



LAND AT SINAH LANE, HAYLING ISLAND

TRAVEL PLAN

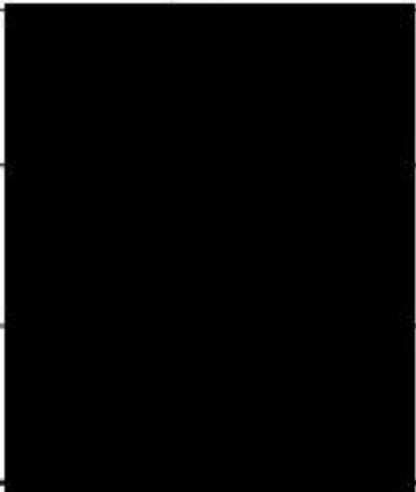
November 2020

Barratt Homes

**RESIDENTIAL DEVELOPMENT
LAND AT SINAH LANE
HAYLING ISLAND**

TRAVEL PLAN

CONTROLLED DOCUMENT

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2	28.06.18	JL	Updated Site Layout	MS	MS
3	10.07.19	JL	Updates to reflect Hampshire County Council comments and revised site layout	MS	MS
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5	17.11.20	MS	Revised Application	MS	MS



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1. INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Barratt Homes to support a full planning application for '195 dwellings, associated open space, pumping station, substation with vehicular access via Sinah Lane and change of use of agricultural land to a wader and Brent Geese refuge' at land to the north of Sinah Lane, Hayling Island. The application site is demonstrated within **Figure 1** and the site layout is demonstrated in **Appendix A**.

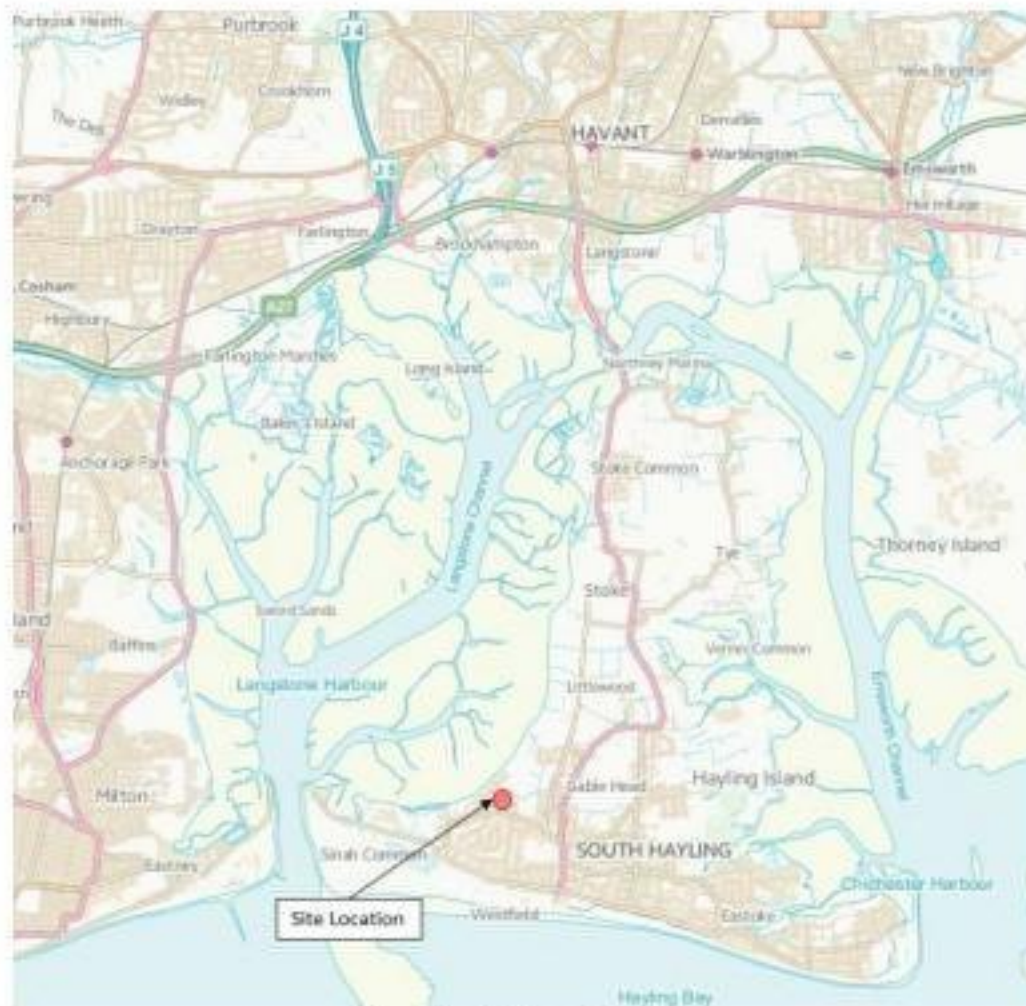


Figure 1: Site Location Plan

Travel Plan Principles

- 1.2 A TP 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 associated with the proposed development at Land to the north of Sinah Lane through the implementation of the Travel Plan;
 - Support a reduced need of residents to travel by providing information on car sharing and home deliveries; and
 - Increase sustainable travel practices where appropriate and possible through the promotion of sustainable travel opportunities such as Stagecoach Bus services and the promotion of local services along Station Road.

- 1.3 In accordance with HCC's 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 travel methods 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 travel experiences
 - Reduced congestion if fewer vehicles are on the road due to sustainable travel habits
- 1.4 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.
- 1.5 A Travel Plan is an evolving process initiated through site visits and discussions between the main stakeholders and Hampshire County Council (HCC). The Travel Plan has been prepared alongside and should be read in conjunction with the application's Transport Assessment.
- 1.6 This Travel Plan is informed by the findings and dialogue between Paul Basham Associates and HCC arising from the pre-application stage and a previous application submitted under reference APP/18/00724, also for 195 dwellings.

Travel Plan Aim and Objectives

- 1.7 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 reduce 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 promote the use of Stagecoach 30/31 services for journeys towards Havant and Portsmouth
2	To encourage walking and cycling to local amenities along Station Road which includes convenience store, eateries and a pharmacy
3	To minimise private car dependence through the promotion of car sharing and understanding the typical journeys of residents at the proposed development.

Table 1: Travel Plan Objectives

- 1.8 Meeting these objectives will help create a sustainable development with good travel practices and a will help to encourage a decreased reliance on the private car, thus reducing the impact of car travel on Hayling Island. Continual evolution of the Travel Plan is necessary to ensure the Travel Plan meets its targets and objectives. Promoting the Travel Plan process will better residents' understanding of the Travel Plan Co-ordinator's (TPC) work, which in turn should increase resident engagement with the Travel Plan. The TPC would be responsible for promoting the practices of the TP and reviewing its objectives.

Travel Plan Structure and Approach

- 1.9 This TP has been informed by HCC's A Guide to Development Related Travel Plans (2009) and will be broken down into the following structure.

Chapter 2: Travel Plan Policy

Chapter 3: Existing Local Conditions and Site Accessibility

Chapter 4: Proposed Development

Chapter 5: Indicative Baseline Target Travel Patterns

Chapter 6: Travel Plan Strategy

Chapter 7: Implementation, Monitoring and Enforcement

Chapter 8: Conclusion and Summary

2. TRAVEL PLAN POLICY

- 2.1 The objectives of this TP as outlined in **Table 1** are designed to work alongside those set at national, regional and local levels. In particular, the objectives relate to National Planning Policy Framework (NPPF), Hampshire County Council Local Transport Plan 3 (2011-2031) (LTP3); and Havant Borough Council's Adopted Core Strategy (2011-2026). These documents are also supported by HCC's Development Travel Plan Guidance.

