

REPORT

Havant Property Investment LLP

32 New Lane, Havant

January 2021

Hampshire County Council (HCC)

Travel Plan

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1 Introduction

- 1.1 Vectos has been appointed by Havant Property Investment LLP to provide highways and transport advice in relation to the re-development of former Pfizer Site, New Lane, Havant. Havant Borough Council (HBC) are the local planning authority and Hampshire County Council (HCC) are the local highway authority. A site location plan is included at **Figure 2.1**.
- 1.2 The site is located within an existing employment area near an existing industrial estate and is currently occupied by a cold chain packaging, storage, and distribution facility.
- 1.3 The development proposals concern the redevelopment of the site to provide a new warehouse unit comprising 15,546 sqm (GEA) of total floor area and associated operational van storage spaces (866 spaces). The proposals include provision for 208 car parking spaces, of which 11 will be designated as disabled parking spaces. 11 motorcycle parking spaces and 50 cycle parking spaces are also proposed for staff and visitors.
- 1.4 As is the case with most typical industrial activities, the proposed development will employ managers, assistant managers and assistants as well as delivery drivers, although shift patterns mean that not all staff shift patterns will overlap. This means that traffic in and out of the site is not likely to be congested, and saturation levels will vary throughout the working day.

Travel Plan Scope

- 1.5 The Travel Plan (TP) is a strategy setting out the sustainable travel options and measures for the proposed development at the site. This Travel Plan should be read in conjunction with the Transport Statement also produced in support of this planning application.
- 1.6 This TP is a live document and as such, will be further updated once baseline travel surveys have been completed. These baseline staff travel surveys will be undertaken at 6 months within the first year of meaningful occupation at the proposed development. In order to provide a meaningful baseline, baseline surveys will be undertaken once existing COVID-19 restrictions have been lifted and normal travel patterns are resumed.
- 1.7 This TP is primarily aimed at all staff working on the site, as they will be undertaking regular journeys to / from the development. However, the benefits of travelling by sustainable and active modes, will also be promoted to any visitors.
- 1.8 The benefits of having a workplace TP include reducing congestion on local highway network as well as on site, and minimising traffic related pollution in the local area.

Aim of the Travel Plan

- 1.9 This TP has been prepared in order to support future staff and potential visitors in making informed decisions about their travel and provide staff with the necessary management tools to enable them to choose sustainable modes of travel to the site. In doing so, the adverse impacts of travel on the environment and the local highway network will be minimised. This will be achieved by setting out a strategy for eliminating the barriers which prevent people from using sustainable travel modes, which in effect can self-manage single-occupancy vehicular use.

- 1.10 Such a strategy needs to be long term, as changing travel habits takes time and is only likely to occur through a combination of incentives, improved facilities, government initiatives, as well as changes in individual attitudes.
- 1.11 As mentioned above, the TP is a live document and as such, will develop further with input from Hampshire County Council (HCC), the Travel Plan Co-ordinator and the client.

This Document

- 1.12 This TP has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the full TP.
- 1.13 The remainder of the document is as follows;
- **Section 2** – describes the existing accessibility of the site;
 - **Section 3** – sets out the objectives and benefits of the TP;
 - **Section 4** – sets out the Travel Plan strategy;
 - **Section 5** – sets out the sustainability measures that could be implemented to help achieve the objectives and targets of the full Travel Plan;
 - **Section 6** – outlines how the monitoring and review programme will ensure the Travel Plan to continue to progress; and
 - **Section 7** – sets out the Action Plan for the Travel Plan.

2 Existing Situation

2.1 This section of the Transport Statement provides a description of the existing conditions at the site, including accessibility by sustainable modes of travel.

