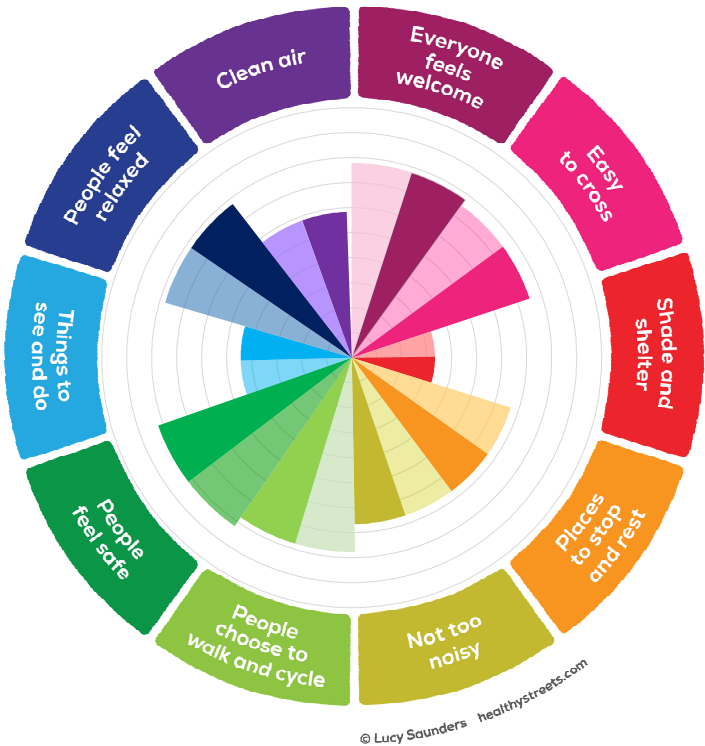


Healthy Streets Score

Name of street

Name of street at start junction

Name of street at end junction



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	66	66
Everyone feels welcome	78	78
Easy to cross	75	75
Shade and shelter	33	33
Places to stop and rest	67	67
Not too noisy	67	67
People choose to walk and cycle	78	78
People feel safe	82	82
Things to see and do	44	44
People feel relaxed	78	78
Clean air	58	58

