



Framework Travel Plan

Southleigh, Havant

April 2026

Prepared for:
Bloor Homes

Prepared by:
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Framework Travel Plan

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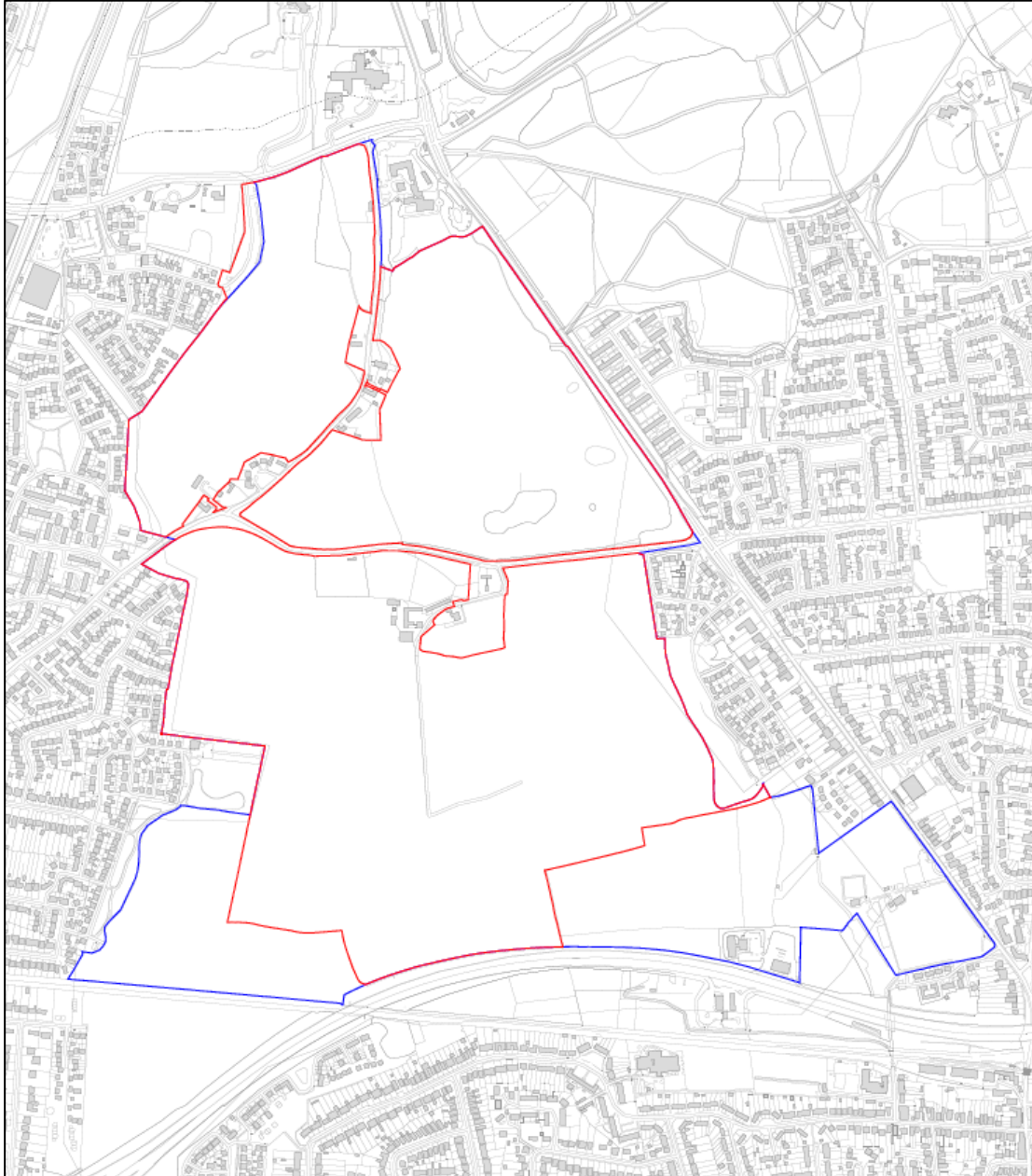
1 Introduction

1.1 Overview

- 1.1.1 Stantec has been commissioned by Bloor Homes to prepare this Framework Travel Plan (FTP) to support the strategic allocation for up to 2,100 units to the east of Havant and to support an outline planning application for the proposed development of up to 1,800 homes by Bloor Homes at the Southleigh Site in Havant.
- 1.1.2 The FTP aims to influence the travel behaviours and patterns of future users of the Site to travel to and from the Site by sustainable modes.
- 1.1.3 In the context of adopted National, Hampshire County Council (HCC) and emerging Havant Borough Council (HBC) Local Policy, where the emphasis is on the delivery of low car dependency development and the promotion of more sustainable means of travel, it is considered that a vision and validate (or decide and provide) type methodology should be used to develop a transport strategy aimed at achieving these objectives. This methodology aligns closely with the Government's net-zero carbon targets and with local-level targets set in the HCC Local Transport Plan.
- 1.1.4 The proposed development Site sits between the residential areas of Denvilles to the west and New Brighton to the east, Bartons Road and Southleigh Park House to the north, and the A27 in the south. The Site location plan is provided in **Figure 1.1** below, which displays two boundaries: the outline application red line Boundary for up to 1,800 units (Site Boundary), and blue Draft Havant Local Plan Allocation Boundary for up to 2,100 units (Allocation 1).



Figure 1.1: Site Boundary and Allocation Boundary



- 1.1.5 The outline application area is based on land within the control of the Applicant and covers the majority of the land identified for housing and communal uses in the HBC Draft Local Plan.
- 1.1.6 The proposals have been developed to ensure that access to the wider allocation site area is an inherent design feature. The development of the two land parcels to the southeast and southwest within the allocation is facilitated, not prejudiced, by the proposals contained in this application.
- 1.1.7 The application seeks planning permission for a residential-led development for up to 1,800 units. **Table 1.1** below summarises the application scheme elements.

Table 1.1: Development Components

Land Use	Use Class and Quantum
Residential Development	Up to 1,800 dwellings (C3), including affordable housing
Non-Residential Development	A mixed-use Local Centre comprising the following uses: <ul style="list-style-type: none"> • Retail, commercial, business and service (Use Class E) • Health Centre (Use Class E) • Children's day nursery (Use Class E) • Community Hall (Use Class F2)
Education	Land for a new three-form entry (3FE) primary school (F1 use).
Green Infrastructure	Existing retained vegetation (trees, hedgerows); a Community Park, informal open space, children's play, landscaping, ecological enhancements, access routes, sustainable drainage systems including attenuation basins, and ancillary infrastructure.
Access & Movement	Estate roads, pedestrian, cycle and emergency accesses. Mobility Hub adjacent to the Local Centre.
Ancillary Infrastructure	All associated ancillary works, including services and utilities, for example, electricity sub-stations and foul drainage pumping stations.

- 1.1.8 Prior to the submission of this planning application, the scheme was subject to detailed pre-application discussions with Havant Planning Officers, Hampshire County Council Transport Officers and associated technical disciplines.
- 1.1.9 Full consideration of all relevant planning policy and material considerations to this application is set out in the Planning Statement. However, the policies relevant to this technical report are outlined in **Section 4**.
- 1.1.10 This FTP should be read in conjunction with the suite of planning documents submitted as part of the application, including a Transport Assessment, which has been prepared to assess the existing situation in the area and the impact the proposed development will have on the local transport network through the use of the Vision and Validate approach.

1.2 Site Location

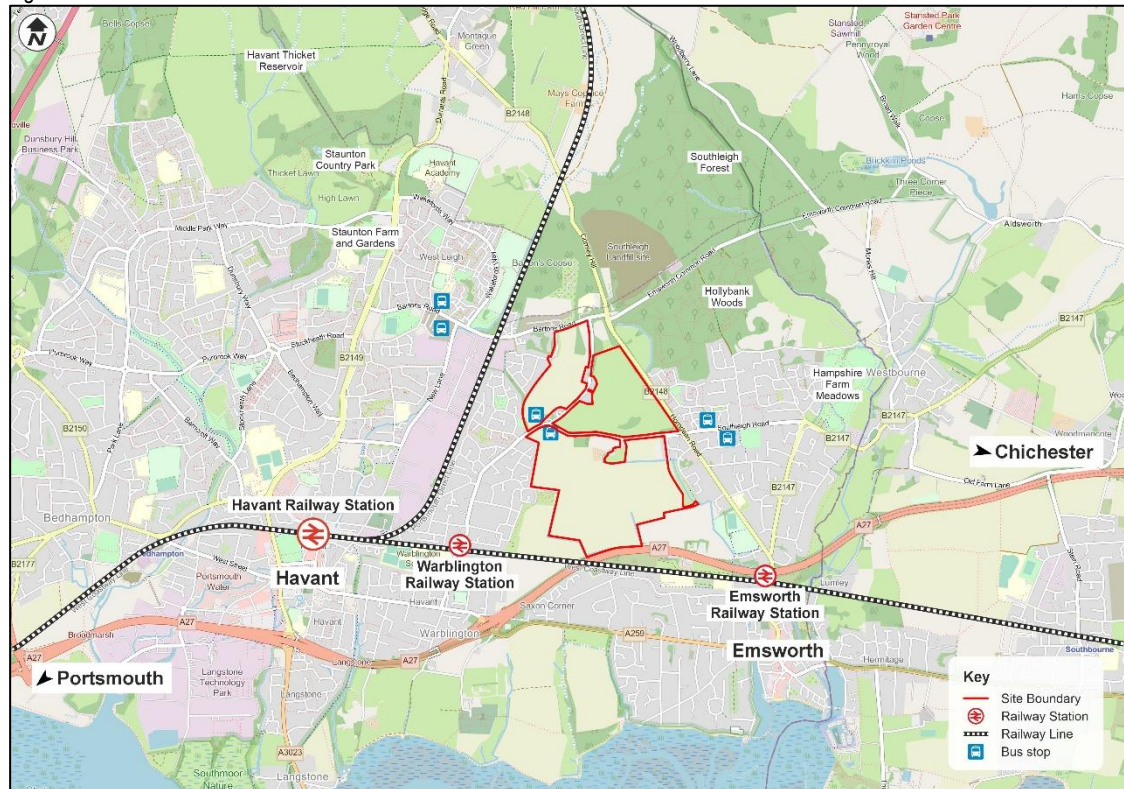
- 1.2.1 The site is located on the eastern edge of Havant, with Emsworth beyond to the east. It comprises of mainly green field areas surrounding some existing properties, with Southleigh Road running west to east through the centre. Eastleigh Road connects Bartons Road to the north and Southleigh Road to the south through the northern half of the site.
- 1.2.2 The site is bounded to the north by Bartons Road, and by Horndean Road (B2148) to the east, which provides access towards Emsworth. The B2148 is subject to a 7.5T weight limit north of Bartons Road and has a height restriction of 3.5m where it passes beneath the railway line at Emsworth. The A27 borders the site to the south, along with the West Coastway rail line beyond. West of the site is the residential area of Denvilles, with New Brighton to the east.
- 1.2.3 The proposed development will encompass the existing dwellings and businesses within the area. A collection of businesses and two dwellings are currently accessed from the southern side of Southleigh Road, central to the site. Several dwellings are situated along the extent of Eastleigh Road between Southleigh Road and Bartons Road, with access roads and driveways present off both sides of the carriageway. In addition, Southleigh Park, a Grade II listed building, c. 90m south of Bartons Road, is presently an unoccupied commercial development with planning consent for 20 residential dwellings (Ref: [APP/23/00871](#)).



