

BARTONS ROAD, HAVANT

TRAVEL PLAN

September 2022

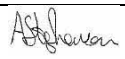
Fortitudo Ltd

MIXED USE DEVELOPMENT
BARTONS ROAD
HAVANT

TRAVEL PLAN

CONTROLLED DOCUMENT

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Revision Record

Rev.	Date	By	Summary of Changes		
2	27.07.20	AS	Updated cycle parking numbers	[redacted]	
3	23.10.20	AS	New layout		
4	21.12.20	AS	Updated access strategy		
5	18.01.21	AS	Revised number of units		
6	16.09.21	AS	Drive Thru Units Removed	RH	RH
7	15.10.21	AS	Amendments reflecting HCC comments	RH	RH
8	22.07.21	AS	Updated plans	AS	AS
9	08.09.22	AS	Updated site layout	AS	AS

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Contents

1. INTRODUCTION 2
2. TRAVEL PLAN POLICY 4
3. EXISTING CONDITIONS 6
4. SITE ACCESSIBILITY 7
5. PROPOSED DEVELOPMENT 11
6. TRAVEL PLAN STRATEGY 12
7. SUMMARY AND CONCLUSIONS 17

Figures

Figure 1: Site Location Plan
Figure 2: Havant Cycle Map

Tables

Table 1: Travel Plan Objectives
Table 2: Department for Transport Annual Average Daily Traffic Flows (2018)
Table 3: Proximity of Local Amenities
Table 4: Summary of Local Bus Services
Table 5: 2011 Census 'Journey to Work' Data
Table 6: Modal Split Targets
Table 7: Indicative Action Plan
Table 8: Monitoring Strategy

Appendices

Appendix A – Proposed Development Layout
Appendix B – Site Access Drawing

1. INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Fortitudo Ltd to support a planning application for a mixed-use development comprising 175 apartments at the site of the former Scottish and Southern Energy (SSE) offices on Bartons Road, Havant.

1.2 The application site covers approximately 4.4 hectares in total and is located approximately 2km north of Havant Town Centre. The site location is identified within Figure 1.



Figure 1: Site Location Plan

Framework Travel Plan Principles

1.2 A Travel Plan is a strategy for managing access demands to a development site by ensuring that the travel needs of its users are met by a range of modes of transport in order to:

Reduce the impact of car travel
Support a reduced need to travel
Increase sustainable travel practices where appropriate and possible

Travel Plan Objectives

1.1 In pursuit of reducing the impact of car travel, the need to travel by car, and increasing sustainable travel practices, this FTP will aim to achieve a number of objectives as set out in Table 1.

Objective Number	Objective
1	To support the development as a sustainable community.
2	To facilitate and encourage the use of sustainable travel modes in preference to the use of the private car.
3	Continually develop, implement, evaluate and review the progress of the Travel Plan.
4	To promote and improve awareness of the Travel Plan process to users of the site.

Table 1: Travel Plan Objectives

1.2 The objectives of the TP are supported by the developer, Fortitudo, who are committed to delivering a sustainable community.

2. TRAVEL PLAN POLICY

National Planning Policy

2.1 The revised National Planning Policy Framework (NPPF) was adopted in February 2019 and acts as the central guidance for development planning, replacing all national planning policy guidance. The following NPPF paragraphs are relevant to this FTP:

1.1 NPPF Paragraph 104 states the following with regards to transport issues:

> 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 usage, are realised.
> 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.

1.1 NPPF Paragraph 105 concerns development being focused on locations that are deemed or can be made sustainable and states:

> 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.

2.1 NPPF Paragraph 113 concerns the documents required to support a planning application and states:

> 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.

1.1 Other national and local policy documents which have been considered by and inform this TP are:

Hampshire's Local Transport Plan 2011-2031 (2013)
Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009)
Hampshire County Council's Parking Standards
Havant Borough Core Strategy 2011
Havant Borough Local Plan (Allocations) 2014
Havant Borough Local Plan 2036
Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)
IHT's 'Guidelines for Providing Journeys on Foot' (2000)
DfT's Manual for Streets (2007)

2.1 This TP has therefore been prepared with reference to relevant policy and best practice guidance.

2.1 This TP has also incorporated comments made by HCC as part of the planning application process.

3. EXISTING CONDITIONS

Existing Site

2.1 The proposed development site is brownfield land having previously accommodated the SSE regional headquarters including associated infrastructure such as access roads, parking and landscaping.

