



Worting Park, Basingstoke

Full Travel Plan

Client: Cala Homes (Southern)

i-Transport Ref: RS/GV/ITB16354I-001

Date: 01 October 2025

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Quality Management

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Contents

SECTION 1	Introduction	1
SECTION 2	Principles, Objectives and Benefits	4
SECTION 3	Existing Conditions and Travel Patterns	5
SECTION 4	Targets	14
SECTION 5	Scheme Proposals and Access Strategy	16
SECTION 6	Soft Measures	20
SECTION 7	Management and Implementation	23
SECTION 8	Monitoring	28
SECTION 9	Summary	32

Figures

Figure 1	Local Services and Facilities
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Drawings

ITB17338-GA-001	Access Strategy
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Appendices

APPENDIX A.	Masterplan
APPENDIX B.	Basingstoke Cycle Map
APPENDIX C.	Travel Plan Pack
APPENDIX D.	Questionnaire Template

SECTION 1 Introduction

1.1 Introduction

- 1.1.1 i-Transport LLP has been appointed by Cala Homes (Southern) to provide highways and transportation advice for a residential-led mixed use development known as Worting Park at Worting Road, Basingstoke.
- 1.1.2 The development (*planning application: 22/02792/FUL*) comprises of 104 dwellings, neighbourhood centre, village community building and a children's pre-school nursery. Access to the development is via a vehicular and pedestrian access off Worting Road. A masterplan illustrating the development is provided at **Appendix A** and as **Image 1.1** below.

Image 1.1: Masterplan



Source: Gardener Stewart Architects

- 1.1.3 This Full Travel Plan (TP) has been prepared in accordance with the Framework Travel Plan (FTP) which was submitted and agreed as part of the planning permission.

1.2 Relevant Transport Policy

National Planning Policy Framework (NPPF) (December 2024)

- 1.2.1 The National Planning Policy Framework sets the policy background for the development of Travel Plans. Paragraph 115 states that developments should ensure opportunities for the use of sustainable transport modes are prioritised. A key tool to facilitate this will be a Travel Plan. Paragraph 118 of the NPPF states that ***“All developments which generate significant amounts of movement should be required to provide a Travel Plan”***. The sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to the private car.

National Planning Practice Guidance (NPPG)

- 1.2.2 The web-based National Planning Practice Guidance (NPPG) provides a clear link between guidance and the aims and objectives of the NPPF. The NPPG sets out the importance and requirements for Travel Plans and states:

“The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.”

- 1.2.3 Paragraph 003 sets out the key roles of Travel Plans in the development process:

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

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

Hampshire County Council’s Local Transport Plan 4

- 1.2.4 The Hampshire Local Transport Plan sets out a 30-year vision for the Hampshire transport network. Part of HCC’s strategy to achieve its transport vision is to ensure:

“that planning applications are supported by Transport Statements/ Assessments and Travel Plans in accordance with the County Council’s guidance” (page 123)

Basingstoke and Deane Borough Council (BDBC) Local Plan 2011 - 2029

- 1.2.5 The BDBC Local Plan was adopted in May 2016 and sets out the vision for the future development of the Borough, the level of development anticipated over the period from 2011 to 2029 and a series of policies to promote and control the impacts of new developments.
- 1.2.6 Policy CN9 of the Local Plan relates to 'Transport' and states that new development should encourage walking, cycling and the use of public transport:

"Policy CN9 – Transport

Development should seek to minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to services and support the transition to a low carbon future.

Development proposals will be permitted that:

- a) Integrate into existing movement networks;***
- b) Provide safe, suitable and convenient access for all potential users;***
- c) Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision; and***
- d) Do not result in inappropriate traffic generation or compromise highway safety.***

Development proposals that generate significant amounts of movement must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a Travel Plan.

Development should be of high quality, sustainable in design, construction and layout, offering maximum flexibility in the choice of travel modes, including walking and cycling, and with accessibility for all potential users."

SECTION 2 Principles, Objectives and Benefits

2.1 Principles and Objectives

2.1.1 This Travel Plan sets out a sustainable transport strategy for the residential development. In line with national and local guidance, the headline aims for the plan are:

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

2.1.2 The plan includes the following additional objectives:

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

2.2 Benefits of a Travel Plan

2.2.1 The development of a Travel Plan has numerous benefits for residents and visitors to the development, as well as the local community and surrounding environment:

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

SECTION 3 Existing Conditions and Travel Patterns

3.1 Introduction

- 3.1.1 This section of the Travel Plan sets out the accessibility of the development by walking, cycling and public transport.

3.2 Walking and Cycling

Walking Facilities

- 3.2.1 The B3400 Worting Road runs along the southern frontage of the development and provides a footway circa 1.5m in width to the northern side of the carriageway. Footway provision on both sides of the road is provided eastwards at the Worting House access with crossings of side roads.
- 3.2.2 There is a number of signal controlled and uncontrolled pedestrian crossing points along the Worting Road. One of the signal-controlled crossing is located immediately to the west of Worting Road and Old Kempshot Lane junction. Another signal-controlled crossing is located approximately 250m west of Worting Road roundabout. These crossings are provided within dropped kerbs and tactile paving.
- 3.2.3 The Roman Way / Worting Road roundabout is approximately 500m to the east of the and provides good quality pedestrian provision with dropped kerb and tactile paving crossings and refuge islands on all four arms.
- 3.2.4 To the east, the footways on the B3400 lead towards Basingstoke Leisure Park and Basingstoke Town Centre which includes a range of facilities and services. There are provisions of several signal-controlled pedestrian crossings across the B3400 Worting Road.
- 3.2.5 To the west, the footway serves the farm shop and bus stop provision before terminating approximately 260m from the southwestern corner of the site.

Public Rights of Way

- 3.2.6 There is a network of Public Rights of Way (PROW) within the vicinity of the development (**Image 3.1**) which include:
- Public Footpath 39 – this forms the north-eastern boundary of the site, leading north to the wider Manydown development area and is unmade.
 - Footpath 20 - located to the south links with footpaths 21 and 501 whilst to the west, footpath 719 can be accessed which routes south to Pack Lane.

- Beyond the Worting Road Rail Bridge there is a bridleway provided (Bridleway 31) connecting east to the leisure centre and town centre beyond.

Image 3.1: PROW Map

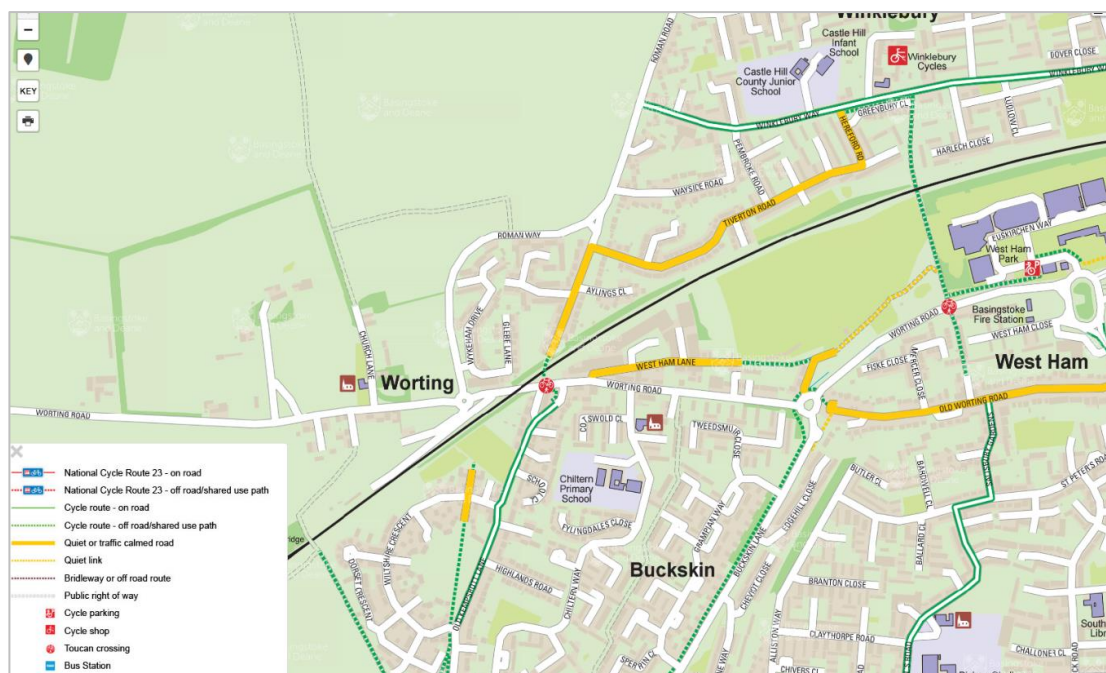


Source: Hampshire County Council

Cycling Facilities

- 3.2.7 The B3400 does not have dedicated cycle infrastructure along the frontage of the site.
- 3.2.8 A network of cycle routes, both off road/shared use path and on road / quiet routes is available to the east of the site beyond the railway line. Basingstoke cycle network map provided at **Appendix B**, extracted as **Image 3.2** illustrates the cycling provision within vicinity of the site.
- 3.2.9 Furthermore, there are aspirations to improve cycling facilities along the B3400 Worting as part of the Basingstoke Strategic Cycle Network. The development would be expected to make appropriate financial contribution to assist in bringing forward any such schemes.
- 3.2.10 The National Cycle Network Route 23 is located approximately 5.5km from the development and can serve as a long-distance leisure cycling route. It runs from Reading to Southampton via Basingstoke, Alresford, Winchester and Eastleigh.

