Whitsbury Green, Fordingbridge

Residential Travel Plan

Client: Pennyfarthing Homes

i-Transport Ref: SJH/RC/ITB19680

Date: 20 May 2024

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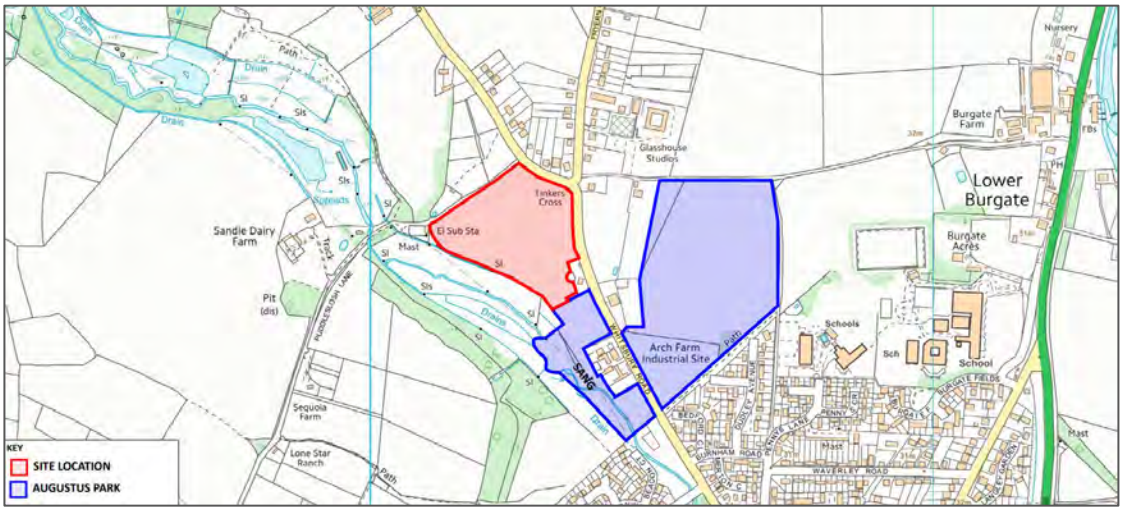
SECTION 1 Introduction

1.1 The Site

1.1.1 Pennyfarthing Homes has appointed i-Transport LLP to prepare a Full Travel Plan for the development at Whitsbury Green (formerly referred to as Tinkers Cross), Fordingbridge. The site comprises some 64 dwellings, open space, landscaping, and forms part of the wider SS17/SS18 allocations within the NFDC Local Plan. The site's location is illustrated on **Figure 1**, with an extract shown in **Image 1.1** below.

1.1.2 The site received planning permission in November 2022 for 64 dwellings, this Residential Travel Plan is drafted to meet the requirements of the S106 agreement.

Image 1.1: Site Location Plan



Source: i-Transport

1.1.3 To the south east of the development site on the eastern side of Whitsbury Road is Augustus Park (or 'FORD1' [Planning application ref no. 17/10150]). Augustus Park is now built out and occupied, providing 145 dwellings, Suitable Alternative Natural Greenspace (SANG), landscaping and infrastructure. The earlier Augustus Park site also has a Full Travel Plan which was drafted by i-Transport and is currently being implemented by Pennyfarthing Homes. This document therefore builds on the approach adopted previously and whilst it relates specifically to the Whitsbury Green site forms part of a comprehensive Travel Plan Strategy for the wider development area.

1.1.4 Both the site and the earlier Augustus Park development form part of the wider allocations identified in the New Forest District Council Local Plan for development to the north of Fordingbridge. The Local Plan identifies these sites under SS17 'Land at Whitsbury Road' and SS18 'Land at Burgate' for a total of over 700 homes.

1.2 Planning History

1.2.1 A Full Planning Application was submitted in December of 2020 (Ref: 20/11469) and was granted planning consent on the 2 November 2022 for 64 dwellings to be built at the site, in addition to a change of use of land for Alternative Natural Recreational Greenspace (ANRG), new accesses onto Whitsbury Road, and all necessary on-site infrastructure.

1.2.2 As part of the planning consent the legal agreement requires a Full Travel Plan to be approved by Hampshire County Council. An earlier Travel Plan was submitted with the planning application for the development. This Full Travel Plan incorporates HCC's previous comments and is provided in line with the S106 requirements for the Whitsbury Green site whilst also providing a framework for the wider SS17 and SS18 sites. It discusses the measures to encourage travel by modes other than single occupancy car use for residents of the proposed development and has been developed in accordance with Hampshire County Council's (HCC) Travel Plan Guidance.

1.3 Relevant Transport Policy

1.3.1 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) both require a Travel Plan to be submitted alongside proposals for developments likely to result in significant travel demand. Hampshire County Council (HCC) is the local highway authority and has issued its 'Guidance on Development Related Travel Plans' (2009) which identifies that a travel plan is required for all developments exceeding 100 dwellings. Whilst this site falls below this threshold given its part in the wider strategic development area it was agreed with HCC at the planning application stage that a Travel Plan would be undertaken.

1.3.2 Pennyfarthing Homes are committed to the delivery of the Travel Plan and see it as an integral part of delivering a high quality development at Whitsbury Green and the wider SS17 and SS18 allocations Reducing the use of the private car will enhance the development and the surrounding area and Pennyfarthing Homes are committed to promote walking, cycling and public transport use as alternatives to the private car. The delivery of the Travel Plan forms part of a comprehensive package of measures encouraging travel by sustaianble modes.

1.3.3 A summary of the national and local planning policy that is relevant to the development at Everton Road is provided within the following paragraphs.

National Planning Policy Framework – December 2023)

The National Planning Policy Framework (NPPF), December 2023, sets out the Government's planning policies and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision takers both in drawing up plans and as a material consideration in determining applications.

Paragraph 110 states the need for the promotion of sustainable transport modes:

"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;"

Paragraph 113 identifies that all developments that will generate significant amounts of movement are required to provide a Travel Plan. A Travel Plan is a key tool in ensuring sustainable development through the promotion and uptake of sustainable modes of travel.

National Planning Practice Guidance – March 2014 (NPPG)

1.3.4 The web-based NPPG seeks to bring together planning guidance for England across all disciplines to provide a clear link between guidance and the aims and objectives of the NPPF.

1.3.5 This RTP complies with the PPG in terms of the requirements for Travel Plans, in particular the following key principles:

"Travel Plans, Transport Assessments and Statements should be:

Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;

Established at the earliest practicable stage of a development proposal;

Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);

Be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities)."