Site Location

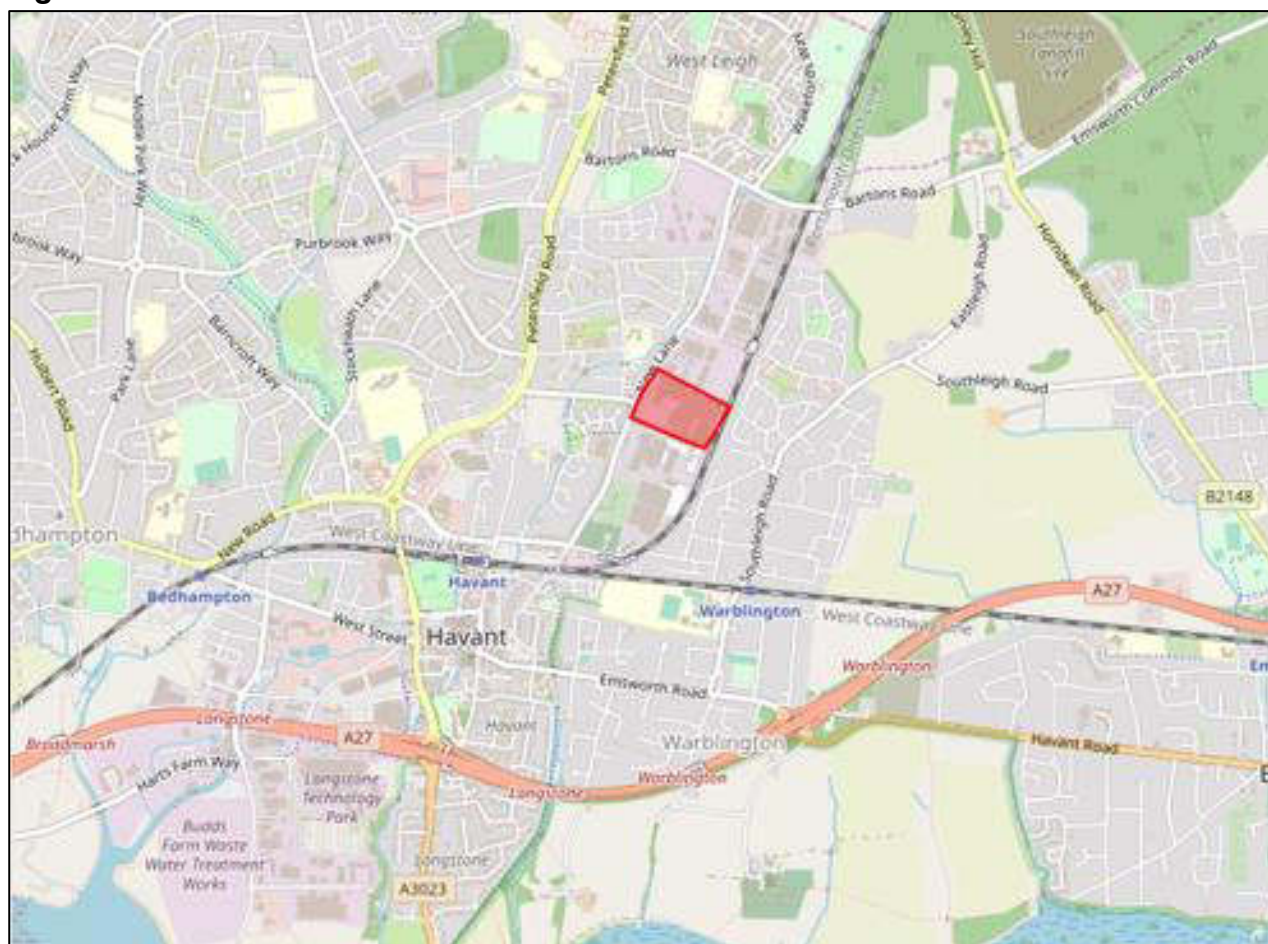
2.2 Within a strategic context, the site is situated within the Borough of Havant, circa 870m ‘as the crow flies’ north east of Havant railway station. The site is situated within Havant North Industrial Estate and the immediate area surrounding the site is primarily employments with and residential neighbourhoods located both east and west of the site.

2.3 The north-eastern perimeter of the site is formed of Portsmouth Direct railway line and the north-western boundary is defined by New Lane where the access to the site is taken from. To the north and south the site abuts existing industrial units within which it is internally connected by access roads.

