



Rivercross, Brook Lane, Warsash

Residential Travel Plan

Client: Bargate Homes

i-Transport Ref: SJ/MCI/ITB17270-001A

Date: 22 February 2022

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SECTION 1 INTRODUCTION

1.1 Overview

- 1.1.1 Bargate Homes has commissioned i-Transport LLP to prepare a Residential Travel Plan (RTP), for a residential development of 140 dwellings at Brook Lane, Warsash.

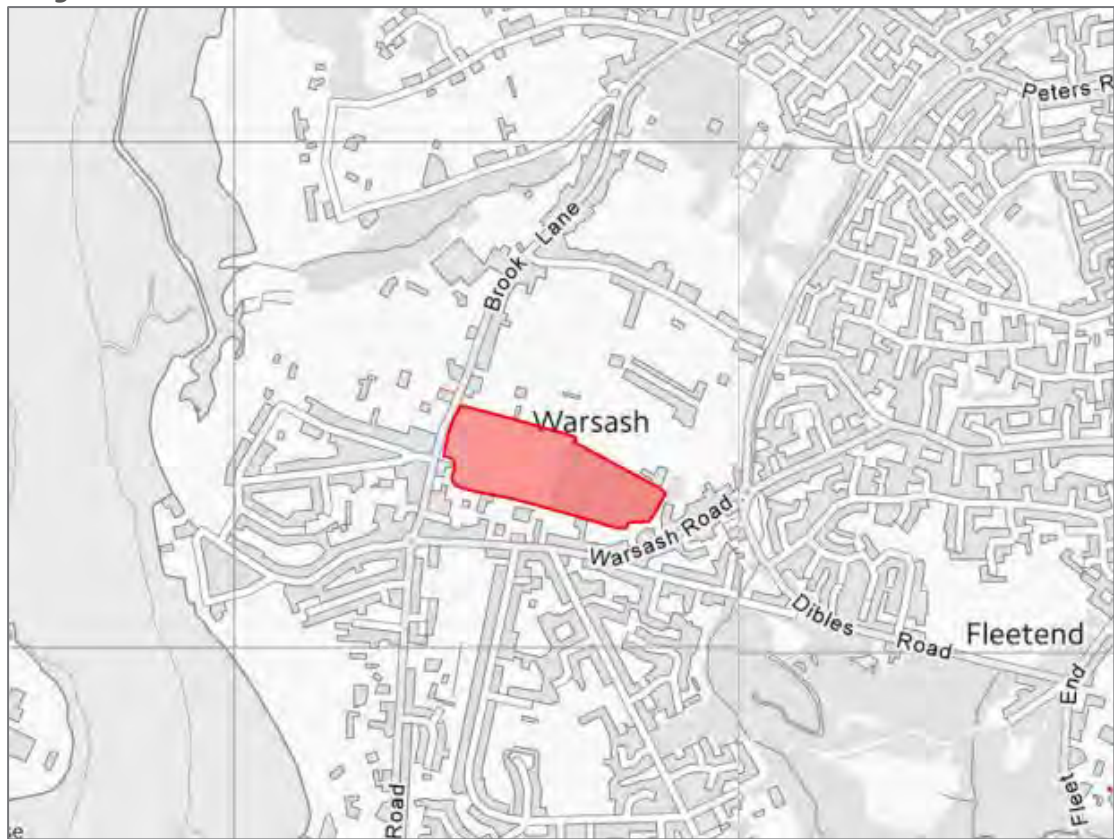
1.2 Planning History

- 1.2.1 An outline planning application was submitted in August 2015 (*Ref: P/17/0752/OA*) and was approved on 17th February 2021.
- 1.2.2 As part of the granting of planning permission, a legal agreement (pursuant to Section 106 of the Town and Country Planning Act 1990) was signed by the developer. Schedule One of the Section 106 Agreement concerns the production and approval of a full Residential Travel Plan (RTP) by Hampshire County Council (HCC). It also states that the RTP should be implemented by a Travel Plan Co-ordinator (TPC) for a period of five years.
- 1.2.3 A Framework Travel Plan (FTP) was submitted as part of the outline planning application for the development. It is therefore now proposed to prepare and submit a Full Travel Plan that will satisfy the clauses within Schedule One of the Section 106 Agreement.

1.3 Site Location

- 1.3.1 The site is located to the east of Brook Lane in Warsash, approximately 3km south of Whiteley and 9km west of Fareham.
- 1.3.2 The site is part of a draft allocation in the Fareham Borough Council Local Plan and a site location plan is included **Figure 1**, which is extracted at **Image 1.1**.

Image 1.1 Site Location



Source: i-Transport LLP

1.4 Relevant Transport Policy

National Planning Policy Framework (NPPF)

- 1.4.1 The NPPF (July 2021) sets out the relevant policy background for the development of Travel Plans.
- 1.4.2 Paragraphs 110 and 113 state that development proposals should protect and exploit opportunities for use of sustainable modes of transport. A key tool to facilitate this will be a Travel Plan, which is required to support all developments that generate significant amounts of movement. The sustainable travel objectives include the need to reduce the use of private cars (particularly for single occupancy journeys) and measures to promote sustainable alternative including increased walking, cycling and public transport use.

National Planning Practice Guidance (NPPG)

- 1.4.3 The NPPG was published in March 2014 and at Paragraph 003 sets out the key roles of Travel Plans in the development process:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).”

“Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”

Hampshire County Council’s Local Transport Plan (2011-2031)

- 1.4.4 The Hampshire Local Transport Plan sets out a 20-year vision for the Hampshire transport network. Part of HCC’s strategy to achieve its transport vision is to ensure:

“All developments which generate significant amounts of movement should be required to provide a Travel Plan.” (p38)

Hampshire County Council’s Guide to Development Related Travel Plans

- 1.4.5 The Hampshire Guide to Development Related Travel Plans was published in January 2009 and sets out the long-term strategy for improving and managing access to a site focussing on promoting sustainable modes and reducing single occupancy car trips.

- 1.4.6 Paragraph 2.2 stipulates the key objectives, which are:

“to ensure that appropriate locations are chosen for development, minimising additional demand for (car) travel and securing appropriate measures to maximise the opportunities for travel by other means...”

And that

“Each Travel Plan will have its own specific objectives related to the local area, for example to support local bus services, improve road safety, reduce localised congestion, improve efficiency of fleet operation or improve recruitment and retention of staff.”

Fareham Borough Council Residential Car & Cycle Parking Standards Supplementary Planning Document: (November 2009)

- 1.4.7 The Fareham Borough Council Residential Car and Cycle Parking Standards were adopted in 2009 and sets out the parking standards, which are outlined in **Table 1.1**, that should be met by developments through the Fareham borough.

Table 1.1 Parking Standards for Residential Developments

Dwelling Size	Parking spaces required per dwelling		Cycle Parking spaces required per dwelling	
	Allocated Parking spaces	Shared / communal Parking spaces	Individual Storage	Communal Storage
1 Bed	1	0.75	1	1
2 Bed	2	1.25	2	1
3 Bed	2	1.75	2	1
4 + Bed	3	2.25	2	1

Fareham Borough Council Residential Car & Cycle Parking Standards Supplementary Planning Document: (November 2009)

- 1.4.8 The SPD requires 10% of overall parking provision to be suitable to accommodate disabled users. In terms of visitor parking, the SPD requires an extra 0.2 spaces per dwelling to be allocated to visitors where over 50% of parking is proposed to be allocated.

Fareham Borough Council Local Development Framework: Core Strategy August 2011

- 1.4.9 Fareham Core Strategy was adopted in August 2011 and helps deliver economic, social and environmental development throughout the borough.

- 1.4.10 The Reduce principle of the *Transport* Strategy section states the following with regards to Travel Plans:

“The reduce element of the strategy will examine a number of different measures which can be classified under three main headings:

- ***Smarter Choices – A range of generally “softer” measures that aim to influence travel behaviour, such as travel plans; travel awareness campaigns (e.g. walk to school; car share); travel information systems..”***

1.5 Scope of Travel Plan

- 1.5.1 This RTP outlines the measures to encourage travel by modes other than single occupancy car use for residents of the development and has been developed in accordance with the Section 106 obligations and with HCC’s guidance on Travel Plans.

