              | 11 minutes    | 4 minutes    |
| Dental Surgery (Havant Dental Practice)   | 950m     | Civic Centre Road              | 12 minutes    | 4 minutes    |
| Secondary School (Warblington School)     | 1Km      | Southleigh Road                | 12-13 minutes | 4 minutes    |

**Table 1:** Site Proximity to Local Amenities

### Pedestrian Facilities

- 3.5 The site benefits from newly surfaced footway provision along the frontage of the site, as well as dropped kerbs and tactile paving at crossing points on both Eastern Road and New Lane as shown in **Photograph 2**.



**Photograph 2:** Pedestrian crossing point on New Lane

- 3.6 There are a number of local shared footways/cycle ways in the immediate vicinity of the site, include a route through to Centenary Gardens, east of the site and a link to Havant station car park from New Lane which can also provide a safe walking route (with controlled railway crossing) for residents to access the town centre.
- 3.7 Shipwrights Way also runs across the site frontage on New Lane which is a long distance Public Right of Way (PROW) route which connects with Alice Holt Forest, Bordon and Petersfield to the north and Hayling Island to the south.

### Cycle Facilities

- 3.8 As noted above there are several local cycling routes within the sites vicinity which assist with residents being able to travel sustainably. Local routes are identified in **Figure 2** as taken from Havant Borough Council's Cycle Network Map. Dark blue lines represent off-road cycle track, orange lines represent on-road cycle lanes, yellow represents suggested link routes and light blue represents a signposted route part of the National Cycle Network.