National Policy

- 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:

Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

(NPPF Para.84)

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

1. *The potential impacts of development on transport networks can be addressed;*
 - a) *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;*
 - b) *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - c) *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*
 - d) *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 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 congestions 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)

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. **(NPPF Para. 109)**

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)**

Regional Policy

- 2.3 LTP3 (2011-2031) sets out Hampshire's transport strategy and identifies a range of policy objectives, with those most relevant to this Travel Plan 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 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.

Local Policies and Initiatives

- 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;*
- *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 travel (such as noise, air and visual pollution and impacts on amenity health and climate change).*

- 2.6 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.

- 2.7 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 Hayling Island.

3. EXISTING LOCAL CONDITIONS AND SITE ACCESSIBILITY

- 3.1 The site is c.12.64 hectares and is currently a green field with agricultural purposes and access taken from Sinah Lane. The site is located on the western side of Hayling Island within Havant Borough and is bounded to the south and west by residential dwellings, greenfield to the north and the Hayling Billy Trail and Hayling Island Amateur Dramatic Society to the east. The site has good access to local facilities, being within 700m of West Town and approximately 1.9km of the facilities in Mengham (measured from the centre of the site). The site and its surroundings are demonstrated in **Figure 2**, with an accessibility map provided as **Appendix B**.



Figure 2: Site Context

- 3.2 The existing site is accessed via a single track taken from Sinah Lane, see **Photograph 1**.



Photograph 1: Existing Site Access

- 3.3 The site is approximately 700m from the centre of West Town (taken from the centre of the site) and the associated services which includes eateries, a convenience store and a pharmacy.
- 3.4 The site is also approximately 1.9km from Mengham (measured from the centre of the site) where further facilities such as a GP's surgery, pharmacy, schools and public houses are located. The distances to local amenities (taken from the centre of the site) are outlined in **Table 2**, with an accessibility map attached as **Appendix B**.

Amenity	Distance (taken from the centre of the site)	Walking (based on 80m/minute)	Bus (minutes)	Cycling (minutes)
Local Infant School	1.6km	20	15	5
Local Junior School	1.8km	23	18	6
Closest Post Office	1.9km	24	14	7
Closest Convenience Store	0.6km	8	6	2
Closest Bus Stop	310m	4	0	1
Closest Secondary School	2.1km	27	24	7
Closest Bank	1.9km	24	14	7
Closest Doctor's Surgery	1.8km	23	18	6
Closest Public House	0.5km	6	4	2
Hayling Island Community Centre	0.8km	10	6	2
Funland Amusement Parks	1.5km	19	7	5

Table 2: Distance to Local Amenities

- 3.5 The Chartered Institution of Highways and Transportation (CIHT) outlines guidance for 'Providing for Journeys on Foot' (2000), which identifies desirable, acceptable and preferred maximum walking distances for local amenities. **Table 2** demonstrates the local amenities surrounding the site and their distance, whilst **Table 3** outlines the guidance proposed by CIHT.

	Local Centre (m)	Commuting/School/Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Table 3: CIHT Guidance for Providing for Journeys on Foot

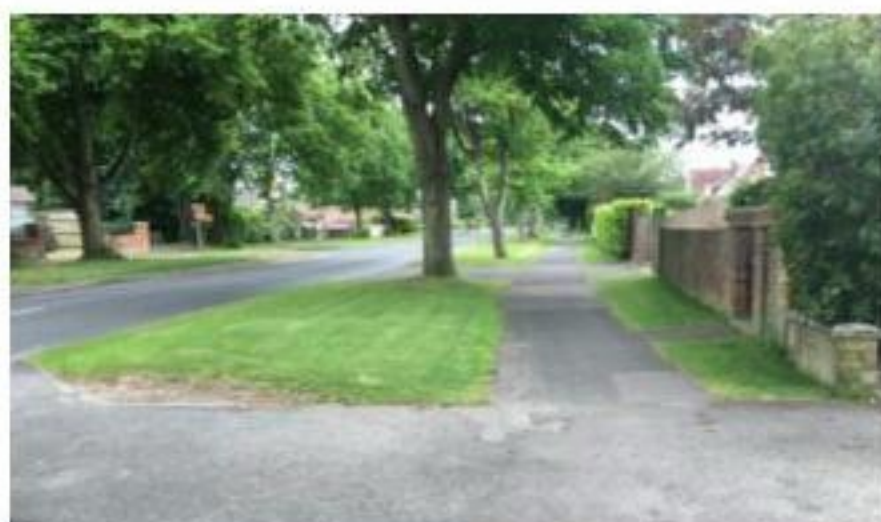
- 3.6 This indicates that there are numerous facilities within close proximity which are within the preferred maximum distance that CIHT suggests. In particular local schools and a post office are all within the 'preferred maximum' walking distances for journeys on foot. This highlights that walking to local schools and facilities from the proposed development is realistic.

Pedestrian Network

- 3.7 There are approximately 1.8m wide footways flanking both side of Sinah Lane, with the southern side also having a wide grass verge which enhances the pedestrian environment. The route towards the seafront (using Staunton Avenue) is also an attractive environment with wide footways and verges. These environments are demonstrated in **Photographs 2** and **3**.



Photograph 2: Sinah Lane Pedestrian Environment



Photograph 3: Staunton Avenue Pedestrian Environment

- 3.8 The pedestrian route towards West Town (using Station Road) from the proposed site has recently been upgraded by Barratt Homes' 'The Oysters' development APP/15/00919 which ensures there is a continual footway and pedestrian crossing facilities towards West Town. Within West Town there is a pharmacy, eateries, butchers, salon and a convenience store. Photographs of the route to West Town and the pedestrian environment in West Town are demonstrated in **Photographs 4** and **5** respectively.



Photograph 4: Station Road Pedestrian Environment



Photograph 5: West Town Centre Pedestrian Environment

- 3.9 The pedestrian route towards Elm Grove would utilise Station Road and St Mary's Road. At the junction of Station Road/Manor Road and Manor Road/St Mary's Road there are dropped kerbs and pedestrian refuge islands, with a zebra crossing in place across Beach Road/Manor Road. St Mary's Road provides a continuous footway on the southern side of the carriageway. Along Elm Grove there are a number of pedestrian crossings in place consisting of dropped kerbs, tactile paving and further zebra crossings.
- 3.10 The south of Hayling Island is also supported by a number of Public Rights of Way (PROW) which are demonstrated in **Figure 3**, with a red circle highlighting the proposed site location.



Figure 3: Hayling Island (South) Public Right of Way Map

Cyclist Network

- 3.11 The local road network benefits from gentle gradients which help to make cycling a more attractive mode of transport. Furthermore, National Cycle Route (NCR) 2 is within close proximity of the site which runs between Dover and Cornwall.
- 3.12 More locally, NCR 2 connects Portsmouth, Chichester and Southampton. Towards Hayling Island, the route is a mix of on-road and traffic-free routes, with a cycle ride into Portsmouth taking approximately 30 minutes (including a ferry).
- 3.13 Within West Town there are cycle parking facilities and designated/signposted cycle routes. See **Photographs 6, 7 and 8.**



Photograph 6: Cycle Parking in West Town Centre



Photograph 7: Station Road on road cycle route



Photograph 8: Cycle fingerposts

3.14 The site is also adjacent to the 'Hayling Billy Trail' which is a 5-mile traffic free round trip from the south to the north of Hayling Island. The trail uses the Hayling Billy Coastal Path which runs along the west coast of Hayling Island. Parts of the Hayling Billy Trail run very close to the coast line. Conditions of the Hayling Billy Trail along its route are demonstrated in **Photographs 9, 10 and 11**.



