

Appendix 8.2

Travel Plan

Land at Rook Farm, St Mary's Road
Hayling Island, Hampshire

Client: Gladman



Document Control		
Report Reference	P21033/TP	
Document Version	Final Revision B Issue	
File Reference	N:\Projects 2021\P21033 - Hayling Island, Hampshire 2nd Application\7.Reports\TP	
Date	November 2025	
Client	Gladman	
	Name	Position
Written By	David Stoddart	Associate Director
Checked & Approved By	David Schumacher	Director

CONTENTS

1	INTRODUCTION.....	3
1.1	Purpose of Report	3
1.2	Scope of Report	4
2	TRANSPORT POLICY AND GUIDANCE.....	5
2.1	National Planning Policy Framework.....	5
2.2	Planning Practice Guidance	6
2.3	Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)	7
2.4	National Climate Change Agenda	8
2.5	DfT Circular 01/2022 Strategic Road Network and the Delivery of Sustainable Development (2022)	8
2.6	Planning for the Future (2023)	9
2.7	Manual for Streets and HCC Technical Guidance Notes.....	9
2.8	Local Transport Note 1/20 Cycle Infrastructure Design (2020)	10
2.9	Hampshire Local Transport Plan.....	10
2.10	Havant Local Cycling and Walking Infrastructure Plan (2023) (LCWIP)	11
2.11	Havant Borough Council Core Strategy	12
2.12	Havant Borough Parking Supplementary Planning Document.....	14
2.13	Building a Better Future Plan – Emerging Havant Local Plan	15
2.14	Travel Planning Guidance	18
2.15	Travel Plan Objectives	19
2.16	Summary	19
3	EXISTING SITUATION	20
3.1	Site Description	20
3.2	Public Rights of Way	20
3.3	Cycle Routes	21
3.4	Local Highway Network	22
4	DEVELOPMENT PROPOSAL.....	24
4.1	Development Description.....	24
4.2	Access Strategy.....	24
4.3	Internal Layout	26
4.4	Parking.....	27
4.5	Traffic Calming Scheme	27
4.6	Summary	27
5	ACCESS BY SUSTAINABLE MODES OF TRANSPORT	28
5.1	Introduction to Sustainable Modes.....	28
5.2	Access on Foot.....	28
5.3	Access by Cycle.....	31

5.4	Access by Public Transport	34
5.5	Active Travel Improvement Scheme	36
5.6	Summary	36
6	TARGETS	38
6.1	Introduction.....	38
6.2	Vehicular Trip Generation	38
6.3	Person Trip Generation	39
6.4	Modal Shift Targets	40
7	MEASURES	41
7.1	Introduction.....	41
7.2	Reducing the Need to Travel	41
7.3	Welcome Packs.....	42
7.4	Other Methods of Awareness Raising and Marketing.....	42
7.5	Measures to Encourage Walking.....	43
7.6	Measures to Encourage Cycling.....	43
7.7	Measures to Encourage Public Transport	45
7.8	Measures to Reduce Single Occupancy Car Trips.....	45
7.9	Measures to Encourage Low Emission Vehicle Use.....	45
7.10	Cost Acknowledgement.....	46
8	MANAGEMENT, MONITORING AND REVIEW	47
8.1	Management	47
8.2	Appointment of a Travel Plan Co-ordinator	47
8.3	Monitoring and Review	47
8.4	Delivery and Enforcement.....	49
8.5	Interim Action Plan and Indicative Costs.....	49
9	CONCLUSION.....	52

APPENDICES

Appendix A	Statement of Support
Appendix B	Figures
Appendix C	Example Travel Questionnaire

1 INTRODUCTION

1.1 Purpose of Report

1.1.1 This Interim Residential Travel Plan (TP) has been prepared to accompany a planning application by Gladman Developments Ltd (Gladman) for a proposed residential development comprising up to 300 dwellings at Rook Farm off St Mary's Road, Hayling Island, Hampshire.

1.1.2 The planning application for the proposed development was validated in January 2022 and assigned the reference APP/21/01434 by Havant Borough Council (HBC), the local planning authority (LPA). A TA (Revision A) and Travel Plan (TP) (Revision A) both dated December 2021 accompanied the application at the time of submission. An updated TA (Revision B) dated November 2025 accompanies this revised TP.

1.1.3 A previous application for this site was submitted in December 2016 and assigned the reference APP/17/00007, however planning permission was refused in April 2017. This report incorporates comments from Hampshire County Council (HCC), the local highway authority (LHA), with regard to the original application, and focuses on the transportation implications of the new application. The previous planning application was for up to 210 dwellings and 0.6ha for apartments with care.

1.1.4 This revised TP (Revision B) has been prepared to update time-sensitive elements given the passage of time since the application was submitted.

1.1.5 Prime Transport Planning (Prime) has produced this TP on behalf of Gladman, who are fully supportive of its content, including the objectives outlined in Section 2.15. At the core of Gladman's key values is the promotion of sustainable developments. With regards to access to development sites by sustainable modes of travel, Gladman promote sites that are either in sustainable locations or can be made sustainable through design. Gladman's full Statement of Support is provided in Appendix A.

1.1.6 This report should not be seen as a definitive document but as the first stage of the Travel Plan (TP) process which will continue and evolve over time with input from the developer, HCC and HBC. This TP represents a commitment by Gladman to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted to residents and visitors.

1.1.7 The document has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making* (2014) and *Travel plans, transport assessments and statements in decision-taking* (2014). It considers the accessibility of the site and safety for all modes of travel but specifically walking, cycling and public transport.

1.1.8 This document has been prepared alongside the aforementioned TA for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TA Appendices are referenced in this document. The environmental impacts of transport have been considered in Chapter 8 of the Environmental Statement (ES).

1.1.9 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime Transport Planning accepts no liability for the accuracy or otherwise of this data.

1.1.10 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

1.2.1 Following this introduction, the remainder of this report is structured as follows:

- Section 2 describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
- Section 3 describes the existing situation in terms of the site and local highway network;
- Section 4 details the development proposal including the access strategy;
- Section 5 details access to the site by sustainable modes of transport which includes walking, cycling and public transport;
- Section 6 set outs the trip generation for the site and discusses the targets of this TP;
- Section 7 describes the measures to be employed to achieve the targets set; and
- Section 8 discusses the management of the TP and describes how it will be monitored and reviewed, including a commitment to providing an appropriate level of funding to deliver the TP process.

2 TRANSPORT POLICY AND GUIDANCE

2.1 National Planning Policy Framework

2.1.1 The current *National Planning Policy Framework* (NPPF) was published in December 2024, with slight amendments on 7th February 2025, and sets out the Government's current planning policies. At the heart of NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

2.1.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

'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.'

2.1.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.1.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'

2.1.5 In determining planning applications, paragraph 116 states that:

'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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.1.6 Paragraph 117 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.1.7 Paragraph 118 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed and monitored.'*

2.1.8 Paragraph 103 highlights the importance of access to open spaces as well as opportunities for sport and physical activity in the context of the health and well-being of communities. Paragraph 105 continues to include the importance of access to and the enhancement of public rights of way.

2.2 Planning Practice Guidance

2.2.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel plans, transport assessments and statements in decision-taking.

2.2.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.2.3 The core components of the requirements for assessment, as set out in the Guidance, can be summarised as:

'The key issues, which should be considered in developing a transport evidence base, include the need to:

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *highlight and promote opportunities to reduce the need for travel where appropriate*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate*
- *consider the cumulative impacts of existing and proposed development on transport networks*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands*
- *identify the short, medium and long-term transport proposals across all modes.'*

2.2.4 The principles set out in Planning Practice Guidance are consistent with the approach undertaken in the production of this Transport Assessment.

2.3 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)

2.3.1 This Transport White Paper, prepared by the Department for Transport (DfT), states its vision for a *'transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities'*.

2.3.2 It believes that *'we can build the balanced, dynamic low carbon economy that is essential for our future prosperity'* by improving sustainable transport links and investing in new projects that *'promote green growth'* but importantly states that *'investment on its own is not enough – we also need to help people to make transport choices that are good for society as a whole'*.

2.3.3 The paper makes the pertinent point that *'two thirds of journeys are under five miles – many of these could be easily cycled, walked or undertaken by public transport'* but practical alternatives to private

car use must be made more attractive. Their research suggests that a *'substantial proportion of car drivers would be willing to drive less, particularly for shorter trips'*.

- 2.3.4 It recognises that sustainable modes of travel are not viable alternatives to private car travel for all journeys, particularly those in rural areas or long distance trips. Greener car technologies will develop over the long term but *'sustainable travel initiatives are available now, and will continue to have benefits for congestion and wealth'*. It states that short, local journeys are where the greatest opportunities for encouraging sustainable travel lie.

- 2.3.5 In terms of how sustainable transport choices can be encouraged, the White Paper believes that *'it is at the local level that most can be done to enable people to make more sustainable transport choices'*. At this level it can be a mix of smaller-scale transport schemes and citizens acting together which can facilitate the effective delivery of local transport solutions that are *'developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities'*.

2.4 National Climate Change Agenda

- 2.4.1 In 2019 the UK Government made an Order to The Climate Change Act of 2008. Through this Order, the Government committed to make the UK a 'net zero' emitter of greenhouse gases by 2050 relative to 1990 emission levels. One way to help achieve this is the reduce greenhouse emissions caused by road traffic, with the Government announcing the ban of new petrol and diesel engine cars by 2035, outlining a clear shift toward electric vehicles, whilst at the same time continuing to encourage active travel (walking and cycling) as well as public transport use.

- 2.4.2 The Climate Change Committee advises the UK Government on emissions targets. In its 2022 Report to Parliament, it highlighted that action was needed to support a modal shift away from car travel in order for the UK to achieve net zero carbon status by 2050.

2.5 DfT Circular 01/2022 Strategic Road Network and the Delivery of Sustainable Development (2022)

- 2.5.1 Written by the DfT for its executive arm NH, this document provides an update of Circular 02/2013, and therefore sets out the way in which NH will engage in the planning system to deliver sustainable development, whilst safeguarding the primary purpose of the strategic road network.

- 2.5.2 The Circular aligns with the NPPF in implying the need for mitigation when development would have an *'unacceptable safety impact or the residual cumulative impacts would be severe'*.

- 2.5.3 The Circular does however move away from the 'predict and provide' approach and prioritises vision-led approaches including 'vision and validate', 'decide and provide' and 'monitor and manage'. It also places a clear ethos on the importance of maximising the potential for sustainable travel initiatives

and places this ahead of capacity enhancements on the SRN. Travel Plans are cited as being an effective means to help incentivise the use of sustainable modes.

- 2.5.4 Early engagement with NH is encouraged and overarching details of acceptable assessment methodologies are presented.

2.6 Planning for the Future (2023)

- 2.6.1 This document is a '*guide to working with National Highways on planning matters*'. It details the motorway and trunk road authority's role in the planning process and links with Circular 01/2022. The following six planning values are outlined:

- Maintain safety;
- Engage early;
- Work openly;
- Share evidence;
- Share knowledge and experience; and
- Work collaboratively.

- 2.6.2 The importance of early engagement with NH is highlighted and this has been undertaken for this project.

2.7 Manual for Streets and HCC Technical Guidance Notes

- 2.7.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

- 2.7.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).

- 2.7.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and

- Cost-effective construction often by avoiding over-designing.

2.7.4 In September 2010 a companion document *Manual for Streets 2 – wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.7.5 HCC has produced a series of *Technical Guidance Notes* to replace its *Companion Document to Manual for Streets* which, for a time, sat alongside MfS.

2.8 Local Transport Note 1/20 Cycle Infrastructure Design (2020)

2.8.1 In 2020, the DfT published its *Cycle Infrastructure Design* guidance in Local Traffic Note (LTN) 1/20. A common theme of the guidance is encouraging cycling for people of all abilities, and it presents technical details such as geometric requirements and junction design. A preference of the guidance is to provide separate infrastructure for pedestrians and cyclists; however, it does acknowledge in Section 6.5 that shared use routes are still acceptable depending on the number of users.

2.8.2 Another preference of LTN 1/20 is for junctions on cycle routes to be designed in a more cycle-friendly manner, with pedestrians and cyclists given priority over motor vehicles.

2.8.3 HCC's TG10 provides design guidance for pedestrian and cycle infrastructure, aligning with LTN 1/20. It also includes a preference for segregated footways and cycleways, but also recognises that this may not be possible in all circumstances.

2.9 Hampshire Local Transport Plan

2.9.1 HCC's fourth Local Transport Plan (LTP4) will guide transport policy in Hampshire up to 2050. LTP4's vision is for:

'A carbon neutral, resilient and inclusive transport system designed around - and with - people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment'.

2.9.2 LTP4 is supported by two guiding principles which are as follows:

- **Guiding Principle 1:** Give people a choice of high quality travel options; and
- **Guiding Principle 2:** Provide a transport system that promotes high quality, prosperous places and puts people first.

2.9.3 To deliver these principles, the following policies are outlined in Part 6 of LTP4:

- **Policy C1:** Putting people and places at the heart of our decisions;
- **Policy C2:** Efficient and sustainable movement of goods;

- **Policy C3:** Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework);
- **Policy C4:** Place climate change at the heart of decision-making;
- **Policy C5:** Support local living and reduce demands on transport;
- **Policy C6:** Encourage sustainable travel behaviour;
- **Policy C7:** A Safe System approach for Hampshire;
- **Policy C8:** Managing the harmful health effects of poor air quality and noise disturbance due to transport; and
- **Policy C9:** Protecting the environment.

2.10 Havant Local Cycling and Walking Infrastructure Plan (2023) (LCWIP)

2.10.1 HCC has produced an LCWIP for Havant Borough with the following aims:

‘Walking: By 2025, walking will be the travel mode of choice for short trips and the most popular and accessible means of recreation.

Cycling: By 2025, cycling will be a convenient, safe, healthy, affordable and popular means of transportation and recreation within Hampshire.’

2.10.2 The LCWIP highlights potential/suggested improvements for three routes on Hayling Island as shown in Image 2.1. The red route, 370 is a ‘primary cycle route’ – the Hayling Billy Trail, while the amber routes are ‘secondary cycle routes’. The development site sits somewhat centrally between the three routes.

