



Former Butterick Site, New Lane, Havant
Framework Travel Plan

Client: Kingsbridge Estates

i-Transport Ref: SJ/GT/ITB14488-003A

Date: 21 June 2019

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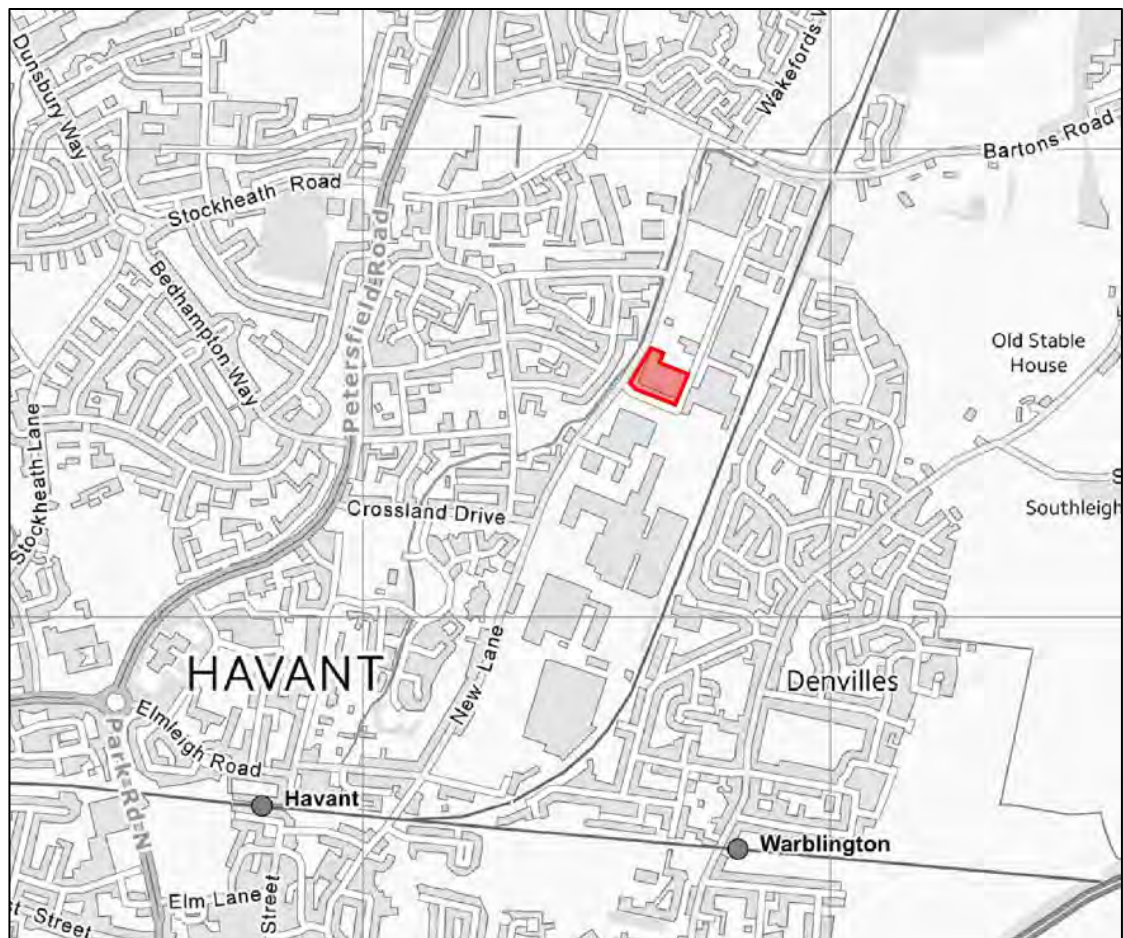
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SECTION 1 Introduction

- 1.1.1 Kingsbridge Estates have appointed i-Transport LLP to provide transport and highways advice in respect of a planning application submitted to Havant Borough Council (HBC), the Local Planning Authority (LPA), for the proposed commercial redevelopment on the former Buttericks site on New Lane, Havant. The proposed development comprises 5,518 sqm of floor space with vehicular and pedestrian access onto Stanbridge Road. The development replaces a similar amount of existing floor space on the site with full details of the traffic impact set out in the Transport Assessment (Ref: ITB14488-002)
- 1.1.2 The site is located within the existing industrial area of Havant, with industrial land uses located to the north and south along with existing residential developments to the east and west. The centre of Havant is located circa 1.8km to the south and this is shown in **Figure 1**, an extract of which is shown in **Image 1.1**.

