

A submission by
CALA HOMES (THAMES) LTD

In respect of
**Barton Farm,
Winchester**




Residential Travel Plan

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1 INTRODUCTION

Background

- 1.1 This Residential Travel Plan (RTP) has been prepared by Transport Planning Associates (TPA) on behalf of Cala Homes (South) Ltd to support the development of 2000 residential units on land at Barton Farm, Winchester. The RTP forms part of a reserved matters submission and is required as part of the secured Section 106 Agreement for the development. The RTP accords with the agreed Framework Travel Plan prepared by TPA in December 2010.
- 1.2 Outline planning permission was achieved for the Barton Farm development on 2nd October 2012. In addition to the 2000 units the development comprises:
- A local centre to comprise 2000 square metres (sq.m) Gross Floor Area (GFA) foodstore and 1000sq.m GFA of small retail units;
 - A primary school;
 - 2000 sq.m office;
 - 500 sq.m GFA public house;
 - 2,470 sq.m GFA of community land uses to include a nursery, gym, health centre, and community building; and
 - A Park and Ride (light) facility.
- 1.3 Reserved Matters planning permission for a total of 423 dwellings was granted on 3rd April 2014 (known as Phases 1A and 1B) and are due to commence in September 2014.

A Travel Plan

- 1.4 The National Planning Policy Framework (March 2012) defines a travel plan as “***a long term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed***”. The planning practice guidance Travel Plans, Transport Assessments and Statements in decision taking (March 2014) clarifies the role of the travel plan further: “***Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets***”.

- 1.5 The planning practice guidance sees travel plans positively contributing to:
- Encouraging sustainable travel;
 - Lessening traffic generation and its detrimental impacts;
 - Reducing carbon emissions and climate impacts;
 - Creating accessible, connected, inclusive communities;
 - Improving health outcomes and quality of life;
 - Improving road safety; and
 - Reducing the need for new development to increase existing road capacity or provide new roads.
- 1.6 Key principles include that the development related travel plan is proportionate to the size of the development, that it is established at the earliest stage and brought forward through collaborative work, that it is tailored to local circumstances and information, it has appropriate timeframes and is presented in a clear and publicly accessible form.
- 1.7 The Travel Plan is more than a document, it is a process that is managed and follows the classic management system process of 'Plan, Do, Review'. In this case it is termed 'plan, implement, monitor' and the process is illustrated in **Figure 1.1**.

Figure 1.1: The Travel Plan Process

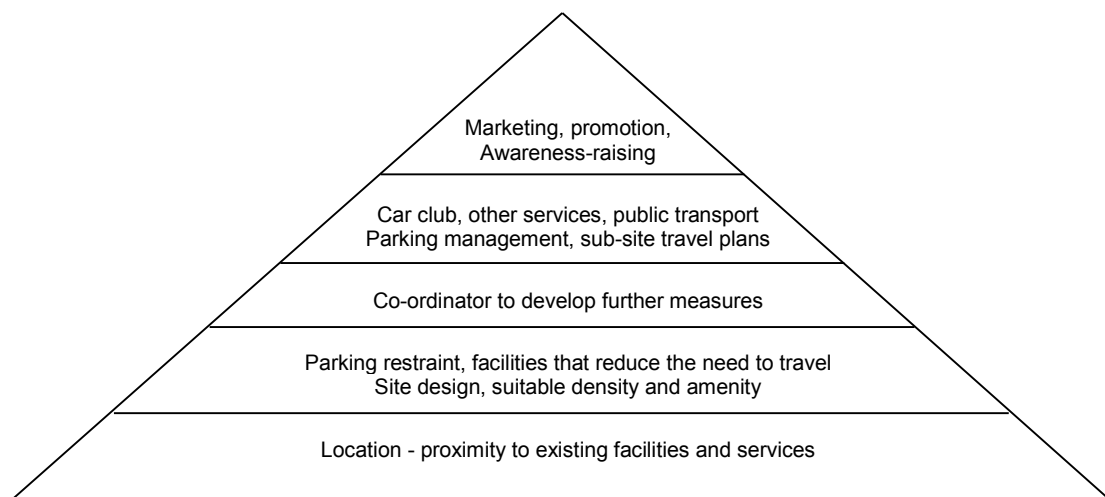


1.8 An effective Travel Plan will be managed as a process, planned, implemented and monitored:

- Site specific – every site is unique and the measures will be determined by the opportunities and constraints of the site itself, the nature of uses and occupation, the location of other facilities and the existing public transport provision;
- A combination of hard measures (e.g. site design and improved sustainable infrastructure) and soft measures (e.g. provision of information and incentives); and
- A holistic package of measures that are integrated with one another and the development and its marketing and promotion.

1.9 The principles of what makes an effective Travel Plan are depicted in the Travel Plan pyramid diagram contained as **Figure 1.2** below. The foundation is a good location, with each element of the travel plan building upon that. The pyramid is not complete without promotion and marketing to ensure that communication with all those affected is undertaken effectively and consistently.

Figure 1.2 – Travel Plan Pyramid



1.10 This RTP for the Barton Farm development considers and appropriately provides for each step of the pyramid to ensure that an effective Travel Plan is provided.

2 ACCESSIBILITY

Sustainable Location

- 2.1 It is agreed by Hampshire County Council and Winchester City Council that the site is sustainably located and is suitable for residential development. As such, it is considered that the preliminary targets for the site contained within this RTP should be achievable.
- 2.2 It is also agreed that the development of Barton Farm for 2,000 dwellings and complementary land uses will enhance the sustainability of Winchester City Centre, which is currently subject to an imbalance of in commuting trips from outside of Winchester due to insufficient housing within Winchester in relation to the employment and retail opportunities available.
- 2.3 The Barton Farm development is located within 2km north of Winchester city centre. It is a mixed used development offering the opportunity for local walking and cycling trips. The location of the site is indicated on **Figure 2.1** in relation to pedestrian and cycle routes and catchment areas.

Proximity to Local Services and Amenities

- 2.4 The location of the site is such that a good mix of services, facilities, amenities and public transport opportunities which are likely to be required on a daily basis are already located within walking and cycling distance. It provides the opportunity to reduce the number and length of in-commuting vehicular trips by enabling people to live closer to where they work, and in particular, Winchester City Centre. The site is within walking distance of the city centre and the numerous services and places of employment it has to offer. Some of these are set out below. The masterplan has been developed to encourage walking and cycling trips to the city centre, given their close proximity. It is also noted that the development itself will provide new employment, retail, leisure, education and community facilities within the site.
- 2.5 'Making Residential Travel Plans Work' published by the DfT states that 'new housing should be designed to be within a few minutes walk of shops, post offices, banks, schools, pubs and other everyday facilities'.
- 2.6 The site is within walking, cycling or a short bus trip distance of the city centre and the numerous services and places of employment it has to offer. Some of these are set out as follows:

Employment Opportunities

- 2.7 The site offers good accessibility to a range of employment types. These include extensive commercial, retail and office areas within Winchester City Centre, approximately 2km to the south of the centre of the site.

- 2.8 In addition, Winnall Industrial Estate is located approximately 1.75km to the southeast of the centre of the site, in the vicinity of Junction 9 of the M3.

Retail Facilities

- 2.9 Similarly, Winchester City has most of the facilities and national retail multiples that one would expect from a city centre.
- 2.10 Local shopping facilities are also available on Priors Dean Road and Stoney Lane. It is anticipated that a large proportion of retail trips of new residents will be undertaken within the site given the new retail facilities being proposed. Currently, there is Aldi, Waitrose and Tesco Express located on Priors Dean Road and Stoney Lane.
- 2.11 The Barton Farm development will also provide a local centre which will provide a superstore, community land uses and a public house. It is envisaged that these will open in 2018 after the opening of Andover Avenue (the new spine road).

Leisure Facilities

- 2.12 Winchester City Centre has a variety of leisure and recreational facilities including bars, restaurants, libraries, museums, theatres. Sport and community facilities are present within a 2km walk of the site located within the Harestock and Hyde districts of Winchester.
- 2.13 Allotments, children's playground and Winchester Rugby and Athletics ground is located within the Abbots Barton district approximately 1.5km southeast of the centre of the site.