SECTION 2 DEVELOPMENT PROPOSALS

2.1 **Introduction**

- 2.1.1 The proposed development comprises of up to 86 private dwellings and 54 affordable dwellings ranging from one to four-bedroom properties. The site masterplan is contained at **Appendix A**.

2.2 **Access Arrangements**

Vehicular

- 2.2.1 Vehicular access to the site will be provided from Brook Lane and has recently been constructed. The vehicular site access is centrally positioned along the site frontage and will form an internal road through the development.

Pedestrian and Cycle Access

- 2.2.2 Footways for pedestrians will be provided on both sides of the access road linking with the existing footway network on Brook Lane. Additionally, uncontrolled pedestrian crossings with a refuge island have been provided at the vehicular access to enable safe crossing of Brook Lane.
- 2.2.3 In addition, the proposed internal footway/cycleway network will provide a high level of permeability throughout the site with links provided to the site boundary to enable a walking and cycling connection to the north and east where the site has a boundary with other draft allocated housing sites.

2.3 **Parking Provision**

- 2.3.1 Car and cycle parking will be provided in line with the Fareham Residential Car & Cycle Parking Standards SPD (2009).

SECTION 3 PRINCIPLES, OBJECTIVES AND BENEFITS

3.1 Bargate Homes sustainability commitments

3.1.1 Bargate Homes was established in 2006, their values are:

“To be better, not big. To focus on doing the right thing, in delighting customers; not prioritising margins and shareholder returns. To reject the malaise of mediocrity in new homes design & build standards and appalling levels of customer service. To develop a limited number of select developments annually, exclusively in beautiful locations within 45 minutes of our Fair Oak Headquarters. To recognise our corporate responsibility; to have a purpose beyond profit. To demonstrate a duty of care in development, to enhance the beautiful local area we all choose to call home and give back to the communities in which we develop”

3.1.2 Bargate Homes established local presence and commitment to exclusively build within 45 minutes of their Fair Oak Headquarters means they know the area intimately and this includes the local transport network and the importance of good communication links both physical and electronic. Bargate Homes developments always have distinctive street scenes and are solely in aspirational locations such as cathedral cities; coastal and riverside towns; market towns and archetypal English villages – places where the need to travel for day-to-day needs can be completed locally.

3.1.3 Through this Travel Plan, Bargate Homes are committed to promote sustainable transport and ensure it will result in benefits for residents of the site and the wider community in the vicinity of the development. i-Transport LLP (a specialist transport planning consultancy) have been appointed as the Travel Plan Co-Ordinator to ensure the Travel Plan is delivered.

3.2 Principles and Objectives

3.2.1 This TP sets out a sustainable transport strategy for the proposed development on the site. In line with national and local government guidance and the obligations contained within the Section 106 Agreement, the headline aims for the plan will be as follows:

- To reduce the number of single occupancy car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport.

3.2.2 The plan will have the following additional objectives:

- a To manage car parking demand across the development;

- b To support a range of sustainable transport alternatives to provide the future residents with options for travel to/from the site;
- c To develop an awareness of the options for sustainable travel to and from the site and local area amongst residents;
- d To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- e To minimise the impact of car-based travel to the site on the local and strategic highway network and environment.

3.3 Benefits

3.3.1 The provision of a RTP has a number of benefits for future residents as well as the existing local community and surrounding environment.

Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

Local Community and Environment

3.3.2 The sustainable transport strategy for the development proposal will provide a number of benefits to existing residents in the local area in a variety of ways. The transport strategy will improve local pedestrian and cycle connections, allowing wider access between the site and local facilities in the surrounding areas particularly Warsash to the south and Locks Heath and Park Gate to the north.

3.3.3 The potential benefits to the environment, compared to the 'without Travel Plan' scenario, are as follows:

- The impact of the development on the local environment will be lessened, in terms of reducing congestion, noise and atmospheric pollution created by vehicle trips to and from the site; and

- A reduction in vehicular movements to and from the site will reduce pollution levels and contribute to a reduction in vehicular turning movements to / from the site. This will contribute to both local air quality management and national climate change reduction targets.

3.3.4 Overall, it is anticipated that the RTP, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for residents of the site and the wider community in the vicinity of the development.

SECTION 4 EXISTING CONDITIONS AND TRAVEL PATTERNS

4.1 Introduction

4.1.1 This section of the RTP describes the existing accessibility of the site by walking, cycling and public transport.

4.1.2 It is pertinent to note that the proposed development has been approved and therefore the principle of sustainable development at the site has been established. Therefore, the description of the existing accessibility of the site (within this section of the RTP) is intended to be a short summary of what is available. A more detailed description of the existing accessibility of the site is contained within the Transport Assessment submitted alongside the outline planning application.

4.2 Site Location

4.2.1 The site is located on to the east of Brook Lane in Warsash, approximately 3km south of Whiteley and 9km west of Fareham.

4.2.2 A site location plan is included **Figure 1**.

4.3 Walking and Cycling

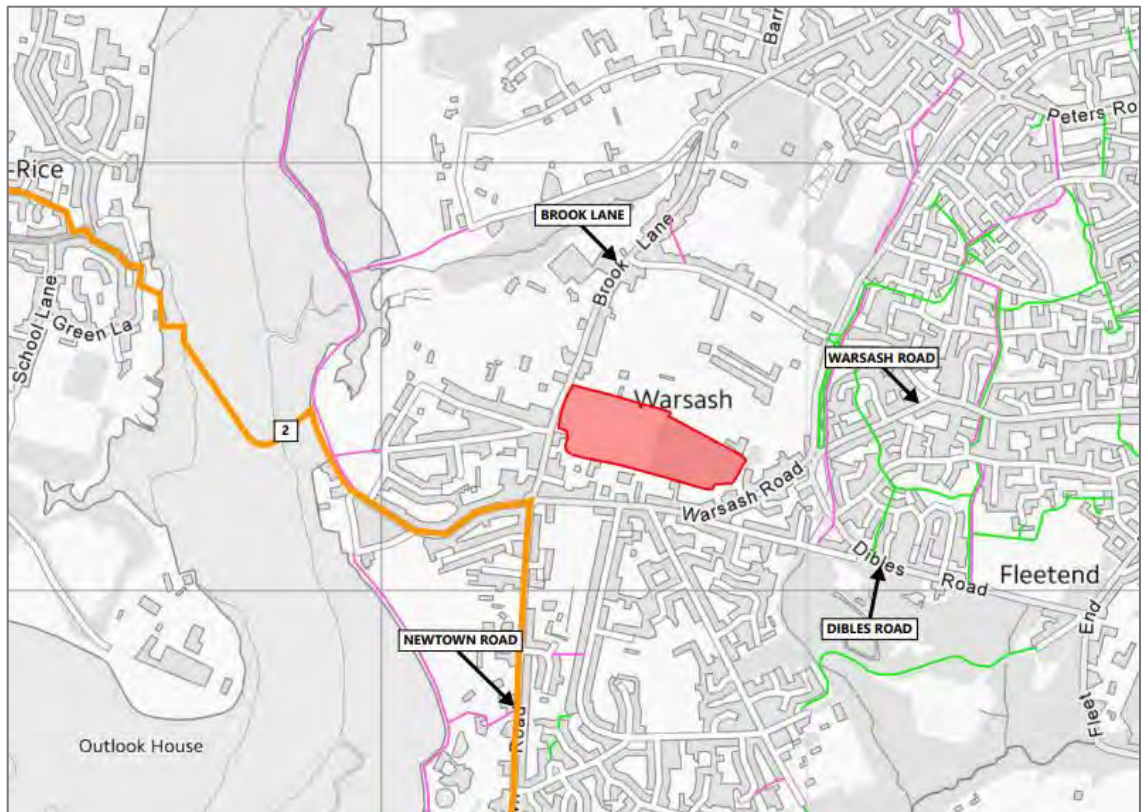
4.3.1 Within the immediate vicinity of the site, there are footways along the carriageway on Brook Lane between the junctions with Cumber Road to the north and Warsash Road to the south.

4.3.2 The local pedestrian network provides connections to Warsash village, Warsash Marina, Sarisbury Green, Lower Swanwick and to Hamble-le-Rice via a foot ferry.