Image 1.1: Site Location Extract



- 1.1.3 This document is a Framework Travel Plan (FTP) and it outlines the measures to encourage travel by modes other than single occupancy car use for businesses based in the proposed redevelopment and have been developed in accordance with guidance in the National Planning Practice Guidance.
- 1.1.4 This FTP should be read in conjunction with the Transport Assessment (*i-Transport report ITB14488-002 R*) for the development proposal which considers the wider transport implications of the proposed development.

1.2 Relevant Policy

National Planning Policy Framework (NPPF)

- 1.2.1 The National Planning Policy Framework (February 2019) sets the relevant policy background for the development of Travel Plans.
- 1.2.2 Paragraphs 102, 103 and 104 state that development proposals should protect and exploit opportunities for use of sustainable modes of transport. A key tool to facilitate this will be a Travel Plan, which is required to support all developments that generate significant amounts of movement. The sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote sustainable alternatives including increased walking, cycling and public transport use.

National Planning Practice Guidance (NPPG)

- 1.2.3 The National Planning Practice Guidance was published in March 2014 and at 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 (2011-2031)

- 1.2.4 The Hampshire Local Transport Plan sets out a 20-year vision for the Hampshire transport network. Part of HCC’s strategy to achieve its transport vision is to ensure:

“All developments which generate significant amounts of movement should be required to provide a Travel Plan.” (p38)

Hampshire County Council’s Guide to Development Related Travel Plans

1.2.5 The Hampshire Guide to Development Related Travel Plans was published in January 2009 and sets out the long-term strategy for improving and managing access to a site focusing on promoting sustainable modes and reducing single occupancy car trips.

1.2.6 The key objectives, as set in paragraph 2.2 are:

“to ensure that appropriate locations are chosen for development, minimising additional demand for (car) travel and securing appropriate measures to maximise the opportunities for travel by other means...”

and

“Each travel plan will have its own specific objectives related to the local area, for example to support local bus services, improve road safety, reduce localised congestion, improve efficiency of fleet operation or improve recruitment and retention of staff.”

BREEAM New Construction Technical Standards (UK, 2018)

1.2.7 BREEAM is the first international sustainability assessment and certification scheme for the built environment. Through its use, BREEAM aims to enact change through rewarding sustainability across the life cycle of newly built and currently in-use infrastructure.

1.2.8 The BREEAM New Construction (UK) standards cover the building of new domestic and non-domestic buildings throughout the country, including office, industrial, retail and educational developments. Of relevance to the preparation of this FTP is Section 7 of the BREEAM New Construction (UK) Standards: *Transport*. This section focuses on encouraging provision of improved access to local facilities and services, and to sustainable means of transport (e.g. passenger transport, walking or cycling).

1.2.9 Within this section, it is stated that following a Transport Assessment, new non-domestic buildings should:

“develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel...”

1.2.10 Regarding assessment of the Travel Plan, the standards suggest that the assessor will examine if:

“The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building’s operation...”

1.2.11 The standards also stipulate that, as a minimum, the following measures should be considered when preparing the site-specific Travel Plan.

- ***“Negotiation with local bus, train or tram companies an increase in the local service provision for the development;***
- ***Provision of a public transport information system in a publicly accessible area;***
- ***Provision of electric recharging stations;***
- ***Consultation with the local authority for car sharers;***
- ***Consultation with the local authority on improvements;***
- ***Provision of dedicated and convenient cycle storage;***
- ***Provision of cyclist’s facilities;***
- ***Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting area;***
- ***Restrictions or charging for car parking;***
- ***Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;***
- ***Provision of suitable taxi drop-off or waiting areas; and***
- ***Ensure rural buildings have appropriate access to transport to serve the local community adequately (when procured to do so, e.g. a community centre).***

1.2.12 In addition to being prepared in accordance with relevant National and Local Travel Plan guidance, this FTP has been prepared with regard to the BREEAM standards.

