Unit 100 Dunsbury Park, Havant

Framework Travel Plan

May 2026

Portsmouth City Council Ltd

paulbasham associates

Transport Planning | Travel Planning | Civil & Structural Engineering

COMMERCIAL DEVELOPMENT
UNIT 100 DUNSBURY PARK
HAVANT

FRAMEWORK TRAVEL PLAN

CONTROLLED DOCUMENT

Document No:	273.0002/FTP/3 DP-PB-100-XX-RP-TP-FTP-3	
Status:	Original	
	Name	*Date*
Prepared by:	Eleanor Geary	November 2025
Checked by:	Kim Hammonds	November 2025
Approved by:	Adam Ford	November 2025

Revision Record				
Rev.	*Date*	*By*	*Summary of Changes*	*Aprvd*
2	12.05.26	KCH	Updating report	TAF
3	22.05.26	ERG	Updating report	TAF

Disclaimer
This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited

Portsmouth City Council
Civic Offices
Guildhall Square
Portsmouth
PO1 2AY

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
Hampshire
P016 8UT

COMMERCIAL DEVELOPMENT
UNIT 100 DUNSBURY PARK
HAVANT

FRAMEWORK TRAVEL PLAN

Contents

1. INTRODUCTION 3
2. TRAVEL PLAN POLICY 7
3. DEVELOPMENT PROPOSAL 14
4. SITE AUDIT 19
5. AIMS, OBJECTIVES AND TARGETS 34
6. TRAVEL PLAN STRATEGY AND MEASURES 37
7. ACTION PLAN 42
8. IMPLEMENTATION AND MONITORING 43
9. ENFORCEMENT 45
10. SUMMARY AND CONCLUSIONS 46

Figures

Figure 1 – Site Location
Figure 2 – LTP4 principles and policies
Figure 3 – Accessibility Index
Figure 4 – Public Rights of Way within the vicinity of the site
Figure 5 – Walking Isochrone Map
Figure 6 – Cycle facilities within the vicinity of the site
Figure 7 – Cycling Isochrone Map
Figure 8 – Bus Routes within the vicinity of the site
Figure 9 – Route to Calshot Bus Stop

Tables

Table 1 – Parking requirements
Table 2 – TRA02 Targeted Credits
Table 3 – Local Amenities and Facilities
Table 4 – Healthy Streets Assessment
Table 5 – Indicative Baseline Splits and Targets Based on 2011 Census Data (Obtained from SWTP)
Table 6 –Travel Plan Targets

Appendices

Appendix A – Site Layout Plan
Appendix B – Healthy Streets Assessments Outputs

Appendix C – Active Travel Toolkit Assessment
Appendix D – 2011 Census Data
Appendix E – Costed Action Plan
Appendix F – Staff Survey

1. INTRODUCTION

1.1 This Framework Travel Plan (FTP) has been prepared by Paul Basham Associates on behalf of Portsmouth City Council (PCC) to support an Outline planning application for the development of the industrial unit known as Dunsbury Park Unit 100, consisting of 3251m2 B2/B8 commercial provision (building area identified for illustrative purposes only).

1.2 Unit 100 is proposed within the existing Dunsbury Park commercial estate which is situated adjacent to Junction 3 of the A3(M) at Waterlooville. Dunsbury Park is a 100-acre prime industrial and manufacturing business park, consisting of commercial units (B1/B2/B8 uses). This estate current comprises 7 built (6 occupied) commercial units with a wider masterplan of 12 units in total (permission for 11 units and a hotel). The proposed development location of the proposed industrial unit in relation to the wider Dunsbury Park site is shown in **Figure 1**, with a site layout for each attached within **Appendix A**.

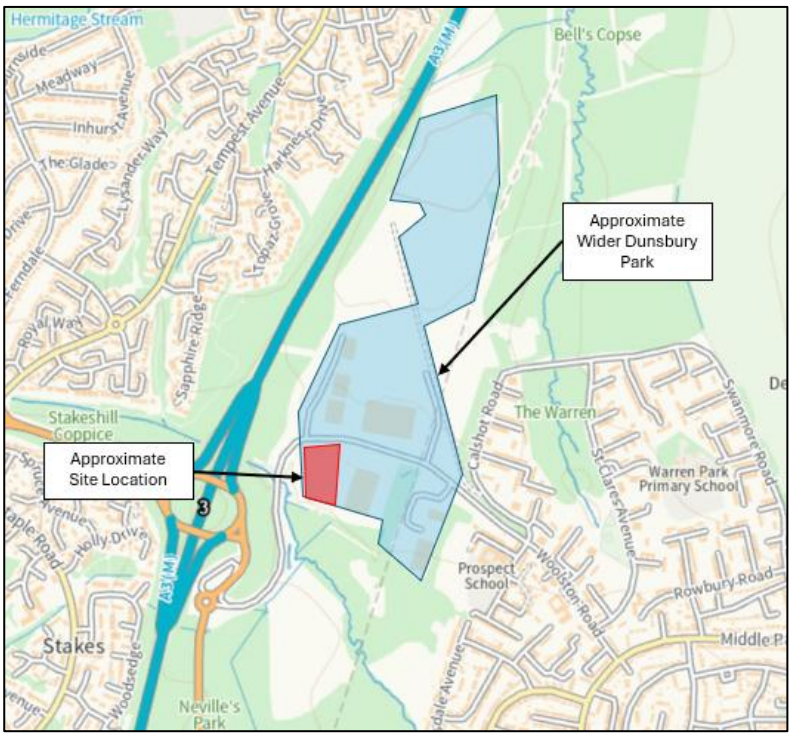

Figure 1: Site Location

1.3 This report will reflect and take learning from the current Site Wide Travel Plan (SWTP) (June 2024) completed by Paul Basham Associates and submitted to Hampshire County Council (HCC) in line with the S106 agreement associated with the wider Hybrid application for the site (planning reference: APP/12/00338). The SWTP was written to support the staff which will be occupying the units at Dunsbury Park and was formally signed off by HCC in September 2025, along with unit specific Travel Plans for Units 500, 501 and 502.

1.4 The production of this Framework Travel Plan has been developed to support the Outline planning application for Unit 100 which as aforementioned consists of 3251m2 B2/B8 commercial provision (building area identified for illustrative purposes only).

1.5 This report will be written in line with the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credits related to TRA01: Transport Assessment and Travel Plan and TRA02: Sustainable Transport Measures (2018 guidance), with the site seeking to achieve BREEAM 'Excellent' status.

1.6 It should be noted that the developer of the site is committed to the delivery of the Travel Plan. Not only will this include ensuring all occupants are aware of the need of a Travel Plan, similarly to the work already being completed on site for the 6 occupied units, but also through the instruction of Paul Basham Associates to deliver this document. Paul Basham Associates are currently acting as the Site Wide Travel Plan Coordinator for Dunsbury Park to deliver the existing SWTP, and therefore the delivery of this Framework Travel Plan for Unit 100 would come under their remit. Once the unit occupant is also known, they will be made aware of the need to comply with the requirements of both the SWTP and this unit specific Travel Plan, in the future.

Planning History

1.7 A Transport Assessment was submitted as part of the hybrid planning application (planning reference APP/12/00338) in 2012 for: Hybrid planning application comprising a part outline application relating to development for employment uses and a hotel with conference facilities and a part detailed application for a new access link road with bus gate to Woolston Road; together with landscaping, infrastructure and associated works. Following this a TA Addendum was submitted in 2013 following comments received from Hampshire County Council (HCC). The whole Dunsbury Park site then received planning consent in 2014 (planning reference APP/12/00338 for the construction of Fitzwygram Way (full plans) and the development of plots (outline).

1.8 Subsequently requests to discharge conditions A5, A10, A11, A12, A13, A14, A16, A17, A18, B4 and B10 were submitted (05.01.16) (application reference: APP/12/00338) whilst Reserved Matters planning applications were submitted for the site. The first Reserved Matters application submitted for Plot 2, Phase 1 (reference APP/15/01156) was granted permission in December 2015. Further Reserved Matters applications have subsequently been approved, with 7 commercial units built and 6 of which currently occupied under the original planning consent. As part of this, mitigation elements that were raised through that original application have also been implemented which include the bus gate on Fitzwygram Way and shared footway/cycle infrastructure.

1.9 The original application has now expired for the submission of Reserved Matters applications as Condition B2 of the Hybrid planning application required all Reserved Matters applications to be submitted within 10 years of approval (February 2014). A new Outline application associated with Unit 100, which this Transport Assessment supports, will now be submitted to allow the continued development of the site.

1.10 It is of note that the previous Transport reports, submitted as part of the original Hybrid application, considered the cumulative impact of developing the whole of Dunsbury Park, the development's impact on the strategic highway network (A3(M)) and this work was approved at planning, hence the subsequent development of 7 or the permitted 12 units. Mitigation elements that were raised through that original application have also been implemented, or are in the process of being implemented, which include the bus gate on Fitzwygram Way and shared footway/cycle infrastructure.