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

1.3.6 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 'A Guide to Development Related Travel Plans' (2009)

1.3.7 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.

1.3.8 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…"

1.3.9 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."

New Forest District Local Plan 2016-2036

1.3.10 The New Forest District Local Plan strategy for transport aims to promote an integrated and sustainable local network. The Local Plan describes the vision, objectives, and overall development strategy for the District up to 2036.

1.3.11 NFDC describes the conditions which must be adhered to when new development proposals are put in place:

- ***"Prioritise the provision of safe and convenient pedestrian access within developments, by linking to and enabling the provision of more extensive walking networks wherever possible, and where needed by providing new pedestrian connections to local facilities";***
- ***"Provide or contribute to the provision of dedicated cycle routes and cycle lanes, linking to and enabling the provision of more extensive cycle networks and providing safe cycle routes to local schools wherever possible";***
- ***"Provide, or contribute proportionately to the provision of, any highways or public transport measures necessary to enable the development to be accommodated in a safe and sustainable manner, including the requirements identified in any applicable Strategic Site Allocation Policies."***

1.3.12 This Travel Plan has been produced with regard to the above policy and guidance.

1.4 Scope and Structure of the Residential Travel Plan

1.4.1 This Travel Plan 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.

1.4.2 The remainder of this report is structured as follows:

- **Section 2** describes the objectives and benefits of the Travel Plan;
- **Section 3** considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics of the local area;
- **Section 4** sets out the targets for the Travel Plan;
- **Section 5** sets out the site layout and infrastructure that will be provided to encourage non-car mode travel to the site and to manage travel demand;
- **Section 6** sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- **Section 7** provides a strategy for the implementation of the Travel Plan;
- **Section 8** identifies the monitoring strategy for the Travel Plan

SECTION 2 Objectives and Benefits

2.1 Objectives

2.1.1 This Full Travel Plan sets out a sustainable transport strategy for the proposed development on the site. In line with national and local government guidance, the headline objectives for the plan will be as follows:

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

2.1.2 The plan will have the following additional objectives:

a To support a range of sustainable transport alternatives to provide the future residents with options for travel to / from the site;

b To develop an awareness of the options for sustainable travel to and from the site and local area amongst local residents and build an awareness of the wider improvements delivered by adjacent parcels;

c 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;

d To manage car parking demand across the development; and

e To minimise the impacts of car based travel to the site on the local and strategic highway network and environment.

2.2 Benefits

2.2.1 The development of a Travel Plan 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

2.2.2 The sustainable transport strategy for the development proposal and the infrastructure proposed will benefit existing residents in the local area in a number of ways. The sustainable transport strategy will improve pedestrian links locally, allowing for wider access between the site and the facilities in Fordingbridge.

2.2.3 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.

2.2.4 Overall, it is anticipated that the Travel Plan, 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 3 Existing Conditions and Travel Patterns

3.1 Introduction

3.1.1 This section of the Travel Plan describes the existing accessibility of the site by walking, cycling and public transport.

3.2 Site Location

3.2.1 The site is located to the west of Whitsbury Road, north of the 145 dwelling Augustus Park development currently under construction by Pennyfarthing Homes and is made up of land currently used for agricultural purposes. The site is bordered to the north and east by Whitsbury Road, Puddleslosh Lane to the west, and Sweatford Water to the south. The site location is illustrated on **Figure 1**.

3.3 Walking and Cycling

3.3.1 **Figure 2** provides an illustration of the local services and facilities in the local area of the site.

3.3.2 As part of the development proposals footways are to be provided as part of the provision of the vehiular access to the site onto Whitsbury Road and informal crossing points will be provided to connect to the footway on the eastern side of the road. This footway is to be widened to 2m between the junction of Fryern Court Road and the access to Augustus Park and will therefore then tie into the wider Augustus Park improvements.

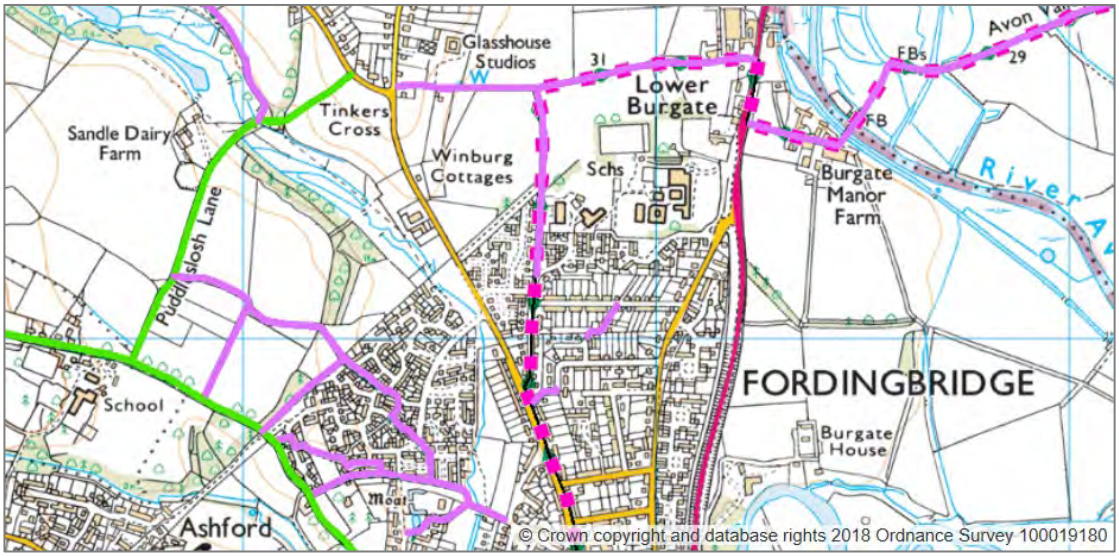
3.3.3 Further enhancements including an informal crossing to Fryern Court Road is also to be provided as part of the development which facilitates access to the north and to Footpath 83 for movements towards Burgate Schools. A pedestrian / cycle access onto Puddleslosh Lane on the north western boundary of the site is to be provided to connect into the existing Bridleway provision. Finally as part of approved development a pedestrian link into the SANG delivered as pat of Augustus Park is to be provided to the south.

3.3.4 Within the development site itself the layout has been designed to be highly permeable for cycles and pedestrians with a continual footway provided on both primary and secondary streets with smaller roads within the site operating as shared surface streets.