Photograph 9: Hayling Billy Trail (Southern End)



Photograph 10: Hailing Billy Trail (Middle)



Photograph 11: Hayling Billy Trail (Northern End)

3.15 The Hayling Billy Trail varies in width, with parts having a demarcation for equestrian users, cyclists and pedestrians. The surfacing also changes along the route with the northern end from Victoria Road more formally surfaced as evident in **Photograph 11**.

3.16 A snapshot of the Havant Borough Cycle Network 2017 in vicinity of the site is provided in **Figure 4**.



Figure 4: Havant Borough Cycle Network 2017

Public Transport

- 3.17 The site exhibits good accessibility for public transport within Hayling Island, with the Stagecoach number 30/31 service operating on a half hourly basis from the bus stops on Station Road approximately 110m from the site access and thus 310m from the centre of the site. The route connects the site to South Hayling, Mengham, Gable Head, Langstone and Havant and operates from 06:20 to 22:38 Monday to Friday.
- 3.18 Havant Rail Station is located approximately a 30-minute cycle to the north of the site and is accessible via the Hayling Billy Trail and National Cycle Route 2. The station is also accessible via the aforementioned Stagecoach bus service number 31.
- 3.19 Havant Rail Station is equipped with 92 sheltered and secure cycle storage spaces, a total of 632 car parking spaces across two car parks (including 8 disabled spaces) step free access, waiting rooms, toilets, customer help points, CCTV and daytime (Monday-Sunday) staffing.

- 3.20 The station provides direct access to destinations including Portsmouth Harbour, Southampton Central, Brighton, London Victoria and London Waterloo. During the peak periods trains typically stop at a frequency of two per hour for services to Southampton Central, Brighton and London Victoria, three per hour to London Waterloo and six per hour to Portsmouth Harbour. Journeys to Portsmouth Harbour take approximately 16 minutes with journeys to London Waterloo taking approximately 70-80 minutes.
- 3.21 In the AM and PM peaks there are trains roughly every 20 minutes in an easterly direction, 10 minutes in a westerly direction and every 15 minutes in a northerly direction providing opportunities for commuters to Brighton, Portsmouth/Southampton and London Waterloo/Victoria respectively (as well as intermediate stations).

Maritime Services

- 3.22 A commercial ferry service is also available from Ferry Point (Ferry Road) (re-launched August 2016) and connects Hayling Island and Portsmouth for foot passengers and cyclists. Ferry Point is approximately 2.6km west of the proposed site, approximately a 30-minute walk or 10-minute cycle. The ferry operates seasonal timetables, with the current Spring 2018 timetable departing Hayling Island at 06:50, 07:20, 08:00 Monday to Friday only plus hourly services between 08:40 to 19:30 Monday-Sunday. Returning from Portsmouth, the ferry again operates hourly, with the last ferry service at 20:00.

Key Travel Resources

- 3.23 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

Accommodation Schedule

- 4.1 The proposed development would consist of 195 units, 30% of which would be affordable housing. A summary of the accommodation schedule is provided within **Table 5**, whilst the proposed development site layout is included as **Appendix A**.

Affordable Housing		Market Sale Housing		Total
Type of dwelling	Affordable	Type of dwelling	Market Sale	
2 Bedroom	39	2 Bedroom	29	68
3 Bedroom	18	3 Bedroom	82	100
4+ Bedroom	1	4+ Bedroom	26	27
Total	58	Total	137	195

Table 5: Accommodation Schedule

Internal Layout

- 4.2 The proposed site layout is based around a cul-de-sac design with a spine road measuring 5.5m in width and short shared-surface driveways servicing small pockets of dwellings. Footways of 2m in width flank both sides of the main carriageway. Visitor parking is to be provided in the form of designated parallel parking bays and laybys.
- 4.3 Additional pedestrian and cycle accesses are to be provided to increase permeability with the surrounding infrastructure as well as ensure routes to facilities are provided as close to residents' desire lines as possible. A pedestrian access is proposed onto Sinah Lane along with an access also onto the Hayling Billy Trail to provide a permeable, sustainable and pedestrian friendly development. An illustrative map of the pedestrian and cycle access points is provided in **Figure 5** whilst the site layout attached as **Appendix A** also highlights the access points.



Figure 5: Pedestrian and Cycle Access Points

Parking

- 4.4 Parking for the development has been informed by Havant Borough Council's Parking Supplementary Planning Document (July 2016). The standards and development provision is outlined in **Table 6**.

Unit Type	Number of Units	Minimum Car Parking Requirement (allocated)	Minimum Car Parking Requirement (unallocated)	Provision
2 Bed Unit	68	2 spaces	1.3 spaces	116
3 Bed Unit	100	2 spaces	1.9 spaces	200
4 Bed Unit	27	3 spaces	2.4 spaces	81

Table 6: Parking Standards and Provision

- 4.5 The development would provide a total of 447 spaces, of which 407 would be for residents and 40 visitor spaces. The proposed parking strategy was discussed and agreed in principle with HBC and HCC officers at the pre-application stage.
- 4.6 The site also provides cycle parking in accordance with HBC standards with garages accommodating cycle parking where proposed. Where no garages are proposed, direct access will be provided to rear garden sheds for the houses and communal cycle storage for the flats. The cycle parking standards are as outlined in **Table 7**.

Unit Type	HBC Cycle Parking Standard	
	Long Stay	Short Stay
2 - 3 Bedroom	2 spaces per unit	20% of the long-term cycle parking standards
4 Bedroom	2 spaces per unit	

Table 7: Cycle Parking Standards

- 4.7 For every house provided with a garage, the dimensions of the garage are at least 3m x 6m to accommodate the cycle parking requirements. All other houses would be provided with a secure shed within the rear garden of the property, with direct access to the rear garden either via a side gate or rear gate. The maisonettes on the development are all provided with secure cycle stores within the individual units. Therefore, with 2 spaces per unit a total of 390 spaces are to be provided. Whilst no dedicated visitor cycle parking is provided it is considered that such parking could be accommodate on plot.

5. INDICATIVE BASELINE AND TARGET TRAVEL PATTERNS

- 5.1 In order to establish the modal split of trips generated by the site Census 'Journey to Work' data has been used. The 'Havant 015' Mid Super Output Area (MSOA) is considered to be the most representative of the proposed development, which includes the proposed development site. The modal split proposed to be generated by the site is outlined in **Table 8**.

Mode of Travel	Percentage
Single Occupancy Vehicle	80%
Passenger in vehicle	4%
Walk	5%
Bike	4%
Public Transport	5%

Table 8: 2011 Census Data "Journey to Work"

- 5.2 The above table indicates that in the region 80% of all commuter trips are undertaken in a private vehicle without passengers, whilst 4% of trips are undertaken as a passenger. The total percentage does not add up to 100% due to the omission of 'other', 'motorcycle' and 'taxi' categories (equating to 2% collectively).
- 5.3 The Journey to Work Census Data output is contained in **Appendix C**.

Targets

- 5.4 SMART (Specific, Measurable, Achievable, Realistic and Time-bound) targets are proposed to be met over a five-year period, monitored from 50% 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 through the implementation of the Travel Plan, which is in accordance with the Travel Plan approved for the nearby Oysters development. Modal split targets are shown in **Table 9**.