Purpose of the Travel Plan

1.11 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.

1.12 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (PCC) and the Local Authorities (Hampshire County Council (HCC) and Havant Borough Council (HBC)). Once the final occupants are known they will also be party to these discussions, as such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

1.13 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

1.14 This FTP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Development Proposal
- Chapter 4 – Site Audit
- Chapter 5 – Aims, Objectives and Targets
- Chapter 6 – Travel Plan Strategy & Measures
- Chapter 7 – Action Plan
- Chapter 8 – Implementation and Monitoring
- Chapter 9 – Enforcement
- Chapter 10 - Conclusions

2. TRAVEL PLAN POLICY

2.1 This FTP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF) (2024);
- LTN 1/20 Cycle infrastructure Design (July 2022)
- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements'
- DfT Circular 01/2022
- Transport Decarbonising Plan (DfT 2021)
- Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)
- Hampshire County Council Local Transport Plan 4 (LPT4)
- Hampshire County Council's 'A Guide to Development Related Travel Plans (2009 & 2025)
- Havant Borough Councils Adopted Core Strategy (2011-2026).
- The Havant Borough Local Plan (Allocations) document (2014)
- Havant Borough Council Emerging Local Plan

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is 'a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Framework Travel Plan:

> Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
>
> *a) making transport considerations an important part of early engagement with local communities;*
> *b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
> *c) understanding and addressing the potential impacts of development on transport networks;*
> *d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
> *e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
> *f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*
>
> ***(NPPF Para.109)***

> The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should

be taken into account in both plan-making and decision-making. ***(NPPF Para.110)***
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. ***(NPPF Para. 118)***

2.3 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and therefore the NPPF continues to be dated December 2024.

2.4 It is also important to recognise a consultation draft of a revised NPPF was published in December 2025; however, this is yet to be adopted and thus this TA will continue to refer to the adopted December 2024 version.

LTN 1/20 Cycle Infrastructure Design (July 2020)

2.5 LTN 1/20 provides guidance to local authorities on delivering high quality, cycle infrastructure including:

- Planning for cycling
- Space for cycling within highways
- Transitions between carriageways, cycle lanes and cycle tracks
- Junctions and crossings
- Cycle parking and other equipment
- Planning and designing for commercial cycling
- Traffic signs and road markings
- Construction and maintenance

2.6 This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters. Further reading on related matters, helpful tools and advice on procedural issues are included in the Appendices. Local Transport Note (LTN) 1/20 replaces previous guidance on cycle infrastructure design provided by LTN 2/08, and accordingly LTN 2/08 is withdrawn.

Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements'

2.7 The Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' provide advice on when Travel Plans are required, and what they should contain.

DfT Circular 01/2022

2.8 The "Strategic Road network and the delivery of sustainable development" policy published by the DfT in December 2023 is the policy of the secretary of state in relation to the Strategic Road Network. It sets out how National Highways engages with the planning system and fulfils its remit to be a delivery partner for sustainable economic growth, whilst maintain managing and operating a safe and efficient strategic road network. The documents states 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. Advice on preparing and monitoring travel plans is contained in the planning practice guidance."

Transport Decarbonisation Plan (Department for Transport, 2021)

2.9 The Transport Decarbonisation Plan sets the following strategic priority: "Accelerating modal shift to public and active transport" and outlines the aspiration to "make active travel the natural first choice for all who can take it".

Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)

2.10 PPG is a web-based collection of guidance which provides more detailed specifications for travel plans, transport assessments, and statements.

Hampshire County Council's 'A Guide to Development Related Travel Plans (2009 & 2025)

2.11 This Framework Travel Plan has been written in accordance with HCC's current guidance document, including the format of the Travel Plan and its content, however it also reflects the work which has previously occurred in relation to the earlier travel planning work for the wider Dunsbury Park site, which reflected the previous 2009 guidance.

Hampshire County Council's Local Transport Plan 4 (February 2024)

2.12 The Transport Decarbonisation Plan sets the following strategic priority: "Accelerating modal shift to public and active transport" and outlines the aspiration to "make active travel the natural first choice for all who can take it".

2.13 LTP4 was adopted in March 2024 and sets out core policies which are used to determine how HCC plans and delivers all aspects of transport. LTP4 details the vision for 2050, transport policies, a roadmap for 2050 and wider strategies. The LTP4 policies which are relevant to this development are outlined below.

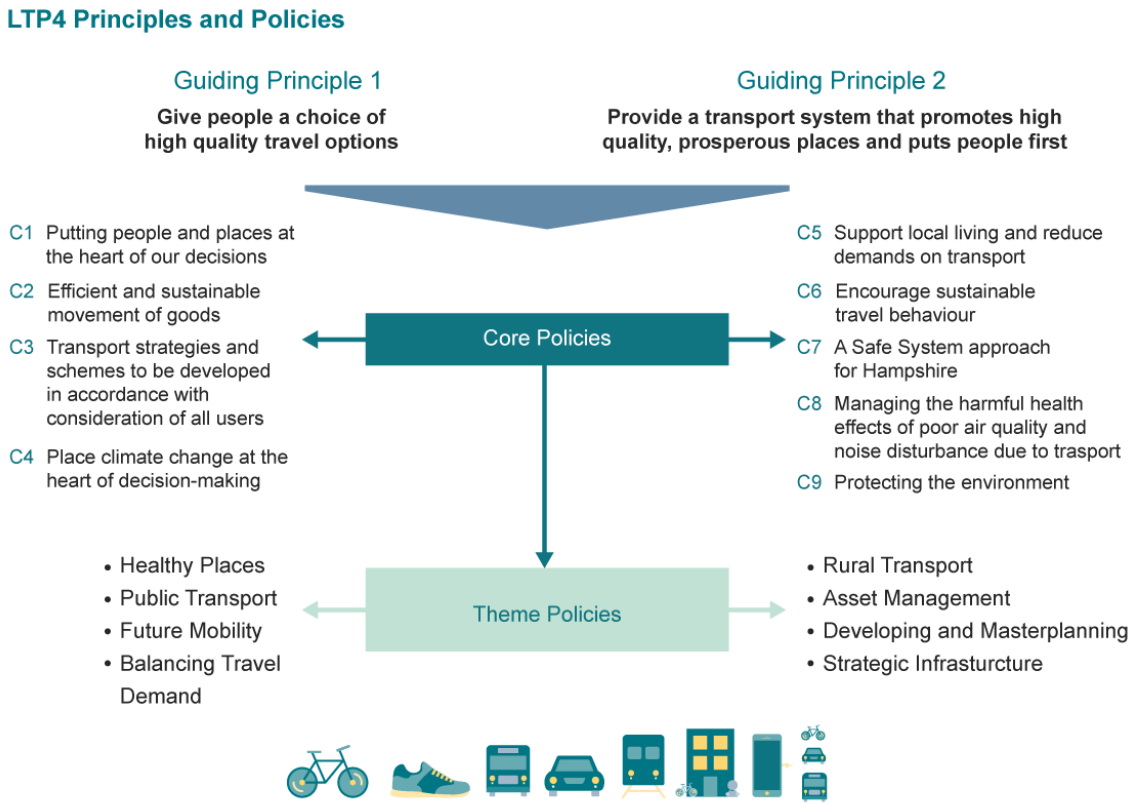

Figure 2: LTP4 principles and policies

Guiding Principle 1: Give people a choice of high-quality travel options.
• Provide a choice of high-quality travel options and reduce dependency on the private car by:
  ○ providing better walking, cycling and public transport choices
  ○ creating opportunities to 'live locally' (including homeworking)
  ○ owning fewer cars and using them less
• Use vehicles more efficiently to reduce per vehicle emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well used public transport and more car sharing
• Replace our petrol and diesel vehicles (which emit CO2) with zero emission vehicles
• Offset any remaining emissions that cannot be eliminated by the above

Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first. Planning for people and places means: • Creating high quality places, which encourage active and public transport use, enable social interaction, and create stronger communities; • Creating safe, healthy, accessible, and inclusive transport options that provide more equitable access to services, opportunities and life chances, leisure and recreation, and which tackle the adverse impacts of transport on the environment; and • Supporting and promoting key transport strategic infrastructure (primarily public and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.
Policy C1: Putting people and places at the heart of our decisions

• Develop and apply a Movement and Place Framework to manage the transport network in accordance with its function in different locations, i.e. to decide what type of measures are needed where; • Prioritise the needs of walking and cycling, public transport users and delivery vehicles, in accordance with the specific function of different types of location; • Use a 'Healthy Streets' approach and our 'Hampshire Walking and Cycling Principles' to plan and design welcoming, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age and disability; • Seek opportunities to create or reallocate road space to create better walking and cycling routes and faster routes for buses; and • Support targeted highway capacity improvements where there is a strong economic, safety, health, social or environmental case and where the Movement and Place Framework is achieved
Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users. Ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following Road User Utility Framework: 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 who walk; iv. people who cycle and ride horses; v. people who use public transport (bus, coach, rail, taxi, community transport); vi. delivery of goods; and vii. other motor vehicles.
Policy C5: Support local living and reduce demands on transport • Support measures that enable residents to make greater use of local services and facilities and will create stronger communities (based around the liveable neighbourhood concept); • Enable local communities to deliver community-led place and transport improvements where there is funding to do so; • Support the roll out of superfast/gigabit broadband to enable home working and online access to services, so that people can travel less for these services - especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower;
Policy C6: Encourage sustainable travel behaviour • Raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change; • Work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence-based interventions to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel; • Deliver transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private Car (with supporting behaviour change interventions where feasible); • Ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged; • Develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes; and • Monitor the effectiveness of our approach and adapt it to changing transport needs.