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- 1.2.4 Regarding local transport infrastructure, there are bus stops on Southleigh Road at the junction with Eastleigh Road. From here, Warblington, Havant and Emsworth Stations are c. 1.1km (15-minute walk), c. 1.8km (28-minute walk) and c. 1.8km (30-minute walk) away, respectively.
- 1.2.5 **Figure 1.2** displays the site location with key infrastructure. This is supported by an illustrative masterplan contained in **Appendix A**.

Figure 1.2: Site Location



1.3 Approach to Assessment

- 1.3.1 The planning application includes a set of Parameter Plans that identify the broad locations of land uses, including maximum heights and outer development limits of the proposed buildings. The Parameter Plans also describe the areas and type of open space proposed and the key access routes into and through the site.
- 1.3.2 A Design and Access Statement has also been submitted to provide written and graphic rules to guide the detailed design stage.
- 1.3.3 The parameter plans and design guide submitted for approval will guide the scheme's detailed design and provide the baseline for future reserved matters submissions.
- 1.3.4 An Illustrated Masterplan has also been prepared (not for approval), which illustrates one way in which the proposed parameters could secure a final scheme on-site. The illustrative scheme has been tested to provide a more realistic and tangible understanding of the development's effect on Highways and Transport. This report has been prepared on this basis.

1.4 Scope of Works

- 1.4.1 This document provides a framework from which the guiding principles relating to travel planning can be established for the Travel Plan associated with the detailed residential site.



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- 1.4.2 It provides a comprehensive review of the site's existing accessibility by walking, cycling and public transport and details the emerging infrastructure in the surrounding area.

1.5 Framework Residential Travel Plan Requirements

- 1.5.1 Hampshire County Council (HCC) states that:

“Travel plans are required for all planning applications where a Transport Assessment is required. The exception is residential applications where a travel plan is required for an application of 100 or more households.

A travel plan must be included when submitting the planning application.”

- 1.5.2 As the application is seeking permission for a residential-led development for some 1,800 units, this FTP has been written in line with HCC guidance, “A Guide to Development Related Travel Plans (April 2025).

1.6 Travel Planning Approach and Objectives

- 1.6.1 This FTP has been produced to promote a travel planning approach to minimise vehicle movement on the Site where possible and facilitate active, sustainable modes of transport. It is an active document that will be reviewed during the Site's occupation. This will ensure that the FTP promotes relevant targets that are appropriate and suitable for the Site's residents and users.

- 1.6.2 The objectives of the FTP are to:

- Provide a framework for the promotion of sustainable travel;
- Establish an outline of potential measures to manage residents' vehicle trips;
- Outline a feasible ongoing coordination process for maintaining the monitoring of the effects of initiatives; and
- Contribute sustainable transport objectives and good accessibility to the Site.

1.7 Report Structure

- 1.7.1 The content of this Travel Plan has been prepared in accordance with existing national and local guidance. The report structure is as follows:

- **Section 2: Site Location and Development Proposals** – Summarises the site location, and the nature of the land uses proposed across the site.
- **Section 3: Developing the Travel Plan** – Identifies the principles, scope, policy, and best practice.
- **Section 4: The Case for Continuous Improvement** – Provides relevant context and wider travel planning principles.
- **Section 5: Influencing Travel Behaviour** – Introduces the concept of the Seven Stages of Change associated with travel planning.
- **Section 6: Site Specific Travel Opportunities** – Provides information on the existing access to the site by all modes, including by walking, cycling and public transport.
- **Section 7: Objectives, Targets, and Indicators** – Provides details of the methodology for setting objectives, targets, and indicators for the TP.



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- **Section 8: Measures** – Details the broad phasing, prioritisation and integration of the key travel planning initiatives and measures.
- **Section 9: Management** – Provides details of the roles and responsibilities of the Travel Plan Co-ordinators (TPC) at the site for the lifetime of the TP.
- **Section 10: Monitoring and Review** – Sets out the proposed approach associated with the ongoing management and monitoring of the process for the Travel Plan.



2 Sustainable Travel Opportunities

2.1 Introduction

- 2.1.1 This section outlines the site's opportunities. It describes site access opportunities through walking, cycling and public transport to encourage the use of sustainable modes of travel in preference to single-occupancy trips.

2.2 Active Travel

- 2.2.1 The proposed development benefits from strong active travel connectivity, with access to both local and national cycle routes that support sustainable travel to and from the Site.

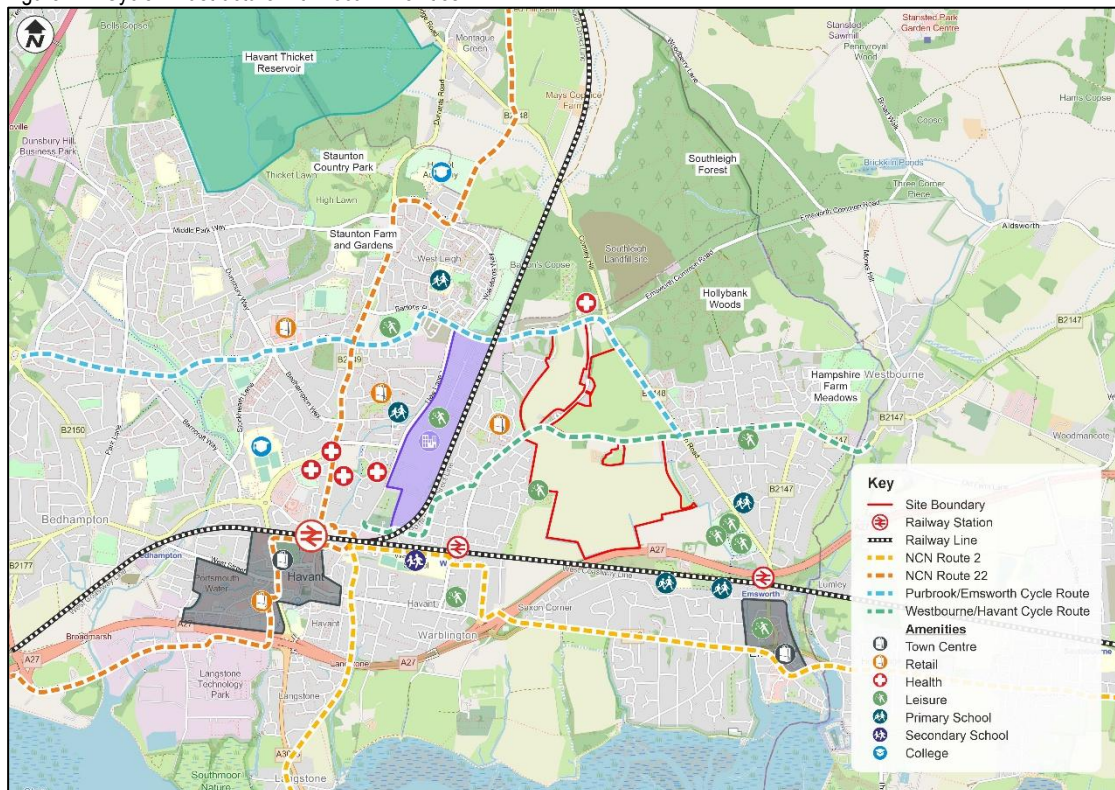
- **Local Cycle Routes:** The Site is close to key local cycling routes within Emsworth and Havant, including signposted paths linking residential areas, schools, parks, transport hubs and National Cycle Network (NCNs) routes. The Havant Borough Council Interactive Cycle Map¹ provides a comprehensive overview of these routes.
- **Southleigh Road Corridor:** Southleigh Road features a shared footway/cycleway c.1.5–2.0m wide along its southern side, extending from Horndean Road to c. 60m northeast of Rowan Road. Cyclists are directed to join the carriageway at this point. On the northern side, a short, unprotected, cycle lane across the Rowan Road junction connects to a wider (c.2.7m) shared footway/cycleway via a drop kerb with tactile paving. This forms part of the Westbourne/Havant Cycle Route, a key connection between Southleigh and Havant Town Centre.
- **Horndean Road:** Horndean Road provides a direct connection to Emsworth, including Emsworth Park and Emsworth Railway Station. Footways on both sides of the road are c. 2.3-2.5m wide, with drop kerb crossings with tactile paving at junctions. A toucan crossing facilitates safe passage across Horndean Road between Emsworth Park and St James' C of E Primary School.
- **Eastleigh Road:** Does not have any pedestrian provision beyond the junction with Bartons Road and a footway for Southleigh Park House.
- **National Cycle Network (NCN):** Southleigh Road connects to NCN Route 2, which links Havant, Warblington, and Emsworth, extending further to Chichester. Within Chichester, NCN Route 2 intersects with NCN Route 288. Additionally, NCN Route 2 provides access to Hayling Island and connects with NCN Route 22 in Havant. NCN Route 22 further links to Routes 236 and 222, offering cycling access to the west of Portsmouth and around its perimeter.
- **Rail Line Crossings:** Two footbridges cross the railway line west of Southleigh Road. These are accessed via Nutwick Road and Third Avenue, with the Third Avenue bridge offering a ramped, shared pedestrian/cycle facility. These crossings enable connectivity between the Site and Havant Town Centre, reducing the railway line's severance effect.

- 2.2.2 **Figure 2.1** displays the cycling infrastructure surrounding the Site.