Image 3.2: Basingstoke Cycle Network Map



Source: BDBC

3.3 Public Transport

Bus Services

- 3.3.1** The closest bus stops to Worting Park are located on the B3400 Worting Road approximately 100m to the west of the development access. Bus stops in both directions are flag type stops and are provided with bus timetables.
- 3.3.2** Bus routes 11 and 76 operated by Stagecoach can be accessed from these bus stops. Bus route 11 runs between Basingstoke and Oakley on an hourly frequency, and route 76 runs between Basingstoke, Overton, Whitchurch and Andover on a half hourly frequency Monday to Saturday, and hourly on Sundays. Collectively there are good frequency services between the development and town centre for much of the day. Details of these services are indicated in **Table 3.1**.

Bus Service	Bus Route	Typical Frequency		
		Weekdays	Saturday	Sunday
11 (Stagecoach)	Oakley to Basingstoke	Hourly from 06:49 to 19:54	Hourly from 06:49 to 19:54	Every 2 hours from 10:54 to 16:54
76 (Stagecoach)	Basingstoke – Overton – Whitchurch – Andover	2 services per hour from 06:42 to 19:01 and then hourly until 23:01	2 services per hour from 07:22 to 19:01 and then hourly until 00:01	Hourly from 09:01 to 20:01
	Andover – Whitchurch – Overton – Basingstoke	2 services per hour from 06:17 to 18:35 and then hourly until 22:33	2 services per hour from 06:57 to 18:36 and then hourly until 23:33	Hourly from 08:33 to 19:33

An extract of the latest Basingstoke bus network map is provided as **Image 3.3**. The development falls within the Basingstoke Ticket Zone.

[illegible]

Rail Services

Page: 8

3.3.5 The station has 170 sheltered bike storage spaces and 1,207 car parking spaces with 18 accessible spaces. A taxi rank is available outside the railway station.

3.3.6 Basingstoke Station provides services to various destinations including Reading, Winchester and Farnborough (under 20 minutes travel time) and to London Waterloo (under 60 minutes). A summary of the frequency and travel time for these services is set out in **Table 3.2**.

Table 3.2: Rail Services from Basingstoke Railway Station

Destination	Peak Frequency	Off Peak Frequency	Travel Time
Winchester	3-4 per hour	3 per hour	16 mins
Farnborough	3-4 per hour	3 per hour	16-21 mins
Reading	3-4 per hour	3 per hour	17-28 mins
Southampton Central	2-3 per hour	2 per hour	32 mins
Oxford	1 (direct) per hour	1 (direct) per hour	47 mins
London Waterloo	6-8 per hour	6 per hour	55 mins
Portsmouth Harbour	1 per hour	1 per hour	75 mins

Source: National Rail Enquiries.

3.4 On-Site Facilities

3.4.1 The development and the existing area around the development provides a variety of important services and community facilities. The wider site includes village hall and nursery school alongside the existing employment, café and consented gym and employment development.

3.4.2 The existing facilities on site includes:

- Existing employment spaces at Worting Business Centre, providing flexible and high-quality work spaces and meeting facilities for local businesses and workers.
- An existing café on site which plans to expand to serve and support the new houses and community uses. This provides a local and attractive facility for families to walk to, reducing the need to travel.
- Earlier, extant, planning permissions are in place for the expansion of the employment accommodation and the delivery of a gym on the Worting Business Centre site.

3.5 Local Services and Facilities

3.5.1 The nearby local services and facilities located to the west of Basingstoke are presented at **Table 3.3**.

Table 3.3: Local Facilities and Services

Purpose	Destination	Total Distance (m)	Walking Journey (mins)	Cycling Journey (mins)
Education	Chiltern Primary School	1,400	16	5
	Castle Hill Infant School	2,000	25	7
	Bishop Challoner Secondary	2,400	29	9
	Aldworth Secondary School	3,500	40	12
	Cranbourne Secondary School	4,500	55	13
Retail	Cobbs at Manydown	300	4	2
	Stop & Shop	1,100	12	4
	Kempshot Post Office	2,100	25	8
	Worting Road Retails	3,400	41	10
	Morrisons	3,500	42	11
	Winchester Road Retail Park	3,800	49	15
	Festival Place Shopping Centre	4,600	56	15
Leisure	Worting House Cafe	100	1	1
	Aspects of Fitness	350	4	1
	The Royal Oak	1,100	13	3
	Burghfield Walk Play Area	1,300	14	5
	Basingstoke Golf Centre	1,500	18	4
	Stratton Park Tennis Court	2,400	27	9
	Basingstoke Leisure Park	2,400	28	9
	Winklebury Park	2,700	32	9
	Downgrange Sports Complex	2,800	34	11
Healthcare	Camrose Medical Partnership	3,100	38	11
	Damira Dental Practice	3,100	38	11
	The Hackwood Partnership	3,800	49	14
	Gillies Health Centre	3,900	47	16
	North Hampshire Hospital	4,900	53	18
Employment	Worting House Business Centre	100	1	1
	Moniton Trading Estate	1,100	14	3
	West Ham Industrial Estate	2,600	31	9
	Houndmills Industrial Estate	3,400	41	11
	Vickers Business Centre	4,200	52	16
	Basing View	4,900	61	18
Public Transport	Bus Stops	100	1	-
	Basingstoke Railway Station	4,500	55	16

Source: Consultant's Estimates (Google Maps measured form Centre of Site and MfS Walk speeds)

Key:

	Comfortable Walking Distance (800m) / Comfortable Cycle Distance (3km)
	Reasonable walking distance (1.6km) / Reasonable cycle distance (5km)
	Acceptable walking distance (3.2km) / Commuter cycle distance (8km)

3.5.2 In relation to education provision, in the future, with the development of Manydown it is likely that the local catchment areas will be reconsidered. However, at this time the catchment schools for the development are:

- Chiltern Primary School – 1.4km / 16 minute walk
- Cranbourne Secondary School – 4.5km / 13 minute cycle.

3.5.3 Local services and facilities are illustrated in **Figure 1**, an extract of which is at **Image 3.5**. This will be supplemented by the above additions to the services and facilities to be provided on site.

Image 3.5 Local Facilities and Services Plan



Source: i-Transport

3.5.4 A number of core local facilities and services are located within 1.6km of the site; a reasonable walking distance. A wider range of facilities to include schools, shops, leisure and employment opportunities are available within maximum walking distance of 3.2km. In terms of cycling, all of the facilities are within a 5km distance from the site, which is classed as a reasonable cycling distance. Whilst some secondary schools are over 2km from the site, it still only equates to an 13-14 - minute cycle.

3.5.5 For journey further afield, bus services and railway station are available within walking and distance from the site.

3.6 Sustainable Travel Demand

3.6.1 For the purpose of the TP targets and understand the likely baseline modal split of the residents of Worting Park prior to baseline surveys, the Travel to Work data has been obtained from the 2011 Census for Basingstoke and Deane 013 Mid Layout Super Output Area (MSOA). The derived mode share splits are summarised in **Table 3.4**.

Table 3.4: Basingstoke and Deane 013 Mode Share

Mode	Mode Share %
Car	66.8%
Foot	9.3%
Bicycle	3.1%
Bus	8.6%
Car Passenger	7.7%
Train	3.0%
Motorcycle	0.9%
Other inc. Taxi	0.6%
Total	100.0%

Source: 2011 Census Travel to Work / Consultant's Calculations

3.6.2 The above mode share has been used baseline to determine the Travel Plan targets for the development as set out in the following section of this TP.

3.7 **Summary**

- 3.7.1 A review of accessibility demonstrates that there is a good range of everyday facilities within a comfortable and reasonable walking and cycling distance which includes education, convenience retail, healthcare, and employment opportunities. The journey distances have been measured from the centre of the development via the shortest available walking route via the access road.

SECTION 4 Targets

4.1 Introduction

- 4.1.1 The aim of the TP is to reduce single occupancy car use for travel to Worting Park and to promote sustainable / active travel as an alternative. Targets are measurable goals against which the progress of the Travel Plan can be assessed.