Image 2.1: Extract from Havant South LCWIP Location Plan



2.10.3 The LCWIP outlines a number of desired improvements along these three routes which are subject to further investigation and design work. This is discussed further in connection with the current application proposals in Section 8 of the TA.

2.11 Havant Borough Council Core Strategy

2.11.1 The Havant Borough Council Core Strategy (2011-2026) was adopted in March 2011, and is the principal document in the Council's Local Plan.

2.11.2 The document sets out a vision for the future development of the Borough between 2011-2026, which is to transform Havant Borough into 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.'*

2.11.3 The Core Strategy comprises seven key themes, which are as follows:

1. Health and Wellbeing;
2. Promoting Havant Borough's Economy;
3. Regeneration and Community Support;
4. Community Safety;
5. Housing;
6. Caring for Our Borough; and
7. Infrastructure, Implementation and Monitoring.

2.11.4 The Core Strategy also sets out Development Management Policies, which are as follows:

- *Health and Wellbeing – Community Facilities, Recreation and Open Space;*
- *Promoting Havant Borough's Economy;*
- *Housing;*
- *Caring for Our Borough; and*
- *Infrastructure – Transport*

2.11.5 The following Development Management (DM) Policies are set out under 'Infrastructure-Transport'.

DM Policy 11 – Planning for More Sustainable Travel

2.11.6 Within the document it states that 'the Council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures'.

2.11.7 The document sets out a list of measures including:

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

DM Policy 12 – Mitigating the Impacts of Travel

2.11.8 It is stated in the document that *'new developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change'.*

2.11.9 By ensuring that the above is met, HBC has set out the following criteria:

6. *'Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions;*
7. *The submission of a Transport Assessment and Travel Plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications;*
8. *The submission of a Transport Statement must accompany planning applications to explain changes to travel demand;*
9. *A bond is provided which will be used to mitigate negative travel impacts of the development, should the Travel Plan fail to achieve its targets; and*
10. *In relation to outline planning applications, a framework for the preparation of Travel Assessments and Travel Plans will be submitted with the planning application proposals.'*

DM Policy 13 – Car and Cycle Parking in Residential Development

2.11.10 It is set out in the document that:

'Residential Development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.'

2.12 Havant Borough Parking Supplementary Planning Document

2.12.1 The Supplementary Planning Document (SPD) was adopted in 2016. The document provides comprehensive information and local standards with regards to parking provision and design in residential developments. Tables 4A, 4B and 4D below are from the document show the allocated vehicle parking standards, the shared/communal parking standards and the cycle parking standards respectively.

TABLE 4A			
C3 Dwelling Houses – Vehicle Parking			
Zone Size of dwelling	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
1 Bed Unit	1 space	Max 1 space	Max 1 space
2 Bed Unit	2 spaces	Max 1 space	Max 1 space
3 Bed Unit	2 spaces	Max 1 space	Max 2 spaces
4+ Bed Unit	3 spaces	Max 2 spaces	Max 2 spaces

TABLE 4B			
C3 Dwelling Houses – Shared/Communal Parking (unallocated)			
Zone Size of dwelling	Minimum Car Parking Requirement	Havant Town Centre	Waterlooville Town Centre
1 Bed Unit	0.9 spaces	Max 0.5 spaces	0.6 spaces
2 Bed Unit	1.3 spaces	Max 0.8 spaces	1 space
3 Bed Unit	1.9 spaces	Max 1 spaces	1.4 spaces
4+ Bed Unit	2.4 spaces	Max 1.2 spaces	1.8 spaces

TABLE 4D		
C3 Dwelling Houses – Cycle Parking/Storage Provision		
Size of Dwelling	Long stay	Short Stay
1 Bed Unit	1 space per unit	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.
2 Bed Unit	2 spaces per unit	
3 Bed Unit	2 spaces per unit	
4+ Bed Unit	2 spaces per unit	

- 2.12.2 The standards for allocated and shared/communal cars parking vary based on the house type and the local area's level of accessibility as do the standards for cycle parking. The proposals are submitted in outline and parking provision will be determined at the reserved matters stage.

2.13 Building a Better Future Plan – Emerging Havant Local Plan

- 2.13.1 HBC is currently working on a new Local Plan to guide the borough's growth strategy for at least a 15-year period. An initial draft version of the Local Plan was available for consultation between 6th May and 1st July 2025.
- 2.13.2 Noting that this emerging Local Plan is at an early stage of development, the Council's recent consultation proposals outlined how the authority is not proposing to direct any new greenfield residential allocations to Hayling Island, citing concerns over accessibility by non-car modes of transport as of its case for this stance.
- 2.13.3 It is notable that this represents a significant change in position by HBC, given that Rook Farm/the application site was proposed to be allocated for 395 dwellings in the now withdrawn emerging Local Plan. Several other sites were also proposed to be allocated for development on the Island in the same document.
- 2.13.4 At the time of writing, we are not aware of any robust justification for the strategy the Council are now advancing in this regard. In this context, we also note that development on Hayling Island was addressed in paragraph 4.486 of the authority's most recent Local Plan consultation document as follows:

'It should be noted that no site allocations have been made on Hayling Island, in line with the development strategy for this plan. Therefore, the Local Plan TA has not tested a notable amount of development on the island. Should any applications be received for major development on the island, testing the transport implications of the proposal will therefore be particularly important. Potential applicants are advised to agree the methodology for the Transport Assessment or Transport Statement with the Highway Authorities (Hampshire County Council and National Highways) at the preapplication stage, including the approach to modelling.'

- 2.13.5 As demonstrated through the TA that accompanies this application, a comprehensive highway modelling exercise has been undertaken in connection with the current application proposals, with the scope of this modelling discussed and agreed with both HCC and NH. Furthermore, this modelling has demonstrated that the proposals would not result in a severe cumulative impact on the local highway network nor the strategic road network (A27). The applicant and Prime consider the Island to already be accessible by sustainable modes of transport, though there is also the potential for the development proposals on the Island to deliver additional active travel enhancements which would benefit new and existing residents alike.

2.13.6 The LCWIP is acknowledged in the emerging Local Plan as follows:

'Hampshire County Council has produced a Local Cycling and Walking Infrastructure Plan (LCWIP) for Havant Borough, which identifies a network of primary and secondary cycle routes and core walking zones. Applicants will be required to show how their site can either link to the network or contribute to the delivery of the LCWIP to raise the profiles of cycling and walking as viable alternatives to driving, contributing to the objective of reducing the level of car usage in Havant. Where applicable, LCWIP routes are identified within site allocation policies to enable connectivity to be considered from the outset.'

2.13.7 As noted above, integration with improvements in line with the LCWIP are discussed in Section 8 of the TA.

2.13.8 There are two main policies related to transport in the emerging Local Plan that are outlined as follows:

Policy 47: Accessibility, Transport and Parking

2.13.9 This policy aligns with LTP4 and the hierarchy of road users presented in MfS, stating that:

- a) *'Development proposals must be informed by the following hierarchy:*
 - i. *opportunities to reduce travel demand and the need to travel;*
 - ii. *vulnerable users, including people with disabilities or long-term mobility-related health conditions;*
 - iii. *people walking;*
 - iv. *people cycling;*
 - v. *people using public transport;*
 - vi. *delivery of goods; and*
 - vii. *other motor vehicles.*
- b) *The needs of all people and modes of transport have been considered, with sustainable and active modes of travel prioritised and positively encouraged through on and/or off-site measures;*
- c) *The site is located and planned so that*
 - i. *Safe and suitable access to the site is provided for all people and modes of transport, with priority given to walking, cycling and public transport;*

-
- ii. *The layout prioritises comfortable non-motorised movement to all parts of the site, and provides a high level of permeability to link with the wider network beyond the site;*
 - iii. *The site layout encourages lower vehicle speeds, for the safety of all users;*
 - iv. *Any existing public rights of way on site are safeguarded or diverted and rights of way on and near the site are improved where necessary to address the impact of the development;*
 - v. *The streets, including public and private parking areas, contribute positively to the design of the development and deliver a high quality public realm, including through the use of high quality materials and integration of landscaping;*
 - vi. *Sufficient visibility and lighting are provided for the safe use of the streets, cycle routes, walking routes and parking areas;*
 - vii. *Provision is made for the parking of motor vehicles and cycles in line with Council standards; and*
 - viii. *Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and with ease;*
- d) *Any transport impacts are fully assessed and mitigated where necessary as follows:*
- i. *Where required, a satisfactory Transport Statement or Transport Assessment is submitted which evaluates transport impacts and demonstrates that the needs of the development for all modes have been considered and any adverse impacts on the wider area are mitigated;*
 - ii. *A sequential approach is taken to mitigation measures so that they first avoid or reduce the need to travel, then consider the needs and the experience of all highway users, in line with the hierarchy set out at criterion a. above;*
 - iii. *The traffic generated by the development, taking into account any proposed avoidance and mitigation measures, would not result in severe impacts, either individually or cumulatively, on the transport network and would not have an unacceptable impact on highway safety;*
-

- iv. *A Travel Plan is provided where appropriate in relation to the scale and type of development; and v. The development contributes to the delivery of identified improvements to the pedestrian, cycle, public transport and/or road networks as appropriate;*
- e) *The development would not compromise the ability of Local Authorities or Highway Authorities to deliver identified interventions.'*

Policy 48: New Accesses onto Classified Roads

2.13.10 This policy addresses new access or the intensification of existing accesses onto classified roads. Specific reference is made to the A3023 Langstone Road between the A27 at Langstone and the Mill Rythe Roundabout, with HBC stating that they will not permit new accesses or intensified access along this section of the A3023. Again, this is somewhat at odds with HBC not allocating development to Hayling Island, as the proposed development site, and other live applications, all have proposed accesses that do not connect directly to this section of the A3023 or intensify existing accesses onto it, implying that HBC will consider developments with such arrangements.

2.13.11 In addition to the above, 'Policy 8: Health and Climate Change' calls for:

- f) *'Enhancing existing and facilitating new opportunities for active travel, informal play and social interaction by:*
 - i. *Co-location of facilities or improving access to existing facilities by active travel and*
 - ii. *Creating and improving pedestrian and cycle route linkages within the Borough, and to and from surrounding areas;*
- g) *Facilitating easy and safe access to education and employment;*
- h) *Enabling active and healthy lifestyles through good urban design by*
 - i. *Improving the Borough's network of good quality, accessible and safe open spaces and*
 - ii. *Enhancing the public realm with high-quality surface treatments, landscaping, signage and street furniture that is accessible to all.'*

2.14 Travel Planning Guidance

2.14.1 HCC has a webpage relating to the preparation of Travel Plans for all development types (<https://www.hants.gov.uk/transport/developers/travelplans>) this offers advice as to when a travel plan is needed, the contents required for travel plans and further advise as to how they are assessed

and monitored. This online guidance also links back the Travel Planning Service available from the Council which helps support developers through the entire travel planning process.

- 2.14.2 The website content notes the need for Travel Plans to assist to '*reduce the number of people travelling by car alone*'. Useful weblinks are provided to aid sustainable journey planning and will be referenced in Section 7 of this report.

2.15 Travel Plan Objectives

- 2.15.1 From consideration of national and local transport policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.
- 2.15.2 From consideration of national and local transport policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.
- 2.15.3 In line with the abovementioned policy and guidance, Gladman feel that the TP should have the following objectives:
- Reduce the number of people travelling by car alone in line with HCC's aim;
 - Enable residents of the site and visitors to it to make sustainable travel choices that benefit themselves, their community and the environment;
 - Design the development in such a way that it is accessible to all people regardless of any disability or impairment in order to enhance social inclusion;
 - Raise awareness of the benefits of sustainable transport modes in terms of the benefits to individuals, local communities and the environment;
 - Ensure that sustainable travel modes offer convenient options for door-to-door travel; and
 - Ensure that sustainable travel choices are encouraged in the short term and continue to be used in the long term.

2.16 Summary

- 2.16.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. The objectives of the TP have also been stated. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

- 3.2.2 Footpaths are highlighted purple with Footpath 93 running along but outside of the northern boundary of the site from St Mary's Church to Footpath 92 which continues south along the site's western boundary then west to Manor Road. Footpath 94 runs from Footpath 92 to St Mary's Road at Southleigh Grove. Footpath 96 runs west from the St Mary's Road/Beach Road junction to the long distance route Shipwrights Way, part of the Hayling Billy Trail, indicated by the black line with blue markers.

3.3 Cycle Routes

- 3.3.1 Image 3.2 is an extract from HBC's online cycle map.