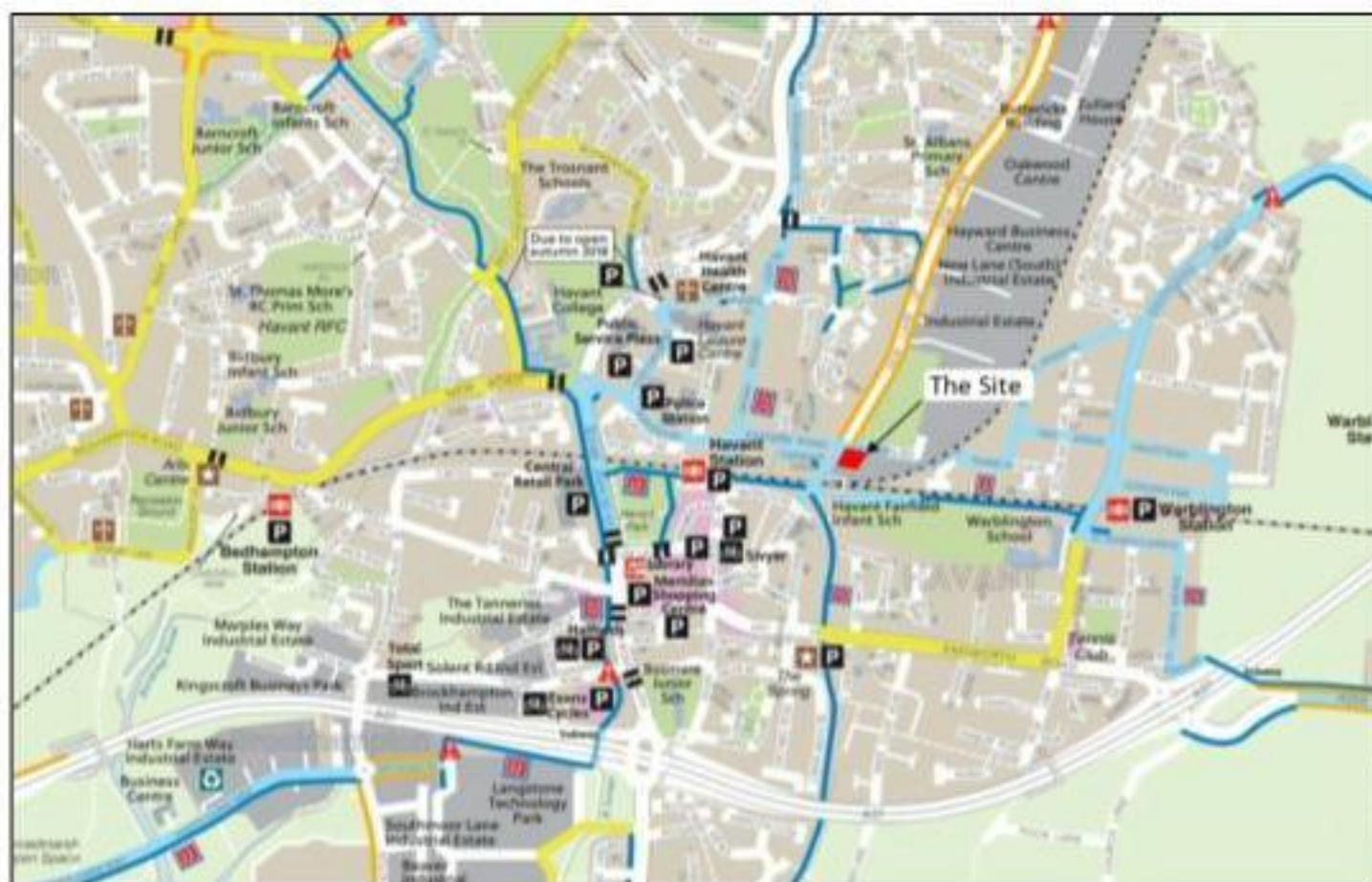


**Figure 2:** Havant Borough Council's Cycle Network Map

- 3.9 As highlighted in **Figure 2**, there are also a number of National Cycle Network (NCN) routes within the site's vicinity shown in light blue. This includes NCN route 22 which uses New Lane, at the southern corner of the site access and provides a safe cycle route to Portsmouth to the south and Guildford to the north. From NCN route 22, route 222 and route 2 are also accessible providing access to Brighton and Folkestone to the east, Bournemouth and Exeter to the west and Petersfield to the north.

## Bus Network

3.10 Havant Bus Station is currently the closest bus link to the site, located c. 750m south-east of the development.

3.11 The bus station benefits from safe, sheltered places for passengers to wait as well as toilet facilities and a small coffee shop. A summary of the local bus services is demonstrated within **Table** .

| Service   | Operator   | Route                                   | Frequency        |                  |                  |
|-----------|------------|-----------------------------------------|------------------|------------------|------------------|
|           |            |                                         | Monday- Friday   | Saturday         | Sunday           |
| 20        | Stagecoach | Havant - Portsmouth                     | Every 30 minutes | Every 30 minutes | No service       |
| 21        | Stagecoach | Havant - Portsmouth                     | Every 30 minutes | Every 30 minutes | Hourly           |
| 23        | Stagecoach | Southsea Portsmouth - Leigh Park        | Every 10 minutes | Every 10 minutes | Every 15 minutes |
| 27        | First Bus  | Rowlands Castle – Havant – Emsworth     | 4 services a day | No Service       | No Service       |
| 30/31/630 | Stagecoach | Havant - Hayling Island                 | Every 15 minutes | Every 15 minutes | Every 30 minutes |
| 39        | Stagecoach | Havant - Wecock, Hordean                | Every 20 minutes | Every 20 minutes | Hourly           |
| 621*      | Stagecoach | Havant Bus Station - Portsmouth College | 08:50 & 17:12    | No service       | No service       |
| 700/770   | Stagecoach | Flansham/Bognor Regis – Portsmouth      | Every 20 minutes | Every 30 minutes | Every 30 minutes |

**Table 2:** Summary of Local Bus Services

\*Note that this is a school bus services that operates in term time only

3.12 The bus services in the local area provide a realistic opportunity for residents to travel sustainably to several local destinations, but particularly to Portsmouth.

## Rail Services

3.13 Havant Railway Station is located approximately 380m from the site access and is accessible via a 5-minute walk utilising the shared pedestrian/cycle route from New Lane into the station car park. The station benefits from a waiting room, toilets, payphone, ATM, refreshment facilities and 92 secure bicycle parking spaces covered by CCTV.

3.14 Havant Railway Station benefits from direct services to Portsmouth and Southsea (up to 4 an hour), Southampton (2 services per hour), Brighton (2 services an hour), London Waterloo via Guildford (2-3 services per hour), London Victoria via Horsham (2 services an hour) and Bristol Temple Meads (2 services a day). Further details of the services available can be found at [www.nationalrail.co.uk](http://www.nationalrail.co.uk)

## **Summary**

- 3.15 The site and its surroundings benefit from excellent pedestrian and cyclist infrastructure providing a safe and convenient route to the town centre and its associated amenities. The site is also well served by public transport with the railway station 380m away from the site and Havant bus station located 750m away. Both facilities benefiting from multiple high frequency services less than 10 minutes' walk from the site.