Schools

- 2.14 There are two primary schools located within reasonable walking distance from the centre of the site: - Harestock County Primary School and Weeke Primary School. A new primary school is proposed as part of the development, and is scheduled to open in September 2016. The proposed school will be centrally located within the development which provides the opportunities for pupils to walk / be walked to the school.
- 2.15 There are two secondary schools located in close vicinity of the site. The Henry Beaufort School, which fronts Andover Road and also the Westgate School in the vicinity of Stockbridge Road and Berewecke Road.

Walking and Cycling

- 2.16 There are a number of established footpaths and cycle routes / lanes in the vicinity of the site. These are illustrated on **Figure 2.1** which also shows a 400, 800 and 2000m walk and 1600m cycle distance from the centre of the site. Additionally, there are many walking routes provided in Winchester, ranging from 2 to 10.5 Miles.

- 2.17 The location of cycle routes and lanes included on **Figure 2.1** are based on the 'Cycle Routes and Lanes in Winchester' map, prepared by Winchester City Council in 2007 and the 'Winchester on the move' map, prepared by the City Council 2004.
- 2.18 Route 23 of the National Cycle Network (NCN) is located approximately 2.4 kilometres to the south east of the site. NCN 23 is approximately 80 miles long, comprising a mixture of off and on road cycling paths. It provides access to Basingstoke, Reading, Southampton, Cowes as well as Isle of Wight.
- 2.19 It is clear from **Figure 2.1** that much of the site is within a comfortable walking and cycling distance of the City Centre. The centre of the site is approximately a 25 minute walk from the rail station and the northern edge of the city centre. This provides the opportunity for people to live and work in Winchester without reliance on the private car, or without having to out commute. The proposed school will be centrally located within the development which provides the opportunities for pupils to walk / be walked to the school.

Local Bus Services

- 2.20 The bus services in the area are generally provided by Stagecoach in Hampshire. There are six buses which run from Andover Road / Stony Lane bus stop. Service provision in the vicinity of the site is good with frequent services to Winchester, Andover, Hatch Warren, Overton and Stockbridge; although along the Andover Road site frontage only one service operates (No. 86) at a frequency of one hour.
- 2.21 Local bus services operate on Andover Road and Worthy Road, providing a link to the north of the site towards Basingstoke and south towards Winchester City Centre.
- 2.22 The nearest bus stops are located on both sides of Andover Road in the vicinity of Mountbatten Court and in the vicinity of the Stony Lane junction. Worthy Road has bus stops on both sides of the road in the vicinity of its junction with Edington Road. **Figure 2.2** illustrates the locations of bus stops and local bus routes.
- 2.23 Bus stop provision on Andover Road at Mountbatten Court consists of a bus shelter for southbound services and a bus stop flag only for northbound services.
- 2.24 Bus Stop provision on Andover Road at Stony Lane consists of a bus bay, flag and pole and the southbound stop also includes a flag and a pole.
- 2.25 Bus Stop provision on Worthy Lane includes a flag, pole and timetable information. These bus stops are located approximately 1km from the centre of the site.
- 2.26 Bus service details and timetable information have been obtained from the Stagecoach website, correct to July 2017. Existing local bus services are summarised on **Table 2.1 and 2.2**.

Table 2.1 – Summary of Existing Bus Services from Andover Road

SERVICE	ROUTE DESCRIPTION	OPERATOR	DAILY FREQUENCY		
			DAYTIME	EVENING	SUNDAY
16	Stockbridge - Winchester	Wheelers Travel	Two services only	N/A	N/A
86	Hatch Warren – Whitchurch - Winchester	WT	30 – 120 minutes	90 – 120 minutes	N/A
WT = Wheelers Travels					

Table 2.2 – Summary of Existing Bus Services from Worthy Road

SERVICE	ROUTE DESCRIPTION	OPERATOR	DAILY FREQUENCY		
			DAYTIME	EVENING	SUNDAY
The Spring	Winchester Bus Station – Springvale - Winchester	SCH	15 mins	20 - 30 mins / Hourly	Hourly
67	Winchester Bus Station – Petersfield	SCH	Every two hours	N/A	N/A
95/96	Winchester – Springvale – East Stratton	MC	1 return trip Mon/Wed/Fri	N/A	N/A
KEY: SCH = Stagecoach in Hampshire, MC = Mervyn Coaches					

- 2.27 From the **Tables 2.1** and **2.2**, it can be determined that during the daytime, there are approximately three buses per hour in each direction utilising the Andover Road corridor and approximately four buses per hour in each direction utilising the Worthy Road corridor.
- 2.28 The local bus services provide peak hour and off-peak connections to Winchester city centre and also employment opportunities and residential areas within Winchester, Basingstoke and surrounding areas, which is therefore anticipated to minimise commuting by private car.
- 2.29 The development will provide a new bus service providing a loop between the development and the city centre. Further details are provided in **Chapter 5**.

Rail Services

- 2.30 Winchester Rail Station is located approximately 1.75km from the centre of the site. The station provides passengers with regular local and regional services to locations such as Poole, London, Portsmouth, Bournemouth, Reading, Weymouth, Birmingham and Southampton.

2.31 **Table 2.3** provides details of direct rail services available from Winchester Rail Station.

Table 2.3 Summary of Existing Rail Services

DESTINATION	TYPICAL JOURNEY TIME	FREQUENCY		
		DAYTIME	EVENING	SUNDAY
Eastleigh	10 mins	15 - 30 mins	10 - 25 mins	60 mins
Basingstoke	16 mins	7 - 25 mins	7 - 25 mins	15 - 30 mins
Southampton	20 mins	7 - 20 mins	8 - 30 mins	10 -60 mins
Reading	35 mins	30 – 60 mins	Hourly	Hourly
Bournemouth	60 mins	Hourly	60 – 80 mins	30 - 60 mins
Dorchester South	100 mins	30 mins	60 – 80 mins	Hourly
Newcastle	5 hours 40 mins	120 mins	120 mins until 1600	No direct services
Manchester Piccadilly	3 hours 55 mins	Hourly	Hourly	Hourly
Portsmouth	60 mins	Hourly	Hourly	Hourly
Poole	70 mins	15 mins	30 mins	30 - 60 mins
London Waterloo	70 mins	6 - 25 mins	7- 30 mins	20 mins
Weymouth	130 mins	30	Hourly	Hourly
Birmingham New Street	30 -60 mins	30 - 60 mins	Hourly	Hourly

2.32 Bus services also operate from Winchester rail station to Romsey Bus Station and Winchester city centre.

3 ROLES AND RESPONSIBILITIES

Travel Plan Coordinator

- 3.1 A key requirement of the appointment of the Section 106 Agreement is the appointment of a Travel Plan Coordinator (TPC). The TPC will be responsible for:
- Overseeing the development/implementation of the travel plan and its day-to-day operation;
 - Acting as liaison between the Council, management, residents, the school and retail end users;
 - Managing the initiatives/measures; and
 - Implementing and monitoring the travel plan over a ten year period, from three months prior to the first occupation.
- 3.2 The TPC will promote and encourage sustainable travel i.e. walking, cycling, public transport and car sharing amongst residents and visitors.
- 3.3 The TPC is the face of the Travel Plan liaising with residents and sales staff within marketing offices. National sustainable travel events will be supported.
- 3.4 TPA have been appointed by Cala Homes as Travel Plan Co-ordinator. The TPA Structure Chart for implementing the RTP along with key contact details are included at **Appendix A**.

Steering Group

- 3.5 A steering group will be established to coordinate the implementation and monitoring of the travel plan at the development. This will be chaired by the TPC and the terms of reference for the group is included at **Appendix B**.

Funding

- 3.6 An agreed Travel Plan budget of £500,000 has been established between Cala Homes and Hampshire County Council for the preparation of full travel plans and travel plan statements and the planning and implementation of the measures, management requirements and monitoring and evaluation.

4 OBJECTIVES, TARGETS AND INDICATORS

Objectives

- 4.1 The overarching aim of travel planning at Barton Farm is to minimise additional demand for (car) travel at this sustainable location and secure appropriate measures to maximise the opportunities for travel by other means.
- 4.2 The RTP has a series of objectives. These are the high level aims and provide direction and focus to the plan. They relate to the development and its locality to help ensure that the development will 'fit' with its surroundings in transport terms and any impacts can be minimised. The objectives are as follows:
- Reduce Single Occupancy Vehicle (SOV) use;
 - Increase the number of people using public transport;
 - Raise awareness of sustainable travel amongst residents.