2.1 The site is located to the south of Bartons Road, east of Petersfield Road, north of Martin Road, and west of Havant and Waterlooville Football Club.

Traffic Flows

1.1 The Annual Average Daily Traffic (AADT) flows for the year 2017 have been obtained from a Department for Transport (DfT) site located on the B2149 Petersfield Road. While the traffic count is located approximately 1km south of the site, it provides a reasonable indication of traffic flows on the B2149 in the vicinity of the site and at the Bartons Road junction.

2.1 The DfT AADT flows are two-way and include a breakdown by vehicle type. These DfT AADT flows are shown in Table 2.

Site No.	Location	Pedal Cycles	M/Cs	Cars/ Taxis	Buses/ Coaches	LGVs	HGVs	All Vehicles
945157	B2149 north of New Road/ Park Road North/ Elmleigh Road roundabout	156	252	15068	237	2648	438	18643
		0.8%	0.8%	82.9%	1.3%	13.1%	1.9%	100.0%

Table 2: Department for Transport Annual Average Daily Traffic Flows (2018)

2.1 Approximately 18,500 vehicles use the B2149 per day with approximately 83% of those vehicles being cars or taxis.

4. SITE ACCESSIBILITY

Pedestrian Infrastructure

4.1 The site benefits from a good level of pedestrian infrastructure in the vicinity. To the north of the site pedestrian crossings are provided at the Petersfield Road/ Bartons Road junction connecting to Billy Lawn Avenue, while to the south of the site a subway is provided underneath Petersfield Road connecting Martin Road to Stockheath Road. This existing infrastructure is shown by Photograph 1 and Photograph 2.



Photograph 1: Petersfield Road Pedestrian Crossing



Photograph 2: Petersfield Road Subway

Cycle Infrastructure

2.1 The site also benefits from a good level of cycle infrastructure including National Cycle Network (NCN) Route 22 which runs adjacent to its western perimeter and provides a direct link between the site and Havant Town Centre via stretches of dedicated off-street cycleways and quieter roads. Once completed the route will link London to Portsmouth. Examples of the Route NCN 22 adjacent to the site is demonstrated in Photographs 3 and Photograph 4.