Image 3.2: Extract from HBC's Online Cycling Map



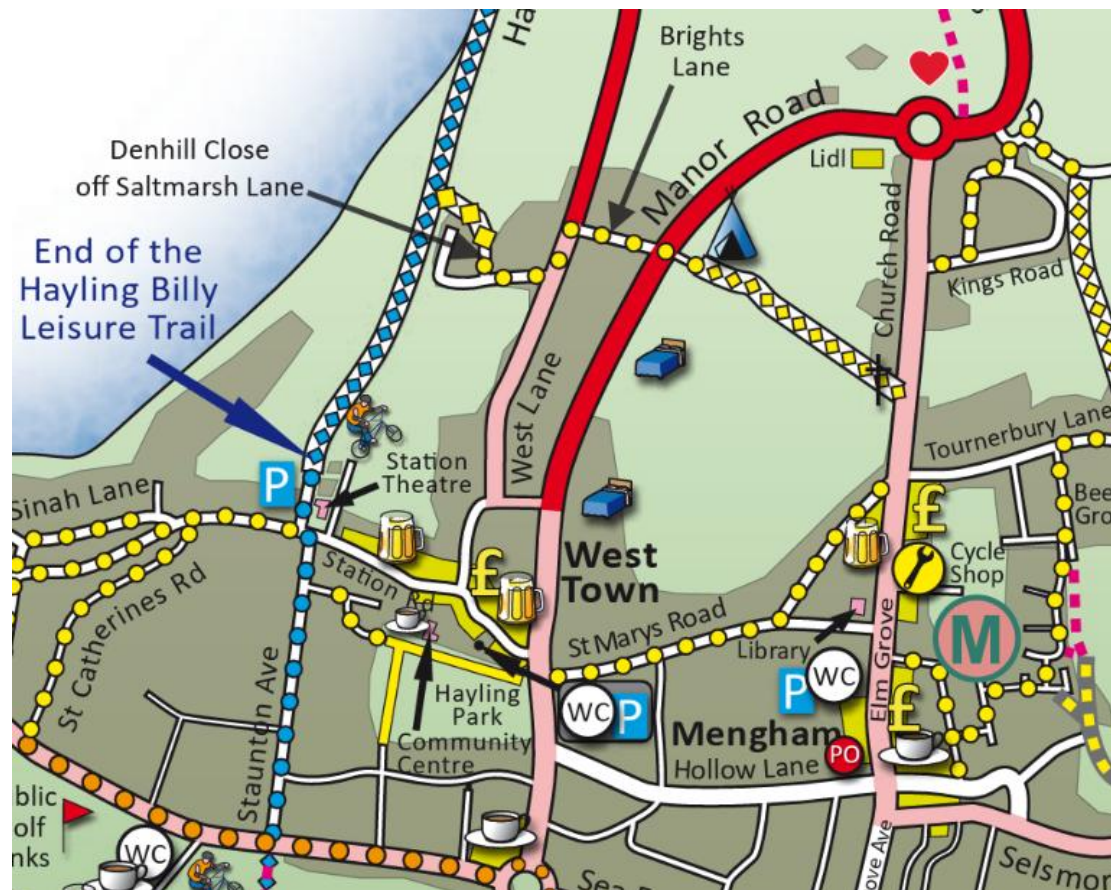
Source: <https://www.havant.gov.uk/media/9765/download?inline>

- 3.3.2 The yellow highlighted roads, such as St Mary's Road, Cherrywood Gardens and Tournerbury Lane, are suggested link routes. The solid navy blue lines are off-road cycle tracks (surfaced), the dashed navy blue lines are byways, bridleways or other tracks available for cyclist use but are typically loosely surfaced, and the sky blue highlighted roads are cycle network links (signposted). The caution symbols

indicate difficult junctions, barriers or steps, and include the junctions at both ends of St Mary's Road, however, potential improvements to these junctions are presented in Section 8 of the TA.

- 3.3.3 The red squares numbered 2 show that the Hayling Billy Trail forms part of National Cycle Route 2 (NCR 2) which is a long distance route linking Kent and Cornwall via the south coast. North of Sinah Lane the Trail is traffic-free while to the south it is on-road but signed.
- 3.3.4 An extract of the Cycle Hayling Cycling and Walking Map (2022 Jubilee Edition), prepared by Cycle Hayling, is provided as Image 3.3. It expands on HBC's map, most notably suggesting a route north of the site from St Mary's Church, through Hayling Island Holiday Park, along Higworth Lane, Brights Lane, West Lane, Saltmarsh Lane and Denhill Close onto the Hayling Billy Trail, which is one of the routes identified for improvements in the LCWIP.

Image 3.3: Extract from Cycle Hayling Cycling and Walking Map



Source: https://cyclehayling.org/wp-content/uploads/2022/08/2022_A0_cycle_map_2_small.pdf

3.4 Local Highway Network

St Mary's Road

- 3.4.1 As mentioned above, the site's frontage with the adopted highway network is along St Mary's Road. It is a residential local access collector road connecting Church Road to Manor Road as well as

providing access to a number of side roads, along with properties which have driveway frontage with it. The road is best described in two sections, with the north-eastern section running diagonally from a priority-controlled junction with ghost island right turn with Church Road in the north-east, to Cherrywood Gardens where it forms a split priority junction. The western section then continues west from this junction to a priority-controlled junction with minor arm flare with Manor Road/Beach Road.

- 3.4.2 St Mary's Road is two-way with a single lane in each direction. It is subject to a 30mph speed limit. The road also provides access to Mengham Infant School, a public car park and a retirement home. A central reserve is present in the vicinity of the school access which includes an uncontrolled crossing. A school bus stop with layby is also present at this location. Double yellow lines restrict parking between the Church Road junction and the school while some on-street parking is permitted between the school and Cherrywood Gardens. Parking restrictions are largely not present along the western section. Continuous footway is present along the southern side of the western section while the footways along the eastern section are absent in places but safe contiguous walking routes are available. Traffic calming features are not present on St Mary's Road.

Church Road/Elm Grove/Sea Grove Avenue

- 3.4.3 Church Road runs south from the A3023 roundabout becoming Elm Grove south of St Mary's Road then Sea Grove Avenue as it approaches Sea Front, the coast road. The road is one of the two distributor roads in the southern half of the island. It collects traffic from numerous side roads with many residential and commercial properties also taking access from it. Several bus stops can be found along Church Road within a reasonable walking distance of St Mary's Road. Between Gable Head and South Hayling it acts as the local high street with shops and other businesses forming the majority of the frontage and wide footways being present. It is subject to a 30mph speed limit.

A3023 Langstone Road/Havant Road

- 3.4.4 The A3023 is the primary distributor road that connects the island with the mainland. It runs south from a grade separated traffic signal-controlled roundabout with the A27 and Park Road South to the south of Havant where it is named Langstone Road. It then bridges over Chichester and Langstone Harbours with the structure commonly known as Langstone Bridge. The bridge itself has a single lane in each direction and shared cycleways on each side of the carriageway. Continuing onto the island, the A3023 is named Havant Road and passes through the Stoke area where the speed limit reduces from 40mph to 30mph and provides access to side roads and driveway access to residential and commercial properties. This characteristic continues further south although driveway frontage becomes more prevalent as the surrounding areas become more urban. To the west of the roundabout with Church Road, the A3023 continues west then south running parallel to Church Road/Elm Grove/Sea Grove Avenue to Sea Front passing through a district centre in the vicinity of St Mary's Road.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

- 4.1.1 Gladman is seeking outline planning permission for up to 300 dwellings on land at Rook Farm off St Mary's Road, Hayling Island. The nature of the application will mean that all matters will be reserved except for access.
- 4.1.2 Further details on the mix of dwelling types and areas of public open space will be provided in other documents submitted as part of the planning application. These documents should be available via the online HBC planning portal.
- 4.1.3 A Development Framework Plan (DFP) has been produced by FPCR and forms part of the supporting documentation for the planning application. The DFP shows that the site is to be served via a new access from St Mary's Road with the primary access route running through the portions of the site to be developed. This developed area will be surrounded by green infrastructure and a play area. Pedestrian accesses will connect to a number of the local PRoWs that border the site where this would be feasible. In a recent update to the DFP, and following discussions with HCC, the applicant is willing to provide a path to their northern site boundary to allow HCC to complete a connection to the PRoW network.

4.2 Access Strategy

Vehicular Access

- 4.2.1 A single main access will be appropriate to serve this development. This will take the form of a priority-controlled junction located at the St Mary's Road frontage. The junction has been located in the optimum location at the site frontage following a detailed swept path analysis explained below. The proposed access strategy is shown in Drawing P21033-001I in Appendix E of the TA.
- 4.2.2 A safe level of visibility is achievable at the proposed site access based on observed 85th percentile speeds recorded on St Mary's Road, as detailed in Section 3.5 and 4.2 of the TA.
- 4.2.3 The proposed access arrangement from St Mary's Road was subject to an independent Stage 1 Road Safety Audit, contained in Appendix F of the TA.
- 4.2.4 The proposed access consists of a 6.5m wide carriageway, a 2m wide footway on the western side, a 3m wide shared cycleway on the eastern side and 8m junction radii supplemented by corner tapers. These dimensions accord with MfS guidelines in that they are greater than the minimum width required to allow two vehicles to pass. The width proposed is greater than the 5.5m commonly used to access major residential estates in order to better facilitate construction vehicle access, with HCC

objecting to the previous application on the grounds that sufficient evidence regarding this matter had not been submitted. The swept path analysis used to determine this width is detailed below.

Footway and Cycleway Improvements

- 4.2.5 The western footway will tie into the existing provision on St Mary's Road which itself will be extended further south-west as shown on the abovementioned drawing. The width of new footway provision along St Mary's Road will be limited by the available highway verge. A topographic survey used in the design shows that a footway of a varying width of between 1.8m and 2.0m is present, albeit with some overhanging vegetation that should be cut-back, until outside property number 109.
- 4.2.6 An uncontrolled crossing will be provided in advance of this point. The crossing will consist of dropped-kerbs and tactile paving, allowing pedestrians to cross to the existing footway on the south-eastern side of the road where a new section of footway will be provided.
- 4.2.7 Discussions have taken place between HCC and the applicant regarding the provision of a new section of footway on St Mary's Road to replace the existing grass verge on the southern side between the access and the access to Limewood retirement home. The verge contains a single tree which HCC has confirmed to be a highway asset. The ability to provide a 'root-friendly' footway using a 'no-dig' method of construction in order to minimise any impact on the tree will be considered further at the detailed design stage. Should however, it not be possible to retain the tree, the tree could be removed and a Capital Asset Value for Amenity Trees (CAVAT) payment made. The applicant is willing to accept a suitably worded condition to secure this arrangement which is shown on Drawing P21033-001I (TA Appendix E).
- 4.2.8 Additional dropped-kerbs and tactile paving will then aid the crossing of the public car park access. Provision of this section of footway and crossing improvements will offer some benefit to existing pedestrians on St Mary's Road.
- 4.2.9 Drawing P21033-001I in Appendix E of the TA demonstrates that adequate pedestrian-vehicle intervisibility to the proposed uncontrolled crossings can be achieved with the MfS2 formula used for the signed 30mph speed limit, with the equivalent SSD being 43m which is inclusive of a bonnet length adjustment. Greater SSDs in both directions are clearly achievable.
- 4.2.10 A 3m wide shared cycleway on the eastern side of the proposed site access is proposed, along with widening of the existing footway to shared cycleway between the access and Church Road. This will facilitate connection to the active travel improvement scheme as detailed in Section 8 of the TA.
- 4.2.11 To further enhance accessibility, Gladman would be willing to fund the provision of two uncontrolled crossings with pedestrian refuge islands in the ghost island tapers on Church Road/Elm Grove as shown on Drawing P21033-002E in Appendix E of the TA. These features demarcate safe places to cross and allow Church Road/Elm Grove to be crossed in two movements. The provision of the refuge islands should also encourage slower speeds through the junction by creating a narrowing effect. It

should however be noted that the active travel improvement scheme as detailed in Section 8 of the TA, will result in an alternative arrangement at the junction, specifically a narrowing of the carriageway which would make it easier for pedestrians to cross.

- 4.2.12 An uncontrolled pedestrian crossing is proposed on St Mary's Road west of the junction with Church Road. A pedestrian refuge island was originally considered however HCC raised concerns with vehicle strikes and potential conflict with the access to the Works. As such, the crossing has been located further west of the bellmouth.

Additional Accesses for Pedestrians

- 4.2.13 Whilst the vehicular access will cater for all road users, the accessibility of the site by sustainable modes of transport can be enhanced by the provision of two pedestrian accesses onto Footpath 94 which provides connection to other footpaths and to Southleigh Grove and the south-western section of St Mary's Road. These connections are shown on the DFP.
- 4.2.14 During post-submission discussions, HCC requested that the applicant consider providing a pedestrian and potential cycle connection close to the north-east corner of the site, towards the rear of St Mary's Church. A full connection to the existing PRoW and other paths will require the intervention of HCC as land beyond the applicant's control sits between the site boundary and the paths. To help facilitate such a connection, the applicant would be willing to provide a path up to the site boundary. Whilst the connection would be beneficial, we do not consider it to be essential to the accessibility of the proposed development.

4.3 Internal Layout

- 4.3.1 It is expected that the masterplan associated with any reserved matters application will include turning areas within the site for vehicles, either in the form of internal loops or turning heads.
- 4.3.2 The design speed of the access road will be 20mph. While the internal layout will be subject to a separate Reserved Matters application by the potential house builder, it is expected that it will be based on MfS design guidance meaning that the layout will focus on the needs of pedestrians, cyclists and public transport users, create a sense of place and community, create permeable streets offering good quality connections and will recognise the needs of people of all ages and abilities. All of these should be achieved without over-designing.
- 4.3.3 The proposed access strategy and pedestrian improvements will enhance the site's permeability and connectivity by sustainable modes of travel. It will also help the site to integrate with the existing and proposed surrounding residential areas and is therefore compliant with the vision of LTP4.

4.4 Parking

- 4.4.1 HBC car and cycle parking standards are presented in Section 2 and vary depending on the dwelling size and establishment type. The housing mix has not been finalised as part of this outline application and will be addressed as part of the reserved matters application but it is expected that the subsequent reserved matters application will provide sufficient parking to comply with the relevant standards at the time of submission.
- 4.4.2 Electric vehicle charging facilities will be provided in accordance with *Approved Document S* of the Building Regulations.

4.5 Traffic Calming Scheme

- 4.5.1 In acknowledgement of the site's proximity to Mengham Infant School and CherryHarbour Nursery, the applicant would be willing to fund a traffic regulation order (TRO) to reduce the speed limit on St Mary's Road to 20mph which is detailed further as part of the active travel improvement scheme outlined in Section 8 of the TA.

4.6 Summary

- 4.6.1 The proposed access arrangements have taken into account consultation comments received by HCC since submission of the planning application. Following submission of TN1 and several meetings, it is understood that the proposed access arrangement is provisionally agreeable with HCC
- 4.6.2 The design of the proposed site access has been subject to an independent Stage 1 RSA and will conform to the standards and guidance in MfS and HCC's TG Notes. As such the design will also conform to and complement several national and local policies. The relevant local transport policies pertinent to the development proposals include: LTP4 Policies C1, C2, C3 and C6; and HBC Core Strategy policies DM11 and DM13.
- 4.6.3 The design reflects the MfS principles of inclusive design, shifting from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users, controlling speeds, not overdesigning and creating permeable streets. These principles in turn help the site to conform to NPPF guidance, as seen within paragraph 117 in giving priority to pedestrian and cycle movements and minimising conflict for these users, as well as paragraph 115 in promoting sustainable transport modes and creating '*safe and suitable access to the site*' along with paragraphs 103 and 105 by providing opportunity for physical activity and enhancements to PRoW.