¹ [Havant interactive cycle map - Interactive Mapping Homepage](#)



Figure 2.1: Cycle Infrastructure with Local Amenities



2.3 Public Transport

Bus

- 2.3.1 A pair of bus stops is currently present at the Southleigh Road / Eastleigh Road junction. These provide access to the 27-bus service, an irregular service that runs only during off-peak hours.
- 2.3.2 Further bus stops are located on the A259 south of the Site. These stops in both Warblington and Emsworth provide access to the 700 Coastliner, a service that runs every 20 minutes between Portsmouth and Chichester via Havant.
- 2.3.3 Additional local bus routes 20/21, 30/31, 39 and 641 run from Havant Bus Station. These services are shown in **Figure 2.2**, below, are displayed in **Table 2.1**.

Table 2.1: Bus Services

Service	Route	Weekday Peak	Weekend Frequency
20	Havant – Portsmouth	Every 20 Minutes	Every 20 Minutes (Sat) Every 30 Minutes (Sun)
21	Anchorage Park – Portsmouth	Every 12 Minutes	Every 12 Minutes (Sat) Every 20 Minutes (Sun)
27	Rowlands Castle – Havant - Emsworth	Every 2 Hours	No Service
30/31	Havant – Hayling Island	Every 15 Minutes	Every 15 Minutes (Sat) Every 30 Minutes (Sun)
39	Wecock Farm – Havant	Every 15 Minutes	Every 15 Minutes (Sat) Every 30 Minutes (Sun)



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641	Southbourne – Oaklands School	School Service	No Service
700 Coastliner (A259)	Portsmouth – Havant – Emsworth – Southbourne – Chichester	Every 20 Minutes	Every 20 Minutes (Sat) Every 30 Minutes (Sun)

Source: [Live Bus Times & Timetables | Stagecoach](#) (Accessed: October 2025)

- 2.3.4 Beyond the bus services shown above, further local services can be accessed from Havant Bus Station on Elm Lane within the Town Centre. Services from the Havant Bus Service facilitate onward travel to Portsmouth, Southsea, and Waterlooville.

Rail

- 2.3.5 The Site is within relatively close proximity to three railway stations: Emsworth Station (1.8km southeast, c. 25-minute walk), Warblington Station (1.5km southwest, c. 20-minute walk) and Havant Station (2.4km southwest, c. 30-minute walk).
- 2.3.6 Emsworth and Warblington Stations are located on the West Coastway line and operated by Southern, while Havant Station is also located on the Portsmouth Direct Line and operated by South Western Railway.
- 2.3.7 These stations are all located within reasonable walking/cycling distance of Southleigh and provide rail connections to key destinations such as Portsmouth, Southampton, Brighton, and London.
- 2.3.8 **Table 2.2** displays the services available at these railway stations.

Table 2.2: Railway Services at Emsworth, Havant and Warblington Railway Stations

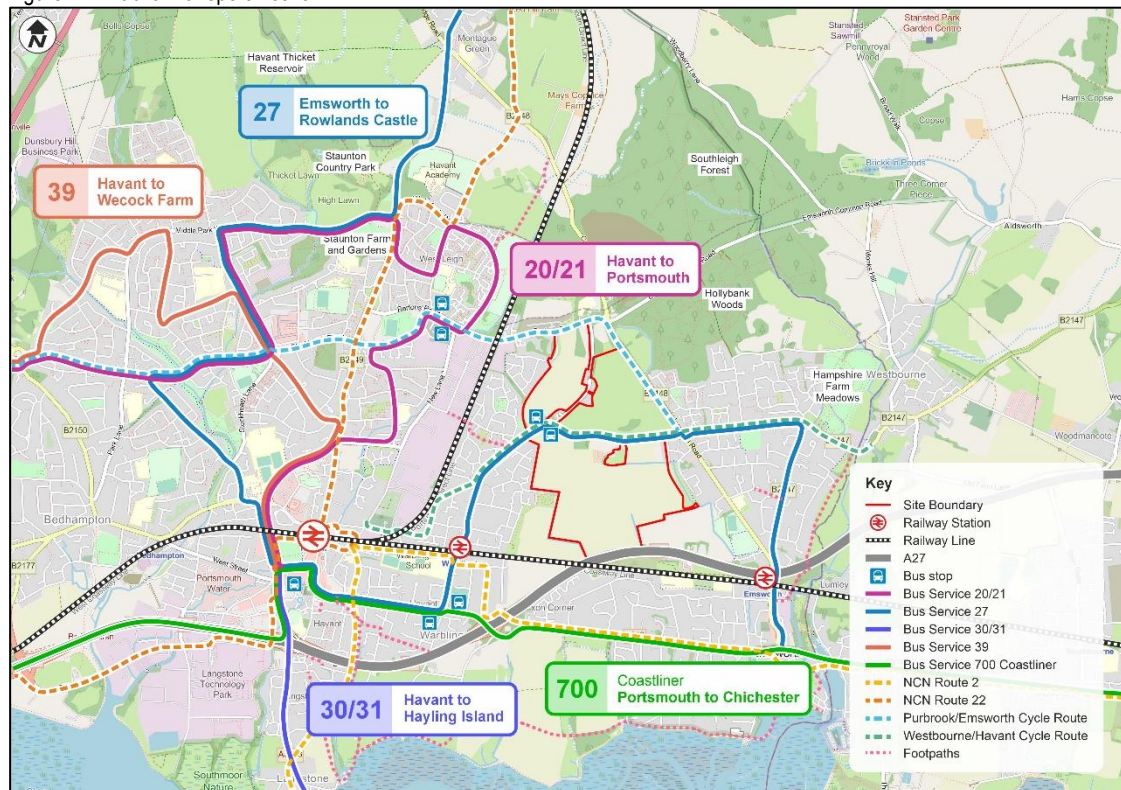
Station	Destination	Weekday Peak Frequency	Weekday Off-Peak Frequency	Weekend Frequency
Havant	London Waterloo	4	2	3
Havant / Emsworth / Warblington	Brighton	3	3	3
	London Victoria	4	4	4
	Portsmouth Harbour	5	5	5
	Southampton Central	2	2	2

Source: [National Rail](#) (Accessed: October 2025)

- 2.3.9 **Figure 2.2** displays the public transport network in relation to the site, including bus routes and railway stations.



Figure 2.2: Public Transport Network



2.4 Local Amenities

- 2.4.1 The Site is located within good proximity to existing local amenities and key destinations, including Emsworth and Warblington Rail Stations and Havant Town Centre and Bus/Rail Stations, albeit there are some movement constraints on the existing transport networks.
- 2.4.2 The Site is located between Emsworth and Havant, so residents can benefit from facilities in both towns. Facilities such as local retail stores, nurseries, and primary schools are adjacent to the Site off Southleigh Road and Horndean Road.
- 2.4.3 Beyond the residential areas immediately adjacent to Southleigh, Havant Town Centre, and Emsworth Town Centre provide access to numerous local facilities for retail, leisure, health, and education purposes. These Town Centre areas are within walking / cycling distance for residents of Southleigh and will provide access to the key amenities.
- 2.4.4 Due to the Site's location between Emsworth and Havant, the Site is surrounded by accessible local amenities, which are presented in **Table 2.3** and **Figure 2.2**.
- 2.4.5 Dedicated facilities are to be provided within the Site itself, allowing residents to live locally and reduce the need to travel. The on-site Local Centre will include retail, community, and early years facilities, while the 3-form entry Primary School will further facilitate internal movements and reduce the need to carry out external trips.

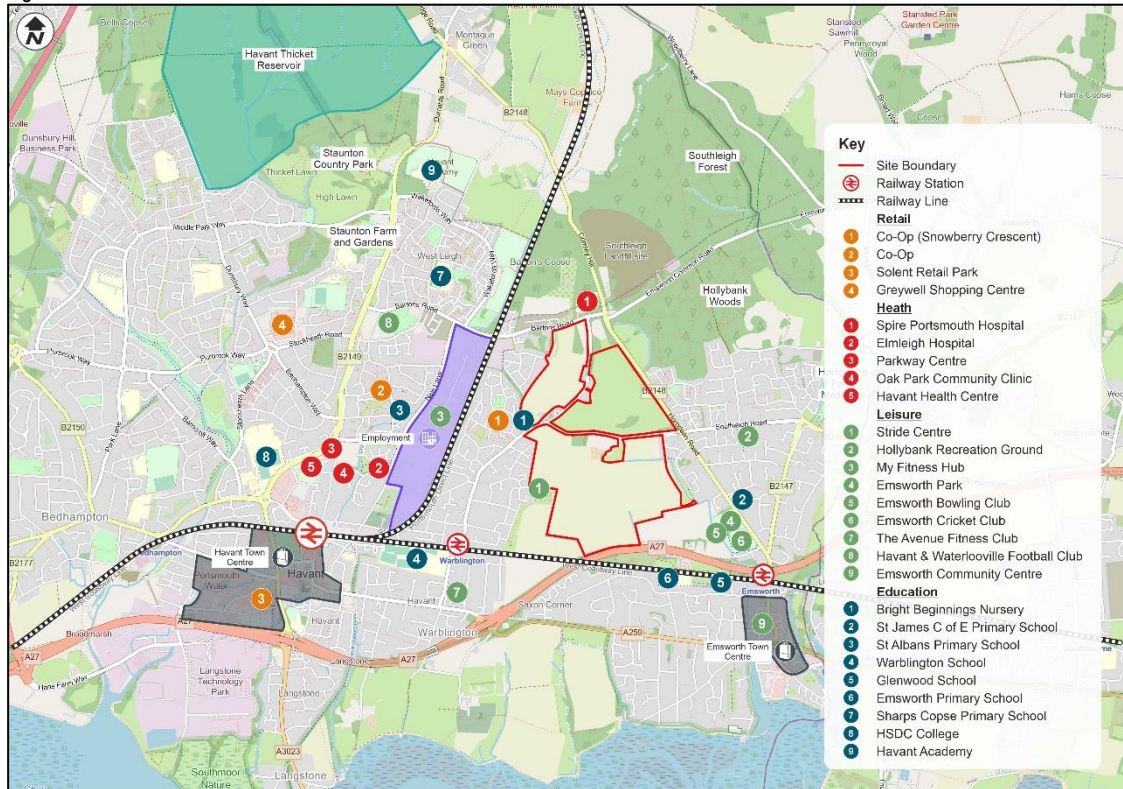
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Table 2.3: List of Local Amenities