Providing Journeys on Foot

1.2.13 Paragraph 4.4.1 of the Manual for Streets identifies that:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas” and “this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”

1.2.14 In the Chartered Institution of Highways and Transportation (CIHT) guidance ‘Planning for Walking’ (2015), it states:

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive.”

1.2.15 Therefore, providing a development within one mile (1.6km) of facilities and services will provide the greatest opportunity for trips to be made by walking.

1.2.16 That is not to say that one mile is the maximum that people are prepared to walk, or that development must be located within a mile of everything. Within the National Travel Statistics (2017) around one-third of journeys between one and two miles are undertaken on foot. This is supported by paragraph 2.3 of the DMRB TD91/05 ‘Provision for Non-Motorised Users’, which identifies that walking is a ‘normal’ mode of transport for journeys undertaken within a range of two miles as follows:

“Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances”.

1.2.17 Against this background, the following walking distances are identified:

- 1.6km – a distance where most people (circa 80%) will walk;
- 2.0km – i.e. the distance that **“offers the greatest potential to replace short car trips”**, and
- 3.2km – the distance within which a significant proportion (circa one-third) of journeys will be on foot.

Developer Statement

1.2.18 Kingsbridge Estates are an established developer who are committed to providing good quality commercial developments throughout the south of England, where they are based. Kingsbridge Estates support sustainability and on the ‘Environment and Sustainability’ section on the company website it states that:

“The Langmead Family are passionate about environmental and sustainability issues, believing in their core business ethics.”

1.2.19 Kingsbridge Estates specialise in all types of commercial properties and ensure sustainable and environmental values are embedded in the way they do business.

1.3 **Structure**

1.3.1 The remainder of this FTP is structured as follows:

- Section 2 sets out the objectives and potential benefits of the Travel Plan;
- Section 3 explains the development proposal;
- Section 4 describes existing transport conditions and local travel patterns;
- Section 5 sets out the role of the travel plan co-ordinator;
- Section 6 sets out the infrastructure and 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- Section 7 provides an 'action plan' for the implementation of the Travel Plan;
- Section 8 identifies targets and a monitoring strategy; and
- Section 9 provides a summary.

SECTION 2 Objectives and Benefits

2.1 Objectives

2.1.1 The overarching objective of a Travel Plan is to influence behaviour change towards sustainable modes of travel. In this context, the primary purpose of this Travel Plan is to put forward a framework to ensure measures are provided to promote shared car use, walking, cycling and public transport as alternatives to single occupancy car travel to work.

2.1.2 To focus the approach, the key objectives of the Travel Plan are to:

- Promote a range of measures that will encourage and support the use of sustainable modes of travel (e.g. walking, cycling, public transport);
- Inform staff and visitors of the local public transport facilities available;
- Promote the sustainability of the site using a range of promotional measures, such as a 'Travel Pack' containing information that encourages businesses based at the site to use alternate modes of travel. This will be handed out to the occupiers at the beginning of their occupation; and
- Monitor the performance of the Travel Plan against its targets by collecting accurate travel information from staff.

2.1.3 The anticipated outcomes of these objectives include the following:

- Opportunities for active, healthy travel;
- Improved travel choices and accessibility of the site by means other than the single person occupied car;
- Less congestion on local roads which can also improve staff punctuality; and
- Local environmental improvements from reduced congestion, pollution and noise.

2.1.4 The Travel Plan promotes measures will help ensure that the objectives and outcomes are met. The measures will assist in minimising car travel to and from the site and will help bring environmental benefits to local businesses and residents.

2.1.5 All of the measures will look to reduce the dependence on the private car for travel to work and enable smarter travel choices, where this is feasible.

2.2 Benefits of a Travel Plan

2.2.1 The development of a Travel Plan has a number of benefits for the businesses based at the site, their staff, the local community and the surrounding environment.