5 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

5.1 Introduction to Sustainable Modes

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The *NPPF* (2024) defines sustainable transport modes as:

'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.'

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access on Foot

- 5.2.1 The site is located adjacent to existing residential areas and close to the amenities of Hayling Island. As stated in Section 4, together with the vehicular access, the development proposals include pedestrians only accesses to the PRow network.
- 5.2.2 The development proposals include uncontrolled crossings on St Mary's Road, Elm Grove and Church Road. These will encourage walking to and from the site and will not only benefit future residents of the site but also existing local residents. They will be particularly beneficial for walking trips to/from the local schools, creating safer routes.
- 5.2.3 Research has indicated that acceptable walking distances depend on several factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document *'Providing for Journeys on Foot'* (2000)

- 5.2.4 Additional guidance is provided in MfS which states that (emphasis added):

'The propensity to walk is influenced not only by distance, but also by the quality of the walking experience. A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing. Residential areas can offer a pleasant walking experience if good quality landscaping, gardens or interesting architecture are present. Sightlines and visibility towards destinations or intermediate points are important for pedestrian way-finding and personal security...'

- 5.2.5 To illustrate the site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC. Figure 2 in Appendix B represents the site's walking catchment for local service and commuting/school trips. The walking catchment is based on the distances of 1200m and 2000m '*Preferred Maximum*' by the CIHT for local service and commuting/school trips respectively.
- 5.2.6 Shown within the figure is a selection of local schools, local amenities and places of employment. To provide an accurate representation of the future highway and footway network in the area, the site's proposed vehicular access, as well as the pedestrian and pedestrian/cycle only accesses to the west and south-west have been manually added to the network used for the isochrone, as have local PRoWs. The potential connection at the north-east corner of the site has not been included in this analysis. The local bus stops are also shown in Figure 2.
- 5.2.7 Table 5.2 below summarises the distance and the typical time it would take to walk from the centre of the site to the local amenities and centres of employment and education, identified in Figure 2 of Appendix B via the road and/or PRoW network. It provides a comparison against those distances recommended in the CIHT's Providing for Journeys on Foot. The time it takes is based on a walking speed of 4.8kph which corresponds with the TRACC default, which itself is based on advice in the DfT document *Transport Connectivity Travel Time Indicators: Guidance Notes*.

Table 5.2: Distance and Walking Time Taken from Site to Local Amenities

Amenity	Distance from Site (m)	CIHT Preferred Max Walk Distance (m)	Walk Time (mm:ss)
Co-Operative Foodstore	314	1200	03:57
The Infinity Bar Hayling Island	334	1200	04:11
Hot Food takeaways	356	1200	04:27
Recreation Ground and Play Area	476	1200	06:01
Veterinary Practice	479	1200/2000	06:00
Mengham Infant School	480	2000	06:03
CherryHarbour Nursery	495	1200	06:12
St Mary Church	525	1200	06:36
Hayling Island Library	605	1200	07:36
Community Allotments	658	1200	08:14
Hayling Christian Centre	681	1200	08:33
The Hayling College	708	2000	08:56
Mengham Junior School	711	2000	08:58
Hayling Pharmacy	791	1200	09:54
Hayling Island Health Centre	794	1200	09:58
Hayling Island Holiday Park	872	2000	10:55
South Hayling District Centre	928	1200/2000	11:37
West Town District Centre	965	1200/2000	12:04
Hayling Island Community Centre	1023	1200	12:50
Seacourt Tennis Club and Gym	1233	1200	15:31
Lidl	1241	1200	15:31
Amusement Park	1336	1200/2000	16:48
Mill Rythe Schools (Infant and Junior)	1350	2000	16:58
Furniss Way Businesses	1357	2000	16:58
Mill Rythe Coastal Village	1756	2000	21:58
Bus Stops			
Tournerbury Lane (S-bound), Elm Grove, Gable Head	328	-	04:07
Tournerbury Lane (N-bound), Church Road, Gable Head	347	-	04:21

5.2.8 The results in Table 5.2 show that some amenities are within a 'desirable' walking distance (400m) from the site, these include The Infinity Bar, Co-Operative foodstore and two hot food takeaways. Many amenities fall within an 'acceptable' walking distance (800m) from the site, including a recreation ground, library, health centre, pharmacy, community allotments and two churches. Outside of this distance but within the preferred maximum (1200m) are the South Hayling and West Town district centres which includes numerous amenities including shops, restaurants, banks and a post office. Outside of the 1200m distance but within a 17-minute walk, which is shorter than the 20-minute walk suggested by MfS, are the Lidl foodstore, Seacourt Tennis Club and Gym, amusement park and a collection of businesses accessible from Furniss Way, all of which are accessible along pleasant walking routes.

5.2.9 Of the five schools/colleges listed, Mengham Infant School and nursery falls within a desirable walking distance (less than a 7-minute walk), while Mengham Junior School and The Hayling College fall within

an acceptable walking distance with an approximate time of 9 minutes. The two Mill Rythe schools (Infant and Junior) fall within the '*preferred maximum*' of 2000m. Employment opportunities may be available over time at the various amenities listed above, particularly the foodstores and local businesses in the district centres.

5.2.10 Table 5.2 also shows that the closest pair of bus stops that facilitate access to local bus services, which are on Church Road/Elm Grove opposite and adjacent to Tournurbury Lane, are less than a 5-minute walk away.

5.2.11 Given the evidence presented in Figure 2 in Appendix B and Table 5.2, walking can be considered to be a realistic and viable method of travel to a range of day-to-day amenities indicating that the site's location is accessible via this sustainable mode. The applicant is willing to provide funding towards an active travel improvement scheme that aligns with the aspirations of the LCWIP as detailed in Section 2.10.

5.3 Access by Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'

5.3.3 Local Transport Note (LTN) 1/20 *Cycle Infrastructure Design* states similar, in that:

'Two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people.'

5.3.4 The National Travel Survey states that in 2019, the average cycling trip took 23-minutes, equivalent to 6,133m (based on an average speed of 16kph), again this being an average with a proportion of respondents cycling a greater distance than this. LTN 1/20 also recognises that lightly trafficked, low speed streets can be conducive to cycling, stating, '*in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds.*'

5.3.5 The generally flat topography of Hayling Island is naturally conducive to cycling. Shared footway/cycleways are also present on Langstone Bridge which allows cyclists to avoid the carriageway which is not only safer for cyclists, but it means that they do not impact upon the capacity of the carriageway. The Hayling Billy Trail (part of NCR 2) provides a largely traffic-free cycle route that runs the virtual length of Hayling Island from the Hayling Island Ferry Landing connecting to the

mainland via Langstone Bridge. Several local streets, including St Mary's Road, are identified as being safe on-road cycle routes.

- 5.3.6 A cycling isochrone showing the site's catchment has also been produced using TRACC and is shown as Figure 3 in Appendix B. The figure illustrates 2000m, 5000m and 8000m catchment ranges which equate to 10-minute, 25-minute and 40-minute journey times respectively which are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists are generally thought to travel at speeds between 15-20kph so a greater catchment may be more realistic.
- 5.3.7 The cycling distances and times to a selection of key local centres of education, employment and amenities, as well as neighbouring areas, are shown in Table 5.3, although the cycle times detailed in the table are based on a cycling speed of 16kph which corresponds with the TRACC default, which the software developer has based on DfT advice. It should be noted that some of the cycle distances differ from the walking distances as cycling along PRowS is typically not allowed unless designated as cycleways, bridleways or byways.

Table 5.3: Distance and Cycling Time Taken from Site to Local Centres of Employment, Education, Amenities and Neighbouring Settlements

Employment/ Education/ Amenity/ Settlement	Distance from Site (m)	Cycle Time (mm:ss)
Co-Operative Foodstore	375	01:40
The Infinity Bar Hayling Island	396	01:42
Hot Food takeaways	417	01:46
Recreation Ground and Play Area	538	02:41
Mengham Infant School	541	02:24
Veterinary Practice	541	02:13
CherryHarbour Nursery	556	02:17
St Mary Church	587	02:45
Hayling Island Library	666	02:49
Community Allotments	720	02:55
Hayling Christian Centre	742	03:05
The Hayling College	770	03:23
Mengham Junior School	772	03:25
Hayling Pharmacy	852	03:24
Hayling Island Health Centre	855	03:35
South Hayling District Centre	990	03:52
Lidl	1303	05:02
Mill Rythe Schools (Infant and Junior)	1411	05:49
West Town District Centre	1429	05:33
Hayling Island Community Centre	1496	05:56
Seacourt Tennis Club and Gym	1547	06:25
Amusement Park	1746	07:09
Furniss Way Businesses	1920	07:25
Mill Rythe Coastal Village	1929	07:25
Hayling Island Holiday Park	1964	07:31
Beachlands/Hayling Golf Club	2901	11:04
Stoke	3258	12:22
Sinah Warren Leisure Club	3480	13:14
Hayling Ferry Terminal	4406	16:50
North Hayling	4532	17:10
Langstone	6182	23:22
Solent Retail Park	7457	28:07
Langstone Technology Park	7468	28:10
Havant Town Centre	7494	29:03
Tesco Extra	7681	29:17
Solent Trade Park	7782	29:20
Havant railway station	7916	30:03

5.3.8 Figure 3 in Appendix B and Table 5.3 above illustrate that there is a considerable range of local amenities, places of employment, places of education and settlements within the cycle catchment. All of the amenities and centres of employment and education mentioned in the Access on Foot section are within the 2000m catchment. Most of Hayling Island is within the 5000m catchment including the residential areas of Stoke and North Hayling as well as the Hayling Ferry Terminal.

- 5.3.9 Between the 5000m and 8000m catchment ranges and a 30-minute cycle time, which may be feasible for some residents of the site particularly given the cycle-friendly topography of the island, are Solent Retail Park, Langstone Technology Park, Havant Town Centre, Tesco Extra and Solent Trade Park, all major places of employment.
- 5.3.10 Connection can be made to National Rail services at Havant station which is in the town centre and a circa 30-minute cycle ride from the site. The station has 92 CCTV protected, sheltered cycle storage spaces (source: <https://www.nationalrail.co.uk/stations/havant/>).
- 5.3.11 The catchment plan and Table 5.3 suggest that cycling will be a viable mode of travel for access to a range of local amenities and places of employment and education.
- 5.3.12 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for some future residents of the site. The potential numbers of walking and cycling trips that the site will generate will be discussed in Section 6 of this report, but clearly the scale of the site is not such that it will disadvantage existing pedestrians and cyclists.
- 5.3.13 The proposed site access point and pedestrian connections will complement the existing pedestrian and cycle infrastructure and provide convenient routes that will follow natural desire lines for future residents of the site. Other potential active travel improvements that align with the aspirations of the LWCIP as detailed in Section 2.10 of this TP are shown in Section 8 of the TA.

5.4 Access by Public Transport

Bus

- 5.4.1 The Chartered Institute of Highways and Transportation (CIHT) document, *Planning for Public Transport in Development* recommends that developments should ideally be located within 400m of a bus stop. This distance is also endorsed in the document *Bus Services & Residential Developments* (2025) as a recommended limit for affordable housing and higher density development.
- 5.4.2 As Table 5.2 shows, the stops on Church Road/Elm Grove opposite and adjacent to Tournurbury Lane are within this distance. Both stops have flag poles with timetables, while the northbound bus stop comprises seating and shelter to protect waiting passengers from inclement weather. Additional stops are located in close proximity to the site and provide access to the same services.
- 5.4.3 Table 5.4 below summarises the services that can be accessed via these stops. Timetable information for all the services mentioned below can be downloaded from Traveline (<https://www.traveline.info/>), with the timetables referenced at the time of writing available on request.

Table 5.4: Summary of Bus Services in the Vicinity of the Site

Bus Service	Route	Weekday	Weekend	
			Saturday	Sunday
30	Havant – Hayling Island Circular (anticlockwise)	Up to 2 services per hour	Up to 2 services per hour	1 service per hour
31	Havant – Hayling Island Circular (clockwise)	Up to 2 services per hour	Up to 2 services per hour	1 service per hour

- 5.4.4 Both circular services link the main residential areas of Hayling Island to Havant town centre. The two services combined provide up to four services per hour in the weekday peak periods. The first number 30 service departs the Church Road bus stops at 05:55 with the last return 31 service departing Havant at 23:30. The two services should be convenient modes of travel for future residents of the site who work at Langstone Technology Park, Solent Retail Park or in Havant town centre. Connection can also be made to National Rail services at Havant station which is a 5-minute walk from Havant bus station.
- 5.4.5 The services are operated by Stagecoach with the current fleet including smart ticketing, low floor access, wheelchair access and Wi-Fi.
- 5.4.6 To demonstrate the accessibility of bus services, an isochrone has been produced using TRACC and is shown as Figure 4 in Appendix B which highlights the destinations served by the regular daily bus services in Hayling Island. The calculation involved in producing the catchment plan includes only direct services to destinations within one hour's journey time. A greater range of destinations will be available if passengers make connections to other bus services. The isochrone was produced for the typical commuter hours of 0700-0900 using the National Public Transport Data Repository (NPTDR) dataset for the fourth quarter of 2025 for a typical Monday.
- 5.4.7 Figure 4 in Appendix B demonstrates that the bus services adjacent to the site provide convenient connections to a number of destinations. As illustrated, the majority of the main population centres on Hayling Island centre can be reached within a 30-minute journey time, with residents also able to reach Langstone Technology Park and Havant town centre, including the train station and retail parks, within a similar journey time. Beyond this, the residential areas of Emsworth, Waterlooville and the northern areas of Portsmouth can be reached in less than a 60-minute combined walking and bus journey time.
- 5.4.8 Bus travel may therefore be a viable mode of transport and provides a reasonable choice for a number of residents of the site.

Rail

- 5.4.9 As mentioned above, Havant railway station may be within a reasonable cycling distance for some residents of the site with secure cycle storage available. The station provides regular services to

London Waterloo and Victoria, Portsmouth, Southampton and Brighton. The station is also accessible via the 30 and 31 public transport services in conjunction with a short 5-minute walk between the stations.