Targets

- 4.3 The targets are the measurable goals that are assessed to see whether the objectives have been achieved. The targets established are SMART (Specific, Measurable, Achievable, Realistic and Timebound) in accordance with best practice. The identified targets are as follows:
- To achieve an SOV use of no more than 55%, or to achieve a 10% reduction, within 10 years from baseline surveys being carried out. The baseline is established from the occupation of the 150th dwelling or two years after first occupation depending on which is earlier);
 - To achieve a 14% mode share for residents using the new bus service or to increase the mode share of residents using the new service by 10% within 10 years, based on first year of operation occupancy figures; and
 - To achieve an 80% awareness rate of the RTP within 10 years of first occupation.
- 4.4 All of the 'Action' type targets are set out in the Action Plan included as **Appendix E**.

Indicators

4.5 Indicators identify how the targets will be measured:

- Questionnaire Surveys and multi-modal traffic surveys, for a cordon of development, carried out every two years for the dwellings occupied up to that point;
- Patronage information will be obtained from the bus operator on a bi-annual basis; and
- The awareness of the RTP would be monitored through a question within the bi-annual questionnaires.

Summary

4.6 A summary of the objectives, targets and indicators for this RTP is set out in Table 3.1.

Table 4.1: Objectives, Targets and Indicators

Objectives	Targets	Indicators
1. Reduce SOV use	To achieve an SOV use of no more than 55%, or to achieve a 10% reduction, within 10 years from baseline surveys being carried out. The baseline is established from the occupation of the 150 th dwelling or two years after first occupation depending on which is earlier)	Residents questionnaire survey and Multi-modal traffic survey
2. Increase number of people using PT	To achieve a 14% mode share for residents using the new bus service or to increase the mode share of residents using the new service by 10% within 10 years, based on first year of operation occupancy figures	Patronage data from Bus Operator
3. Raise sustainable travel awareness amongst residents	To achieve a 80% awareness rate of the RTP within 10 years of first occupation	Residents questionnaire

5 MEASURES

To Reduce Private Car Borne Trips

- 5.1 Each dwelling at Barton Farm will be provided with high speed internet cabling. This will be designed into the new homes and will be available for new residents on occupation.
- 5.2 Each home will receive a resident's information pack. This is a welcome pack to be provided on first occupation. This will comprise of the following elements:
- A4 'Your Travel Information' wallet (see **Appendix C**);
 - Details of how to redeem £150.00 travel vouchers (see **Appendix D**);
 - Bespoke Travel Options Leaflet;
 - Public Transport map and timetables;
 - Promotion of car sharing schemes;
 - Walking and cycling maps; and
 - Other relevant information.
- 5.3 A car club scheme with two cars and associated car parking spaces will be set up and implemented for the development. Negotiations are ongoing with interested parties although Co-wheels car club are at this draft stage, the client's preferred supplier. Cala Homes however confirm that they will meet the initial start-up costs of the development car club, which will guarantee its operation for the first three years, irrespective of the take up of the car club scheme.
- 5.4 It has been agreed by the developer that as part of the residents travel plan pack they will pay for the membership fees to the car club, for each resident, for the first three years from the commencement of the car club.
- 5.5 Car club cars will be introduced prior to the occupation of 150th dwelling (approximately mid 2016 based on anticipated house build phasing) and the 650th dwelling respectively.
- 5.6 The car sharing schemes shareacar.com and hants.liftshare.com will be promoted through the community website and the travel noticeboards.
- 5.7 The car parking provision at the development is to be provided with reference to Table 2 of the Winchester City Council residential parking standards, which is displayed in **Table 5.1** below, to accommodate demand without encouraging excessive ownership.

Table 5.1 Car Parking Standards for Residential Developments

Dwelling Size	Parking spaces required per dwelling	
	Shared/ Communal Parking Spaces	Allocated Parking Spaces
1 Bed	1	1.5
2 Bed	1.5	2
3 Bed	2	2
4+ Beds	2.5	3

- 5.8 Ultimately the parking provision will be broadly in accordance with the above table in order to achieve a satisfactory design but the exact provision on a plot by plot basis may differ. In terms of visitor parking this will also be in accordance with Winchester City Council parking standards with 0.2 visitor spaces provided per dwelling when the parking is unallocated.
- 5.9 Parking controls may be required within the development, and potentially in neighbouring areas for example at junctions, to prevent any unsafe or inconsiderate parking.
- 5.10 Ultimately, proposed parking layouts for future development phases will be developed through liaison and agreement with highways officers at Winchester City Council.
- 5.11 Four travel notice boards are to be provided in the development. They will be provided prior to the occupation of the 1st, 301st, 601st and 1351st dwellings respectively. As such a noticeboard will be provided within both the 1A and 1B developments, with the 1A noticeboard being located within the sales centre, which will form an information hub for residents whilst the development is in its infancy. The precise location of the noticeboard in Phase 1B is to be confirmed but it is likely to be located in the vicinity of the play area.
- 5.12 A community website promoting and including information on sustainable modes of travel will be established prior to first occupation. The website will be provided by Cala Homes and there will be a specific link to the RTP.
- 5.13 Sustainable travel information will be included within sales literature. This will ensure that potential residents are made aware that the development is designed to be accessible by sustainable modes of travel. This information will be established prior to first occupation.

To encourage Walking and Cycling

- 5.14 Andover Road will be downgraded to a pedestrian and cycle route with vehicular access to frontages only. It will be closed to through vehicular traffic and the scheme will be closed to through vehicular traffic. This will occur around the occupation of the 650th dwelling.
- 5.15 A combined footway/cycleway is to be provided to the east railway line along the route of the existing permissive footpath. This will provide a connection between the development and the existing cycle route on Worthy Road and will be completed prior to the opening of the school.
- 5.16 Controlled pedestrian and cycle crossing phases will be introduced at the New Andover Road traffic signal controlled junctions with Well House Lane and Stoney Lane. This will be completed prior to completion of the 650th dwelling.
- 5.17 New Andover Road will be located through the heart of the development with a 30mph speed limit to encourage walking and cycling, reduced further to 20mph within the local centre. This will be completed prior to completion of the 650th dwelling.
- 5.18 A financial contribution of £200,000 will be made towards improving existing pedestrian and cyclist provision along Andover Road southern corridor between Park Road and Worthy Lane. The contributions will be paid in equal instalments to Hampshire County Council prior to first occupation and prior to the 650th occupation to enhance sustainable travel. Ultimately how the contribution will be spent is a matter for agreement between Cala Homes and Hampshire County Council.
- 5.19 Improvements will be made to pedestrian facilities at the Well House Lane railbridge to enhance pedestrian links between Headbourne Worthy, Barton Farm and the city centre. This will be completed prior to completion of the 650th dwelling.
- 5.20 Footways and cycleways and shared streets will be provided within the development which will improve the environment for pedestrians by constraining vehicular speeds and encourage high levels of pedestrian activity. This will be completed prior to occupation of the appropriate development phase.
- 5.21 Direct and well lit footpaths and lightly trafficked roads suitable for cyclists will be provided to the local centre, the school and community facilities along pedestrian and cycle desire lines to encourage pedestrian and cycle travel and to minimise car use. This will be completed prior to completion of the appropriate development phase.
- 5.22 A short inbound bus service/cycle lane is proposed to be provided on Andover Road between the railbridge and Worthy Lane and its implementation is covered by the City Access contribution.
- 5.23 Secure covered bicycle spaces are to be provided at a ratio of at least one space per dwelling. This to be designed in, prior to occupation.

5.24 Travel vouchers are to be available on redemption with details given in the Welcome Pack (see **Appendix C** and **D**). These will be provided at first occupation of each dwelling. Cycle parking for apartments will be located in secure and covered compounds or within apartment blocks. For houses, cycle parking will either be assumed to be part of the garage space or within the curtilage of the property. Garages will be designed to accommodate a car and a cycle.

To encourage public transport use

5.25 Local bus services to and from the development site will be enhanced by the redevelopment.

5.26 In the interim up to around the occupation of the 250th – 350th dwelling, an additional AM and PM peak hour service to the existing No.86 will be provided operating on the Andover Road between the City Centre and the Three Maids Hill roundabout to accommodate the additional demand arising from the early development.

5.27 Between the occupation of around the 250th – 350th dwelling and the opening of Andover Avenue and the Park and Ride light site (see below) an 86A service will operate. This will provide a 30 minute frequency service between the Phase 1B development and the City Centre via the existing Andover Road.