Criterion	Description	Common Shortfalls	Rating	Appraiser Comments	Local Policy & Guidance
1. Trip generation and assignment	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	<p>Source data is not representative of the proposed development, is out-of-date or is confined to commuting journeys only.</p> <p>Forecasted trip generation is limited to motor vehicle traffic or peak hours only.</p> <p>Future year forecasts do not realise the potential of the development to support a greater number of walking, wheeling and cycling journeys or do not align with the national target (or any adopted local targets) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030.</p>	Exemplar	Multi modal trip rates provided with TA	
2. Active travel route audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	<p>Local pedestrian and cycling routes are only identified in application documents by their location, with no assessment provided on whether these are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20).</p> <p>Applications that include new dwellings have not demonstrated how local schools and colleges will be accessed by active travel modes.</p> <p>Qualitative analysis to inform any necessary improvements to the design and accessibility of key routes does not include maps, photographs and comments nor has regard to the following guidance, tools and plans in the assessment of key routes:</p> <ul style="list-style-type: none">• Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and Sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate);• PAS 6463: Design for the Mind (Sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12);• LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool);• the government's Walking Route Audit Tool; and• any adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs).	Exemplar	WCHAR provided as part of application documents	
3. Pedestrian access to local amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	<p>Trip lengths to key amenities as presented in application documents are based on straight-line distances from site boundaries or main access points.</p> <p>There are few everyday amenities within the recommended distance from most buildings using safe and accessible routes for pedestrians.</p> <p>Footpaths/ways to local amenities do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:</p> <ul style="list-style-type: none">• have a minimum width of 2m, with limited pinch points no less than 1.5m;• are step-free;• have a smooth, even surface;• have seating at regular intervals;• are uncluttered;• have good natural surveillance and clear lines of sight;• have street lighting;• have wayfinding; and• have crossing points suitable for the speed and traffic flow of the road(s).	Concern	Footways and footpaths within the industrial estate meet the National Design Guide but given the development proposals are within an industrial estate, amenities are not located within 800m. The local bus stop is though	National Design Guidance
4. Cycling accessibility	Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?	<p>Cycle routes relied on by the development are not coherent, direct, safe, comfortable or attractive in line with the five core design principles and geometric requirements in LTN 1/20 (see Sections 4.2 and 5). This may be due to physical features, steps, steep gradients or surface quality; or the absence of ramps, lighting or appropriate crossing facilities.</p> <p>The development relies on shared use routes in full or intermittently, which conflicts with the clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians.</p> <p>There is insufficient protection from motor traffic in accordance with the suitability and segregation standards in LTN 1/20 (see Figure 4.1 and Section 6) such that some potential cyclists would be excluded.</p>	Concern	As mitigation for the site was assessed as part of the previous hybrid application (APP/12/00338), a shared use path is provided on Fitzwygram Way	LTN1/20
5. Access to public transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	<p>There are no public transport nodes with a regular service (this will differ between urban and rural areas) within the recommended distances.</p> <p>Local bus stops do not have good natural surveillance or do not provide seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs. Local rail stations do not provide sufficient cycle parking, including spaces for non-standard cycles.</p> <p>Footpaths/ways to public transport nodes do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:</p> <ul style="list-style-type: none">• have a minimum width of 2m, with limited pinch points no less than 1.5m;• are step-free;• have a smooth, even surface;• have seating at regular intervals;• are uncluttered;• have good natural surveillance and clear lines of sight;• have street lighting;• have wayfinding; and• have crossing points suitable for the speed and traffic flow of the road(s).	Pass	A bus gate and stops along Fitzwygram Way were secured as part of the previous application. By the time the site is constructed this bus service will be implemented	
6. Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	<p>The application fails to identify necessary, directly related and proportionate improvements or contributions to:</p> <ul style="list-style-type: none">• footpaths/ways in line with the design standards identified in criteria 3 and 5;• cycling routes in line with LTN 1/20 standards identified in criteria 4; or• public transport infrastructure (where this is not provided on-site) that may include: new or extended services; seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs at bus stops; and secure cycle parking with pumps and repair tools at rail stations and mobility hubs. <p>The application fails to identify the mechanism to secure identified improvements and the trigger point(s) for delivery or payment.</p> <p>Proposed road/junction improvements do not prioritise pedestrian and cycling movements, including appropriate crossings.</p>	Pass	Improvements were secured as part of the previous application	
7. Site permeability	Does the development prioritise pedestrian and cycle movements within the site?	<p>Opportunities have been missed to maximise accessibility for active travel modes, including:</p> <ul style="list-style-type: none">• the development does not provide or safeguard pedestrian and cycling connections to neighbouring sites including future phases of development;• routes for pedestrians and cyclists are not at least – and preferably more direct – than the equivalent by car;• routes are not fully accessible or do not have adjacent accessible alternatives (e.g. ramps alongside steps or bound paths next to unbound paths);• inappropriate or infrequent crossings are proposed (see Inclusive Mobility Sections 4.10-4.11, PAS 6463 Section 7.6.2, LTN 1/20 Table 10-2, Manual for Streets Section 6.3 and Manual for Steets 2 Section 9.3);• pedestrians and cyclists are not prioritised at side road crossing points (see LTN 1/20 Figure 10.13);• priority junctions have radil that interrupts the pedestrian desire line (see Manual for Streets Sections 6.3-6.4 and Manual for Streets 2 Section 9.4);• there are red/zero scores when applying the Junction Assessment Tool in LTN 1/20;• signalised junctions do not have pedestrian aspects on some arms;• where cyclists would mix with motor vehicles, lane widths are between 3.2m and 3.9m (paragraph 7.2.5 of LTN 1/20 identifies that such widths allow motor vehicles to drive alongside a cyclist without a safety margin for their comfort and protection);• there are unsafe or poorly signed transitions for cyclists when moving between cycleways on and off the carriageway; or• cycleways within commercial sites are not continuous through to cycle parking areas. <p>Shared use routes for pedestrians and cyclists are proposed and these do not meet the limited situations listed in paragraph 6.5.6 of LTN 1/20. Where shared use routes are acceptable, their widths are below 3m (<300 cyclists per hour) or below 4.5m elsewhere, contrary to LTN 1/20 Table 6-3.</p>	Concern	given the site development proposals and that the site has already been assessed previously, ped/cycles are not prioritised as far as this criterion would require	

8. Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	<p>The design of streets does not encourage social interaction or create attractive, safe and accessible open spaces that would support an active life for everyone, contrary to the National Design Guide (See Part 2). This may include missed opportunities to incorporate green infrastructure / street trees, shared space residential streets (such as appropriately designed home-zones, mews and culs-de-sac), equipped play facilities, seating at regular intervals, and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking).</p> <p>Aspects of the proposed design give rise to personal and highway safety concerns, including:</p> <ul style="list-style-type: none">• streets, public transport nodes and other public spaces do not benefit from appropriate levels of natural surveillance and lighting;• the requirements of disabled people have not been appropriately considered;• the development includes 'blind-spots', sharp turns or high-sided boundary treatments;• the development does not provide continuous and legible routes or is not supported by an effective wayfinding strategy; or• residential or local streets encourage traffic movements through the site or are not designed for a 20mph speed limit (see Manual for Streets Section 7.4 for guidance on achieving appropriate traffic speeds). <p>There are gaps in the provision of well-located, on-site amenities to support the quantum of development proposed, in conflict with paragraph 83 of the National Design Guide. For larger residential-led developments, this may include a lack of evidence that the applicant has utilised local authority pupil yield data (or the Department for Education's Pupil Yield Dashboard in the absence of such) to inform the need for new schools and early years settings.</p>	Pass	<p>The layout provides clear and legible routes through the site, with good visibility splays and direct connections to the wider pedestrian and cycle network. Natural surveillance has been incorporated into the design through the positioning of building frontages and entrances, while appropriate lighting will be provided to enhance personal safety.</p> <p>Accessibility for all users, including those with disabilities, has been embedded into the design, with level access routes and suitable crossing points provided. The layout avoids unnecessary blind spots or sharp turns, and boundary treatments have been designed to maintain visibility and reduce the potential for conflict. Vehicle speeds within the site will be consistent with Manual for Streets.</p>	
9. Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	<p>Cycle parking is not provided in accordance with up-to-date local standards, or Section 11 of LTN 1/20 in the absence of such. Details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate is not provided (highly accessible cycle parking is essential for people with sensory and/or information processing differences and disabled cyclists who may be unable to walk very far or navigate a change in levels).</p> <p>For workplaces, public buildings (including those used for leisure and recreation) larger retail developments and other developments with communal parking:</p> <ul style="list-style-type: none">• internal cycle stores cannot be accessed from building frontages, are not step-free or require passing through more than two sets of doors;• a proportion of cycle parking (typically 5%) is not provided for non-standard cycles to accommodate people with mobility impairments, which is contrary to paragraph 11.3.2 of LTN 1/20 (Table 11-2 also advises on bay lengths and access aisle widths for larger cycles using Sheffield stands); or• high-quality facilities including showers, lockers, changing rooms and drying areas are not provided for cyclists in non-residential settings (see Section 11.7 of LTN 1/20, BREEAM guidance and any local standards). <p>The quantum and quality of the cycle parking and trip-end facilities proposed does not align with travel plan targets for cycling or application objectives to deliver a sustainable form of development.</p>	Pass	<p>Cycle parking provided in line with standards</p>	
10. Travel planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	<p>A 'full', 'framework' or 'interim' travel plan has not been submitted as appropriate (a framework travel plan is generally only appropriate for commercial developments where the end user is unknown, while an interim travel plan can be acceptable where the split of uses is not yet confirmed).</p> <p>Where the appropriate travel plan has been submitted:</p> <ul style="list-style-type: none">• targets for active travel mode share lack ambition or do not align with the national target (or any adopted local target) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030;• mode share targets are not set for the end of each phase (where identifiable) nor extend to five years beyond the final occupation of the development;• there is an absence of travel plan targets for all uses proposed within the application site as appropriate;• the travel plan does not provide sufficient detail on the active travel and public transport infrastructure to be provided or improved (both on and off-site) or how its use will be embedded by initiatives and incentives to be secured through planning conditions and obligations; or• there are no details of effective and influential actions to be taken if targets are not met, with the intention for these to be secured and monitored (if triggered) through planning conditions and obligations.	Pass	<p>Travel Plan provided as part of the application docs</p>	