Target	Objective	Baseline Modal Share	Target	Modal Share Target
TP1	Single Occupancy Vehicle Trips	80%	-10%	70%
TP2	Increase the number of resident travelling by Public Transport	5%	+2%	7%
TP3	Increase the number of residents walking and cycling to and from the site	9%	+4%	13%
TP4	Increase the number of vehicle trips with passengers	4%	+4%	8%

Table 9: Interim Modal Share Targets Based on Census Data

- 5.5 These targets are based on current baseline modal splits and the availability of other services to promote alternative modal uses. Given the distance from the train station, public transport has been allocated the lowest percentage increase whilst walking and cycling have been given a higher allocation due to the close proximity of local facilities making walking and/or cycling an attractive mode of transport. As car sharing has the lowest percentage share this has been given a percentage increase of 4%.
- 5.6 The baseline modal split would be determined through a TRICS Standard Assessment Methodology (SAM) Survey undertaken at a key milestone relating to the development's occupation. The baseline survey would be conducted within 3 to 6 months of the occupation of the first unit. This survey would help to establish accurate site-specific baseline travel patterns for the development, which are anticipated to be similar to those outlined in **Table 8**. Details of the survey schedule are outlined in **Section 7**. This trigger point (3-6 months) is in accordance with HCC's latest comments on this Travel Plan, and this survey will therefore take place within this time frame regardless of how many units are occupied and could therefore result in a small sample size. Timings of the survey would be confirmed on review of occupancy rates within this timeframe.

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 paragraphs 6.24 and 6.25.

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:

- Connections to the Hayling Billy Trail
- Improvements to the Hayling Billy Trail
- Footway connection to Sinah Lane
- Cycle parking provision

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. Prior to first occupation the TPC should complete all preliminary tasks identified in the Action Plan.

6.4 The developer would be required to appoint a TPC, whose details would be given to the HCC 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. Through this stage there should be ongoing dialogue between the TPC, the developer and HCC's TPO.

6.5 If Residents 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 found that this type of group is not popular and does not gather many attendees, therefore RAMs are preferable.

- 6.6 A baseline travel survey would be completed within the preliminary period which would last from prior to occupation to 50% occupation. It is proposed that a TRICS SAM survey would be completed within 3 to 6 months after first occupation (regardless of how many units are occupied by this deadline) to ensure baseline travel patterns are captured. Completing a survey at this point allows TP targets to be revised if necessary before the start of the TP.

Key Stages: 5 Years Following 50% Occupation

- 6.7 The TP would become fully active following first occupation and would remain active for a period of 5 years following 50% occupation. Given the size of the general residential development this is likely that full occupation would take approximately 18 months from first occupation. 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.
- 6.8 Prior to 50% occupation residents would be supported to travel sustainably through regular newsletters, leaflet drops and the travel plan website to encourage travel behaviour changes.
- 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. These measures would be determined through liaison with the residents, developer, TPO, 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 site is in close proximity to the facilities within West Town and Mengham which suggests that walking and cycling are likely to be attractive modes of transport for residents for short journeys. The pedestrian network within the site vicinity connects pedestrian to local services with footways provided along the route towards the centre of West Town. The route towards West Town has recently been improved by the nearby Barratts 'The Oysters' development which ensures an attractive pedestrian route is available to connect with local facilities. This would help encourage shorter journeys to be undertaken on foot rather than the private vehicle.

- 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. Particular emphasis would be given to the connection with the Hayling Billy Trail and the National Cycle Routes within the site to highlight opportunities available other than the private car.

Modal Measures: Public Transport

- 6.13 Within 310m from the centre of the site there is a pair of bus stops with the bus stop to the north of Station Road equipped with a bus shelter, seating and timetable and the bus stop to the south of Station Road marked by a flag, pole and timetable. This presents an opportunity to promote the local bus services available to site-users. 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.
- 6.14 The local bus service provides an excellent opportunity to connect residents with Havant Town Centre and should again be promoted to ensure shorter trips are travelled sustainably, with wider travel opportunities available from Havant.

Modal Measures: Car Sharing

- 6.15 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.
- 6.16 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: Home/Remote Working and Other Modes

- 6.17 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.
- 6.18 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.
- 6.19 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

- 6.20 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 TPC's.

Visitors

- 6.21 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

- 6.22 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 £100 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

6.23 The TPC would provide residents with a site-specific website such as PBA's Travel Planning Website (www.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.

6.24 The website would also residents 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).

6.25 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
- Social Media Pages.

6.26 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

6.27 To accompany this TP a proposed Action Plan has been developed and sets out the measures to be implemented by the TPC. The measures have been split into modes of travel and include the preliminary measures that would need to be undertaken 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 Action Plan is shown below in **Table 10**.

	Action	Responsibility	Timescale
Preliminary	Travel Plan Coordinator (TPC) to be instructed and confirmed with HCC.	BH/TPC	Prior to Occupation
	Hard Infrastructure to be implemented	BH	
	Relevant TP logo and identity established.	TPC	3 months after first occupation
	Contact HCC's TPO for information on local travel events and confirm Action Plan		
	TPC to seek contact with local bus operators and cycle stores to arrange discounts/promotional packages.		
	Confirm communication strategy including attendance at resident meetings, newsletters and webpage.		
	Prepare TP database for logging and recording household details, local key players and survey responses.		
	Prepare and distribute TP welcome packs and baseline surveys.		Prior to occupation
	Liaise with sale representatives to introduce TP and the incentives available.		
Walking/Cycling	Negotiate 'travel gift' incentive with local cycle store.	TPC	Ongoing
	Provide residents with information on local walking and cycling routes, adding further information and photographs.		
	Promote local cycle stores.		
	Publicise local and national events and campaigns such as Walk to Work Week, Bike Week, Sustrans Big Cycle and Walk Challenge.		
Public Transport	Liaise with local bus operators for site discounts/incentives.	TPC	Ongoing
	Provide information on the local bus networks by publicising maps and timetables. Adding further information and photograph contributions from residents.		
	Prepare a cost comparison table for public transport verses single car travel.		
Car Sharing	Promote the benefits of car sharing.	TPC	Ongoing
	Promote car sharing websites such as Hants Lift Share.		
	Provide information on fuel efficient and sustainable driving practices.		
Home/Remote Working	Promote smarter working technologies.	TPC	Ongoing
	Explore measures and targets for other modes if/when they become relevant.		
Visitors and Other Site Users	Promotion of local facilities through the development of community leaflets/posters providing information, maps and photographs.	TPC	Ongoing
	Liaise with other TPCs (including schools and businesses).		

	Encourage the promotion of sustainable travel options available to visitors.		
Communication and Marketing	Update TP webpage at frequent intervals.	TPC	Ongoing
	Prepare 6 monthly newsletter updating residents on local travel news and any discounts/promotions.		
	Provide social media updates at regular intervals.		

Table 10: Action Plan

6.28 A costed Action Plan has also been created to understand the costs in delivering the Travel Plan. The costed Action Plan would also be used to calculate a bond figure. This Action Plan is contained within **Appendix D**.

7. IMPLEMENTATION AND MONITORING

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 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 11**.