5.28 Once the Andover Avenue is fully open around the 650th occupation, the full development bus service will operate between the Park and Ride site, the development, the city centre and Winchester railway station. This will operate between 06.30 and 23.00 Monday – Saturday and 09.00 and 18.00 on a Sunday and provide: a 10min frequency service 07.00-09.00 & 16.00-18.00 Monday to Friday, a 20min frequency service 06.30-07.00, 09.00-16.00 & 18.00-20.00 Monday to Friday, an hourly service 20.00-23.00 Monday to Saturday, a 20 min frequency service 06.30-20.00 Monday to Saturday and an hourly service 09.00-18.00 on a Sunday.

5.29 The 10min frequency service will operate via a shorter 'express' route to offer an attractive commuter service into Winchester to and from the park and ride site.

5.30 **Figure 5.1** illustrates the phasing of the development bus service for the development.

5.31 A park and ride light site will be provided at the north western corner of the development to reduce the number of commuter journeys made to Winchester city centre by car. This will be completed prior to completion of the 650th dwelling. This will provide around 200 spaces.

5.32 Travel vouchers are to be available on redemption with details given in the Welcome Pack (see **Appendix C** and **D**). These can be used towards taster tickets to encourage use of the development bus service.

Awareness and Marketing

5.33 The following means of publicity will be used with residents:

- Consultation with local residents groups;
- Development Website and Newsletter;
- Poster campaigns; and
- Resident competitions

6 IMPLEMENTATION, MONITORING AND EVALUATION

Development Phasing

6.1 The anticipated phasing of development is set out in **Table 6.1** below.

Table 6.1 – Development Phasing

End Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Dwellings	Start House build	50	250	450	650	850	1050	1250	1450	1650	1850	2000
School			Open									
86A 'interim' Bus Service operation			Start		End							
Development Bus Service					Start							
Andover Avenue					Open							
Park & Ride					Open							
Local Centre					Open							
Internal Loop Road for alternative off-peak bus route)										Open		

Action Plan

6.2 Measures and initiatives will be phased to comply with certain trigger points. Some will be provided prior to occupation, some at occupation and some after occupation. The Action Plan in **Appendix E** sets out the phasing of measures and initiatives with reference to the overall development construction phasing programme

6.3 The TPC will be responsible for monitoring the Travel Plan over a period of ten years from the occupation of the 150th dwelling, although this could be extended if targets are not met, if considered necessary and appropriate by Hampshire County Council as highway authority.

Monitoring

- 6.4 The effectiveness of the Travel Plan will be monitored once implemented, to ensure the measures do not disadvantage any particular user group.
- 6.5 Monitoring will be consistent with the iTRACE methodology. The following forms of monitoring will be used within the Travel Plan to enable the targets to be monitored: -
- Questionnaire surveys and multi-modal surveys will be carried out for a cordon of the development comprising 150 dwellings (approximately) to obtain baseline levels and then every two years thereafter for a ten year period;
 - Patronage data will be obtained for the new bus service from the bus operator on a bi-annual basis.
 - Awareness of the Travel Plan would be monitored through a question within the bi-annual questionnaires.
- 6.6 The results of the Travel Surveys will focus the efforts of the evolving Travel Plan for the whole of the development on implementing measures and initiatives to influence future residents to change from private car use to more sustainable modes of travel. Useful information derived from the surveys may include any barriers to particular types of travel and the popularity of the various incentives and measures that have been implemented and any future measures which may be considered useful to help users change their methods of transport.
- 6.7 The progress of the Travel Plan will also be reviewed at a series of review meetings which will be held to help understand the current effectiveness of the Travel Plan and review any travel patterns and behaviour that are being established. These meetings will be held during years one, three, five, seven and ten and will be attended by the TPC, representatives of the local planning authority, members of Hampshire County Council, Public transport operators and other community representatives.
- 6.8 The TPC will also provide progress reports to Hampshire County Council once every two years within the monitoring period (ten years from occupation of 150th dwelling). Ultimately, it is for the TPC to decide the best methods to promote sustainable travel, with the advice of Hampshire County Council.
- 6.9 However, if some of the initiatives or measures are found not to be effective, it is possible that the objective or target is too onerous or may be too ambitious. A review and adjustment of the target therefore may be required, if considered appropriate by Hampshire County Council or alternatively additional reasonable measures will be implemented to meet the targets as agreed with the TPC and Hampshire County Council.
- 6.10 The success of the travel plan and its measures will be monitored for 10 years after the occupation of the 150th dwelling.

- 6.11 The applicant will meet the highway authority's reasonable fees associated with the approval and monitoring of the Travel Plan as agreed within the S106 agreement of £1,500 and £15,000 respectively.

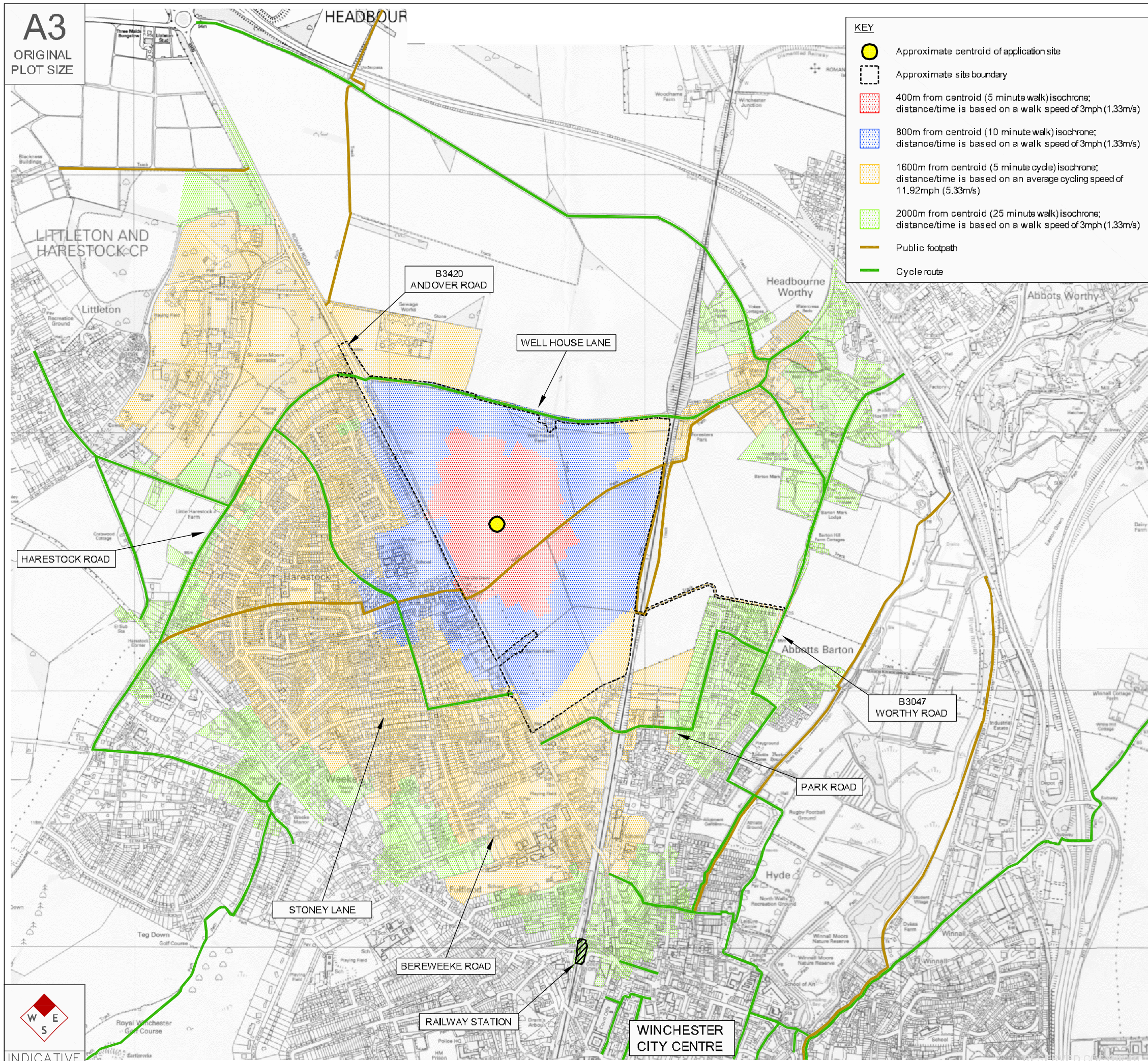
Sanctions

- 6.12 The Highways Agency (HA) have stated that they require sanctions to be identified in the Travel Plan. Personal Travel Planning (PTP) has been identified and agreed with the HA as an appropriate back-up measure should the targets not be met.