Benefits to Businesses

2.2.2 The Travel Plan will offer the following benefits to businesses based at the site:

- Improved car park management enabling the most efficient use of the car parking space available;
- Improved relationship with neighbours through managing demand for car parking;
- Improved staff satisfaction and retention by improving ease of travel to work;
- Benefits to staff recruitment due to creation of a larger potential labour pool and the ability to recruit workers without access to travel by private car; and
- A healthier and more productive workforce. The Department for Transport (DfT) considers that:

“Improved health as a result of extra exercise by those walking and cycling can reduce absenteeism and increase productivity. In addition, the stress and fatigue of driving can be reduced through increased travel by public transport.”

Staff Benefits

2.2.3 The Travel Plan will offer the following benefits to staff:

- Increased opportunities for accessing the workplace by non-car modes;
- Individual cost savings, for example through reduced motoring costs through the ability to car share with another member of staff;
- Improved health levels through increased walking and cycling and reduced stress levels in terms of travel to work;
- Greater convenience in terms of travel choice and information availability;
- The Travel Plan will help to reduce the cost of travel to work for staff and may, for certain staff, bring about savings in travel time by offering a wider choice of travel modes;

- Staff will benefit from a healthier lifestyle through improved opportunities to build exercise into their daily routine as well. A wider choice of modes of transport for travel to work can also help to reduce stress levels amongst staff; and
- The Travel Plan will provide greater convenience to staff in terms of travel choice and information availability.

Community and Environmental Benefits

2.2.4 The Travel Plan will provide the following benefits to the local community and environment:

- The Travel Plan will help to reduce the impact of traffic generated by the development on the local highway network;
- The Travel Plan will help to reduce the impact of the site on the environment by reducing CO₂ emissions through fewer car journeys. This will help to contribute to both local air quality management and national climate change reduction targets; and
- The measures contained within this plan will also help to reduce the impact of transport related noise from vehicular movements into and out of the site.

2.2.5 Overall, it is anticipated that the Travel Plan, combined with the package of infrastructure measures designed to promote sustainable transport, will result in benefits for staff of the site.

SECTION 3 Development Proposal

3.1 Introduction

- 3.1.1 The development proposal consists of redeveloping the site to provide 5,516 sqm of B use floor area with vehicular and pedestrian access onto Stanbridge Road to the east. A proposed masterplan is provided in **Appendix A** and the development schedule is summarised in **Table 3.1**.

Table 3.1: Development Schedule

Unit Number	GFA (SQM)
1	454
2	454
3	527
4	464
5	465
6	466
7	497
8	495
9	495
10	497
11	351
12	351
Total	5516

Source: Site Proposals

3.2 Access

- 3.2.1 Access will be access via a new simple priority access onto Stanbridge Road. A dropped kerb crossing with tactile paving will be provided across the access to facilitated safe pedestrian movements across the site access. The site access arrangements are shown in **Drawing ITB144488-GA-006**.

3.3 Parking Provision

- 3.3.1 Parking provision will be provided in accordance with the Havant Borough Council Parking SPD.

Car Parking

- 3.3.2 The parking standards identified relate to the B2/B1(C) general industrial and light industry land use classes and are set out in **Table 3.2** below. These have been selected as they are the higher standards and whilst unlikely, it is possible that the site could come forward entirely these uses (i.e. no B8 uses).

Table 3.2: Havant Vehicle Parking Standards

Type	Minimum Car Parking Standard
B1(b)(c) high tech / light industrial	1 space per 45sqm
B2 General Industrial	1 space per 45sqm
B8 Warehouse	1 space per 90sqm

Source: Havant BC Parking SPD

One Motorcycle space it to be provided for every 25 car parking spaces.

Disabled people's car parking spaces should be provided in a ratio of 5% of the total allocation.

- 3.3.3 The total proposed floor area of the site is approximately 5,516 sqm, resulting in a minimum of 123 parking spaces and an additional six accessible spaces and five motorcycle spaces. It is envisaged the proposed development will provide 134 parking spaces including five accessible parking spaces which falls within this minimum limit.