2.4 To the south east, the site abuts a small plot that appears to share an access with the site. This plot appears to be used for storage of waste vehicles.

2.5 **Figure 2.1** shows the location of the site in a local context.

Figure 2.1: Site Location



Highway Network

New Lane

- 2.6 New Lane provides vehicular access to the site and is a two-way single carriageway road with a north-south alignment to the east of the site, meeting Bartons Road to the north and Eastern Road to the south. The road is subject to 30mph speed limit restriction with pedestrian infrastructure and street lighting present.
- 2.7 New Lane is a local distributor road which separates residential areas of Havant in the west from employment in the east. Given the presence of existing railway to the east acting as a barrier for traffic, all employment units are accessed from New Lane.

Crossland Drive

- 2.8 Crossland Drive is a two-way single carriageway road that runs in an east-west alignment, connecting New Lane with the B2149 to the west of the site. It meets the B2149 at a signal-controlled junction and meets New Lane at the eastern end of the road at a simple priority junction. The road is subject to 30mph speed limit restriction with footway and street lighting provided.
- 2.9 The road is an advisory HGV route as per the signage at the Crossland Drive/B2149 junction.

B2149

- 2.10 The B2149 is locally known as Petersfield Road. It is a dual carriageway with two lanes in each direction, separated by a grass verge. The road is subject to 40mph speed limit with footways and street lighting present.
- 2.11 The B2149 provides links with the A27 to south and A3(M) north via Horndean. The north end of the road meets with Manor Lodge Road via a roundabout.

A27

- 2.12 The A27 is a major road in South East England that can be accessed from the site via the B2149 or Emsworth Road. The latter route has 7.5 tonnes weighting restriction in place south the junction with New Lane due to level crossing with railway line.
- 2.13 The A27 is a dual carriageway with two lanes each in direction, which operates at the national speed limit.
- 2.14 The A27 is a key route for accessing the wider strategic highway network in England, connecting to the A3(M), M27 and A24.

Walking and Cycling

- 2.15 Staff travelling to the site would be encouraged to travel by sustainable travel modes through development design, including active travel (walking and cycling), on public transport and through car sharing in an effort to maximise the number of single occupancy car trips.

- 2.16 The planning application is also supported by a Non-Motorised User Context Assessment (NMU) undertaken in August 2020. The NMU found that the local walking environment was good but could be improved the provision of crossing points on New Lane. This is a view also supported by HCC.