4.2 Aim Based Targets

- 4.2.1 In accordance with the Framework Travel Plan, the following targets have been set:
- **Target 1** – To reduce the number of vehicle trips generated by development over a 12-hour period (weekday 07:00-19:00) by ten percent from the baseline within five years;
 - **Target 2** – To reduce the number of vehicle trips generated by the development during the morning peak hour (0800-0900) and evening peak hour (1700-1800) by ten percent from the baseline position.
 - **Target 3** - To increase the number of daily trips undertaken by walking, cycling and public transport by ~20-25% from the baseline position within five years.
- 4.2.2 These targets follow the SMART principle (specific, measurable, adjustable, realistic, time-based) and focus on reducing the traffic generation of the site as a whole and encouraging residents to travel by more sustainable modes.
- 4.2.3 The aim is to achieve these targets by completion of the development, estimated to be within five years of the first occupation. Interim mode split targets have been established and will be subject to ongoing review during the course of the travel plan as a result of the monitoring surveys.

4.3 Baseline Position and Interim Targets

- 4.3.1 The baseline modal split has been obtained from the Travel to Work data from 2011 Census and has been used to inform the mode share interim targets summarised in **Table 4.1**.
- 4.3.2 Once the first monitoring surveys at the development have been undertaken and analysed, the baseline position targets will be reviewed and agreed with HCC.

Table 4.1: Interim Targets

Mode	Baseline – 2011 Census	Year 3	Year 5
Car	66.8%	63.5%	60.2%
Foot	9.3%	10.0%	10.7%
Bicycle	3.1%	3.8%	4.4%
Bus	8.6%	9.2%	9.9%
Car Passenger	7.7%	8.3%	9.0%
Train	3.0%	3.7%	4.4%
Motorcycle	0.9%	0.9%	0.9%
Other inc. Taxi	0.6%	0.6%	0.6%
Total	100.0%	100.0%	100.0%

Source: Consultant's Calculations

4.3.3 **Table 4.1** shows that by meeting the Travel Plan targets, a reduction in car use from 66.8% to 60.2% in each peak hour would be achieved.

4.3.4 In contrast to the targeted reductions in car use, the use of sustainable modes (Walking, Cycling and Public Transport) is targeted to increase with use of walking, cycling and the public transport to increase by 22.5% from 24.0% to 29.4% mode share.

SECTION 5 Scheme Proposals and Access Strategy

5.1 Introduction

- 5.1.1 This section describes the on and off-site infrastructure measures which will encourage residents to travel via sustainable modes.

5.2 Masterplan

- 5.2.1 The masterplan of the development proposal is provided at **Appendix A**, extract of which is provided as **Image 5.1**.

Image 5.1: Extract of Masterplan



Source: Gardener Stewart Architects

- 5.2.2 The development delivers connections to the future Manydown scheme and to the wider Worting House development, and Worting Village, thereby improving community connectivity.

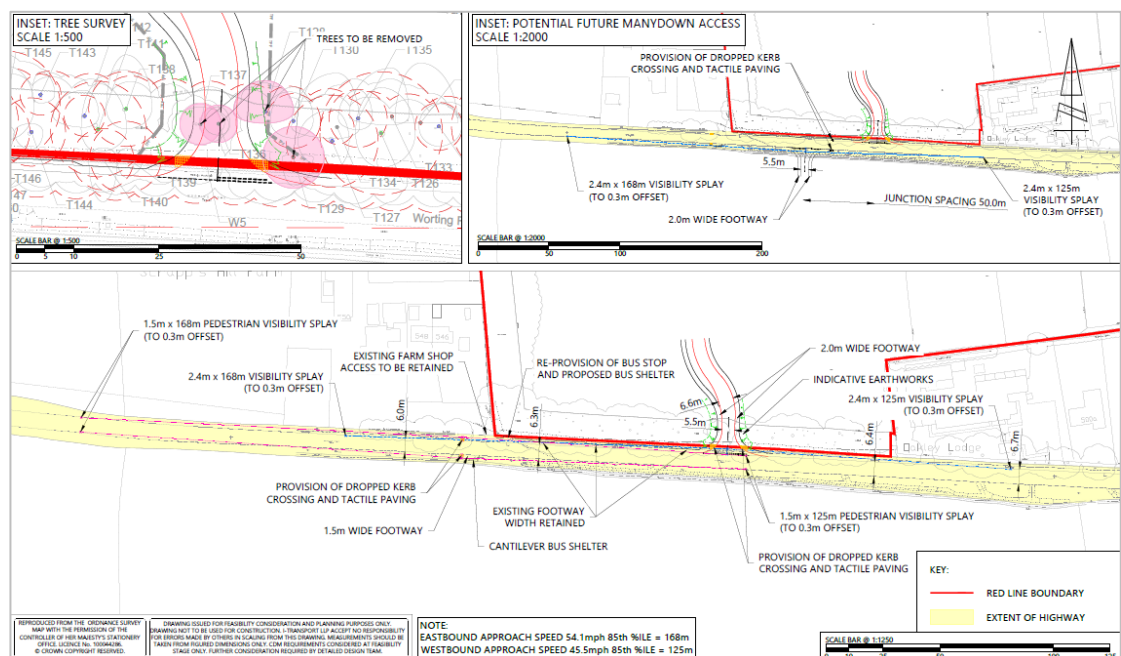
5.3 Site Access

5.3.1 The site access comprises:

- An all-purpose site access junction from Worting Road to serve the residential element of the development. The access road is provided with 2.0m wide footways on both sides linking with the existing footway running on the northern side of the B3400 Worting Road. The access will include appropriate dropped kerbs and tactile paving to facilitate safe pedestrian crossing and will facilitate cycle access on road to connect to the B3400;
- The day nursery and the community hall will be accessed from the existing Worting House access junction on Worting Road; and
- The development provides a number of pedestrian and cycle accesses on to the existing footway network on the B3400 Worting Road and safeguard connection to the adjacent sites forming wider Manydown. These are illustrated in the Masterplan at **Appendix A**.

5.3.2 The access arrangement is shown in **Drawing No. ITB17338-GA-001** (extract at **Image 5.2**). It also illustrates the footway connections to the footway on Worting Road.

Image 5.2: Access Arrangement



Source: Drawing No. ITB17338-GA-001

5.3.3 There is no vehicular connection between the residential and local centre elements of the development. High levels of interconnectivity between the residential elements of the scheme and the wider mixed-use scheme will be achieved, to ensure ease of active travel movement and to promote transport sustainability as an integral part of the development. Alongside the wider connections delivered by the scheme to the local area, this supports the principles of walkable neighbourhoods (MfS) and 15-minute neighbourhoods and will promote health and wellbeing across the development.

5.4 Public Transport Connectivity

5.4.1 The development is well located to existing bus stops on the B3400 Worting Road (approximately 100m to the west of the site access junction). There are bus stops in both directions and are serviced by regular bus services to destinations such as Basingstoke Town Centre, Oakley and Andover.

5.4.2 Basingstoke railway station is located around 4.5km to the east of the site, in Basingstoke Town Centre and is accessible via bus services. This station offers services to destinations such as Winchester, Southampton Central, Reading, London Waterloo and Portsmouth Harbour.

5.4.3 The development will connect to the existing footway network on Worting Road. Additionally, there are aspirations to improve cycling facilities along Worting Road. This offers a realistic opportunity for pedestrians and cyclists to walk / cycle to the existing bus stops and railway station to travel to destinations further afield.

5.5 Parking Provision

5.5.1 The car and cycling parking have been provided in compliance with the BDBC Parking SPD. The development also provides parking design and layout guidance and the BDBC requirements in relation to electric vehicle charging provision.

5.5.2 The breakdown of the parking requirements based on the BDBC adopted parking standards for the housing mix are set out in **Table 5.1**.

Table 5.1: Parking Requirements

	BDBC Car Parking Standards	Units	Required	Provided
1 bedroom	1.25	12	15	12
2-3 bedroom	1.75	79	139	158
4+ bedroom	2.75	24	66	73

	BDBC Car Parking Standards	Units	Required	Provided
Total Car Parking Spaces Required			220	243

Source: BDBC Standards / Consultants Calculation

- 5.5.3 The development (residential) includes 1 car parking space for 1 bed flats, 2 spaces for 2 and 3 bed flats and houses and 3 spaces for 4 bed houses with one 4 bed house provided with 4 parking spaces. Parking has been designed in line with the BDBC parking guidance.
- 5.5.4 The scheme has a total of 243 allocated parking spaces, and 43 unallocated visitor parking spaces with access to electric vehicle charging provision for every dwelling. Thus, the parking is appropriate for the type and scale of the development and meets standards. Garages which are non-compliant to BDBC standards are excluded from the above counts.
- 5.5.5 Cycle parking for the development is provided in accordance with BDBC standards. This will provide secure and covered cycle parking for all dwellings on the site. This is in garages where present or where not present cycle parking will be provided within garden sheds (with rear access). For the apartments, cycle parking will be provided in secure and covered cycle storage facility.

5.6 Summary

- 5.6.1 The access supports the aims and objectives of this TP by ensuring a connected and permeable development site. The development will provide a range of improved pedestrian facilities to connect local walking and cycling routes, allowing residents to reach key local destinations on foot or by bike as opposed to using the car.

SECTION 6 Soft Measures

6.1 Introduction

- 6.1.1 This section of the TP describes the non-infrastructure or 'soft' Travel Plan measures developed and promoted for the residents of the development.
- 6.1.2 The Travel Plan co-ordinator is in charge of the implementation, funding and management of the Travel Plan.