FIGURES

A3

ORIGINAL PLOT SIZE



KEY

- Approximate centroid of application site
- Approximate site boundary
- 400m from centroid (5 minute walk) isochrone; distance/time is based on a walk speed of 3mph (1.33m/s)
- 800m from centroid (10 minute walk) isochrone; distance/time is based on a walk speed of 3mph (1.33m/s)
- 1600m from centroid (5 minute cycle) isochrone; distance/time is based on an average cycling speed of 11.92mph (5.33m/s)
- 2000m from centroid (25 minute walk) isochrone; distance/time is based on a walk speed of 3mph (1.33m/s)
- Public footpath
- Cycle route

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NOTES:

No.	Date	Description	Drawn by	Checked by	Approved by				

Bristol
Cambridge
Cardiff
London
Welwyn Garden City



25 King Street
Bristol
BS1 4PB
0117 925 9400
www.tpa.uk.com

CLIENT: CALA HOMES (SOUTH LIMITED)

PROJECT: BARTON FARM, WINCHESTER

TITLE: Pedestrian and Cycle Catchment Plan

STATUS: **INFORMATION**

SCALE: 1:15,000	DATE: 26.06.14	DRAWN: PSW	CHECKED: HD-L	APPROVED: MFF
JOB NO: 1211-60		DRAWING NO: Figure 2.1		REVISION:

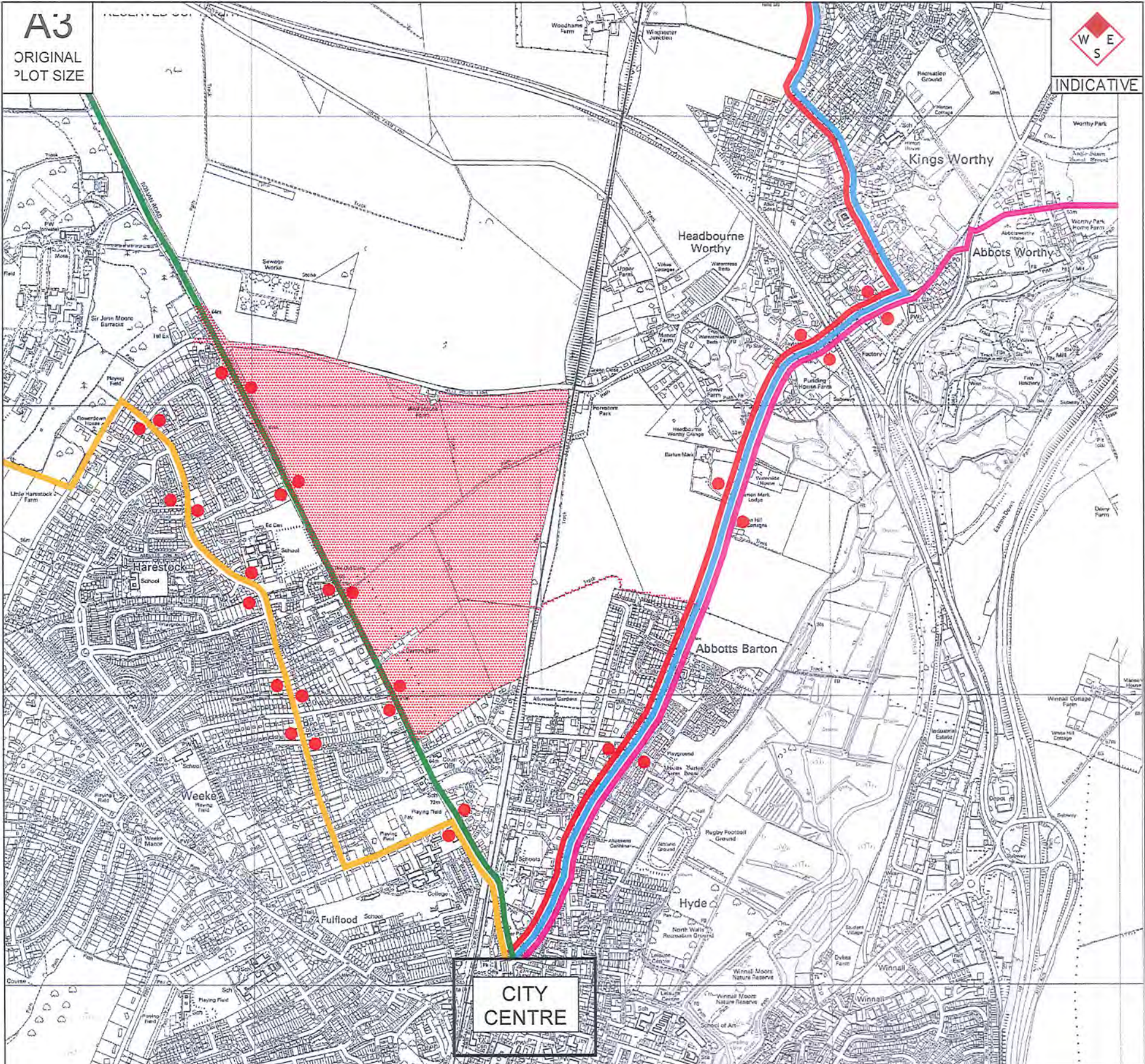


A3

ORIGINAL
PLOT SIZE



INDICATIVE



CITY CENTRE

KEY

- Bus Stops
- Bus route 7
- Bus route 67
- Bus route 86
- Bus route 95/96
- Bus route 'The Spring'

SUMMARY OF EXISTING BUS SERVICES FROM ANDOVER ROAD AND WORTHY ROAD

SERVICE	ROUTE DESCRIPTION	OPERATOR	DAILY FREQUENCY		
			DAYTIME	EVENING	SUNDAY
7	Winchester Bus Station-Bereweek Avenue-Littleton-Sparsholt	Stagecoach	Hourly	N/A	N/A
67	Winchester Bus Station-Kings Worthy-Cart and Horses-tichen Abbas-Alresford- New Meon	Stagecoach	Every 2 Hrs	N/A	N/A
86	Basingstoke-Overton-Whitchurch-Winchester	Stagecoach	Hourly	N/A	N/A
95/96	Winchester- Spring Vale - East Stratton	Mervyns Coaches	1 return trip Mon/Wed/Fri		
The Spring	Winchester Bus Station-Worthy Road-Kings Worthy-Springvale	Stagecoach	20 mins	30 mins/hourly	Hourly

PROJECT:
BARTON FARM, WINCHESTER

CLIENT:
CALA HOMES (SOUTH) LIMITED

TITLE:
Existing Bus Network

Bristol
Cambridge
Cardiff
London
Wetwyn Garden City

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STATUS:
INFORMATION

Rev	Date	Details	Drawn by	Checked by

SCALE: 1:15,000	DATE: 22.05.14	DRAWN: JAN	CHECKED: MFF	APPROVED: MFF
JOB NO: 1211-60		DRAWING NO: Figure 2.2		REVISION:

tpa
Transport Planning Associates

25 King Street
Bristol
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A3

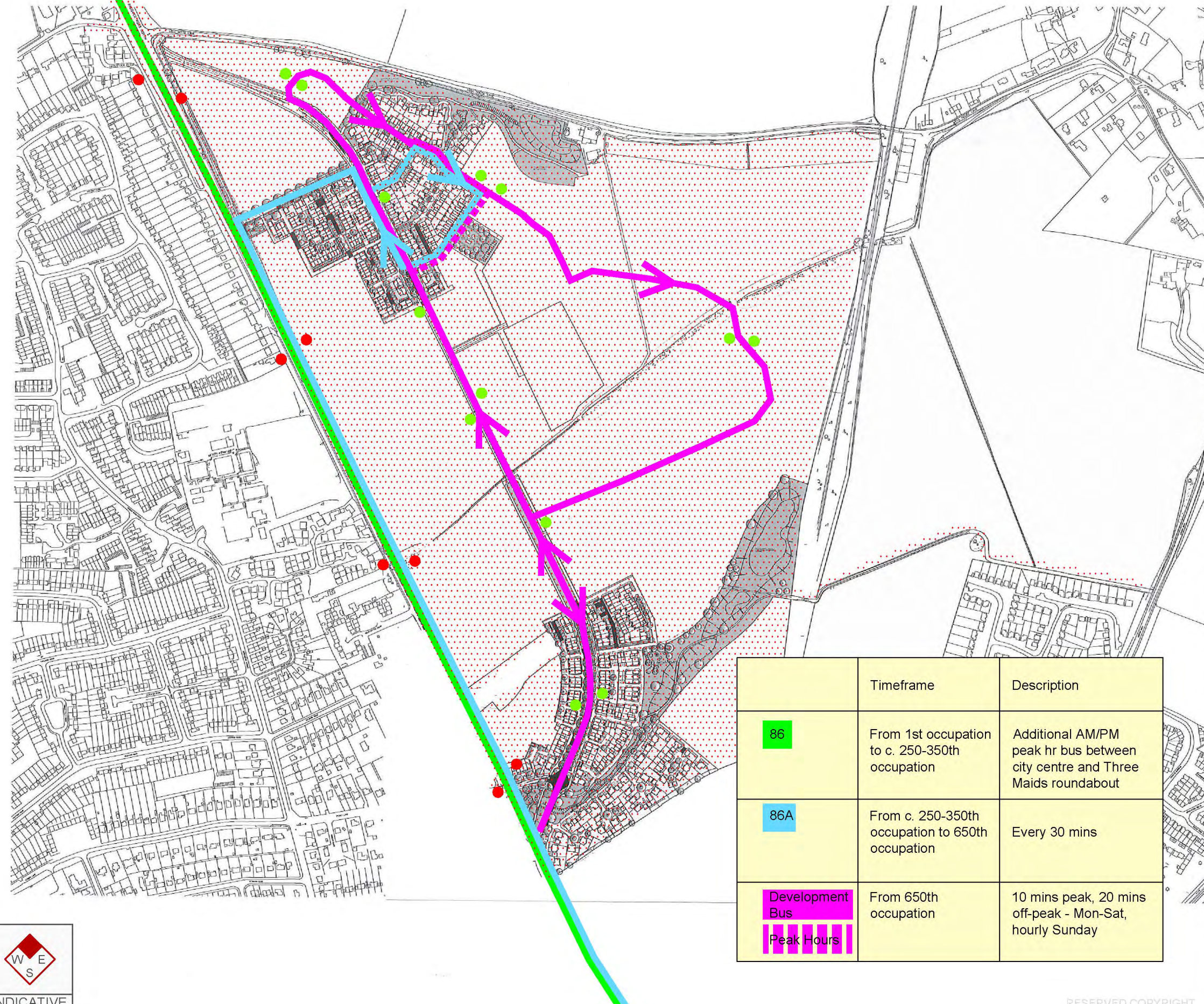
ORIGINAL PLOT SIZE

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KEY

- Existing bus stop
- ▬▬▬▬▬▬ Peak hours 'express route' only
- Proposed bus stops

Rev	Date	Details	Drawn by	Checked by	Appr. by



Bristol
 Cambridge
 Cardiff
 London
 Welwyn Garden City



25 King Street
 Bristol
 BS1 4PB
 0117 925 9400
www.tpa.uk.com

CLIENT:
CALA HOMES (SOUTH) LTD

PROJECT:
**BARTON FARM,
WINCHESTER**

TITLE:
Development Bus Phasing

STATUS:
INFORMATION

SCALE: NTS	DATE: 22.05.14	DRAWN: JAN	CHECKED: MFF	APPROVED: MFF
JOB NO: 1211-60	DRAWING NO: Figure 5.1	REVISION:		

	Timeframe	Description
86	From 1st occupation to c. 250-350th occupation	Additional AM/PM peak hr bus between city centre and Three Maids roundabout
86A	From c. 250-350th occupation to 650th occupation	Every 30 mins
Development Bus	From 650th occupation	10 mins peak, 20 mins off-peak - Mon-Sat, hourly Sunday
Peak Hours		



INDICATIVE

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APPENDIX A

Barton Farm Travel Plan Implementation Contact List

Client		
Viv Hill	Vhill@cala.co.uk	01784 225343
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Residential Travel Plan Project Manager		
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Implementation Team Leaders		
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William Griffiths	William.Griffiths@tpa.uk.com	0117 925 9400
Tom Slane	Tom.Slane@tpa.uk.com	0117 925 9400
Travel Advisors		
TBC		
TPA IT Manager		
Rachel Clarke	Rachel.clarke@tpa.uk.com	01707 385098 07795 481838
TPA Company Secretary		
Julia Justice	Julia.justice@tpa.uk.com	0117 925 9400

Project Telephone Number: 0117 925 9400

Website: www.bartonfarmwinchester.co.uk

Twitter: @Bartonfarm

Postal Address

TPA
25 King Street
Bristol
BS21 4PB

Field Offices Operational Times

TBC

APPENDIX B

BARTON FARM TRAVEL FORUM TERMS OF REFERENCE

PURPOSE

The Barton Farm, Winchester Travel Forum (BFTF) is the body appointed by Cala Homes to be responsible for the implementation of the travel plan process for the mixed-use development at Barton Farm. This will include the development and implementation of site wide initiatives, development and implementation of individual travel plans and monitoring. BFTF is the appointed steering group for travel plan activities.

OBJECTIVES

The objectives of the BFTF will be to:

- Provide vision and shared commitment in the development and implementation of travel planning at the development;
- Promote the widespread use of alternative travel options to the car i.e. public, transport, cycling and walking;
- Ensure that all stakeholders are consulted and represented and involve the community in the travel planning process;
- Monitor the effectiveness of the travel plans;
- Identify any problems with implementation and measures and propose improvements.

DUTIES AND ROLES

The BFTF shall:

- Ensure the delivery of the individual travel plans required by the Framework Travel Plan (Residential Travel Plan, School Travel Plan, Food Retail Travel Plan) and the travel plan statements required (Local Centre, Community Uses. Office)
- Ensure the implementation of all identified measures and initiatives and monitoring and reporting in the agreed timescales .

MEMBERSHIP

Membership of the group shall comprise:

- Travel Plan Coordinator (Transport Planning Associates appointed initially, Management Company / Steering Group Champion following 50% occupation);
- Representative from the Cala Homes;
- Local Authority Travel Planning Officer;
- Residents Representative (eg from residents association if established);
- Employer's Representative (from employment organisations);

- School Representative; and
- Bus Operator Representative

MEETINGS

Meetings will take place at least twice yearly from first occupations (estimated in 2014) as appropriate. At certain points, the frequency may need to increase to quarterly to reflect travel plan activity. This would be at the discretion of the group.

AGENDA ITEMS

At each meeting, the agenda will include the following items:

- Minutes of Last Meeting (All).
- Construction and Planning process (Developer's Report) – overview of progress on site and number and nature of occupations since last meeting. Update on key timescales.
- Travel Plan Coordinator's Report – update from TPC on actions and issues over the last three/six months as appropriate.
- Local Authority Report – Update on Initiatives, proposals and issues affecting travel associated with the site from LA view point.
- Bus Operation – Bus Operator update and user views on service operation.
- Individual Travel Plan Updates.
- Any Other Business (AOB)

In addition to these elements, specific meetings will also need to address other ongoing activities such as: -

- Review and approve Marketing Material such as Newsletters / Information Leaflets
- Report on annual monitoring

RECORD OF MEETINGS

Notes of the group meetings will be taken by Travel Plan Coordinator and will be agreed as an accurate record at each subsequent meeting signed by the chairman and then kept in compliance with Open Government policy.

QUORUM AND CHAIRMANSHIP

Four members of the group (including their nominated deputies) shall constitute a quorum. In the absence of the Chairman the group may choose a Chairman from within its own membership.

REVIEW OF THE TERMS OF REFERENCE

These Terms of Reference shall be reviewed and if necessary amended at the discretion of the Chairman with the agreement of all group members

APPENDIX C

Your Travel Information Pack

As a Barton Farm resident, you are entitled to £150 worth of travel vouchers. (see inside for details)

www.bartonfarmwinchester.co.uk

CALA HOMES

Here is your local travel information and details of how you can obtain £150 worth of travel vouchers.

Barton Farm has been designed to allow you to be able to travel more sustainably. You can walk and cycle locally in safety and comfort and the new bus service provides a frequent service to the city centre and the railway station. We have invested in improvements on local streets to help getting about by these means of travel even easier.

Here's a few suggestions on how you can travel more sustainably.



Walking

Walking is free, good for your health and can be faster than you think. You can reach the city centre and the railway station in about 25 minutes.