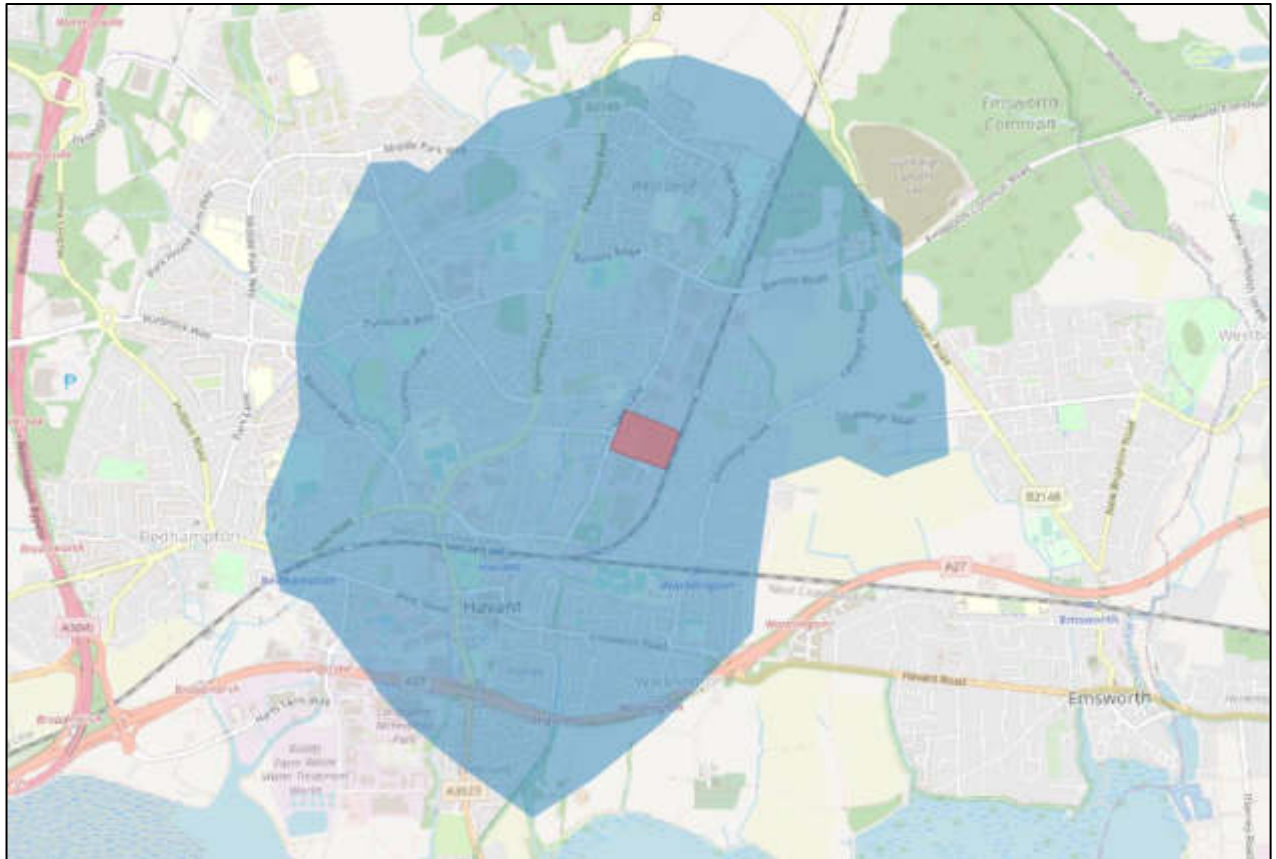
New Lane

- 2.17 The site benefits from well-lit footways along New Lane. The majority of the road has footways on both sides of the carriageway, that are segregated from the road by grass verges. However, the footway on the eastern side of the road ends approximately 150m north of the junction with Eastern Road on the southern end of New Lane.
- 2.18 As part of the development proposals, a new crossing point will be provided at this location which will feature tactile paving and dropped kerbs. There is a pedestrian refuge crossing approximately 200m north of the site with dropped kerbs and tactile paving.
- 2.19 The entirety of New Lane has on-road dedicated cycle lanes along both sides of the road, providing access to Havant Railway Station and Havant town centre to the south and NCN routes 2 and 22.