4.3.2.1 Brook Lane provides a continuous footway link to the north towards Sarisbury Green and to the south towards Warsash. The footway varies in width along the length of Brook Lane with dropped kerbs and tactile paving generally provided at junctions along the route. To the north, the junction of Brook Lane / Barnes Lane benefits from a pedestrian refuge island on its northern side and street lighting is provided along the extent of Brook Lane. Northeast of the Brook Lane / Barnes Lane junction a footway is provided on the northern side of Brook Lane for a 60m section. This provides an onward connection to Brookfield Community school a further 800m northeast.

- 4.3.2.2 Barnes Lane provides a route north towards the local facilities in Sarisbury including Sarisbury Junior School. Footways of approximately 2.0m width are provided on both sides of the carriageway with street lighting and dropped kerbs provided at junctions. Outside the Junior School there is a signalised pedestrian crossing which provides a safe link to the Junior School located on the eastern side of Barnes Lane.
- 4.3.2.3 To the south of the site, Brook Lane forms a roundabout with Warsash Road. Warsash Road provides an east/west route with footways of approximately 2.0m width provided on both sides of the carriageway. Warsash Road is generally street lit along its length with dropped kerbs and tactile paving provided at the majority of junctions east of the Brook Lane roundabout.
- 4.3.2.4 To the west of the Brook Lane roundabout, Warsash Road connects to Shore Road which provides the walking and cycling route to access the Warsash / Hamble foot-ferry. Shore Road benefits from street lighting and footways on both sides of the carriageway to approximately 120m west of the roundabout where footway is only provided on the northern side. Shore Road provides a shared surface link onto Warsash Marina whilst Passage Lane, a continuation of Shore Road provides a walking route with footway on its northern side towards the Hamble-Warsash foot-ferry.
- 4.3.2.5 Lockwood Road provides a north/south route to the east of the site. At the junction of Greenaway Lane / Lockwood Road the junction has been closed for traffic but an uncontrolled pedestrian crossing with dropped kerbs, tactile paving and guard railing is provided. Lockwood Road has footways provided on its eastern side continuously to the north and is street lit along its length. Lockwood Road provides a walking route for travelling north and also provides a walking route via Centre Way to Lockwood Community Centre.
- 4.3.3 Cycling is a viable alternative to short car trips, particularly those journeys under 5km and as part of longer journeys by public transport. There are no formal cycling facilities along Brook Lane however the residential nature of the road and neighbouring roads as well as the 30mph speed limit provide a safe environment for cyclists to use the carriageway along with motor vehicles.
- 4.3.4 National Cycle Route 2 is a long-distance cycle route between Dover in Kent from the east and St Austell in Cornwall is accessible from Warsash Road, approximately 200m south along Brook Lane.
- 4.3.5 **Figure 2** illustrates the local walking and cycle network which an extract is shown in **Image 4.1**.

Image 4.1 Local Walking and Cycling Network



Source: i-Transport

4.4 Public Transport

Bus Services

4.4.1 The nearest bus stops to the site are located on Brook Lane approximately 180m south of the site. The bus stop provides a shelter, seating and is featured with a flag and timetable information. This bus stop is served by Solent Ranger X5 between Southampton, Gosport and Portsmouth via interchange with the X4 at Locks Heath.

4.4.2 A summary of the local bus services which service these stops is provided in **Table 4.1**.

Table 4.1 Summary of Local Bus Services

Bus Service	Route	Service Frequency		
		Weekday	Saturday	Sunday
X5	Southampton - Gosport	Every 40 minutes	Every hour	Every hour

Source: Travel

Rail Services

- 4.4.3 Swanwick railway station is located approximately 3.3km northeast of the site. The station is managed by South Western Railway and provides Southern services towards Southampton, Portsmouth, Brighton and London Victoria. A summary of the rail services is outlined in **Table 4.2**.

Table 4.2 Local Rail Services

Destination	Typical Weekday Frequency		Journey Duration
	Peak	Off-Peak	
Southampton Central	3 trains per hour	3 trains per hour	17-29 minutes
Portsmouth and Southsea	1 train per hour	1 train per hour	33 minutes
Brighton	1 train every 2 hours	1 train every 2 hours	1 hour and 35 minutes
London Victoria	1 train per hour	1 train per hour	2 hours and 13 minutes

Source: National Rail Enquiries

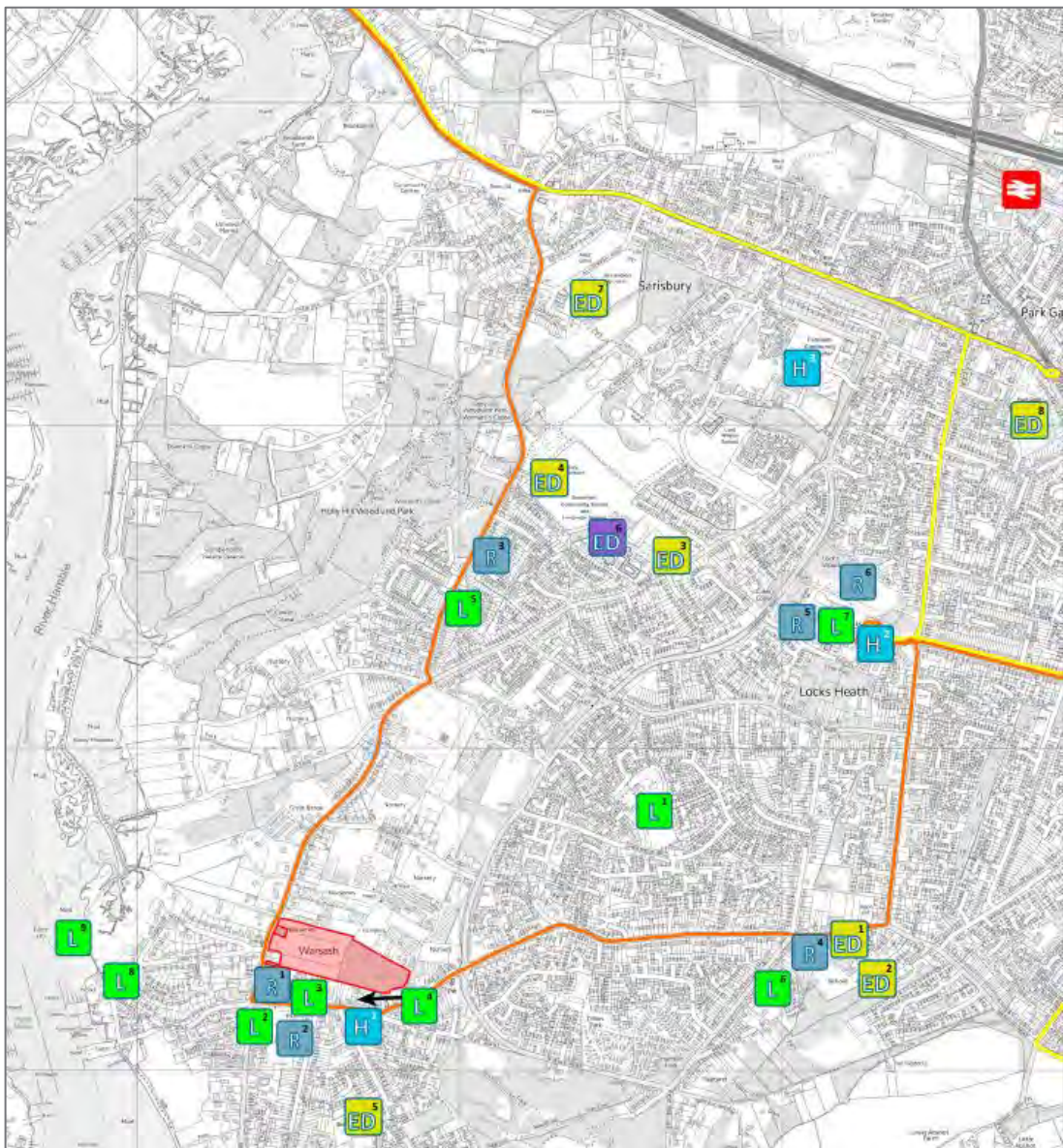
- 4.4.4 Step-free access is available to platform 1 for Southampton bound platform only. The station offers 80 car park spaces and 96 cycle parking spaces.