6.2 Promotion of Walking and Cycling

- 6.2.1 As described in Section 5, the development has been designed to facilitate and improve connections to the local pedestrian and cycle network, allowing for local journeys to key destinations to be undertaken by these modes.
- 6.2.2 New residents will be issued with a Residents 'Travel Plan Pack' and a link to the Travel Plan website which will include details of journey planning websites, walking and cycle maps, local cycle shops and local public rights of ways.
- 6.2.3 A cycle voucher will be offered to all households to enable the purchase of cycle equipment.
- 6.2.4 Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores for the purchase of cycling equipment.
- 6.2.5 The Travel Plan Co-ordinator will also promote 'Bikeability' cycle training courses to residents and will organise group training sessions if enough residents, employees etc. are interested.
- 6.2.6 The Travel Plan Co-ordinator will promote cycle maintenance services such as Bike Doctor (cycle repair), RideRide (training in cycle repair) and Purple Bike Shed (home visits to undertake cycle repair) and negotiate discounts for residents.

6.3 Promotion of Public Transport

- 6.3.1 Information on the public transport routes and facilities served by the new development will be made available to new residents through the Travel Information Pack and Travel Plan website and on the noticeboard provided on site.
- 6.3.2 The information pack will also include the offer of a sustainable travel voucher for use on rail or bus services.

6.4 Car Sharing Scheme

6.4.1 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of people making similar journeys at the same time, thereby reducing peak hour congestion on routes between the development and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.

6.4.2 Residents will be provided with information about car sharing via Hampshire's chosen Car Share website (<https://liftshare.com/uk>). This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

6.5 Information Provision and Marketing

6.5.1 Sales staff will be provided information about the Travel Plan to be able to explain and promote the Travel Plan including any incentives.

6.5.2 Upon occupation of each dwelling, a Residents' Travel Plan Pack will be provided as well as a link to the Travel Plan website (**Appendix C**).

6.5.3 The pack and website will pull together information on the above listed measures and contain information about the objectives of the TP, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport.

6.5.4 The following items will be included in the pack and website:

- A choice of a sustainable travel voucher for the first owner of each dwelling, with options from the following:
 - A £50 bus travel voucher;
 - A cycle purchase voucher for £50 for each household to assist with the purchase of a bicycles / cycle equipment; and
 - A £50 voucher towards a rail season ticket to encourage travel by rail.

6.5.5 The following will also be provided:

- Information about the TP, its aims and objectives, how to get involved and how travel will be monitored;

- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking, and the location of bus stops;
- Information about facilities and activities locally and on site including the community hall, nursery, existing cafe, and Worting House Business Centre;
- Information about opportunities to travel to local schools in the vicinity of the development by sustainable modes, including details of any local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking/cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;
- Links to HCC's cycle plans;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and <https://www.traveline.info/>;
- Information about car sharing through the Hampshire car share website (<https://liftshare.com/default.asp>) and other social-media based websites such as HiyaCar; and
- Information about the home delivery services offered by local supermarkets and potentially a voucher for free home delivery on first use.

6.6 Summary

6.6.1 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to reduce single occupancy car journeys through promoting car sharing. The proposed measures aim to achieve the objectives and targets set out in Section 2 and 4 respectively of this report. A range of information and marketing initiatives are also proposed to encourage awareness and participation in the Travel Plan by local residents from the outset.

SECTION 7 Management and Implementation

7.1 Travel Plan Management

7.1.1 The developer as appointed i-Transport to act as the Travel Plan Co-ordinator (TPC) for the residential aspect of the development. A dedicated email address has been set up for the development (wortingparktpc@i-transport.co.uk).

7.1.2 The TPC will be supported by a steering group, comprising a representative from the developer, a representative of the housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator and other local authority officers as needed (e.g. cycling, public transport, and voluntary residents' representatives). The steering group will meet after the first round of monitoring surveys and annually if deemed appropriate / enough interest. This extensive period will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the continuation of the Travel Plan after the handover is set out below.

7.2 Role of Travel Plan Co-Ordinator

7.2.1 The role of the Travel Plan Co-ordinator will be as follows:

- To manage the day to day delivery of the measures contained in the Travel Plan;
- To wherever possible co-ordinate with the other local development parcels to ensure that there is sharing of information between each sites steering groups or bicycle user groups;
- To set up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored, and key decisions taken as necessary;
- To market the Travel Plan to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To negotiate discounts with local cycle shops for residents at the earliest opportunity, i.e. from appointment;

- To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;
- To organise monitoring of the Travel Plan in line with the strategy outlined in Section 8; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

7.3 Involvement of Residents

7.3.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with a Residents' Travel Plan pack and website on completion of their purchase. The Travel information pack and website will be kept up to date for the duration of the travel plan.

7.3.2 The Travel Plan Co-ordinator will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. The Travel Plan Co-ordinator will also aim to maintain interest amongst residents through the following means:

- Leaflet drops providing information about the Travel Plan, advertising the website and reporting the results of the monitoring;
- Presenting information on community noticeboards;
- The steering group will involve resident participation and will review and develop other methods of ensuring ongoing involvement from residents.

7.4 Framework for Implementation

7.4.1 The TPC will commence the initial Travel Plan measures in time for the first occupations. **Table 7.1** provides an Action Plan for the implementation of the measures set out in Sections 5, 6, 7 and 8 of this TP along with cost estimates.

Table 7.1: Framework for Implementation / Action Plan

Objective	Measure	Timescale	Delivery	Mode Affected	Cost Estimate
Cross-Objective	Develop and maintain community website	Prior to occupation	TPC	Single occupancy vehicle use, walking, cycling and public transport	£2,500
	Prepare and distribute Travel Welcome Packs & Website	Prior to occupation	TPC		£1,500
	Travel Awareness Events	Phased with development	TPC		£2,000
	Provide community notice boards	Phased with development	Developer		£1,000
	Provide EV Charging infrastructure	Phased with development	Developer	Vehicle Use	Infrastructure Cost
Reduce the Need to Travel	Deliver connections to broadband network	Phased with development	Developer	Single occupancy vehicle use	Included within development costs
Promotion of Walking, Cycling and Public Transport	Provision of bus, walking and cycling maps and promotion of apps / websites	Prior to occupation	TPC	Single occupancy vehicle use, walking, cycling and public transport	Included within Travel Welcome Packs
	Provision of Cycle Parking	Phased with development	Developer	Cycling	Included within development costs
	Provide pedestrian / cycle improvements identified within the Pedestrian and Cycle audit	Phased with development	Developer	Single occupancy vehicle use, walking, cycling and public transport	Delivered through Contribution
	Offer a £50 travel voucher to each dwelling for bus / rail taster tickets or cycle equipment	On occupation	TPC	Single occupancy vehicle use and cycling	£1,250 assuming 20% uptake
	Deliver internal network of walking and cycling routes and accessible street design	Phased with development	Developer	Walking and Cycling	Infrastructure Cost

Objective	Measure	Timescale	Delivery	Mode Affected	Cost Estimate
	Deliver direct connection to bus stops on Worting Road	Phased with development	Developer	Walking and Cycling	Infrastructure Cost
Encourage Car Sharing	Promotion of car sharing schemes through https://liftshare.com/uk/journeys/to/hampshire-uk	Prior to Occupation	TPC	Single occupancy vehicle use	Included within TPC cost
Management	Appoint a Travel Plan Co-ordinator	Three months prior to Occupation – retained for five years from occupation	Developer	Single occupancy vehicle use, walking, cycling and public transport	£25,000
	Training of the sales team about the Travel Plan	Training as part of induction process	Developer		Included within development costs
	Develop Full Travel Plan	One year after occupation	Developer / TPC		£2,000
	Steering Group	Meeting every 6 months for the first three years after first occupation, annual meetings thereafter	TPC		Included within TPC cost
Monitoring	Surveys	Year one, three and five	TPC	N/A	£2,500
	Travel Questionnaires	Annually (for five years)	TPC	N/A	Included within TPC cost
	Monitoring Report	Year one, three and five	TPC	N/A	Included within TPC cost

Source: Consultant's Estimates

7.5 Funding

7.5.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 5 of the TP;
- Hampshire County Council's travel plan monitoring and evaluation fee;
- The TPC role for the duration of the development, which is expected to last five years;

- The initial implementation of the measures outlined in Section 6 and **Table 7.1**.
- The monitoring surveys outlined in Section 8

7.5.2 The aim will be to take steps to enable the Travel Plan to become self-funding by the time that the developer leaves the site. The Steering Group will be responsible for delivering this objective.

7.6 Framework of Handover at End of the Developer Involvement

7.6.1 On completion of the development, the developer will no longer be responsible for the management of the Travel Plan. At this time, the management of the Travel Plan will revert back to the resident's Travel Plan committee who will be assembled by the TPC. Once the resident's Travel Plan committee has been assembled, the Local Authority's sustainable TPC will be invited to attend and provide guidance.