Regular walking has been shown to reduce the risk of chronic illnesses, such as heart disease, type 2 diabetes, asthma, stroke and some cancers.

(source: NHS)



Cycling

Join more and more people who are feeling the benefit of this easy and fun way to travel. Regular cyclists are as fit as an average person 10 years younger!

Cycling just 20 miles per week halves the risk of heart attack. Regular cyclists are as fit as non-cyclists ten years younger.

(source: British Medical Association)



Rail

Train travel is enjoying a renaissance with more and more people using our national rail network. The train does not suffer congestion, is quick and you can work, read or listen to music. From Winchester you can get to Southampton and London Waterloo (every 20 minutes). Reading and Birmingham services are hourly.

Train emissions of CO₂ (per passenger km) are, on average, approximately half that of travel by car.

(source: Friends of the Earth)



Bus

Take advantage of the opportunity to relax whilst someone else does the driving. Winchester has a network of bus services linking the city centre with existing residential areas.

Using the bus instead of the car increases physical activity to the extent that the average person drops more than six pounds (almost half a stone) in as little as a year.

(source: ACT Travelwise)



Car Share

You can save money by sharing a journey with a friend, neighbour or work colleague.

Log on to www.hantscarshare.com to start sharing a journey with someone of your choosing near you.

By car-sharing on a daily commute with just one other person you could be saving 1.2 tonnes of CO₂ and an average of £987 per year.

(source: Liftshare)

Other things you can do

You can buy a low emission or electric car, drive efficiently and link trips together to reduce mileage and save money.

You can reduce your travel by working at home or by shopping using the internet

About a fifth of employees say flexible working helps them stay healthy by allowing them more time to exercise or make sensible choices over lifestyle.

(source: CIPD)



tpa **CALA HOMES** **jtp**

Your Travel Information Pack

As a Barton Farm resident, you are entitled to £150 worth of travel vouchers. (see inside for details)

www.bartonfarmwinchester.co.uk

CALA HOMES

APPENDIX D

Travel Voucher Mechanism

29/05/14

- 2.1 The HCC S106 requires a Travel Voucher to the value of £150 to be provided to each Housing Unit, on application, towards the following:-
- (i) 'mega rider (or successor scheme) bus tickets;
 - (ii) membership of the Car Club Scheme; and
 - (iii) purchase of cycles from local cycle shops as selected by the Owner, i.e. Cala Homes.

Bus Tickets

- 2.2 At the time of writing, four and twelve week 'mega rider' tickets are available for the Winchester area as identified on the Zone map included in **Appendix D**. The four week ticket costs £43.50 and the twelve week ticket £125. Both mega rider tickets are available for use on all Stagecoach services in Winchester, including Olivers Battery, through to Kings Worthy to the north, from the Harestock Rd in the west to the A31 Petersfield/Alresford Rd convergence east of the city with some minor exceptions for private contracts & special event services, and are valid at all times.
- 2.3 The Travel Voucher would however only be able to be used to purchase a four week mega rider ticket as experience shows that this is sufficient time to enable a resident to get a 'feel' for public transport to the point as to whether they would be prepared to make a permanent switch.
- 2.4 Up to the occupation of between 250 and 350 dwellings, the existing No 86 service, operated by Stagecoach, will be used by residents of Phase 1A and 1B. This service, which operates between Winchester and Basingstoke on an hourly basis, will be increased in frequency in the AM and PM peak hours in order to be made more attractive to those commuting to the city centre and the railway station.
- 2.5 Between the occupation of between 250 and 350 dwellings (precise trigger point to be agreed based on progression of 1A and 1B phases) and up to the opening of the New Andover Road & the Park and Ride (prior to the occupation of the 650th dwelling), a new 86A service is likely to be introduced, probably to be run by Stagecoach, although this may be a new tendered service. This will operate on a frequency to be determined by demand, but likely to be at least every twenty minutes between 06.30-09.00 and 16.00-18.30 and at least hourly between 09.00-16.00, to supplement the existing No.86 service.
- 2.6 The 86A service will operate on a loop between the city centre, the railway station and Phase 1B of the development. It will not enter Phase 1A.

- 2.7 It is envisaged that mega rider tickets obtained from the Barton Farm Travel Voucher can be used on both the 86 and 86A services as they are, or in the case of the 86A, are most likely to be operated by Stagecoach.
- 2.8 The use of mega rider tickets post occupation of the 650th dwelling will have to be reconsidered if the contract is not awarded to Stagecoach as the new bus service as defined by the Bus Specification in the S106 serving Barton Farm is likely to be a commercially tendered service.
- 2.9 In terms of monitoring, we would seek to obtain patronage data for the No.86 service from Stagecoach prior to first occupations so that we can consider if the proposed development, including the Travel Plan vouchers has had any significant impact in increasing patronage on this service.

Car Club Membership

- 2.10 We have approached four established car club operators, of which Common Wheels and City CarClub have both expressed an interest in managing and operating the Barton Farm Car Club.
- 2.11 Common Wheels have emerged as the Preferred Operator having prepared what appears to be a viable venture to enable the ongoing success of the car club. The scheme, which will include guaranteed funding for three years of operation irrespective of take up, will provide two cars (one prior to the 150th and 650th occupations respectively) and the ongoing management and operation would be passed over to the successful car club operator. It is envisaged that the first car club car will be located in the Phase 1A sales centre car park, where it could also be made available for use by sales staff as appropriate.
- 2.11 Common Wheels have suggested within their proposal that they would offer all residents three year membership of the club automatically, equivalent to a cash value of £25. It is proposed to take up this offer and as such the residual value of the Travel Voucher will be reduced to £125 compensate.

Cycle Purchase

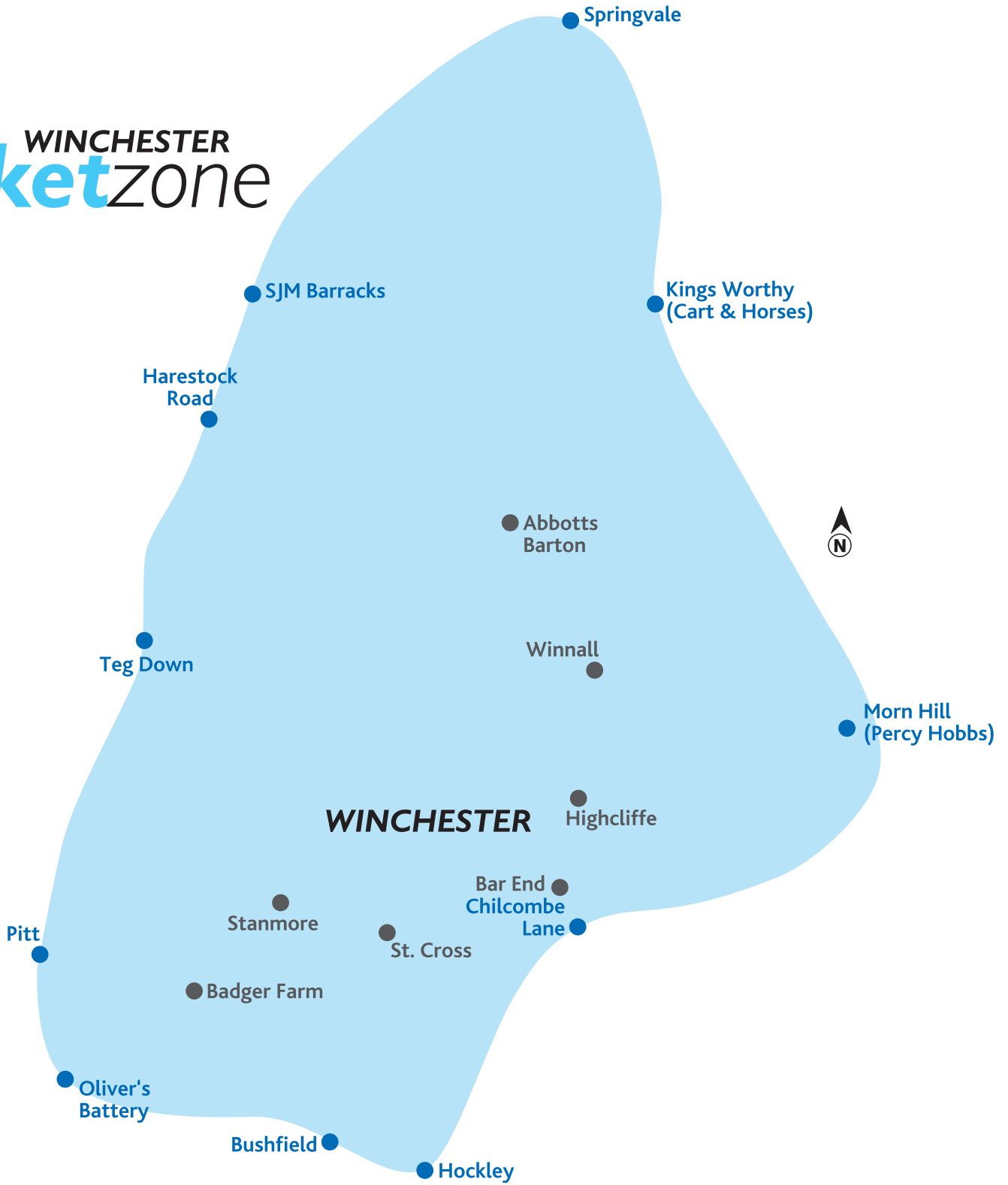
- 2.12 We have approached Hargroves Cycles, Cytronex and Halfords in Winchester for expressions of interest to receive Travel Vouchers as part of the Barton Farm development. We envisage that the successful cycle company will accept the voucher and will invoice Cala Homes, further to TPA approval as Travel Plan Co-ordinator on a monthly basis. We would also envisage negotiating a 10 percent discount with the successful company going forward for residents of the development for ongoing purchase of cycles and equipment.
- 2.13 It is envisaged that the voucher will be subject to terms and conditions to ensure that it is limited to road or hybrid bikes only (i.e. no specialist off-road mountain bikes).
- 2.14 To date, Hargroves Cycles have expressed strong interest in participating in such a voucher scheme.