## 4. OBJECTIVES AND AIMS

### Travel Plan Objectives

- 4.1 In pursuit of reducing the potential impact of car travel, the need to travel by car and increase sustainable travel practices, this RTP will adhere to a single main objective, which is to:

**“Engage with and encourage residents to use sustainable modes of travel when travelling to and from the proposed development site.”**

- 4.2 Due to the nature of the development site, residents will be encouraged to walk, cycle and use the available public transport. This RTP is primarily concerned with the travel patterns of residents to the site, but also considers opportunities for visitors to travel sustainably where appropriate.

### Aims

- 4.3 It would usually be advised to set targets for the proposal which are SMART (Specific, Measurable, Achievable, Realistic and Time-bound) and in the case of a travel plan, relate to a change in mode share.
- 4.4 However, the scale of the development means that whilst we can undertake monitoring the response rate is unlikely to present meaningful trip data related to travel behaviour, as explained in paragraph 6.7. In view of this we propose a number of aims within the RTP, rather than targets. These aims are outlined in **Table 3** below.

|              | Aim                                                          | Timescales                                         |
|--------------|--------------------------------------------------------------|----------------------------------------------------|
| Welcome Pack | Issue to all units                                           | Within 3 months of occupation of each unit.        |
| Newsletters  | Produce for each unit and display on noticeboard             | Twice a year for life of the TP                    |
| Noticeboards | Provide updates on rail, bus and taxi information            | Quarterly during the life of the TP                |
| Monitoring   | Comply with the requirements of this RTP – Residents surveys | Baseline (50% occupancy) and End of Years 1 and 3. |

**Table 3:** Travel Plan Aims

## 5. TRAVEL PLAN STRATEGY AND MEASURES

- 5.1 The following section proposes a package of measures to be adopted and refined by the Travel Plan Coordinator (TPC) throughout the life-time of the RTP. The measures are strongly influenced by the site location, type of development and the travel plan objectives and targets and local and national policy. The measures chosen could also be continued by residents beyond the monitoring period.
- 5.2 The package of measures involves a combination of both 'soft' and 'hard' measures aimed at encouraging more sustainable travel practices. Although the measures are aimed at residents, they do take visitors into consideration.
- 5.3 'Hard' measures have been incorporated into the site layout. These include footways around the site providing permeability and safe movement throughout the site and cycle storage facilities. The 'soft' measures are to be adopted and refined by the TPC throughout the lifetime of the RTP.

### **Key stages: Preliminary**

- 5.4 In order to meet the objective and aims of this RTP a number of measures are essential to be completed at an early stage. Completing these tasks would help to embed the RTP within the development and the local community.
- 5.5 A representative from the site's management company has been appointed as the Travel Plan Coordinator (TPC). They will be responsible for collating important contact details (residents, Travel Plan Officer (TPO), forums etc.) alongside liaison with other local TPC's.
- 5.6 Welcome packs will be prepared to be given as residents move in. The Welcome Packs would include information on the following:
- What a Travel Plan is and their benefits;
  - Local walking and cycling routes;
  - Links to bus timetables and routes;
  - Links to rail timetables, routes and frequency;
  - Information on electric vehicle charging;
  - Personalised Journey Planning offer;
  - Tips for driving sustainably;
  - Taxi numbers; and
  - Information on car sharing and local car clubs.

- 5.7 Noticeboards would also be located at prominent points within the development, which would have bus and rail travel information as well as taxi information displayed.
- 5.8 A baseline travel surveys would be completed at 50% occupation of the development to ensure baseline travel patterns are captured. Completing a survey at this point allows qualitative data to be collected to understand the travel needs of the residents.

#### **Key Stages: 3 Years Following 50% Occupation**

- 5.9 The RTP would become fully active following first occupation and would remain active for a period of 3 years following 50% occupation of the development due to the overall scale of development. The ultimate aim of the TP is for residents to take over the day to day implementation of the TP and for it to become firmly embedded within the local community once the official monitoring period is finished. This ensures residents who move in early still receive the TP promotion material and have the opportunity to change their travel habits early.
- 5.10 Newsletters would be distributed on a biannual basis following 50% occupation to all residents providing them with local and national travel news and events as well as the recent survey results and tips on sustainable travel.
- 5.11 During the lifetime of the TP the Action Plan would be expanded upon through the implementation of a variety of measures. These measures would be determined through liaison with the residents, developer, TPO, local TPC's and other key players (if appropriate).