Cycle Parking

- 3.3.4 The cycle parking standards for the site are also included in the Havant Borough Council Parking SPD document and set out in **Table 3.3**.

Table 3.3: Havant Borough Council Cycle Parking Standards

Type	Cycle Standard (Minimum)	
	Long Stay	Short Stay
B1(b)(c) high tech / light industrial	1 stand per 250 sqm	1 stand per 500 sqm
B2 General Industrial	1 stand per 350 sqm	1 stand per 500 sqm

Type	Cycle (Minimum)	Standard
	Long Stay	Short Stay
B8 Warehouse	1 stand per 500 sqm	1 stand per 1000 sqm

Source: Havant BC Parking SPD

- 3.3.5 Taking the highest of the above standards, a minimum of 22 long stay and 11 short stay cycle stands are required. It is proposed to provide 22 long stay and 11 short stay cycle stands throughout the site. Each unit will include safe, secure and indoor cycle parking for staff this providing excellent long-term cycle parking for all employees throughout the site. Short term cycle parking is to be provided in Sheffield stands along the access road through the site and within each unit, which are all overlooked.

3.4 Servicing

- 3.4.1 Swept path analysis has been undertaken of the proposed site layout to assess whether the largest vehicles which will enter the site can manoeuvre safely within the site. **Drawings ITB14488-GA-003 and ITB14488-GA-005** demonstrate a large articulated lorry and a 10m rigid lorry are able to enter and manoeuvre within the site safely.

SECTION 4 Existing Conditions and Travel Patterns

4.1 Introduction

- 4.1.1 This section of the FTP describes the existing accessibility of the site by walking, cycling and public transport as well as existing travel patterns in Havant.

4.2 Site Location

- 4.2.1 The site is located within the existing industrial area of Havant, with industrial land uses located to the north and south along with existing residential developments to the east and west. The centre of Havant is located circa 1.8km to the south and this is shown in **Figure 1**.

Walking

- 4.2.2 The site is bound to the south and east by Stanbridge Road and Downley Road respectively. Circa 2.3m footways are provided along both sides of these carriageways. Public Footpath 62 is accessible from Stanbridge Road, providing an eastbound link to the residential area along Southleigh Road. Furthermore, this public footpath forms part of the fastest route from the site to Warblington Station.
- 4.2.3 New Lane forms the main pedestrian link along the site frontage, providing a route north towards Bartons Road and south across the Southern Mainline towards the centre of Havant. A designated crossing point is provided at the junction between New Lane and Bartons Road, comprising dropped kerbs and a pedestrian refuge island.
- 4.2.4 In the vicinity of the site access, New Lane currently provides a circa 2.8m footway on the eastern side of the carriageway both north and southbound. Approximately 420m to the north of the site, an additional circa 1.7m footway is provided on the western side of the carriageway. The footway is separated from the carriageway by a grass verge along the majority of New Lane.
- 4.2.5 Approximately 160m south of the site, an additional circa 1.6m footway is provided on the western side of the carriageway. This is accessible via a designated pedestrian crossing point comprising dropped kerbs, tactile paving and a pedestrian refuge island. Both footways continue southbound to number 16A New Lane, where the eastern footway terminates and the western footway continues to Eastern Road. South of the New Lane/Eastern Road junction, the eastern

footway is reintroduced on New Lane as it continues southbound across the rail line towards Havant Town Centre.

- 4.2.6 Eastern Road provides a westbound link from New Lane towards Havant Rail Station. A single 1.5m footway is provided on the southern side of the carriageway, accessible via an informal crossing point at the junction with New Lane comprising dropped kerbs and tactile paving. To the west, Eastern Road connects into Leigh Road which forms the southbound approach to Havant Rail Station. Footways are provided on both sides of the carriageway, measuring circa 1.3m on the western side and circa 2.0m on the eastern side.