Photograph 3: Route NCN 22 Northbound



Photograph 4: Route NCN 22 Southbound

2.1 A map of local cycle routes is shown by Figure 2.

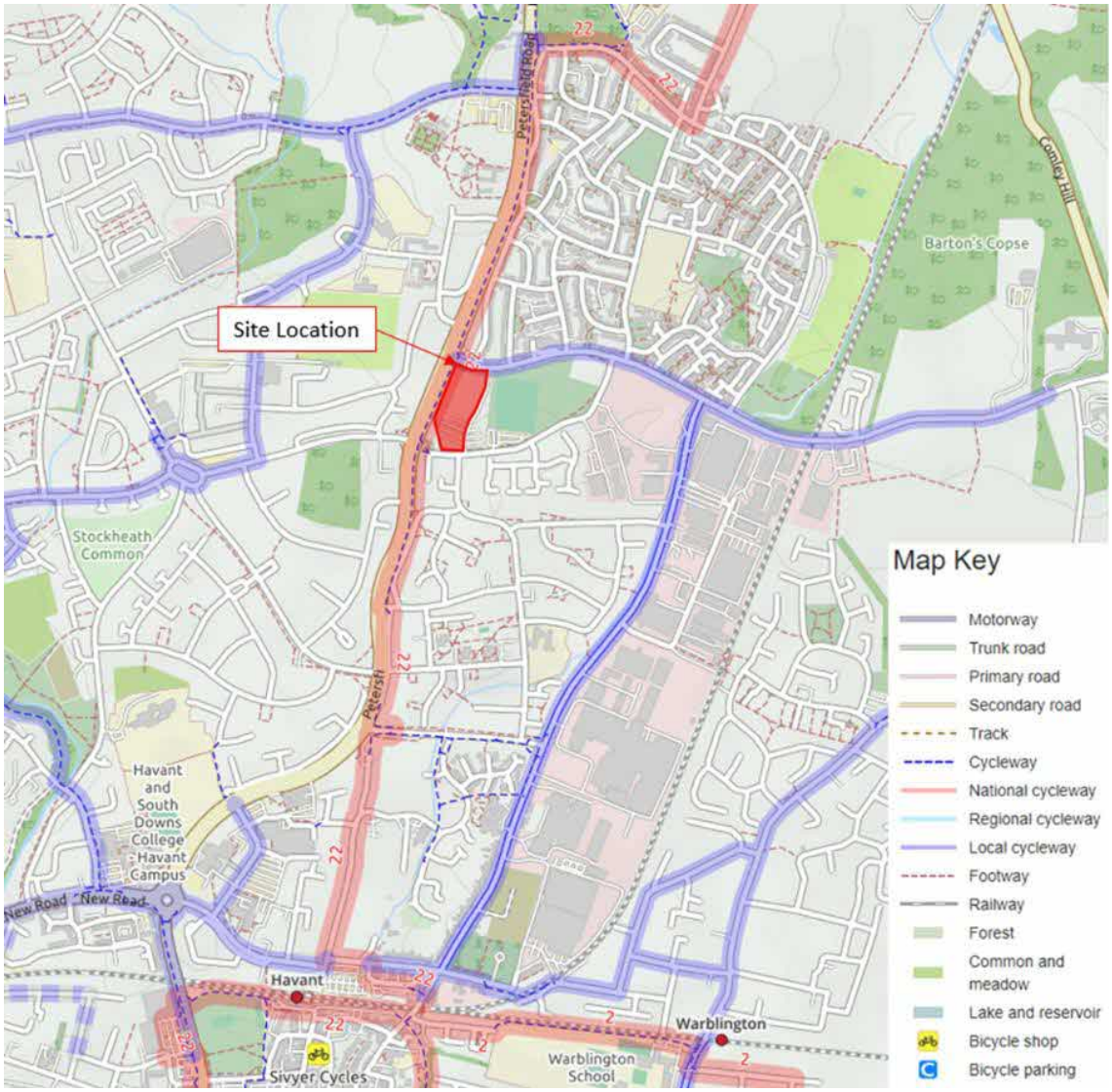


Figure 2: Havant Cycle Map

Accessibility Criteria

4.1 Based on data contained within the National Travel Survey and design guidance contained in the Design Manual for Roads and Bridges, the following distances are considered suitable for walking and cycling:

1.6km – a distance where most people will walk – the National Travel Survey identifies that for journeys less than one mile, circa 81% will be made on foot

3.2km – a distance where walking is a realistic alternative to car use and where some people are still prepared to walk – the National Travel Survey identifies that for journeys between one and two miles, circa 30% will be made on foot

8km – national design guidance in the Design Manual for Roads and Bridges (DMRB) identifies that this is a distance where cycling is used for accessing destinations including educational facilities, shops and places of work although cycling can be used for much longer journeys

Walking and Cycling Distances

2.1 The proposed development site is located c.2km north of Havant Town Centre with the site's proximity to existing local amenities and pedestrian and cycle networks presenting an excellent opportunity to encourage the use of sustainable transport. A summary of the proximity of local amenities from the proposed development site is shown by Table 3.

Amenity	Distance	Walking Time (minutes)	Cycle Time (minutes)
Bus Stops (Forestside Avenue)	150m	2	1
Public House	400m	5	2
Local Supermarket	450m	6	2
Bus Stops (Liam Close)	450m	6	2
Primary School	550m	7	2
Local Centre (Leigh Park)	700m	9	3
Supermarket	700m	9	3
Pharmacy	850m	10	3
Community Centre	900m	11	3
Dentist	950m	12	3
Library	950m	12	3
Secondary School	1.1km	15	6
Doctors Surgery	1.6km	19	6
Leisure Centre	1.6km	19	6
Train Station (Havant)	1.9km	24	8
Town Centre (Havant)	2.0km	26	8

Table 3: Proximity of Local Amenities

4.1 The site is evidently in an accessible location. With many local amenities only a short walk or cycle away the site provides a good opportunity to promote sustainable travel. Leigh Park Local Centre, in particular, provides a range of facilities and is situated c.700m west (9 minute walk/ 3 minute cycle) from the site.