PROW Network

3.3.5 There is an extensive network of Public Rights of Way in the vicinity of the site. A map of these routes (extract provided as **Image 3.1**) can be viewed for free online at: http://localviewmaps.hants.gov.uk/LocalViewmaps/Sites/ROWOnline/

Image 3.1: Local PROW Network



Source: Hampshire County Council

3.3.6 The Avon Valley Path (which is a long-distance walking route from Salisbury to Christchurch) is located to the east of the site. In addition to providing the opportunity for long distance walks to Salisbury and Christchurch, it also provides a route toward the New Forest National Park to the east via Burgate and Ringwood to the south of the site.

3.3.7 Puddleslosh Lane (to the west of the site) is a Bridleway (Route no. 77) and can be used with other Public Rights of Way to travel to the west to access destinations including Sandleheath. A network of Footpaths also provide the opportunity to walk to destinations to the south west including Alderholt.

Augustus Park Improvements

3.3.8 Given the nature of the proposal as part of the wider SS17 and SS18 allocations there are a number of improvements to the local area which have either been completed or will soon be completed and are therefore relevant to the consieration of facilities around the site.

- To the south of the site the existing footway on Whitsbury Road will be widened along the frontage of the Augustus Park development to the Burnham Road junction. This combined with the footway works being provided as part of the development will ensure a continuous walking route;
- The network of streets within the development at Augustus Park also provide routes for pedestrains to gain access to Fordingbridge Infant and Junior Schools. Routes are also provided around open space and the SANG for leisure trips. These are illustrated and labelled in **Image 3.2**.
- The development at Augustus Park has also delivered a shared use footway/cycleway along the north-western side of the primary street. This will be extended along the entire length of the primary street within the development of land at Whitsbury Road (SS17) and land at Burgate (SS18).

Image 3.2: Context Plan for Whitsbury Green and Augustus Park Developments



3.3.9 In addition to the above Footpath 83 is due to be improved through contribution to HCC. This route, coupled with improvements to Footpath 84 provide an alternative route between the various sites and the the nearby schools.

Wider Context

3.3.10 An on-carriageway cycle route (FO/T/09) is identified by NFDC along Whitsbury Road. The cycle route runs from Fryern Court Road in the north to Green Lane in the south. A map of the existing cycle routes within Fordingbridge is included in **Appendix A**.

3.3.11 The roads within Fordingbridge are lightly trafficked and generally subject to a 30mph speed limit. They are therefore suitable for on-carriageway cycling. The following paragraphs provide additional context on local roads and links for walking and cycling.

3.3.12 Puddleslosh Lane runs adjacent to the northern/western edge of the site boundary and is a narrow single-track lane with passing points which runs southwards from the site. Puddleslosh Lane is also a Bridleway (route number 77).

3.3.13 Whitsbury Road provides a route to the south into the centre of Fordingbridge. It is subject to a 40mph speed limit as it passes the site frontage, however approximately 400m to the south of the frontage this reduces to a 30mph limit. On Whitsbury Road to the south of the Burnham Road junction the width of the footway increases. This provides a route for pedestrians toward the centre of Fordingbridge to the south of the site.

3.3.14 Burnham road can be accessed to the south of the development via the footway on Whitsbury Road. Burnham Road is of a residential nature and is subject to a 30mph speed limit with footways present on both sides of the road.

3.3.15 Pennys Lane is located to the east of Burnham Road and can be accessed via the footways present on both sides of Burnham Road. There are footways present on the north and south of Pennys Lane which provide pedestrian access to Fordingbridge Infant and Junior School.

3.3.16 Waverley Road is situated to the east of Burnham Road and Pennys Lane. It provides a link due east to Salisbury Road. Waverley Road has footways present on the northern and southern sides with dropped kerbs crossing residential accesses. The road is subject to a 30mph limit and there is on-street parking along Waverley Road.

3.3.17 Green Lane forms a junction with Whitsbury Road approximately 850m south of the site frontage. There is a footway present on the northern side of Green Lane for approximately 70m east of the junction with The Bartons. To the east of this the road operates as a shared surface with short sections of footway and one way (westbound) traffic only.

3.3.18 Salisbury Road forms a junction with Waverley Road to the east and provides a walking route via Burgate Fields to The Burgate School and Sixth Form college to the north of Fordingbridge. Salisbury Road has a footway present on the eastbound and westbound side and is subject to a 30mph limit along its length. To the south Salisbury road becomes Salisbury Street where it forms the 'High Street'. There is continuous footway present on the southern side of Salisbury Street with footway present on the northern side from the junction of Green Lane.

3.4 Public Transport

3.4.1 The nearest bus stops to the site are located approximately 200m to the south of the site on Whitsbury Road. These stops are served by the 49 bus service, which operates a service between Fordingbridge and Salisbury on Tuesday. Additional bus stops are located approximately 1.0km to the east of the site on Salisbury Road. These stops are served by the X3 service which provides a regular service between Bournemouth, Fordingbridge, Ringwood and Salisbury. Details of the local bus services are provided in **Table 3.1**.

Table 3.1: Local Bus Services

Service	Bus Stop	Route	Service Frequency			First Bus (Mon – Fri)	Last Bus (Mon – Fri)
			Weekdays	Saturdays	Sundays		
X3	Salisbury Road	Bournemouth/ Ringwood Fordingbridge/ Salisbury	Every 30 minutes	Every 30 minutes	Every Hour	07:03	00:30
49	Meadow Avenue	Fordingbridge / Whitsbury / Sailsbury	2 services every Tuesday	-	-	09:23	14:12

Source: Traveline

3.4.2 **Table 3.1** demonstrates the principal bus route serving the site on Salisbury Road is the X3. This provides a half hourly service Monday to Saturday and an hourly service on Sunday between Bournemouth, Ringwood, Fordingbridge and Salisbury. The site is within a circa 12 – 15 minute walk from these existing bus services, with the first available service on a weekday leaving at 07:03 and the last available service operating at 00:30. This would therefore be suitable for commuters. The site therefore benefits from appropriate access to regular bus services that provide direct connections to the main nearby key destinations, including Salisbury, Ringwood and Bournemouth.

3.5 Existing Travel Characteristics

3.6 Travel to work mode share data has been obtained from the 2011 Census for the New Forest 001 mid-layer super output area, where the site is located. The mode share data for travel to work (excluding those who work from home) for the New Forest 001 output area is summarised in **Table 3.2**.

Table 3.2: Existing Ward Mid-Layer Super Output Area Mode Share for Travel to Work

Mode	Percentage
Driving a car or van	77.2%
Train	1.9%
Passenger in a car or van	4.7%
On foot	10.3%
Bicycle	2.5%
Bus, minibus or coach	1.6%
Motorcycle, scooter or moped	0.8%
Other	1.0%
Taxi	0.1%
Total	**100.0%**

Source: 2011 Census

3.7 **Table 3.2** shows that the majority of journeys to work in Fordingbridge are undertaken by private car (approximately 82%) including journeys undertaken as a car driver or as a car passenger. Travelling on foot is the next highest mode share with over 10% of journeys to work undertaken by this mode.