Cycling

- 4.2.7 New Lane provides on-carriageway cycle lanes along its entire length between Bartons Road to the north and Eastern Road to the south. To the east of the site, Southleigh Road forms part of the National Cycle Network and provides traffic-free (off-carriageway) route eastbound towards Emsworth.
- 4.2.8 To the west of the site, Leigh Road and Stroudwood Road form part of National Cycle Route 22. This is a 64 mile route connecting Banstead (near Epsom) and Brockenhurst via Dorking, Guildford, Farnham, Petersfield, Havant, Portsmouth and the Isle of Wight between Ryde and Yarmouth.
- 4.2.9 National Cycle Route 2 is also accessible, from the southern extent of New Lane. This is a 361 mile route which, when complete, will link Dover in Kent with St. Austell in Cornwall via the south coast of England.
- 4.2.10 The majority of roads in the vicinity of the site are subject to a 30mph speed limit or less given the largely residential makeup of the surrounding area. As a result, where designated cycle facilities have not been provided, in-carriageway cycle travel is acceptable. This is reflected in Manual for Streets (MfS) guidance, as follows:
- “Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street” (MfS, para. 6.4.1).***
- 4.2.11 Furthermore, the provision of street lighting on the majority of the surrounding streets enhances the level of visibility between pedestrians, cyclists and motorised vehicles.

4.3 Public Transport

Bus Services

- 4.3.1 The nearest bus stops are located on St Alban's Road, approximately 650m to the south west of the site. These stops are served by the Number 20 and 21 buses. The times and frequencies of these services is summarised in **Table 4.1** below.

Table 4.1: Local Bus Service Times and Frequencies

Service No.	Route	Frequency		
		Mon-Fri	Saturday	Sunday
20	Havant - Portsmouth - The Hard	Every 30 minutes. First bus at 06:19 Last bus at 18:19	Every 30 minutes. First bus at 06:43 Last bus at 18:19	-
21	Havant - Portsmouth	Every 30 minutes. First bus at 05:28 Last bus at 21:03	Every 30 minutes. First bus at 06:18 Last bus at 23:03	-

Source: Traveline Southeast

- 4.3.2 As shown in **Table 4.1**, a regular bus service operates from St Alban's Road and provides a half hourly service between Havant and Portsmouth. The bus also provides a connection to Cosham and Portsmouth Harbour Rail Stations for onward travel to and from higher-order destinations.

Rail Services

- 4.3.3 The closest Rail Station is Warblington, located approximately 1.2km to the south east of the site. This station provides storage spaces for up to 30 bicycles. Havant Rail Station is also accessible from the site, located approximately 1.6km to the south west. Havant Station provides storage for up to 92 bicycles in addition to a car park. Both of these stations lie on the Southern Mainline.
- 4.3.4 **Table 4.2** provides a summary of the main rail services which operate from Warblington and Havant Rail Stations.

Table 4.2: Warblington and Havant Rail Services

Destination	Typical Peak Frequency	Typical Off-Peak Frequency	Typical Journey Duration
London Waterloo	3 per hour	3 per hour	1 hour 32 minutes
Portsmouth Harbour	5 per hour	6 per hour	22 minutes
Brighton	2 per hour	2 per hour	1 hour 12 minutes
Littlehampton	3 per hour	2 per hour	37 minutes
Southampton Central	2 per hour	2 per hour	43 minutes

Source: National Rail Enquiries

4.3.5 **Table 4.2** demonstrates that Havant and Warblington Rail Stations provide frequent rail services to a number of destinations including London Waterloo, Portsmouth, Brighton, Littlehampton and Southampton. This provides the opportunity for commuters to travel to and from destinations further afield.

4.3.6 Furthermore, a half hourly bus service to Portsmouth Harbour station provides access to additional destinations, operated by Great Western Railway, Southern and South Western Railway services.

4.4 Local Highway Network

Overview

4.4.1 New Lane comprises a circa 9.0m wide single carriageway, including circa 1.2m cycle lanes on both sides of the carriageway. To the north, New Lane connects with Bartons Road via a simple priority junction. New Lane is subject to a 30mph, reducing to 20mph south of the junction with Eastern Road across the rail line. The 20mph speed limit continues from this point along Fairfield Road into Havant Town Centre. Street lighting is provided along the extent of New Lane.