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 with Welcome Packs) and TRICS SAM Survey (within 3-6 months of first occupation)	Resident Survey (12 months after 50% occupation)	Resident Survey	TRICS SAM Survey	Resident Survey	TRICS SAM Survey

Table 11: Travel Plan Monitoring Strategy

- 7.7 Within 3 to 6 months of first occupation a baseline survey would be conducted in accordance with the TRICS SAM survey methodology to identify accurate site-specific travel patterns. This provides an opportunity to review the TP targets and to update these if applicable and in agreement with the HCC TPO. Baseline resident surveys would also be provided with the Welcome Packs to ensure any travel behavioural changes are captured. Following 1 year after 50% occupation TRICS SAM surveys would be undertaken biennially at the end of years one, three and five in order to confirm the developments modal shares.
- 7.8 Resident questionnaire surveys would also be completed at the end of years 2 and 4 along with being provided within the Welcome Packs to gain further travel information. Undertaking these surveys would allow the TPC to ensure that the measures proposed by the TP remain relevant and achievable. An example of a residents' survey is attached as **Appendix E**.
- 7.9 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).
- 7.10 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.

- 7.11 The TPCs, once appointed, should liaise with HCC's Travel Plan Adviser for information on iTrace and review whether this online survey facility should be used to support the monitoring of the Travel Plans.
- 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 and 4, with a minimum response rate of 10% for years 2 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.
- 7.15 The developer would also 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. A portion of the bond value would be returned to BDW and the care operator 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 form 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 CONCLUSION

- 8.1 The Travel Plan has been prepared by Paul Basham Associates on behalf of Barratt Homes to support the planning application for the development of 195 dwellings, associated open space, pumping station, substation with vehicular access via Sinah Lane and change of use of agricultural land to a wader and Brent Geese refuge at land to the north of Sinah Lane, Hayling Island.
- 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. A baseline TRICS SAM survey would be undertaken between 3-6 months after first occupation to establish baseline modal splits. Following this a mix of resident surveys and TRICS SAM surveys would be completed to monitor the progress of the Travel Plan. 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

Sinah Lane, Hayling Island										idp PARTNERSHIP NORTHERN	
BDW SOUTHAMPTON										10-Nov-2020	
HOUSE TYPE	NO OF HOUSES	NO OF PLOTS	NO OF LOTS	NO OF LOTS	NO OF LOTS	NO OF LOTS	NO OF LOTS	TOTAL LOTS	TOTAL LOTS		
Private Mix											
Kelley	2B+P	Detached	2	10	7	624	58	6240	580		
Carlford	2B+P	Detached	2	19	14	624	58	11856	1100		
Elerton	3B+P	Detached	2	21	25	830	77	25730	2990		
Malden	3B+P	Detached	2	14	10	830	77	11900	1270		
Wesley	3B+P	Detached	2	23	17	895	74	19605	1520		
Stirling	3B+P	Detached	2	10	10	1070	90	10500	1260		
Cherter	4B+P	Detached	2	13	9	1032	86	13419	1240		
Kingsley	4B+P	Detached	2	13	9	1065	100	14105	1240		
TOTAL			137	100				117640	10929.20		
Affordable Mix											
HT1	2B+P	Detached	2	2	3	720	67	1444	124		
HT2	2B+P	Detached	2	2	3	825	78	1650	152		
Alverton	2B+P	Detached	3	9	16	560	52	5245	488.7		
Arden	2B+P	Detached	3	9	16	676	62	6084	562.2		
T51	2B+P	Detached	2	14	24	542	78	11788	1090		
T52	2B+P	Detached	2	13	22	608	80	12038	1118		
T53	3B+P	Detached	2	6	9	668	80	4700	465		
T54	2B+P	Detached	2	1	2	1104	102	1104	102		
TOTAL			59	100				46215	4294.5		
OVERALL TOTALS			195					163855	18223.70		
OVERALL DENSITY											
UNITS/ha	40.88										
UNITS/ACRE	18.54										
BDW/ha	3182										
BDW/ACRE	1368										
AFFORDABLE MIX											
BEDS	TOTAL										
2 BED	18										
3 BED	18										
4 BED	58										
TOTAL										137	100

NOTE: Net area and gross area excludes all public open space and associated technical landscaping / buffer planting.

NOTES: Not all areas and gross area excludes all public open space and associated structural landscaping / buffer planting.

KEY	
■	SITE BOUNDARY
■	SALES AREA
●	AFFORDABLE RENT
●	SHARED OWNERSHIP
○	PROPOSED TREES
○	REMOVED TREES
○	EXISTING TREES
■	6m EASEMENT
■	HEAVY DUTY CONSTRUCTION FOOTPATH OR DRIVE - CONSTRUCTION TO BE CAPABLE OF ALL WEATHER EMERGENCY VEHICLE ACCESS

0 5 10 20 50 metres
Scale 1:500 @ A0

Slipway

NORTH SHORE ROAD

SUDS ATTENUATION

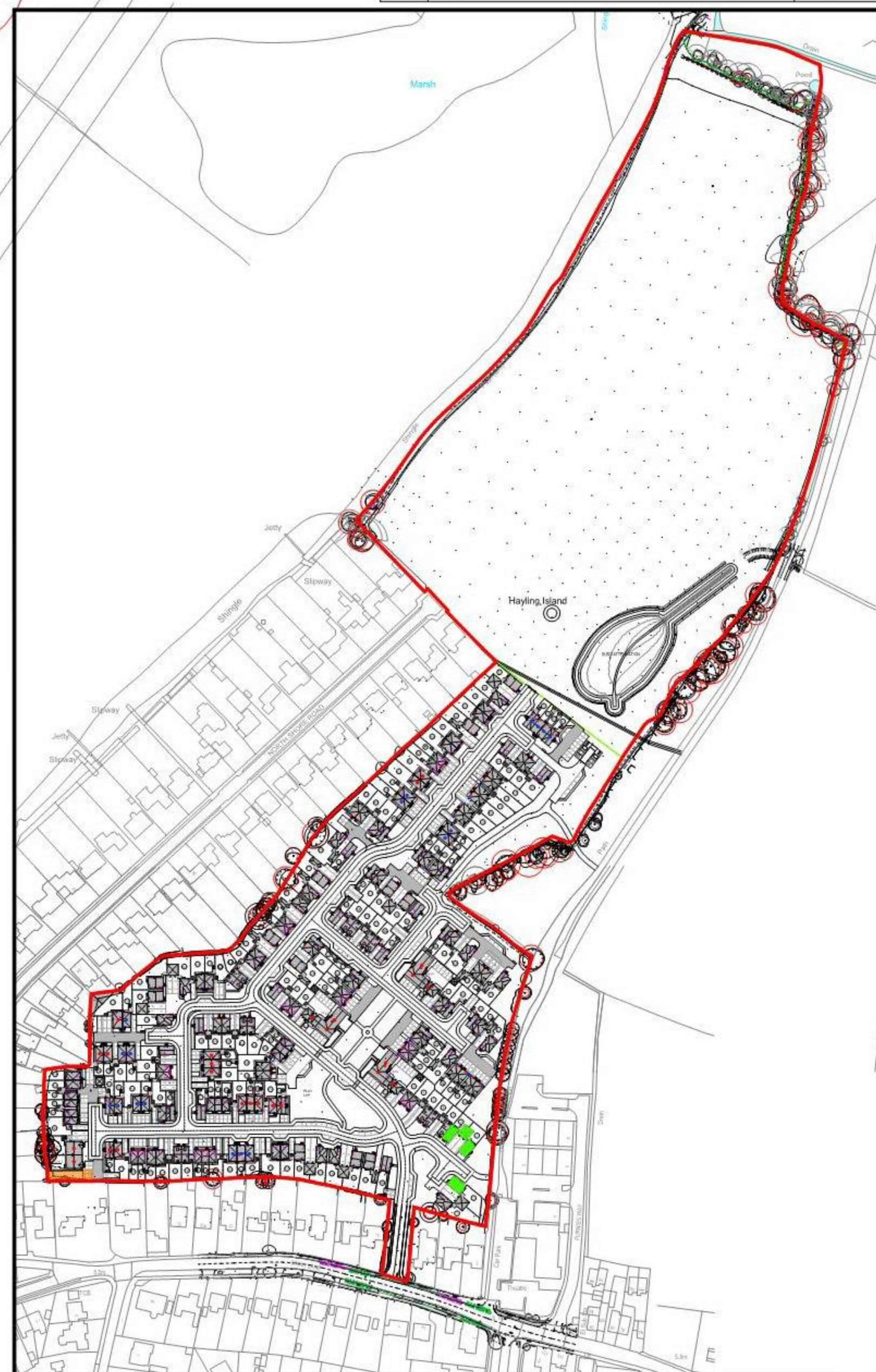


DO NOT SCALE
All dimensions to be checked on site and Architect to be notified of any discrepancies prior to commencement