Bus Services

4.1 The site is well located for bus accessibility with the 'Liam Close' bus stops located c.200m walking distance from the site on St Albans Road. Frequent bus services to/from Havant and Portsmouth are accessed at these bus stops, connecting the site to Havant Town Centre, Havant Railway Station and destinations within Portsmouth.

4.1 A summary of local bus services is shown by Table 4.

Service	Route	Frequency		
		Monday - Friday	Saturday	Sunday
20	Havant - Portsmouth - The Hard	30 minutes	30 minutes	No service
21	Havant – Portsmouth	10 minutes	10 minutes	20 minutes
621	Havant Bus Station - Portsmouth College	08:49	No service	No service

Table 4: Summary of Local Bus Services

Rail Services

4.1 Havant Railway Station is located 1.9km south (8-minute cycle/ 10-minute bus) of the proposed development site. The station is equipped with 92 cycle storage spaces, a manned ticket office, customer help points and CCTV.

4.10 Havant Railway Station provides direct access to destinations including Portsmouth Harbour, Southampton Central, Brighton, London Waterloo and London Victoria. A journey to Portsmouth Harbour operates 4/5 times an hour and takes approximately 15 minutes. Trains to London Waterloo typically operate 3 times an hour and take approximately 80 minutes. Trains to Southampton Central, Brighton and London Victoria typically operate twice an hour and take approximately 40, 65 and 105 minutes respectively.

Accessibility Summary

4.11 The site is considered to be accessible by walking, cycling and public transport and therefore provides the choice of sustainable travel options for site users.

5. PROPOSED DEVELOPMENT

Accommodation Schedule

2.1 The proposed mixed-use development comprises 175 apartments and the proposed accommodation schedule is as follows:

111 one-bed apartments
64 two-bed apartments

2.1 The proposed development layout is included at Appendix A.

Access Arrangements

2.1 The proposed development will be accessed from Bartons Road an upgrade to the existing priority junction to provide a ghost-island right turn lane junction. The access arrangement on Bartons Road include a new pedestrian island on Bartons Road to facilitate crossing movements as well as dropped kerbs and tactile paving across the site access.

4.1 The access strategy includes upgrading the existing footway on the south side of Bartons Road to a 3.0m shared cycle/ footway, and the introduction of signalised pedestrian and cycle crossing points at the Petersfield Road/ Bartons Road signalled junction.

2.1 The proposed development will also provide a secondary cycle and pedestrian access to Martin Road which will be provided by a 2.0m footway which connects to existing provision on the north side of Martin Road, and by a 3.0m cycle/ footway which connects to the carriageway of Martin Road.

2.1 The internal layout will provide a 2.0m footway from Bartons Road to Martin Road, along the eastern boundary of the site. This route will be open to users of the proposed development as well as to the general public and therefore increases the permeability of the local walking network. The proposed development will also provide an on-carriageway cycle route from Bartons Road to Martin Road which will increase the permeability of the local cycling network.

2.1 Site access arrangements from both Bartons Road and Martin Road are included at Appendix B.

Parking

2.1 The apartments will be provided with 182 car parking spaces at an approximate ratio of one parking space per apartment.

2.1 The proposed development will provide 245 cycle parking spaces at an approximate ratio of 1.4 spaces per apartment.

6. TRAVEL PLAN STRATEGY

Indicative Baseline Modal Split

2.1 The main objective of the TP will be to encourage residents and visitors to use sustainable modes of travel when travelling to and from the site. In order to establish the indicative baseline modal split of trips generated by the site, the 2011 Census 'Journey to Work' Data for 'Havant 009E' has been used. The data set QS701EW has been assessed to determine the likely modal split of the proposed site. The anticipated modal split for residents is outlined in Table 5.

Mode of Travel	Percentage
Single Occupancy Vehicle	59%
Walk	10%
Bus	10%
Passenger in Vehicle	10%
Cycle	5%
Train	3%
Work from Home	2%
Other	1%

Table 5: 2011 Census 'Journey to Work' Data

1.1 In the vicinity of the site currently 59% of commuting trips are undertaken in a private vehicle without passengers, with 10% of trips undertaken as a passenger. Walking and bus travel constitute the next most popular modes of travel both accounting for 10% of trips each. Cycling accounts for 5%, train accounts for 3% and 1% travel by other means. Additionally, 2% of residents work from home and therefore do not commute to work. The data therefore indicates that sustainable modes of transport such as car share, walking and public transport are already popular making up over a third of all trips.