Key Local Facilities

3.7.1 The primary destinations for future residents of the site within the local area are presented in **Table 3.3**. This includes facilities for education, leisure, retail, employment, and healthcare.

3.7.2 Distances from the centre of the site to the local facilities and services have been measured based upon known walking routes.

Table 3.3: Local Facilities Table

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Leisure	Fordingbridge Library	1525	18	5

Purpose	Destination	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
	PROW Network	<100	1	0
	ANRG	<100	1	0
	Fordingbridge Town Centre	1600	19	5
Retail	Fordingbridge Town Centre	1600	19	5
Employment	Brightspace Architects	300	4	1
	Glasshouse Studios	300	4	1
	Fairgate Centre	1000	12	3
	Fordingbridge Town Centre	1600	19	5
Education	Fordingbridge Infant School	750	9	2
	Fordingbridge Junior School	750	9	2
	Fordingbridge Day Nursery and Pre-School	1000	12	3
	The Burgate School	1500	18	5
	Stepping Stone Pre-School	1700	20	6
	Forres Sandle Manor School	1000	12	3
Healthcare	Fordingbridge Hospital	1425	17	5
	Fordingbridge Surgery	1425	17	5
	The Arch Clinic	1425	17	5
	mydentist	1425	17	5

'Comfortable' Walking Distance (800m)

'Reasonable' Walking Distance (1600m)

'Maximum' Acceptable Walking Distance (3200m)

SECTION 4 Targets

4.1 Overview

4.1.1 The key aim of the Travel Plan is to reduce single occupancy car use for travel to/from the site, and the use of targets will enable the Travel Plan Co-ordinator (TPC) to monitor progress against the key objective of the RTP.

4.1.2 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.

4.1.3 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.

4.1.4 The following targets have been set:

- **Target 1** – to reduce the number of single occupancy vehicle trips generated over a 12-hour period (weekday 07:00-19:00) by the site by ten percent from the baseline position; and
- **Target 2** – to reduce the number of single occupancy vehicle trips generated by the site during the morning peak hour (08:00-09:00) and evening peak hour (17:00-18:00) by ten percent from the baseline position.

4.1.5 The objective is to achieve these targets within five years of occupation onsite.

4.2 Baseline Position and Interim Targets

4.2.1 For the purpose of this Travel Plan, the baseline modal split is based on travel to work data within the 2011 Census for the identified output areas in **Table 3.2** for the New Forest 001 mid-layer super output area.

4.2.3 It is anticipated that the target to reduce single occupancy car journeys will be achieved by trips being undertaken by alternative modes. Initial estimates over time are summarised in **Table 4.1** below.

Table 4.1: Interim Targets

	Baseline	Year 1	Year 3	Year 5
Car / Van Driver	77%	77%	73%	69%
Car / Van Passenger	5%	5%	6%	7%
On foot	10%	10%	11%	12%
Bicycle	3%	3%	4%	5%
Bus, minibus or coach	2%	2%	3%	4%
Train	2%	2%	3%	4%
Motorcycle, scooter or moped	1%	1%	1%	1%
Total:	**100%**	**100%**	**100%**	**100%**

Source: Census Data and Consultant's Calculations

4.2.4 The targeted reduction in single-occupancy vehicular trips (and subsequent increase in the usage of sustainable modes) is considered reasonable given:

- The appointment of a professional TPC;
- The secured highway improvements being delivered by Pennyfarthing Homes within vicinity of the site both relating to this site and wider SS17/SS18 proposals;
- Promotion of walking, cycling and public transport use within a bespoke Travel Plan Information Pack and other measures;
- 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.

4.2.5 Once the first monitoring surveys at the development have been undertaken, this will update the baseline / Y1 position and the interim mode shift targets will be reviewed.

4.2.6 These mode share targets correspond to the monitoring process set out in **Section 8**.

SECTION 5 Site Layout and Infrastructure Measures

5.1.1 This section of the Travel Plan identifies the site layout and infrastructure measures to encourage travel to and from the site via sustainable modes.

5.1.2 It is noted that the development will provide 64 new homes, comprising a mix of houses and apartments in line with the following mix:

- 7 x 1 bed apartments
- 11 x 2 bed houses
- 32 x 3 bed houses
- 14 x 4 bed houses

5.1.3 The following sub-sections cover the sustainable strategy for the site:

- Objectives;
- Access arrangements and road network;
- Walking and cycling; and
- Parking.

5.2 Objectives

5.2.1 The main objectives of the sustainable transport strategy for the site are to:

- Provide a development layout which maximises the potential for 'walkable' neighbourhoods, where walking and cycling are the 'norm';
- Integrate the site with the remainder of Fordingbridge and the wider allocations;
- Provide future residents with the opportunity to access a range of everyday destinations by a choice of travel modes; and
- Provide or contribute to off-site highway improvements that cost effectively limit the significant impacts of the development.

5.3 Access Arrangements and Road Network

5.3.1 A copy of the detailed site layout for the scheme which includes the provision of 64 dwellings is provided in **Appendix B**. The layout has been designed so that it is easily navigable on foot and by cycle, with links provided to the existing footway and cycleway networks.

5.3.2 The primary point of access to the site is via a simple priority junction 100m to the south of the junciton with Fryern Court Road. This provides access to 61 of the dwellings with a private driveway east of the Puddleslosh Lane junction providing access to the remainder. The design of the site access arrangements have been discussed and agreed with HCC and NFDC throughout the planning process.

5.4 Walking and Cycling

5.4.1 As set out above, pedestrians and cyclists will be able to access the site via the vehicular access onto Whitsbury Road. Additonal pedestrian and cycle access will also be provided to the west of the site onto Puddleslosh Lane (an existing Bridleway).

5.4.2 As part of the proposed site access works on Whitsbury Road, it is proposed to improve the existing footway on Whitsbury Road between Fryern Court Road and the access into the built-out Augustus Park development. The existing footway is separated from the carriageway by a grass verge and is circa 1.0m in width. It is proposed to increase the width of the footway with the removal of the verge and provision of the kerb to separate the footway from the carriageway.

5.5 Parking

5.5.1 Parking for the development, car and cycle, has been provided in line with NFDC's Parking Standards. The location of parking is identified on the site layout plan included a **Appendix B**.