SECTION 8 Monitoring

8.1 Introduction

8.1.1 The total monitoring programmes of the development will be during the development build until five-years after first occupation of the new development. Monitoring will be primarily undertaken in two ways:

- Traffic Surveys; and
- The issue of a travel questionnaire.

8.2 Traffic Surveys

8.2.1 In accordance with the Framework Travel Plan, it is proposed that monitoring will be undertaken in the form of traffic surveys undertaken at 2-year intervals (Years 1, 3 and 5). Although the Framework Travel Plan set out that ATC data would be undertaken, due to the lack of information on pedestrian and the likely inclusion of construction traffic it is proposed at a multi modal survey at each of the different access points across the site is undertaken. The traffic surveys will supply HCC with observed statistical data showing how the residents travel to the development and details of the measures employed could be used to encourage sustainable travel.

8.2.2 The first traffic survey will be carried out on the first anniversary of occupation on the site. This will ensure that the survey captures information about an established critical mass of residents and will allow some time for the measures contained within the Travel Plan to take effect. Subsequent surveys will be undertaken at 2-year intervals and then a final survey take at 5 years from first occupation.

8.3 Travel Questionnaires

8.3.1 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures and enable residents to remain involved in the Travel Plan process. The first questionnaire survey will be undertaken 12 months after first occupation of the first unit and then annually until 5 years from first occupation.

8.3.2 The residential surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport. A draft Survey is provided as **Appendix D**.

8.3.3 These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan which may be implemented in the future and to monitor travel patterns at the development over set periods of time.

8.3.4 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part.

8.3.5 The results of the surveys and the analysis will be included in an updated Travel Plan, or the first monitoring reports, with the Travel Plan targets revised or updated accordingly.

Use of Surveys

8.3.6 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highways authorities to examine how the Travel Plan is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

8.3.7 The TPC will monitor and review the progress and success of the Travel Plan and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve the local planning authority as well as the TPC.

8.4 Reporting

8.4.1 Following each monitoring survey (Years 1, 3 and 5), a monitoring report will be submitted to HCC. These reports will be setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan and will also include the actions taken to implement the sustainable travel measures.

8.4.2 Residents will also be informed of the survey results via the website, leaflet drops and community notice boards. The following information is likely to be provided:

- Recap of the sites Travel Plan's objectives and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;
- Corrective measures to get the plan back on track if targets are not being met; and
- Proposals to further develop the Travel Plan for the future.

8.5 Remedial Measures

- 8.5.1 Should the Travel Plan targets not be met by the end of the monitoring period outlined above, the developer will work with Hampshire County Council to identify a strategy and to agree further actions to ensure the Travel Plan remains on track.
- 8.5.2 The proposed sustainable transport strategy and all of the associated measures will provide a genuine opportunity for the 10% reduction in traffic flows associated with the development to be achieved.
- 8.5.3 If at the end of the monitoring period, the trip rate target has not been achieved then discussions will be undertaken with HCC on any further measures which are required to be implemented. The need for additional or intensification of on-site Travel Plan measures (either infrastructure or 'soft' measures – such as enhanced personalised travel planning for residents of the site) will also be discussed with HCC.
- 8.5.4 Any such remedial measures would be discussed and agreed with HCC at the conclusion of the monitoring period and would be related in scale to the degree to which the Travel Plan targets had not been achieved.

8.6 Delivery and Enforcement

- 8.6.1 The delivery of the Travel Plan has been enforced through condition within the S106 agreement for the development. The developer will commit to paying HCC's monitoring and approval fees which will total £16,500 for the five-year monitoring period. In addition to the monitoring fee, again, the developer will provide a cash deposit / Bond to HCC to secure surety for the delivery of the measures set out within **Table 7.1**.

8.7 Summary

8.7.1 Based on the information above the monitoring schedule for the Travel Plan is presented at **Table 8.1**.

Table 8.1: Monitoring Summary

Monitoring Year	Trigger	Survey Requirement
Year 1	Anniversary of First Occupation	Multi Modal Survey & Questionnaire Survey Monitoring Report
Year 2	Anniversary of Year 1 Survey	Questionnaire
Year 3	Anniversary of Year 1 Survey	Multi Modal Survey & Questionnaire Survey Monitoring Report
Year 4	Anniversary of Year 1 Survey	Questionnaire
Year 5	Anniversary of Year 1 Survey	Multi Modal Survey & Questionnaire Survey Monitoring Report

SECTION 9 Summary

9.1 Summary

9.1.1 i-Transport LLP has been appointed by Cala Homes (Southern) to provide highways and transportation advice for a residential-led mixed use development known as Worting Park at Worting Road, Basingstoke.

9.1.2 The TP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys and influencing modal choice.

9.1.3 The following main interim targets have been set:

- **Target 1** – To reduce the number of vehicle trips generated by the development over a 12-hour period (weekday 07:00-19:00) by ten percent from the baseline within five years;
- **Target 2** – To reduce the number of vehicle trips generated by the development during the morning peak hour (0800-0900) and evening peak hour (1700-1800) by 10% from the baseline position.
- **Target 3** - To increase the number of daily trips undertaken by walking, cycling and public transport by 22.5% from the baseline position within five years.

9.1.4 The objective is to achieve these targets at the end of the monitoring period and interim mode split targets have been established and will be subject to on-going review.

9.1.5 The development will bring forward linkages between the site and the existing pedestrian and cyclist routes. In addition, the Transport Assessment and WCHAR include a range of potential improvements to access the local services and facilities and public transport links that could be brought forward through S106 contributions.

9.1.6 The Travel Plan presents a range of non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to the site, including:

- A choice of a £50 sustainable travel voucher for the first owner of each dwelling, with options from the following:
 - A £50 bus travel voucher;
 - A cycle purchase voucher for £50 for each household to assist with the purchase of a bicycles / cycle equipment; and
 - A £50 voucher towards a rail season ticket to encourage travel by rail.

9.1.7 Additional measures include:

- The promotion of walking and cycling, including provision of plans showing walking and cycling routes to local facilities, and a bicycle user group;
- Provision of high speed broadband access to enable easy access to local home delivery services and home working;
- A Resident's Travel Plan Pack and Travel Plan website; and
- Provision of up to date travel information by other means, including a community travel website and community notice boards.

9.1.8 A framework for management and implementation of the Travel Plan is proposed. A Travel Plan Co-ordinator will be appointed by the developer prior to first occupation of the development, to oversee the development of the proposed measures and ensure the implementation of the Travel Plan ahead of occupation. A suggested timetable for the implementation of these measures has been put forward.

9.1.9 The Travel Plan Co-ordinator will be supported by a Steering Group, comprising representatives from the developer, local authority, residents etc. A framework is proposed for the handover of the Travel Plan at the end of the developer's involvement.

9.1.10 The total monitoring programme of the development will be for 5 years following the anniversary of the first occupation and will be undertaken via multi modal surveys and questionnaires. Monitoring reports over this period will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

