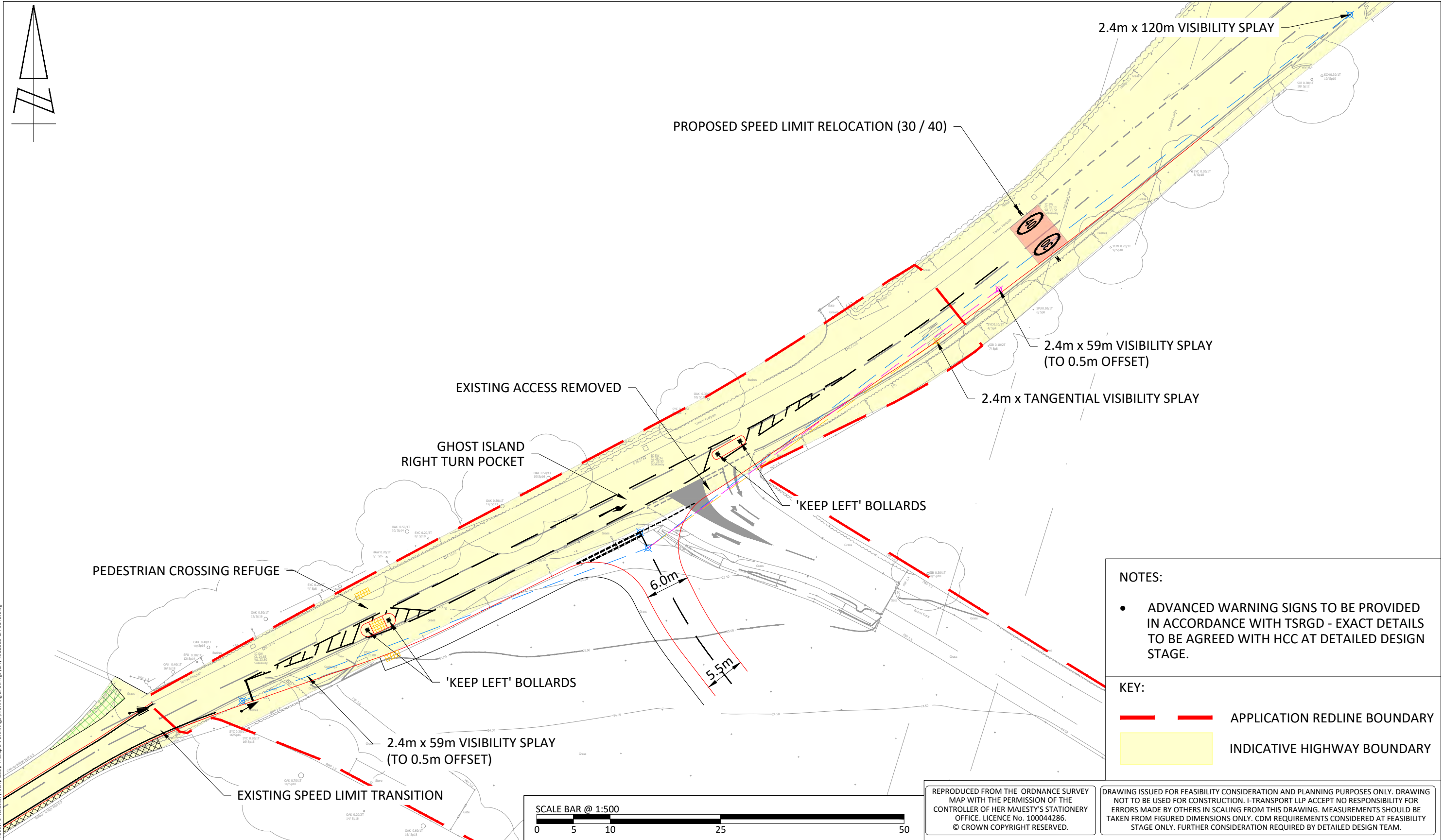


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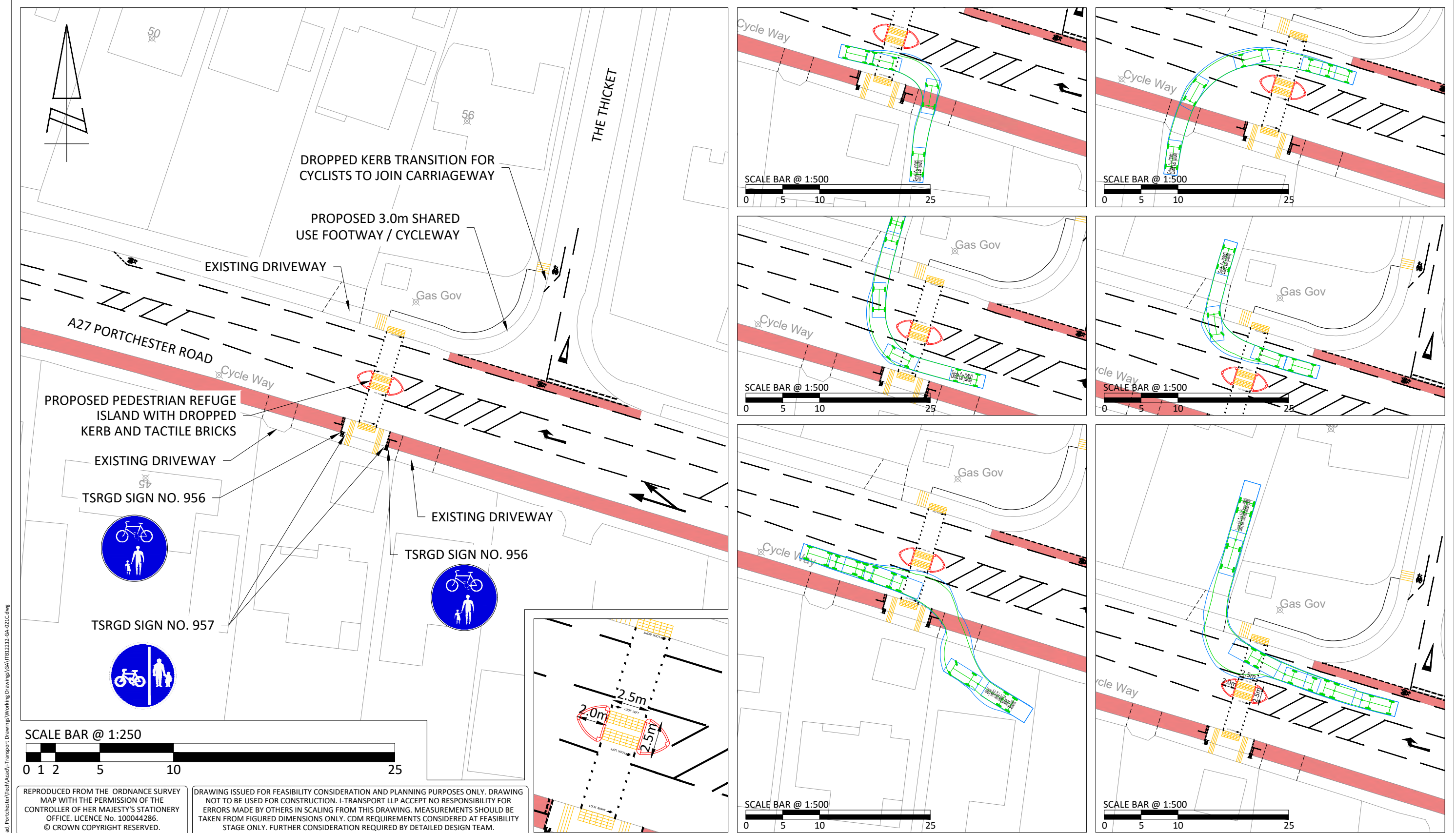
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Fax: 01256 338644