5.6 Summary

5.6.1 The site layout and provision of new transport infrastructure underpins the aims of the Travel Plan. The development will bring forward improved pedestrian facilities to connect with existing and future walking routes through Augustus Park and north Fordingbridge to provide opportunities for future residents at the development to make local journeys to key destinations by walking and cycling instead of using the car.

SECTION 6 Measures

6.1 Introduction

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

- Travel Plan Management;
- 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.

6.1.2 The strategy for a TPC, implementation, funding and management of the TP is also provided in Section 8.

6.2 Travel Plan Co-ordinator (TPC)

6.2.1 The developer will appoint an individual to act as the Travel Plan Co-ordinator (TPC) for the site. This may be the same individual implementing the Augustus Park Travel Plan to ensure collaborative working. Contact details will be provided as soon as possible.

6.2.2 The TPC will facilitate and instigate a steering group, comprising local residents, the Highway Authority (Hampshire County Council), the local sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport and voluntary residents' representatives).

6.2.3 The resident led steering group will meet annually. This meeting will be combined with the Augustus Park Steering Group meeting and, in due course the latter phases of the SS17/SS18 site. The developer will facilitate steering group meetings throughout the construction period (i.e. providing a space in the marketing suite). This will enable the Travel Plan to be well established by the time the developer involvement finishes. A framework for the continuation of the Travel Plan post developer involvement is set out below.

6.2.4 The role of the TPC will be as follows:

- To manage the day to day delivery of the measures contained in this section of the Travel Plan;

- To set up the steering group, through which the progress of the Travel Plan will be monitored and key decisions taken as necessary;
- To market the Travel Plan to encourage interest and involvement of residents;
- To work with other local developments that are developing or implementing a Travel Plan and explore opportunities for collaboration;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To liaise with public transport operators, local groups and local authorities obtaining information on any local Travel Plan measures and networks. The local groups could include cycling clubs such as the 'Fordingbridge Wheelers';
- To organise the annual monitoring of the Travel Plan in line with the strategy outlined in Section 8 of this document; and
- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

Involvement of Residents

6.2.5 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan information by the sales office and provided with a residents' travel information pack on completion of their purchase as well as the offer of personalised journey planning advice.

6.2.6 The TPC will be encouraged to liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. Copies of the Travel Plan will be made widely available to all residents and users of the site, to ensure that people are fully aware of the objectives of the plan and of the full range of measures proposed.

6.3 Promotion of Walking and Cycling

6.3.1 As described in **Section 5**, the development has been 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 and around the development will be made available to new residents through the resident's travel information pack and the other means described within this Travel Plan.

6.3.2 Information of local cycle clubs, including Fordingbridge Wheelers Cycling Club will be promoted through the Travel Plan Welcome Pack or via the information website. The TPC will explore the interest to host or manage walking and cycling events amongst the residents of the site, on an annual basis at minimum (for example, bike maintenance, or 'Bike Doctor' events).

6.4 Promotion of Public Transport

6.4.1 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 or webiste and the other means described below.

6.4.2 The direct public transport services to local destinations will be emphasised.

6.5 Sustainable Travel Voucher

6.5.1 The first occupier of each dwelling will be offered a sustainable transport voucher up to the value of £50 which can be redeemed in a local cycle shop against the purchase of cycling equipment or against the purchase of public transport tickets. This is equivalent to the value of 30 consecutive days travel on the X3 Salisbury Reds service.

6.5.2 Where possible, the TPC will attempt to negotiate further discounts or promotions for residents at local cycle stores and will also inform residents of any discounts with local cycle stores.

6.6 Car Sharing Scheme

6.6.1 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 number 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.

6.6.2 Residents will be provided with information about car sharing via the Hampshire car share website (https://hants.liftshare.com/) 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 way for potential car sharers to identify people undertaking similar journeys.

6.7 Information Provision and Marketing

6.7.1 New residents will be provided with travel information during the purchase of their property. 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:

- Details of the 'Whitsbury Green and Augustus Park' Facebook page and the 'Whitsbury Green and Augustus Park' page on Pennyfarthing Homes' website. On these pages a link will be provided to enable residents to access the residents travel information pack along with any updated information. They will also be updated to promote national events such as the 'Cycle to Work Day' and 'Walk to School Week';
- A sustainable transport voucher up to the value of £50 per household to be redeemed against cycling equipment or bus travel;
- Details regarding the provision of broadband to enable easy access to local home delivery services and home working;
- Information about the Travel Plan, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
- Information about the locations of community notice boards 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 cycle parking, public transport routes and the location of bus stops;
- Details of any negotiated discounts at local cycle stores;
- Promotion of any local Cycling Clubs including Fordingbridge Wheelers Cycling Club;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, local school travel plans, and schemes;
- Bus maps and timetable information;
- Information about journey planning services including 'myjourney' (https://myjourneyhampshire.com/) and traveline (https://www.traveline.info);

- Information about car sharing through the Hampshire car share website (https://hants.liftshare.com/);
- Details of useful 'Apps' for smartphones and tablets that enable residents to track activities including walking and cycling; and
- Information about the home delivery services offered by supermarkets in the local area.

6.7.2 To ensure access to up to date information for residents a community notice board will be located within the site. The board will contain up to date bus and rail timetable information, and information on car sharing. The boards will also provide walking and cycling information as well as latest public transport timetables..

6.7.3 Residents will be kept informed of travel options and the success of the Travel Plan through the monitoring surveys which will be undertaken for the duration of the Travel Plan.

6.8 Summary

6.8.1 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 initiatives. The proposed measures aim to ensure that the objectives and targets set out in Sections 2 and 4 are met and to minimise single occupancy car travel to and from the site. 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 7 Management and Implementation

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

7.2 Travel Plan Management

7.2.1.1 The developer will appoint a suitably qualified individual to act as the Travel Plan Co-ordinator (TPC).

7.2.1.2 The contact details of the TPC will be a bespoke email address which will be included in the Residents Travel Information Pack, and on community notice boards.

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

7.2.1.4 The steering group will aim to meet every 6 months for the first year after occupation and then annually throughout the monitoring period. This will enable the Travel Plan be well established by the time the developer leaves the site. A framework for the continuation of the Travel Plan post developer involvement is set out below.

7.3 Role of Travel Plan Co-ordinator

7.3.1 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 8** of the TP; and
- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

7.4 Involvement of Residents

7.4.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan 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.

7.4.2 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 Travel Plan 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 Travel Plan and of the full range of measures proposed.

7.4.3 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.

7.5 Framework for Implementation

7.5.1 **Table 7.1** provides a framework for implementation of the measures set out in **Sections 5** and **6** of this Travel Plan. This includes a cost estimate based upon the agreed Travel Plan Bond set out within the S106 agreement.