Category	Name	Travel Distance	Walk Time	Cycle Time
Transport	Warblington Railway Station	1.1km	15 minutes	3 minutes
	Ensworth Railway Station	2.1km	28 minutes	6 minutes
Retail	Co-Op (Snowberry Crescent)	650m	9 minutes	2 minutes
	Co-Op	1.5km	19 minutes	4 minutes
	Solent Retail Park	3.1km	50 minutes	11 minutes
Health	Spire Portsmouth Hospital	1.2km	15 minutes	4 minutes
	Elmleigh Hospital	1.8km	25 minutes	6 minutes
	Parkway Centre	2.1km	29 minutes	6 minutes
	Oak Park Community Clinic	2.2km	30 minutes	7 minutes
	Havant Health Centre	2.6km	36 minutes	9 minutes
Leisure	Stride Centre	1.1km	15 minutes	3 minutes
	Hollybank Recreation Ground	1.4km	19 minutes	5 minutes
	My Fitness Hub	1.6km	22 minutes	5 minutes
	Emsworth Park	1.7km	23 minutes	5 minutes
	Emsworth Bowling Club	1.7km	23 minutes	5 minutes
	Emsworth Cricket Club	1.7km	23 minutes	5 minutes
	The Avenue Lawn Tennis, Squash and Fitness Club	1.7km	23 minutes	5 minutes
	Havant & Waterloo Football Club	2.2km	31 minutes	7 minutes
	Emsworth Community Centre	2.4km	33 minutes	7 minutes
Education	Bright Beginnings Nursery	650m	7 minutes	2 minutes
	St James C of E Primary School	1.6km	21 minutes	5 minutes
	St Albans Primary School	1.6km	22 minutes	5 minutes
	Warblington School	1.6km	22 minutes	5 minutes
	Glenwood School	2.3km	32 minutes	7 minutes
	Emsworth Primary School	3.1km	42 minutes	10 minutes



Figure 2.3: Local Amenities



3 Development Proposals

3.1 Overview

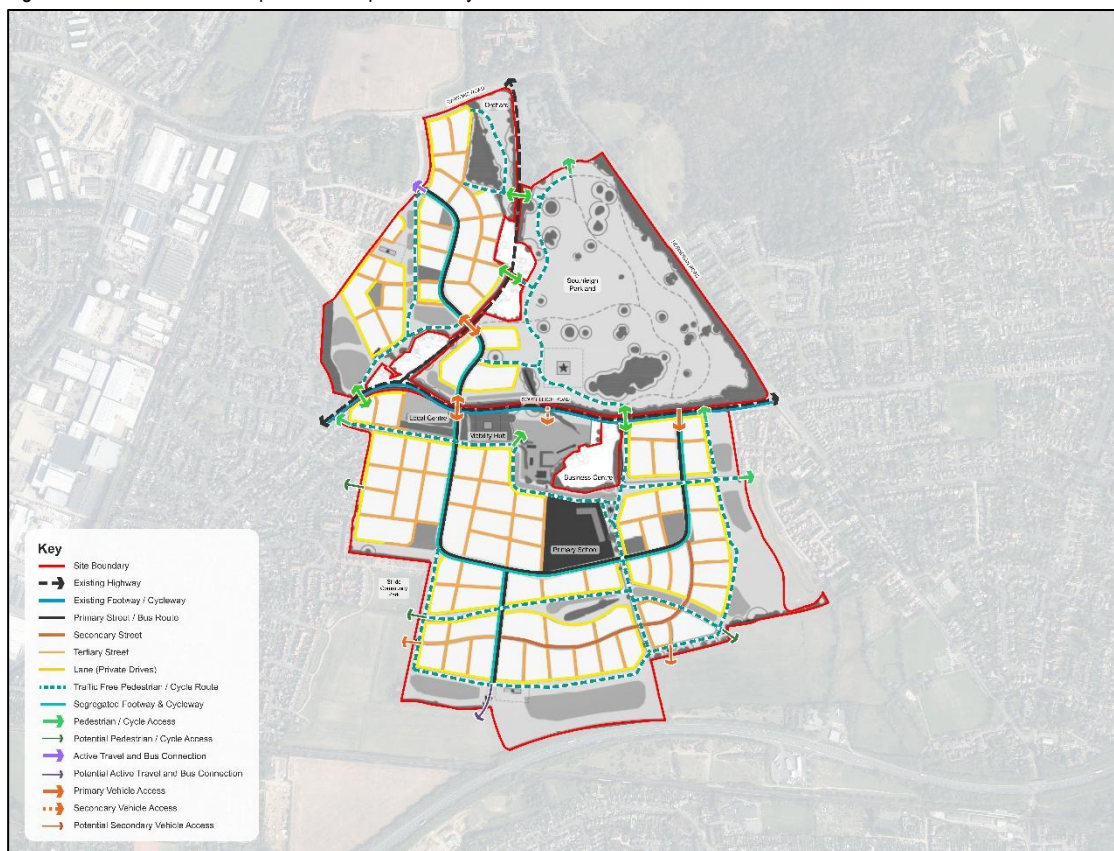
3.1.1 This section sets out the proposals associated with the development, including vehicle and active travel access. The development proposals include:

- Up to 2,100 residential dwellings in the Site allocation (Up to 1,800 units as part of this planning application);
- Flexible commercial space;
- 3 Form Entry Primary School
- Nursery Provision
- Community Park; and
- Local Centre

3.1.2 The Illustrative Masterplan in **Appendix C** shows a potential layout, with further description of the masterplan development and rationale set out in the accompanying Design and Access Statement.

3.1.3 A transport overlay of the Illustrative Masterplan is shown in **Figure 3.1**, presenting the transport hierarchy, access and crossing points, along with the internal Site connectivity.

Figure 3.1: Illustrative Masterplan – Transport Overlay



3.2 Active Travel

- 3.2.1 The masterplan has been developed from the outset with a street and movement hierarchy that promotes walking and cycling as the most important means of travel, followed by public transport. For this reason, an active travel connectivity grid has been developed whereby wayfinding and access routes to the wider area, as well as within the Site, are legible and safe.
- 3.2.2 These permeate through the entire development, ensuring all residential parcels can access the on-site amenities, cross the proposed and existing highway network, and access the network beyond the site.

3.3 Access

Pedestrian

- 3.3.1 A series of traffic-free pedestrian routes is to be provided across and within the development to facilitate easy access to the proposed local centre, primary school, open spaces and bus stops.
- 3.3.2 Pedestrian access will also be provided along the internal road network in accordance with Manual for Streets, connecting into the existing footway network at numerous locations beyond the vehicle access points, including Southleigh Road.
- 3.3.3 Controlled crossing points are to be provided where the pedestrian routes cross external highway roads, notably along Southleigh Road and Eastleigh Road.

Cycle

- 3.3.4 Similarly to the pedestrian network, within the Site, segregated and shared (largely traffic-free) cycle routes are proposed to enable and encourage safer travel for cyclists, linking to existing external cycle infrastructure along with proposed improvements to off-site cycle routes and junctions.
- 3.3.5 Externally, improvements are proposed to the following routes:
- Southleigh Road (northern section) to the west of the Site
 - Purbrook/Emsworth Cycle Route (Bartons Road and New Lane)
 - Petersfield Road – New Lane (LCWIP Route 371)

Vehicular

- 3.3.6 There are four proposed vehicle access points to the Site, these are:
- Site Access 1: Southleigh Road (W) – Access point to serve northern and southern sections of the Site, and for Southleigh Road existing through traffic – Signalised Crossroads;
 - Site Access 2: Eastleigh Road – Signalised Crossroads with proposed new internal access road;
 - Site Access 3: Southleigh Road (E) – 3-arm roundabout to serve southern sections of the site; and
 - Site Access 4: Normandy Way (Bus Gate) – Priority junction with Normandy Way, restricted to pedestrians, cycle, and bus access



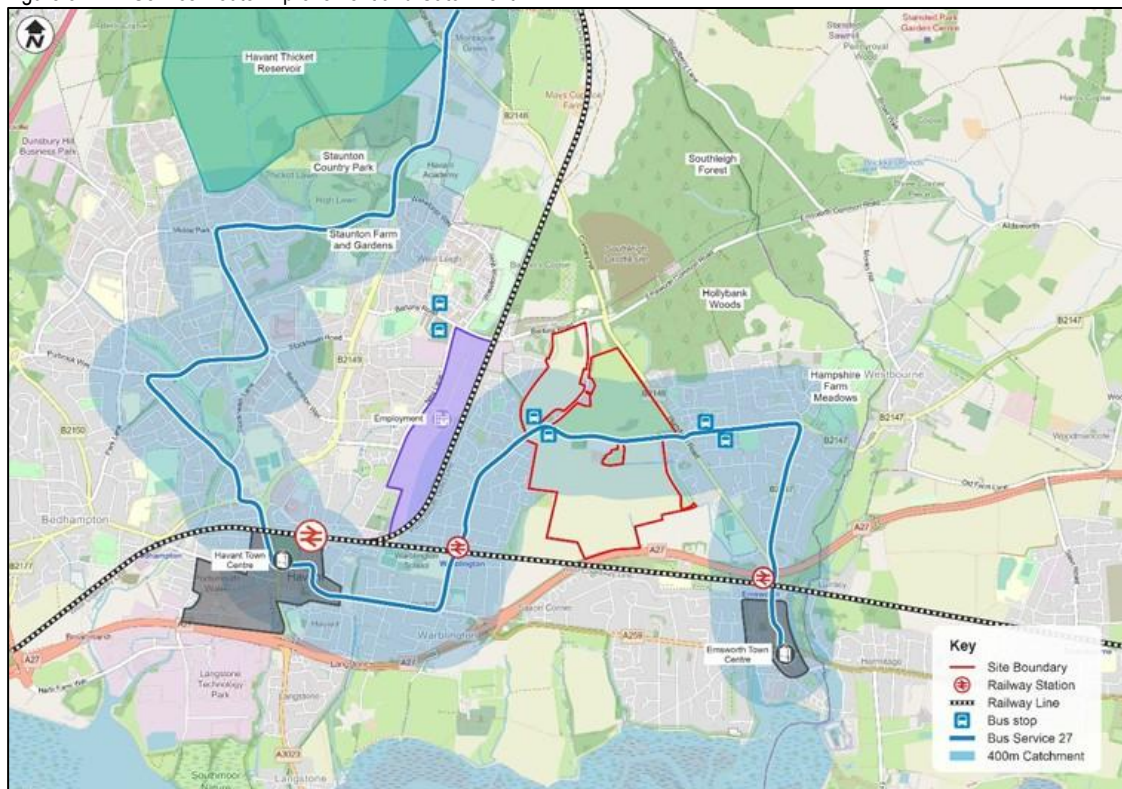
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- 3.3.7 Swept path analysis has been carried out for these Site access proposals, which demonstrates that the accesses can accommodate a large refuse vehicle accessing and egressing the three Site accesses, along with the analysis of bus movements for the Normandy Way bus gate.