2.14 LTP4 also sets the expectation that Healthy Streets will be utilised across all relevant areas of transport policy and therefore this Framework Travel Plan includes an appropriate assessment.

Havant Borough Councils Adopted Core Strategy (2011-2026)

2.15 Havant Borough Council's (HBC's) Core Strategy (2011) is a long-term strategy that seeks to shape and guide new developments within Havant Borough. The Core Strategy proposes a policy framework for new developments.

2.16 The Vision within the Core Strategy proposes the following:

"In 2026 Havant Borough will be a cleaner, safer and more prosperous place. It will be a place where people of all ages and circumstances will want to live, visit or work. It will be a sought-after location, well known as the home of windsurfing and for its superb Solent coastline. It will be widely recognised for its sustainable, innovative and high-quality design developments and the stewardship of its natural and built environment..."

2.17 Further to this the following policy is of more relevance to the site and travel planning:

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

- Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy;
- Does not increase congestion and promotes better use of existing transport networks;
- Improves accessibility to goods, services and employment and promotes equality in the transport system;
- Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network;
- Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users;
- Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/ frequency buses and includes walking and cycling where appropriate;
- Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.

The Havant Borough Local Plan (Allocations) (2014)

2.18 The Local Plan Allocations document is part of the adopted Local Plan reports and should be read in conjunction with the Core Strategy. The Allocations document provides details about agreed site allocations as well as policies to encourage investment in new jobs, land for new homes and protection of special environments. A key transport related policy that relates to the operation of Dunsbury Park, is the cross-borough bus rapid transport route referred to in Policy AL5.

2.19 Policy AL5 states the following, *"Policy AL5 Cross-Borough Bus Rapid Transport Route Planning permission will be granted for development proposals that help deliver the Cross-Borough Bus Rapid Transport Route as shown indicatively on the Policies Map. Development proposals will not be permitted where they could prevent the future provision of this route".* The aim is to improve east-west transport between Havant and Waterlooville, which crosses through Dunsbury Park and is proposed to be delivered by Summer 2026.

Havant Borough Council Emerging Local Plan

2.20 Havant Borough Council (HBC) are currently preparing a new Local Plan following the withdrawal of the previous Emerging Havant Borough Local Plan (2036). The new plan, titled "Building a Better Future", has since been published and was the subject of a Regulation 18 consultation and Call for Sites exercise.

2.21 This FTP has been written in accordance with the above policies to meet the sustainable requirements for new developments within HCC and HBC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. DEVELOPMENT PROPOSAL

3.1 This FTP supports the Outline application for Unit 100, which is located within the wider commercial development known as 'Dunsbury Park' and will consist of 3251m2, consisting of B2/B8 commercial provision (building area identified for illustrative purposes only). Based on this, an indicative site layout plan is attached at **Appendix A**, which is discussed within this section.

3.2 Once the end occupier is known a Technical Note Travel Plan will be provided for HCC approval, in line with the agreed plan for Dunsbury Park and following the sign off of the SWTP. This would reflect specific information in regard to Unit 100 operations and their measures to encourage active travel.

Car Parking

3.3 Havant Borough Council's (HBC) 'Parking Supplementary Planning Document' (July 2016) has been reviewed to identify the likely parking requirements which will be confirmed at the Reserved Matters stage. The end user is currently unknown although the planning submission is for B2 and/or B8 uses. Using the site area the parking requirements for B2 General Industry have been consulted and are outlined in **Table 1**.

Land Use	Minimum Car Parking Standard	Cycle Parking Standard	
		Long Stay	Short Stay
B2 General Industry	1 space per 45sqm	1 space per 350sqm	1 space per 500sqm
3251sqm	72	9	7

Table 1: Parking Requirements

3.4 The details of parking would however be determined at the Reserved Matters stage but will include electric vehicle charging infrastructure to meet BREEAM requirements as well as blue badge parking provision in accordance with guidance. Based on the standards, a minimum of 72 car parking spaces would be required to meet HBC standards for a B2 land use.

Cycle Parking

3.5 Havant Borough Council Parking Supplementary Planning Document July 2016 (Partially updated September 2019) also sets out the proposed level of cycle parking. Cycle parking will be provided in line with these standards, which as shown in **Table 1** confirms the requirement of 9 short stay parking spaces and 7 long stay parking spaces. Further details will be provided at the Reserved Matters stage.

3.6 As part of the Reserved Matters further information will be provided on the BREEAM requirements, as it is noted that to meet these that accessible WC / shower rooms and changing facilities should be provided to accompany cycle parking.

Vehicular Access Arrangements

3.7 The site is to be accessed via the southern arm of the roundabout on Fitzwygram Way, directly to the north of the site boundary. This arm measures 9.3m wide with an entry kerb radius of 20m and egress kerb radius of 12m.

3.8 Approximately 10m south of the roundabout a Give Way junction is proposed on the eastern side of the access road, which would serve the site's main car park. The access road would then continue south for a further 70m providing a separate service access.

3.9 The access into the car park would measure 6m wide and be supported by a kerb radius of 4m on the northern side and 6m on the southern side. This access would serve an area of parking for bicycles, cars and vans, located to the north of the main building. The second vehicular access would serve the HGV yard and is indicatively proposed 60m south of the roundabout access, measuring 6.8m wide . This second access would continue in a straight alignment into the site therefore kerb radii are not expected in this location, although the access would be supported by security gates.

3.10 The separation of the car park entrance and yard entrance will reduce the risk of conflict between delivery vehicles and car traffic, as well as separating pedestrian and cycle movements from delivery vehicle movements.

Pedestrian Access Arrangements

3.11 Pedestrian access will be provided via a connection to the existing pedestrian infrastructure adjacent to roundabout arm that provides vehicular access.

3.12 In addition to this Framework Travel Plan, a Transport Assessment has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Along with this, a Walking, Cycling, Horse-Riding Assessment Report (WCHAR) has been produced, assessing the routes to local amenities and facilities within the vicinity of the site. Therefore, this Framework Travel Plan should be read in conjunction with these documents.

BREEAM Assessment

3.13 This application will target 'excellence' under BREEAM New Construction 2018. As part of the transport credits a TP is identified as a requirement, therefore this TP has been produced with this in mind and include reference to specific measures, where criteria have been met. Overall, a total of around 10 credits is sought under TRA01 (2 credits) and TRA02 (8 credits).

Criteria TRA 01

3.14 Under TRA 01 a minimum of two credits associated with this FTP and the accompanying TA are sought for Unit 100, which have been prepared to support this Outline planning application.

3.15 To obtain one of the two credits within TRA01 this FTP promotes sustainable patterns of travelling during the building's use, with the measures in the FTP to be implemented in collaboration with the building's end-users/occupier.

3.16 In addition to this, the second BREEAM credit under TRA 01 is associated with the accompanying TA , which includes the following elements:

- Existing and predicted future travel patterns of the site;
- The local walking and cycling environment;
- Disabled access;
- The number and type of BREEAM amenities; and
- Cyclist facilities.

Accessibility Index

3.17 The closest bus stop assessed from the building's main entrance, measured via a safe pedestrian route is approximately 700m away. This bus stop is located on Calshot Road and provides site users with access to the Stagecoach 22 bus service. This service has average frequency of 6 services per hour. Unfortunately, the closest train station is in excess of the minimum distances (1km) outlined by BREEAM in order to be a compliant node for Accessibility Index Calculations. Overall, the site has an Accessibility Index (AI) of 1.90 with the calculations shown in **Figure 3**.