Ferry

- 5.4.10 Hayling Island Ferry Terminal is within a 17-minute cycle journey from the site. The current (at the time of writing) summer timetable available on <http://www.haylingferry.net/> provides 15 Monday to Saturday services to Eastney at 25-60 minute intervals from 0740 until 1840. The last return service from Eastney departs at 1900. This service enables Hayling Island residents to commute to/from Portsmouth with the ferry licenced to carry up to 63 passengers. Many services link to the 25-bus service in Eastney which connects to Portsmouth city centre.
- 5.4.11 The current single ticket fare for an adult is £3.50 with discount available for 10 and 20 trip tickets and for concessions. Contactless payment is available. Bicycles can be carried free of charge with the ferry also forming part of the 14.5 mile long Langstone Harbour Circular Walk and Cycle Ride.

5.5 Active Travel Improvement Scheme

- 5.5.1 As demonstrated in this section, the site already benefits from good accessibility to facilities/amenities by non-car modes of transport, specifically walking, cycling and public transport. Notwithstanding, we have considered whether there are opportunities to enhance the already good range of active travel options further.
- 5.5.2 A preliminary scheme of potential active travel improvements has been considered and explored, commensurate to the scale of the development, should this be deemed necessary to make the development acceptable. The delivery of these enhancements in connection with the proposed development, or any forms of mitigation, would be subject to meeting planning tests of necessity and detailed design.
- 5.5.3 The applicant and Prime are willing to engage further with HCC to determine the most appropriate methods to secure elements of the below, be they planning obligations (S106), which would allow HCC to deliver the works as part of a wider package as agreed on other developments in the county, or via S278 to require the developer to undertake the works that lie within public highway (note that this exclude works to the PRow network outside of the application boundary).

5.6 Summary

- 5.6.1 This section of the report has demonstrated that the site is in a sustainable location where there are a range of local amenities within two local centres, a multitude of early years schools, and a combined high school and further-education college are within nationally recognised acceptable walking and cycling distances. The local bus services provide connections to some of the major employment areas located in Langstone and Havant making bus travel a viable option for some of the residents to locate

work. Residents further have the opportunity to merge a cycling trip with either a train caught from Havant railway station or a ferry trip west towards Portsmouth.

- 5.6.2 Mentioned above is a potential active travel improvement scheme that could help to further encourage sustainable travel. The associated measures will be discussed with HCC.
- 5.6.3 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The NPPF states that *'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'*, as well as providing *'safe and suitable'* access for all.
- 5.6.4 The development proposal's integration with and improvement of the surrounding pedestrian and cycle infrastructure ensures compliance with LTP4 Policies C1, C2, C3, C5 and C6; and HBC Core Strategy policies DM11 and DM12.

6 TARGETS

6.1 Introduction

- 6.1.1 In order for TP measures to be successfully adopted, it is important to set achievable but challenging targets that can be monitored and reviewed at regular intervals. It is difficult to set targets at this stage as they need to be based on the actual travel characteristics of the site which will not be known until a baseline travel survey has been arranged following an agreeable level of occupation. It is expected that the housebuilder behind the future reserved matters application will arrange this baseline survey. However, as the applicant has a commitment to sustainable travel and the TP process, some initial targets can be set based on census data for the local area.

6.2 Vehicular Trip Generation

- 6.2.1 The cumulative impact of the development as one of four live applications on the Island has been assessed by HBC's consultant, SYSTRA, using a microsimulation model, supplemented by standalone junction capacity assessments by Prime. The modelling work included a neutral month model and a summer month model. For the purpose of this TP, only the trip rates included in the neutral month model are presented.
- 6.2.2 Local trip rates derived from similar recent developments on Hayling Island are detailed in Section 6 of the TA. This allows for the local characteristics of the Island to be better considered than other trip forecasting methods. The trip rates are summarised in Table 6.1 along with the resultant trip generation associated with 300 dwellings.

Table 6.1: Trip Rates Applied to Rook Farm and Resultant Trip Generation

TIME	TRIP RATES			TRIP GENERATION		
	ARRIVALS	DEPARTURES	TOTAL	ARRIVALS	DEPARTURES	TOTAL
0700 - 0800	0.058	0.269	0.327	18	81	99
0800 - 0900	0.211	0.446	0.657	63	134	197
0900 - 1000	0.112	0.172	0.283	34	51	85
1000 - 1100	0.150	0.181	0.331	45	54	99
1100 - 1200	0.137	0.157	0.294	41	47	88
1200 - 1300	0.176	0.157	0.334	53	47	100
1300 - 1400	0.163	0.175	0.338	49	52	101
1400 - 1500	0.211	0.179	0.391	63	54	117
1500 - 1600	0.307	0.216	0.524	92	65	157
1600 - 1700	0.322	0.202	0.524	97	61	158
1700 - 1800	0.396	0.265	0.661	119	79	198
1800 - 1900	0.224	0.154	0.378	67	46	113
12-HOUR	2.469	2.572	5.041	741	771	1512

- 6.2.3 Based on the 300 dwellings modelled, the Rook Farm development would be expected to generate around 200 two-way trips in the AM and PM peak hours. The AM and PM peak values are equivalent to between 2-3 trips per minute at the site access before dissipating across the local highway network.

6.3 Person Trip Generation

- 6.3.1 The indicative person trips can be forecast by applying a factor between the vehicular trip generation and the 2011 census Method of Travel to Work (MTW) car/van driver figure.
- 6.3.2 The MSOA Havant 016 (E02004777) has been selected as it includes the site and the surrounding residential area. The trip ends for each method of travel have been downloaded from Nomis (<http://www.nomisweb.co.uk>).
- 6.3.3 Several of the transport mode categories have been manually removed from the data for reasons including the observed census trips being very low (e.g. taxi), it being unrealistic that they will be used by residents of the site (i.e. underground, metro, light rail) or they will not generate a trip (i.e. not in employment and working from home).
- 6.3.4 As the vehicular trips were calculated using local trip rates, factors have been derived between them and the census car driver trips (1,461). The factors equate to 10.0% for the AM peak and 10.5% for the PM peak. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the site. A summary of these multimodal trips is shown in Table 6.2.

Table 6.2: Forecast Multimodal Person Trips

Method of Travel to Work	Census Trips	Mode %	AM Trips	PM Trips
Work mainly at or from home	268	12%	36	36
Train	58	3%	8	8
Bus, minibus or coach	74	3%	10	10
Motorcycle, scooter or moped	28	1%	4	4
Driving a car or van	1,461	67%	197	198
Passenger in a car or van	77	4%	10	10
Bicycle	63	3%	8	9
On foot	158	7%	21	21
Trips Excluding WFH	1,919	-	258	260
All Modes	2,187	100%	294	296
<i>Factor</i>			<i>13.5%</i>	<i>13.6%</i>

- 6.3.5 Based on the results in Table 6.2, the site is forecast to generate 258 and 260 total people trips in the AM and PM peaks respectively. Following driving a car being the most frequent method of travel likely to be used by residents of the site, equating to 67%, walking trips will account for 21 trips in each peak hour. Car or van passengers and bus passenger will account for 10 trips in each peak. Train passengers and cyclists will account for 8 trips each while 4 trips will be made by users of motorised two-wheelers. As the nearest train station, Havant, is around 7.5km away, it is likely that the initial part of the outbound trip and final part of the return journey will be made as a car driver, car

passenger, bus passenger or cyclist. It is not expected that the number of non-car trips will be of a level that would cause capacity issues associated with the respective method of transportation.

6.4 Modal Shift Targets

6.4.1 In line with national travel plan guidance, targets should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound). At this stage in the TP process, the most suitable way to set targets will be to suggest a reduction in car or van driver trips with an increase in trips on foot, bike, bus, train and as a passenger in a car or van trips.

6.4.2 It is understood that a reduction in car or van driver trips of 10% is both realistic and challenging, with this 10% split across the four non-car driver modes of transport mentioned above based on their existing proportions. These modes are considered to be sustainable. Table 6.3 displays Gladman's initial targets using the average of the AM and PM peak forecast modal splits shown in Table 6.2 as the base. The green font represents a percentage increase with the red font representing a percentage decrease. It is considered that these initial targets should be achieved within five years of full occupation of the site.

Table 6.3: Modal Split Targets for Five Years Post Full Occupation

User Class	AM Peak				PM Peak			
	Mode %	Year 1	Year 3	Year 5	Mode %	Year 1	Year 3	Year 5
		1%	6%	10%		1%	6%	10%
Work mainly at/from home	12.2%	12.6%	14.6%	16.1%	12.2%	12.5%	14.5%	16.0%
Train	2.7%	2.8%	3.2%	3.6%	2.7%	2.8%	3.2%	3.6%
Bus, minibus or coach	3.4%	3.5%	4.0%	4.5%	3.4%	3.5%	4.0%	4.4%
Motorcycle/scooter/moped	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
Driving a car or van	67.0%	66.0%	61.0%	57.0%	66.9%	65.9%	60.9%	56.9%
Passenger in a car or van	3.4%	3.5%	4.0%	4.5%	3.4%	3.5%	4.0%	4.4%
Bicycle	2.7%	2.8%	3.2%	3.6%	3.0%	3.1%	3.6%	4.0%
On foot	7.1%	7.4%	8.5%	9.4%	7.1%	7.3%	8.4%	9.3%
Total People	100%	100.0%	100.0%	100.0%	100%	100%	100%	100%

6.4.3 Table 6.3 presents the up to five year targets of circa 9.3-9.4% of trips to be made on foot, 4.4% to be made as a car passenger, 4.4-4.5% via bus, and circa 4.4-4.5% via train and bicycle with reduction in driving a car or van to 56.9-57.0%. It is hoped that the TP co-ordinator, to be discussed in the next section, will arrange a repeat travel survey after this five-year timescale to assess whether the targets have been achieved, then new targets can be established. Timescales can also be set for further surveys and targets.

6.4.4 It is recommended that the initial targets are adjusted based on the baseline travel survey as this will provide more accurate, up-to-date and site specific travel patterns rather than using census derived modal split data.

7 MEASURES

7.1 Introduction

- 7.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 7.1.2 Not only should the measures be realistic, but it is important that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly the eventual TP Co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.
- 7.1.3 As the TP progresses, liaison will be made with local schools and businesses as it may be possible to somewhat integrate proposed measures with existing ones already in place, or soon to be implemented, by third-parties, given the common goal.
- 7.1.4 This section will present potential measures to help achieve the targets set in Section 6. Some of these measures will be collective and apply to all modes of sustainable transport while others will be specific to each mode.

7.2 Reducing the Need to Travel

- 7.2.1 Section 5 of this TP has described how the site is well-located in terms of being within walking and cycling distance to local amenities. It also demonstrated how bus services may provide viable and convenient modes of travel for some residents. Furthermore, the site's access strategy, particularly with regards to its permeability for pedestrians, maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along natural desire lines. The site will also offer a section of public open space and play areas which themselves will become new local amenities.
- 7.2.2 Sections 4 and 5 have stated that the existing and proposed local highway network is/will be conducive to walking, with well-lit footways and PRow for pedestrians, as well as there being local cycle routes.
- 7.2.3 Section 8 of the TA has presented a number of measures that could help to further encourage active travel in the vicinity of the site. These measures will be subject to further discussions with HCC.
- 7.2.4 Development of the site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. The travel restrictions imposed during the Covid-19 pandemic saw a considerable increase in working from home, with many employers likely to be further supportive of working from home on a full or part-time basis. The housebuilder

behind any future reserved matters application is likely to incorporate home working facilities into the properties.

- 7.2.5 In addition, the emergence of home deliveries from large supermarkets and online retailers has the potential to further reduce the need for travel. There is an opportunity for the housebuilder to promote these alternatives and raise awareness of the potential time, cost and environmental savings of home deliveries, both in relation to the large supermarket chains including Sainsbury's, Asda, Tesco, Morrisons and Waitrose, as well as online retailers such as Ocado and Amazon. Many of these retailers allow purchases to be delivered on a specific day and some between a specific time window to ensure that someone is home to accept the delivery. Alternative delivery addresses and locations can also often be specified.

7.3 Welcome Packs

- 7.3.1 Welcome packs will be provided for each new residence upon first occupation and will be produced by the housebuilder with input from HCC. These packs will be essential to educating and informing future residents of both the sustainable transport modes available to them and the benefits they can have for them and their families including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve. Typically, the content of such welcome packs include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables; and
- Details of the TP Co-ordinator.

- 7.3.2 It is acknowledged that HCC provides advice on travel information packs and has a personal journey planning website www.myjourneyhampshire.com which could be used by a TP co-ordinator as a useful resource that can aid the preparation of such packs.

7.4 Other Methods of Awareness Raising and Marketing

- 7.4.1 Aside from welcome packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:
- Personalised travel planning for families and individuals, often arranged by the TP Co-ordinator;
 - Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with

website such as *X (formerly Twitter)*, *Facebook* and *Nextdoor* having mass appeal and membership, yet having localised content and discussion groups;

- Set-up of travel notice boards in communal areas displaying information such as lists of sustainable travel websites, local taxi services and car clubs; and
- Promotion of events such as *National Bike Week* and *Living Street's* series of walking events including *Walk to Work Week* and *Walk to School Week*.

7.5 Measures to Encourage Walking

7.5.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (<https://www.nhs.uk/live-well/exercise/>). The 150 minutes could be achieved by walking leisurely for 30 minutes per day, five days a week, or briskly for 10 minutes per day (<https://www.nhs.uk/live-well/exercise/walking-for-health/>). Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20-minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (<http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity>).

7.5.2 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available via the provision of route maps (through welcome packs, notice boards and social media) including off-road PRoW;
- Ensure the clear signage of pedestrian routes within and adjacent to the site including;
- Potential improvements to (and maintenance of) the walking network and signage;
- Promotion of free health apps (<https://www.bhf.org.uk/information-support/heart-matters-magazine/activity/walking/free-walking-apps>) (through welcome packs, notice boards and social media); and
- Promotion of a 'walking buddy' scheme (through welcome packs, notice boards and social media).

7.6 Measures to Encourage Cycling

7.6.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.