3.4 Public Transport Improvements

- 3.4.1 As part of the development proposals, two new/enhanced bus services are proposed.
- Service 27 Enhancement (Emsworth – Havant section)
 - New Route (Southleigh – Havant)
- 3.4.2 The enhancement to the 27 service includes a frequency increase to once per hour from the existing once every two hours (off-peak only), and an hourly service introduced on Saturday. This enhancement is focused on the section of the 27 service between Havant Bus Station and Emsworth Town Centre.
- 3.4.3 There may be the potential to further increase the frequency of this service as part of the proposed Monitor and Manage approach. The 27-service route is shown in **Figure 3.2** below.

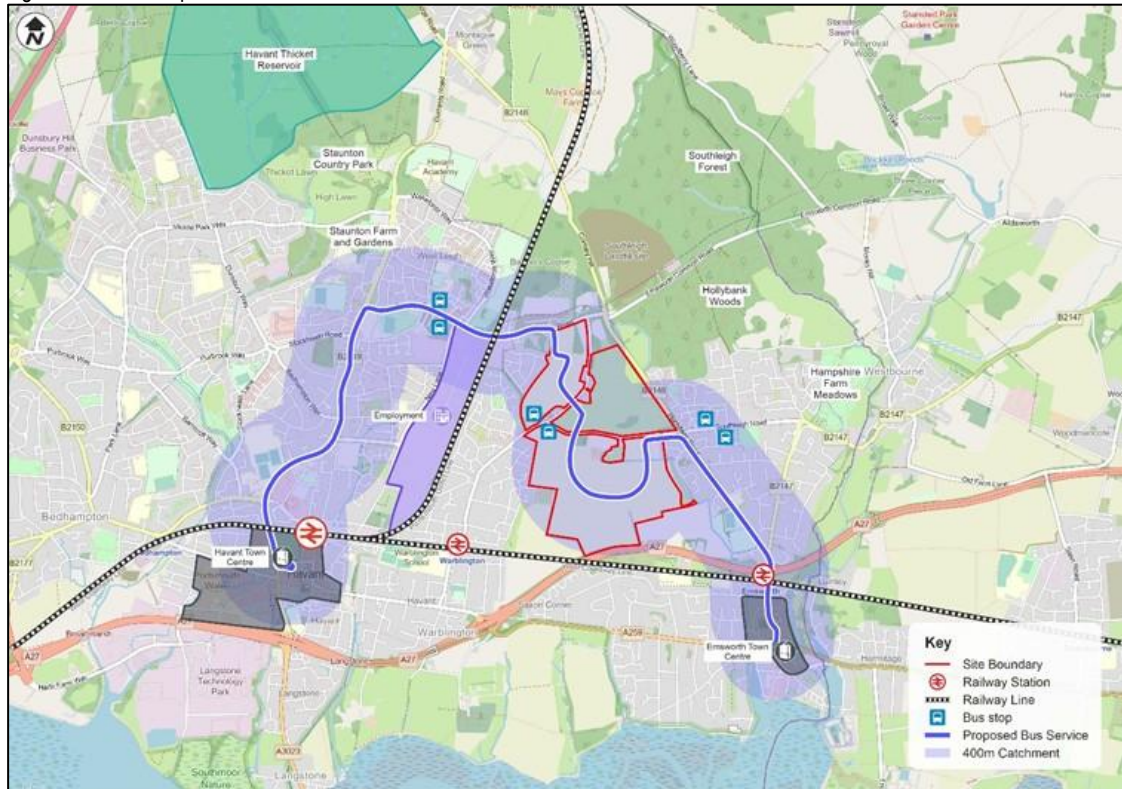
Figure 3.2: 27 Service Route Improvement and Catchment



- 3.4.4 The proposed new service to be implemented as part of the development proposals would follow a route from Havant bus station to the north along Petersfield Road, along Bartons Road, entering the Site through the proposed Normandy Way bus gate, passing along the development spine road to provide easy access to all households and continuing on to Emsworth via Horndean Road. The proposed new service is shown in **Figure 3.3** below.

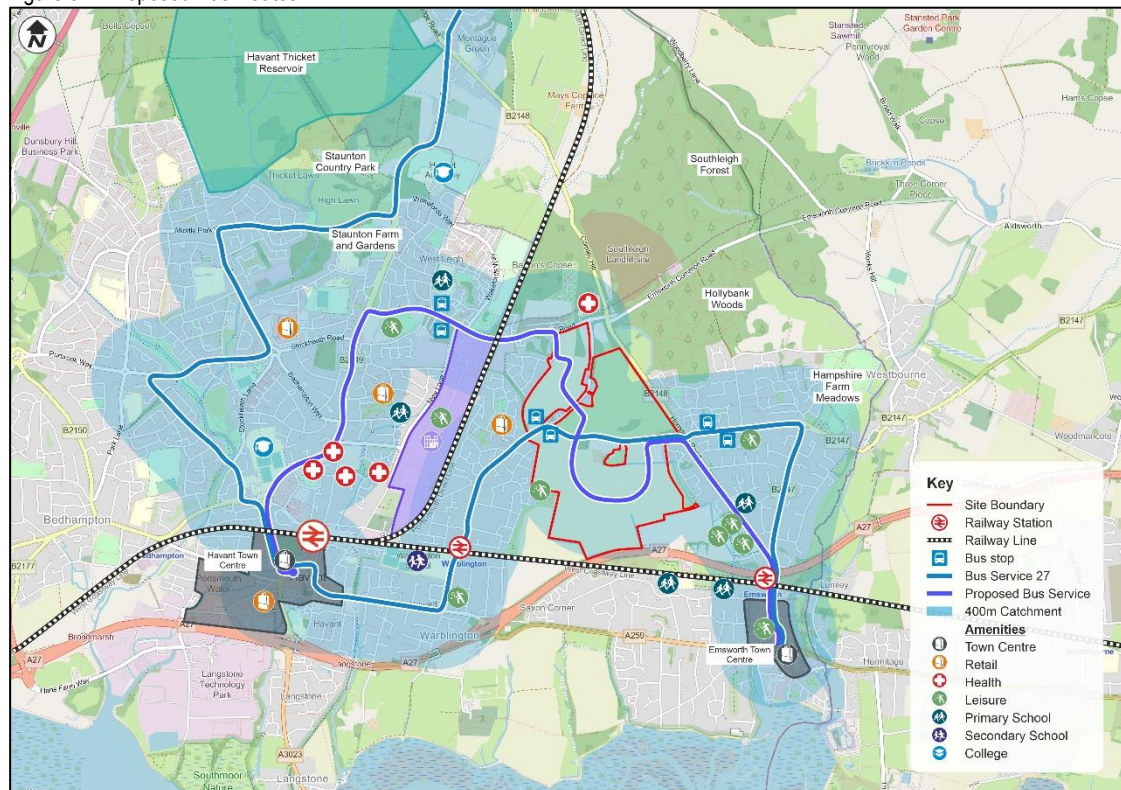


Figure 3.3: New Proposed Service and Catchment



- 3.4.5 The exact routing of this new proposed service to be agreed with HCC and the future operator. The routing presented is indicative and has the potential to be modified depending on optimum routing requirements and catchments.
- 3.4.6 The proposed services have been devised to ensure each household has good public transport accessibility from early in the development phasing. Patronage is expected to gradually increase as the development is built out and occupied. These services will need to become 'self-financing' to ensure longer term sustainability.
- 3.4.7 The implementation of the service enhancement and the new service to be implemented have therefore been assessed to establish their financial viability. The services would require a level of support funding to facilitate their operation in the earlier phases of development, before becoming self-reliant as the development is built out and revenue increases.
- 3.4.8 A combined plan of the local area with both the 27-service and the proposed new route is shown in **Figure 3.4**.

Figure 3.4: Proposed Bus Routes



3.5 Off-site Highway Works

3.5.1 Several off-site junctions have been identified for potential improvements as part of these development proposals. This is to reflect the overall transport strategy aspirations, and to mitigate residual traffic impact where practicable. Whilst the proposed changes do deliver an increase in highway capacity to accommodate the forecast vehicle traffic generation, in accordance with the HCC LTP4 hierarchy, these upgrades are designed to improve the function and safety for all road users, including pedestrians and cyclists:

- Horndean Road / Bartons Road / Emsworth Common Road – Mitigation involves the signalisation of all arms as well as the introduction of signalised toucan crossings. The stop lines also include advanced stop lines (ASL's) for cyclists. The central island of the staggered junction will be sufficiently wide for pedestrians and cycles to wait if required, and appropriate tactile paving will be provided.
- Horndean Road / Southleigh Road – Mitigation involves the signalisation of all arms and the signalisation of the existing uncontrolled pedestrian crossings to Toucan crossings. The stop lines also include ASL's for cyclists. The central island of the staggered junction will be sufficiently wide for pedestrians and cycles to wait if required, and appropriate tactile paving will be provided.
- Bartons Road / Eastleigh Road – Mitigation involves the signalisation of all arms and the implementation of a 'single stage' crossing of Eastleigh Road. The Eastleigh Road approach is to be widened to accommodate two lanes of traffic on the approach.
- Warblington Interchange (mainly a highway capacity/safety improvement scheme)
 - Northern Dumbbell Roundabout – Proposed mitigation involves signalling this roundabout with the addition of internal stop lines of two lanes, introducing a circulatory movement for traffic, and removing the southern carriageway of the roundabout. The improvements to the roundabout also include widening the northern arm entry to two lanes.



- Southern Dumbbell Roundabout (Junction 2) – Mitigation involves signalisation of this roundabout as well, with the introduction of internal stop lines, making a two-lane circulatory system for traffic, and removing the northern carriageway of the roundabout. The southbound exit arm will be widened to 2 lanes.

3.6 Parking Provision

Cycle

- 3.6.1 **Table 3.1** provides information on the cycle parking standards, including the number of short/visitor cycle parking spaces.

Table 3.1: Havant Cycle Parking Standards

Land Use	Type	Short Stay	Long Stay
Residential	1 Bed	In larger developments (schemes of 10 or more dwelling), short-term visitor parking will be expected at 20% of the long-term cycle parking standard	1 Space per unit
	2 Beds		2 Spaces per unit
	3 Beds		
	4+ Beds		
Education	Schools	All new educational establishments or expansions of more than 50 sqm will require a transport appraisal and school or college travel plan to determine provision and facilities. The plan and transport appraisal or assessment is required to identify and justify any allocation to staff, students or community users. For 16+ colleges/further education colleges consideration should be given to the use of powered two wheelers/mopeds by young people.	
	Nurseries	1 stand per 6 full-time staff	At least 2 stands per establishment
A1 Shops	Non-food retail and General Retail	Whichever is greater: 1 space per 6 staff or 1 per 300sqm GEA	1 stand per 200sqm GEA
	Food Retail		

Source: Havant Borough Council – Parking – Supplementary Planning Document July 2016

- 3.6.2 The provision of cycle parking for the land uses within the development will be in accordance with the requirements as they are presented in **Table 3.1**.
- 3.6.3 Short-stay cycle parking will be available in the public realm, which will be covered and monitored by CCTV. A combination of Sheffield Stands and two-tier racks is proposed for cycle parking in the Local Centre, as well as for commercial land uses, where suitable.