Targets

1.1 SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets are proposed to be met over a time period of 5 years after 100% occupation. These targets inform the measures and monitoring strategy and the Action Plan. Overall, a 10% modal shift away from single occupancy vehicle trips is sought through the implementation of the TP. Modal split targets are demonstrated in Table 6.

Target	Baseline Modal Share (Year 0)	Target	Modal Share Target (Year 5)
Single Occupancy Vehicle	59%	-10%	49%

Table 6: Modal Split Targets

2.1 The baseline model spilt will be confirmed through a travel survey undertaken at 50% occupancy of the site. The survey will help establish an accurate site-specific baseline travel patterns for the development which are anticipated to be similar to those outlined by the 2011 Census data above. The baseline modal split and associated targets will be updated following this baseline survey.

Travel Plan Coordinator

1.1 The TP for the apartments will be managed and implemented by a Travel Plan Coordinator (TPC) who will be appointed by the developer and will be responsible for implementing the measures and monitoring their impact. The TPC will:

Assume overall responsibility for delivering the TP
Be responsible for implementing the Action Plan
Be responsible for monitoring the TP
Spend approximately two hours per week on TP related tasks
Spend approximately eight weeks per year on TP related tasks
The cost of the TPC would depend on who is appointed

Travel Plan Measures

2.1 In order to meet the aims and objectives of the TP, a number of measures will be implemented to encourage habitual sustainable travel practices for all site users.

Hard Measures

2.1 The following hard measures would be completed prior to occupation and maintained thereafter:

Upgraded 3.0m cycle/ footway connecting the site to NCN Route 22
New signalised pedestrian and cycle crossings at the Petersfield Road signalled junction
Pedestrian crossing points across the site access and Bartons Road
Pedestrian and cycle access points from Bartons Road and Martin Road
On-site pedestrian and cycle routes
On-site cycle stores with space for 245 bikes

2.1 Maintenance of the on-site facilities will be the responsibility of the Management Company.

Welcome Pack

2.1 Each household will also be provided with a Welcome Pack upon moving in. This pack will promote sustainable modes of travel and include:

Contact details of the TPC and/or Management Company
An accessibility map including walking and cycling routes
A bus routes map
Relevant walking, cycling and public transport links
Promotional material advertising the benefits of sustainable travel
A £50 Sustainable Travel Voucher per household

4.11 Distribution of the Welcome Pack will be the responsibility of the TPC as well as management of voucher redemption process.

Walking and Cycling Measures

6.11 Walking and cycling will be promoted to staff and visitors through a combination of:

Providing information on smartphone apps such as 'Map My Ride', 'Walk4Life' and 'Bike It!'
Email updates to promote local and national campaigns and events
Email updates on any changes to local travel infrastructure

6.11 Implementation of the walking and cycling measures will be the responsibility of the TPC.

Modal Measures: Public Transport

6.11 Public transport will be promoted to staff and visitors through a combination of:

Promotion of the 20 and 21 bus services as an attractive travel option
Assistance with purchasing tickets on the Yellow Buses app
Email updates on any changes to bus maps, timetables and fares

4.11 Implementation of the public transport measures will be the responsibility of the TPC.

Car Sharing Measures

6.11 Car sharing will be promoted to residents through a combination of:

Providing links to relevant car sharing webpages
Periodical emails to understand potential uptake from residents
Co-ordination to match drivers

4.11 Implementation of the car sharing measures will be the responsibility of the TPC.

Action Plan

4.11 An indicative Action Plan for implementation of the Travel Plan has been prepared. This indicative Action Plan is shown by Table 7.