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B	14.01.20	MC	ALIGNMENT REVISED	TW	TW
A	26.10.17	MC	SITE BOUNDARY UPDATED	TW	TW
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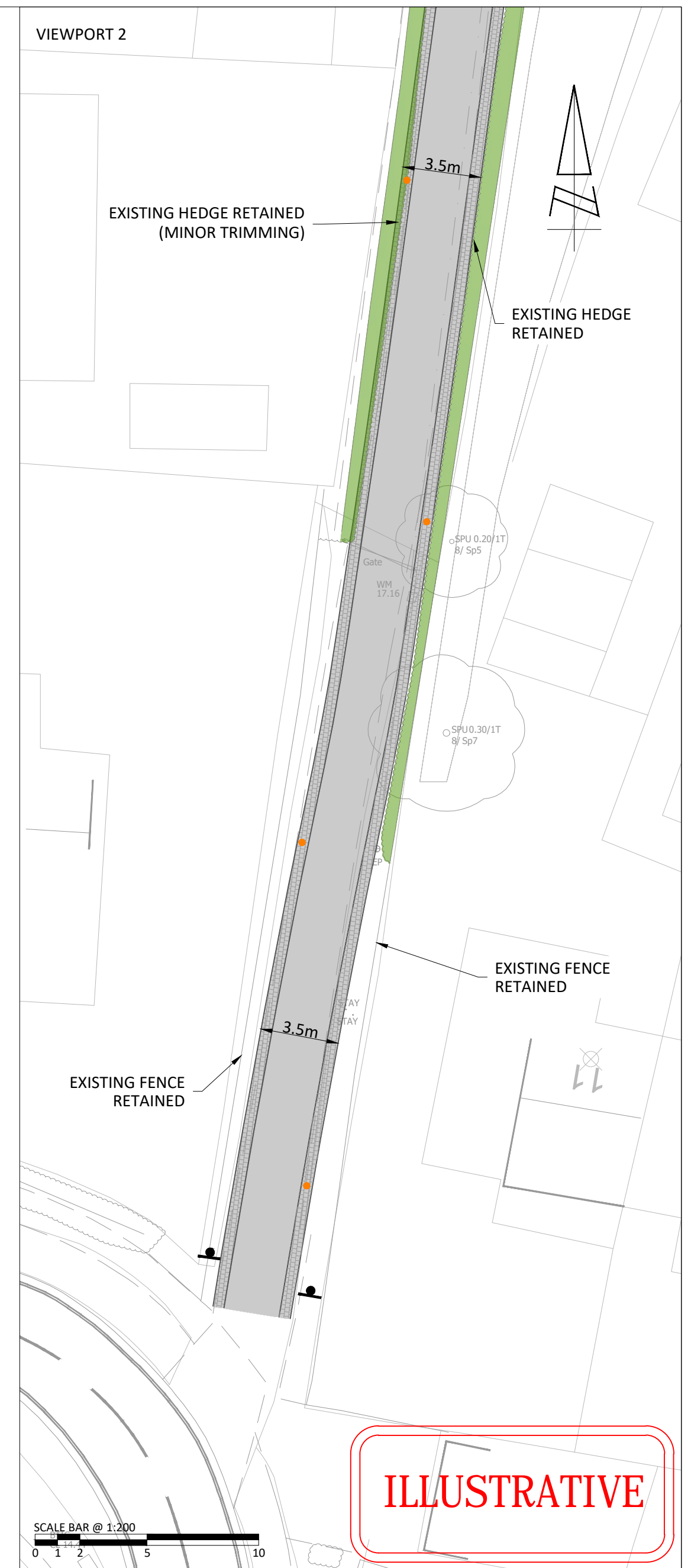
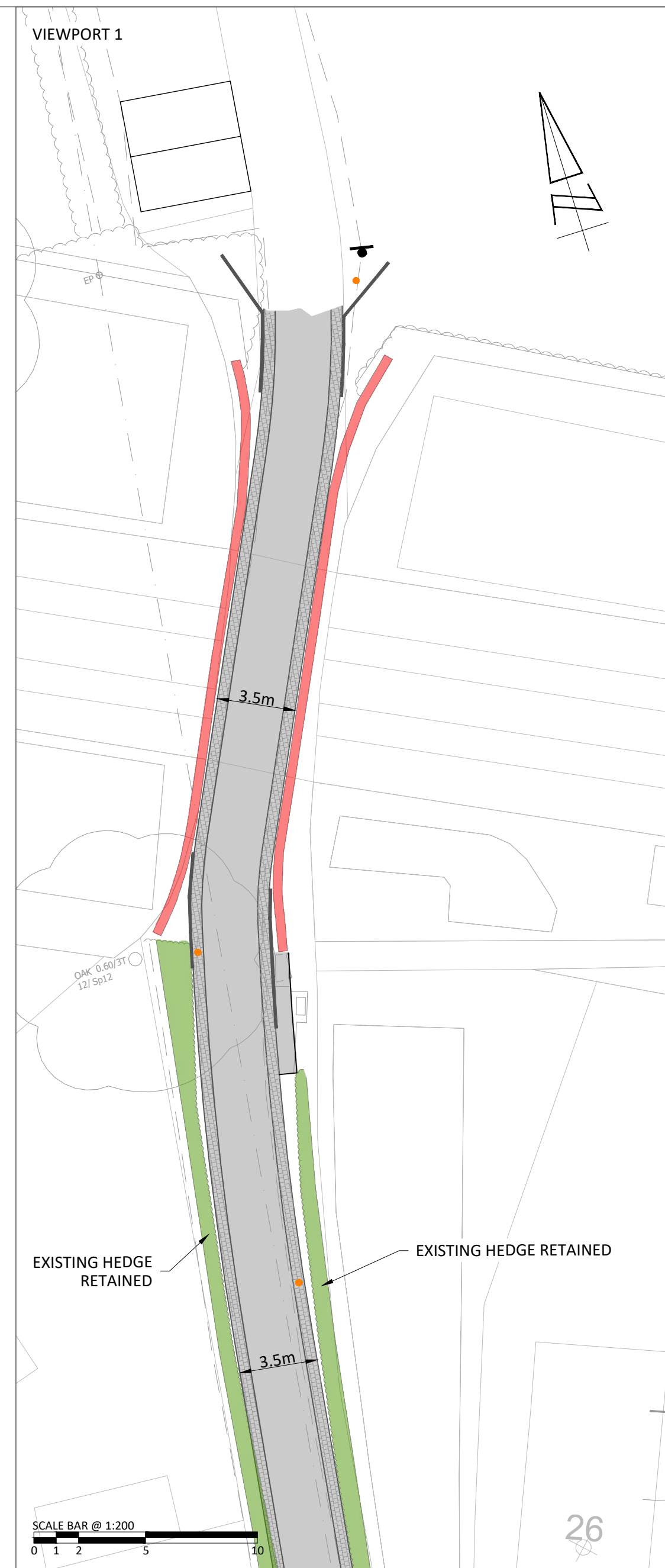
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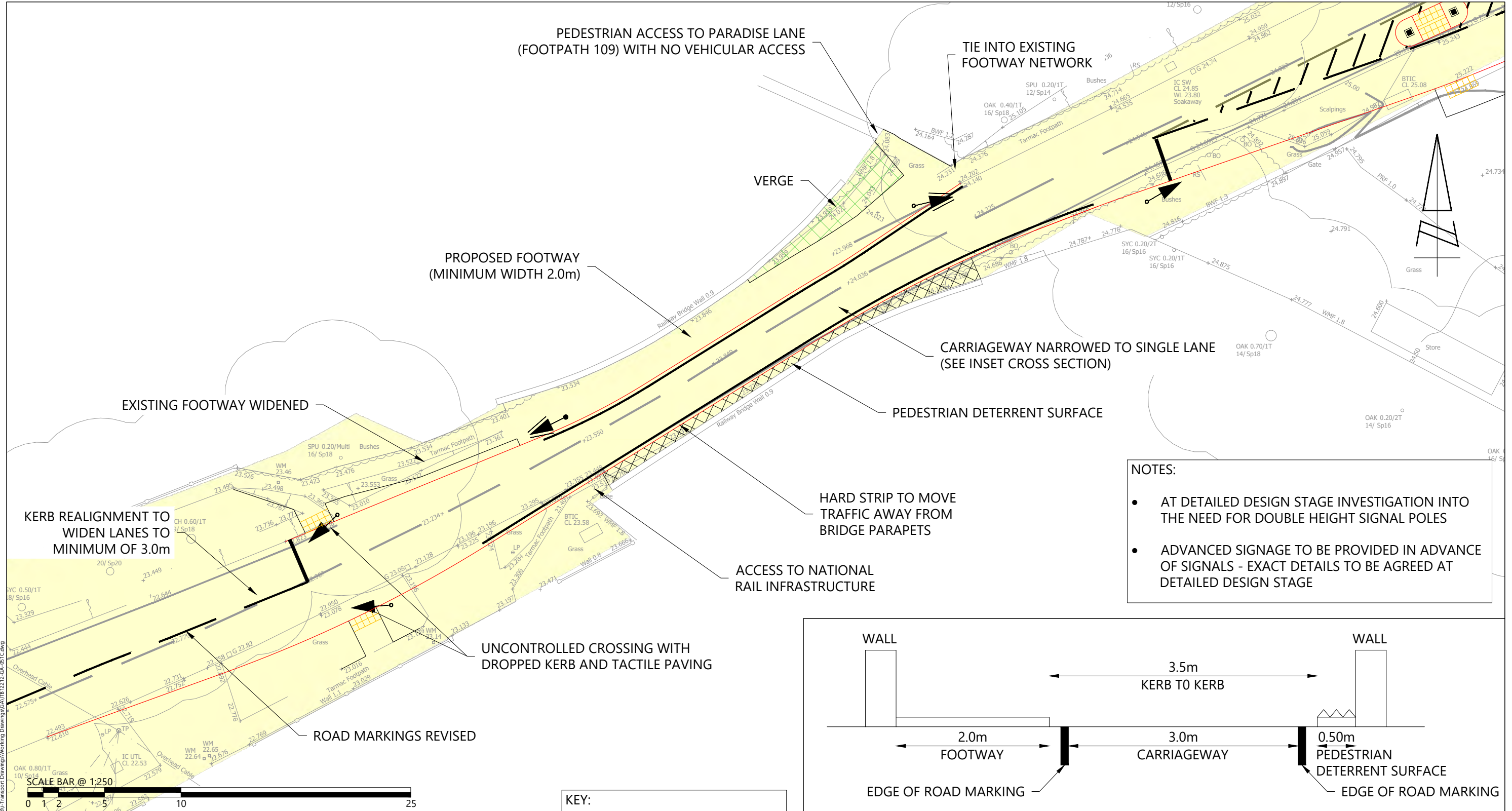


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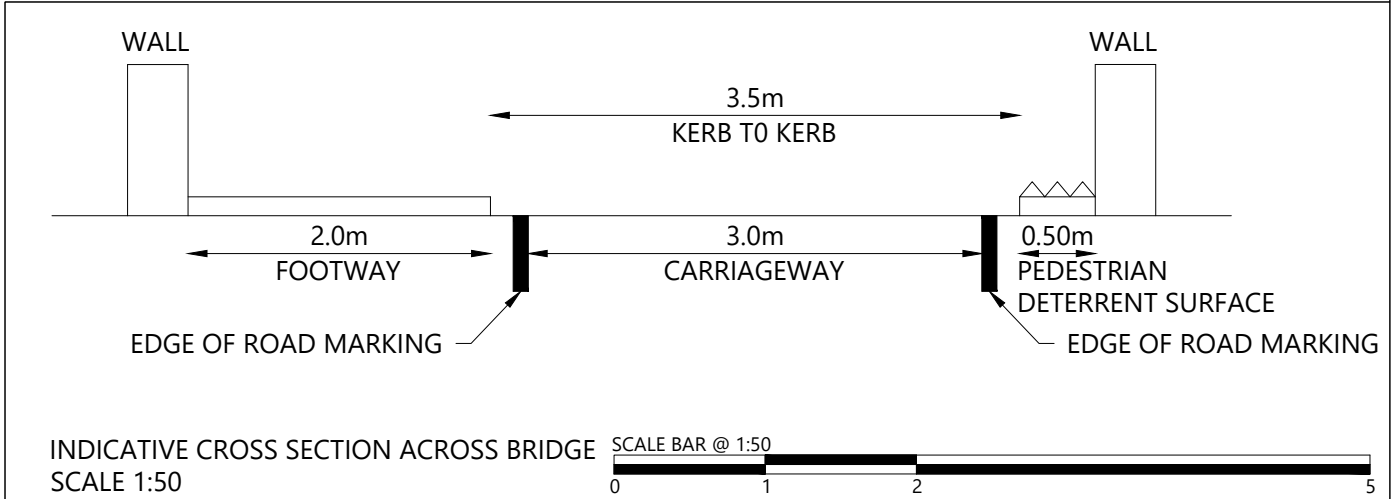
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Grove House, Lutyens Close, Chineham, Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 Fax: 01256 338644 www.i-transport.co.uk				CLIENT: MILLER HOMES			
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STATUS: FOR PLANNING				PROJECT No: ITB12212			
				REV: B			



- NOTES:
- AT DETAILED DESIGN STAGE INVESTIGATION INTO THE NEED FOR DOUBLE HEIGHT SIGNAL POLES
 - ADVANCED SIGNAGE TO BE PROVIDED IN ADVANCE OF SIGNALS - EXACT DETAILS TO BE AGREED AT DETAILED DESIGN STAGE




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KEY:

EXTENTS OF HIGHWAY BOUNDARY

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<div>REV</div> <div>DATE</div> <div>BY</div> <div>DESCRIPTION</div> <div>CHK</div> <div>APD</div>							<div>PROJECT:</div> <div>DOWNEND ROAD, PORTCHESTER</div>			<div>CLIENT:</div> <div>MILLER HOMES</div>			<div>SCALE @ A3:</div> <div>AS SHOWN</div>		<div>DATE:</div> <div>25.01.19</div>						
<div>STATUS:</div> <div>FOR INFORMATION</div>							<div>PROJECT No:</div> <div>ITB12212</div>			<div>DRAWING No:</div> <div>ITB12212-GA-051</div>				<div>REV:</div> <div>C</div>							

APPENDIX A. Travel Plan Comments Log

<u>HCC Comment</u>	<u>FTP Response</u>
Reference is made to the aims of a travel plan, but no details are given of the applicant's own travel planning policies.	<p>Miller Homes is a well-respected national housebuilder and delivering sustainable development has been a key part of their business for many years, in line with Miller Homes' Sustainability Policy.</p> <p>Paragraph 1.4 has been amended.</p>
There is text supplied to suggest that the Travel Plan Coordinator (TPC) will engage with local residents and schools, this is engagement is welcomed. There may also be businesses in the locality which have a travel plan and efforts should be made to liaise with them for mutual benefits.	<p>Engagement with local businesses with workplace travel plans has been added as a core role for the Travel Plan Coordinator.</p> <p>Paragraph 8.4.1 has been amended.</p>
In addition, the costs of employing the TPC will be paid by the developer and will be included in the s106 legal agreement.	<p>It has been agreed that the costs of employing a TPC, either an individual or a company will be included with S106.</p> <p>This is identified at Paragraphs 8.7.1 and 8.8.1.</p>
Please see that that Fig T2 refers to isochrone mapping demonstrating distances through the road network and not as the crow flies.	<p>A detailed appraisal of walking and cycling audit has been prepared and included at Appendix A which considers the potential walking and cycling routes to local facilities, including an appraisal of route distance, quality and convenience.</p> <p>Updated facility mapping will be prepared for the Resident Welcome Packs and Full Travel Plan which will include isochrone mapping of walking distances.</p>
As this is an outline application the site and the layout is indicative, clear demonstration of the application of the principles of Manual for Streets and Build for Life should be shown in the FTP.	<p>Section 6 of the FTP outlines the principles that will be applied to the layout, and detail of this will be provided at the Reserved Matters Stage.</p> <p>As identified at Paragraph 6.2.2, the site layout principles have been established in accordance with Manual for Streets guidance. This results in a street hierarchy that places pedestrians before vehicles and provides a series of spaces that are suitable for all users.</p>
Consideration should be given to the changes in gradient experienced throughout the site and how this will affect accessibility and journey times	<p>A detailed appraisal of walking and cycling audit has been prepared and included at Appendix A. This considered the gradient of routes and the impact that has on their suitability. In summary, land rises steadily from the A27 corridor in the south to the M27 in the north, but gradient changes are not so significant to make walking trips unattractive or difficult.</p> <p>Paragraph 6.2.4 has been added to provide a commitment to deliver walking and cycling routes on the site in line with prevailing guidance, namely MfS which identifies that gradients should ideally be no more than 5%.</p>
The final design should ensure traffic speeds and surface treatments/space are designed to minimise priority for pedestrians and cyclists.	<p>In contrast, the final layout will seek to maximise priority for pedestrians and cyclists through the application of MfS guidance, and a connected, permeable and intuitive layout. The access strategy, which provides direct pedestrian and cycle access to Downend Road, The Thicket and Upper Cornaway Lane will ensure this is achieved in a manner that makes walking and cycling more attractive for many local journeys.</p> <p>Paragraph 6.2.3 has been added to reflect this.</p>