4.5 Local Services and Facilities

4.5.1 Guidance given in the Manual for Streets (MfS) states that 800m is a 'comfortable' walk distance, but it is by no means an upper limit. A walk distance of 2km offers the greatest potential to replace cars trips and is therefore a 'reasonable' walking distance (Ref: MfS / PPG13). A number of local services and facilities are within a reasonable walking distance of the centre of the site including the local shops and facilities located within Sarisbury, Warsash and Locks Heath.

4.5.2 **Figure 3** illustrates the range of local facilities and amenities accessible from the site of which an extract is shown in **Image 4.2**.

Image 4.2 Local Facilities



Source: i-Transport

4.6 Existing Modes of Travel

4.6.1 **Table 4.3** identifies the modal split of journeys to work (from 2011 Census Data) of residents within the Fareham 006 Mid Super Output Area (MSOA). This data was presented in the TA submitted in support of the outline planning application and has been represented in this RTP.

Table 4.3 Modal Split of Journeys to Work (excluding work from home) – Fareham 006

Mode	%
Car Driver	79.3%
Car Passenger	5.7%
On Foot	3.6%
Train/underground	2.1%
Bicycle	4.5%
Bus	3.1%
Motorcycle/Moped	0.6%
Other	0.8%
Car Driver	79.3%
Total	100%

Source: 2011 Census Data

4.6.2 The main mode of travel for journeys to work is by car (both driver and passenger), which accounts for 85% of all journeys to work in the Warsash area. Trips on foot make up 3.6% of journeys to work and travel by train and bus make up circa 5% combined. Around 4.5% of journeys are made to the workplace by cycle.

4.6.3 The DfT's Statistical Release - National Travel Survey 2012 identifies that vehicle occupancy rates have remained fairly stable since 2002 at around 1.6 occupants per car driver stage. However, occupancy rates vary by purpose, being lowest for commuting and business (1.2 in 2012) and higher for holidays/day trips and education (2.0 persons per vehicle).

4.6.4 For the purposes of initial assessments prior to site specific data being available single occupancy trips are assumed to be the function of the car driver mode share minus the mode share for the percentage of car passengers.

4.6.5 Therefore, it is assumed that the single occupancy mode share is 79.3%.

SECTION 5 TARGETS

5.1 Overview

5.1.1 The key aim of the RTP is to reduce single occupancy car use for travel to/from the site, and the use of targets will enable the TPC to monitor progress against the key objective of the RTP.

5.1.2 Whilst Census data has been used at this stage as a proxy for the likely mode share for trips made from the site, the actual mode shares that will occur will not be fully understood until the first travel surveys have been analysed. However, it is sensible to set some interim mode share targets which can then be reviewed to ensure that they are SMART (Specific, Measurable, Achievable, Realistic and Timely) following the first round of travel surveys.

5.1.3 The following targets have been set:

- **Target 1** – To reduce the number of single occupancy vehicle trips associated with journeys to work by the site by 10 percentage points from the baseline position; and
- **Target 2** – To ensure that the majority of residents are aware of and are able to benefit from the Travel Plan.

5.1.4 The objective is to achieve these targets within 5 years of the first occupation of the development. Interim mode split targets have been established and will be subject to ongoing review.

5.2 Baseline Position and Interim Targets

5.2.1 For the purpose of this RTP, the baseline modal split is based on the travel to work data from the 2011 Census for Fareham 006. The single occupancy car use mode share targets are summarised in **Table 5.1**.

Table 5.1 Travel to Work Targets

Mode	Baseline	3 rd Year	5 th Year
Car Driver	79.30%	74.30%	69.30%
Car Passenger	5.70%	6.30%	7.00%
On Foot	3.60%	4.60%	5.60%
Train/underground	2.10%	3.10%	4.10%
Bicycle	4.50%	5.50%	6.50%
Bus	3.10%	4.80%	6.10%
Motorcycle/Moped	0.60%	0.60%	0.60%
Other	0.80%	0.80%	0.80%
Total	100%	100%	100%

2011 Census and Consultant's Calculations.

5.2.2 The targeted increases in public transport use, walking, cycling and car sharing are considered reasonable given:

- Promotion of walking, cycling and public transport use within Resident's Travel Information Packs i.e. a BUG;
- Potential for the TPC to engage with local cycle shops and public transport providers to negotiate possible discounts and trial incentives for residents; and
- Promotion of car sharing initiatives.

5.2.3 Once the first monitoring surveys at the development have been undertaken and analysed (see Section 9 of the RTP) this will update the baseline position and the interim mode shift targets will be reviewed.

5.2.4 These mode share targets correspond to the monitoring process set out in Section 9.

5.3 First Phase Targets

5.3.1 In addition to mode share targets, it is important to identify a number of action targets which will ensure that the commitments made by the developer, through this RTP, are delivered.

5.3.2 The first phase of targets is therefore action related. They are as follows:

- Appoint a Travel Plan Coordinator prior to sales and marketing phase (i-Transport have been appointed already to fulfil this role);

- Travel Plan Coordinator to become familiarised with the agreed monitoring process;
- Undertake first phase of monitoring at 50% occupation of the site, or one year after 1st occupation (whichever is sooner) including the residential travel surveys;
- Review measures to ensure that they remain appropriate; and
- Once agreed with HCC, update the RTP with any necessary revisions to measures.

SECTION 6 SITE LAYOUT AND INFRASTRUCTURE MEASURES

6.1 Introduction

6.1.1 This section is structured as follows:

- Sustainable Transport Strategy Objectives
- Walking and Cycling Accessibility
- Public Transport Accessibility

6.2 Objectives

6.2.1 Having regard to national and local transport planning policy guidance and the travel characteristics set out above, the main objectives of the access and transport strategy are to:

- Encourage occupants of the proposed development and existing residents Warsash to undertake local trips by sustainable modes including walking, cycling and public transport;
- To provide high quality and safe access to existing bus stops and services;
- Provide a development layout and streets which maximise the potential for 'walkable' neighbourhoods, where walking and cycling are the 'norm'; and
- Integrate the site with Warsash and the surrounding area through improved linkages and connectivity.

6.3 Walking Infrastructure

6.3.1 This section of the TP outlines the walking and cycling strategy for the development at the site.

6.3.2 The access strategy for the development seeks to encourage residents of the development to undertake local trips by walking and cycling. The site access will feature footways on either side of the carriageway, tying into the existing pedestrian network along Brook Lane.

6.3.3 A new pedestrian crossing has been provided by the applicant (under an S278 Agreement) on Brook Lane near the site access. This has been installed 'up-front' by Bargate Homes to ensure the pedestrian infrastructure to facilitate walking trips is in place prior to new residents living on the site.

6.3.4 An uncontrolled crossing facility in the form of dropped kerbs and tactile paving will be provided across the access road.

6.3.5 In addition, the proposed internal footway/cycleway network will provide a high level of permeability throughout the site with on-site walking infrastructure provided within the site and to the northern and eastern boundaries where future connections to adjoining residential development sites can be provided.

6.4 Cycling Infrastructure

6.4.1 The on-site street infrastructure will be designed to achieve a maximum design speed of 20mph and traffic flows on the site will be light thus creating a suitable 'mixed traffic' environment for cycling on the carriageway (Ref: LTN1/20 Table 4.1).

6.4.2 In addition, an on-site cycle route will be provided within the site on a north/south alignment that will be built up to the boundary of the site. This will allow a future connection to the adjoining residential development site.

6.4.3 Cycle parking will be provided at each dwelling in line with FBC Parking Standards. Cycle parking will be provided within any on-plot garages where present. Where garages are not provided, cycle parking will be provided within high-quality, covered and lockable/secure external stores/sheds in rear gardens with easy access to both the dwelling and street / external parking areas to ensure convenient cycle access.

6.5 Public Transport Accessibility

6.5.1 The development layout provides a well-planned pedestrian connection to the main site access with footways on both sides of the access road.

6.5.2 The footways provide a direct and convenient access towards the local bus stops on Brook Lane with the newly created pedestrian crossing of Brook Lane (by the applicant) ensure safe access to the bus stops for all.

SECTION 7 SOFT MEASURES

7.1 Introduction

7.1.1 This section of the TP describes the non-infrastructure of 'soft' RTP measures that will be developed and promoted for the residents of the new development. It covers:

- Appointment of a TPC;
- Measures to encourage new residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage future residents to car-share;
- Information provision; and
- A new resident's travel pack.