Crossland Drive

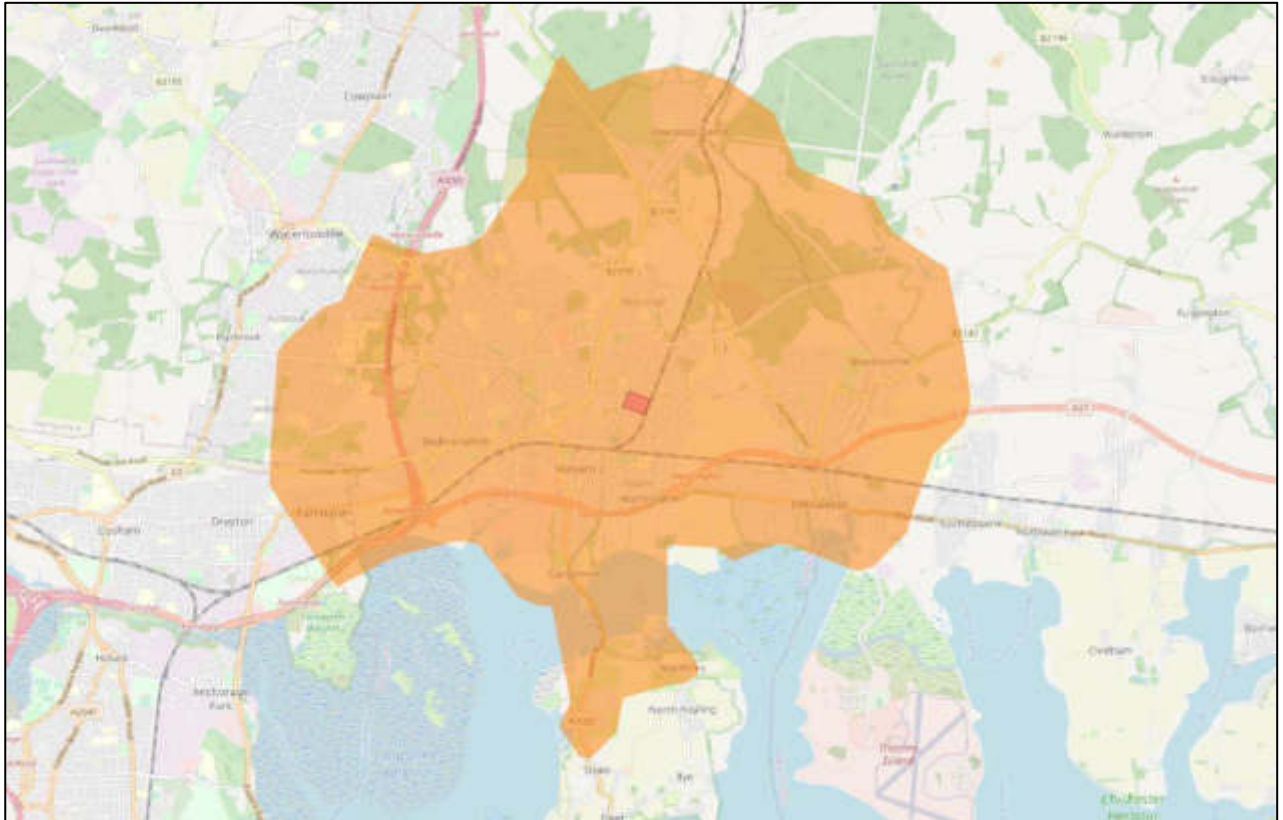
- 2.20 Crossland Drive provides a mixture of well-lit segregated and non-segregated footways on both sides of the road.
- 2.21 There are multiple crossing points along the road, with a pelican crossing at the east end of the road and a zebra crossing at the west end.
- 2.22 An on-pavement cycle lane runs along the southern side of the road from the junction with the B2149 to approximately 100m from the junction with New Lane.
- 2.23 A plan highlighting the 2km walking isochrone for the site is shown in **Figure 2.2**.

Figure 2.2: Walking Isochrone (2km)



- 2.24 With regards to walking, Central Government research refers to a distance of 2km as the maximum distance over which walking might replace car trips. Similarly, the Institution of Highways and Transportation (IHT) Guidelines suggest that a maximum ‘acceptable’ walking distance for pedestrians without a mobility impairment of 2km.
- 2.25 **Figure 2.2** shows that Havant town centre can be reached within 2km, or a 25-minute walk from the site, as well as Havant and warblington railway stations.
- 2.26 A plan highlighting the 5km cycling isochrone for the site is shown in **Figure 2.3**.

Figure 2.3: Cycling Isochrone (5km)



- 2.27 With regards to cycling, Central Government research states that cycling has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.
- 2.28 **Figure 2.3** shows that Emsworth, Rowlands Castle, Westbourne, Bedhampton and Hayling Island can be reached by bicycle comfortably within 5km (circa 25-minutes).
- 2.29 **Figure 2.4** shows that the site is well situated to make use of the National Cycling Network (NCN). NCN route 22 can be accessed via New Lane and Crossland Drive, utilising the cycle lanes on these roads.

Figure 2.4: Cycle Routes



Public Transport

Bus Services

- 2.30 The nearest bus stops to the site are the ‘Flexford Gardens’ bus stops and the ‘Dunhurst Close’ bus stops which are situated approximately 40m apart on St. Albans Road to the west of the site (approximately a 2-minute walk).
- 2.31 Both stops provide a pole and flag arrangement and are served by routes 20 and 21. The ‘Flexford Gardens’ stop is also served by route 641 in addition. A summary of the frequency of services for these stops is set out in **Table 2.1**.