Table 7.1: Framework for Implementation

Measure	Timescale	Responsibility	Mode Affected	Cost Estimate
Infrastructure Measures including cycle parking, on and offsite pedestrian and cycling improvements and access works.	Phased with development	Developer	Walking / Cycling	Covered in Development Construction Costs

Measure		Timescale	Responsibility	Mode Affected	Cost Estimate
Travel Plan Co-ordinator		Appointment as close to 1st occupation as possible and remain in place for a minimum of 5 years from first occupation	Developer	n/a	£14,400 (average of 3 hours per month for 5 years at a cost of £80 per hour))
Information Development and Provision	Training of sales team about sustainable travel information	Training as part of induction process	Developer / TPC	n/a	Included within TPC Costings
	Travel Information Website	To be developed and run for the duration of the development buildout up to 5 years from first occupation	Developer Setup / TPC manage	Car use / PT and Active Modes	£3,000 initial setup fee. To then be updated by TPC for duration of travel plan
	Notice Board	To be incorporated into the development	Developer Setup / TPC manage	Car use / PT and Active Modes	Initial setup fee of £800 for the notice board, £200 assumed per annum to update information included
	Production of residents' travel information packs	To be developed and completed as close to 1st occupation as possible	TPC	Car use / PT and Active Modes	£1,340 (c.£20 per household)

Measure	Timescale	Responsibility	Mode Affected	Cost Estimate
Offer of a £50 sustainable travel voucher for either public transport or cycle equipment	On first occupation of each dwelling	Developer	Car use / PT and Active Modes	£1,600 (one per household assume 50% uptake)
Monitoring / Reporting	In each year following first occupation a monitoring report will be submitted to HCC	Developer fund surveys, TPC undertake reporting	n/a	£5,000
Estimated Travel Plan Bond Figure				**£27,140**
HCC Monitoring and Approval Fees				**£16,500 (including £1,500 approval fee and HCC monitoring over 5 years - £15,000**

7.5.2 Upon commencement of the Travel Plan Co-Ordination role, the timescales outlined in **Table 7.1** will be updated to reflect a specific timeline.

7.5.3 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.

7.6 Funding

7.6.1 The developer will fund the following items:

- The transport infrastructure outlined in **Section 5** of the TP;
- The Travel Plan Co-Ordinator Role for 5 years following first occupation;
- The implementation of the measures outlined in **Section 6** and **Table 7.1**;
- The monitoring surveys outlined in **Section 8**; and
- Hampshire County Council approval and monitoring fees.

7.6.2 The funding of the TP is 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.

7.7 Framework for Handover at End of the Developer Involvement

7.7.1 Five years after the first occupation onsite 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 / Steering Group, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

SECTION 8 Monitoring

8.1.1 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 and undertaking vehicle counts at the site access in 'full survey' years.

8.1.2 The first questionnaire survey will be circulated by the TPC one year after occupation with annual monitoring undertaken following this point for up to 5 years following the first occupation.

8.1.3 **Table 8.1** below summarises the monitoring process.

Table 8.1: Monitoring Timetable

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of report	To be submitted one year after occupation. This will include the baseline survey results following a questionnaire survey.	Monitoring report with snapshot survey following questionnaire	Full surveys – questionnaire and vehicle monitoring – Monitoring report	Monitoring report with snapshot survey following questionnaire	Full surveys – questionnaire and vehicle monitoring – Monitoring report

8.2 Questionnaire

8.2.1 This will likely be in an online format, i.e. through use of online resources such as Survey Monkey or Microsoft Forms.

8.2.2 The surveys will determine a number of important statistics, including the awareness of the TP, resident work destinations, the number of cars and bicycles owned 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 C**.

8.2.3 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.

8.2.4 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.

8.3 Results

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

8.3.2 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.

8.4 Reporting

8.4.1 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 the dedicated webpage. 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.

8.4.2 The TPC will make all households 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.

8.5 HCC Review

8.5.1 As set out in the HCC guidance on Travel Plans, review meetings are required in order to monitor the progress of the Travel Plan. Therefore, these will be held c.12 months following the first occupation of the site and then annually. 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.

8.5.2 The Section 106 Agreement commits Pennyfarthing Homes to pay the Hampshire County Council monitoring and approval fee (£3,000 per annum for 5 years and £1,500 (one off payment) respectively).

8.6 Remedial Measures

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

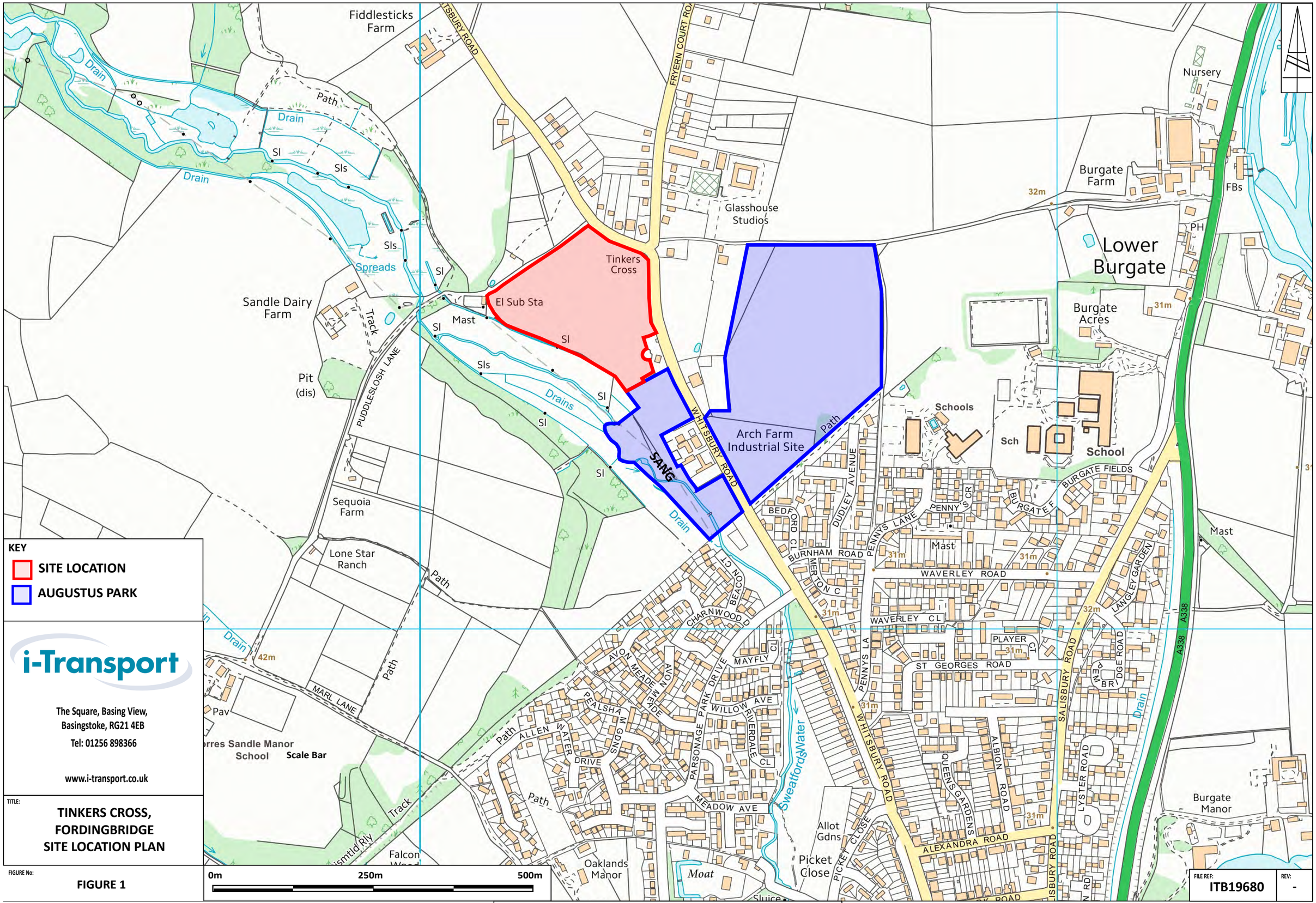
8.6.2 The assessments carried out in the Transport Assessment are based upon a 'without Travel Plan' situation and demonstrate that, on the basis that a 10% reduction in car driver trips is not achieved, the impact of the development on the local highway network after highway improvements is still acceptable 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.