FIGURES

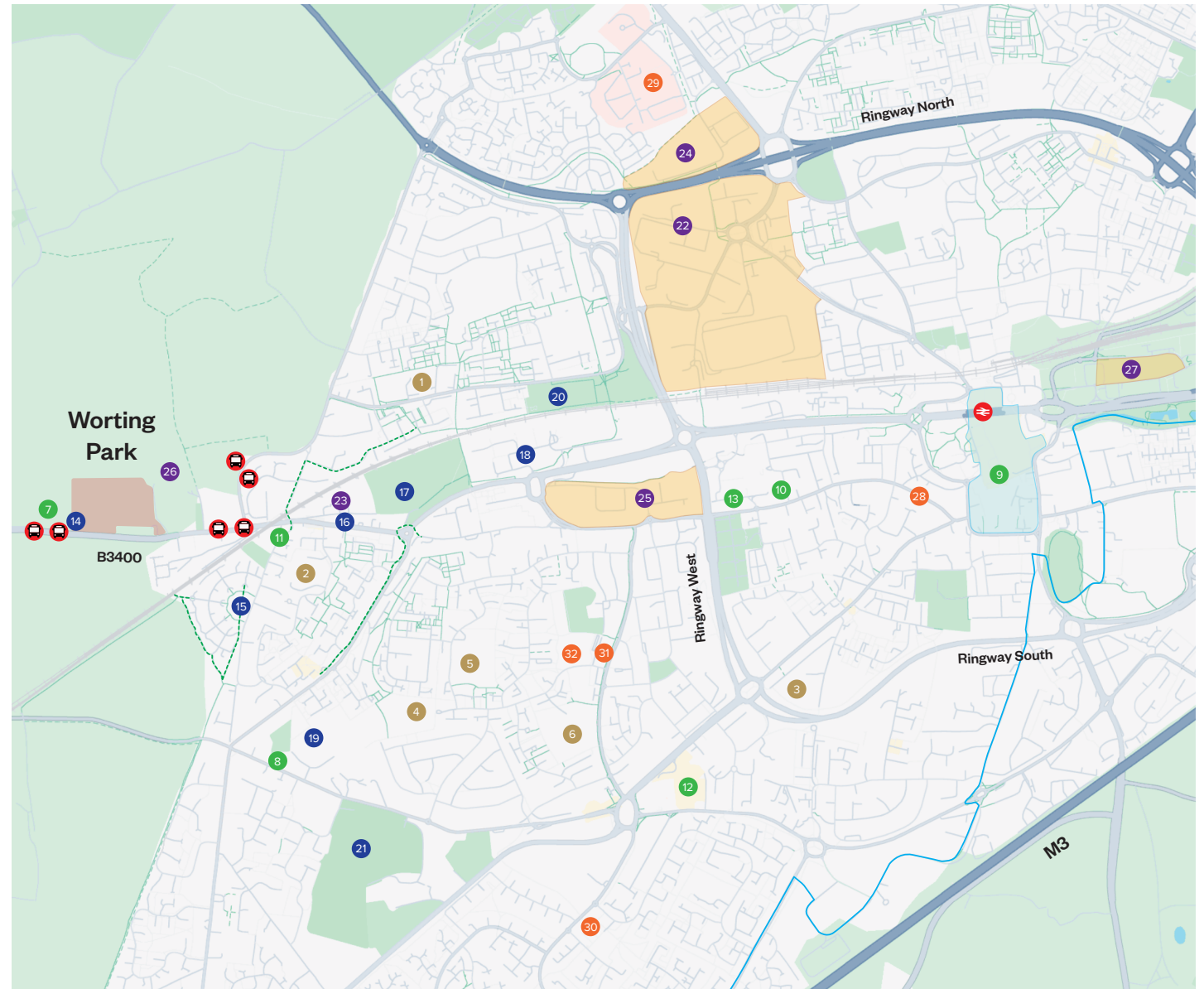
Worting Park Local Area Plan

Location/Facility

Time (mins)

Walk Cycle

	Bus Stops	1	-
	Basingstoke Railway Station	56	16
	Castle Hill Infant School	25	7
	Chiltern Primary School	16	5
	Park View Primary School	28	8
	Aldworth School	40	12
	Bishop Challoner Secondary School	29	9
	Cranbourne Secondary School	55	13
	Cobbs at Manydown	4	2
	Kempshott Post Office	25	8
	Festival Place	56	15
	Morrisons	42	11
	Stop & Shop	12	4
	Winchester Road Retail Park	49	15
	Worting Road Industrial Estate	41	10
	Aspects of Fitness	4	1
	Burghfield Walk Play Area	14	5
	The Royal Oak	13	3
	Basingstoke Golf Centre	18	4
	Basingstoke Leisure Park	28	9
	Stratton Park Tennis Court	27	9
	Winklebury Park	32	9
	Downgrange Sports Complex	34	11
	Houndmills	41	11
	Moniton Estate	14	3
	Vickers Business Centre	52	16
	West Ham & Thorneycroft Industrial Estate	31	9
	Worting House House Business Centre	1	1
	Basing View	61	18
	The Hackwood Partnership	49	14
	Basingstoke & North Hampshire Hospital	53	18
	Gillies Health Centre	47	16
	Camrose Medical Partnership	38	11
	Damira Dental Practice	38	11



--- Local Cycle Route

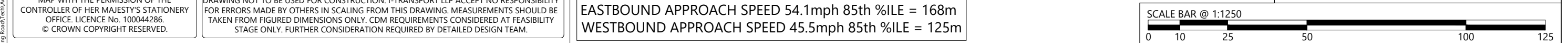
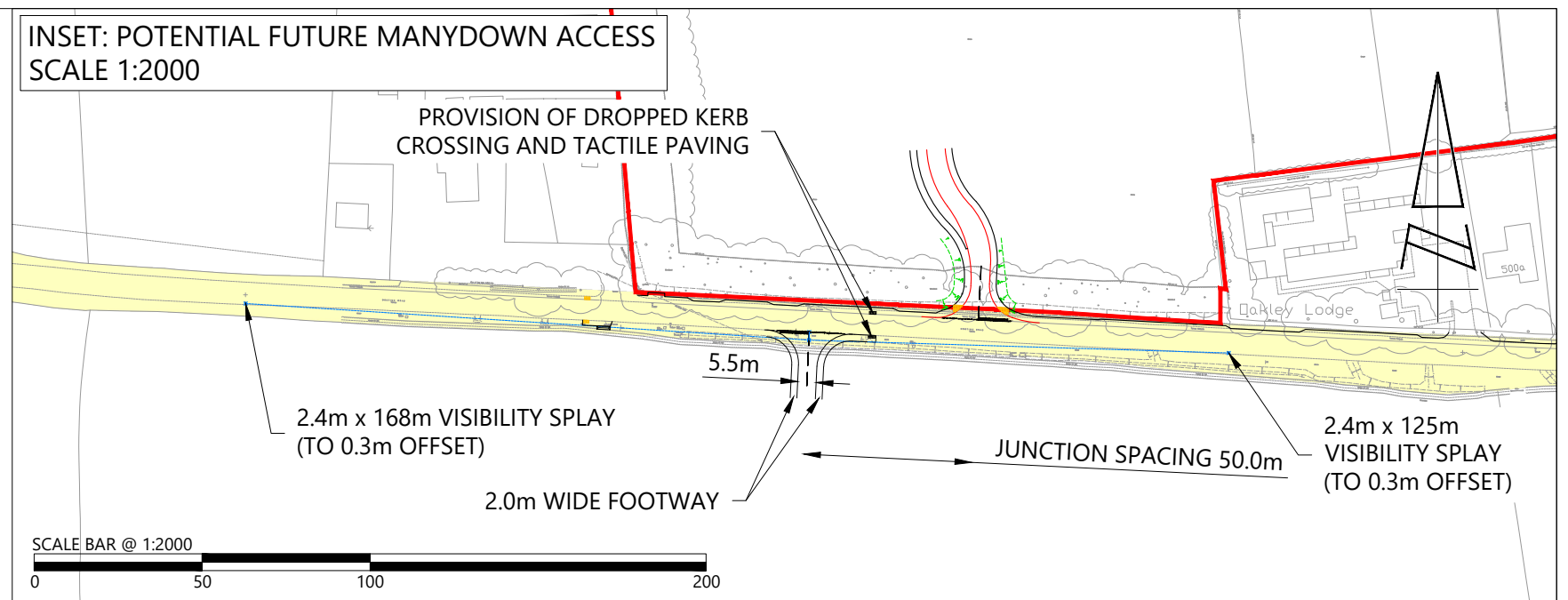
— National Cycle Route 23

Site Boundary

Basingstoke Town Centre

Employment Area

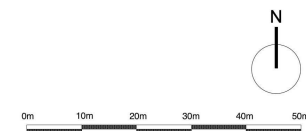
DRAWINGS



APPENDIX A. Masterplan



Layout approved by
17/0261/FUL



Note: To be read in conjunction with Macallan Penfold Drawings (Community Buildings) and Define's landscape proposals

Rev	Date	Drawn by	Description
P	15.09.22	MS	DRAFT PLANNING ISSUE
Q	21.09.22	MS	DRAFT PLANNING ISSUE