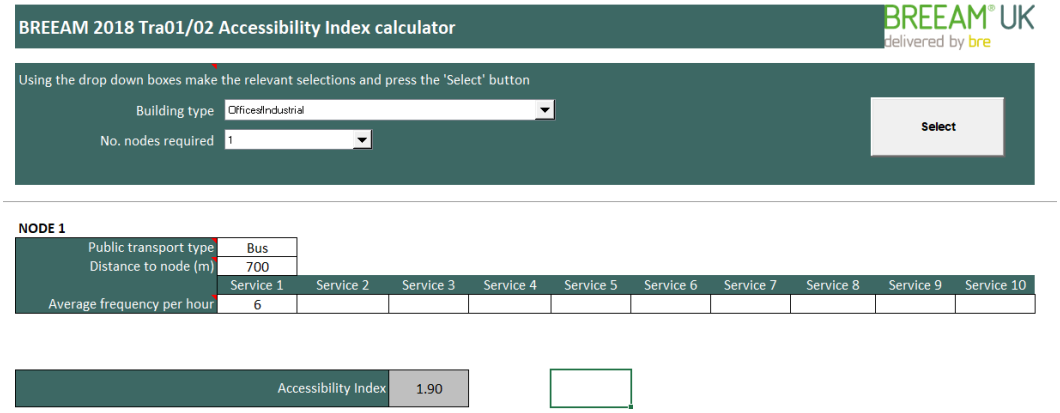

Figure 3: Accessibility Index

Criteria TRA02

3.18 Under TRA 02 a total of 8 points/credits are sought. Credits under TRA 02 are awarded based on the site's Accessibility Index (AI) and the Implementation of a number of potential measures. As confirmed above, the site has an AI of 1.90, which is less than 8 and therefore no credits are sought for the AI. A summary of the credits targeted as part of TRA02 are shown within **Table 2**, however it should be noted that the AI score for the development will increase once the bus gate and bus stops have been implemented on Fitzwygram Way. This is expected to be completed in Summer 2026.

Assessment Option	Points	Comments
1	0	Accessibility Index Calculation = 1.90 – Less than 8.
2	1	As part of the outline application discussed within the introduction to this Framework Travel Plan, it is planned that a bus gate will be implemented along Fitzwygram Way. It is understood that the bus gate will be open in Summer 2026 and PCC's Transport team has confirmed that a bus operator will run a new service through the site once the bus gate is completed and opened.
3	0	No proposals for real time public transport information are proposed within the site.
4	0	EV Charging provision for each unit to be confirmed at the post planning stage but is expected to be in line with Building Regs and Havant standards.
5	1	This Framework Travel Plan outlines that the SWTPC will explore the opportunity to set up a car sharing group and raise awareness for this sharing scheme. Currently Liftshare is being proposed to the wider Dunsbury Park units. White lining will be implemented as part of the final parking layout at the appropriate stage to confirm which spaces will be allocated for carsharing. To meet the BREEAM credit this will require 5% (4 spaces) of the total parking provision to be designated for car-sharers and located close to the site entrance.
6	2	The application is supported by a WCHAR which assesses the existing walking and cycling facilities in the area. Enhancements for future delivery provision have been identified within this document.

7	1	Cycle parking for each unit will be provided in line with BREEAM and HBC standards. This provision will be confirmed at the RM stage.
8	1	Space will be allocated within the site layout for an eventual tenant to provide showers and changing facilities.
9	0	Existing accessible amenities within 500m of the main building entrance are outlined within **Table 2** but are not close enough to achieve credits.
10	2	As part of the development two new amenities are proposed these will be confirmed at the RM stage.

Table 2: TRA02 Targeted Credits

3.19 As shown in **Table 2** and as discussed previously the scheme is currently aiming to achieve at least 8 credits associated with TRA02, however it is noted that there is potential to obtain further credits which will be discussed as part of any future RM application for Unit 100.

4. SITE AUDIT

Site Location

4.1 As aforementioned, the site is part of wider commercial development known as 'Dunsbury Park' as shown in **Figure 1**, which is located adjacent to Junction 3 of the A3(M) at Waterlooville, with Unit 100 located to the southwest of the wider Dunsbury Park site.

4.2 The wider Dunsbury Park site received Hybrid planning consent in 2014, with a number of reserved matters applications following this, resulting in 7 of the units being built of which 6 are currently occupied. However, the original application has now expired requiring the production of this Travel Plan to support a new outline planning application for Unit 100.

4.3 The application site (Unit 100) is currently undeveloped land within the Dunsbury Park site. The site is bordered by Fitzwygram Way to the west and north, including the roundabout junction that will serve the site and providing access to Units 500, 501 and 502 to the north, to the east is Unit 2 (formally occupied by Fat Face) and woodland is located to the south. The existing site access is shown in **Photograph 1**.

Photograph 1: Existing access for Unit 100 location

Local Road Network

4.4 The site is located to the south of Fitzwygram Way, which is the spine road providing access through the wider Dunsbury Park site, and is subject to a 30mph speed limit. Fitzwygram Way runs in an east-west alignment in the vicinity of Dunsbury Park, measuring c.7.5m in width and therefore is sufficient to allow for two-way vehicle movements, including HGVs. Double yellow lines are also in place to prevent on-street parking.

4.5 At its western extent Fitzwygram Way connects to the B2150 via a roundabout junction. From here drivers can either travel c.500m north to reach the A3(M) Junction 3 roundabout and Waterlooville, or south to the Hulbert Way/Purbrook Way roundabout servicing Asda, Bedhampton and Junction 4 of the A3(M). At its eastern extent Fitzwygram Way is closed to through traffic, with bollards in place, however there are plans for a bus gate to be implemented by Summer 2026 (**Photographs 2-3**).

Photograph 2: Bollards to the south of Dunsbury Park on Fitzwygram Way

Photograph 3: Bollards to the south of Dunsbury Park near the roundabout (Calshot Road/Woolston Road/Freeley Road/Fitzwygram Way)

Wider Local Road Network

4.6 To the east of the site, Woolston Road is subject to a 30mph speed limit and leads on from Fitzwygram Way. Footways are provided on both sides of the road, while road markings on the carriageway indicate the carriageway is suitable for cyclists. The road also allows for parking with marked bays provided.

4.7 To the west of the site is the B2150 (Hulbert Road), which provides a route on a north-south alignment between Junction 3 of the A3(M) and the Purbrook Way roundabout that connects to Junction 4 of the A3(M). The B2150 is subject to a 40mph speed limit and does not provide any dedicated pedestrian or cycling infrastructure. However, it is important to note that a recent outline planning approval (ref: APP/20/00441) on Hulbert Road has the requirement to implement a pedestrian connection along Hulbert Road, between Fitzwygram Way and the Purbrook Way roundabout.

Local Facilities

4.8 Given the locality of the site there are a number of amenities and facilities within a reasonable walking and cycling distance. Havant Town Centre is located approximately 3.8km southeast of Dunsbury Park, accessible via a 47.5-minute walk, a 9.5-minute cycle (400m per minute) or 28-minute bus journey (including walking time to the bus stop).

4.9 The Chartered Institution of Highways and Transportation's (CIHT) document 'Providing for Journeys on Foot' sets out preferred walking distances to key facilities. It identifies maximum preferred walking distances of 2km for commuting and 1.2km for other purposes. While LTN 1/20 states that Urban cycling speed averages between 10mph and 15mph (4.5m/s – 6.7m/s or 268m per minute – 402m per minute). Based on this the range of amenities and facilities (including Havant Town Centre) have been reviewed within the vicinity of Unit 100, as summarised in **Table 3**. These have been measured from the existing gated access for Unit 100 at present, located south of the roundabout within Dunsbury Park.

Amenity	Distance from Site Access	Walking Time (80m per minute)	Cycle Time (400m per minute)
Fitzwygram Way Bus Stop	160m	2 minutes	Less than a minute
Larkwhistle Walk Bus Stop (Calshot Road)	700m	9 minutes	2 minutes
Ramsdale Woods	1.2km	15 minutes	3 minutes
One Stop (Middle Park Way)	1.3km	16 minutes	3 minutes
The Warren Post Office (Strouden Court Precinct)	1.3km	16 minutes	3 minutes
The Swallow Public House (Dunsbury Way)	1.6km	20 minutes	4 minutes
Tesco Express (Tempest Avenue, Waterlooville)	2.1km	26 minutes	5 minutes
Brook Pharmacy	2.1km	26 minutes	5 minutes
Asda petrol station	2.2km	27.5 minutes	5.5 minutes
Leigh Fitness	2.5km	31.5 minutes	6 minutes
Asda Supercentre	2.6km	32.5 minutes	6.5 minutes
Sainsburys	2.8km	35 minutes	7 minutes
Bedhampton Train Station	3.7km	46 minutes	9 minutes
Havant Train Station	3.8km	47.5 minutes	9.5 minutes
Havant Town Centre (Boots, Tesco, Aldi, Marks & Spencer etc)	3.8km	47.5 minutes	9.5 minutes

Table 3: Local Amenities and Facilities (Measured from the existing gated access to the proposed site)

4.10 As demonstrated in **Table 3**, Unit 100 is located within close proximity to a number of local amenities, which can be accessed on foot, bike or by public transport. Unit 100 benefits from being within a short walk from a handful of amenities including the local bus stops known as Larkwhistle Walk (Calshot Road) and within a reasonable distance/time to encourage cycling to a wider range of facilities and amenities.