#### **Modal Measures: Walking and Cycling**

- 5.12 Local pedestrian and cycle infrastructure in the vicinity of the site, is in a good condition and links to a variety of amenities and facilities including bus stops, convenience stores and the train station.
- 5.13 This Travel Plan would encourage local walking and cycling through encouraging residents to become familiar with local walking and cycling routes early on by providing maps of the local area with Welcome Packs and newsletters. This will also include routes to key destinations.
- 5.14 They would also be encouraged to walk and cycle by promoting a number of national, regional and local campaigns and events. These would include;
- Walk to Work Week ([https://www.eauc.org.uk/walk\\_to\\_work\\_week](https://www.eauc.org.uk/walk_to_work_week))
  - Walk to School week (<https://www.livingstreets.org.uk/products-and-services/projects/walk-to-school-week>)
  - Bike Week (<https://www.cyclinguk.org/bikeweek>)

- Sustrans Big Pedal (<https://bigpedal.org.uk/>)
- Walk for Life – promoting the health benefits of walking (<http://www.walk4life.info/>)
- Ride It- Cycling in Hampshire (<https://www.visit-hampshire.co.uk/cycling/cycling-events/ride-it-havant-road-sportive-p1686481>).

5.15 The site residents will also be informed of smartphone apps such as National Cycle Network, Walk It and MapMyRide which can help plan and map walking and cycling journeys from their mobile phone within the local area.

#### **Modal Measures: Public Transport**

5.16 Local bus services would be promoted to residents including details on routes, services, timetables and fares through the Welcome Pack and subsequent Newsletters. Residents will also be informed of useful websites such as <https://www.havant.gov.uk/bus-services> and <https://www.stagecoachbus.com/> which provide information on bus stops, timetable information and journey planning.

5.17 Rail travel will also be promoted as a sustainable method of travel for commuting as locations such as London Waterloo, Guildford and Chichester are accessible from Havant Railway Station. Residents will be informed of useful websites such as <https://www.nationalrail.co.uk/> which provides live updates on rail services across the UK.

#### **Modal Measures: Home/ Remote Working and Other Modes**

5.18 Working from home and utilising mobile technology has become a part of the daily work routine for many companies. Although the RTP 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.

#### **Modal Measures: Car Sharing**

5.19 As COVID-19 restrictions lift residents will be encouraged to car share using the Liftshare page for Hampshire <https://liftshare.com/uk/journeys/to/hampshire-uk>. Car sharing relationships formed over the internet site will allow residents to car share with individuals locally and on a wider scale. Car share journeys to work and school will be promoted to minimise the number of individuals using single occupancy vehicles. Car sharing for journeys for school children will be promoted, encouraging parents to come together and reduce the amount of vehicle trips to and from the local schools from the site.

### **Visitors**

- 5.20 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.

### **Car Club**

- 5.21 Within Havant, Enterprise Rent-A-Car operates a car rental service allowing residents to rent a car at their convenience when other sustainable travel options are unavailable. This service is accessible via the Enterprise App, their website (<https://www.enterprise.co.uk/en/home.html>) and Enterprise itself, located at Southmoor Lane, Havant.

### **Personalised Travel Planning**

- 5.22 Residents will be informed of information regarding sustainable travel in their local area to allow them to make more sustainable choices to their travel choices where it best suits them. Residents will be made aware of numerous smartphone apps to make their travel planning easier, these include;
- National Rail enquires
  - Citymapper
  - Cycle Streets
  - Strava Cycling
  - Walk4Life
  - National Cycle Network

### **Overcoming Barriers to Success**

- 5.23 Should the annual progress review identify shortfalls in the reach of the RTP (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 to which such remedial actions should be completed. The evolution of the RTP would highlight aspects that were successful and those having little impact, and this would guide the choice in any remedial measures.

## 6. IMPLEMENTATION AND MONITORING

### The Travel Plan Coordinator (TPC)

- 6.1 The role of the TPC will be undertaken by a representative from the management company. This role would be part-time over the course of the RTP and is expected to occupy 1-2 hours per week on average. The representative would be responsible for implementing and monitoring the TP through the collaboration with residents and the local community ensuring that they are included in every stage.
- 6.2 More specifically, the role of the TPC requires;
- Overseeing the development of the RTP;
  - 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 RTP related queries;
  - Liaising with Residents and the management company; and
  - Coordinating the monitoring and evaluation of the RTP including the organisation of any monitoring surveys.