A similar target should be set for increasing walking, cycling and the use of the bus.	<p>Table 5.1 already includes targets for the increase the use of walking, cycling and public transport (including rail) from the site by 6 percentage points, from a combined 12.5% of trips to 18.5% of travel demand. This equates to a challenging 30% increase in sustainable modes over a 5-year period</p> <p>Paragraph 5.2.1 has been amended to include the additional target. Table 5.3.4 describes the target.</p>
A number of appropriate measures have been identified which are suitable to the nature and type of the development; however, perhaps the developer could consider electric vehicle charging points being made available throughout the site?	<p>It is proposed that a number of electric vehicle charging points will be provided across the site. The number and dispersion of these charging points will be determined at a reserved matters stage.</p> <p>Paragraph 6.2.8 has been added to reflect this.</p>
In addition, any cycle storage facilities should relate well to the dwellings that they serve; ensuring that they are both secure and convenient. If they are proposed within a garden shed or standalone building they should be convenient to access and close to the main entrance point of the dwelling.	<p>Cycle storage will be secure and be conveniently located to residents within the site. The precise location of any cycle storage or sheds will be determined at the reserved matters stage and will be designed to be conveniently accessible.</p> <p>Paragraph 6.2.7 has been added to clarify this.</p>
It is noted that a draft action plan has not been included in the travel plan and therefore it is not possible to attribute responsibilities, timescales or costs to any of the suggested measures. Importantly, without an indication of costs it is not possible to attribute a monetary value to the bond required to be place should HCC need to step in and implement the TP.	<p>An action plan was provided as Table 8.1.</p> <p>Table 8.1 has been amended to identify the responsibility for each measure as well as any necessary timescale. A table of indicative Travel Plan costs is provided in Appendix C and Paragraph 8.7.2 has been added to reflect this.</p>
Some thought is required on how to encourage participation in the steering group and methods of incentivising residents in particular to join.	<p>Participation in a steering group should be organic and voluntary, and incentivised participation is unlikely to be effective in delivering a quality Travel Plan. On this basis, participation by residents will be encouraged by offering the opportunity of involvement and the ability to positively shape the place that they care about. Wide publication of the opportunity to join the group will be undertaken.</p> <p>Paragraph 8.3.3 has been added.</p>
A monitoring report should be produced in years 1, 3 and 5, and it together with a summary page should be submitted to HCC for consideration. The monitoring can rely on a travel survey together (a response rate of 35% should be sought from the travel surveys) and trip data and / or traffic counts.	<p>Monitoring reports will be undertaken by the TPC at years 1, 3 and 5 (as already identified at Para 9.2.1). A summary page will be submitted to HCC for consideration. This will report the findings of the proposed monitoring methodology which is a combination of traffic surveys and a travel questionnaire. A response rate of 35% will be sought, and consideration will be given to offering incentives for survey participation, such as entry to a prize draw.</p> <p>Paragraph 9.1.1 has been amended and paragraph 9.1.2 added.</p>
The Full Travel Plan for the development will need securing through a s106 Legal Agreement.	<p>A Full Travel Plan will be secured through the S106. The S106 for the Outline Application will include obligations for the delivery and implementation of the Framework Travel Plan, as well as the commitment to prepare and deliver the Full Travel Plan.</p> <p>Commitment is given at Section 8.8.</p>
The Framework Travel Plan states that sufficient resources will be provided to implement the Travel Plan, however, as mentioned the details of which have not yet been provided.	<p>Further details have been provided in terms of the commitment to deliver the plan, the likely costs and the means of enforcement available to the council.</p>

APPENDIX B. Walking and Cycling Audit

TECHNICAL NOTE

Project No: ITB12212
Project Title: Land East of Downend Road, Portchester
Title: Pedestrian and Cycle Audit
Ref: TW/RS/ITB12212-003A TN
Date: 24 July 2020

SECTION 1 INTRODUCTION

1.1 This note presents a walking and cycling audit of the key routes to local destinations that are within a reasonable walking and cycling distance from the proposed development at Land East of Downend Road, Portchester.

1.2 The routes assessed are shown on **Figure T3** (extract at **Image 1.1**) and comprise:

West of Portchester

- **Route 1** - Downend Road (Site Access) towards Fareham via A27 Cams Hill (northern side);
- **Route 1a** – Towards Fareham via A27 Cams Hill (southern side);
- **Route 1b** – Cams Bridge (pedestrian and cycle access) towards Fareham via A27 Portchester Road;

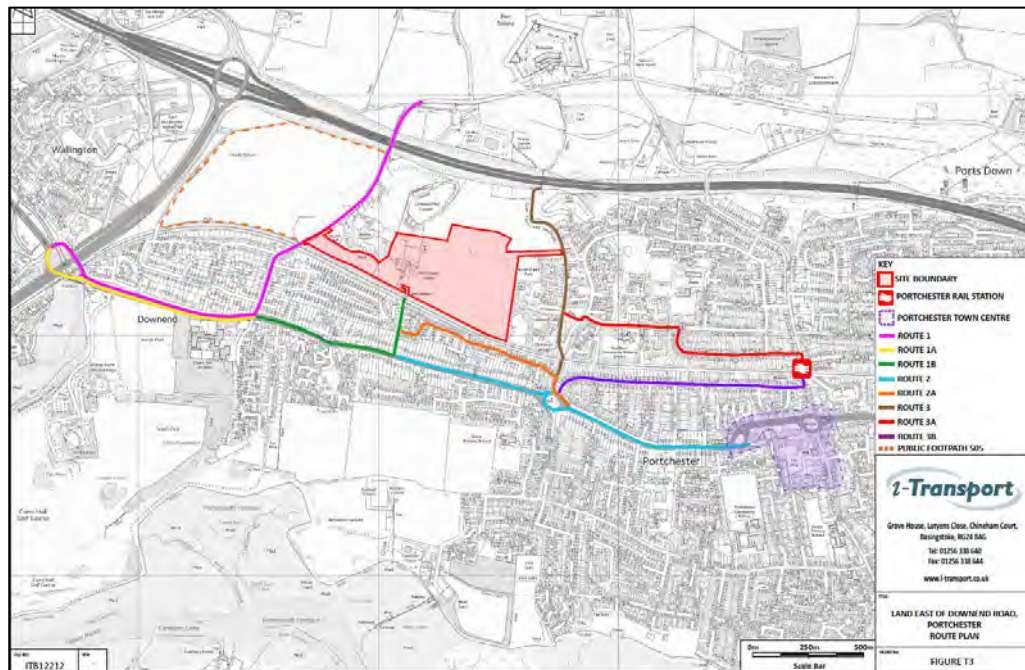
Portchester Town Centre

- **Route 2** – Towards Portchester Town Centre via A27 Portchester Road;
- **Route 2a** – Towards Portchester Town Centre via Winnham Drive and Rockingham Way;

East of Portchester and Rail Station

- **Route 3** – Upper Cornaway Road towards the Town Centre via Dore Avenue;
- **Route 3a** – Towards Portchester Rail Station and the local schools via Linden Lea and The Hillway; and
- **Route 3b** – From Dore Avenue towards Portchester Rail Station via The Crossway.

Image 1.1: Route Plan



Source: Figure T3

- 1.2.1 This audit is based on a site visit undertaken in October 2016 and forms an appendix to the Transport Assessment (ITB12212-053).
- 1.2.2 The audit has been undertaken with reference to the five core principles, common to both pedestrians and cyclists, identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 'Policy, Planning and Design for Walking and Cycling' (2004), and the Chartered Institute of Highways and Transportation (CIHT) 'Designing for Walking' (March 2015) guidance. These principles are:
- **Convenience** – Networks should allow people to go where they want, as directly and with as little delay as possible, and with appropriate signage;
 - **Accessibility** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be taken into account;
 - **Safety** – Infrastructure must be safe, and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;

- **Comfort** – Infrastructure should meet design standards for width, gradient, and surface quality etc., and cater for all types of user, including children and disabled people as appropriate. Dropped kerbs are particularly beneficial to users of wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and
- **Attractiveness** – The walking and cycling environment should be attractive, interesting and free from litter, dog mess and broken glass.

1.2.3 Sections 2-4 presents the audit for each of the eight routes assessed. Section 5 presents the pedestrian distribution analysis that has been undertaken. It demonstrates the number of walking trips that each site routes generates, which provides a focus to the recommendations for each route. Recommendations arising from the audit are summarised at the end of each route appraisal and are set out in full in Section 6.

SECTION 2 ROUTE AUDIT – WEST OF PORTCHESTER

2.1 Route 1 – Downend Road (Site Access) towards the Fareham via Cams Hill

2.1.1 To the west of the site there are pedestrian connections to Fareham which provide access to employment, leisure and retail facilities, including Fareham Shopping Centre and Fort Wallington Industrial Estate. The TA presents a detailed assessment of local facilities. **Table 2.1** presents the results of the Pedestrian and Cycle Audit for Route 1.

Table 2.1: Audit of Route 1 – Towards Fareham via Cams Hill

Route 1: Downend Road (Site Access) Towards Fareham via Cams Hill	
Description of route	<ol style="list-style-type: none"> 1. If leaving the site to travel north, cross Downend Road onto the western side and continue north using the footway 2. If travelling towards the south, leave the site and continue south along Downend Road along the nearly continuous footway on the western side. 3. Public Footpath 505 (Paradise Lane) can also be accessed from Route 1. 4. At the signal junction with the A27 Cams Hill/Portchester Road and Shearwater Avenue turn right at the footway. 5. Continue travelling west using the footway on Cams Hill off from the main road, crossing the residential roads until arriving at the shared footway and cycleway. 6. At the Delme Roundabout using the dropped kerbs and tactile paving cross the A27 slips towards Wallington Shore Road. 7. At Wallington Shore Road cross heading south towards Wallington Way using the footway provided. <p>Distance from the site: c.1.88km</p>
Convenience	There is a footway to the western side of the carriageway when departing the site, however there is no footway along the site boundary. Public Footpath 505, an unmade track, can be accessed from the western side before the railway bridge. There are no footways on the railway bridge, however footways continue immediately after the bridge, which provides access towards the A27 (Image 2.1). Footways continue along the route onto Delme Roundabout. On the Delme Roundabout before the A27 slip a shared footway/cycleway is provided with clear signage (Image 2.2).
Accessibility	There are currently footways for the majority of the route, providing access to residential roads, Cams Hall School to the south and Fareham to the east. Footways on Cams Hill provide cut through access to the local bus stops (Image 2.4). Shared footways and cycleways provide access for Delme Roundabout (Image 2.2). Public Footpath 505 is an unmade track (Image 2.3)
Safety	The route is safe, with footways/cycleways in good condition with hard surfaces which are suitable for walking. Along the site boundary it is not street lit until the southern end of Downend Road, with speed limits set at 30mph. A27 Cams Hill/Portchester Road and Delme Roundabout is street lit and has a 40mph speed limit with the exception of Wallington Shore Road at 30mph. At some parts of the route such as the A27 slip crossing safely can be found to be more difficult due to the number and speed of vehicles (Image 2.5). For smaller residential roads there is a lack of tactile paving and dropped kerbs on both Downend Road and Cams Hill (Image 2.6). Footways along the A27 are found to be set back on Cams Hill, which provides a quieter and safer route for both pedestrians and cyclists.

Comfort	Footways and cycleways allow for comfortable use by both pedestrians and cyclists. Dropped kerbs and tactile paving can be found at the majority of crossing points along the route, apart from along residential roads.
Attractiveness	The nature of this route is pleasant with clean footways, and with the majority of the route street lit. Some vegetation along the route could be better maintained with vegetation on Downend Road encroaching onto the footway (Image 2.7).