8.6.3 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 directed into those more successful aspects of the TP.

8.7 Framework for Handover at the End of the Developer Involvement

8.7.1 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



KEY

- **SITE LOCATION**
- **AUGUSTUS PARK**

i-Transport

The Square, Basing View,
Basingstoke, RG21 4EB

Tel: 01256 898366

www.i-transport.co.uk

TITLE:

TINKERS CROSS, FORDINGBRIDGE SITE LOCATION PLAN

FIGURE No:

FIGURE 1

FILE REF: **ITB19680**

REV: **-**

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KEY

- ED1 FORDINGBRIDGE INFANT SCHOOL
- ED2 FORDINGBRIDGE JUNIOR SCHOOL
- ED3 THE BURGATE SCHOOL
- ED4 STEPPING STONES PRE-SCHOOL
- ED5 FORDINGBRIDGE DAY NURSERY AND PRE-SCHOOL
- ED6 FORRES SANDLE MANOR SCHOOL
- L1 FORDINGBRIDGE LIBRARY
- L2 RAJ OF INDIA RESTAURANT
- L3 FORDINGBRIDGE RUGBY CLUB
- L4 BRITISH DEER SOCIETY
- L5 GAME AND WILDLIFE CONSERVATION
- L6 ALLOTMENTS
- E1 FORDINGBRIDGE BUSINESS PARK
- E2 SANDLEHEATH INDUSTRIAL ESTATE
- E3 BRIGHTSPACE ARCHITECTS
- E4 GLASSHOUSE STUDIOS
- E5 NEW DIRECTIONS
- E6 ARCH FARM
- R1 THE FAIRGATE CENTRE
- R2 FORDINGBRIDGE SERVICE STATION
- R3 SCENTSATIONAL PLANTS
- R4 SELECT PETS AND FOOD

i-Transport

The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 898366

www.i-transport.co.uk

TITLE:

TINKERS CROSS, FORDINGBRIDGE ACCESSIBILITY PLAN

FIGURE No:

FIGURE 2

0m 250m 500m

- H1 FORDINGBRIDGE HOSPITAL
- H2 FORDINGBRIDGE SURGERY
- H3 THE ARCH CLINIC
- H4 MYDENTIST

- SITE LOCATION
- AUGUSTUS PARK
- BUS STOPS
- X3 BUS SERVICE

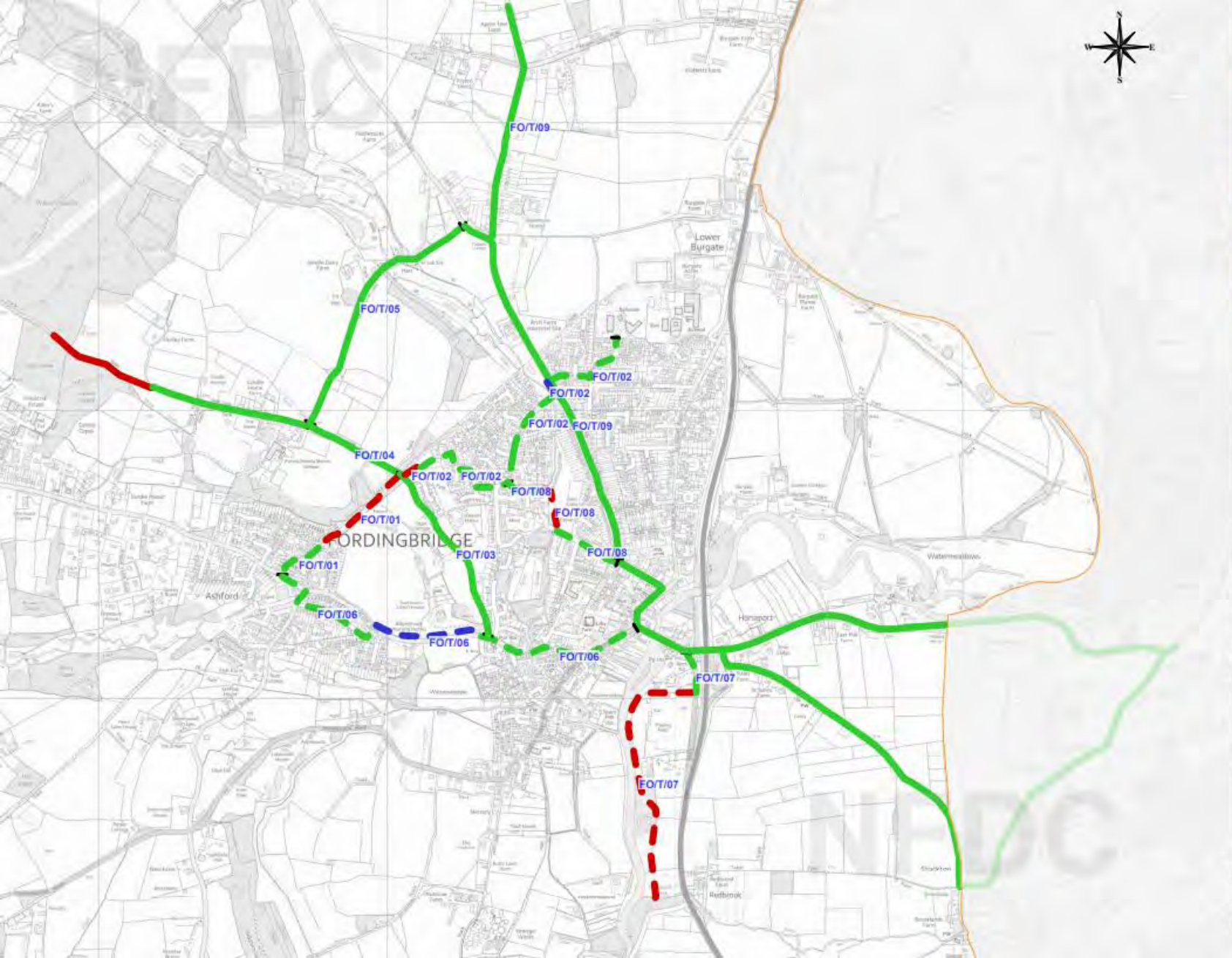
- FORDINGBRIDGE TOWN CENTRE INCLUDING:
  - -TESCO EXPRESS
  - -BANKS
  - -PHARMACY
  - -RESTAURANTS AND SHOPS
  - -ESTATE AGENTS