4.4.2 As mentioned earlier, Southleigh Road is located to the east of the site provides a southbound connection to Warblington Station. It comprises a single circa 7.0m carriageway with designated on-street parking areas provided intermittently along the route. Circa 1.6m footways are provided on both sides of Southleigh Road along with the provision of street lighting. A posted 30mph speed limit is enforced along this route.

4.4.3 To the south of the site, Eastern Road bisects New Lane at a crossroad arrangement. This provides access to the industrial estate to the east and Leigh Road to the west. Eastern Road comprises a circa 5.0m single carriageway with a single footway on the southern side. Street lighting is provided along the length of this route.

Existing Traffic Flows

4.4.4 To identify existing traffic flows and speeds on the local highway network, a Manual Classified Count (MCC) survey was undertaken at the New Lane / Stanbridge Road junction on 9th May 2019. **Table 4.3** provides a summary of the traffic flows on the local highway network for the weekday morning and evening peak periods and are illustrated in **Figures TF1 and TF2**.

Table 4.3: Local Highway Network Traffic Flows

Location	Direction	Morning Peak Period	Evening Peak Period
New Lane (North of Stanbridge Road)	Northbound	198	324
	Southbound	351	234
New Lane (South of Stanbridge Road)	Northbound	343	279
	Southbound	310	411
Stanbridge Road	Eastbound	250	79
	Westbound	64	301

Source: Traffic Surveys, May 2019

Personal Injury Accident Data

4.4.5 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the most recent five-year period between 01/01/2014 and 31/12/2018 for the highway network in the vicinity of the site. The study area includes:

- New Lane;
- Downley Road; and
- Stanbridge Road

4.4.6 The report and accident plot can be found in **Appendix B** and summarised in **Table 4.4**.

Table 4.4: Summary of Personal Injury Accidents

Location	Vehicles			Pedestrians			Total
	Slight	Serious	Fatal	Slight	Serious	Fatal	
New Lane / Stanbridge Road Junction	-	1	-	-	-	-	1
New Lane / Farringdon Road Junction	1	-	-	-	-	-	1
New Lane South of Farringdon Road Junction	1	-	-	-	-	-	1
Total	2	1	-	-	-	-	3

Source: Hampshire Constabulary

4.5 Summary

- 4.5.1** The site is within an established employment area and has accommodated a large commercial building for many years. There are continuous footways provided from the site to the surrounding area including Havant Road station, town centre and nearby bus stops. Excellent cycle facilities are provided through on-road cycle lanes on both sides of New Lane with access to the NCN21 and NCN361 providing access to the longer distance cycle routes.
- 4.5.2** Traffic surveys confirm that local traffic flows are low (Stanbridge Road) and moderate (New Lane) and speeds are also within that expected for the prevailing speed limited. Personal Injury Accident records show there are no inherent road safety issues in the vicinity of the site.

SECTION 5 Travel Plan Co-ordinator

5.1 Introduction

5.1.1 This section of the FTP provides a brief overview of the roles and responsibility of the Travel Plan Co-ordinator.

Travel Plan Co-ordinator

5.1.2 The site's owners will appoint a Travel Plan Co-ordinator (TPC) for the site. Contact details will be supplied to HCC prior to first occupation of the development proposal.

5.1.3 The TPC will undertake the following functions:

- Manage the day to day delivery of the measures contained in the Action Plan (set out in Section 7);
- Market the Travel Plan to encourage interest and involvement of businesses based at the site;
- Give a 'human face' to the Travel Plan. The TPC will ensure that all businesses receive the Travel Pack information; and
- Undertake staff travel surveys and monitor the progress of the Travel Plan against targets in line with the monitoring strategy in Section 8 of this Travel Plan.

5.1.4 In addition to the above tasks, the TPC will commit to work with other developments in the area to ensure each of the Travel Plans have a consistent approach towards reducing single occupancy car use.

5.1.5 The TPC will also set up a steering group to assist with the future development of the travel plan. This steering group will consists of staff from occupying companies, the TPC and public transport operators and local cycle shops will also be invited to attend the steering group meetings.