Image 2.1: Footways after Railway Bridge on Downend Road



Image 2.2: Cycleway on Cams Hill towards Delme Roundabout



Image 2.3: Public Footpath 505 (Paradise Lane)



Image 2.4: Bus Stop Access from Cams Hill



Image 2.5: Crossing Point for A27 Slip



Image 2.6: No Tactile Paving at Crossing Point on Cams Hill



Image 2.7: Vegetation along Downend Road Opposite Site Access



2.1.2 In summary, Route 1 provides a route using Downend Road and A27 Cams Hill / Portchester Road. It is accessible by the continuous footways after the railway bridge in addition to it also being street lit. Access to bus stops and shared footways and cycleway can be found along Cams Hill leading towards Delme Roundabout.

Route 1 – Recommendation

2.1.3 Recommendations have been provided for Route 1 to improve the conditions for pedestrians and cyclists, these include:

- Provision of tactile paving and dropped kerbs along the route where currently omitted;
- Adding street lighting near the site access on Downend Road;
- Maintain vegetation, particularly near the site access on Downend Road; and
- Consideration to be given to the potential for a pedestrian improvement at the railway bridge on Downend Road.

2.2 Route 1a – Towards Fareham via the southern side of the A27 Cams Hill

2.2.1 This route provides access to local facilities and services along the A27 including Cams Hall, in addition to those in Gosport and Fareham.

Table 2.4: Audit of Route 1a – Towards Fareham via the southern side of the A27

Route 1: Downend Road (Site Access) Towards Fareham via Cams Hill	
Description of route	<ol style="list-style-type: none"> 1. Using step 1 of Route 1 continue to the signalised junction using the footway provision. 2. Using the signalised junction cross over to the south of the A27. 3. Continue west along the A27 Cams Hill towards Delme Roundabout using the footways provided. 4. At the Delme Roundabout continue along the footway following the roundabout using the signalised crossing on the A27 slip roads. 5. Head south on East Street to cross towards Lysses Path. 6. Near Lysses Path use the path set back from Delme Roundabout to travel to Wallington Way. <p>Distance from the site: c.1.93km (from centre of site)</p>
Convenience	From the signalised junction along the south of the A27 Cams Hill crossing points are provided as well as established footways. This provides a connection from the west (Fareham and Gosport) to the east (Portchester Town Centre).
Accessibility	Access towards Fareham and Gosport to the south, is provided by the footways and signalised crossings along the route. This route also provides connections to Cams Hill School and Cams Hall to the south of the site and several bus stops.
Safety	At the Delme roundabout there are two signalised crossing points on the A27 slips (Image 2.8). Between the A27 northbound slip and East Street further pedestrian access can be found set back from the roundabout towards Wallington Way (Image 2.9) which includes a shared footway/cycleway. The route is safe with footways in good condition with smooth and hard surfaces for the entirety of the route (Image 2.10). The setback path on Delme Roundabout between Wallington Way and East Streets provides a safe route from the traffic of the roundabout, however, there is a lack of a crossing point on East Street (Image 2.11). The A27 and Delme roundabout is street lit except for the circa 73m surfaced path between East Street and Wallington Way and the A27 northbound slip and East Street. The A27 Cams Hill is subject to a 40mph speed limit.
Comfort	There are wide footways provided along the A27 which allow for both pedestrians and cyclists to use simultaneously (Image 2.10). Between the A27 northbound slip and East Street there is a shared footway cycleway. Dropped kerbs and tactile paving is provided at the signalised crossing points which accommodates all users including those in wheelchairs and the visually impaired (Image 2.8).
Attractiveness	This route is pleasant with clean, wide and street lit footways which are free from litter. Vegetation is maintained especially along the footways set back from the carriageway.

Image 2.8: Signalised Crossing Points on A27 Slips



Image 2.9: Setback Footway between East Street and Wallington Way



Image 2.10: Good Conditions of Footways



Image 2.11: Lack of Crossing Provision on East Street



2.2.2 In summary Route 1a satisfies the five core principles for cycling and walking routes.

- 2.2.3 It is a safe and accessible route for the pedestrians and cyclists, with wide, surfaced and street lit footways along the majority of the route. Parts of this route is a shared footway / cycleway which has well maintained vegetation in addition to an absence of litter making this a comfortable and attractive route.

Route 1a – Recommendation

- 2.2.4 The main problem with this route is the lack of a crossing points on East Street which does not allow for a continuous route for pedestrians and cyclists to reach the town centre. This should be provided in order to improve the safety of this route.

2.3 **Route 1b – Towards Fareham via Cams Bridge**

- 2.3.1 Cams Bridge provides access to the A27 Portchester Road. This provides access towards Fareham and Gosport using the routes like Route 1 and 1a.

Table 2.5: Route 1b – Towards Fareham via Cams Bridge

Route 1b – Towards Fareham via Cams Bridge	
Description of route	<ol style="list-style-type: none"> 1. From the centre of the site use the pedestrian access Cams Bridge to join The Thicket. 2. Using the footways along The Thicket continue south to the A27 Portchester Road. 3. Continue west along A27 Portchester Road using the shared / footway cycleway on either the southern side or the footway on the northern side. 4. Once at the Condor Roundabout using the crossing points to continue west. 5. Continue west towards Fareham joining routes 1 and 1a. <p>Distance from site: c 1.05km</p>
Convenience	The route is convenient with footways provided from The Thicket. It provides access towards Cams Hill School, local bus stops as well as other residential areas to the south and west of the site.
Accessibility	This pedestrian access is formed by Cams Bridge which has no vehicular access and continues onto The Thicket using the footway provision. Footways are provided either side of the carriageway onto the A27 Portchester Road. Along the A27 Portchester Road there are footways on either side of the carriageway which continue to the west joining with Routes 1 and 1a. There is also an off-road cycle lane (Image 2.12) on the southern side of the carriageway continuing west for circa 145m. In addition to this in the east there is an on-road cycle lane on the northern side of the carriageway (Image 2.13). Both footways continue for the entirety of the route.
Safety	Footways and cycleways are in good condition with smooth, hard surfaces which are suitable for walking and cycling along both The Thicket and A27 Portchester Road. These roads are street lit with speed limits of 30mph on The Thicket and 40mph on the A27 Portchester Road.

Comfort	Footways are provided on either side of the Thicket however there is no tactile paving disallowing the visually impaired to cross the road safely (Image 2.14). Wide footways and cycleways are present on the southern side of the A27 Portchester Road allowing comfortable use by both pedestrians and cyclists simultaneously. A footway is also present on the northern side of the A27 as well as dropped kerbs and tactile paving can be found at the Condor Roundabout (Image 2.15)
Attractiveness	The nature of this route is pleasant with clean, wide and street lit footways which are free of litter.

Image 2.12: Off-Road Cycle Lane along A27 Portchester Road (West)



Image 2.13: On-Road Cycle Lane along A27 Portchester Road (East)



Image 2.14: Lack of Tactile Paving Provision



Image 2.15: Crossing Provision at the Condor Roundabout



2.3.2 In summary Route 1b provides pedestrian access using Cams Bridge which connects to The Thicket. The Thicket has footways on either side and has a feeling of safety by street lighting. Along the A27 Portchester Road there are footways again on either side with the addition of an off-road path on the southern side to the west. Again, this is well lit with the well-maintained vegetation. The footways on this route are smooth, hard surfaces which are suitable for walking and cycling.

Route 1b - Recommendation

2.3.3 The identified problem with this route is the lack of tactile paving along The Thicket (Image 2.14), currently there are dropped kerbs at the junction with the A27 Portchester Road, however it does not provide access for the visually impaired.

2.3.4 Other notable improvements include:

- Potential enhancement to Cams Bridge to improve the route for walking and cycling, including surfacing improvement and lighting
- Potential for a pedestrian crossing at the A27 / The Thicket to enable access to the south of the A27

SECTION 3 ROUTE AUDIT – PORTCHESTER TOWN CENTRE

3.1 Route 2 – Portchester Town Centre via A27 Portchester Road

3.1.1 This route uses the Cams Bridge pedestrian access and therefore uses steps 1 and 2 from Route 1b. This route provides access to the east of the site finishing in Portchester Town Centre where there are several services and facilities.

Table 3.1: Route 2 Audit: Towards Portchester Town Centre via A27 Portchester Road

Route 2 – Towards Portchester Town Centre via A27 Portchester Road	
Description of route	<ol style="list-style-type: none"> 1. In order to use Route 2 follow steps 1-2 from Route 1b. 2. From the A27 Portchester Road head east along the footways provided. 3. At the Cornaway Lane Roundabout cross using the dropped kerbs and tactile paving to continue east. 4. Continue until West Street Roundabout. 5. From here use the subway to cross to the southern side of the A27 Portchester Road which provides access into Portchester Town Centre. <p>Distance from site: c 2.25km</p>
Convenience	The route is mainly along the A27 Portchester Road which provides a convenient route to local bus stops and services and facilities in Portchester Town Centre.
Accessibility	Pedestrian and cycle access are both provided along the A27 Portchester Road. Footways are provided on both the northern and southern side of the carriageway for the entirety of the route. At the West Street Roundabout a subway is provided in order to access the southern side of the A27 Portchester Road (Image 3.1). An on-road cycleway on the northern side of Portchester Road continues into Portchester Town Centre (Image 3.2). A cycleway on the southern side is also available from the town centre until 145m east of The Thicket as shown on Route 1a.
Safety	The footways and cycleways along Portchester Road are lit as well as being in good condition with smooth, hard surfaces which are suitable for walking and cycling. This route is subject to 40mph between The Thicket and Cornaway Lane Roundabout, however decreasing to 30mph towards the town centre.
Comfort	Footways are provided on either side of Portchester Road. On the northern side this route requires crossing the Cornaway Lane Roundabout, which has dropped kerbs and tactile paving. On the southern side, crossing Beaulieu Avenue is required which currently has dropped kerbs and tactile paving which allows the visually impaired and wheelchair users to cross the road safely. However, when crossing the Cornaway Lane Roundabout, across Cornaway Lane, there are only dropped kerbs (Image 3.3). At the West Street Roundabout a subway (Image 3.1) can be used to cross to and from either the southern or northern side of the A27 West Street, which allows users to continue into Portchester Town Centre on West Street.
Attractiveness	The nature of this route is pleasant with clean, wide and street lit footways which are free of litter.

Image 3.1: Subway on Northern Side of West Street Roundabout



Image 3.2: On-Road Cycleway on A27 Portchester Road



Image 3.3: Lack of Crossing Points on the Southern Side of Cornaway Lane Roundabout



- 3.1.2 In summary, Route 2 provides access to the local bus stops and local services and facilities in Portchester Town Centre. It is a convenient route with a footways and cycleways on either side of the carriageway. This route is lit and can be considered a safe route with tactile paving and dropped kerbs provided as most junctions.

Route 2 – Recommendation

- 3.1.3 Overall this route is a safe and accessible route however the main issue is the lack of tactile paving on Cornaway Lane of the Cornaway Lane Roundabout. Currently there are dropped kerbs however accessibility for visually impaired would be improved with the provision of tactile paving.

3.2 Route 2a – Portchester Town Centre via Winnham Drive and Rockingham Way

3.2.1 Similar to the previous route this provides an alternative route to Portchester Town Centre. This provides access to the local facilities and services in the Town Centre, however uses the residential areas for part of the route as a replacement for of the A27 Portchester Road.

Table 3.1: Route 2a Audit

Route 2a – Towards Portchester Town Centre via Winnham Drive and Rockingham Way	
Description of route	<ol style="list-style-type: none"> 1. Use step 1 from Route 1b. 2. At Winnham Drive travel east. 3. Using the cut through at Rockingham Way continue east. 4. At the junction of Rockingham Way and Dore Avenue travel south towards the A27 Portchester Road. 5. Once opposite the BP Garage cross to the eastern side of Dore Avenue and use the footway set back from A27 Portchester Road. 6. Use Steps 4-5 from Route 2 to access the Town Centre. <p>Distance from site to A27 Portchester Road: c. 1.20km</p>
Convenience	The route uses residential roads parallel to the A27 Portchester Road which provides an alternative, convenient route to services and facilities in Portchester Town Centre.
Accessibility	Along Winnham Drive there are footways provided on either side for the majority this section, however, there are limited crossing points available (Images 3.4 and 3.5), although, due to the nature of this residential road traffic is light. Rockingham Way, similar to Winnham Drive has footways on either side and provides access to Dore Avenue. Along Dore Avenue there are footways on either side as well as a crossing point towards the BP Garage.
Safety	Winnham Drive, Rockingham Way and Dore Avenue are street lit with footways in good condition alongside smooth and hard surfaces which are suitable for walking and cycling. Along this route, crossing the residential roads is required to continue on the footway however there is limited opportunity, although traffic is light with the nature of this route. These residential roads are subject to 30mph until the BP Garage where it increases to 40mph.
Comfort	Footways are provided for the majority of the route. There is a lack of crossing points between minor roads on Winnham Drive and Rockingham Way (Images 3.4 and 3.5) however dropped kerbs and tactile paving are provided on Dore Avenue to access the BP Garage and the rest of the route. Those that do not have dropped kerbs and tactile paving could be improved to better cater for the visually impaired and wheelchair users to cross the road safely.
Attractiveness	The nature of this route is pleasant with clean, wide and street lit footways which are free of litter.