Car Parking Provision

- 3.6.4 **Table 3.2** provides information on the car parking standards, including the number of short stay/visitor parking spaces.



Table 3.2: Havant Car Parking Standards

Land Use	Type	Minimum Car Parking Requirements
Residential	1 Bed	1 Space
	2 Beds	2 Spaces
	3 Beds	3 Spaces
	4+ Beds	
Education	Nurseries	1.5 spaces per 2 full-time staff
	Schools	1 space per teaching member of staff + 2 space per 3 non-teaching staff
A1 Shops	Non-Food Retail and General Retail	1 space per 20sqm (Covered Areas) 1 space per 30sqm (Uncovered Areas)
	Food Retail	1 space per 14 sqm (Covered Areas)

Source: Havant Borough Council – Parking – Supplementary Planning Document July 2016

- 3.6.5 The provision of car parking for the land uses within the development will be in accordance with the requirements presented in **Table 3.2**.
- 3.6.6 Accessible car parking will be provided for commercial uses in line with Havant Borough Council (HBC) Parking Standards, which state that 5% of the total allocation should be provided as accessible parking spaces.



4 Developing the Travel Plan

4.1 Principles

- 4.1.1 The principles of a TP are based on catering to the transportation needs of a specific development. A well-executed TP provides the development's users with multiple travel options to and from the development site. The TP is a flexible and adaptable document that considers the evolving needs and circumstances of the development it is designed for and hence should be regularly reviewed and updated. To meet the evolving requirements, the TP sets out a structure for the ongoing management of the land uses across the site.

4.2 Policy & Best Practice

- 4.2.1 Travel Plans play an important role in the Government's efforts to build sustainable communities on a national, regional, and local level. They are essential components of national transport planning and regional and local policies.

4.3 National Planning Policy

National Planning Policy Framework (December 2024)

- 4.3.1 National policy has been shifting towards achieving more sustainable outcomes by reducing the need to travel, promoting the use of sustainable modes of transport, and discouraging car use. In March 2012, the National Planning Policy Framework (NPPF) was introduced, which was last updated in December 2024 with minor amendments made on 7th February 2025. When evaluating travel in relation to planning applications, the following paragraph from the NPPF is significant:
- 4.3.2 Paragraph 118: *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*

Department for Transport (DfT) Circular 01/2022

- 4.3.3 The DfT published Circular 01/2022 on 23rd December 2022, which outlines the policies and strategic principles that apply to development in relation to the Strategic Road Network (SRN). This document replaces Circular 02/2013.
- 4.3.4 Paragraph 44 indicates that *"Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator."*

4.4 Local Planning Policy

Hampshire County Council

- 4.4.1 Hampshire County Council² has outlined what is required for a Travel Plan, including the required sections, examples of aims and targets that could be included, and measures that could be implemented throughout the plan's lifespan. This has been reviewed and used to form this Framework Travel Plan.

² [Travel plans | Hampshire County Council \(hants.gov.uk\)](https://hants.gov.uk/travel-plans)



5 Objectives, Targets and Indicators

5.1 Introduction

- 5.1.1 This section states the objectives of this TP, broken down into expected travel characteristics, targets and indicators. These will provide a long-term strategy for the site to support a large proportion of journeys by sustainable means.

5.2 Objectives

- 5.2.1 The following objectives are identified for the TP:

- Promote travel choice and accessibility to and from the development for all users of the Site;
- Encouraging and maximising the quantity of journeys made to and from the Site sustainability via foot, bicycle, public transport and through car sharing, consequently reducing the quantity of single-car journeys to and from the Site;
- Promoting a healthy and accessible environment and raising awareness of the many benefits of travelling more sustainably and
- Act as a guide for the development of future individual travel plans.

5.3 Targets

- 5.3.1 Targets in this Travel Plan need to be achievable but stretching to promote sustainable travel, the Travel Plan Targets should be SMART as explained below:

- **Specific:** Identify precisely what is to be achieved
- **Measurable:** Throughout the target period, allowing for regular evaluation of effectiveness
- **Appropriate:** Linked to overall objectives and aims;
- **Realistic:** In terms of the potential to be achieved over the duration period of achieving targets; and
- **Time:** The target defines a date by which it is expected to be achieved.

Residential

- 5.3.2 As presented in the Transport Assessment submitted alongside this FTP, the forecast modal share for the fully built out and occupied site is based on the Vision and Validate Tool, which produces the baseline mode share utilising the methodology outlined in “TN03 – Trip Forecasting Methodology” (included as an appendix of the Transport Assessment).
- 5.3.3 To produce the mode share values outlined in **Table 5.1**, the Scenario 1: Business as Usual has been used, with the Year 15 targets based on Scenario 3: Do Something+. Further detail on these forecast mode share scenarios is included within the submitted Transport Assessment.



Table 5.1: Residential Mode Share Targets

Mode	Baseline	Target Mode Split			
		Year 1	Year 5	Year 10	Year 15
Active Travel	15.0%	16.4%	19.2%	23.4%	27.6%
Public Transport	3.3%	4.3%	6.3%	9.4%	10.6%
Driving a car or van	63.1%	62.1%	60.1%	57.1%	45.9%
Passenger in a car or van	18.6%	18.3%	17.8%	17.0%	15.9%
Total	100.0%*	100.0%	100.0%	100.0%	100.0%

- 5.3.4 The baseline mode share will be updated once a survey of the Site has been completed, which will occur within six months of first occupation and during a neutral monitoring period. The future year targets will be adjusted accordingly following agreement of the baseline mode share.

Commercial

- 5.3.5 As the exact land uses and occupiers have not been determined at this stage, it is proposed that the mode share and associated targets of the commercial element of the site be handled within the occupiers' individual Travel Plans once they are located at the Site. These surveys will be TRICS SAM Surveys, unless otherwise agreed with HCC, in accordance with HCC guidance.

Indicators

- 5.3.6 Several indicators will be measured as part of the monitoring process. The responsibility for measuring these indicators lies within the Travel Plan Co-Ordinator (TPC) and will include the following:
- Number of staff within active travel distance of the site;
 - Number of residents within active travel distance of their place of work
 - Use of public realm cycle parking
 - Number of staff utilising public transport;
 - Number of staff car sharing;
 - Usage of car club; and
 - Take up of measures funded by the Travel Plan Fund.



6 Measures and Actions

6.1 Introduction

- 6.1.1 This section summarises the measures that will assist future occupants of the Site. It's important to note that since specific details about the future occupants are not known, not all the measures outlined in each TP may apply to every occupant across the Site

6.2 Measures and Incentives

- 6.2.1 **Table 6.1** shows the different travel planning measures suggested for the Site and assigns responsibilities to the TPC, who will be chosen by Bloor Homes to manage travel planning coordination for different land uses before occupiers appoint individual TPCs as required.

Table 6.1: Travel Planning Measures

Measure	Implementation	Responsibility
Measures to Promote Travel Plan		
Marketing should commence as soon as possible so that the key components of the TP can be included in Site promotion, sales, and advertising.	Prior to occupation	TPC
Travel Plan measures encompassed in the organisation's own marketing material (e.g. employment packs at the workplace, newsletters, noticeboards);	Occupation / Ongoing	TPC
Occupier / Bloor Homes site management website to include travel information by all modes, promoting sustainable travel, public transport, and multi-stop display information to be added to the website;	Occupation / Ongoing	TPC
Sales and letting information to refer to the availability of the car club on-site, and the free trial offer	Prior to occupation	TPC
All residents and employees will be offered free personalised journey planning over a couple of days in a 'surgery' drop-in format, which will be promoted beforehand by the TPC.	From Occupation	TPC
Establishment of a Transport Infrastructure Management Group (Bloor / HCC / HBC / NH)	Prior to occupation	Developer
Measures to be Applied Site-Wide		
Provision of Bus / Rail Passes / Car Club Vouchers	From Occupation	Developer
Provision of a Mobility Hub (Dependent on Phasing and Delivery)	Prior to occupation	Developer
Secure, covered, and convenient cycle parking for all the site users	Prior to occupation	Developer
Provide effective on-site walking and cycling signage	Prior to occupation	Developer
Promote the health benefits of walking and cycling through the distribution of appropriate information	Prior to occupation	TPC
Produce a site-specific walking and cycling journey time map of the local area	Prior to occupation	TPC



Framework Travel Plan

Measure		Implementation	Responsibility
Promote cycling and walking integration in parallel with public transport, e.g. bike and train, through workplace forums		On occupation	TPC
Hold one off walking promotion event in line with national event		Annually	TPC
Ongoing review of onsite cycling facilities in line with demand and provision of additional cycle parking if required		Ongoing	TPC
Measures to Encourage Walking and Cycling			
Off-Site Cycle Commitments	Westbourne/Havant Cycle Route and LCWIP Route 372: Southleigh Road – Cycle Infrastructure Improvements (c. 500m + Crossing)	In Coordination with HBC / HCC	Developer / HBC / HCC
	Purbrook / Emsworth Cycle Route: Bartons Road – Shared route improvements towards rail line (c. 600m)	In Coordination with HBC / HCC	Developer / HBC / HCC
	LCWIP Route 371: Route improvement contributions (c. 900m + Possible Crossing)	In Coordination with HBC / HCC	Developer / HBC / HCC
Other cycleway enhancements by contribution		In Coordination with HBC / HCC	Developer / HBC / HCC
Off-Site Cycle Parking at key destinations		In Coordination with HBC / HCC	Developer / HBC / HCC
Proposed contribution towards delivery of possible Warblington Footbridge or Active Travel bridge over railway		In Coordination with HBC / HCC	Developer / HBC / HCC
Secure, covered, and convenient cycle parking for all site users		Prior to occupation	Developer
Lockers, changing facilities and showers for staff walking or cycling to work		Prior to occupation	Developer / Occupier
Promotion of the benefits of walking and cycling		Ongoing	TPC
Cycle and walking maps of the local area are made available		Ongoing	TPC
Provide website links to national and local websites such as; Sustrans, www.cyclestreets.net		Ongoing	TPC
Staff will be provided with links to journey planning websites		Ongoing	TPC
Introduce a walking partners scheme if necessary		Prior to occupation	TPC
Facilitation of locally based on-road cycle training depending on uptake.		Within 6 months of occupation	TPC
Cycle and walking maps of the local area are made available		From Occupation	TPC
Providing basic cycle maintenance equipment at work, including pump, puncture repair kit, tools, etc. for staff use.		From Occupation	TPC
Promoting and providing information on local cycle training courses		From Occupation	TPC
Encourage occupiers to adopt Cycle to Work Schemes to enable staff to access a tax-exempt loan for the purchase of bicycles and safety equipment		From Occupation	TPC