Action	Timescale	Cost Estimate
Travel Plan Management		
Appoint TPC	Prior to opening	-
Ensure physical/hard measures have been implemented	Prior to opening	-
Prepare and distribute TP Welcome Packs	At opening	£5,000
Circulate periodical emails to residents on relevant travel updates	Ongoing	-
Distribute Sustainable Travel Vouchers	Ongoing	£7,500
Walking and Cycling		
Maintain on-site walking and cycling facilities	Ongoing	£2,000
Provide information on relevant smartphone apps	Ongoing	
Email updates to promote local and national campaigns and events	Ongoing	
Email updates on any changes to local travel infrastructure	Ongoing	
Public Transport		
Promotion of the 20 and 21 bus services as an attractive travel option	Ongoing	£2,000
Provide assistance with purchasing tickets through the Yellow Buses app	Ongoing	
Email updates on any changes to bus maps, timetables and fares	Ongoing	
Car Sharing		
Provide links to relevant car sharing webpages	Ongoing	£2,000
Periodical emails to understand potential uptake from residents	Ongoing	
Co-ordination to match drivers	Ongoing	

Table 7: Indicative Action Plan

4.11 The objective of all the measures in the Action Plan is to support residents in making sustainable travel choices in place of private car use. Delivery of all the measures in the Action Plan will be the responsibility of the TPC. The mode affected by each measure is shown by the section headings.

6.11 The cost estimates set out by the Action Plan are indicative of this stage and subject to revision following appointment of the TPC.

Monitoring

4.11 It is intended that the TP will be monitored for a 5-year period with monitoring reports compiled by the TPC at 1, 3 and 5 years. The monitoring reports from the 3rd and 5th year will include the results of the travel surveys. The monitoring measures and the respective years of implementation are shown in Table 8.

Start of Year 1	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Baseline Travel Survey	Travel Survey	-	Travel Survey	-	Travel Survey

Table 8: Monitoring Strategy

1.1 Each Travel Survey must achieve a minimum 35% response rate to be considered statistically significant. If this cannot be achieved, then the TPC will discuss with HCC regarding carrying out a TRICS SAM or ATC survey to complement the Travel Survey.

2.1 The results of each survey will be used to inform and adjust targets if necessary and act as a trigger to introduce new measures if targets are not on course to be met.

2.1 If the TP is failing to meet its targets, personalised transport planning will be provided to residents at the developer's cost.

Delivery and Enforcement

2.1 The TP will be secured by a Section 106 agreement.

2.1 The developer will pay HCC's monitoring and approval fees.

Community Embedding and Handover

4.11 If there is interest from a resident or community group to continue the TP beyond its five-year initial lifespan then this will be enabled with a handover strategy.

7. SUMMARY AND CONCLUSIONS

2.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Fortitudo Ltd to support a planning application for a mixed-use development comprising 175 apartments at the site of the former Scottish and Southern Energy (SSE) offices on Bartons Road, Havant.