Image 3.4: Lack of Crossing Points along Winnham Drive and Rockingham Way



Image 3.5: Lack of Crossing Points along Winnham Drive and Rockingham Way



- 3.2.2 In summary Route 2a is a safe, convenient and an alternative route to Route 1. These lightly trafficked roads and good footways provide access to Portchester Town Centre as well as the BP Garage on Dore Avenue.

Route 2a – Recommendation

- 3.2.3 Route 2a has a lack of crossing provision along the residential roads and therefore would be beneficial to future residents, current residents and as well as those who are visually impaired or wheelchair users if tactile paving and dropped kerbs were implemented. The recommendation for this would be to provide dropped kerbs and tactile paving along Winnham Drive and Rockingham Way.

SECTION 4 ROUTE AUDIT – EAST OF PORTCHESTER AND PORTCHESTER RAIL STATION

4.1 Route 3 – Upper Cornaway Road to East of Portchester and Portchester Centre

4.1.1 Route 3 provides access towards the eastern side of Portchester and Portchester Rail Station. This route also provides the first steps of Routes 3a and 3b. Not only does this help provide access to public transport, it is also beneficial in providing access to the local primary schools and nurseries to the east of the site.

Table 4.1: Route 3 Audit

Route 3 – Upper Cornaway Lane towards Portchester Town Centre and Portchester Rail Station	
Description of route	<ol style="list-style-type: none"> 1. To travel north from the site use the pedestrian access and public footpath to continue north. 2. Continue along the footpath until it connects with the M27 footbridge. 3. To travel south from the site use the pedestrian access and public footpath 117 travel south towards Upper Cornaway Lane. 4. Use the footway provided on Upper Cornaway Lane to travel south towards Dore Avenue. 5. Once on Dore Avenue continue south towards, crossing at Rockingham Way towards the A27 Portchester Road which connects to Routes 2, 2a and 3b. <p>Distance from site to Dore Avenue: c. 1.10km (southern route)</p>
Convenience	The route uses the current public footpath and footways on Upper Cornaway Lane and Dore Avenue. It provides a route towards the A27 Portchester Road, as well as a connection to Portchester Rail Station, the Town Centre, and local schools to the east.
Accessibility	Public footpath 117 is currently an unmade track which continues onto Upper Cornaway where it becomes a metalled road. Upper Cornaway Road currently has no footway until south of Portchester Crematorium however this road is only lightly trafficked. Along Dore Avenue there are footways along either side providing access to the BP Garage and the route into Portchester Town Centre.
Safety	Public footpath 117 is currently an unmade track with overgrown vegetation (Image 4.1) which is not street lit. The southern end of Upper Cornaway Lane is street lit with footways appearing past Portchester Crematorium (Image 4.2). Dore Avenue also has footways which appear on both sides and is street lit for the rest of the route. These footways are in good condition with hard surfaces suitable for walking. Upper Cornaway Lane and Dore Avenue are subject to 30mph. The pedestrian footbridge across the M27 to the north is a hard surfaced and provides a safe route to Fort Nelson (Image 3.X).
Comfort	The public footpath is currently a circa 1m unsurfaced path and therefore removes opportunities for some users to use this path. This footpath continues onto Upper Cornaway Road however there is a lack of footway provision until after the Crematorium. Along a small section on Upper Cornaway Lane and Dore Avenue there are footways leading towards the A27 Portchester where there is crossing provision, however there is a lack of tactile paving at the Rockingham Way and Dore Avenue junction (Image 4.4).
Attractiveness	Public Footpath 117 is unsurfaced with some overgrown vegetation (Image 4.1), however the nature of the rest of the route is pleasant with clean, wide and street lit footways which are free of litter.

Image 4.1: Overgrown Vegetation along Public Footpath 117



Image 4.2: Footway Provision south of Portchester Crematorium



Image 4.3: Pedestrian Footbridge over M27 to Fort Nelson



Image 4.4: Lack of Tactile Paving on Rockingham Way and Dore Avenue Junction



- 4.1.2 In summary this route provides an opportunity to travel to the east of the site as well Portchester Town Centre. At the northern end of the route there is a small footpath with no footway on Upper Cornaway Lane however it is lightly trafficked. The southern end has good footways which are street lit and are attractive and free from litter.

Route 3 – Recommendation

- 4.1.3 For this route there are several recommendations that can be put forward to help improve this route. These include:
- Maintaining the vegetation on Public Footpath 117;
 - Provide an improved surface along the southern section of Public Footpath 117 at Upper Cornaway Lane; and
 - Provide tactile paving at the junction of Dore Avenue and Rockingham Way.

4.2 Route 3a - Towards Portchester Rail Station and the local schools via Linden Lea and The Hillway

4.2.1 This route provides access towards the east of the site and the local education facilities, including nurseries and primary schools. It also provides access to Portchester Rail Station.

Table 4.2: Route 3a Audit

Route 3a – Towards Portchester Rail Station and the Local Schools via Linden Lea and The Hillway	
Description of route	<ol style="list-style-type: none"> Using Public Footpath 117 and Upper Cornaway Lane travel south until the informal footpath, using this path to travel east across to Dore Avenue. Using the crossing provision at the end of the informal path cross to the other side of the carriageway and travel east down Linden Lea. Continue east past Red Barn Community Primary School and Simpson Close. At The Hillway junction, travel south east and follow the road until the end. Travel south to Portchester Rail Station. <p>Distance from site to Portchester Rail Station: c. 2km</p>
Convenience	This route uses the first step from route 3. The informal path to Dore Avenue provides a connection to Linden Lea (Image 4.5). Here the footways allow future residents to travel to the local primary schools, including Red Barn Community School on Linden Lea. It also provides access to Portchester Rail Station.
Accessibility	The path across to Dore Avenue is an unsurfaced footpath that connects with Dore Avenue. Along Dore Avenue there are footways as well as tactile paving and dropped kerbs to provide access Linden Lea (Image 3,10). Along Linden Lea there is a footway on the southern side of the carriageway. In addition, on the northern side there is a footway network circa 17m back from the carriageway providing access to Northern Infant and Junior Schools. On The Hillway there are footways on either side which lead towards Portchester Rail Station.
Safety	The informal footpath across to Dore Avenue although is unsurfaced it is well maintained. There is a crossing point (4.6) onto Dore Avenue where from this point the rest of the route is street lit. The footways are in good condition with hard surfaces suitable for walking and cycling as well as the whole route subject to 30mph due to the residential nature.
Comfort	The informal footpath is circa 0.5m and therefore removes opportunities for some users to use this path (Image 4.5). At the end of this path there is crossing provision with tactile paving and dropped kerbs to gain access onto the eastern footway of Dore Avenue and Linden Lea. There are dropped kerbs and tactile paving along several of junctions but not all (4.7). There is disabled access up to the station.
Attractiveness	The informal footpath is well maintained with the rest route pleasant with clean, wide and street lit footways which are free of litter.

Image 4.5: Informal Footpath between Upper Cornaway Lane and Dore Avenue



Image 4.6: Crossing Point on Dore Avenue



Image 4.7: Lack of Tactile Paving



- 4.2.2 In summary this route provides access to the other residential areas, local schools and Portchester Rail Station. This route uses an informal footpath as well as footways, which are well maintained, in good condition and street lit. This route has a good accessibility as well being a safe route to walk.

Route 3a Recommendation

- 4.2.3 Provision of tactile paving and dropped kerbs on all crossing points.

4.3 Route 3b - Towards Portchester Rail Station via The Crossway.

4.3.1 The route provides access to the residential areas to the east of the site as well as Portchester Rail Station.

Table 4.3: Route 3b Audit

Route 3b – Towards Portchester Rail Station via The Crossway	
Description of route	<ol style="list-style-type: none"> Using Steps 1 and 2 from Route 3 and Step 5 from Route 2a, continue onto The Crossway and continue east to the end of the road. At Station Road head north to Portchester Rail Station. <p>Distance from centre of site to Portchester Rail Station via The Crossway: c. 2.20km</p>
Convenience	The Crossway consists of residential housing, with Portchester Rail Station being a destination of the route.
Accessibility	Along The Crossway there are footways on either side. On Station Road there is a footway on the western side that leads towards the ramp of Portchester Rail Station.
Safety	The entire route is street lit and subject to 30mph. The footways along this route are in good condition with hard, smooth surfaces suitable for walking and cycling.
Comfort	Along The Crossway, when crossing the residential roads there are only dropped kerbs with no tactile provision therefore making it difficult for the visually impaired to cross the road (Image 4.9), this is the same for the junction with Station Road (Image 4.10). When arriving at the station there is disabled access to the platform.
Attractiveness	The nature of this route is pleasant with clean, wide and street lit footways which are free of litter.

Image 4.9: Lack of Tactile Paving along The Crossway



Image 4.10: Lack of Tactile Paving at The Crossway and Station Road Junction



- 4.3.2 In summary this route is a quiet route through a residential road. The Crossway has footways on either side as well as being street lit. On Station Road there is a footway on the western side providing access to Portchester Rail Station.

Route 3b – Recommendation

- 4.3.3 There is one recommendation for this route which is to provide tactile paving for each of the junctions along The Crossway as well as at The Crossway and Station Road junction to provide access for the visually impaired to Portchester Rail Station.

SECTION 5 PEDESTRIAN DEMAND ANALYSIS

5.1.1 The outline application for 'Land East of Downend Road' for up to 350 dwellings proposes an access strategy comprising:

- Vehicular access to Downend Road in the form of a ghost island junction;
- Pedestrian access to be provided in three locations:
 - i) To 'The Thicket' via Cams Bridge;
 - ii) To Downend Road at the site access;
 - iii) To 'Upper Cornaway Lane' via Footpath 117; and
 - Cycle access is provided at both Cams Bridge and Downend Road and short cycle distance from Lancaster Close on Footpath 117.

5.1.2 On this basis, pedestrian and cycle access is to be provided to the site in three locations, as shown on **Image 5.1** and comprising:

- **Route 1** - Pedestrian and Cycle access to Downend Road at the site access;
- **Route 2** – Pedestrian and Cycle access to 'The Thicket' via Cams Bridge; and
- **Route 3** - Pedestrian access to 'Upper Cornaway Lane' via Footpath 117 and cycle access to Lancaster Close.

Image 5.1: Pedestrian and Cycle Access Routes



Source: www.openstreetmap.com and Consultant amends

5.1.3 As part of the earlier application, a methodology to estimate future pedestrian and cycle demand was derived, comprising:

- Determine the population of the development and estimate pedestrian / cycle demand using NTS and Census 2011;
- Identify the journey purpose of development trips;
- Identify the potential walking and cycling routes to the site to key facilities;
- Measure the distance from the site using each access point; and
- Estimate likely route choice taking account of trip purpose (NTS) and route distance.

5.1.4 The assessment was updated as part of the Appeal to account for the latest 2018 NTS data, to disaggregate pedestrian and cycle mode share and to separate education trips.