Framework Travel Plan

Measure	Implementation	Responsibility
Review of on-site cycling facilities in line with demand. Provision of additional cycle parking if required and feasible	From Occupation	TPC
Hold walking promotion events in line with national events (e.g. In Town without a Car Day)	Annually	TPC
Hold cycling promotion events in line with British Cycling guidelines	Post occupation	TPC
Bicycle user group for staff if relevant	On Occupation	TPC
Measures to Promote Public Transport		
New 20-minute Frequency Service (Havant – Southleigh – Emsworth) <i>To be agreed with bus providers and HCC through S106 discussions</i>	In Coordination with Operator and HCC	Developer
Enhancement of Service 27 (Havant – Emsworth), <i>to be agreed with bus providers and HCC through S106 discussions</i>	In Coordination with Operator and HCC	Developer
Bus Shelters	Prior to occupation	Developer
Implementation of a Bus Gate at Normandy Way Access	In Coordination with Operator and HCC under Phasing Requirements	Developer
Off-Site Bus Stop	In Coordination with HBC / HCC	Developer
Providing local bus and train timetable information.	Ongoing	TPC
Providing fare information, including operator season ticket discounts	Ongoing	TPC
Staff will be provided with links to journey-planning websites such as Traveline to enable them to plan their own journeys	Ongoing	TPC
Provide bus and train timetable information.	Ongoing	TPC
Provide fare information, including operator season ticket discounts	Ongoing	TPC
Measures to Promote Car Sharing		
Provision of Car Club bays	Phased	Developer
During staff induction, the occupiers will seek to match as many potential car sharers as possible with other staff who live nearby. Informal car-share meetings will be held where staff interested in car-sharing can discuss potential matches with other car-sharers	Ongoing	TPC
Car share posters will be placed on notice boards, including an area for people to make car share requests/offers	Ongoing	TPC
Staff will be provided with links to journey-planning websites such as Traveline to enable them to plan their own journeys	Ongoing	TPC
Incentives to car sharers, for example, prize draws for a free/subsidised MOT, car wash and valet	Ongoing	TPC



Framework Travel Plan

- 6.2.2 If a business is relocating to the Site, the Travel Plan needs to be marketed to staff before the move. Opportunities to travel sustainably need to be made clear to staff so they will trade using sustainable modes upon relocation.



7 Travel Plan Coordinator

7.1 Introduction

- 7.1.1 A key element of the Travel Plan is the appointment of a sitewide Travel Plan Co-ordinator (TPC) to liaise with tenants. The sitewide TPC will provide information to the occupier TPC's and monitor the travel trends and objectives of the Travel Plan.

7.2 Roles & Responsibilities

- 7.2.1 The main responsibilities of the TPC are set out below:

- To be the main point of contact on all Travel Plan matters for the development and to ensure that all business occupiers are provided with the relevant Travel Plan documentation before they first sign a lease to locate at the development;
- Ensuring that all businesses that require a full or company Travel Plan provide the necessary documentation. TPC is to submit these to HCC for approval within the agreed timescales;
- Travel Plan promotion, provision of Travel Plan webpage, and promotional materials;
- Organising meetings with the Tennant Travel Plan Coordinator (TTPCs) to discuss the implementation of the Travel Plan and ensuring all the businesses participate in the annual travel to work surveys, collating the results and submitting an annual monitoring report to the HCC transport team;
- Keeping an up-to-date record of all the contact details of the TTPCs and cascading all necessary Travel Plan information and updates/news to the TTPCs;
- Overseeing the implementation of the Travel Plan and representing the 'human face' of the plan;
- Designing and implementing effective marketing and awareness-raising measures and events to promote sustainable forms of travel;
- Providing personalised journey planning service for all site users;
- Supplying relevant information as necessary to increase awareness of transport and environmental issues;
- Managing and monitoring staff cycle parking demand to ensure adequate supply of parking provision;
- Liaising with HCC and local public transport operators, where necessary;
- Co-ordinate the staff and residents' travel surveys and submit annual update reports to the HCC transport team;
- Be the key contact for establishing the car club on-site and promoting the free trial membership and usage offer to employees and residents;
- Setting up a car share website for the Site;
- Providing regular newsletters/bulletins to residents and to TTPCs on the Travel Plan, results of surveys, and latest initiatives for dissemination to staff;



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- To ensure that any change in contact details for the postholder is immediately shared with the HCC transport team;
- To be the residential TPC, including responsibility for delivering the residential Travel Plan fund;
- Organising one sustainable travel event a year, site-wide;
- Making their contact details available to all residents and employees;
- Involving the development in local and national events to promote sustainable travel, e.g. bike week etc;
- Providing a way for all site users to communicate with one another e.g. intranet, Facebook page, and
- Preparing travel welcome packs for all staff and residents, keeping them up to date and continuously issuing them to all new residents and employees.

7.2.2 The TPC will also hold an annual sustainable travel event and conduct a survey prize draw. Additionally, they will provide personalised journey-planning services. The annual monitoring report will include evidence of the budget's expenditure.

7.2.3 The main responsibilities of the TTPC are set below, but will be reviewed on a regular basis:

- Preparing the Travel Information Packs for the staff/customers/guests supplied by the TPC and keeping transport information up to date;
- Participating in meetings to discuss the Travel Plan, as required;
- Ensure Travel Plans are provided for users over the Travel Plan thresholds;
- Ensuring that staff and customers/guests fully participate in the travel surveys and data submitted to the TPC for inclusion in the annual report;
- Ensuring the public transport multi-stop display information is promoted to building users, including providing and installing screens to display the information;
- Establishing a Cycle to Work scheme to enable staff to access a tax-exempt loan for the purchase of bicycles and safety equipment.

7.3 Phasing and Prioritisation

7.3.1 To maximise the potential of the TP to influence travel behaviour, a prioritising approach will be adopted. This frames a strategy and appropriate timescale for key components of the Employee TPs. An action plan strategy is outlined in **Table 7.1**.



Table 7.1: Action Plan Implementation Strategy

Implementation Phase	Timescale	Strategy
Short Term	Prior to Occupation	1. Appoint a Travel Plan Co-ordinator
	Within 6 months following the first occupancy	2. Distribute travel packs; 3. Promote initial measures 4. Travel surveys and TRICS SAM Surveys within six months following the first occupation; 5. Agree on measures, monitoring and action plan;
Medium - Long Term	6 Months after first occupancy to Full Occupancy	1. Repeat Travel Surveys annually 2. Repeat TRICS SAM biennially 3. Continuation of Travel Plan promotion through the Site marketing materials 4. Refine Travel Planning initiatives to maximise their benefit and impact

7.3.2 Due to the TP's dynamic nature, the above strategy will be assessed following occupation and updated if necessary.

7.4 Securing

7.4.1 The developer will fund the preparation, implementation and operation of the Travel Plan process, together with the monitoring and review, which shall be undertaken in association with HCC. There will be a specific fund for organising a site-wide sustainable travel event once a year, for example, Bike Week or Walk to Work Week. Additionally, taster tickets would be offered, which would cost approximately £25 a head.

7.4.2 The applicant will provide a Residential Travel Plan Fund (RTPF) through S106 contributions. The fund includes some or all of the following:

- Public transport ticketing;
- Personalised travel schemes
- Car sharing/walking cycle measures/promotion and/or further infrastructure enhancements; and
- Car club trial and usage, support and marketing.

7.4.3 The developer will also fund the day-to-day site TPC's role, the implementation and management of the physical measures, the promotion of sustainable travel throughout the monitoring period of the development, and the coordination of the monitoring and review process.



8 Monitoring and Review

8.1 Monitoring

- 8.1.1 The TPC must continually monitor the Travel Plan to provide up-to-date and relevant information on the development's operational characteristics. Individual employers will conduct surveys after the first six months of occupation, followed by annual surveys.
- 8.1.2 The monitoring period for residential and commercial land uses is subject to agreement with HCC, based on the Travel Plan Fund being spent and the targets being met. As such, a Travel Plan will be put in place for the entire development period. The tenants will be identified, and units will be occupied before the Travel Plan is agreed with HCC.
- 8.1.3 All survey data will be submitted to HCC within six months of the survey, contained within a monitoring report for comparison against agreed targets.
- 8.1.4 HCC are expected to issue a response within one month of Monitoring Report issuance.

8.2 Travel Surveys

- 8.2.1 Annual travel-to-work surveys of all employees and residents will be conducted. Each new occupier that requires a company Travel Plan should conduct surveys within six months of occupation to help set appropriate actions in the company Travel Plan.
- 8.2.2 TRICS SAM Surveys will be conducted biannually to provide an understanding of the Site as a whole, its trip generation and mode share.
- 8.2.3 The travel surveys will be promoted and circulated to all staff at the site via the individual TPC's. In addition to travel surveys, the TPCs will undertake additional monitoring exercises. These could include:
- Audit of cycle parking utilisation;
 - Review of bus service patronage;
 - Review of voucher uptake
 - Tracking of event attendance.
- 8.2.4 Travel surveys could be in paper or electronic form, depending on the type of employer and the ability to coordinate responses. An example of an Employee travel survey is contained in **Appendix B**.
- 8.2.5 The surveys will need to have a minimum response rate target. These are provided in **Table 8.1**.

Table 8.1: Survey Targets

Land Use	Minimum Survey Response Rate
Residential	20% (to be reassessed before the survey is undertaken if unachievable)
Commercial	This will be agreed upon prior to surveys being undertaken.



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- 8.2.6 If the agreed response rate is not met, discussions with HCC will take place, with an extension survey discussed. Prior to this, the TPC will also re-promote the survey and offer a prize draw to increase response rates.

8.3 Reporting

- 8.3.1 The individual occupiers will prepare separate monitoring reports following their initial travel surveys and submit them to HCC. Subsequent travel surveys will be conducted annually following the baseline travel surveys.
- 8.3.2 The reports will present the results of the staff/resident travel surveys, the progress made on the Travel Plan targets set and proposed changes and updates to the Travel Plan, where appropriate. The TPC will collate all the reports together for development and submit them to HCC annually within 3 months of the date of the annual sitewide surveys.
- 8.3.3 Reviewing the monitoring process results will ensure that the Travel Plan remains realistic and relevant to staff across the site. Following the review process, any significant adjustments made to the Travel Plan will be agreed upon with the Council and implemented over the next year.