4.11 CIHT states that developments should generally be within 400m of a bus stop for pedestrians to utilise them. The proposed site of Unit 100 is located approximately 700m from the Larkwhistle Walk bus stop (measured from the existing gated access to the proposed site). Furthermore, internally bus stops are being installed on Fitzwygram Way as part of the wider site's bus route delivery. The work associated with implementing the bus route is scheduled to be completed by Summer 2026, meaning that Unit 100 will be located approximately 160m from the closest bus stop. Therefore, it can be expected that staff and visitors could utilise public transport services to access the development and that in the future these will become more attractive due to the proposal to run a bus service through Dunsbury Park.

4.12 Within the locality of the site there are a number of local amenities and facilities within a reasonable walking distance, therefore the site can be considered to be well connected and sustainable, with the development considered acceptable as part of the previous application for the wider site (Dunsbury Park) (planning reference APP/12/00338).

Pedestrian Network

4.13 Unit 100 is located to the southwest of Dunsbury Park, accessed off Fitzwygram Way. Fitzwygram Way benefits from both a 3m wide shared footway/cycleway on the northern side of the carriageway (**Photograph 4**) and a 2m wide footway on the southern side of the carriageway (**Photograph 5**), although in the vicinity of the roundabout junction serving Unit 100 the shared footway/cycleway is provided across all arms of the junction.

4.14 Where crossing facilities are provided in the vicinity of the site, these have been constructed to a high standard with tactile paving and dropped kerbs, and pedestrian refuges, where appropriate (**Photograph 6**). This accommodates for staff and visitors walking and cycling to the site, including supporting the use of the local infrastructure by those with varying degrees of disability and/or visual impairment.

Photograph 4: Shared footway/cycleway within Dunsbury Park

Photograph 5: Footway connection towards Woolston Road (Heading East from Dunsbury Park)

Photograph 6: Pedestrian Crossing Point within Dunsbury Park across the roundabout (north of proposed site)

4.15 Heading west of Unit 100, a new shared use footway/cycleway has been implemented along the south-eastern side of Fitzwygram Way, from the Brooklime Way roundabout to the Hulbert Road roundabout, where it currently terminates.

4.16 At the eastern extent of Fitzwygram Way, bollards are currently in place (**Photographs 2** and **3**), which extend over the footway and shared footway/cycleway preventing their full use. The plan however is for a bus gate to be implemented on this section of Fitzwygram Way, by Summer 2026, with the shared footway/cycleway then formalised near the roundabout. This will ensure pedestrian, cycle and bus access only onto the Calshot Road/Woolston Road/Freeley Road roundabout and the surrounding residential area of Leigh Park.

4.17 Woolston Road to the east of the site provides footways on both sides of the carriageway measuring approximately 1.2-1.5m in width, accompanied by dropped kerbs and tactile paving at crossing points. This leads onto Middle Park Way which provides footways on both sides of the carriageway, whilst providing a direct and continuous route towards further amenities and facilities within the locality of the site.

4.18 Further assessment of the local routes in relation to the site and walking and cycling infrastructure are provided within the WCHAR.

Public Rights of Way (PROW)

4.19 There is a number of PRoW routes located within the vicinity of the site, the latest map of which is shown in **Figure 4**.

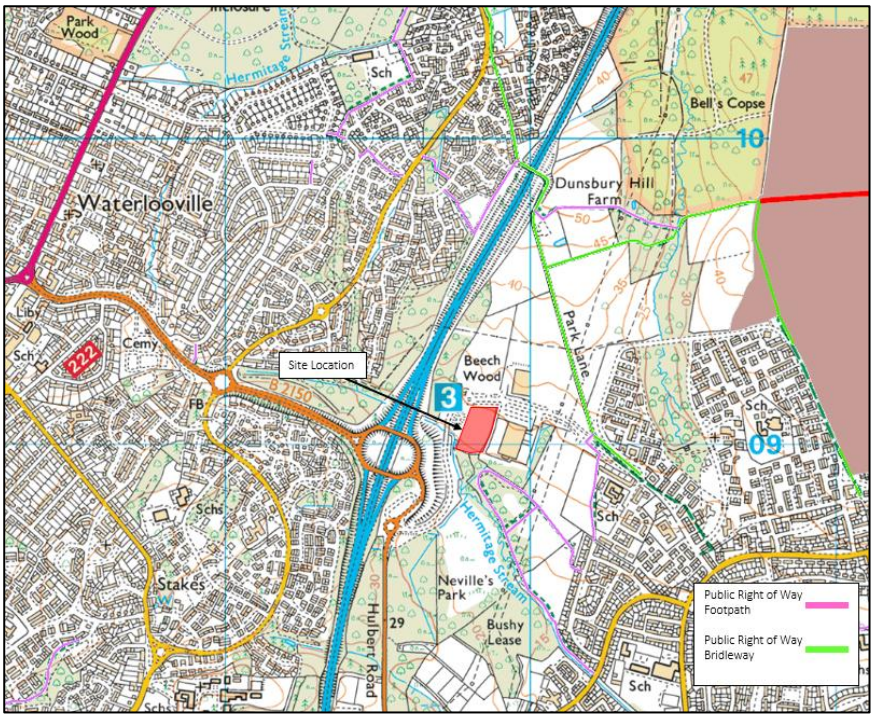

Figure 4: Public Rights of Way (PROW) in the vicinity of the site

4.20 A PRoW bridleway route is provided to the northeast of the site, known as Park Lane, which allows for pedestrians and cyclists. This route extends north, crossing the A3(M) and providing a connection from the site to residential areas within Waterlooville to the northwest. Park Lane terminates at Grassmere Way, approximately 1.4km north of its start point at Calshot Road and provides connections to neighbouring residential roads. Existing conditions along Park Lane are shown in **Photographs 7** and **8**.

Photographs 7 and **8:** Existing conditions on Park Lane

4.21 It should be noted that to the east of the site, Havant Thicket Reservoir is being constructed and will provide significant additional PRoW routes and leisure routes within the area. This is currently shown on **Figure 4** as a route with a Temporary Closure in place, and which will remain whilst the Reservoir works are being undertaken.

4.22 To understand the walking distance of up to 2km from the site a walking isochrone map has been produced and is shown in **Figure 5**, based on a central location on Fitzwygram Way, in relation to the proposed site (Unit 100) and Dunsbury Park as a whole.

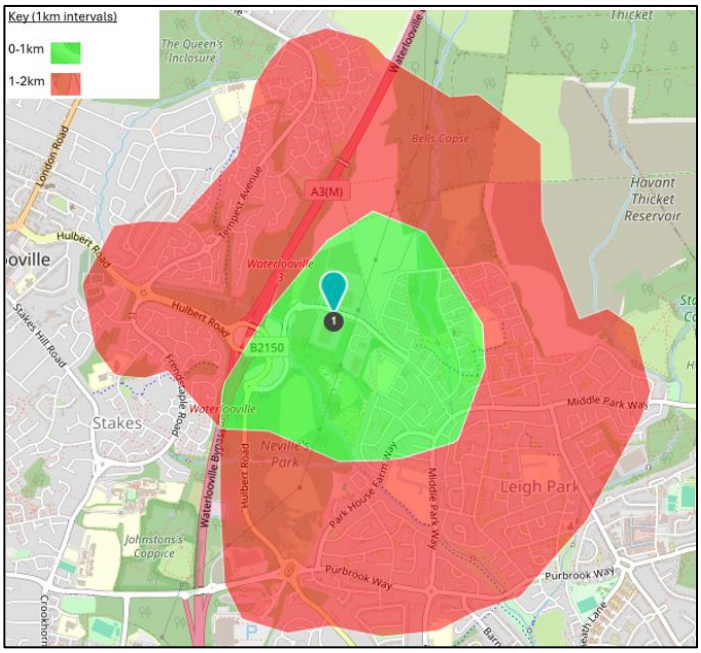

Figure 5: Walking Isochrone Map

4.23 **Figure 5** shows the areas accessible within 0-2km of the site. This reflects CIHT guidance that a 2km walking distance for commuting is reasonable. We do note however that the walking route utilising Hulbert Road to the west and south is unlikely due to the lack of pedestrian facilities, but there is a route to the north via Park Lane and to the south-east via Woolston Road and Middle Park Way. The site is therefore within a reasonable walking distance for potential staff, in line with NPPF and CIHT guidance.

Cycle Network

4.24 Fitzwygram Way as discussed provides a shared footway/cycleway from Hulbert Road Roundabout, along the south-eastern side of the carriageway and around the roundabout junction serving Unit 100. It then continues east, along the northern side of the carriageway.

4.25 To the east, once out of Dunsbury Park, there is Park Lane bridleway which travels to the north and there are also a number of cycle routes which provides access south-east to Havant Town Centre, which are shown in **Figure 6**.