7.6.2 We are Cycling UK (<https://www.cyclinguk.org/>) outlines the following 10 reasons why cycling is good for you:

- Reduces the risk of cancer by 45%;
- 46% lower risk of cardiovascular disease;
- Boosts immunity;
- Good for your waistline;
- Cycling fights the aging process;
- Cuts depression by up to a third;
- 95% of people we interviewed for our Rides of Way survey said it helped with their mental health;
- Helps reduce air pollution;
- Reduces asthma in children; and
- Saves money.

7.6.3 The website also makes the pertinent point that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment. It is expected that the housebuilder will include provision for cycle storage for each dwelling. Potential measures to encourage cycling include the following:

- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
- Promote the local cycling routes available and cycle storage facilities at key destinations such as in district centres (through welcome packs, notice boards and social media);
- Improvements to (and maintenance of) the cycle network;
- Promotion of events such as *National Bike Week* (<https://www.cyclinguk.org/bikeweek>) and Cycle to School Week (<https://www.bikeability.org.uk/cyclestoschoolweek/>);
- Promotion of local bike maintenance events and local bike doctors such as rideride's Bike Dr (<https://www.rideride.co.uk/bike-dr/>), with this promotion to be undertaken annually as a minimum (through welcome packs, notice boards and social media);
- Promotion of a Bicycle User Group (BUG) (through welcome packs, notice boards and social media) which could include cycle proficiency courses;
- Discounts on cycles and cycle accessories from local retailers;
- Encouragement of residents to check with their employers to see if they offer a cycle to work scheme; and
- Promotion of other useful cycling websites and apps (through welcome packs, notice boards and social media) such as <https://www.sustrans.org.uk/>, <https://www.cyclinguk.org/> and <https://www.lovetoride.net/uk?locale=en-GB>.

7.7 Measures to Encourage Public Transport

7.7.1 Public transport use and accessibility is an important element of TPs. Bus and rail transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this report has demonstrated that bus travel should be a suitable and convenient mode of transport for some residents of the site.

7.7.2 The key measure to promote public transport use will be through the provision of route and timetable information in welcome packs, on notice boards and at the stops themselves. Discount tickets or other fare incentives, as mentioned above, could be provided in welcome packs for a period of time.

7.7.3 There are a number of useful public transport websites which can be promoted through welcome packs, notice boards and social media. Some of these websites include, but are not limited to:

- <http://solentgo.co.uk/>;
- <https://www.plusbus.info/>;
- <https://www.stagecoachbus.com/>; and
- <https://www.southwesternrailway.com/>.

7.7.4 It is expected that as the TP progresses, liaison will be made with local public transport operators in order to maximise the awareness of, and accessibility to, public transport.

7.8 Measures to Reduce Single Occupancy Car Trips

7.8.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites including Liftshare (<https://liftshare.com/uk>).

7.8.2 The liftshare websites enable users to register and search for lifts in their area. Users typically have to be over 18 years of age but do not always have to have driving licences (as passengers). Websites such as these can be promoted through welcome packs, notice boards and social media.

7.8.3 Residents could also manage their own lift sharing as many residents will travel to destinations within close proximity of each other such as Havant, Portsmouth, Southampton and Eastleigh. This could be managed through a residents' committee or by the TP Co-ordinator.

7.9 Measures to Encourage Low Emission Vehicle Use

7.9.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies such as electric hybrid engines and fully electric engines, with central government due to impose a ban on the sale of new petrol and diesel engine vehicles in 2035. The purchase prices of such low emission technologies are becoming more in line with standard petrol and diesel engine vehicles, with some manufacturers setting targets to fully switch to electric vehicle (EV) or hybrid production only.

- 7.9.2 To encourage the use of electric vehicles, and because it is a requirement of the UK Building Regulations, electric vehicle charging infrastructure will be provided for each dwelling as per *Approved Document S: Infrastructure for the charging of electric vehicles*.

7.10 Cost Acknowledgement

- 7.10.1 It is acknowledged that HCC requests estimated costs for each measure, as such, indicative costs have been provided in Table 8.1. Given that the housebuilder will have their own preferred measures, which are likely to include, but not be limited to, some of the measures outlined above, more accurate costs can be provided in the full TP, which will be submitted at the reserved matters stage. The costs should be considered to be higher than what the actual costs will be as experience suggests that not every dwelling will take advantage of the travel vouchers.
- 7.10.2 As stated in the Introduction, Gladman will be willing to accept a suitably worded condition as part of this outline application, that requests such information, as well as definitive targets and measures, as part of a full TP to be submitted at the reserved matters stage. Some indicative costs are however presented in the following section.

8 MANAGEMENT, MONITORING AND REVIEW

8.1 Management

- 8.1.1 The overall responsibility for the TP will initially lie with the housebuilder behind the potential reserved matters application from the first construction of the development to a 'trigger point' to be agreed with HCC. Following this, the TP will become the responsibility of a TP Co-ordinator, site management company or residents' association.

8.2 Appointment of a Travel Plan Co-ordinator

- 8.2.1 It is envisaged that the housebuilder behind the reserved matters application will appoint a Travel Plan Co-ordinator (TPC) prior to construction. The details of the TP management structure and the TPC will be provided to HCC at the full TP stage.
- 8.2.2 The TPC will inherit the day-to-day responsibility for ensuring that the TP is regularly monitored, reviewed, updated and evolved. They will be tasked with implementing and marketing the TP measures, monitoring the uptake of the measures by arranging travel surveys at regular intervals to be agreed with HCC, assessing whether targets have been met, reviewing and updating the targets based on survey results and liaising with HCC and public transport operators.
- 8.2.3 It is expected that the TPC will initially be an employee of the end housebuilder and that they will arrange a steering group to assist with future development of the TP. Such a steering group can then take ownership of the TP at the end of the five-year period.
- 8.2.4 TPC responsibility will likely form part of the housebuilder's employee's role, such as alongside sales and marketing, and a budget of £30,000 for five-years (£6,000 per annum) is suggested as a sufficient budget for the TPC's responsibilities.
- 8.2.5 Whilst HCC has suggested assigning a budget cost to each of the TPC's responsibilities, this is considered to be an excessive level of detail at this stage, with such tasks budgeted for as part of the annual salary.

8.3 Monitoring and Review

- 8.3.1 It is important that the TP is monitored at regular intervals to assess its success and help to evolve it. From Prime's experience, the most effective survey method is a residential travel questionnaire. A specialist traffic survey company is likely to be used who will be expected to complete the surveys based on the following typical methodology:
1. Deliver a letter to the households one week in advance of any potential face to face (F2F) doorstep Interviews. This letter must take the form of a narrative explaining the reasons for the questionnaires and the usage therein and a contact address (email) for any questions associated.

-
- By notifying the residents one week in advance, it should allow them to expect knocks at the door and will help to encourage residents to complete the forms either F2F or online.
2. As part of the Initial letter drop, the survey company will compile a log of all streets and the numbers of houses delivered to, making notes on any that cannot be delivered. This process will also allow the company to formulate a route for the interviewers when they attend the site and undertaken the tasks expected.
 3. Once routes and dates are agreed, the interviewers will visit each property twice and complete the log for:
 - F2F Interview Completed;
 - QR Code Given;
 - Refusal; and
 - Not In.
 4. It is suggested that a weekday visit and a weekend visit between the hours of 10am-4pm are the most appropriate. Experience suggests a reluctance from residents to answer the door outside of these times in general conditions.
 5. On the first visit any unanswered surveys will be noted and on the second visit, again if no response, the QR coded questionnaire will be delivered.
 6. Once the fieldwork has been completed, the survey company will present the logs/notes and after 1-2 weeks duration, they will produce the F2F & QR coded results for the attention of the TPC.
- 8.3.2 A minimum response rate of 35% will be the target. In order to help achieve the targets, the incentive of a prize draw for a shopping voucher will be offered. In Prime's experience, a voucher for £100 generally achieves a reasonable response rate.
- 8.3.3 A sample questionnaire is provided in Appendix C. The eventual questionnaire will be tailored to the development site.
- 8.3.4 Should the suggested methodology prove to be ineffective, alternative methods can be considered such as automatic traffic counter based surveys or manual classified turning counts at the site accesses.
- 8.3.5 The travel questionnaires will follow an AM vehicle count survey at the accesses which will be used as a second monitoring method counting the motor vehicle traffic generation of the development in line with HCC requirements.
- 8.3.6 The developer behind the reserved matters application will commit to monitor the TP at annual intervals over a period of time and will most likely be for five-years post 100% occupation.
-

- 8.3.7 The TP will need to be reviewed at regular intervals after monitoring is complete. The review should remove any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If the TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. The remedial strategy will likely include additional vouchers for sustainable travel and additional engagement with residents. Any changes to the TP will need to be made in agreement with HCC.

8.4 Delivery and Enforcement

- 8.4.1 An appropriate financial contribution will be secured as part of the current application. The contribution will include both HCC's monitoring and approval fees and provide an appropriate budget for the TP Cash Deposit which HCC has requested. This will be secured via Section 106 agreement.
- 8.4.2 The budget for the TP Cash Deposit is provided in the interim action plan below.

8.5 Interim Action Plan and Indicative Costs

- 8.5.1 As part of the present outline planning application, an interim action plan is proposed to detail the actions likely to be undertaken following the sale of the site to a housebuilder. It should, however, be noted that this is only indicative at this outline stage as the end housebuilder is likely to offer its own action plan at the reserved matters stage as part of a full TP, which may provide more detailed information on the TP actions and measures.
- 8.5.2 A summary of the indicative budget costs per year for five years is provided in Table 8.1. The annual budget will vary per year depending on the number of dwellings occupied, with the main variation being the costs of the travel questionnaires as these will be issued each year to every occupied dwelling. In order to provide an indicative budget per year, costs have been apportioned based on an even build-out of 60 dwelling per year, with these costs ranging from £10,789 in Year 1 to £13,189 in Year 5. The total budget is therefore £59,944 for a period of five-years.
- 8.5.3 This budget excludes the other highways and sustainable travel planning obligations currently under discussion with HCC and HBC.
- 8.5.4 The interim action plan presented in Table 8.2 below also includes indicative costs for various measures. More accurate costs can be provided by the housebuilder at the reserved matters/full TP stage.

Table 8.1: Indicative Budget Costs

No. Dwells	-	60	120	180	240	300	-
Item	Cost Per HH	Year 1	Year 2	Year 3	Year 4	Year 5	Total
TPC Salary	-	£ 6,000	£ 6,000	£ 6,000	£ 6,000	£ 6,000	£ 30,000
Travel Voucher	£ 50	£ 3,000	£ 3,000	£ 3,000	£ 3,000	£ 3,000	£ 15,000
Welcome Packs	£ 1.48	£ 89	£ 89	£ 89	£ 89	£ 89	£ 444
Turning Count Survey	-	£ 1,000	£ 1,000	£ 1,000	£ 1,000	£ 1,000	£ 5,000
Travel Questionnaire + £100 prize	£ 10	£ 700	£ 1,300	£ 1,900	£ 2,500	£ 3,100	£ 9,500
Total		£ 10,789	£ 11,389	£ 11,989	£ 12,589	£ 13,189	£ 59,944

Table 8.2: Interim Action Plan & Indicative Costs

Item	Measure	Timescale	Responsibility	Funding/ Indicative Budget Cost(*)	TP Specific
Public Transport	Provision of bus and rail timetable information to residents in Welcome Pack	Prior to first occupation	TPC	TPC staff time	Yes
	Liaison with public transport operators to negotiate discounted tickets and issue vouchers	Within 1 year of first occupation	TPC	TPC staff time plus £13,500 voucher costs	Yes
Walk/ Cycle	TPC to establish cycle action plan	Prior to first occupation	TPC	TPC staff time	Yes
	Liaison with local cycle retailers to negotiate discounted cycles and cycling equipment and issue vouchers	Within 1 year of first occupation	TPC	TPC staff time	Yes
	Include literature on local walking and cycling routes and the health benefits of walking and cycling in Welcome Pack	Prior to first occupation	TPC	TPC staff time	Yes
	Participate in National Bike Week and other cycle promotion initiatives	Within 1 year of first occupation	TPC	TPC staff time	Yes
	Provision of improved footways and crossing as part of active travel improvement scheme	Prior to first occupation	Developer	Developer funding (\$106 or \$278) TBC	No
Car Share	Promotion of Liftshare website through Welcome Pack and other promotional initiatives	Prior to first occupation	TPC	TPC staff time	Yes
Marketing	Production of Travel Welcome Pack and issued to each household upon occupation	Prior to first occupation and ongoing	TPC	TPC staff time plus printing costs of circa £400	Yes
	Inclusion of TP information in marketing suite	Prior to first occupation and ongoing	TPC/ Sales staff	TPC staff time	Yes
	TP online resources such as website and Facebook/X account to be established and promoted	Prior to first occupation and ongoing	TPC/ Sales staff	TPC staff time	Yes
Management	Residential TPC to be appointed	3 months prior to first occupation	Developer	Developer funding. Suggested sufficient budget for first 5 years from occupation £30,000 (£6,000 per annum)	Yes
	TPC to establish contact with HCC TP officer	Prior to first occupation	TPC	TPC staff time	Yes
	Full TP document to be issues and agreed with HCC	Prior to first occupation	Developer/ HCC	TPC staff time	Yes
Monitoring and Review	Provisional date for AM peak hour vehicle traffic count survey based on sales projections	Prior to first occupation	TPC/ Sales staff	TPC/ Sales staff time	Yes
	AM peak hour vehicle traffic count survey to be undertaken and subsequently analysed	Within 3 months of occupation of 50 houses then annually until 5 years after first occupation	TPC	TPC staff time/ plus £5,000 survey costs	Yes
	Residential travel questionnaire	Within 3 months of occupation of 50 houses then annually until 5 years after first occupation	TPC	TPC staff time, £100 towards a completion incentive such as shopping vouchers and £8,600 survey costs	Yes
	Preparation of Annual Monitoring and Review report to Council	Within 1 month of first year's anniversary of first occupation, then annually for 5 years from first occupation	TPC	TPC staff time	Yes
	Monitoring meeting with TVBC, HCC, public transport operators and representatives of residents	One, three and five years after first occupation	TPC	TPC staff time	Yes

* All costs are indicative estimates only. Costs are to be agreed at reserved matters stage in conjunction with the production of the full TP.