7.1.2 The strategy for a TPC, implementation, funding and management of the TP is also provided in Section 8 and will be implemented in advance of the trigger required by the Section 106 Agreement.

7.2 Travel Plan Co-Ordinator (TPC)

7.2.1 Bargate Homes has appointed i-Transport LLP to act as the Travel Plan Co-ordinator (TPC). i-Transport LLP is one of the largest independent transport planning consultancies in the UK and specialises in development planning work. i-Transport LLP are currently acting as TPC for numerous residential development sites across the country (including several in Hampshire) and are very familiar with the requirements of the role.

7.2.2 The contact details of the TPC will be a bespoke email address which will be included in the Residents Travel Information Pack.

7.3 Promotion of Walking and Cycling

7.3.1 As described in Section 2, the development will be designed to facilitate walking and cycling, in particular for local journeys to key destinations. All dwellings will be provided with an appropriate amount of cycle parking. Information on the walking and cycling routes and facilities

within the development will be made available to new residents through the resident's travel information pack and the other means described below.

- 7.3.2 The new resident's travel pack will also provide future residents with recommended free health applications that can be downloaded. These include apps such as Map My Walk, Strava, Cycle Maps and Wahoo Fitness.
- 7.3.3 A bicycle user group will be promoted for the new development. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact established cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle journeys.
- 7.3.4 The TPC will assist with the dissemination of information regarding the user group, and will help residents, get in contact with one another. Where possible, the TPC will attempt to negotiate discounts or promotions for residents at local cycle stores and will also inform residents of any discounts that FBC has already organised with local cycle stores.
- 7.3.5 The TPC will also promote 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions if enough residents are interested.

7.4 Promotion of Public Transport

- 7.4.1 Information on the public transport routes and facilities serving the new development will be made available to new residents through the residents' travel information pack (see below) and the other means described below.
- 7.4.2 As aforementioned in Paragraph 5.2.2, the TPC will collaborate with local public transport providers, such as First Group, with a view to improve services and potentially negotiate discounts and trial initiatives for residents.

7.5 Car Sharing Scheme

- 7.5.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of residents making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in

turn helps to reduce vehicle emissions, contributing to meeting local air quality targets. Advice on car sharing during Covid-19 will be provided via government web links in the Welcome Packs.

7.5.2 Residents will therefore be provided with information about car sharing via the Hampshire car share website (<https://hants.liftshare.com/default.asp>) and a leaflet explaining the benefits of the car share scheme and how to register will be included in the residential travel information packs. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

7.6 Information Provision and Marketing

7.6.1 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and sales staff will be directed to advise residents of the presence of the Travel Plan and residents will be offered the opportunity to contact the Travel Plan Co-ordinator shortly after completion of their purchase.

7.6.2 To ensure access to up-to-date information for residents, a community travel web page (Facebook page or similar) will be established. This will contain up to date bus and rail timetable information, details of car share schemes and walking and cycling facilities maps.

7.7 Residential Travel Information Packs

7.7.1 The first occupier of each household will be provided with a residents' travel information pack. The pack will pull together information on the above listed measures and contain information about the objectives of the Travel Plan, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:

- Clear and permanently (i.e. during the 5 years of the TP) available contact details for the Travel Plan Co-ordinator with whom residents will be able to liaise with directly with any queries;
- Details regarding the provision of broadband access to enable easy access to local home delivery services and home working;
- An information leaflet about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored;

- Information about the community travel web page providing local travel information;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and the location of bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, and schemes such as HCC's Safer Routes to School initiatives;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destination;
- Links / web address details for Fareham Borough Council and Hampshire County Council cycle route maps;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about car sharing through the Hampshire car share website; and
- Information about the home delivery services offered by supermarkets in the local area, including the potential for savings from the initial home deliveries ordered.

7.8 Summary

7.8.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of car sharing. The proposed measures aim to ensure that the objectives set out in Section 3 of this report are met and to minimise single occupancy car travel to and from the site.

7.8.2 A range of information and marketing initiatives are also put forward to encourage awareness and participation in the Travel Plan amongst residents from the outset.

SECTION 8 MANAGEMENT AND IMPLEMENTATION

8.1 Introduction

8.1.1 This section of the TP describes the framework through which the measures contained herein will be implemented and managed.

8.2 TP Management

8.2.1 The developer has appointed i-Transport LLP to act as the Travel Plan Co-ordinator (TPC).

8.2.2 The contact details of the TPC will be a bespoke email address which will be included in the Residents Travel Information Pack.

8.2.3 The TPC will be supported by a steering group, comprising a representative from the developer, a representative of the housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport, and voluntary residents' representatives).

8.2.4 The steering group will aim to meet every 6 months during the first two-years and annually thereafter. This extensive period will enable the TP to be well established by the time the developer leaves the site. A framework for the continuation of the TP post developer involvement is set out below.

8.3 Role of Travel Plan Co-ordinator

8.3.1 The role of the TPC will be as follows:

- To manage the day-to-day delivery of the measures contained in Section 6 and 7 of the TP;
- To set up and act as chairperson to the steering group, through which the progress of the TP will be monitored and key decisions taken as necessary;
- To market the TP to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to be able to provide journey planning advice for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;

- To aim to negotiate discounts for residents with local cycle shops, to promote the bicycle user group and to organise cycle training courses for groups of interested residents;
- To organise annual monitoring of the TP in line with the strategy outlined in Section 9 of the TP; and
- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

8.4 Involvement of Residents

8.4.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with TP information by the sales office and provided with a residents' travel information pack on completion of their purchase as well as the offer of being able to contact the TPC whenever they need travel planning advice.

8.4.2 The TPC will liaise regularly with residents and visitors of the site, to understand their particular needs and concerns and to examine ways of addressing them. Copies of the TP will be made available to all residents of the site should they require it to ensure that people are fully aware of the objectives of the Plan and of the full range of measures proposed.

8.4.3 The TPC will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the TP, advertising the web page and reporting the results of the annual monitoring;
- Involvement of resident volunteers in the Steering Group (to be recruited by the TPC); and
- The steering group will review and develop other methods of involving residents.

8.5 Framework for Implementation

8.5.1 The TPC is i-Transport LLP, who have been appointed before the first occupation of the new development to commence development of the Travel Plan measures in time for the first occupations. **Table 8.1** provides a framework for implementation of the measures set out in Sections 6 and 7 of this TP.

Table 8.1: Framework for Implementation

Measure	Timescale	Responsibility	Cost Estimate
Travel Plan Co-ordinator	Appointed prior to 1 st occupation	Developer	£30,000 (£6,000 per annum)
Steering Group	1 st meeting one-month after appointment of Travel Plan Co-ordinator. Subsequent 6 monthly meetings for first two years after first occupation, annual meetings thereafter	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Travel Information Pack / Leaflet	Prior to 1 st occupation	Travel Plan Co-ordinator	£1,000 (£8 per household)
Travel Information Website	To be phased in line with development but available prior to first occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Events e.g. Launch of TP Facebook page	Occurring prior to 1 st occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Journey Planning Software and Advice	In place prior to 1 st occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator costs)
Walking Maps	Within resident's travel information packs and on webpage / community notices	Travel Plan Co-ordinator	£1,000 (£8 per household)
Event Banner production	Commissioning of Travel Planning Banner / materials for Steering Group and other events	Travel Plan Co-ordinator	£1,500
Bicycle User Group (BUG)	By 75 th occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan co-ordinator costs)
Bus stop-specific timetables	Within resident's travel information packs	Travel Plan Co-ordinator	£0 (included in Travel Plan co-ordinator costs)
Informal Residential Car Sharing Schemes	By 75 th occupation	Travel Plan Co-ordinator	£0 (included in Travel Plan Co-ordinator fees)
HCC Monitoring and Evaluation	Annually for five years	Travel Plan Co-ordinator	£16,500
Total			£50,000 (£33,500 measures i.e. ex HCC fees)

Source: Consultant

8.5.2 Upon commencement of the Travel Plan, the timescales outlined in **Table 8.1** will be updated to reflect more specific points in time.

8.5.3 The success of each Travel Plan measure will be monitored through the annual survey process. This will give the TPC an understanding of which measures are proving to be the most popular, as well as those which may require additional promotion.