PLANNING

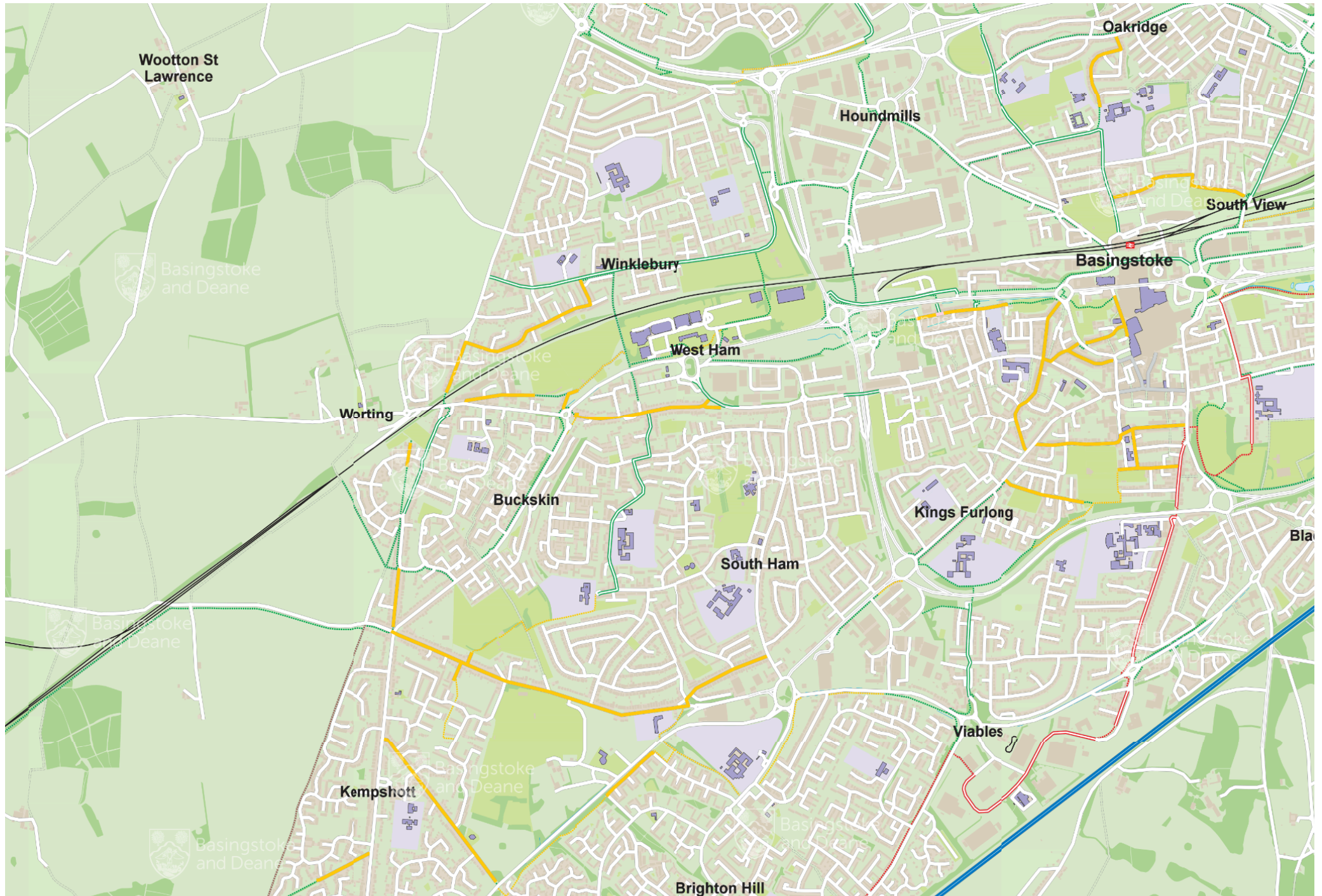
**Worting Park
Basingstoke**



Drawing title			
Site Layout Plan			
Date	June '22	Drawn by	MSH
Scale	1:500 @ A1	Checked	RHS
Drawing number	1330-3-1300	Rev	Q

architecture master planning urban design

APPENDIX B. Basingstoke Cycle Map



APPENDIX C. Travel Plan Pack



Worting Park, Basingstoke

Travel Plan Pack



Welcome to your Travel Plan Pack

Here you will find information on how to take up more sustainable travel opportunities within your development and within the local area.

Travel options in the local area have been assessed in order to provide guidance for the promotion of sustainable travel method utilisation. This initiative not only fosters sustainable travel but also aims to reduce the adverse effects of development-related traffic on the local road network and the environment. By promoting and monitoring the type of travel and the choices available for residents, the Travel Plan will look to:

- Increase awareness of the advantages and availability of sustainable / active modes of transport
- To promote health and fitness benefits of active travel to all users
- To introduce a package of physical and management measures that will facilitate travel by sustainable modes
- To reduce unnecessary use of the car for journeys to and from the development by residents

As well as your Travel Plan pack you also have your own dedicated Travel Plan website which provides further information on sustainable travel. Please visit: cala-thames-travel-plans.co.uk.

If you have any questions or you need to get in touch please contact your Travel Plan Coordinator via the following email address: wortingparktpc@i-transport.co.uk.

Your Development

Basingstoke is a town located in Hampshire providing a range of retail, leisure and educational opportunities for residents. As well as being located close to nearby destinations including Winchester, Reading, Farnham and Farnborough.



Your Local Area

Worting Park is located in an area which has a range of retail, leisure, education and employment opportunities which you have access to as well other nearby destinations within Basingstoke.

If you are interested in getting involved in local community groups nearby, have a look at some that take place in the local area!

Buckskin and Worting Community Association at The Ridgeway

The local community centre is located approximately 1.5km from the site and offers a range of regular activities throughout the week from Baby Sensory Classes, Art Club, Church Services and Dance Workshops.

Worting Scouts Group

Located approximately 500m east, Worting Scout Group hosts Squirrels, Beavers, Cubs and Scouts.

St Thomas of Canterbury – Winklebury and Worting

600m from the development is the parish church, which offers a variety of community services as well as worship. Events include sale days and baby and toddler groups.

Walking and Cycling

- Worting Park is surrounded by numerous walking and cycling routes offering sustainable access to Basingstoke town centre and other nearby amenities.
- Footways are present on the northern side of the A3400, providing key walking and cycling routes to key facilities within Basingstoke and within the Worting area.
- Using the footway along the A3400, this provides access to Chiltern Way and Roman Road which route directly to Castle Hill Infant School and Chiltern Primary School.
- To the east of the development are several local cycle routes which provide routes towards the centre of Basingstoke. The cycle route along Roman Road provides the direct route to Basingstoke and connects to the Calleva Trail route.

Cycle Servicing

Service my Bike – Basingstoke

Pukker Bikes - Basingstoke

Useful Apps



Map my Walk



Map my Ride



Strava

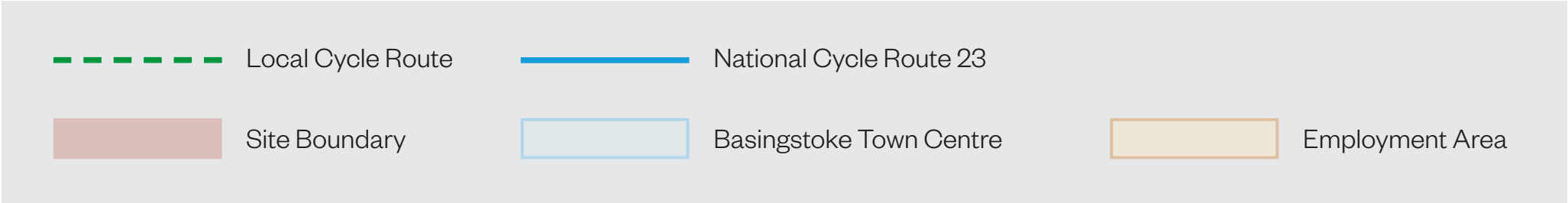
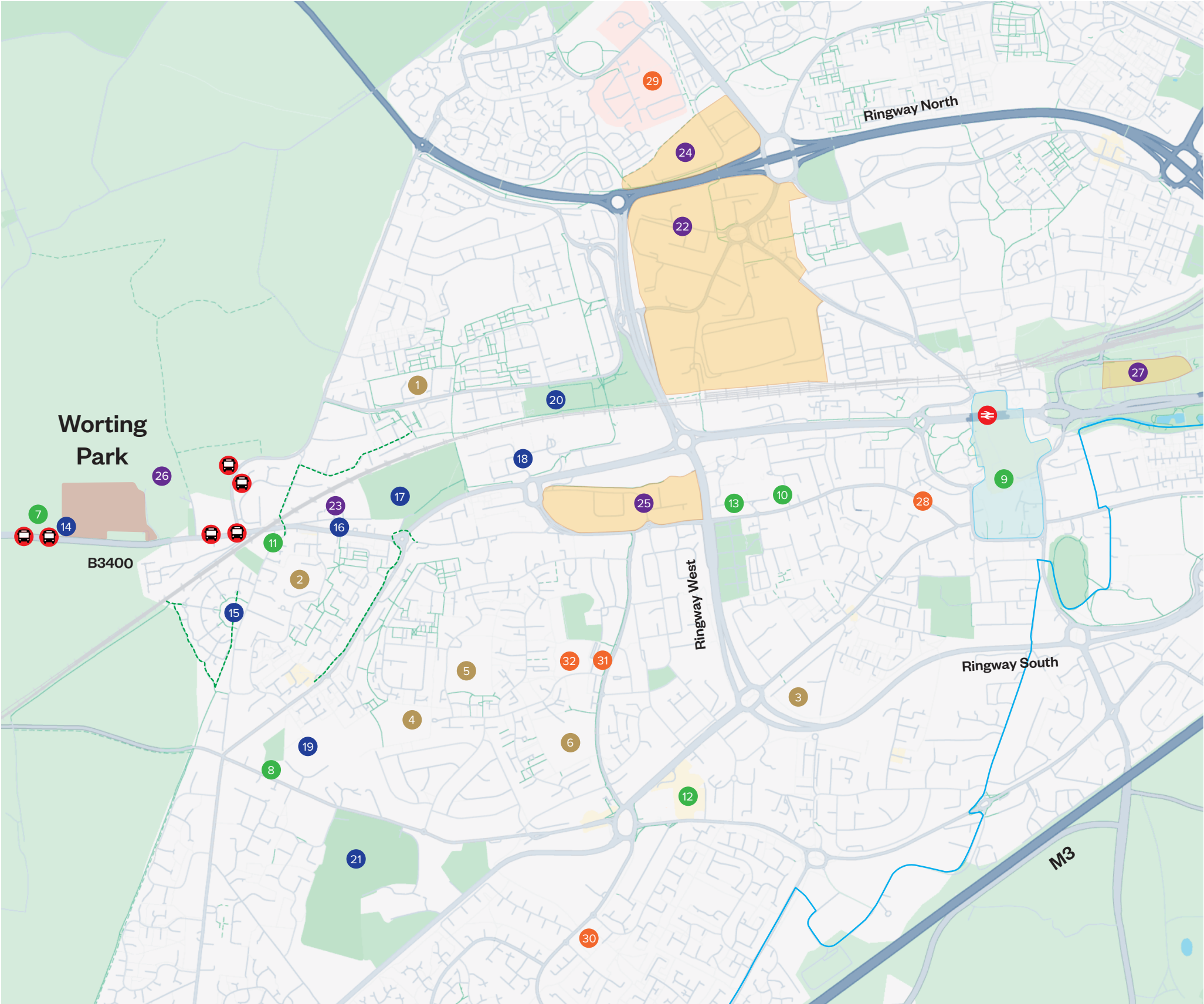