9 CONCLUSION

- 9.1.1 This Interim Residential TP outlines Gladman's commitment to the promotion and encouragement of sustainable modes of travel.
- 9.1.2 The site is adjacent to an established residential area that benefits from pedestrian infrastructure in the form of footways, footpaths and crossings. It is close to cycle routes, close to bus routes and Havant train station is also accessible. A number of improvements are proposed to aid integration with these networks.
- 9.1.3 Gladman is also in discussions with HCC regarding a number of potential active travel improvement measures as detailed in Section 8 of the TA.
- 9.1.4 Whilst Gladman will not build-out the development, should planning permission be granted, efforts have been made at this stage to maximise opportunities for sustainable travel.
- 9.1.5 Initial measures to promote and encourage travel by sustainable modes have been suggested, these include:
- Reducing the need to travel – encouragement of working from home and use of home deliveries;
 - Personalised travel planning;
 - Establishment of sustainable travel forums including on social media platforms;
 - Set-up of travel noticeboards in communal areas;
 - Promotion of sustainable travel events;
 - Welcome packs – as an important method of presenting the sustainable travel options to future residents;
 - Measures to encourage walking – including educating residents on the health benefits of walking, provision of walking route maps, signage of pedestrian routes, improvements to routes, promotion of walking apps and promotion of a walking buddy scheme;
 - Measures to encourage cycling – including educating residents on the health benefits of cycling, promotion of local cycling routes, improvements to the cycle network, promotion of cycling events including bike maintenance, promotion of a BUG, discounts on cycling equipment and accessories, promotion of cycling websites and apps;
 - Measures to encourage public transport – including provision of route and timetable information and discounted tickets;
 - Measures to reduce single occupancy car trips – including the promotion of liftshare website and local informal liftsharing; and
 - Measures to encourage low emission vehicle use – through the provision of EV chargers.
- 9.1.6 A TPC will be appointed to ensure that the TP is regularly monitored, reviewed, updated and evolved.

-
- 9.1.7 The travel plan will be monitored and reviewed annually for an agreeable period of time.
- 9.1.8 Gladman commits to providing a TP Cash Deposit of £59,944 and HCC's monitoring and approval fees of £15,000 and £1,500 respectively.
- 9.1.9 An interim action plan has been presented with indicative costs for the various measures provided.
- 9.1.10 This is the first stage of the TP process. It will evolve at the reserved matters stage when the site is disposed to a housebuilder. The housebuilder will be able to provide a more accurate budget and will have the opportunity to provide additional measures, revised targets and an updated monitoring strategy subject to further agreement with HCC.

APPENDIX A

STATEMENT OF SUPPORT

Hampshire County Council
Highways Development Planning
The Castle
Winchester
Hampshire
SO23 8UD

Gladman House, Alexandria Way
Congleton Business Park
Congleton, Cheshire
CW12 1LB

T: 01260 288800

www.gladman.co.uk

11th November 2025

**RE: APP/21/01434 – Land at Rook Farm, St Mary’s Road, Hayling Island
Interim Residential Travel Plan Statement of Support**

Dear Sir/Madam,

Gladman Developments Ltd (Gladman) commissioned Prime Transport Planning Ltd (Prime) to prepare an Interim Residential Travel Plan (IRTP) in support of the above outline planning application.

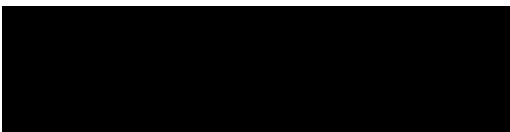
At the core of Gladman’s key values is the promotion of sustainable developments. With regards to access to development sites by sustainable models of travel, Gladman promote sites that are either in sustainable locations or can be made sustainable through design.

The following objectives are stated in the IRTP:

- Reduce the number of people travelling by car alone in line with HCC’s aim;
- Enable residents of the Site and visitors to it to make sustainable travel choices that benefit themselves, their community and the environment;
- Design the development in such a way that it is accessible to all people regardless of any disability or impairment in order to enhance social inclusion;
- Raise awareness of the benefits of sustainable transport modes in terms of the benefits to individuals, local communities and the environment;
- Ensure that sustainable travel modes offer convenient options for door-to-door travel; and
- Ensure that sustainable travel choices are encouraged in the short term and continue to be used in the long term.

Gladman fully endorse and support the above objectives.

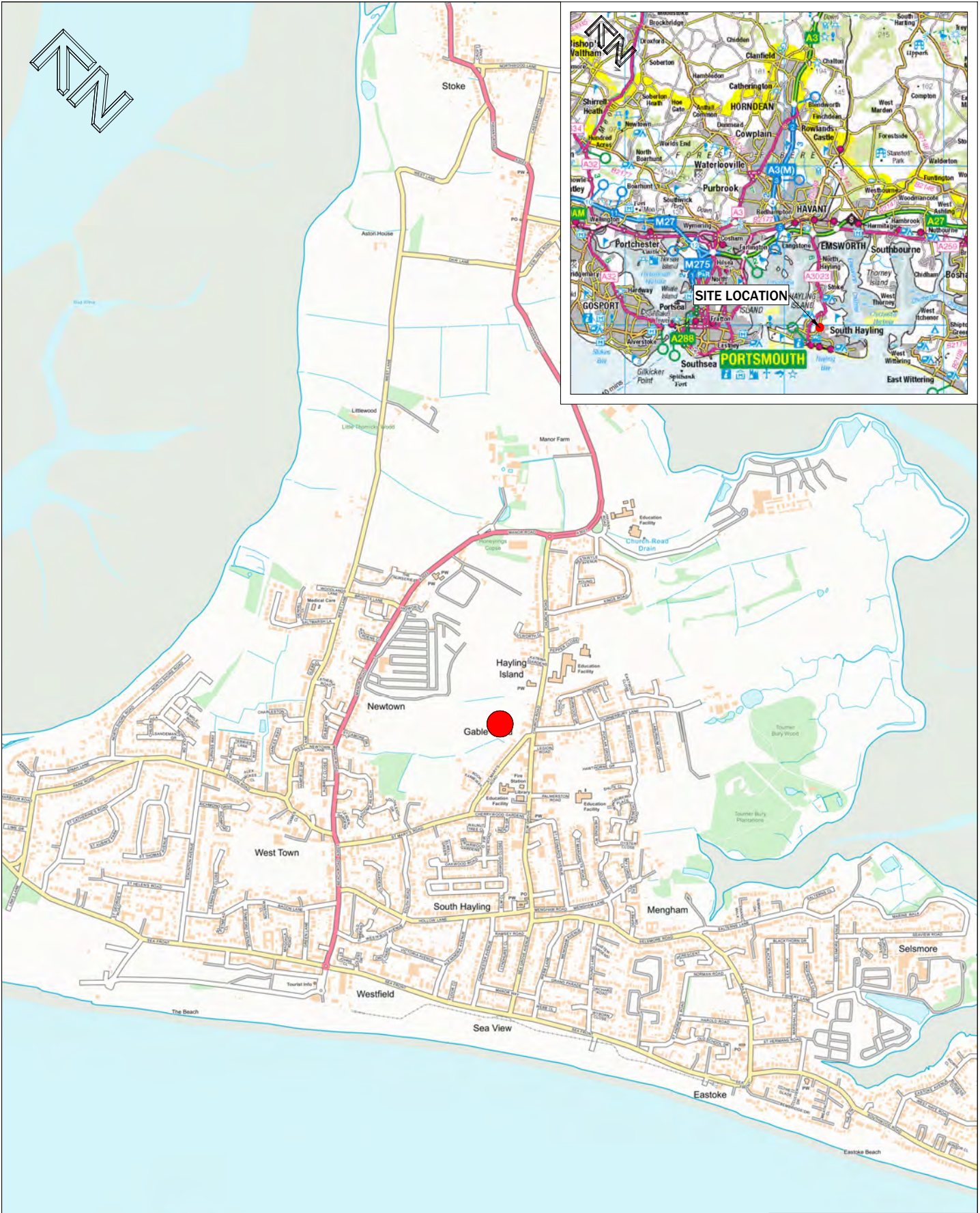
Yours faithfully,



Mike Heming
Project Manager

APPENDIX B

FIGURES



Contains Ordnance Survey data (C) Crown copyright and database right (2025)
<http://www.ordnancesurvey.co.uk/docs/licences/os-opendata-licence.pdf>

Key



SITE LOCATION

Drawn by

VB

Issue date

11 NOV 2025

Scale(s)

NTS

Drawing No

FIGURE 1



9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

Project

ST MARY'S ROAD, HAYLING ISLAND,
HAMPSHIRE

Title

SITE LOCATION PLAN

Walking Isochrone



Development Site

Local Services/Education/Employment



Amusement Park



CherryHarbour Nursery



Church Road/Elm Grove Bus Stops



Co-Operative Foodstore



Community Allotments



Furniss Way Businesses



Hayling Christian Centre



Hayling Island Community Centre



Hayling Island Health Centre



Hayling Island Holiday Park



Hayling Island Library



Hayling Pharmacy



Hot Food takeaways



Lidl



Mengham Infant School



Mengham Junior School



Mill Rythe Coastal Village



Mill Rythe Schools (Infant and Junior)



Recreation Ground and Play Area



Seacourt Tennis Club and Gym



South Hayling District Centre



St Mary Church



The Hayling College



The Infinity Bar Hayling Island



Veterinary Practice

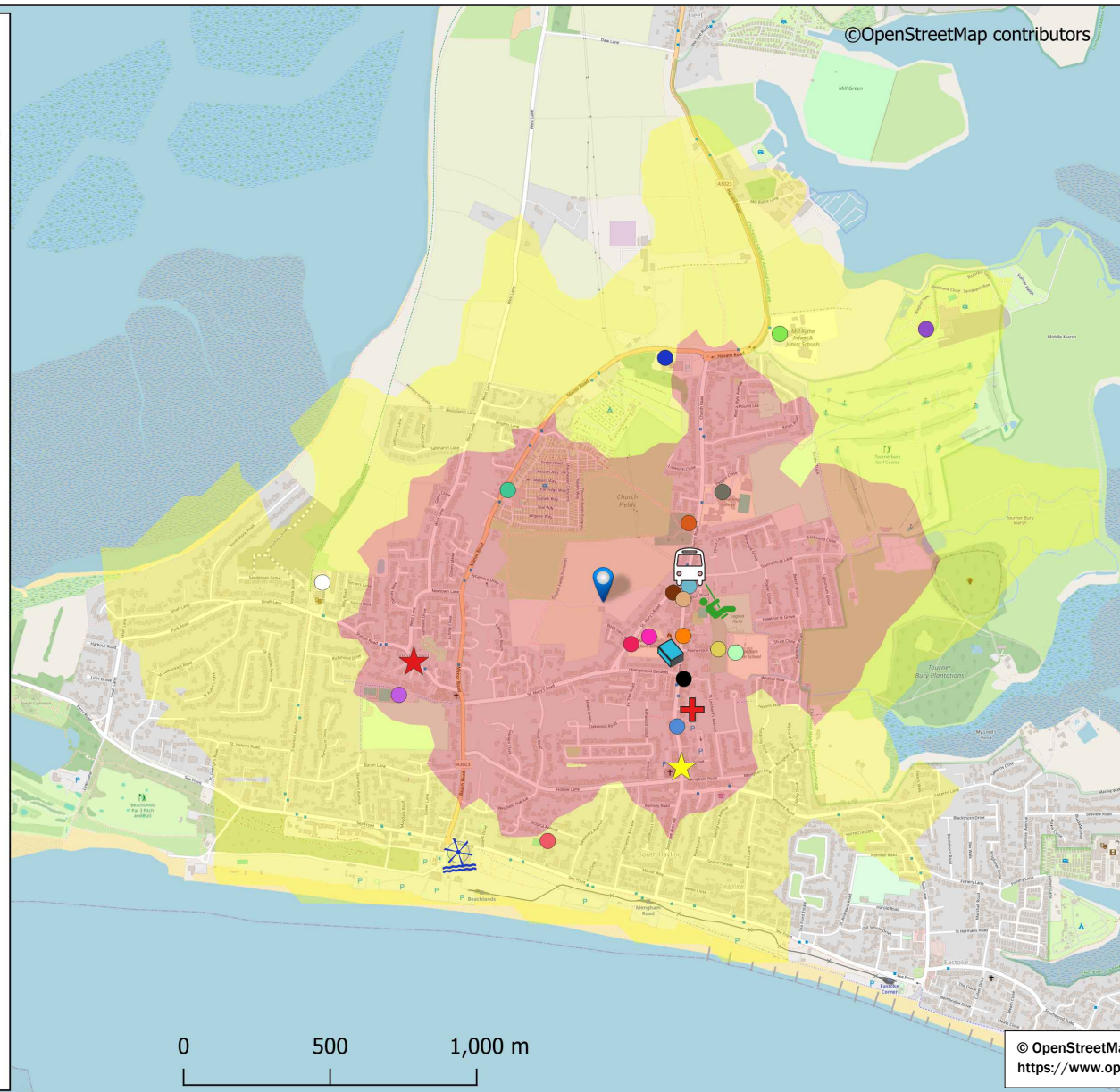


West Town District Centre

Walking Range (m)

0-1200

1200-2000



© OpenStreetMap contributors
<https://www.openstreetmap.org/copyright>

*	*	*	*
Rev	Date	By	Revision notes
Status			
FINAL			

Project	ST MARY'S ROAD, HAYLING ISLAND, HAMPSHIRE	Drawn by VB	Issue date 11 NOV 2025
Title	PEDESTRIAN ISOCHRONE	Scale(s)	NTS
		Drawing No	FIGURE 2