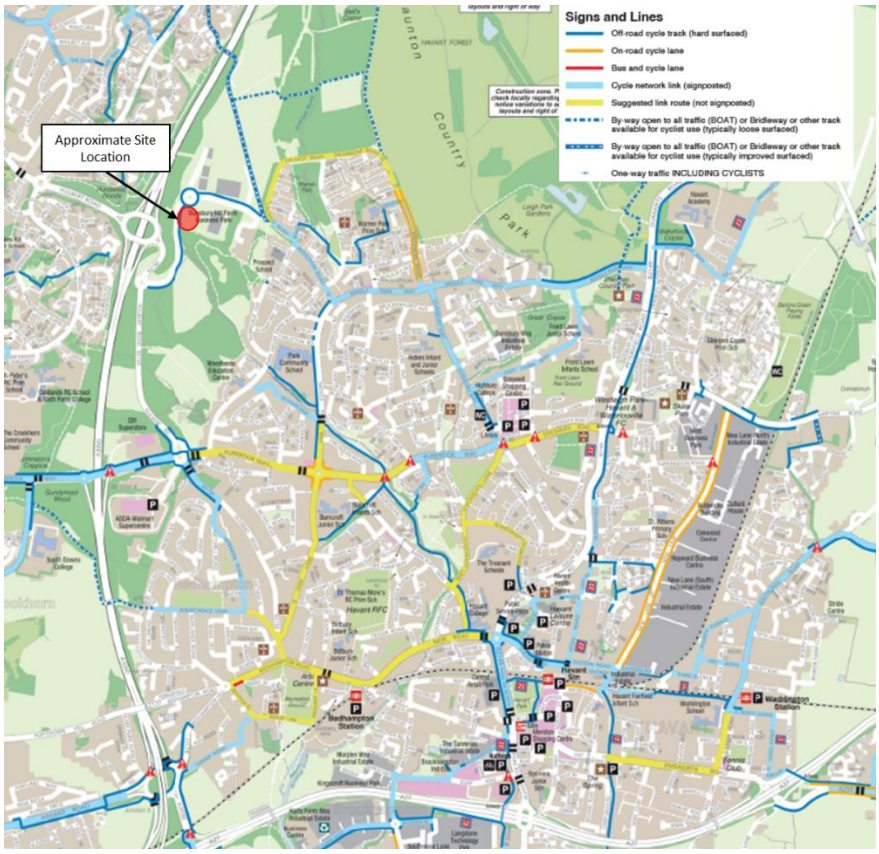

Figure 6: Cycle facilities located within the vicinity of the site

4.26 **Figure 6** shows the site is located near a number of cycle routes and byways, as well as near residential streets. The residential streets provide suitable routes for cyclists given their width, which is sufficient to allow passing by a vehicle, low vehicle speeds and topography. This includes the Park Lane route into Waterlooville, as well as additional routes to the south and east to Leigh Park and Havant.

4.27 Within the surrounding vicinity of the site the residential streets provide clear signage for cyclists on the routes available in the area shown in **Photograph 9**.

Photograph 9: Cycle Route Signage

4.28 In terms of National Cycle Routes (NCR), routes 222 and 22 are located in the surrounding area, with route 222 located to the west and route 22 to the east of the site. Route 222 runs along the A3 Portsmouth/London Road located approximately 2.6km west of the site, while route 22 can be accessed to the east of Leigh Park on Petersfield Road located approximately 2.5km east of the site.

4.29 Furthermore, CIHT's 'Planning for Cycling' (2015) document suggests that the majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3.2km). To understand the proximity of the cycle routes to the site an isochrone map has been produced and is shown in **Figure 7,** based on a central location on Fitzwygram Way, in relation to the proposed site and Dunsbury Park as a whole.

Figure 7: Cycle Isochrone Map

4.30 Therefore, based on the information within **Figure 7** there is potential for a number of facilities to be accessed by cycling including both Bedhampton and Havant train stations.

Healthy Streets Assessment

4.31 As part of Hampshire's latest guidance on producing Travel Plans (2025) it is requested that a Healthy Streets assessment is provided. The Healthy Streets approach is a holistic framework, based around ten Heathy Streets Indicators, for creating environments that feel attractive, comfortable, and safe for walking and cycling, regardless of confidence, age and ability. Hampshire County Council's Technical Guidance Note TG10 – Pedestrian and Cycle Facilities states that the Healthy Streets approach should be considered and embedded in every footway and cycle facility project, which includes new developments.

4.32 The Healthy Streets Design checklist has therefore been undertaken for the proposed layout. A review has also been undertaken of the existing Dunsbury Park site given that 6 units are currently occupied. This has included a number of amenities and facilities that have been implemented or are planned for implementation prior to the proposed development, as part of the wider Dunsbury Park development.

4.33 The full results are attached at **Appendix B**, whilst **Table 4** summarises the Healthy Streets score.

Healthy Streets Score	Existing Layout Score	Proposed Layout Score
Everyone feels welcome	78	78
Easy to Cross	75	75
Shade and Shelter	33	33
Places to Stop and Rest	67	67
Not too noisy	67	67
People choose to walk and cycle	78	78
People feel safe	82	82
Things to see and do	44	44
People feel relaxed	78	78
Clear air	58	58

Table 4: Healthy Streets Assessment

4.34 **Table 4** shows the proposed development is likely to achieve a Healthy Streets score of 66, which also reflects the existing conditions of Dunsbury Park. This is because Dunsbury Park's infrastructure is already largely in place, and because Unit 100 is not proposing anything additional, beyond the red line boundary of the site. This means that future staff will benefit from direct walking routes provided within the vicinity of the site to Dunsbury Park and neighbouring local amenities and facilities. This will be supported through the promotion material which will be provided through the TPC works which are currently being undertaken as part of the wider Dunsbury Park site, and will subsequently support the occupation of Unit 100, as discussed later in the report.

Public Transport Provision

Bus Network

4.35 It is important to note that this Framework Travel Plan for the staff at Unit 100 has been produced prior to the commencement of the planned cross-borough bus service that will travel through Dunsbury Park, however it is expected that this will be completed prior to the completion of Unit 100. As part of this provision at present Dunsbury Park has provision for an east and westbound bus service, with 2 bus stops provided on Fitzwygram Way, shown in **Photographs 10 and-11**. These are due to be implemented in Summer 2026 when the bus gate is complete, and a new bus service implemented.

Photograph 10: Bus stop on Fitzwygram Way (Eastbound)

Photograph 11: Bus stop on Fitzwygram Way (Westbound)

4.36 As the bus gate into the development is yet to be completed, the closest bus stop to Dunsbury Park is currently the Larkwhistle Walk stop, located approximately 700m from the existing gate access located to the north of the proposed site (Unit 100). The bus stop is located on Calshot Road and is approximately a 5-minute walk. The bus stop consists of sheltered seating and a flagpole as shown in **Photograph 12**.

Photograph 12: Bus Stop on Calshot Road

4.37 The location of the bus stop and other bus stops within the locality of the site are shown in **Figure 8**.

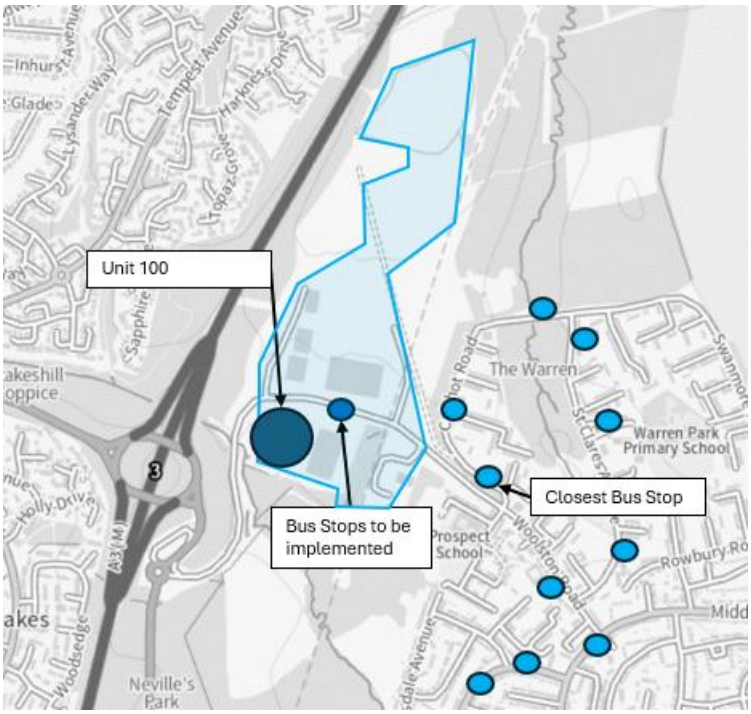

Figure 8: Bus Stops within the vicinity of the site

4.38 Following on from this, the route to the Larkwhistle Walk bus stop via the main road is shown in **Figure 9**.

Figure 9: Route to Calshot Road Bus Stop

4.39 The stop provide access to the Stagecoach 22 service which travels between Havant Bus Station and Warren Park approximately every 20 minutes. On weekdays the service runs between 00:03am – 23:33pm. Similar services are provided on the weekend too, though the frequency is between 30 minutes and an hour.