5.1.5 The results of the assessment are presented in Table 5.1 and **Appendix A**.

Table 5.6 – Pedestrian and Cycle Demand and Assignment

	Route A - Downend Road	Route B – Cams Bridge	Route C – Upper Cornaway Lane	Total Trips
Walking Trips	56	309	332	697
Cycle Trips	5	14	18	37
Total Trips	61	323	350	734
% Trips	8.3%	44.0%	47.7%	100.0%

SECTION 6 SUMMARY

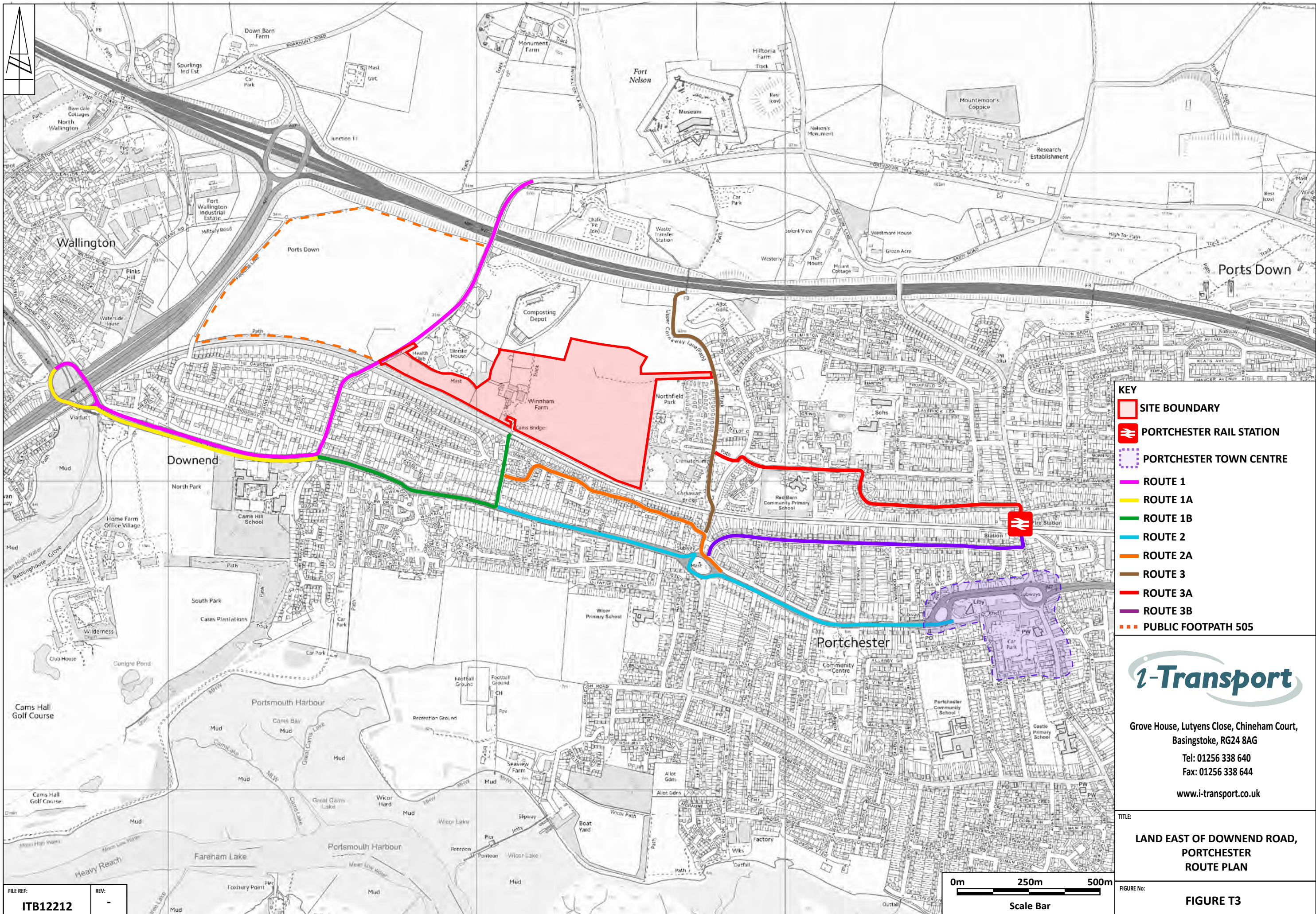
- 6.1.1 This audit identifies that the local pedestrian/cycle infrastructure generally meets the key principles common to both pedestrians and cyclists, identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 Policy. As such, the site is well served by pedestrian and cycle infrastructure.
- 6.1.2 Routes 1, 1a and 1b connect the site to Fareham using the Downend Road access and the Cams Bridge pedestrian and cycle access. The routes contain mostly continuous footways and has some designated cycle routes. There is a lack of footway provision on the railway bridge on Downend Road however with this improvement and added crossing points on East Street it will make the route more accessible. As well as this there is a lack of tactile paving along The Thicket. Generally, it would deliver safe, suitable and attractive connections to local facilities and services.
- 6.1.3 Routes 2 and 2a connect the site to Portchester Town Centre using the Cams Bridge pedestrian access. These routes use the A27 Portchester Road and Winnham Drive. With continuous, lit footways along the A27 Portchester Road as well as combination of off-road and on-road cycleways all the way to the town centre it provides excellent access along with a subway near the end of the route. There are adequate crossing facilities along route 2 with the exception of limited tactile paving at the Cornaway Lane Roundabout. There is a lack of crossing provision on Route 2a however these roads are lightly trafficked due to the residential nature.
- 6.1.4 Routes 3, 3a and 3b provide access from the site to the east of Portchester. Here, these routes use the Upper Cornaway Lane pedestrian access to reach local education facilities and Portchester Rail Station. These routes use Public Footpath 117 which requires maintenance due to the overgrown vegetation. Footways aren't provided on the northern part of Upper Cornaway Lane however this is a lightly trafficked area due to the only facilities being Northfield Park and Portchester Crematorium. These routes use mostly residential roads that have footway provision as well as street lighting. Along these routes there is crossing provision with dropped kerbs and tactile paving however this is limited along The Crossway. It is a suitable and provides generally attractive connections to local facilities and services.
- 6.1.5 Notwithstanding the generally good standard of pedestrian and cycling infrastructure, The further enhancements could be carried out as follows:

- Provision of tactile paving and dropped kerbs where required along each of the routes, including The Thicket / A27 Portchester Road junction, Cornaway Lane Roundabout, Rockingham Way / Dore Avenue junction, The Crossway / Station Road Junction;
- Crossing improvement at A27 / The Thicket;
- Installing street lighting near the site access on Downend Road;
- Maintaining vegetation along Downend Road;
- Consideration to a pedestrian improvement at the Downend Road Railway bridge;
- Crossing point on East Street;
- Maintaining overgrown vegetation on Public Footpath 117; and
- Providing an improved surface to PF 117 at Upper Cornaway Lane.

6.1.6 These measures would further improve local journeys on foot and bicycle.

6.1.7 A pedestrian demand analysis has been presented in section 5 demonstrating the number of walking and cycling trips each of the three non-car routes will generate. This demonstrates that Cams Bridge will be the main pedestrian access, with Upper Cornaway Lane also attracting significant movement. Pedestrian and cycle movements at Downend Road are likely to be limited with 9.6% of total movements.

FIGURES



FILE REF:	REV:
ITB12212	-

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- KEY**
- SITE BOUNDARY
 - PORTCHESTER RAIL STATION
 - PORTCHESTER TOWN CENTRE
 - ROUTE 1
 - ROUTE 1A
 - ROUTE 1B
 - ROUTE 2
 - ROUTE 2A
 - ROUTE 3
 - ROUTE 3A
 - ROUTE 3B
 - PUBLIC FOOTPATH 505



Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:
**LAND EAST OF DOWNEND ROAD,
PORTCHESTER
ROUTE PLAN**

FIGURE No:
FIGURE T3

APPENDIX A

Pedestrian Distribution Assessment

Table 1 - Walking Distance to Key Facilities Table from SoCG Working Document

Facility		Destination	Total Distance to Facility (including internal walk to centre of site)			Shortest Distance
			Route A - Downend Road	Route B - Cams Bridge	Route C - Upper Cornaway Lane	
Education	ED1	Red Barn Primary and Pre-school	2,600	1,500	1,050	1,050
	ED4	Northern Junior School	3,100	2,000	1,300	1,300
	ED5	Northern Infant and Pre-School	3,100	2,000	1,300	1,300
	ED2	Wicor Primary School	2,400	1,300	1,500	1,300
	ED3	Cams Hill Secondary School	1,200	1,200	2,500	1,200
	ED6	Portchester Community School	3,600	2,500	2,500	2,500
	ED8	Teddy Bears Nursery School	4,000	2,800	2,700	2,700
	ED9	Little Paws Nursey	4,300	3,100	2,400	2,400
	ED7	Castle Primary School	3,800	2,700	2,600	2,600
	ED10	Castle View (King Richard) Secondary School	4,400	3,200	2,700	2,700
Employment	-	Portchester Town Centre	3,300	2,100	2,100	2,100
	-	Fareham Town Centre	2,500	2,500	3,900	2,500
	E1	Veolia Composting Facility	1,000	1,100	2,200	1,000
	E2	Portchester Engineering	3,300	2,100	2,200	2,100
	E3	Portchester Business Centre	3,500	2,300	2,300	2,300
	E5	Murrills Estate	3,800	2,700	2,500	2,500
	E4	Cams Hall	2,100	2,000	3,400	2,000
	E6	Trafalgar Wharf	4,100	3,000	2,800	2,800
	E7	DSTL Defence Science and Tech Lab	2,700	2,800	2,300	2,300
	E9	Portsmouth Technology Park	4,900	5,000	4,000	4,000
Leisure	E10	Fareham Industrial Park	2,900	2,900	4,200	2,900
	E8	Fort Wallington Industrial Estate	2,800	2,800	4,100	2,800
	L1	Ellersie Hotel	730	850	2,500	730
	L2	24-7 Fitness Fareham Gym	730	850	2,500	730
	L3	Roshauna Riding School	1,050	1,600	2,200	1,050
	L4	Portchester Community Centre	2,800	1,700	1,700	1,700
	L6	Fort Nelson	1,800	2,300	1,400	1,400
	L10	Portchester Castle	4,700	3,600	3,500	3,500
	L11	Portchester Sailing Club	4,600	3,500	3,400	3,400
	L12	Portchester Allotments	4,300	3,100	3,100	3,100
	L13	Fort Southwick	3,900	4,100	2,900	2,900
	L14	Team Sport Go Karting	4,900	4,900	6,200	4,900
	L5	Portchester Library	3,200	2,100	2,000	2,000
	L7	Portchester Social Club	3,500	2,300	2,200	2,200
	L16	Cams Mill	1,800	1,700	3,100	1,700
	L17	Seagull PH	2,300	1,200	1,250	1,200
	L18	Fareham Leisure Centre	3,500	3,500	4,800	3,500
	L19	Highview Park	2,800	1,700	850	850
	L20	Wicor Recreation Ground	3,500	2,400	2,500	2,400
	L21	Portchester Park Play Area	2,800	1,600	1,600	1,600
Retail	L9	Cams Hall Golf Course	2,400	2,400	3,700	2,400
	L15	Delme Arms PH	1,800	1,800	3,100	1,800
	L8	Portchester Youth Centre	3,600	2,600	2,500	2,500
	R6	BP Garage with M&S Food	2,300	1,150	1,100	1,100
	R1	Wicor Post Office	2,800	1,600	1,700	1,600
	R2	Co-Op	2,900	1,700	1,800	1,700
	-	Portchester Town Centre	3,300	2,100	2,100	2,100
	R3	Sainsburys	2,900	2,800	4,200	2,800
Health	R4	Fareham Shopping Centre	2,500	2,500	3,900	2,500
	R5	Tesco Superstore	2,700	2,700	4,000	2,700
	H1	Westlands Medical Centre	2,900	1,800	1,800	1,800
	H4	Rowlands Pharmacy	3,200	2,100	2,100	2,100
Transport	H2	Lloyds Pharmacy	2,900	1,800	1,700	1,700
	H3	Portchester Health Centre	3,200	2,100	2,000	2,000
	-	Nearest A27 Bus Stop	1,150	550	1,200	550
	-	Portchester Railway Station	3,300	2,200	1,900	1,900
	-	Fareham Railway Station	3,700	3,700	5,000	3,700

Shortest Route

>2,500m Walk

Duplicate School

Minor Facility

Table 2 - NTS / Census Based Multi-Modal Demand

Number Dwellings		350	Planning Application
Average Household Size (people)		2.30	Census 2011 - Fareham 010 / 012
Number Residents		803.84	
Total Annual Trips Per Person (all modes)		986	NTS0409
Total Annual Trips (all modes)		792744	Based on 804 residents
Total Daily Trips (all modes)		2172	Based on 365 Days
Walking Trips	26.6%	578	NTS0303
Cycling Trips	1.7%	37	NTS0303
Local Bus Trips	3.3%	72	NTS0303
Surface Rail Trips	2.2%	48	NTS0303