Table 2.1: Local Bus Services

Number	Route	Frequency
20	Portsmouth – Cosham – West Leigh – Havant	2 per hour
21	Portsmouth – Farlington – West Leigh - Havant	2 per hour
641	Purbrook (Oaklands School) Leigh Park – Denvilles – New Brighton – Rowlands Castle – Southbourne	1 per day (school service)

- 2.32 The 20 and 21 services provide access to the residential areas to the west of the site and the neighbouring city of Portsmouth, in addition to Havant town centre and the amenities provided there.

Rail Services

- 2.33
- Havant railway station is approximately 1.1km (13-minute walk) south west of the site. Havant is a junction station that provides passengers with an interchange between the West Coastway line and Portsmouth Direct Line.
- 2.34
- Havant railway station is served by trains operated by South Western Railway, Southern and Great Western Railway, providing links to multiple key destinations such as Portsmouth, Brighton, Southampton and London Waterloo.
- 2.35
- The station provides 92 secure cycle storage spaces and a car park with 492 (including eight accessible) spaces.
- 2.36
- A summary of the destinations reachable from this station and the services provided on a typical weekday are set out in **Table 2.2**.

Table 2.2: Havant Railway Station Services

Destination	Journey time (mins)	Frequency (per hour)
Southampton Central	41	2
London Waterloo	80	2
Brighton	65	3
Portsmouth Harbour	20	5
Littlehampton	40	2
Bognor Regis	32	4
Portsmouth and Southsea	12	7
London Victoria via Horsham	105	2

- 2.37
- Table 2.2** shows that key destinations such as Portsmouth, London, Brighton and Southampton are easily accessible via Havant Railway Station, which is within walking and cycling distance of the site.

3 Travel Plan Objectives and Targets

- 3.1 This chapter sets out TP targets, which are the goals by which TP progress will be measured. The TP sets out targets which individual tenants will seek to reach within the period covered by this TP. In addition, interim targets have been set out until the operators of the development are known and initial travel surveys are undertaken.
- 3.2 The success of the Travel Plan is measured by whether it achieves its objectives through set targets which will be identified following the initial survey and which will be advised by HCC.
- 3.3 The sub-objectives are:
- Sub Objective 1: to actively promote sustainable transport options for travel to and from the site, to enable informed decisions about how to travel;
 - Sub-objective 2: to increase the use of active and green travel modes (particularly for shorter trips), and to encourage staff to build active travel into their everyday routines to support and contribute to wider health initiatives;
 - Sub-objective 3: to maximise the accessibility of the site by active modes at all times;
 - Sub objective 4: to raise awareness of the impacts of their travel choices on health, the local environment etc; and
 - Sub-objective 5: to facilitate the use of non-car modes for members where is reasonably practical.

Targets

- 3.4 All targets will be SMART (Specific, Measurable, Achievable, Realistic, Time-bound).
- 3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim targets are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 3.6 The Action Targets for this TP are:
- To appoint a Travel Plan Coordinator within a month prior to the site becoming operational;
 - Launch the Travel Plan no later than 2 months after the appointment of the TPC;
 - To undertake staff travel surveys within six months of the meaningful occupation of the site; and
 - To submit a full Travel Plan to the council once the staff travel survey has been undertaken.

Aim Targets

- 3.7 The aim targets of this Travel Plan are focused on employee travel to the site with objective of reducing single-occupancy car travel and increase travel by more sustainable modes.
- 3.8 The exact details of staff travel at this site is not yet known, therefore in the absence of this useful data, 2011 census data has been used as a proxy for the development site to establish typical travel behaviour of workers in the local area currently.
- 3.9 The number of staff that arrive at the site by car is estimated using 2011 census 'Method of Travel to Work' data for the Middle Super Output Areas (MSOA) the site is located in. The mode split of staff arriving to the site has been produced and is provided below in **Table 3.1**.