4.40 Within Havant Town Centre there is also Havant Bus Station (c.3.8km) which is centrally located. The station is operated by Stagecoach and provides a greater array of services to destinations including Southsea, Portsmouth, Petersfield and Chichester.

4.41 Stagecoach within their fleet, provide low floor, easy access buses which are indicated on the timetables when these are available and users of the Stagecoach App can get real time passenger information about the location of buses along the route, to enable ease of use.

4.42 It should be noted that Dunsbury Park has provision for an east and westbound bus service, with 2 bus stops provided on Fitzwygram Way. Details of the service are yet to be confirmed but as outlined within Policy AL5 of the Adopted Local Plan the intention is that the service will travel between Havant and Waterlooville. This is due to be implemented in Summer 2026 when the bus gate is complete.

Rail Network

4.43 Bedhampton Train Station is located approximately 3.7km southeast of the site, accessible within a 9-minute cycle (noted in Table 3) or a 10-minute journey via the Stagecoach 22 bus service (including walking time to the Larkwhistle Walk bus stop on Calshot Road). The station does not have any car parking but provides 20 cycle parking spaces.

4.44 Havant Train Station is situated slightly further southeast of Dunsbury Park than Bedhampton Train Station; approximately 3.8km from the site and can be reached within a 9.5-minute cycle (noted in Table 3) or via a short rail connection from Bedhampton Station. The station provides 92 cycle parking spaces, partial step-free access, a ramp for train boarding and wheelchair availability.

4.45 Bedhampton Station is operated by South Western Railway and provides regular hourly services to London Waterloo, Portsmouth Harbour and Portsmouth & Southsea.

4.46 Havant Station provides more frequent services, including up to 3 trains per hour to Brighton, 2 per hour to Southampton Central, 4 per hour to Portsmouth Harbour, 5 per hour to Portsmouth & Southsea, 2 per hour to London Waterloo and 2 per hour to London Victoria.

Summary

4.47 The site is situated approximately 3.8km northwest of Havant Town Centre and c.500m north of the A3(M) Junction 3 roundabout and Waterlooville. The local road network around the wider Dunsbury Park site is conducive to both vehicle and non-vehicle travel. Carriageway widths within Dunsbury Park allow for two-way vehicle movements, including HGV movements, and are supported with a 30mph speed limit within the vicinity of the site. A future bus connection will be available through Dunsbury Park, but in the meantime the Larkwhistle Walk bus stop on Calshot Road is approximately 700m from Unit 100 and provide frequent services to Havant Town Centre.

4.48 The wider Dunsbury Park site is pedestrian and cycle friendly with a 2m footway and a 3m shared footway/cycleway provided along Fitzwygram Way. Public Rights of Way and cycle routes are also provided within the locality of the site, providing car free access to north Waterlooville via Park Lane and on-highway connections to Havant and Bedhampton to the south and east.

4.49 To summarise, Dunsbury Park is well located to connect to both the strategic highway network but also supports pedestrian and/or cycle connections to residential areas in both Waterlooville and Havant. Whilst the bus link through Dunsbury Park is still to come forward, the Larkwhistle Walk bus stop is well served by a 20-minute frequency service that also provides a linked connection to Havant train station, ensuring future staff to make sustainable travel choices from the first occupation of the site, in line with the NPPF.

5. AIMS, OBJECTIVES AND TARGETS

Travel Plan Aim

5.1 The overall aim of the FTP is:

to support a sustainable development by reducing the need for single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

5.2 For Unit 100 and in line with the wider Dunsbury Park this aim specifically relates to staff travel to and from the site, rather than the business operations being undertaken e.g. distribution operations.

Travel Plan Objectives

5.3 Specific to this FTP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Ensure the site users are aware of the Travel Plan;
- Identify and maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.4 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

5.5 To establish the baseline travel patterns, a review has been undertaken of the data provided as part of the SWTP to understand how employees currently travel to work, which were agreed by HCC. An initial baseline travel survey for Dunsbury Park which undertaken in 2024, however the response rate was lower than acceptable and therefore the data collected was not considered to represent the whole site's current trips accurately.

5.6 Therefore, the baseline data included in the SWTP has been used, which was obtained from 2011 **'Method of Travel to Work' Census data** (details of which can be found at **Appendix D**). The baseline modal splits are presented in **Table 5**, utilising E02004767: Havant 006.

Mode of Travel	Indicative Baseline
Car Alone	69%
Car Share	10%
Train	2%
Bus	4%
Cycle	2%
Walk	12%
Motorcycle	1%
Other	1%
Total	**100%**

Table 5: Indicative Baseline Splits Based on 2011 Census Data (Obtained from SWTP)

5.7 It is proposed that to determine the 'actual' travel patterns, surveys would be completed, within 3 months of each of the units being occupied, and then this would build upon the Site Wide Travel Plan Coordination works which have as aforementioned already undertaken a site wide baseline travel survey. This would also enable a sufficient sample size to update the baseline travel information for Unit 100 whilst also providing the opportunity to embed the Travel Plan within the business, building upon the actions undertaken already as part of the SWTPC works. It would also be hoped that this will enable the specific staff travel behaviours for Unit 100 to be observed and monitored.

5.8 Once the 'actual' baseline modal splits have been established for Unit 100; the Site Wide Travel Plan Coordinator (SWTPC) and HCC Travel Plan Officer (TPO) should discuss the acceptability a 10-percentage point mode shift target, in relation to Unit 100, as well as the wider site TPC works.

Travel Plan Targets

5.9 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

5.10 This Framework Travel Plan proposes two targets which will be implemented and will be managed and monitored over the lifetime of the TP. These are set out in **Table 6**.

Mode of Travel	Indicative Baseline	Year 1 Target	Year 3 Target	Year 5 Target
Car Alone	69%	67%	64%	59%
Car Share	10%	10%	11%	13%
Train	2%	2%	2%	2%
Bus	4%	5%	6%	8%
Cycle	2%	2%	3%	4%
Walk	12%	13%	13%	15%
Motorcycle	1%	1%	1%	1%
Other	1%	1%	1%	1%

Table 6: Travel Plan Targets

5.11 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

6. TRAVEL PLAN STRATEGY AND MEASURES

6.1 A Travel Plan is a useful tool produced to encourage staff and visitors to use alternative modes of transport to single occupancy vehicle journeys. Dunsbury Park's location means that it is more likely to attract businesses which require easy and quick access to the strategic highway network (A3(M)) and as a result a number of the businesses are car or delivery based. Therefore, in line with the SWTP this Framework Travel Plan for Unit 100 will have a focus not only on reviewing travel to and from the site by staff on-site, but also visitors. Thus, the following provides a summary of the measures to target users of the development site (staff and visitors).

Measures Package

6.2 As part of Dunsbury Park as a whole as footways, cycling and bus stops infrastructure have been implemented or are planned. With it noted as part of this application for Unit 100 that further pedestrian infrastructure will be implemented to tie into the existing provision. Therefore, this section proposes a package of soft measures (promotions based) to be implemented and refined by the SWTPC over the lifetime of the SWTP's implementation (including Unit 100). The measures proposed are strongly influenced by the site location, the aim, objectives and targets and the local and national policy.

6.3 The measures set out in this section will be determined based on the final levels of occupancy, with the consideration to the SWTP and the potential for achieving the site wide target of a 10-percentage point modal shift against the current baseline, which will help reduce greenhouse gas emissions. These measures have been identified through the master planning process, as well as the Site Wide Travel Plan submitted as part of the original application for Dunsbury Park.

Key Stages: Preliminary

6.4 In order to meet the objectives of the FTP it is essential that a number of tasks are completed prior to the first occupation of Unit 100; as outlined within the site's Action Plan (**Appendix E**). These include:

- Appoint a Travel Plan Coordinator (developer) (Completed as part of the SWTPC)
- Develop upon the Travel webpage which is for the use of all staff at Dunsbury Park
- Produce Staff Welcome Pack for Unit 100 (TPC) including:
    - Walking and cycling routes;
    - Bus stop locations, prices and times;
    - Train Station information;
    - Electric charging information;
    - Car sharing information and benefits; and
    - Details of the TPC.

Key Stages: Five Years Following 3 months of this Travel Plan being approved

6.5 It is proposed that the TP period would become fully active 3 months after first occupation of Unit 100 and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to occupants of Dunsbury Park.

6.6 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the staff and visitors. Such measures would be determined by the TPC in dialogue with occupants of the site, HCC, HBC and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Costed Action Plan which is included in **Appendix E**.

Modal Measures: Walking and Cycling

6.7 This FTP has summarised the local walking and cycle networks and the facilities which this FTP would promote to staff. These will be detailed to staff in their welcome pack and through the biannual newsletters (as discussed later in the report).

6.8 The accessibility review and baseline modal splits (from Census Data) indicate that walking is a key travel mode for existing staff in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development.

6.9 The TPC would work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day and local bike doctor events). To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for staff to habituate walking and cycling as part of healthy lifestyle practices, whether for daily commuting.