Cycling Isochrone



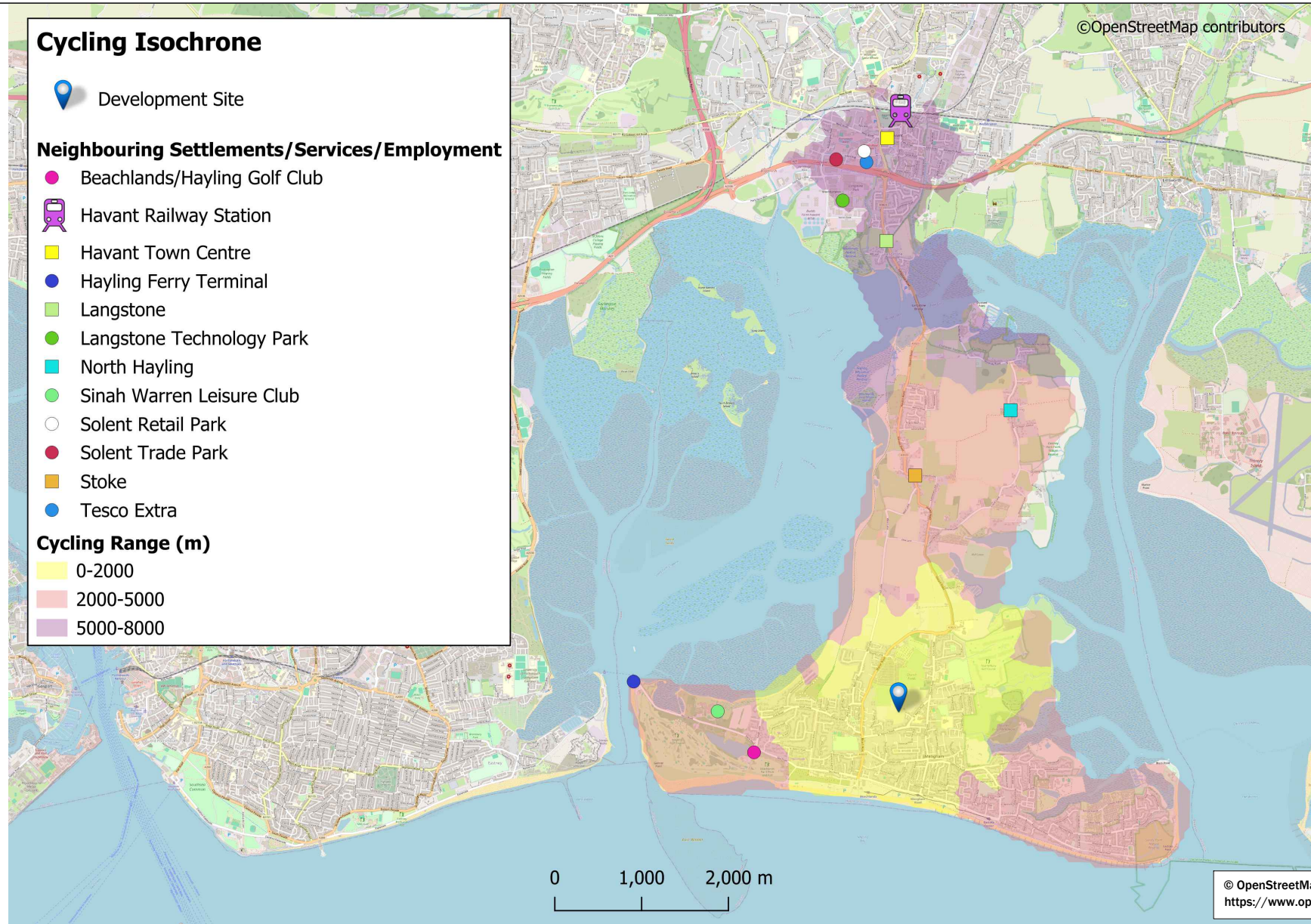
Development Site

Neighbouring Settlements/Services/Employment

- Beachlands/Hayling Golf Club
- Havant Railway Station
- Havant Town Centre
- Hayling Ferry Terminal
- Langstone
- Langstone Technology Park
- North Hayling
- Sinah Warren Leisure Club
- Solent Retail Park
- Solent Trade Park
- Stoke
- Tesco Extra

Cycling Range (m)

- 0-2000
- 2000-5000
- 5000-8000



© OpenStreetMap contributors
<https://www.openstreetmap.org/copyright>



9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

*	*	*	*
Rev	Date	By	Revision notes
Status			
FINAL			

Project	ST MARY'S ROAD, HAYLING ISLAND, HAMPSHIRE
Title	CYCLING ISOCHRONE

Drawn by VB	Issue date 11 NOV 2025
Scale(s) NTS	
Drawing No FIGURE 3	

Bus Isochrone

 Development Site

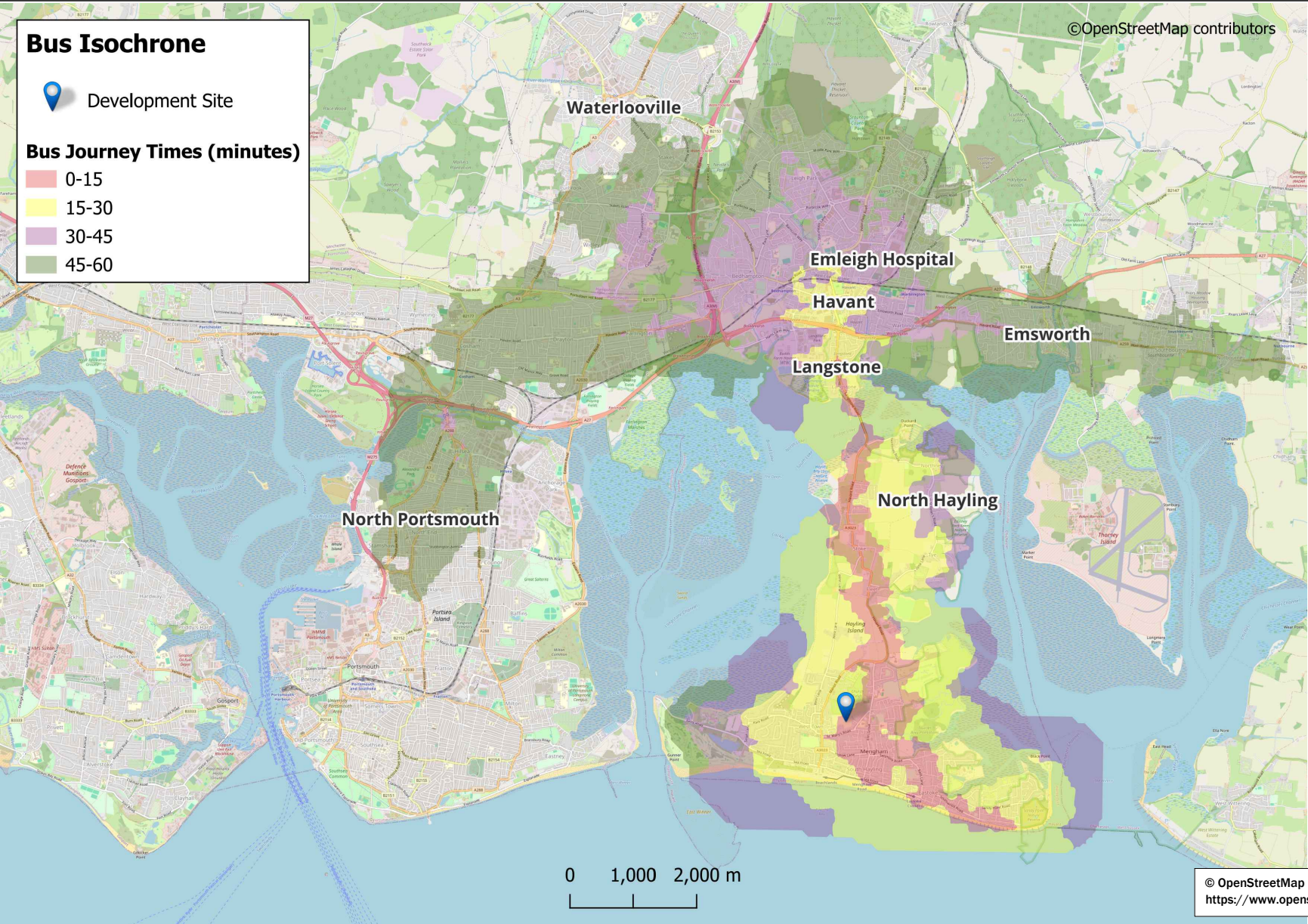
Bus Journey Times (minutes)

0-15

15-30

30-45

45-60



 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	*	*	*	*	Project	Drawn by VB	Issue date 11 NOV 2025
					ST MARY'S ROAD, HAYLING ISLAND, HAMPSHIRE		
	Rev	Date	By	Revision notes		Scale(s)	
	Status					Title	NTS
FINAL					Drawing No		
					BUS CATCHMENT PLAN	FIGURE 4	

APPENDIX C

EXAMPLE TRAVEL QUESTIONNAIRE

TRAVEL SURVEY – Site, Location

Dear Resident,

This survey has been arranged on behalf of RESIDENTIAL DEVELOPER'S commitment to sustainable travel.

The survey is to gauge your travel habits as residents.

Prime Transport Planning are the maintainers of the surveys. We will only use the information provided for the purposes of anonymously understanding your estate's travel habits to ensure everything is running smoothly.

This is done to ensure that you can access your home in a sustainable way.

PLEASE COMPLETE ONE SURVEY PER ADULT MEMBER OF THE HOUSEHOLD.

As a thank you for participating we would like to offer you the chance to be entered into a prize draw to win a £100 Amazon Voucher. Please provide your House No. & email address on the questionnaire where requested (this information will be solely used for the prize draw and deleted afterwards).

PLEASE SCAN THE QR CODE BELOW TO PARTICIPATE

(Just use your Smartphone or tablet to Scan the QR Code and it will take you directly to the survey)

(Alternatively, please go to Website)

QR CODE HERE

Example Travel Survey

Date

COMPLETE THIS SURVEY FOR A CHANCE TO WIN A £100 AMAZON VOUCHER!

This survey is intended to get an idea of how you as residents of the development travel to and from your homes. When this estate was in its early stages of construction we (Prime Transport Planning) were hired as travel plan coordinators to help make it easier for you to get around the area on foot, by bicycle or using public transport.

Your answers will help us help you in making your estate even better.

This survey will take roughly 5 minutes.

1. How do you normally travel to the following places? **(Please tick all that apply)**

	Walk	Cycle	Bus	Train	Car/Van	Taxi	Motorbike/Moped	Metrolink	Scooter
Work	☐	☐	☐	☐	☐	☐	☐	☐	☐
Local Shops	☐	☐	☐	☐	☐	☐	☐	☐	☐
Supermarket	☐	☐	☐	☐	☐	☐	☐	☐	☐
Medical (GP/Dentist)	☐	☐	☐	☐	☐	☐	☐	☐	☐
High Street Shopping	☐	☐	☐	☐	☐	☐	☐	☐	☐
Pubs, bars and restaurants	☐	☐	☐	☐	☐	☐	☐	☐	☐
Gym/exercise	☐	☐	☐	☐	☐	☐	☐	☐	☐

2. How often do you use the following modes of transport for any journey? (Seasonal means only in winter, or only in summer for example)

	Weekly	Monthly	Seasonal	Yearly	Never
Walk	☐	☐	☐	☐	☐
Cycle	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐
Car/Van	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐
Motorbike/Moped	☐	☐	☐	☐	☐
Scooter	☐	☐	☐	☐	☐
Other	☐	☐	☐	☐	☐

3. If you are currently in paid employment, how do you travel to work? (If not in paid employment please feel free to skip this question) **(If you work from home some days but commute on other days, please select "work from home" and your main method of travel)**

	Walk	Cycle	Bus	Train	Car/Van	Taxi	Work from Home
Daily	☐	☐	☐	☐	☐	☐	☐
Weekly	☐	☐	☐	☐	☐	☐	☐
Monthly	☐	☐	☐	☐	☐	☐	☐
Annually	☐	☐	☐	☐	☐	☐	☐

4. How far do you travel to work? (as a return trip, there and back) If you work in multiple locations, how far do you travel on average each day.

- ☐ 0-5 miles
 ☐ 6-10 miles
 ☐ 11-20 miles
 ☐ 21-30 miles
 ☐ 30 miles plus

5. How would you rate the ease of walking in your area? 1=Poor 3=OK 5=Excellent

- ☐ 1
 ☐ 2
 ☐ 3
 ☐ 4
 ☐ 5

6. You answered 1, 2 or 3. Of these options, which ones do you agree with?

- ☐ Everywhere is too far away to walk
 ☐ The street lighting is bad
☐ There are no good footpaths
 ☐ It would be better if there was a Walking group in the area
☐ Other (please specify)

7. You answered 4 or 5. What do you like about the area in terms of walking access?

8. How would you rate the area for ease of cycling? 1=Poor 3=OK 5=Excellent

- ☐ 1
 ☐ 2
 ☐ 3
 ☐ 4
 ☐ 5

9. You answered 1, 2 or 3. What can be improved to make cycling more accessible to yourself?

- ☐ Have separate lanes for cyclists
 ☐ Cycle parking in the local area
☐ Improve street lighting in the area
 ☐ I would like a Cycle User Group to be established
☐ Other (please specify)

10. You answered 4 or 5. What do you like about cycling in the area?

11. How would you rate the local area for ease of accessing Public Transport? 1=Poor
3=OK 5=Excellent

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5

12. You answered 1, 2 or 3. Which of these options apply to your opinions of the Public Transport service in the area?

- | | |
|--|--|
| ☐ Not frequent enough | ☐ Too Expensive |
| ☐ Not enough choice of destination | ☐ I don't need it because I have a car |
| ☐ They don't operate when I need them | ☐ I would like a Bus User Group to give me travel information |

13. You answered 4 or 5. What do you like about the Public Transport provision in the area?

14. Finally, we have a few questions about you. (Your answers are anonymous and you are not obliged to complete them)

What age bracket do you fall under?

☐ 18-30 ☐ 41-50 ☐ 66+
☐ 31-40 ☐ 51-65 ☐ Prefer not to say

15. How many cars are there in your household?

☐ 0 ☐ 1 ☐ 2 ☐ 3+ ☐ Prefer not to say

16. Thank you for taking the time to complete this survey. If you have any further comments, please put them in the box below.

17. If you wish to be entered into the prize draw for a £50 Amazon Voucher, please provide your email and first line of your address.

This information will only be used for this purpose.

**1st line of your
Address**

Email Address