Table 3.1: Census Mode Share Split

Method of Travel	Mode Split
Work mainly at or from home	0%
Underground, metro, light rail or tram	0%
Train	3%
Bus, minibus or coach	2%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	73%
Passenger in a car or van	6%
Bicycle	5%
On foot	9%

- 3.10 Whilst the above data demonstrates that 73% of people currently travelling to work in this area drive in a car or van, surveys undertaken at other sites operated by the end user show different patterns. The end user already achieves low levels of car use for commuting purposes at existing sites across the UK and mindful of this, the target is to establish working habits from the outset that match those observed at other sites of the same end-user.
- 3.11 A number of measures will be implemented from day one of opening, and hence it is anticipated that the single occupancy vehicular proportion will be lower than the 2011 census data indicated. On the basis of the mode split achieved at existing sites, and the measures set out in subsequent sections of this TP, a target of 68% car driving mode split is considered achievable.
- 3.12 The 68% mode split target above will be reviewed against the first staff travel survey to assess its ongoing appropriateness for use on this site.

4 Travel Plan Strategy

Management

- 4.1 The role of Travel Plan Co-ordinator (TPC) has not yet been allocated, however a suitable person will be appointed prior to beneficial occupation. HCC will be notified of the TPC's contact details.
- 4.2 The TPC, and the annual costs for administering the Travel Plan, for the initial five-year period, will be funded by the occupier.

Travel Plan Co-ordinator Responsibilities

- 4.3 The TPC will be responsible for the administration of the TP, the implantation of measures, and for the on-going monitoring and review of the TP. They will have overall responsibility for ensuring that measures are successfully delivered on time and to budget.
- 4.4 The TPC will liaise with stakeholders such as the tenant, staff associations (if applicable) and HCC regarding the implementation and progression of the TP. The TPC will also provide support with negotiating discounts with local bus (and rail) operators, and walking/cycling outlets.
- 4.5 The duties of the TPC will therefore include:
 - To communicate information to staff regarding relevant national and local initiatives related to the promotion of sustainable travel;
 - Undertake the Travel Surveys over the 5-year time period and supply evidence of this to HCC;
 - Take responsibility for data collection and review of the TP;
 - Design and implement effective marketing and awareness-raising campaigns to promote the TP;
 - Co-ordinate the monitoring programme for the TP, including target setting and make necessary changes if the targets are not being met; and
 - Establish and maintain a filing system for recording all correspondence relating to the TP.

Reporting

- 4.6 The TPC will prepare a monitoring report on an annual basis on the progress of the TP for the first five years of the occupation of the site. The reports will include the following;
 - Progress on the implementation of measures and initiatives to provide sustainable transport use;
 - Latest survey results; and
 - Any revisions to targets and measures.

- The report will be provided to HCC Travel Plan Officers within one month of completion of the survey.
- The monitoring of the Travel Plan is set out in more detail in Section 8 of this report.

Marketing Strategy

4.7 Staff will be made aware of the existence of the TP upon commencement of their employment. The following methods could be used as a means of disseminating information to staff and promote events/campaigns/promotions:

- Staff notice boards;
- Staff newsletters;
- Employee Welcome Packs (containing travel information); and/or
- E-groups and forums.

5 Measures and Initiatives

- 5.1 This section of the TP outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of these measures, which include awareness initiatives are infrastructure provision, is considered to be the core of the TP.

Welcome Packs and Notice Boards

- 5.2 All employees, upon commencement of their employment, will be provided with a Welcome Pack, which will contain travel information, and will be directed towards the Travel Information Boards. These will include;
- Name and contact details of the TPC and the availability of the TPC to speak with employees;
 - An introduction to the Travel Plan, its purpose, and a summary document;
 - Information on the health benefits of using active modes of transport;
 - Promotion of Public Transport through the inclusion of bus route maps and timetables and any other public transport information;
 - Promotion of walking and cycling through the inclusion of maps showing walking and cycling routes close to the site;
 - Any specific company policy related to travel; and
 - Details of any cycle discounts and local schemes.