8.6 Funding

8.6.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 6 of the TP;
- The implementation of the measures outlined in Section 7 and **Table 8.1**;
- The monitoring surveys outlined in Section 9; and
- Hampshire County Council approval and monitoring fees.

8.6.2 The funding of the TP will be secured, as required by the Section 106 Agreement through “Travel Plan Bond” or “Travel Plan Security Deposit” (this being the sum of the costs of implementing the Travel Plan to ensure that there are sufficient funds available to HCC to implement the measures identified within the plan should the developer default. This is secured through the Section 106 agreement tied to the planning consent.

8.6.3 The aim will be to take steps to enable the TP to become self-funding by the time that the development is complete. The Steering Group will be responsible for delivering this objective.

8.7 Framework for Handover at End of the Developer Involvement

8.7.1 Following the fifth and final year of occupation of the development, the developer will no longer be responsible for the management of the TP. At this time, the management of the TP will revert to a residents’ committee, to which the Local Authority’s sustainable travel co-ordinator will be invited to attend and provide guidance.

SECTION 9 MONITORING

9.1 Introduction

9.1.1 The total monitoring programme of the development will be for the duration of the build programme and until five years after first occupation. Formal monitoring will be undertaken through the distribution of a travel questionnaire survey, co-ordinated by the TPC.

9.1.2 The first questionnaire survey will be undertaken by the TPC after 50% occupation of the site, or 12 months after first occupation of the first unit (whichever is the sooner) and then annually for up to five years.

9.2 Reviews

9.2.1 As set out in the HCC guidance on Travel Plans, review meetings are required. Therefore, these will be held 12 months following the first occupation of the site and then in years 3 and 5. The review meetings will be organised by the TPC who will invite attendance from representatives of the local planning authority, public transport operators, the County Council and community representatives.

9.2.2 A Section 106 Agreement dated 17 February 2021 for this site commits Bargate Homes to pay the Hampshire County Council monitoring and approval fee (£15,000 and £1,500 respectively). The Section 106 Agreement also requires Bargate Homes to provide HCC with a "Travel Plan Bond" or "Travel Plan Security Deposit" (this being the sum of the costs of implementing the Travel Plan) and they are required to implement the Travel Plan for five years.

9.3 Questionnaire

9.3.1 At the time of the 50% dwelling occupation, or 12 months after 1st occupation (whichever comes sooner), a residents' travel survey will be distributed amongst residents of the site. This will likely be in an online format, i.e. through use of online resources such as Survey Monkey.

9.3.2 The surveys will determine a number of important statistics such as awareness of the TP, work destinations, number of cars and bicycles per household, modal split of journeys to work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. An example of a draft travel survey is provided as **Appendix B**.

9.3.3 The surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the TP which may be implemented in the future and to monitor travel patterns at the site over set periods of time to quantify modal shift.

9.3.4 In order to maximise response rates to the survey there is potential to offer incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 35% or more, an incentive will be introduced and the survey will be re-distributed to residents after 6 months, following further promotion and incentives for taking part.

9.4 Results

9.4.1 The results and the analysis will be included in an updated TP, or the first monitoring reports, with the TP targets revised or updated accordingly.

9.4.2 The results of these surveys and statistical analysis will form the basis of discussions with HCC to examine how the TP is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

9.4.3 The TPC will monitor and review the progress and success of the TP and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve HCC as well as the TPC. The use of newsletters distributed to all users will assist in informing users of any new measures and give them an understanding of how the TP is operating.

9.5 Reporting

9.5.1 Following each travel survey a monitoring report will be prepared and submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the TP. Residents will also be informed of the survey results via newsletters and Facebook page. The following information is likely to be provided:

- Recap of the site TP's objective and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;

- Corrective measures to get the plan back on track, if targets are not being met; and
- Proposals to further develop the TP for the future.

9.5.2 The TPC will make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters distributed to all users will assist in informing users of any new measures and provide an understanding of how the TP is operating.

9.6 Remedial Measures

9.6.1 Should the TP targets not be met during the monitoring period outlined above, the developer will use reasonable endeavors to work with HCC to identify a strategy and to agree further reasonable actions to get the TP back on track.

9.6.2 The assessments carried out in the Transport Assessment are based upon a 'without Travel Plan' situation and demonstrate that, on the basis that a 10% reduction in car driver trips is not achieved, the impact of the development on the local highway network after highway improvements is still acceptable in highway and safety terms. On this basis, the development is not dependent on the success of the TP in making the development acceptable in terms of traffic impact on the local highway network.

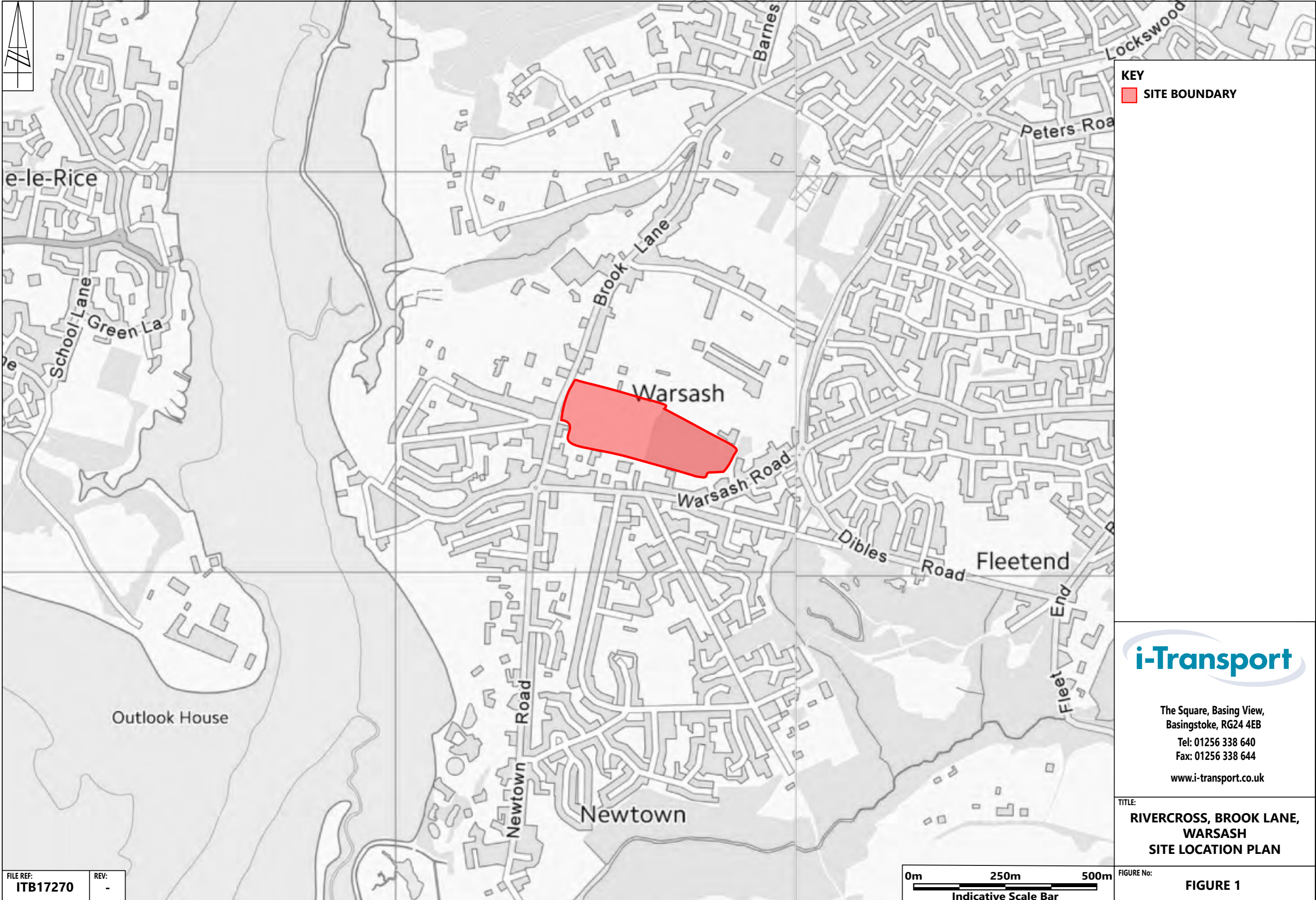
9.6.3 The proposed sustainable transport strategy and all of the associated measures will provide an opportunity for the 10% reduction in work related car trips to be achieved.