DESIGNER'S RISK ASSESSMENT

RESIDUAL RISKS:

REF	DESCRIPTION	DATE
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OVERALL SITE LAYOUT - n.t.s

D34	11/11/20	Parking to plots 44 & 105 reconfigured. Rear access gates, sheds and bins to plots 23-34, 55-60, 65-66, 72, 75, 105 & 110 repositioned. Rear fence lines to plots 69-70, 131-135 & 165-163 repositioned. Garage to plot 69 repositioned at KT.
D33	10/11/20	Plots 44-95, 97-98, 117-118, 121-122, 164-165, 178-179 & 188-189 amended from Elerton to Malden. Schedule updated to correspond. Alteration panel updated following receipt of latest proposals. VP adjacent to plots 112-113 repositioned adjacent to plot 60 in order to move plots 112-115 forward. Plots 166-173 and corresponding parking reconfigured. All amendments carried out at client request KT.
P11	04/11/20	D32 issued for planning KT.
D32	06/10/20	All Malden's amended to Elerton's at client request. Schedule updated to correspond KT.
05/10/20		Plots 38, 43, 71 & 100 amended from Cherter to Kingsley. Plots 8-9, 24-25, 30-31, 36-37, 96-100, 114-115, 134-135, 178-177, 182-184 amended from Kingsley to Cherter at client request. Schedule updated to correspond KT.
P10	13/05/20	Issue indicated in the rear of plots 74-83 and SUDs attenuation indicated to north east of development. Plots 97-100 reconfigured back. Latest landscaping added KT.
D30	01/05/20	Plots 97-100 reconfigured at client request KT.
P9	23/04/20	D29 issued for planning. Latest landscaping added KT.
D29	21/04/20	Plots 170-177 and adjacent turning head repositioned to increase garden depth to plots 170-173 MF.
P8	17/04/20	D28 issued for planning. Latest landscaping added KT.
D28	02/04/20	Plots 164-173 amended following receipt of planners comments KT.
P7	04/03/20	D27 issued for planning. Latest landscaping added KT.
D27	20/02/20	Two VP's removed from north of play lap and relocated south of play lap MF.
D26	12/02/20	Schedule updated to correspond KT.
D25	12/02/20	Plots 101-102 & 150-153 changed from T52's to T51's and plot 149 changed from T51 to T51 at client request. Schedule updated to correspond KT.
D24	11/02/20	Parking to plots 150-156 reconfigured following comments received from planners. Plots 149-156 repositioned accordingly KT.
D23	10/02/20	Parking to plots 150-156 reconfigured. Visitor parking spaces added adjacent to plot 148 and opposite plots 148 & 154 KT.
D22	07/02/20	Fences to plots 147-152 reconfigured to allow for larger gardens to plots 150-152 following comments received from client KT.
D21	07/02/20	Area of land to plots 142-156 redesign to omit apartments and replace with housing at planners request. Housing schedule updated to correspond. Plots 101-102 amended from Malden's to Type 52's. Plot 128 amended from shared ownership to affordable rent at client request KT.
P6	18/12/19	Boundary walls to plots 105, 110, 135-136, 139, 143, 157-158 omitted and replaced with fencing at client request. Malden and Alverton bedroom/person connected on schedule. Latest landscaping added KT.
P5	13/12/19	D20 issued for planning KT.
D20	05/12/19	Cycle storage indicated to all for sale plots without a garage at client request. Bollards at road stub to northern field access. Footpath behind plots 72-83 repositioned to allow for wider buffer planting KT.
P4	20/09/19	Cycle storage indicated to all for sale plots without a garage at client request KT.
D19	14/11/19	Brickwork wall forming plot 1 boundary amended to 1.8m high close boarded timber fence and repositioned. 3m link footpath serving plots 72-75 omitted and parking repositioned. Bollards indicated to footpaths adjacent to plots 3, 72 & 17 KT.
P3	11/09/19	D18 issued for planning KT.
D18	10/08/19	Plot 138 amended to Type 54 in lieu of Type 52. Plots 131-132 amended from affordable rent to shared ownership. Schedule updated to correspond. All amendments carried out following comments received from LA Housing Officer KT.
P2	16/07/19	Plot 6 amended to Kingsley V1 type. Plot 112-113 amended to Kingsley V2 house type. Plots 119-120 & 180-181 amended to Kingsley V2 type.
P1	28/06/19	Plot 128 amended to Kingsley V1 house type KT.
D17	26/06/19	Latest landscaping added. Issued for planning KT.
D16	26/06/19	LEAP changed to LAP. Raised slab added adjacent to plots 11-22 and block paving removed. Service margins increased to 2m in width. Footpath and service strip in front of plots 182 amended. All amendments carried out at client request KT.
D15	25/06/19	VP adjacent to plot 84 repositioned adjacent to plot 75. Plots 72-75 repositioned. Shared drive opposite plot 68 amended to fire tender. All amendments carried out following RCP highways review KT.
D14	21/06/19	Kingsley gate proportion increased to width at client request. Schedule updated to correspond KT.
D13	19/06/19	Drain and area to plot 127 repositioned. Boundary walls added to plots 1, 26, 29, 33-34, 55, 60, 61, 65-66, 75, 84, 105, 110, 120, 135-136, 139, 144, 157-158 & 186 KT.

idp PARTNERSHIP
NORTHERN

ARCHITECTURE | MASTERPLANNING | URBAN DESIGN

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PROJECT CLIENT Sinah Lane, Hayling Island for BDW Southampton			
DRAWING TITLE Proposed Site Layout			
PROJECT ARCHITECT DRAWN BY CHECKED SCALE DATE	KD KT IDP 1: 500 @ A0 January 2019	PROJECT NO. DRAWING NO. DRAWING STATUS	N81:2517 PL-02 DRAFT
D34			
C O P Y R I G H T : IDPartnership Northern			

Appendix B



ACCESSIBILITY MAP



paulbasham
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E info@paulbashamassociates.com
W www.paulbashamassociates.com