- 2.15 Although not specifically identified within the S106 Agreement, it is also considered that the Travel Voucher could be used towards the purchase of cycle repair/servicing/maintenance of an existing non-specialist off-road bike, or towards safety equipment such as helmets, high visibility clothing, waterproof clothing or lights. Cycle training courses, such as those operated by Hampshire Cycle Training, will also be available to be redeemed using the Travel Voucher at an approximate value of £15 per person based on a group of 5 or 6.

Travel Plan Voucher Mechanism

- 2.16 TPA, as Travel Plan Co-ordinator will produce the Travel Plan Voucher. As part of the Travel Welcome Pack to be prepared for each dwelling, TPA will include a Travel Plan Voucher giving each dwelling the opportunity to apply for £125 worth of Sustainable Travel Incentives in the following options :-
- Option 1 Four Week Mega Rider Bus Ticket and £80 Cycle Equipment/Training Voucher;
- Option 2 Four Week Mega Rider Bus Ticket, £50 Cycle Equipment/Training Voucher, and £30 Car Club Voucher.
- 2.17 Both options include for the automatic registration within the development car club scheme.
- 2.18 The occupant of the dwelling will select their preferred option and return the form to TPA. TPA would then send the occupant its selected choice. TPA would hold a selection of Megarider tickets (purchased by CALA), and would issue the cycle equipment/training voucher which would be redeemed directly at the cycle store/training provider, who would then invoice CALA on a monthly basis, further to approval from TPA. The method for redeeming the Car Club voucher is to be confirmed, but it is envisaged that a pin code or a password could be provided by the Car Club operator to TPA to pass on to the occupier which will be credited to the occupants 'Car Club' account.
- 2.19 The Travel Plan vouchers would be subject to broad terms and conditions to prevent resale, although it is not envisaged that this would be policed at this stage and the terms and conditions will be mainly to act as a deterrent. The car club pin code or password received however could be encrypted so that it can only be used to top up the individual occupants account.

WINCHESTER ticketzone



APPENDIX E

Barton Farm, Winchester Residential Travel Plan - Action Plan – June 2014

ACTION	OBJECTIVE	RESPONSIBLE PARTY	TRIGGER POINT/ TIMESCALE
Physical Measures			
The provision of combined footway/cycleway to the east of railway line along the route of the existing permissive footpath to connect to established cycle route on Worthy Road	Encourage pedestrian and cycle trips	CALA Homes	Prior to the opening of the Primary School
The provision of controlled pedestrian and cycle crossing phases at the New Andover Road signal controlled junctions with Well House Lane and Stoney Lane.	Encourage pedestrian and cycle trips	CALA Homes	Prior to the occupation of 650 th dwelling or within 24 months of the opening of the school
Measures to improve the journey for pedestrians on the western side of Andover Road between Stoney Lane and Worthy Lane	Encourage pedestrian and cycle trips	Hampshire County Council	via contributions to be fully paid prior to occupation of the 650 th dwelling
Provision of a light Park and Ride	To increase the use of Public Transport	CALA Homes	
Andover Avenue will be located through the heart of the development with a 30mph speed limit, reduced further to 20mph through the local centre	To encourage walking and cycling	CALA Homes	Prior to the occupation of 650 th dwelling or within 24 months of the opening of the school
Local improvements to existing pedestrian and cycle provision along Andover Road southern corridor between Park Road and Worthy Lane	To encourage walking and cycling	Hampshire County Council	via contributions to be fully paid prior to occupation of the 650 th dwelling
Improvements to pedestrian facilities at the Well House Lane railbridge to enhance pedestrian links between Headbourne worthy, Barton Farm and the City Centre	To encourage walking	CALA Homes	Prior to the opening of the Primary School
Shared surface streets where appropriate	To provide priority for pedestrians over cars	CALA Homes	Designed in prior to occupation
Andover Road Inbound Bus/Cycle Lane between the Railway bridge and Worthy Lane	To improve public transport and cycling trips	Hampshire County Council	via contributions to be fully paid prior to occupation of the 650 th dwelling
Cycle Parking	To increase Cycle Trips	CALA Homes	Designed in prior to occupation
Car Parking	To not over provide car parking or encourage car use	CALA Homes	Designed in prior to occupation
Travel Plan Management			
Travel Plan Co-ordinator	To implement the Travel Plan	CALA Homes / TPA	To be monitored for ten years following occupation of 150 th dwelling or two years from first occupation
Appointment of End User Travel Plan Co-ordinators	To oversee Individual Travel Plans	TPC for each occupying organisation	Three months prior to occupation by individual element of the development
Creation of the Steering Group/Travel Forum	To oversee the Implementation of the Travel Plan	CALA Homes	Within three months of first occupation. To meet at least twice annually thereafter monitoring period.
Measures and Initiatives			
The Provision of a new development Bus Service	To increase the use of Public Transport	CALA Homes for a period to be agreed, followed by Bus Operator	When Park and Ride and Andover Avenue open. Prior to that extended peak hour frequency No 86 / 86A service as set out within Travel Plan
Liaison with the Public Transport Operators	To secure discount/and best service.	Travel Plan Coordinator	Within one year of occupations
Two car club cars and spaces, subject to feasibility study.	To reduce second car ownership	CALA Homes	Prior to the occupation of the 150 th and 650 th dwellings

Barton Farm, Winchester Travel Plan - Action Plan

ACTION	OBJECTIVE	RESPONSIBLE PARTY	TRIGGER POINT/ TIMESCALE
Marketing			
Travel Notice Board	To Promote Sustainable Travel	CALA Homes	Prior to the occupation of the 1 st , 350 th , 650 th and 1250 th dwellings
Sales literature	To Promote Sustainable Travel	CALA Homes	Included on website prior to occupation
Promotion of Hampshirecarshare.com car share scheme	To encourage car sharing	TPC	On website prior to occupation and notice boards
Monitoring			
Monitoring the Travel Plan Targets	To ensure progress is made towards achieving targets	TPC/Steering Group	Progress Reports once every two years from occupation of 150 th dwelling for 10 years (up to a maximum of five reports)
Physical Measures			
High Speed Internet	To reduce the need to travel (home working/shopping etc)	CALA Homes	Designed in prior to occupation
Measures and Initiatives			
Residents Information Pack, including the provision of £150 vouchers, redeemable on application	To promote sustainable travel	CALA Homes/TPC	At first occupation and successive new occupations of each dwelling within the ten year monitoring period.
Monitoring			
Monitoring the Travel Plan Targets	To ensure progress to achieve Targets	TPC/Steering Group	Questionnaires on years 1,5 and 9. First monitoring after occupation of 150 dwellings Multimodal Surveys on years 3,7 and 10, after occupation of 150 dwellings