9.6.4 An annual TP budget is provided for the development to fund the measures, as well as the cost of monitoring and implementation. How this fund would be allocated and spent will be the responsibility of the TPC who will work with the Steering Group. For example, should the first monitoring surveys report that certain schemes or modes are better utilised or more popular, more funds could be invested into those more successful aspects of the TP.

9.7 Framework for Handover at the End of the Developer Involvement

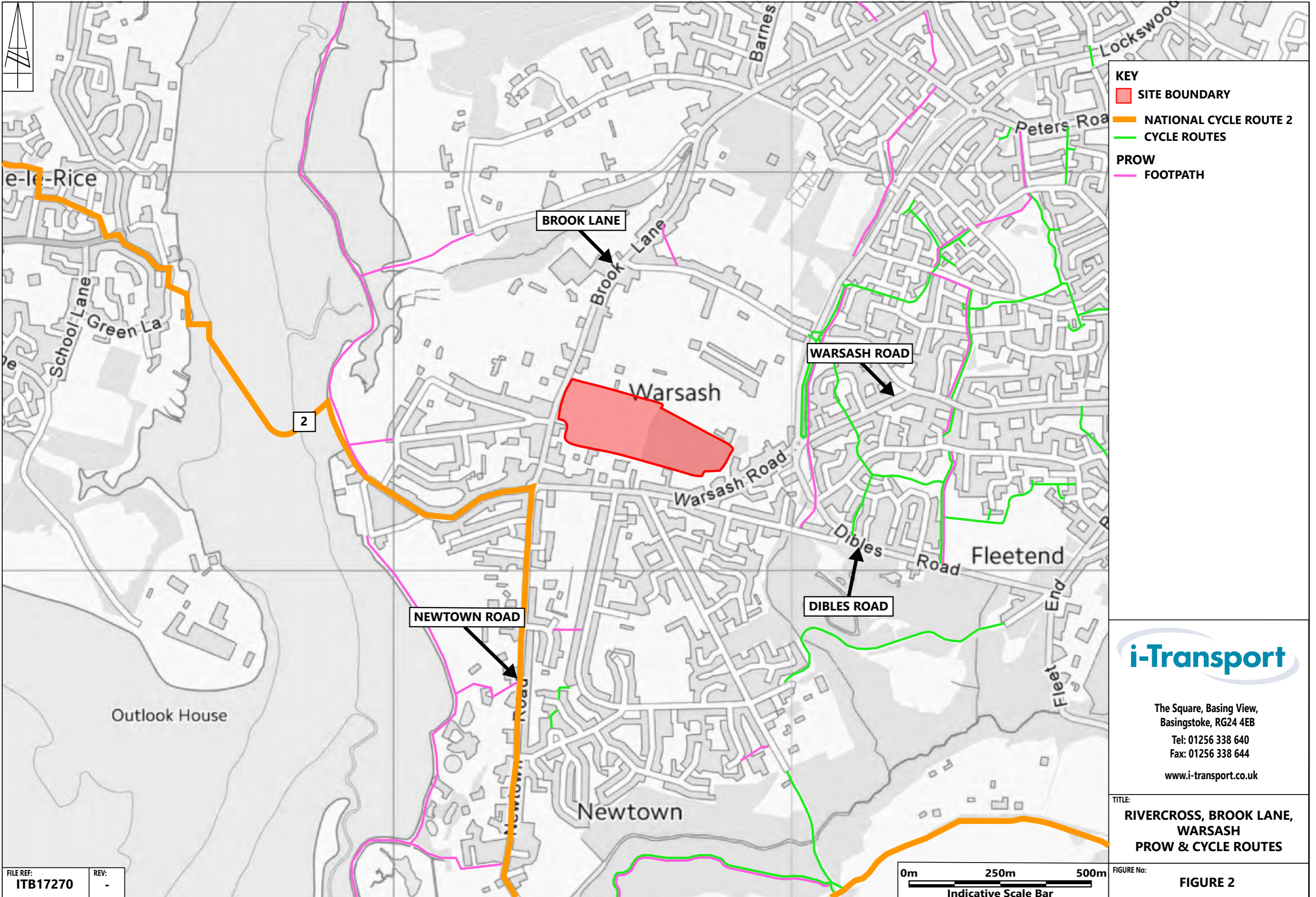
9.7.1 Five years after first occupation the developer will no longer be responsible for the management of the travel plan. At this time the management of the travel plan will revert to a residents' committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

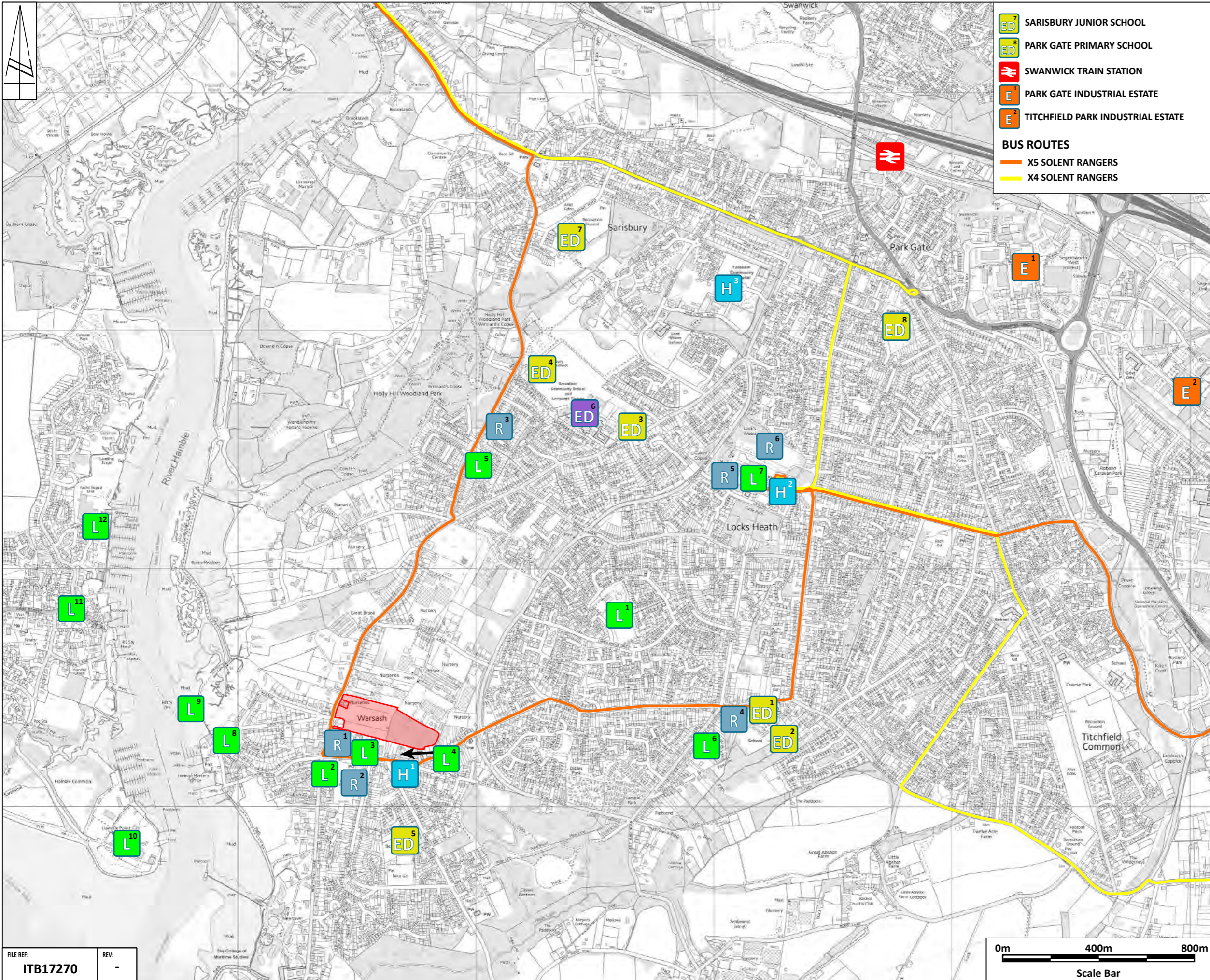
FIGURES



FILE REF:
ITB17270

REV:
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KEY

- SARISBURY JUNIOR SCHOOL
- PARK GATE PRIMARY SCHOOL
- SWANWICK TRAIN STATION
- PARK GATE INDUSTRIAL ESTATE
- TITCHFIELD PARK INDUSTRIAL ESTATE