Drawn By:
SB

Drawn Date:
10.11.17

Scale:	N/A
Drawing No:	N/A

Appendix C

West Lindsey	0	0	0	0	0	0	0	0	0	0	0	0
Corby	0	0	0	0	0	0	0	0	0	0	0	0
Darwen	0	0	0	0	0	0	0	0	0	0	0	0
East Northamptonshire	0	0	0	0	0	0	0	0	0	0	0	0
Kettering	0	0	0	0	0	0	0	0	0	0	0	0
Northampton	0	0	0	0	0	0	0	0	0	0	0	0
South Northamptonshire	1	0	0	0	0	0	0	1	0	0	0	0
Wellingborough	0	0	0	0	0	0	0	0	0	0	0	0
Ashfield	0	0	0	0	0	0	0	0	0	0	0	0
Bassetlaw	0	0	0	0	0	0	0	0	0	0	0	0
Broxtowe	0	0	0	0	0	0	0	0	0	0	0	0
Gedling	0	0	0	0	0	0	0	0	0	0	0	0
Mansfield	0	0	0	0	0	0	0	0	0	0	0	0
Newark and Sherwood	0	0	0	0	0	0	0	0	0	0	0	0
Rushcliffe	0	0	0	0	0	0	0	0	0	0	0	0
Hertfordshire, County	0	0	0	0	0	0	0	0	0	0	0	0
Telford and Wrekin	0	0	0	0	0	0	0	0	0	0	0	0
Stoke-on-Trent	0	0	0	0	0	0	0	0	0	0	0	0
Shropshire	0	0	0	0	0	0	0	0	0	0	0	0
Cannock Chase	0	0	0	0	0	0	0	0	0	0	0	0
East Staffordshire	0	0	0	0	0	0	0	0	0	0	0	0
Lichfield	0	0	0	0	0	0	0	0	0	0	0	0
Newcastle-under-Lyme	0	0	0	0	0	0	0	0	0	0	0	0
South Staffordshire	0	0	0	0	0	0	0	0	0	0	0	0
Stafford	0	0	0	0	0	0	0	0	0	0	0	0
Staffordshire Moorland	0	0	0	0	0	0	0	0	0	0	0	0
Tamworth	0	0	0	0	0	0	0	0	0	0	0	0
North Warwickshire	0	0	0	0	0	0	0	0	0	0	0	0
Nuneaton and Bedworth	0	0	0	0	0	0	0	0	0	0	0	0
Rugby	0	0	0	0	0	0	0	0	0	0	0	0
Stratford-on-Avon	0	0	0	0	0	0	0	0	0	0	0	0
Warwick	0	0	0	0	0	0	0	0	0	0	0	0
Bromsgrove	0	0	0	0	0	0	0	0	0	0	0	0
Malden Hills	0	0	0	0	0	0	0	0	0	0	0	0
Redditch	0	0	0	0	0	0	0	0	0	0	0	0
Worcester	0	0	0	0	0	0	0	0	0	0	0	0
Wychavon	0	0	0	0	0	0	0	0	0	0	0	0
Wyre Forest	0	0	0	0	0	0	0	0	0	0	0	0
Birmingham	0	0	0	0	0	0	0	0	0	0	0	0
Coventry	0	0	0	0	0	0	0	0	0	0	0	0
Dudley	0	0	0	0	0	0	0	0	0	0	0	0
Sandwell	0	0	0	0	0	0	0	0	0	0	0	0
Solihull	0	0	0	0	0	0	0	0	0	0	0	0
Walsall	0	0	0	0	0	0	0	0	0	0	0	0
Wolverhampton	0	0	0	0	0	0	0	0	0	0	0	0
Peterborough	0	0	0	0	0	0	0	0	0	0	0	0
Luton	2	0	0	0	0	0	0	2	0	0	0	0
Southend-on-Sea	0	0	0	0	0	0	0	0	0	0	0	0
Thurrock	0	0	0	0	0	0	0	0	0	0	0	0
Bedford	0	0	0	0	0	0	0	0	0	0	0	0
Central Bedfordshire	1	0	0	0	0	0	0	1	0	0	0	0
Cambridge	2	0	0	0	0	0	0	1	0	0	1	0
East Cambridgeshire	1	0	0	0	0	0	0	0	0	0	1	0
Fenland	0	0	0	0	0	0	0	0	0	0	0	0
Huntingdonshire	0	0	0	0	0	0	0	0	0	0	0	0
South Cambridgeshire	0	0	0	0	0	0	0	0	0	0	0	0
Basildon	0	0	0	0	0	0	0	0	0	0	0	0
Braintree	0	0	0	0	0	0	0	0	0	0	0	0
Brentwood	0	0	0	0	0	0	0	0	0	0	0	0
Castle Point	0	0	0	0	0	0	0	0	0	0	0	0
Chelmsford	0	0	0	0	0	0	0	0	0	0	0	0
Colchester	1	0	0	0	0	0	0	0	0	0	1	0
Epping Forest	0	0	0	0	0	0	0	0	0	0	0	0
Harlow	0	0	0	0	0	0	0	0	0	0	0	0
Malden	0	0	0	0	0	0	0	0	0	0	0	0
Rushford	0	0	0	0	0	0	0	0	0	0	0	0
Tendring	0	0	0	0	0	0	0	0	0	0	0	0
Uttlesford	0	0	0	0	0	0	0	0	0	0	0	0
Broxbourne	0	0	0	0	0	0	0	0	0	0	0	0
Dacorum	0	0	0	0	0	0	0	0	0	0	0	0
East Hertfordshire	0	0	0	0	0	0	0	0	0	0	0	0
Hertsmere	0	0	0	0	0	0	0	0	0	0	0	0
North Hertfordshire	0	0	0	0	0	0	0	0	0	0	0	0
St Albans	0	0	0	0	0	0	0	0	0	0	0	0
Stevenage	0	0	0	0	0	0	0	0	0	0	0	0
Three Rivers	0	0	0	0	0	0	0	0	0	0	0	0
Watford	1	0	0	0	0	0	0	1	0	0	0	0
Welwyn Hatfield	1	0	0	0	0	0	0	1	0	0	0	0
Brockland	0	0	0	0	0	0	0	0	0	0	0	0
Broadland	0	0	0	0	0	0	0	0	0	0	0	0
Great Yarmouth	0	0	0	0	0	0	0	0	0	0	0	0
King's Lynn and West	1	0	0	0	0	0	0	1	0	0	0	0
North Norfolk	0	0	0	0	0	0	0	0	0	0	0	0
Norwich	0	0	0	0	0	0	0	0	0	0	0	0
South Norfolk	0	0	0	0	0	0	0	0	0	0	0	0
Babergh	0	0	0	0	0	0	0	0	0	0	0	0
Forest Heath	1	0	0	0	0	0	0	1	0	0	0	0
Ipswich	0	0	0	0	0	0	0	0	0	0	0	0
Mid Suffolk	0	0	0	0	0	0	0	0	0	0	0	0
St Edmundsbury	0	0	0	0	0	0	0	0	0	0	0	0
Suffolk Coastal	0	0	0	0	0	0	0	0	0	0	0	0
Waveney	0	0	0	0	0	0	0	0	0	0	0	0
Barking and Dagenham	0	0	0	0	0	0	0	0	0	0	0	0
Barnet	0	0	0	0	0	0	0	0	0	0	0	0
Bexley	0	0	0	0	0	0	0	0	0	0	0	0
Brent	1	0	0	0	0	0	0	1	0	0	0	0
Bromley	0	0	0	0	0	0	0	0	0	0	0	0
Camden	4	0	0	3	1	0	0	0	0	0	0	0
Croydon	0	0	0	0	0	0	0	0	0	0	0	0
Edling	0	0	0	0	0	0	0	0	0	0	0	0
Enfield	1	0	0	0	0	0	0	1	0	0	0	0
Greenwich	0	0	0	0	0	0	0	0	0	0	0	0
Hackney	1	0	0	1	0	0	0	0	0	0	0	0
Hammersmith and Full	0	0	0	0	0	0	0	0	0	0	0	0
Haringey	0	0	0	0	0	0	0	0	0	0	0	0
Harrow	0	0	0	0	0	0	0	0	0	0	0	0
Havering	0	0	0	0	0	0	0	0	0	0	0	0
Hillingdon	5	0	0	0	0	0	0	5	0	0	0	0
Hounslow	2	0	0	0	0	0	0	2	0	0	0	0