FILE REF: ITB19680

REV: -

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APPENDIX A. Fordingbridge Cycle Routes



Key

Existing & Proposed Cycle Routes

On road recommended

Existing — Proposed

On road cycle lane

Existing — Proposed

Adjacent to road

Existing — Proposed

Off road

Existing — Proposed

Strategic Cycle Route

(shown but not separately identified on this drawing - will be indicated on later drawings)

Strategic route

New Forest National Park Boundary

New Forest DISTRICT COUNCIL

Tel 023 8028 5000
www.newforest.gov.uk

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Ordnance Survey 100026220

SCHEME

Fordingbridge

TITLE

Proposed and Exisitng Cycle Routes

DATE	SCALE
Sep 2010	1:9000

DESIGNED	DRAWN	CHECKED
	DS	

DRAWING NUMBER

R738

APPENDIX B. Site Layout

LEGEND:

- one bed apartment
- two bed apartment
- two bed house
- three bed house
- four bed house
- affordable rented
- shared ownership

Corneroak

Fairmile

GP

TINKERS CROSS

P.O.S.

ANRG

Pond

Drain

Sluice

ETL

Electricity Distribution Site

link to Puddlesloch Lane

link to Puddlesloch Lane

private drive

parking courtyard

west attenuation swale

east attenuation swale

Sweatfords Water

Sluices

link to FORD 1 ANRG

Rev F:	08/12/2021	Affordable allocation indicated	DF
Rev E:	10/11/2021	Drainage coordination revisions	DF
Rev D:	15/10/2021	Plot 42 house type revised	DF
Rev C:	06/08/2021	Update for revised submission	DF
Rev B:	30/07/2021	Landscape/ drainage updated	DF
Rev A:	19/07/2021	Updated layout	DF

Tinkers Cross, Fordingbridge

Pennyfarthing Homes

0 10 20 30 40 50 m

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Scale to be used for planning purposes only

Unit Types

248914C - TOR - XX-XX-DR-A-P011 - F

Scale 1:500 @ A1

12/2020

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APPENDIX C. Example Travel Questionnaire

Residential Travel Survey

About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender Male ☐ Female ☐

5. Age Group

Under 18 ☐ 18 - 34 ☐ 35 - 44 ☐ 45 - 60 ☐ 60+ ☐

6. Number of people in household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

7. Number of cars per household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

8. Number of bicycles per household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

9. Do you have a disability that affects your travel arrangements?

Yes ☐ No ☐

About your job

10. Do you work? 1 -3 days ☐ 4 days ☐ Full time ☐ Shifts ☐

Other, please specify

11. What hours do you normally work? Regular Office ☐ Flexi ☐

Other (please specify)

12. Are there any aspects of your job that require you to have the use of a car?

None ☐ Attend meetings ☐ Visit site / clients ☐ Other ☐

Travel to work

13. How do you normally travel to work?

Walk/jog ☐ Bicycle ☐ Bus ☐

Train ☐ Taxi ☐ Motorbike ☐

Car on own ☐ Car Share ☐

Other (please specify) ☐

14. What alternatives do you occasionally use?

Walk/jog ☐ Bicycle ☐ Bus ☐

Train ☐ Taxi ☐ Motorbike ☐

Car on own ☐ Car Share ☐

Other (please specify) ☐

15. How far do you travel to work? (one way)

Up to 1 mile ☐ 1 - 3 miles ☐ 3 - 10 miles ☐

10 - 20 mile ☐ Over 20 miles ☐

16. How long does it normally take you to get to work? (one way)

0 - 15 mins ☐ 16 - 30 mines ☐

30 - 60 mins ☐ 60 mins + ☐

17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency ☐ Covered and secure cycle parking ☐

Changing / locker facilities ☐ Pool car available for business use ☐

Other (please specify) ☐

For drivers only

18. Is a car share a possibility if a suitable sharer/s was found?

Yes ☐ No ☐ I already car share ☐

19. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner ☐ Financial incentives for car shares ☐

Free transport home in an emergency ☐ Pool car available for business use ☐

Priority parking for car sharers ☐

Other, please specify ☐

20. Is bus or train travel a possibility?

Yes ☐ No ☐ Both ☐

Which is most convenient?

Bus ☐ Train ☐

21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route ☐ Pool car available for business use ☐

More frequent services ☐ More reliable services ☐

Better information on times and fares ☐

Regular link between station/bus stop and place of work ☐

Other, please specify ☐

24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.

Education for self ☐ Education for dependants ☐

Access to Health services ☐ Access to retail services ☐

Leisure ☐

Other, please specify ☐

This information is collected in accordance with the Data Protection Act 1998.
The data has been collected for the purposes of:-

* establish travel patterns to site;

* to assist with setting objectives for the Travel Plan which may be implemented in the future

* to monitor travel patterns at the site over set periods of time to quantify modal shift.

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