9 Enforcement and Funding

9.1 Enforcement

- 9.1.1 If the FTP targets are not being met, HCC will decide if the breach is significant (i.e. it is possible that a breach of a mode share target may be compensated by overall lower trip generation or better performance in another area of the plan)
- 9.1.2 If the breach is significant, the TPC will agree on a package of measures with HCC designed to address the breach and present these to the Travel Plan Steering Group (TPSG) for agreement, including a timescale over which the success of these measures should be reviewed.
- 9.1.3 The emphasis on addressing any breach should be 'soft' measures, including incentives or disincentives designed to address the breach. This will include active travel and public transport campaigns, unless otherwise agreed with HCC. Examples of what these soft measures could be:
- Bus / Rail Pass / Car Club Vouchers
 - Travel Plan Events (For Example, National Cycle to Work Day)
 - Development Car Sharing Group Platform
 - Cycle Maintenance Equipment / Events (Dr. Bike)
 - Personalised Travel Planning
 - On-road cycle training
 - Incentives to Car Sharers – Prize Draws

9.2 Travel Plan Funding

- 9.2.1 Bloor Homes (as Master Developer) or a Management Company will fund the overall management of the Travel Plan over the five years (plus a further extension, if enforcement actions are required), including the preparation, implementation and operation of the TP process, covering the day to day site TPC role, the preparation of the Site Wide Monitoring Report, the implementation of selected site-wide measures (note: plot specific measures will be funded by the Plot Developers, commercial occupiers and school), the promotion of sustainable travel throughout the Site, and the coordination of the monitoring and review process.

9.3 Fees

- 9.3.1 The developer will be required to pay HCC fees associated with the appraisal of the monitoring reports associated with the Travel Plan. The Southleigh Site has a planning application fee in excess of £11,000; as such, it is classified as a 'Major Development'. The fee breakdown is presented in **Table 9.1**.

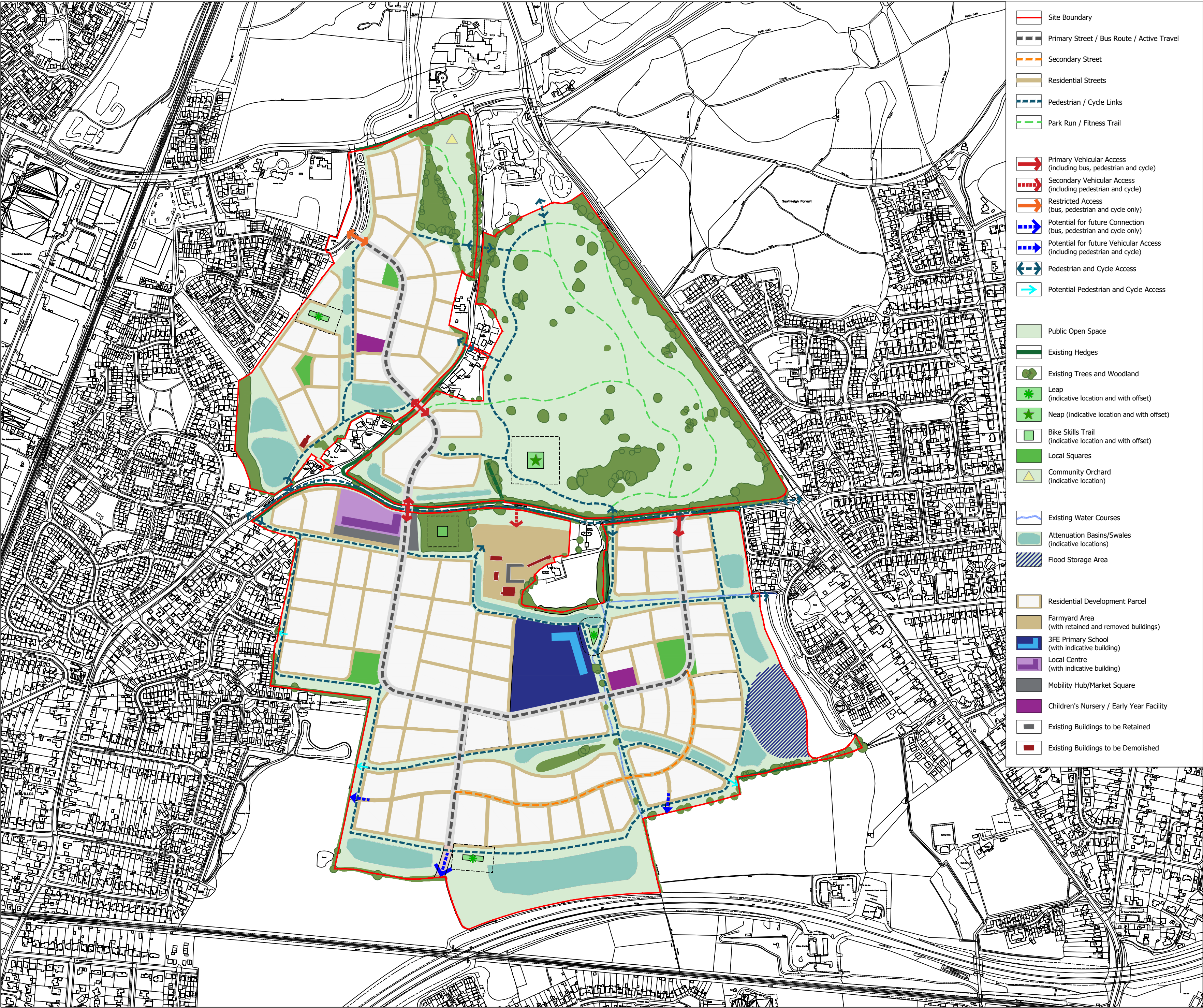
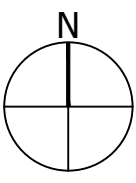
Table 9.1: Travel Plan Fees

Size of Development	Initial Evaluation Fee	Subsequent Evaluation Fee	Annual Monitoring Fee	5 Years of Annual Monitoring	Additional Monitoring
Major	£1,500	At Cost	£3,000	£15,000	Years 7, 9, 12 and 15



Appendix A Illustrative Masterplan

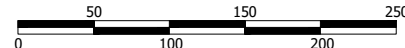




- Site Boundary
- Primary Street / Bus Route / Active Travel
- Secondary Street
- Residential Streets
- Pedestrian / Cycle Links
- Park Run / Fitness Trail
- Primary Vehicular Access (including bus, pedestrian and cycle)
- Secondary Vehicular Access (including pedestrian and cycle)
- Restricted Access (bus, pedestrian and cycle only)
- Potential for future Connection (bus, pedestrian and cycle only)
- Potential for future Vehicular Access (including pedestrian and cycle)
- Pedestrian and Cycle Access
- Potential Pedestrian and Cycle Access
- Public Open Space
- Existing Hedges
- Existing Trees and Woodland
- Leap (indicative location and with offset)
- Neap (indicative location and with offset)
- Bike Skills Trail (indicative location and with offset)
- Local Squares
- Community Orchard (indicative location)
- Existing Water Courses
- Attenuation Basins/Swales (indicative locations)
- Flood Storage Area
- Residential Development Parcel
- Farmyard Area (with retained and removed buildings)
- 3FE Primary School (with indicative building)
- Local Centre (with indicative building)
- Mobility Hub/Market Square
- Children's Nursery / Early Year Facility
- Existing Buildings to be Retained
- Existing Buildings to be Demolished

Project
**Southleigh,
Havant**
Drawing Title
Indicative Concept Plan

Date	Scale	Drawn by	Check by
06.03.25	1:5000@A2	TS/MD	BW
Project No	Drawing No	Revision	
333101046	BL-M-01	H	



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Appendix B Example Employee Travel Survey



1. What is your home postcode? <i>(Please provide the first half of your post code only)</i>	
2. On a typically work day, what time do you arrive at work?	
Before 07:00	
Between 07:00 – 10:00	
Between 10:00 – 16:00	
Between 16:00 – 19:00	
After 19:00	
3. On a typical work day, what time do you leave work?	
Before 07:00	
Between 07:00 – 10:00	
Between 10:00 – 16:00	
Between 16:00 – 19:00	
After 19:00	
4. On average, how long does your journey to work take?	
0-15 minutes	
16 – 30 minutes	
31 – 45 minutes	
46 – 60 minutes	
61 – 75 minutes	
76 – 90 minutes	
Over 90 minutes	
5. Approximately, what is the distance you travel to get from home to work?	
0 – 1 mile	
1-2 miles	
2-5 miles	
5+ miles	

6. What is your MAIN mode of transport used when travelling to work? (Please select <u>one</u> answer for the <u>longest distance</u> of your journey)	
Car Driver (drive alone)	
Car Driver (drive passenger/s)	
Car passenger	
Bus / Coach	
Train	
Taxi	
Walk	
Cycle	
Motorbike	
Scooter / E-scooter	
Work from home	
Other (please state)	
7. If you selected Car driver, what type of vehicle do you drive?	
Diesel / Petrol	
Electric / Hybrid	
8. What alternative mode of transport would you consider if your usual mode was not available?	
Car Driver (drive alone)	
Car Driver (drive passenger/s)	
Car passenger	
Car Driver, but switch from Petrol/ Diesel to an Electric / Hybrid vehicle	
Bus / Coach	
Train	
Taxi	
Walk	
Cycle	
Motorbike	
Scooter / E-scooter	
Other (please state)	

9. What would encourage you to travel to work via an alternative mode of transport? (Please select as many options that apply)

Public Transport	More frequent services	
	Concessionary public transport fares	
	Earlier / Later public transport services	
	Improved journey time	
	More reliable services	
	Other (please state)	
Walking and Cycling	A safer walking / cycling environment	
	Better pedestrian / cycle routes	
	A cleaner walking / cycling environment	
	Cycle training	
	Cycle maintenance kit available to use at work	
	Cycle to work scheme	
	Other (please state)	
Car Sharing	Incentives for car sharing	
	Priority parking for car sharers	
	Guaranteed lift home scheme for car sharers	
	Help coordinating car sharing with other employees	
	Other (please state)	
Other	More information on alternative modes of transport	
	Nothing would encourage me	
	Other (please state)	

10. Please provide the age category you are in.

25 and below	
26 – 35	
36 – 50	
51 – 60	
60 +	
Prefer not to say	



Please provide any further comments you may have about travelling to and from work:

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