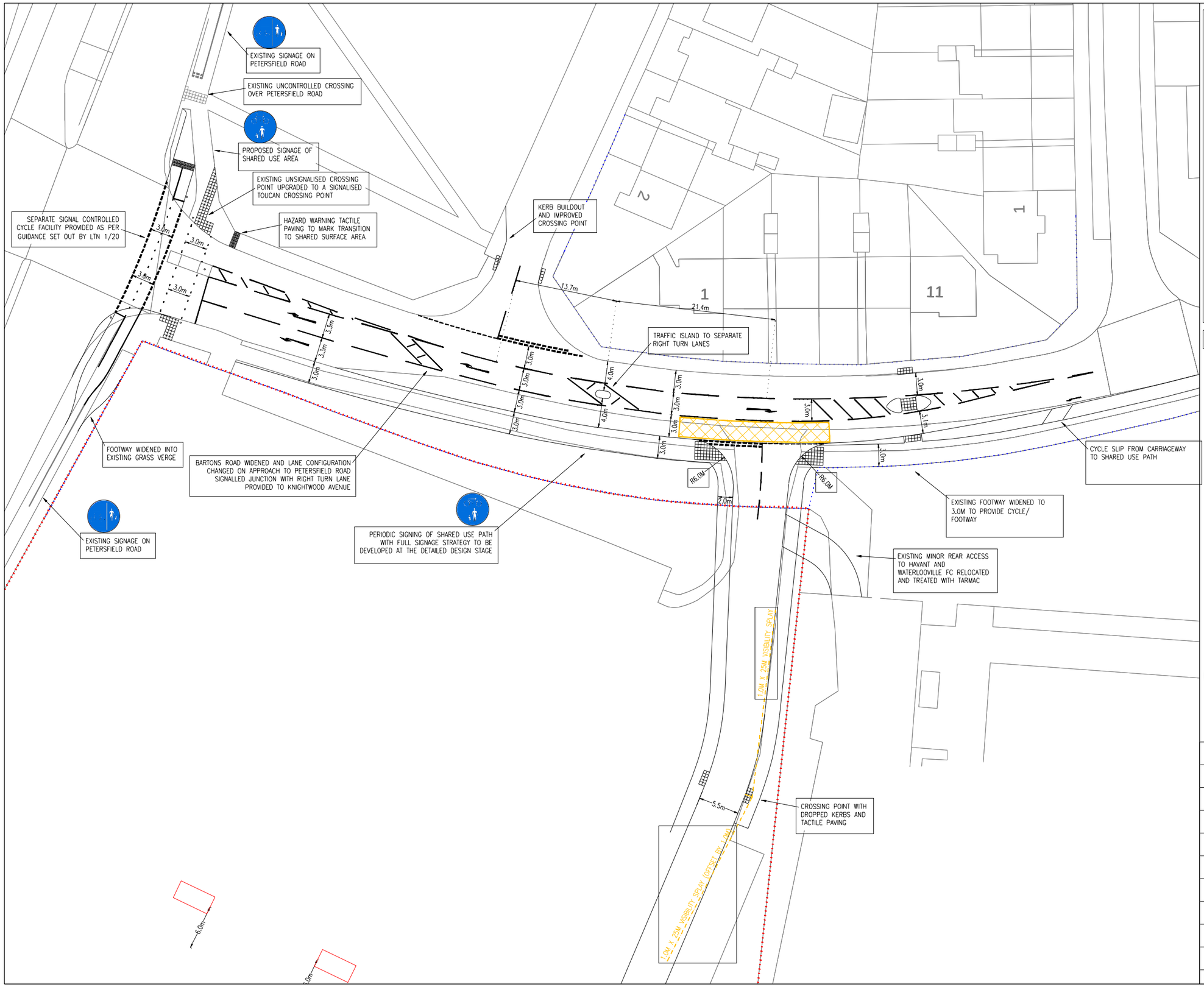
2.1 The site is considered to be accessible by walking, cycling and public transport and therefore provides the choice of sustainable travel options for site users.

1.1 The target of the TP is to increase the proportion of trips made by sustainable modes of travel, and decrease the proportion of single occupancy car trips, for users travelling to and from the site. As such a range of measures are proposed to support sustainable travel and a target for modal shift has been identified for the residential component including a monitoring strategy.

2.1 The TP sets out the responsible parties for delivering each measure and includes Action Plans setting out how the TP will be implemented.

Appendix A

Appendix B



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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KEY

– HIGHWAY BOUNDARY

NORTH

Rev	Description	Date	By	Chkd
J	KNIGHTWOOD AVE KERB BUILDOUT ALTERED	22.09.21	AST	AST
I	ACCESS ROAD NARROWED	15.09.21	AST	RH
H	KERB BUILDOUT + VISIBILITY SPLAYS ADDED	22.07.21	AST	RH
G	SLIGHT CHANGES FOLL. HCC COMMENTS	10.06.21	AST	RH
F	ACCESS KERBS REALIGNED + SIGNS ADDED	20.05.21	AST	RH
E	WESTBOUND ALIGNMENT EASED	18.05.21	AST	RH
D	CHANGES TO ACCOMMODATE TRACKING	27.04.21	AST	RH
C	CYCLE/ FOOTWAY REALIGNED	16.04.21	AST	RH
B	REVISED TO REFLECT RSA COMMENTS	12.04.21	AST	RH
A	REVISED TO REFLECT HCC COMMENTS	01.04.21	AST	RH

Project Name: BARTONS ROAD, HAVANT

Project Phase: PRELIMINARY

Title: PROPOSED BARTONS ROAD IMPROVEMENTS WESTERN SECTION GENERAL ARRANGEMENT

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Checked By	Checked Date	Scale	
RH	18.01.21	1:500	(AT A3 SIZE)
Drawn By	**Drawn Date**	**Client Drawing No.**	**PBA Drawing No.** / **Revision**
AST	08.01.21	-	106.0019.007 / J