Table 3 - School Travel Proportion

Number dwellings	350	Planning Application
Number Primary Pupils	105	Based on 30 Primary Pupils per 100 Dwellings
Number Secondary Pupils	73.5	Based on 21 Primary Pupils per 100 Dwellings
Proportion of Primary Pupils	59%	http://documents.hants.gov.uk/education/HampshireSchoolPlacePlan2017-2021.pdf
Proportion Secondary Pupils	41%	

Table 4 - Walk Trips Journey Purpose

Walking Trips - Journey Purpose (2018 NTS0409)		Walk Trips - NTS	Walk Trips - TRICS
Education - Primary (60%)	11.9%	69	67
Education Secondary (40%)	8.3%	48	47
Commuting and Business	8.1%	47	46
Other / Leisure	40.1%	232	226
Shopping	19.2%	111	108
Other Escort and Personal Business	12.3%	71	69
Total Trips	100.0%	578	563

Table 5 - Cycle Trips Journey Purpose NTS

Cycle Trips - Journey Purpose (2018 NTS0409)		Cycle Trips - NTS	Cycle Trips - TRICS
Education - Primary (60%)	7.2%	3	5
Education Secondary (40%)	5.1%	2	3
Commuting and Business	36.0%	13	24
Other / Leisure	35.3%	13	23
Shopping	8.3%	3	5
Other Escort and Personal Business	8.1%	3	5
Total Trips	100.0%	37	66

Table 6 - TRICS Multi Modal Assessment (Mixed Private / Affordable Housing) 12hr

Pedestrian Trip Rate	0.803	0.805	1.608
Cyclist Trip Rate	0.096	0.093	0.189
Bus Passengers Trip Rate	0.105	0.121	0.226
Rail Passengers Trip Rate	0.028	0.029	0.057
Pedestrian Trips	281	282	563
Cyclist Trips	34	33	66
Bus Passengers	37	42	79
Rail Passengers	10	10	20

Table 7 - Filtered Key Walking Facilities

Facility		Destination	Total Distance to Facility (including internal walk to centre of site)			Shortest Distance
			Route A - Downend Road	Route B – Cams Bridge	Route C – Upper Cornaway Lane	
Education	ED1	Red Barn Primary and Pre-school	2,600	1,500	1,050	1,050
	ED3	Cams Hill Secondary School	1,200	1,200	2,500	1,200
Employment	-	Portchester Town Centre	3,300	2,100	2,100	2,100
	E2	Portchester Engineering	3,300	2,100	2,200	2,100
	E3	Portchester Business Centre	3,500	2,300	2,300	2,300
	E4	Cams Hall	2,100	2,000	3,400	2,000
	E7	DSTL Defence Science and Tech Lab	2,700	2,800	2,300	2,300
	L2	24-7 Fitness Fareham Gym	730	850	2,500	730
	L4	Portchester Community Centre	2,800	1,700	1,700	1,700
	L6	Fort Nelson	1,800	2,300	1,400	1,400
	L5	Portchester Library	3,200	2,100	2,000	2,000
	L7	Portchester Social Club	3,500	2,300	2,200	2,200
	L16	Cams Mill	1,800	1,700	3,100	1,700
	L17	Seagull PH	2,300	1,200	1,250	1,200
	L19	Highview Park	2,800	1,700	850	850
	L20	Wicor Recreation Ground	3,500	2,400	2,500	2,400
	L21	Portchester Park Play Area	2,800	1,600	1,600	1,600
	L15	Delme Arms PH	1,800	1,800	3,100	1,800
Retail	R6	BP Garage with M&S Food	2,300	1,150	1,100	1,100
	R1	Wicor Post Office	2,800	1,600	1,700	1,600
	R2	Co-Op	2,900	1,700	1,800	1,700
	-	Portchester Town Centre	3,300	2,100	2,100	2,100
Health	H1	Westlands Medical Centre	2,900	1,800	1,800	1,800
	H4	Rowlands Pharmacy	3,200	2,100	2,100	2,100
	H2	Lloyds Pharmacy	2,900	1,800	1,700	1,700
	H3	Portchester Health Centre	3,200	2,100	2,000	2,000
Transport	-	Nearest A27 Bus Stop	1,150	550	1,200	550
	-	Portchester Railway Station	3,300	2,200	1,900	1,900

Shortest Route

Table 8 - Route Distance difference from Shortest Route Available

Route A - Downend Road	Route B – Cams Bridge	Route C – Upper Cornaway Lane
1,550	450	0
0	0	1,300
1,200	0	0
1,200	0	100
1,200	0	0
100	0	1,400
400	500	0
0	120	1,770
1,100	0	0
400	900	0
1,200	100	0
1,300	100	0
100	0	1,400
1,100	0	50
1,950	850	0
1,100	0	100
1,200	0	0
0	0	1,300
1,200	50	0
1,200	0	100
1,200	0	100
1,200	0	0
1,100	0	0
1,100	0	0
1,200	100	0
1,200	100	0
600	0	650
1,400	300	0

Shortest Route

Table 9 - Route Assignment to Key Facilities

Facility		Destination	Total Distance to Facility (including internal walk to centre of site)		
			Route A - Downend Road	Route B - Cams Bridge	Route C - Upper Cornaway Lane
Education	ED1	Red Barn Primary and Pre-school	0.00%	0.00%	100.00%
	ED3	Cams Hill Secondary School	50.00%	50.00%	0.00%
Employment / Business	-	Portchester Town Centre	0.00%	50.00%	50.00%
	E2	Portchester Engineering	0.00%	100.00%	0.00%
	E3	Portchester Business Centre	0.00%	50.00%	50.00%
	E4	Cams Hall	0.00%	100.00%	0.00%
	E7	DSTL Defence Science and Tech Lab	0.00%	0.00%	100.00%
	Sub Total		0.00%	60.00%	40.00%
Leisure	L2	24-7 Fitness Fareham Gym	100.00%	0.00%	0.00%
	L4	Portchester Community Centre	0.00%	50.00%	50.00%
	L6	Fort Nelson	0.00%	0.00%	100.00%
	L5	Portchester Library	0.00%	0.00%	100.00%
	L7	Portchester Social Club	0.00%	0.00%	100.00%
	L16	Cams Mill	0.00%	100.00%	0.00%
	L17	Seagull PH	0.00%	100.00%	0.00%
	L19	Highview Park	0.00%	0.00%	100.00%
	L20	Wicor Recreation Ground	0.00%	100.00%	0.00%
	L21	Portchester Park Play Area	0.00%	50.00%	50.00%
	L15	Delme Arms PH	50.00%	50.00%	0.00%
	Sub Total		13.64%	40.91%	45.45%
Retail	R6	BP Garage with M&S Food	0.00%	0.00%	100.00%
	R1	Wicor Post Office	0.00%	100.00%	0.00%
	R2	Co-Op	0.00%	100.00%	0.00%
	-	Portchester Town Centre	0.00%	50.00%	50.00%
	Sub Total		0.00%	62.50%	37.50%
Personal Business	H1	Westlands Medical Centre	0.00%	50.00%	50.00%
	H4	Rowlands Pharmacy	0.00%	50.00%	50.00%
	H2	Lloyds Pharmacy	0.00%	0.00%	100.00%
	H3	Portchester Health Centre	0.00%	0.00%	100.00%
	-	Portchester Town Centre	0.00%	50.00%	50.00%
	Sub Total		0.00%	30.00%	70.00%
Transport	-	Nearest A27 Bus Stop	0.00%	100.00%	0.00%
	-	Portchester Railway Station	0.00%	0.00%	100.00%

Table 10 - Walking Trips Using NTS Data

Walking Trips	Route A - Downend Road	Route B - Cams Bridge	Route C - Upper Cornaway Lane
Education - Primary	0	0	69
Education Secondary	24	24	0
Commuting and Business	0	28	19
Other / Leisure	32	95	105
Shopping	0	69	42
Other Escort and Personal Business	0	21	50
Total Trips	56	238	284
% Trips	9.6%	41.2%	49.2%
Bus Trips	0	72	0
Rail Trips	0	0	48
Total Route Assignment	56	309	332
Route Proportion	8.0%	44.4%	47.6%

Table 11 - Walking Trips Using TRICS Data

Walking Trips	Route A - Downend Road	Route B - Cams Bridge	Route C - Upper Cornaway Lane
Education - Primary	0	0	67
Education Secondary	23	23	0
Commuting and Business	0	27	18
Other / Leisure	31	92	103
Shopping	0	68	41
Other Escort and Personal Business	0	21	49
Total Trips	54	232	277
% Trips	9.6%	41.2%	49.2%
Bus Trips	0	79	0
Rail Trips	0	0	20
Total Route Assignment	54	311	297
Route Proportion	8.2%	46.9%	44.9%

Table 12 - Cycle Facilities

Facility		Destination	Total Distance to Facility (including internal walk to centre of site)		
			Route A - Downend Road	Route B - Cams Bridge	Route C - Upper Cornaway Lane
Education	ED1	Red Barn Primary and Pre-school	2,600	1,500	1,050
	ED3	Cams Hill Secondary School	1,200	1,200	2,500
Employment / Business	-	Portchester Town Centre	3,300	2,100	2,100
	-	Fareham Town Centre	2,500	2,500	3,900
	E2	Portchester Engineering	3,300	2,100	2,200
	E3	Portchester Business Centre	3,500	2,300	2,300
	E5	Murrills Estate	3,800	2,700	2,500
	E4	Cams Hall	2,100	2,000	3,400
	E6	Trafalgar Wharf	4,100	3,000	2,800
	E7	DSTL Defence Science and Tech Lab	2,700	2,800	2,300
	E9	Portsmouth Technology Park	4,900	5,000	4,000
	E10	Fareham Industrial Park	2,900	2,900	4,200
	E8	Fort Wallington Industrial Estate	2,800	2,800	4,100
Leisure	L2	24-7 Fitness Fareham Gym	730	850	2,500
	L4	Portchester Community Centre	2,800	1,700	1,700
	L6	Fort Nelson	1,800	2,300	1,400
	L10	Portchester Castle	4,700	3,600	3,500
	L11	Portchester Sailing Club	4,600	3,500	3,400
	L12	Portchester Allotments	4,300	3,100	3,100
	L13	Fort Southwick	3,900	4,100	2,900
	L14	Team Sport Go Karting	4,900	4,900	6,200
	L5	Portchester Library	3,200	2,100	2,000
	L7	Portchester Social Club	3,500	2,300	2,200
	L16	Cams Mill	1,800	1,700	3,100
	L17	Seagull PH	2,300	1,200	1,250
	L18	Fareham Leisure Centre	3,500	3,500	4,800
	L19	Highview Park	2,800	1,700	850
	L20	Wicor Recreation Ground	3,500	2,400	2,500
	L21	Portchester Park Play Area	2,800	1,600	1,600
	L15	Delme Arms PH	1,800	1,800	3,100
	L8	Portchester Youth Centre	3,600	2,600	2,500
Retail	R6	BP Garage with M&S Food	2,300	1,150	1,100
	R1	Wicor Post Office	2,800	1,600	1,700
	R2	Co-Op	2,900	1,700	1,800
	-	Portchester Town Centre	3,300	2,100	2,100
	R3	Sainsburys	2,900	2,800	4,200
	R4	Fareham Shopping Centre	2,500	2,500	3,900
Personal Business	R5	Tesco Superstore	2,700	2,700	4,000
	H1	Westlands Medical Centre	2,900	1,800	1,800
	H4	Rowlands Pharmacy	3,200	2,100	2,100
	H2	Lloyds Pharmacy	2,900	1,800	1,700
	H3	Portchester Health Centre	3,200	2,100	2,000
	-	Portchester Town Centre	3,300	2,100	2,100
	-	Fareham Town Centre	2,500	2,500	3,900
Transport	-	Nearest A27 Bus Stop	1,150	550	1,200
	-	Portchester Railway Station	3,300	2,200	1,900
	-	Fareham Railway Station	3,700	3,700	5,000