### Monitoring

- 6.3 The TPC would undertake a consistent monitoring approach for the implementation of the RTP, with the following aims in mind:
- Ensuring that surveys are undertaken at defined intervals;
  - Ensuring that all are informed of the RTP's aims and objectives including residents; and
  - Resident's fatigue is minimised by securing a time-efficient and user friendly data collection method which benefits and supports the TP implementation.
- 6.4 With the above aims in mind, the proposed monitoring approach of this RTP is outlined in **Table 4**.

| Preliminary Phase                                                  | End of Year 1           | End of Year 3           |
|--------------------------------------------------------------------|-------------------------|-------------------------|
| Welcome Packs upon occupation + Baseline surveys at 50% occupation | Resident Travel Surveys | Resident Travel Surveys |

**Table 4:** Travel Plan Monitoring Strategy

- 6.5 Resident travel surveys would be undertaken at 50% occupation of the site and would also be completed at the end of Years 1 and 3 to provide consistent engagement with residents and provide more qualitative information about residents' travel habits. Undertaking these surveys would allow the TPC to ensure that the measures proposed in the TP remain relevant and achievable. An example of a resident survey is attached as **Appendix B**.
- 6.6 The travel surveys will also aim to provide an updated assessment of current travel patterns to the site, however due to the size of the development it is not considered appropriate to utilise this information to support mode share targets. This is because our experience of other sites within HCC have found that whilst response rates can vary significantly a response rate of around 10% is more realistic. At this site this would reflect 4-5 responses, which is not significant enough.
- 6.7 Findings from the survey would however be made available to residents through TP newsletters and displayed on internal noticeboards.
- 6.8 A Welcome Pack would also be provided to residents upon occupation to encourage travel behaviour changes and encourage sustainable travel.
- 6.9 Noticeboards will be updated with relevant bus, rail and taxi information on a quarterly basis.
- 6.10 Should HBC require them then a progress report including survey results (if required), a summary of measures and evidence of any marketing could be produced within 3 months of the end of each year, however it is noted that HCC TPO's do not require this work to be completed.

## Appendix A

GENERAL NOTES:  
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS.  
2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.  
3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.  
4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE TO THE LATEST RELEVANT BRITISH STANDARDS AND CARRIED OUT IN ACCORDANCE WITH THE BRITISH STANDARDS CODES OF PRACTICE OR RECOGNIZED INSTITUTE OR TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.

Existing Pavement width to be increased to 2000mm. To Local Authority specification.

Short stay Cycle Parking

Block A

Flat roof (No access)

Block B

Block C

Short stay Cycle Parking

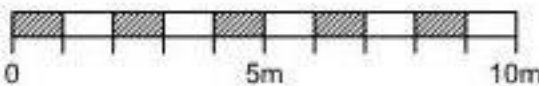
2.0m block wall

2.0m block wall

2.0m block wall

2.0m block wall

1:200 scale



|          |           |                                              |       |         |
|----------|-----------|----------------------------------------------|-------|---------|
| P6       | June 2016 | Block A location amended                     | RPN   |         |
| P5       | June 2016 | Pavement to New Lane widened to LPA comments | RPN   |         |
| P4       | Feb 2016  | Floor Plan Amends                            | CB    |         |
| P3       | Dec 2015  | Planning Submission                          | TH    |         |
| Revision | Date      | Description                                  | Drawn | Checked |



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Project:

Residential Development  
New Lane  
Havant

Drawing Title:

Proposed Site Plan

|                                                                                                                                             |                |                |                     |             |      |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|---------------------|-------------|------|
| Drawn By<br>MT                                                                                                                              | Date<br>Aug'15 | Checked By     | Date                | Approved By | Date |
| Drawing No.<br>15.2094.110                                                                                                                  |                | Revision<br>P6 | Scale<br>1:100 @ A2 |             |      |
| PLC ARCHITECTS © COPYRIGHT RESERVED 2013<br>NOT TO BE SCALED. DIMENSIONS TO BE CHECKED ON SITE<br>SCALING ONLY FOR LOCAL AUTHORITY PURPOSES |                |                |                     |             |      |

## Appendix B

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](mailto: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**