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.



Active
Travel
England

Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE
Summary of proposal	Construction of a commercial unit comprising 10,683m2
ATE reference	
Local authority reference	
Local planning authority	
Local highway authority	
Completed by	AJF
Date (DD/MM/YY)	30.09.25
Application type	Full planning permission
Model version	2.0

Assessment Report			
Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	Exemplar	Multi modal trip rates provided with TA	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ;
2. Active travel route audit	Exemplar	WCHAR provided as part of application documents	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ;

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Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE		
Summary of proposal	Construction of a commercial unit comprising 10,683m2		
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
3. Pedestrian access to local amenities	Concern	Footways and footpaths within the industrial estate meet the National Design Guide but given the development proposals are within an industrial estate, amenities are not located within 800m. The local bus stop is though	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ; National Design Guidance
4. Cycling accessibility	Concern	As mitigation for the site was assessed as part of the previous hybrid application (APP/12/00338), a shared use path is provided on Fitzwygram Way	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ; LTN1/20
5. Access to public transport	Pass	A bus gate and stops along Fitzwygram Way were secured as part of the previous application. By the time the site is constructed this bus service will be implemented	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ;

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Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE		
Summary of proposal	Construction of a commercial unit comprising 10,683m2		
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
6. Off-site transport infrastructure	Pass	Improvements were secured as part of the previous application	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ;
7. Site permeability	Concern	given the site development proposals and that the site has already been assessed previously, ped/cycles are not prioritised as far as this criterion would require	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ;
8. Placemaking	Pass	<p>The layout provides clear and legible routes through the site, with good visibility splays and direct connections to the wider pedestrian and cycle network. Natural surveillance has been incorporated into the design through the positioning of building frontages and entrances, while appropriate lighting will be provided to enhance personal safety.</p> <p>Accessibility for all users, including those with disabilities, has been embedded into the design, with level access routes and suitable crossing points provided. The layout avoids unnecessary blind spots or sharp turns, and boundary treatments have been designed to maintain visibility and reduce the potential for conflict. Vehicle speeds within the site will be managed in line with Manual for Streets guidance to ensure a safe environment for pedestrians and cyclists.</p>	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ;

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Active Travel England Planning Application Assessment Toolkit Appraiser Report

Site address	Dunsbury Park, Fitzwygram Way, Havant PO9 4EE		
Summary of proposal	Construction of a commercial unit comprising 10,683m2		
ATE reference			
Local authority reference			
Local planning authority			
Local highway authority			
9. Cycle parking and trip-end facilities	Pass	Cycle parking provided in line with standards	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ;
10. Travel planning	Pass	Travel Plan provided as part of the application docs	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ;

Appendix D

WP703EW - Method of travel to work (2001 specification) (Workplace population)

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population All usual residents aged 16 to 74 in employment in the area the week before the census
units Persons
date 2011

Method of travel to work	E02004767 : Havant 006 %	
All categories: Method of travel	855	
Underground, metro, light rail o	0	0
Train	16	2
Bus, minibus or coach	29	4
Taxi	5	1
Motorcycle, scooter or moped	5	1
Driving a car or van	519	69
Passenger in a car or van	67	9
Bicycle	16	2
On foot	91	12
Other method of travel to work	7	1
	755	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Unit 100 - DUNSBURY PARK TRAVEL PLAN ACTION PLAN