Forest of Dean	0	0	0	0	0	0	0	0	0	0	0	0	0
Gloucester	1	0	0	0	0	0	0	1	0	0	0	0	0
Stroud	0	0	0	0	0	0	0	0	0	0	0	0	0
Tewkesbury	0	0	0	0	0	0	0	0	0	0	0	0	0
Mendip	0	0	0	0	0	0	0	0	0	0	0	0	0
Sedgemoor	0	0	0	0	0	0	0	0	0	0	0	0	0
South Somerset	1	0	0	0	0	0	0	1	0	0	0	0	0
Taunton Deane	0	0	0	0	0	0	0	0	0	0	0	0	0
West Somerset	0	0	0	0	0	0	0	0	0	0	0	0	0
Isle of Anglesey	0	0	0	0	0	0	0	0	0	0	0	0	0
Gwynedd	0	0	0	0	0	0	0	0	0	0	0	0	0
Conwy	0	0	0	0	0	0	0	0	0	0	0	0	0
Denbighshire	0	0	0	0	0	0	0	0	0	0	0	0	0
F Flintshire	0	0	0	0	0	0	0	0	0	0	0	0	0
Wrexham	1	0	0	0	1	0	0	0	0	0	0	0	0
Ceredigion	0	0	0	0	0	0	0	0	0	0	0	0	0
Pembrokeshire	1	0	0	0	0	0	0	1	0	0	0	0	0
Cardiganshire	0	0	0	0	0	0	0	0	0	0	0	0	0
Swansea	0	0	0	0	0	0	0	0	0	0	0	0	0
Neath Port Talbot	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridgend	2	0	0	0	0	0	0	2	0	0	0	0	0
The Vale of Glamorgan	0	0	0	0	0	0	0	0	0	0	0	0	0
Cardiff	1	0	0	0	0	0	0	1	0	0	0	0	0
Rhondda Cynon Tal	0	0	0	0	0	0	0	0	0	0	0	0	0
Gaerphilly	0	0	0	0	0	0	0	0	0	0	0	0	0
Blaenau Gwent	0	0	0	0	0	0	0	0	0	0	0	0	0
Torfaen	0	0	0	0	0	0	0	0	0	0	0	0	0
Monmouthshire	0	0	0	0	0	0	0	0	0	0	0	0	0
Newport	0	0	0	0	0	0	0	0	0	0	0	0	0
Powys	0	0	0	0	0	0	0	0	0	0	0	0	0
Merthyr Tydfil	0	0	0	0	0	0	0	0	0	0	0	0	0
	1,944	0	2	50	39	6	21	1,562	82	76	105	1	
		0%	0%	3%	2%	0%	1%	80%	4%	4%	5%	0%	100%

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

Appendix D

SINAH LANE, HAYLING ISLAND RESIDENTIAL TRAVEL PLAN ACTION PLAN



Actions	Responsibility	Timescale
Travel Plan Co-ordinator (TPC) Instruction, Establish Database and Confirm TPC's role with HCC	Barratt David Wilson Homes/ TPC	3 months prior to Occupation
Relevant TP logo and identity established	TPC	Prior to Occupation
Set up marketing campaign including online web page	TPC	Prior to Occupation
Development and distribution of Welcome Packs	TPC	Prior to Occupation
Site Visit and Training of Sales Staff to introduce TP and incentives available	TPC	Prior to Occupation
Provision of Cycle Parking	Barratt David Wilson Homes	Prior to Occupation
Determine communication strategy including attendance at resident meetings, newsletters, webpage and use of any external communication forms	TPC	Prior to Occupation
Prepare TP action database for logging/recording	TPC	Prior to Occupation
Liaise with Cycle Shop and Bus Operator and organise voucher and/or discounts	TPC	Prior to Occupation
Provide Maps of cycle and pedestrian routes and the distances to local facilities and destinations on the website and in the welcome pack	TPC	Prior to Occupation
Monitoring Stages - Surveys and Feedback		
Baseline Resident Travel Surveys	TPC	Provided with Welcome Packs
Arranging TRICS SAM Survey	TPC	Within 3-6 months after 1st occupation
End of Preliminary Phase Report and revise targets where necessary	TPC/HCC	End of Preliminary Phase

Preliminary Costs **£5,000**

Actions	Responsibility	Timescale	Year 1 (start at 50% Occupation)	Year 2	Year 3	Year 4	Year 5	Total
Personal Travel Planning (General TPC Activities)								
Liaison with residents re: PTP and distribution of travel vouchers	TPC	Ongoing	£4,095.00	£3,412.50	£2,047.50	£2,047.50	£2,047.50	£13,650.00
Attend Resident Association Event / Group meetings / Attempt to set up Steering Group	TPC	Ongoing						
Promote sustainable routes to school	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						
Promote Walk to Work Week	TPC	Ongoing						
Cooperation and coordination with local, regional and national campaigns and events	TPC	Ongoing						
Promote Bike Week and local cycling routes	TPC	Ongoing						
Promote car sharing schemes such as Hampshire Lift share	TPC	Ongoing						
Provision of information on local road network routes, cost comparison tables, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing						
Promote and explore opportunities to co-ordinate deliveries	TPC	Ongoing						
Marketing and Communications								
Newsletters/ Leaflets	TPC	Biannually	£ 1,000	£ 1,000	£ 1,000	£ 1,000	£ 1,000	£ 5,000
Website	TPC	Minimum of 2 updates per year	£ 500	£ 500	£ 500	£ 500	£ 500	£ 2,500
Site Visit/Audit/Event	TPC	Annual Event	£ 1,000	£ 1,000	£ 1,000	£ 1,000	£ 100	£ 4,100
Monitoring Stages - Surveys and Feedback								
Progress Review	TPC	End of Years 1, 3 and 5	£ 750		£ 750		£ 750	£ 2,250
Liaison with HCC	TPC	End of Each Year	£ 500	£ 500	£ 500	£ 500	£ 500	£ 2,500
Resident Travel Surveys	TPC	End of Years 1, 2 and 4	£ 500	£ 500		£ 500		
Arranging and Review of TRICS SAM Survey	TPC	End of Years 3 and 5			£ 1,000		£ 1,000	£ 2,000
Handover	TPC	End of Year 5					£ 500	£ 500
Year Estimates			£ 8,345	£ 6,913	£ 6,798	£ 5,548	£ 6,398	£ 32,500
						Preliminary Stage + Year Estimates		£ 37,500

Project Details		
Scheme	Land at Sinah Lane, Hayling Island	
No. of Units	195	
Personal Travel Planning Budget per unit	£	70
Total Personal Travel Planning Budget	£	13,650
Consent Date	TBC	
1st Unit Occupation Target	TBC	
Full Occupation Target	TBC	
Applicant	Barratt David Wilson	
Local Authority	Havant Borough Council	
LA Travel Plan Officer	TBC	
Travel Plan Author	JL	
Travel Plan Co-ordinator	TBC	

Disbursements:	Amount (per voucher/survey)	Units	TOTAL
Voucher	£100	195	£19,500
TRICS SAM Survey	£3,000	3	£9,000
			£28,500

Total including Disbursement	
£	66,000

Version	Date	TPC Author	Comment
1	Jul-19	JL	

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, Lancaster Court, 8 Barnes Wallis Rd, Fareham, PO15 5TU
- ☐ 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**