Table 13 - Cycle Trip Assignment

Facility		Destination	Total Distance to Facility (including internal walk to centre of site)		
			Route A - Downend Road	Route B – Cams Bridge	Route C – Upper Cornaway Lane
Education	ED1	Red Barn Primary and Pre-school	0%	0%	100%
	ED3	Cams Hill Secondary School	50%	50%	0%
Employment / Business	-	Portchester Town Centre	0%	50%	50%
	-	Fareham Town Centre	50%	50%	0%
	E2	Portchester Engineering	0%	100%	0%
	E3	Portchester Business Centre	0%	50%	50%
	E5	Murrills Estate	0%	0%	100%
	E4	Cams Hall	0%	100%	0%
	E6	Trafalgar Wharf	0%	0%	100%
	E7	DSTL Defence Science and Tech Lab	0%	0%	100%
	E9	Portsmouth Technology Park	0%	0%	100%
	E10	Fareham Industrial Park	50%	50%	0%
	E8	Fort Wallington Industrial Estate	50%	50%	0%
	Sub Total		14%	41%	45%
Leisure	L2	24-7 Fitness Fareham Gym	100%	0%	0%
	L4	Portchester Community Centre	0%	50%	50%
	L6	Fort Nelson	0%	0%	100%
	L10	Portchester Castle	0%	0%	100%
	L11	Portchester Sailing Club	0%	0%	100%
	L12	Portchester Allotments	0%	50%	50%
	L13	Fort Southwick	0%	0%	100%
	L14	Team Sport Go Karting	50%	50%	0%
	L5	Portchester Library	0%	0%	100%
	L7	Portchester Social Club	0%	0%	100%
	L16	Cams Mill	0%	100%	0%
	L17	Seagull PH	0%	100%	0%
	L18	Fareham Leisure Centre	50%	50%	0%
	L19	Highview Park	0%	0%	100%
	L20	Wicor Recreation Ground	0%	100%	0%
	L21	Portchester Park Play Area	0%	50%	50%
	L15	Delme Arms PH	50%	50%	0%
	L8	Portchester Youth Centre	0%	0%	100%
	Sub Total		14%	33%	53%
Retail	R6	BP Garage with M&S Food	0%	0%	100%
	R1	Wicor Post Office	0%	100%	0%
	R2	Co-Op	0%	100%	0%
	-	Portchester Town Centre	0%	50%	50%
	R3	Sainsburys	0%	100%	0%
	R4	Fareham Shopping Centre	50%	50%	0%
	R5	Tesco Superstore	50%	50%	0%
	Sub Total		14%	64%	21%
Personal Business	H1	Westlands Medical Centre	0%	50%	50%
	H4	Rowlands Pharmacy	0%	50%	50%
	H2	Lloyds Pharmacy	0%	0%	100%
	H3	Portchester Health Centre	0%	0%	100%
	-	Portchester Town Centre	0%	50%	50%
	-	Fareham Town Centre	50%	50%	0%
	-	Portchester Railway Station	0%	0%	100%
	-	Fareham Railway Station	50%	50%	0%
	Sub Total		13%	31%	56%

Table 14 - Cycle Trips Using NTS Data

Walking Trips	Route A - Downend Road	Route B – Cams Bridge	Route C – Upper Cornaway Lane
Education - Primary	0	0	3
Education Secondary	1	1	0
Commuting and Business	2	5	6
Other / Leisure	2	4	7
Shopping	0	2	1
Other Escort and Personal Business	0	1	2
Total Trips	5	14	18
% Trips	14.5%	36.9%	48.6%

Table 15 - Cycle Trips Using TRICS Data

Walking Trips	Route A - Downend Road	Route B – Cams Bridge	Route C – Upper Cornaway Lane
Education - Primary	0	0	5
Education Secondary	2	2	0
Commuting and Business	3	10	11
Other / Leisure	3	8	12
Shopping	1	4	1
Other Escort and Personal Business	1	2	3
Total Trips	10	24	32
% Trips	14.5%	36.9%	48.6%

Table 16 - Total Trip Demand Using NTS Data

	Route A - Downend Road	Route B – Cams Bridge	Route C – Upper Cornaway Lane	Total Trips
Walking Trips (incl Walk to Public Transport)	56	309	332	697
Cycle Trips	5	14	18	37
Total Trips	61	323	350	734
% Trips	8.3%	44.0%	47.7%	100.0%

Table 17 - Total Trip Demand Using TRICS Data

	Route A - Downend Road	Route B – Cams Bridge	Route C – Upper Cornaway Lane	Total Trips
Walking Trips (incl Walk to Public Transport)	54	311	297	662
Cycle Trips	10	24	32	66
Total Trips	64	335	329	728
% Trips	8.8%	46.0%	45.2%	100.0%

APPENDIX C. Local Services and Facilities

Table 1 - Walking Distance to Key Facilities Table from SoCG Working Document

Facility		Destination	Total Distance to Facility (including internal walk to centre of site)			Shortest Distance
			Route A - Downend Road	Route B - Cams Bridge	Route C - Upper Cornaway Lane	
Education	ED1	Red Barn Primary and Pre-school	2,600	1,500	1,050	1,050
	ED4	Northern Junior School	3,100	2,000	1,300	1,300
	ED5	Northern Infant and Pre-School	3,100	2,000	1,300	1,300
	ED2	Wicor Primary School	2,400	1,300	1,500	1,300
	ED3	Cams Hill Secondary School	1,200	1,200	2,500	1,200
	ED6	Portchester Community School	3,600	2,500	2,500	2,500
	ED8	Teddy Bears Nursery School	4,000	2,800	2,700	2,700
	ED9	Little Paws Nursey	4,300	3,100	2,400	2,400
	ED7	Castle Primary School	3,800	2,700	2,600	2,600
	ED10	Castle View (King Richard) Secondary School	4,400	3,200	2,700	2,700
Employment	-	Portchester Town Centre	3,300	2,100	2,100	2,100
	-	Fareham Town Centre	2,500	2,500	3,900	2,500
	E1	Veolia Composting Facility	1,000	1,100	2,200	1,000
	E2	Portchester Engineering	3,300	2,100	2,200	2,100
	E3	Portchester Business Centre	3,500	2,300	2,300	2,300
	E5	Murrills Estate	3,800	2,700	2,500	2,500
	E4	Cams Hall	2,100	2,000	3,400	2,000
	E6	Trafalgar Wharf	4,100	3,000	2,800	2,800
	E7	DSTL Defence Science and Tech Lab	2,700	2,800	2,300	2,300
	E9	Portsmouth Technology Park	4,900	5,000	4,000	4,000
Leisure	E10	Fareham Industrial Park	2,900	2,900	4,200	2,900
	E8	Fort Wallington Industrial Estate	2,800	2,800	4,100	2,800
	L1	Ellersie Hotel	730	850	2,500	730
	L2	24-7 Fitness Fareham Gym	730	850	2,500	730
	L3	Roshauna Riding School	1,050	1,600	2,200	1,050
	L4	Portchester Community Centre	2,800	1,700	1,700	1,700
	L6	Fort Nelson	1,800	2,300	1,400	1,400
	L10	Portchester Castle	4,700	3,600	3,500	3,500
	L11	Portchester Sailing Club	4,600	3,500	3,400	3,400
	L12	Portchester Allotments	4,300	3,100	3,100	3,100
	L13	Fort Southwick	3,900	4,100	2,900	2,900
	L14	Team Sport Go Karting	4,900	4,900	6,200	4,900
	L5	Portchester Library	3,200	2,100	2,000	2,000
	L7	Portchester Social Club	3,500	2,300	2,200	2,200
	L16	Cams Mill	1,800	1,700	3,100	1,700
	L17	Seagull PH	2,300	1,200	1,250	1,200
	L18	Fareham Leisure Centre	3,500	3,500	4,800	3,500
	L19	Highview Park	2,800	1,700	850	850
	L20	Wicor Recreation Ground	3,500	2,400	2,500	2,400
	L21	Portchester Park Play Area	2,800	1,600	1,600	1,600
Retail	L9	Cams Hall Golf Course	2,400	2,400	3,700	2,400
	L15	Delme Arms PH	1,800	1,800	3,100	1,800
	L8	Portchester Youth Centre	3,600	2,600	2,500	2,500
	R6	BP Garage with M&S Food	2,300	1,150	1,100	1,100
	R1	Wicor Post Office	2,800	1,600	1,700	1,600
	R2	Co-Op	2,900	1,700	1,800	1,700
	-	Portchester Town Centre	3,300	2,100	2,100	2,100
	R3	Sainsburys	2,900	2,800	4,200	2,800
Health	R4	Fareham Shopping Centre	2,500	2,500	3,900	2,500
	R5	Tesco Superstore	2,700	2,700	4,000	2,700
	H1	Westlands Medical Centre	2,900	1,800	1,800	1,800
	H4	Rowlands Pharmacy	3,200	2,100	2,100	2,100
Transport	H2	Lloyds Pharmacy	2,900	1,800	1,700	1,700
	H3	Portchester Health Centre	3,200	2,100	2,000	2,000
	-	Nearest A27 Bus Stop	1,150	550	1,200	550
	-	Portchester Railway Station	3,300	2,200	1,900	1,900
	-	Fareham Railway Station	3,700	3,700	5,000	3,700

Shortest Route

>2,500m Walk

Duplicate School

Minor Facility

APPENDIX D.Illustrative Masterplan



Key

Notes/Revisions

Winnham Farm, Dowend Road, Portchester
Miller Homes

Illustrative Master Plan

2495-01 /RS-SK-004	Revision: B
DRAFT	Date issued: 10/07/2020
1:3500 @ A3	Drawn by: SL Checked by: IP

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APPENDIX E. Indicative Travel Plan Costs

Land East of Downend Road, Portchester - Indicative Travel Plan Costs

Travel Plan Period (years)	5	Years	Other Costs	Notes
Number of Dwellings	350	Cost per unit		
Infrastructure Measures	£0	£0	£0	Covered in the development construction costs to include pedestrian and cycle connections, cycle parking
Travel Plan Coordinator	£41,250	£7,500	£0	Assuming £7,500 per year over 5.5 year travel plan period (part time)
Develop Full Travel Plan	£2,500	£0	£2,500	Assumed £2,500 costs for preparing and agreeing Full Travel Plan
Sales Information	£0	£0	£0	Sustainable travel information to be provided within the sales brochures.
Travel Information Pack / Leaflet	£4,250	£10	£750	£750 preparation cost and £10 per household printing costs
Travel Information Website / twitter / Facebook	£8,000	£1,000	£3,000	Initial set up fee of £3,000 then annual cost of £1,000
Community Newsletter	£0	£0.0	£0	Annual newsletter to published on the Travel Plan Website and sent around by email, production time included within TPC costs
Promotional Events e.g. Launch or road show	£5,000	£1,000	£0	£1,000 budget per year
Community Noticeboards	£500	£0	£500	Initial cost for procurement
Bicycle User Group (BUG)	£0	£0	0	Covered under TPC fees
Steering Group	£0	£0	0	
Promote Residential car sharing schemes	£0	£0	0	
Travel Voucher	£8,750	£50	£0	£50 voucher per household - assume 50% uptake
Travel Plan Questionnaires	£300	£100	£0	Online Travel Plan questionnaire carried out on years 1, 3 and 5 of the Travel Plan at cost of approximate £100 per survey set
Traffic Surveys	£1,500	£500	£0	ATC survey to be undertaken at site entrance on years 1, 3 and 5 of travel plan survey to assist with monitoring - £500 per ATC
Monitoring Reports	£150	£50	£0	Included in TPC fees excl. printing costs (£50 in years 1, 3 and 5 of travel plan period)
Monitoring Fees	£16,500	£3,000	£1,500	Approval Fee of £1,500 and Monitoring fees of £15,000
TOTAL	£88,700			

APPENDIX F. Draft Travel Survey

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	<input type="text"/>	Financial incentives for car shares	<input type="text"/>
Free transport home in an emergency	<input type="text"/>	Pool car available for business use	<input type="text"/>
Priority parking for car sharers	<input type="text"/>		
Other, please specify	<input type="text"/>		

20. Is bus or train travel a possibility?

Yes	<input type="text"/>	No	<input type="text"/>	Both	<input type="text"/>
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Which is most convenient?

Bus	<input type="text"/>	Train	<input type="text"/>
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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	<input type="text"/>	Pool car available for business use	<input type="text"/>
More frequent services	<input type="text"/>	More reliable services	<input type="text"/>
Better information on times and fares	<input type="text"/>		
Regular link between station/bus stop and place of work	<input type="text"/>		
Other, please specify	<input type="text"/>		

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

Education for self	<input type="text"/>	Education for dependants	<input type="text"/>
Access to Health services	<input type="text"/>	Access to retail services	<input type="text"/>
Leisure	<input type="text"/>		
Other, please specify	<input type="text"/>		

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.