AllTrails

Worting Park

Local Area Plan

Location/Facility	Time (mins)	
	Walk	Cycle
 Bus Stops	1	-
 Basingstoke Railway Station	56	16
 Castle Hill Infant School	25	7
 Chiltern Primary School	16	5
 Park View Primary School	28	8
 Aldworth School	40	12
 Bishop Challoner Secondary School	29	9
 Cranbourne Secondary School	55	13
 Cobbs at Manydown	4	2
 Kempshott Post Office	25	8
 Festival Place	56	15
 Morrisons	42	11
 Stop & Shop	12	4
 Winchester Road Retail Park	49	15
 Worting Road Industrial Estate	41	10
 Aspects of Fitness	4	1
 Burghfield Walk Play Area	14	5
 The Royal Oak	13	3
 Basingstoke Golf Centre	18	4
 Basingstoke Leisure Park	28	9
 Stratton Park Tennis Court	27	9
 Winklebury Park	32	9
 Downgrange Sports Complex	34	11
 Houndmills	41	11
 Moniton Estate	14	3
 Vickers Business Centre	52	16
 West Ham & Thorneycroft Industrial Estate	31	9
 Worting House House Business Centre	1	1
 Basing View	61	18
 The Hackwood Partnership	49	14
 Basingstoke & North Hampshire Hospital	53	18
 Gillies Health Centre	47	16
 Camrose Medical Partnership	38	11
 Damira Dental Practice	38	11



Smart Driving

Car Sharing

Around 2.5 million people share their commutes to work every year in the UK. This removes 1.25 million cars from roads and saves around 1.25 million tonnes of CO2 per year. Car sharing is a great way to reduce the amount of solo car trips on our roads not only for work trips but for all trips.

Other benefits include:

- Reduce the need for parking
- Meet new people in your community
- Save on money spent on fuel – up to £1000 a year!
- Reduce the stress of driving

For information on Car Sharing initiatives visit our Travel Plan website for links to:

- Liftshare – download the app today!
- Hiyacar – download the app today!



Public Transport

Bus Travel

Worting Park bus stops are located approximately 100m west of the site on the A3400 with regular bus services 11 and 76.

- The 11 service operates between Basingstoke and Oakley
- The 76 service operates between Basingstoke and Andover

To access further information on timetables and bus passes, please visit our Travel Plan website where you will find links to each of these services.

Rail Travel

Basingstoke Railway Station is your closest station and is located southeast of the development in Basingstoke Town Centre. This station offers 170 cycle spaces in the form of compounds and racks and 1207 car park spaces (Basingstoke Bunnian Place and North Yard Multi-Storey). From Basingstoke, there are regular services to London Waterloo, Reading and Bournemouth.

For timetable information and live updates for services from Salsbury please visit National Rail – nationalrail.co.uk.

Railcards

National Railcards provide an opportunity to save up to a 1/3 off rail travel, with an annual average saving of £172 per year! There are a number of railcards available to purchase. Take a look on the Travel Plan website or visit railcard.co.uk.

Taxi Services

Alpha Cars

alphacarsandtaxis.co.uk

01256 444444

Useful Apps



Bus Checker



Stagecoach



The Trainline



National Rail



School Travel



Chiltern Primary School

The Primary School is located on Chiltern Way to the southeast of Worting Park and is accessible via a 16 minute walk (1.2km). Footpaths are provided through this route along the B3400 and Chiltern Way.

Castle Hill Primary School

This school is situated to the northeast of the development and can be accessed by travelling along the B3400, Roman Road and onto Winklebury Way. The route takes approximately 26 minutes (1.9km) and is accessible via a series of footpaths.

What's Next?

As part of the planning application for the development, a Travel Plan was created to outline the objectives and benefits of appropriate travel within the overall scheme. This document also defines the targets and actions the development aims to achieve during a 5-year monitoring period.

Monitoring will be conducted through questionnaire surveys in line with Hampshire County Council guidance for a 5-year monitoring period. These surveys will assess the types of travel used by residents and identify any barriers to specific travel modes. The survey results will be reviewed, and monitoring reports will be generated to evaluate the effectiveness of the Travel Plan, allowing for adjustments to be made as needed.

The results of the surveys and monitoring reports will be uploaded to the Travel Plan website.

Travel Plan Voucher

As part of the Travel Plan, the first occupier of each house is entitled to a sustainable travel voucher with three options to choose from;

- £50 towards the purchase of cycle equipment
- £50 towards bus travel voucher
- £50 towards a rail season ticket

For more information on how to redeem your voucher, visit our website

cala-thames-travel-plans.co.uk.

Get in Touch

For more information about your travel choices at Worting Park, please visit your dedicated Travel Plan website: cala-thames-travel-plans.co.uk.

If you have any questions or comments about your Travel Plan pack please get in touch with your Travel Plan Coordinator at: wortingparktpc@i-transport.co.uk.



APPENDIX D. Questionnaire Template

Questionnaire Survey (Template)

Questions to be reviewed and agreed with LHA at time of survey. All questionnaires will be undertaken online (unless requested). The questions below are potential questions which could be included as part of the survey and will be used as a starting point.

Background

1. Are you a resident of [insert development name]?
2. Please enter your (home) postcode.
3. Please select your age group
 - Under 18
 - 18-34
 - 35-44
 - 45-60
 - 60+
4. How many people live in your household?
 - 1
 - 2
 - 3
 - 4
 - 5+
5. How many cars do you have in your household?
 - 0
 - 1
 - 2
 - 3
 - 4+
6. If your household has a car (or multiple), how many are electric or low carbon vehicles?
 - 0
 - 1
 - 2
 - 3
 - 4+

7. How many bicycles do you have in your household?

- 0
- 1
- 2
- 3
- 4+

8. Do you have a disability which affects you or a member of your households travel arrangements?

Employment & Travel

9. Are you currently employed?

- Yes
- No

10. What is your place of work postcode?

11. How often do you work?

- 1-2 days
- 3-4 days
- Full Time
- Shift Work
- Other

12. Do you work from home?

- No
- 1-2 days
- 3-4 days
- Full Time

13. If you travel to your place of work, what mode of transport do you predominately use?

- Walk
- Cycle
- Bus
- Train
- Taxi
- Motorcycle
- Car (travelling by yourself)
- Car (travelling with someone else)

14. If you do travel to work, how far do you usually travel?

- Up to 1 mile?
- 1-3 miles
- 3-10 miles
- 10-20 miles
- Over 20 miles

15. Are there any aspects of your job that require you to use a car / vehicle?

- None
- Attendance at meeting
- Visit site / clients
- Other

16. Do you use any alternative modes of transport to travel to work?

- Walk
- Cycle
- Bus
- Train
- Taxi
- Motorbike
- Car (travelling by yourself)
- Car share (travelling with someone else)

Travelling

17. During the morning peak hour (8am - 9am) how many car trips does your household normally generate? (for example, travelling to work from home equates to one car trip).

- 0
- 1
- 2
- 3
- 4+

18. During the evening peak hour (5pm - 6pm) how many car trips does your household normally generate? (for example, travelling to work from home equates to one car trip).

- 0
- 1
- 2
- 3
- 4+

19. What is your typical mode of travel to the type of destinations listed below in an average week? Please choose the ones which are applicable.

	Walking	Cycling	Bus	Train	Car	Car Sharing	Other
Commuting							
Leisure							
Retail							
Education							

20. If you were to consider changing your main mode of travel, which mode would you be most likely to change to?

	Walking	Cycling	Bus	Train	Car	Car Sharing	Other
Commuting							
Leisure							
Retail							
Education							

21. Based on your answers for the above question, what would encourage you to take up these modes of travel?

Changing Travel Behaviours

22. Are there any improvements or incentives which would encourage you to walk or cycle more?
23. Are there any improvements or incentives which would encourage you to use public transport (train or bus)?
24. Are you aware of the Travel Plan which is part of Buckler's Park?
- Yes
 - No
25. Are you aware of the Travel Plan website which provides information on your local area, public transport, walking, cycling and other information?
26. Are there any improvements to the website, or further information which would be helpful in understanding about sustainable travel?