BUS ROUTES

- X5 SOLENT RANGERS
- X4 SOLENT RANGERS

- KEY**
- INDICATIVE SITE BOUNDARY
 - PRIORY PARK
 - THE FERRYMAN
 - THE SILVER FERN
 - THE VICTORY HALL
 - MOJA INDIAN
 - THE JOLLY FARMER
 - LOCKS HEATH SHOPPING VILLAGE
 - LOCAL NATURE RESERVE
 - WARSASH-HAMBLE FERRY
 - HAMBLE MARINA
 - HAMBLE HIGH STREET
 - BANANA WHARF
 - WARSASH DENTAL PRACTICE
 - LOCKSWOOD SURGERY
 - FAREHAM COMMUNITY HOSPITAL
 - CO-OP
 - ONE STOP
 - HOLLY HILL CONVENIENCE STORE
 - TESCO EXPRESS
 - ICELAND
 - WAITROSE
 - LOCKS HEATH INFANT SCHOOL
 - LOCKS HEATH JUNIOR SCHOOL
 - DUCKLINGS PRE SCHOOL
 - SARISBURY INFANT SCHOOL
 - WARSASH DAY NURSERY
 - BROOKFIELD COMMUNITY SCHOOL



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TITLE:
**RIVERCROSS, BROOK LANE, WARSASH
 LOCAL ACCESSIBILITY PLAN**

FIGURE No:
FIGURE 3

FILE REF:
ITB17270

REV:
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APPENDIX A. SITE MASTERPLAN



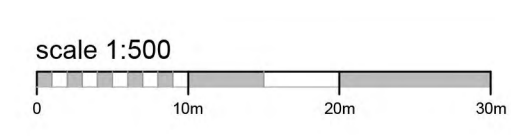
- KEY:**
- Development Boundary Line
 - Buffer Zone Line
 - * Affordable Housing Rented
 - * Affordable Housing Shared Ownership
 - Proposed New Trees
 - Existing tree to be retained
 - Existing Root Protection Area
 - Indicative Parking Space
 - Fence line Ref Boundary Materials Layout
 - Post - Rail Fence line Ref Boundary Materials Layout
 - Boundary wall Ref Boundary Materials Layout
 - Denotes Garden Gate
 - Timber Shed - 1.2x1.8M
 - Block Paving

Romsey Office
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 Romsey Road,
 Michelmersh, Romsey,
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Rev	Description	Date	Au	Ch	
A	Planning issue.	15.12.20	MS	CMI	J
B	2XS 1BM1 block updated.	26.02.21	MS	CMI	
C	HT 1BM1 moved to plots 1-4, 69-70 and re-sized. HT S.4.2 moved to plot 7. HT S.3B.1 moved to plots 5/6. HT S.2.1 moved to plots 71/74. Plots 16/17 separated, parking allocation amended. Tandem parking reduced to 1no. space to plots 28, 47-49, 50, 51 - additional visitor spaces provided opposite plots 71-74. Plots 52-62 and parking re-arranged to remove rear parking court. HT S.2.1, S.3.1 and S.4.1/2 adjusted to meet NDS5.	23.04.21	MWP	CMI	
D	Bay removed from plot 7. Plots 59-62 split into 2 x semis to reduce bin drag.	29.04.21	MWP	CMI	
E	Layout updated in response to Planning Officer and Urban Designers comments.	24.05.21	CMI	CMI	
F	Plot 77 house type reference updated to 3.1-A.	09.06.21	CMI	CMI	
G	Amended in line with Planners comments.	25.06.21	CMI	CMI	
H	P.1-7 and 69-74 revised due to Local Authority comment's received. 4 visitor spaces added; minor amendments to junctions by P.8 and 24; cycle path next to Pumping station revised.	11.08.21	AS	RT	



Project	Rivercross Brook Lane, Warshas		
Drawing	Coloured Site Layout - 02		
Client	Bargate Homes	Date	Oct'2020
Job no.	BARG180421	Rev.	J
Dwg no.	CSL.02	Scale	1:500 at A1
Author	AS	Checked	CMI
Status	PLANNING	Office	Romsey
Client ref.			



APPENDIX B. DRAFT RESIDENTS TRAVEL SURVEY

Resident Travel Survey



[Site name]

[Company name] is undertaking a survey of residents of this development as part of the monitoring programme for the site's travel plan. **Please fill in the questionnaire below about how you and your household usually travel.**

Once completed, please return the form to [TPC name] by [date] in the enclosed pre-paid envelope / [describe collection arrangement]. Your response will help to shape the development of the travel plan. Thank you for your co-operation.

1) Date today:

2) How many people are there in your household within the following age ranges? Please write number in relevant boxes.

0-4		25-34	
5-11		35-44	
12-16		45-54	
17-24		Over 55	

3) How many cars do your household own? Please tick relevant box.

0	<input type="checkbox"/>
1	<input type="checkbox"/>
2	<input type="checkbox"/>
3+	<input type="checkbox"/>

4) In a typical week, how many round trips (from and to your home) are made by your household for the following activities? Please write number in each relevant box.

	Work	Education	Shopping	Leisure
Number of trips				

5) How far do you and others in your household travel on average for the following activities (each way)? Please tick relevant box.

	Work	Education	Shopping	Leisure
Up to one mile	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1 - 2 miles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 - 5 miles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 - 10 miles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11 - 25 miles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More than 25 miles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 6) Which mode of travel do you and your household use most frequently for the following activities? Please tick the mode that you use most often for the main part of the journey.

	Work	Education	Shopping	Leisure
Car – single occupancy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car - with passengers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle/scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk – whole journey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 7) How often do you and your household use the following modes of travel for journeys from your home? Tick all modes that you ever use (for all or part of a journey).

	Very often - 7 or more out of every 10 trips	Quite often - between 3 and 6 out of every 10 trips	Occasionally - less than 2 out of every 10 trips	Never
Car – alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car - with passengers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle/scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 8) Which of the following modes of travel would you or your household consider using for the following activities? Please tick relevant boxes

	Work	Education	Shopping	Leisure
Car share / Car with passengers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle/scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk – whole journey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 9) Which of the following changes would most encourage your household to walk for journeys in the local area? Please tick relevant boxes

Cleaner, better maintained footpaths	<input type="checkbox"/>
Better lighting on footpaths	<input type="checkbox"/>
Better street lighting in local area	<input type="checkbox"/>
More or improved pedestrian crossings	<input type="checkbox"/>
Slower speeds on local roads	<input type="checkbox"/>
None of the above	<input type="checkbox"/>
Other (please specify):	

10) Which of the following changes would most encourage your household to cycle for local journeys? Please tick relevant boxes

Improved cycle parking at the development	<input type="checkbox"/>
Improved cycle parking at the destination	<input type="checkbox"/>
Improved cycle paths on the journey	<input type="checkbox"/>
Improved lighting on cycle routes	<input type="checkbox"/>
Improved crossing facilities	<input type="checkbox"/>
Slower speeds on local roads	<input type="checkbox"/>
None of the above	<input type="checkbox"/>
Other (please specify):	

11) Which of the following changes would most encourage your household to use public transport? Please tick relevant boxes

More frequent bus services	<input type="checkbox"/>
More direct bus routes	<input type="checkbox"/>
More frequent train services	<input type="checkbox"/>
More convenient bus stops	<input type="checkbox"/>
Better quality bus stops (eg. bus shelters, lighting, real time information)	<input type="checkbox"/>
Better links to rail station from home	<input type="checkbox"/>
Better links to work from rail station	<input type="checkbox"/>
Public transport information	<input type="checkbox"/>
Discount tickets/passes	<input type="checkbox"/>
None of the above	<input type="checkbox"/>
Other (please specify):	

Thank you for your co-operation.