Actions	Responsibility	Timescale
Appoint a TPC for the site	Unit 100/TPC	Three months Prior to first occupation
Relevant TP logo and identity established	Unit 100/TPC	Prior to first occupation
Development and distribution of Unit 100 Staff Information Packs to include: <ul style="list-style-type: none">oWalking and cycling routes;oBus stop locations, prices and times;oRail Station information;oElectric charging information;oCar sharing information and benefits; andoDetails of the TPC.	TPC	Prior to first occupation
Offer Personal Journey Planning for staff	TPC	Prior to first occupation
Prepare TP action database for logging/recording	TPC	Prior to first occupation
Monitoring Stages - Surveys and Feedback		
Baseline Staff Travel Surveys	TPC/ Site Manager	Completed 3 months post occupation
End of Preliminary Phase Report and revise targets where necessary	TPC	End of Preliminary Phase
Prelim Stage:		£3,000

Actions	Responsibility	Timescale	Year 1 (start within 3 months of occupation)	Year 2	Year 3	Year 4	Year 5	Total
Personal Travel Planning (General TPC Activities)								
Liasion with staff								
Produce biannual travel information leaflets (TPC) which include recent travel changes such as: <ul style="list-style-type: none">- Promote Car Sharing- Provide bus and rail information- Provide taxi information- Any changes to the walking / cycle routes	TPC	Biannual	£3,500.00	£3,500.00	£3,500.00	£3,500.00	£3,500.00	£17,500.00
- Outcomes of the biennial travel survey								
Maintain dialogue with local public transport service operators for service changes and promotions	TPC	Life of Travel Plan						
Keep up to date on local walking, cycling, public transport and car-sharing initiatives	TPC	Life of Travel Plan						
Cooperation and coordination with local, regional an national campaigns and events on car sharing, cycling, walking and the use of public transport	TPC	Life of Travel Plan						
Promote Bike Week and local cycling routes to staff and visitors	TPC	Life of Travel Plan						
Update the Dunsbury Park travel webpage	TPC	Biannual						
Monitoring Stages - Surveys and Feedback								
Progress Review/Monitoring report	TPC	Annually	£ 500	£ 250	£ 500	£ 250	£ 500	£ 2,000
Staff Travel Surveys (Timescales in line with SWTP)	TPC	Years 1, 3 and 5	£ 250	£ 250	£ 250	£ 250	£ 250	£ 750
Handover	TPC	End of Year 5					£ 250	£ 250
Year Estimates			£ 4,250	£ 3,750	£ 4,250	£ 3,750	£ 4,500	£ 20,500
						Preliminary Stage + Year Estimates		£ 23,500

Project Details	
Scheme	Unit 100, Dunsbury Park, Havant
Commercial Unit	Unit 100
Consent Date	TBC
Occupation Target	TBC
Applicant	Portsmouth City Council
Local Authority	Hampshire County Council & Havant
LA Travel Plan Officer	Borough Council
Travel Plan Author	HCC
Travel Plan Co-ordinator	ERG
	TBC

Disbursements:	Amount (per survey)	TOTAL
Printing/Postage/Mileage	TBC	TBC

Version	Date	TPC Author	Comment
1	Oct-25	ERG	

Dunsbury Park Travel Plan - Preliminary Year Survey

As part of the Travel Plan Coordination works for Dunsbury Park we would like to understand your current travel habits.

By filling out this survey you will help us to understand how you travel to/from work and what would encourage you to travel in a more sustainable way, if you don't already.