6.10 Moreover, the TPC will promote free health apps including (but not limited to) NHS Better Health, Map My Walk, Strava and Footpath Route Planner to help encourage active travel.

Modal Measures: Public Transport

6.11 The baseline modal splits indicate that 4% of existing staff in the local area currently travel to work by bus and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode. Therefore, the TPC will promote the Stagecoach app and Trainline to staff in line with BREEAM TRA02, as they both provides real-time public transport information. In addition, noticeboard/newsletter material will be provided to staff regarding bus services and stops near them.

6.12 The attractiveness of the bus services, particularly those from Larkwhistle Walk would be supported and promoted through tailored promotions and once further details are known regarding the cross-boundary bus route, which will travel between Waterlooville and Havant this will be circulated and promoted to all staff.

6.13 Maximising staff use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the Staff Welcome Pack and biannual newsletters.

6.14 The TPC will promote rail services from Bedhampton and Havant stations as well as the potential link-trip afforded by the 22-bus service which operates between Havant station and Larkwhistle Walk bus stop.

Modal Measures: Car Sharing

6.15 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing staff interaction and creating a sense of community.

6.16 Liftshare is a well-established scheme and would be promoted to staff through newsletters, welcome pack and the website, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing. To meet the BREEAM credit the site will look to provide 5% of the total parking provision to be designated for car-sharers and located close to the site entrance.

Modal Measures: Sustainable Private Vehicle Use

6.17 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted.

6.18 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. Altering the perceptions on hybrid vehicles, and in particular electric vehicles, is fundamental for creating a more sustainable development.

6.19 In addition to promoting the on-site electric vehicle charging provision which will be included for Unit 100 within the Staff Travel Welcome pack, Zap Map (or equivalent) will also be promoted to highlight other charging locations in the local area.

Modal Measures: Home/ Remote Working and Other Modes

6.20 Working from home and utilising technology to enable remote working in public locations such as cafes, and teleconferencing, have become a feature for many people's routines. Once the occupiers of Unit 100 are confirmed this aspect can be explored if it is relevant for its staff members. As well as this, if the occupier as part of their work undertakes meetings, we would promote the use of web and teleconferencing facilities to reduce the need to travel.

6.21 Should monitoring exercises and communication with staff identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the HCC's Travel Plan Officer.

Personalised Travel Planning

6.22 Upon starting their new job, staff at Unit 100 will be offered free personalised Travel Planning advice as part of their Staff Welcome Pack. This will be provided by the TPC and will inform staff on how they can travel to work more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Website/Newsletters/Posters

6.23 To ensure the ongoing promotion of the Travel Plan to staff, over its life a number of marketing and communication elements would be implemented.

6.24 A dedicated Travel Plan webpage (https://tpc-paulbashamassociates.com/dunsbury-park-havant/) is already active. This provides staff with up to date information and latest changes to travel services, news and events. This would be reviewed by the SWTPC biannually and updated as required, to ensure the latest travel information is suitably reflected.

6.25 The SWTPC would also produce biannual newsletters which will also provide staff with updated sustainable travel information, details of any national events and offer personalised travel planning information.

Local Area and Other Site Users

6.26 The TP will promote the local area's facilities whilst actively engaging with staff and visitors.

Visitors and Deliveries

6.27 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Staff positive sustainable travel experiences should have a knock-on effect to visitors.

7. ACTION PLAN

7.1 A costed Action Plan has been provided at **Appendix E** which outlines the work proposed to deliver the Travel Plan, throughout its life.

Travel Plan Coordinator

7.2 The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning on occupation of Unit 100, with it noted that the SWTPC is already active.

7.3 Paul Basham Associates have been appointed as the SWTPC for Dunsbury Park, which will include for Unit 100 when this is developed. The SWTPC is being led by Kim Hammonds and the team can be reached at:

- travelplan@paulbashamassociates.com
- 01329 711000

7.4 The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met. The early stages of the TP are relatively time intensive, and the budget should be 'front-loaded' to consider the work that is required to establish the TP.

7.5 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support:
- Liaising with public transport operators, local interest groups, HCC:
- Designing and implementing an effective marketing strategy and raising awareness:
- Attending relevant networking events:
- Organising travel-based events:
- Acting as the point of call for all TP enquiries: and
- Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

8. IMPLEMENTATION AND MONITORING

Implementation

8.1 The Travel Plan would be secured through a Section 106 agreement, which would confirm the proposed measures as well as the monitoring costs, expected to be £15,000, required by HCC.

8.2 A Travel Plan bond will also be secured through the Section 106 agreement and will need to be paid prior to first occupation of Unit 100.

Surveys and Feedback

8.3 It is important that a consistent approach to data collection and feedback is implemented in line with the ongoing SWTPC, in order to ensure that the following outcomes are delivered:

- Collect a representative and informative data account in accordance with the development timescales:
- Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
- Adoption of the TP by staff and visitors beyond the TP's active period: and
- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

8.1 The monitoring structure for Unit 100 will follow the SWTP approach which has been agreed with HCC.

8.2 This will include a staff questionnaire being issued to Unit 100 within 3 months after occupation. The survey will then be repeated in line with the agreed SWTP monitoring schedule which reflects future TPC staff surveys to be repeated at the ends of Years 1, 3 and 5 of the current timeline.

8.3 It is proposed that the survey will be completed electronically, although paper/postal surveys may also be used depending on each business's requirements. The proposed staff survey is included in **Appendix F**.

8.4 HCC have requested that a 50% response rate is achieved with any questionnaire to provide statistically significant data. The surveys should be completed during a neutral monitoring period and repeated at the same time of the year (as appropriate). The SWTPC is aware of the previous issues with obtaining sufficient survey responses from the existing units at Dunsbury Park and will be reviewing how to increase response rates ready for the next round of surveys.

8.5 The results of the survey will be available for staff to view on the development's dedicated Travel Plan website and also included within newsletters, when appropriate.

8.6 An annual monitoring/progress report will be produced and submitted to HCC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

9. ENFORCEMENT

9.1 Mismanagement can become a potential barrier to the successful implementation of TPs. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with HCC TPO will ensure that mismanagement does not occur.

9.2 Whilst specific remedial measures have not been identified such remedial measures would be identified through discussions with HCC's TPC. The 5-year budget would be sufficient to ensure that remedial measures could be implemented. For example, if one measure is not working in year 1, there would be budget in year 2 to rectify this and change to new measures if needed (subject to cost).

9.3 The Site Wide Travel Plan obligations also require the SWTPC to be in post "for not less than the period from the date of first Occupation of the first Reserved Matters Area until five years after the first Occupation of the last Reserved Matters Area to be developed in accordance with the Permission;" [sic]. Therefore, the SWTPC will still be operating on Dunsbury Park after Unit 100's original obligations have been met.

Community Embedding and Handover

9.4 Following the successful completion of the TP's 5-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with staff over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP etc.

9.5 Local engagement and a gradual handover are embedded within the proposed TP strategy and should form a key subject in annual liaison with HCC TPO as the TP draws to an end.

10. SUMMARY AND CONCLUSIONS

10.1 This Framework Travel Plan (FTP) has been prepared by Paul Basham Associates on behalf of Portsmouth City Council (PCC) to support an Outline planning application for the development of the industrial unit known as Dunsbury Park Unit 100, consisting of 3251m2 B2/B8 commercial provision (building area identified for illustrative purposes only). Dunsbury Park is situated adjacent to Junction 3 of the A3 at Waterlooville, with Unit 100 located to the southwest of the wider site

10.2 This Framework Travel Plan supports the application for Unit 100, given that the original Hybrid application, consented in 2014, has now expired for the submission of Reserved Matters Applications at Dunsbury Park.

10.3 The site is located in a suitable location to promote sustainable travel, with a number of walking and cycling routes in close proximity. Along with this, a bus stop is located on Calshot Road (Larkswhistle Walk), with future stops and services planned from Fitzwygram Way, enabling link trips to the nearby train stations.

10.4 As part of future Reserved Matter applications, the level of provision of cycle parking and electric vehicle charging provision will be reviewed for Unit 100 and will be promoted within the Staff Welcome Pack which will be produced as part of the TPC works. These elements are also required to meet BREEAM criteria for the site.

10.5 Additional measures and promotional activities are also outlined within the report and will be delivered by the Site Wide Travel Plan Coordination team from Paul Basham Associates, led by Kim Hammonds, once Unit 100 is occupied.

10.6 A target to reduce single occupancy car trips by 10 percentage points (from 69% to 59%) is identified in line with the approach for the SWTP. To monitor this a staff questionnaire is proposed to be undertaken three months after the approval of this FTP and then every other year in line with the SWTP monitoring strategy. Monitoring reports for Dunsbury Park as a whole will be produced annually setting out the TPC works for the year and reviewing the travel plan targets,

10.7 Therefore, we ask Hampshire County Council and Havant Borough Council to look favourably upon the development in regard to highways.