Public Transport

- 5.3 Details of local bus and rail services will be made available to staff where possible through the use of information boards in prominent positions.
- 5.4 Use of the Hampshire 'My Journey' (<http://myjourneyhampshire.com>) planning tool will be promoted to staff. National Rail, Traveline and similar journey planner websites and sustainable transport websites and relevant phone numbers will also be promoted through all relevant means.

Walking and Cycling

- 5.5 The following measures are proposed in order to promote walking and cycling to and from the site:
- The internal pedestrian/cycle routes will provide safe and convenient crossing facilities;
 - All staff will be informed about the Travel Information Boards which will include maps of local walking and cycle routes and information;
 - High quality cycle parking will be provided at convenient and visible locations within the site and uptake will be monitored;

- The TPC will raise awareness of the health benefits of walking and cycling;
- Changing facilities are proposed within the centre for all staff to use. Lockers are also proposed for the safe storage of personal items whilst at work, therefore they can also be used for cycling equipment.

Cycle to Works Scheme

- 5.6 The end user has in operation a cycle to work scheme, which is available to all permanent employees. This enables the occupier to purchase a tax-exempt bicycle and cycling safety equipment. The employee will later loan the bicycle from the occupier with payment taken as a salary sacrifice. At the end of the 12-month period the employee will be able to then purchase the bicycle for a nominal fee.

Car Sharing

- 5.7 Car sharing schemes are particularly suitable for the occupier's storage and delivery unit as there are regular shift patterns in place meaning that many staff will start and finish at the same time.
- 5.8 The Occupier will work closely with HCC to promote lift share schemes. The TPC will also encourage staff to find car share patterns within the sites end user. Car sharing will be promoted through the Hampshire car share website (<https://liftshare.com/uk/community/hants>) and other such social-media based platforms.
- 5.9 The TPC is to monitor the use of the staff car park and whether many staff are car sharing. If deemed appropriate going forward dedicated car share spaces could be marked in the car park to further encourage car sharing.

Measures and Incentives

- 5.10 Measures to raise travel awareness will be promoted by the TPC, with these including national events such as those listed below;
- National Liftshare Week;
 - Walk to Work Day; and
 - National Bike Week.

6 Monitoring and Review

- 6.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to commercial units. This chapter sets out the proposals for monitoring and review of the travel plan.
- 6.2 Monitoring surveys will be undertaken annually within the first year of meaningful occupation, and after the first baseline travel survey. The baseline survey represents the start of the travel plan for monitoring purposes and is known as Year 0. In order to provide a meaningful baseline, baseline surveys will be undertaken once existing COVID-19 restrictions have been lifted and normal travel patterns are resumed.
- 6.3 The survey timetable is as proposed in **Table 6.1** below.

Table 6.1 – Survey Timetable

Description		Timeframe
Travel Survey	Initial Survey for Baseline	Year 0
	1st Monitoring Survey	Year 1
Travel Survey	Monitoring + Snap Shot	Year 2
Travel Survey	Monitoring + Snap Shot	Year 3
Travel Survey	Monitoring + Snap Shot	Year 4
Travel Survey	Monitoring + Snap Shot	Year 5

7 Action Plan

7.1 The timetable of the measures proposed and the timescale for implementation is set out below in **Table 7.1**.

Table 7.1 - Action Plan

Measures	Timescale	Responsibility
Cycle and motorcycle parking	Upon occupation	Contractor
Secure lockers and changing areas	Upon occupation	Contractor
Staff welcome packs (containing travel information)	Upon occupation & ongoing updates for 5 years	TPC
Staff travel board	Upon occupation & ongoing updates for 5 years	TPC
Posters/table top etc promotions	Upon occupation & ongoing updates for 5 years	TPC
Cycle discounts/provision	Upon occupation if agreed with cycle shop/organisers	TPC
1st annual travel survey	2021	TPC
Ongoing annual surveys	Annually for 5 years	TPC
Travel Plan monitoring report	Within 1 month of travel survey and annually for 5 years	TPC
Additional travel measures	Following travel surveys if needed	TPC

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