1. For the last week, please indicate how you travelled to work:

	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7
Car Alone	☐	☐	☐	☐	☐	☐	☐
Car Share	☐	☐	☐	☐	☐	☐	☐
Walk	☐	☐	☐	☐	☐	☐	☐
Cycle	☐	☐	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐	☐	☐
Motorcycle	☐	☐	☐	☐	☐	☐	☐
Scooter	☐	☐	☐	☐	☐	☐	☐
Worked from Home	☐	☐	☐	☐	☐	☐	☐
N/A (Weekend/Not Working)	☐	☐	☐	☐	☐	☐	☐

Other (please specify)

2. Please could you tell us the first part of your home postcode (eg P04)
(This is to inform us of your likely journey route and is optional to answer)

3. Do you work full time or part time?

- ☐ Full Time (35 + hours per week)
- ☐ Part Time (Less than 35 hours per week)

4. What time do you usually arrive at work?

- ☐ Between 6am-7am
- ☐ Between 7am-8am
- ☐ Between 8am-9am
- ☐ Between 9am-10am
- ☐ Other (please specify)

5. What time do you usually finish work?

- ☐ Between 3pm-4pm
- ☐ Between 4pm-5pm
- ☐ Between 5pm-6pm
- ☐ Between 6pm-7pm
- ☐ Other (please specify)

6. Please tell us why you choose to travel by your primary method of travel (most common method over the 7 day period) (Please tick all that apply)

- ☐ Quickest form of travel
- ☐ Most convenient
- ☐ Most reliable
- ☐ Safest way to travel
- ☐ Environmentally friendly
- ☐ Most comfortable way to travel
- ☐ Only option available to me
- ☐ Health reason
- ☐ Cheapest way to travel
- ☐ I have to make other trips before/after/during working hours
- ☐ Other (please specify)

7. If you could not travel to work by your primary travel mode, how would you travel to work?

- ☐ Car alone
- ☐ Car share
- ☐ Walk
- ☐ Cycle
- ☐ Bus
- ☐ Train
- ☐ Taxi
- ☐ Motorcycle
- ☐ Scooter
- ☐ Other (please specify)

8. Would any of the following encourage you to walk/cycle to work? (select all that apply)

- ☐ Cycle training/safety courses
- ☐ Safer walking/cycling routes
- ☐ Better cycle equipment
- ☐ Route maps
- ☐ Vouchers/discounts
- ☐ Cycle to work scheme
- ☐ Someone to walk/cycle with
- ☐ Access to a bike
- ☐ Nothing
- ☐ Other (please specify)

9. Would any of the following encourage you to travel to work by public transport based on current provision? (select all that apply)

- ☐ More direct routes
- ☐ Better provision of services
- ☐ Better facilities at stops/station
- ☐ Better connection from home to station/bus stop
- ☐ Vouchers/discounts
- ☐ Nothing
- ☐ Other (please specify)

10. Would any of the following encourage you to car share? (select all that apply)

- ☐ Car share scheme at work
- ☐ If I knew people to car share with
- ☐ If I had similar journeys to others
- ☐ If it did not impact on my daily routine
- ☐ If I knew about databases to find a lift/offer a lift
- ☐ A guaranteed ride home
- ☐ Nothing
- ☐ Other (please specify)

11. Are there any reasons that prevent you from utilising sustainable travel and why?

12. Please indicate whether you own/have access to any of the following.

- ☐ I have access to/own a bike
- ☐ I have access to/own an electric vehicle
- ☐ None of the above

13. Cycle Storage is provided, as well as access to electric vehicle charging. Please indicate which you have used and/or intend to use.

- ☐ I have used the Electric Vehicle Charging Points
- ☐ I intend to use the Electric Vehicle Charging Points
- ☐ I have used the cycle storage
- ☐ I intend to use the cycle storage
- ☐ Other (please specify)

- ☐ None of the above

14. Do you take part in any Tax relief schemes at your place of work?

- ☐ Cycle to Work Scheme
- ☐ Electric Vehicles
- ☐ Company Car
- ☐ No
- ☐ Other (please specify)

15. Is there anything else your company can do to encourage you to travel more sustainably?

16. Were you aware that there is a Travel Plan for Dunsbury Park?

- ☐ Yes
- ☐ No

17. Please leave any further comments you may have about travel to work.



Thank you for taking the time to fill out this questionnaire.

Please note that in order to process your survey we may collect personal data. If you have any queries about your data, you can email info@paulbashamassociates.com or visit <https://paulbashamassociates.com/privacy-cookie-policy/> to see our current Data Protection policy.