SECTION 6 Measures

6.1 Introduction

6.1.1 The key measures for a workplace Travel Plan are the provision of infrastructure to facilitate the use of non-car modes of transport, the provision of information on opportunities for active travel trips, and the promotion of these modes.

6.1.2 This section of the Travel Plan introduces a series of 'infrastructure' and 'soft' measures to encourage and promote the use of modes of travel other than single occupancy car use, for staff travel to work. It covers:

- Measures to encourage future staff to car-share;
- Measures to encourage staff to walk and cycle;
- Measures to encourage the use of public transport;
- Information provision; and
- Travel Pack, for all new businesses on initial occupation.

6.2 Infrastructure Measures

6.2.1 A 1.6m footway within the site will connect with the existing footways located on Standbridge Road, New Lane and Downley Road. Beyond this, pedestrian provision will be through a clearly demarked pedestrian walkway or shared surface arrangement common with employment and commercial areas. This will provide a pedestrian connection to all units. The site will experience slow moving vehicles and low traffic flows and therefore the internal road will be suitable to be used as a shared surface environment for pedestrians and cyclists to access units.

Cycle Infrastructure

6.2.2 The on-site access road is 6.0m in width and adequate car and lorry parking is provided to ensure no indiscriminate car parking occurs. The site access road will be clear of obstructions and suitable for cycling. It is proposed to provide 23 long stay and 12 short stay cycle stands throughout the site. Each unit will include safe, secure and indoor cycle parking for staff thus providing excellent long-term cycle parking for all employees throughout the site. Short term cycle parking is to be provided in Sheffield stands in the middle of the site, which is overlooked by Units 4, 5, 8 and 9.

6.3 Soft Measures

- 6.3.1 It is important to note that the site will be occupied by 12 separate end users and the owner will have limited influence over the travel habits of the businesses located in the buildings. The key measure promoted by the future Travel Plan will therefore be information provision.

Measures to Promote Walking and Cycling

- 6.3.2 Information on the walking and cycling routes and facilities within the site will be made available to employees during their staff inductions and via information packs which will also be displayed on both the occupant's website and around the staff communal areas on noticeboards. These will include maps of local walking and cycling routes and information on available incentives and will promote the health benefits of walking and cycling.
- 6.3.3 Consideration will be given for a bicycle user group (BUG) to be established. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact established cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle journeys. The TPC will assist with the dissemination of information regarding the user group and will help employees get in contact with one another.
- 6.3.4 The TPC will also promote the benefits of Salary Sacrifice Schemes which companies could develop to offer interest free loans to help buy a bicycle or cycling equipment for cycling to work.
- 6.3.5 In addition to promoting these measures, the TPC will encourage the occupants to make sustainable travel an item on team meeting agendas to increase the staff's awareness of the different travel options available to them. Occupants at the site will also be encouraged, when recruiting, to advertise the sustainable transport options to candidates to increase their awareness of different methods of travelling to work.

Travel Information Packs

- 6.3.6 All new occupiers will be provided with a travel information pack with enough copies for each of their employees. The pack will clearly set out information on the objectives of the Travel Plan, non-car mode travel options; and promote a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included:

- An information leaflet about the Travel Plan, its aims and objectives, how travel will be monitored and reported;
- A location plan of the new development, highlighting the local facilities in Havant, the local walking and cycling routes, the location of bus stops and the railway stations at Warblington and Havant;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. HCCs 'My Journey' Scheme <http://myjourneyhampshire.com>, <http://www.nationalrail.co.uk/> and <http://www.travelinesoutheast.co.uk/>;
- Information about car sharing through the Hampshire car share website (<https://liftshare.com/uk/community/hants>) and other social-media based websites;
- Details of the owner's website, which will contain up to date travel information; and
- Information on free to use pedometer apps to encourage walking amongst staff.

6.3.7 Prior to first occupation, the developer will commit to liaising with local cycle shops and public transport operators over the possibility of arranging discounts on equipment and / or services. The TPC will be able to continue these communications and include any discounts available within the Travel Information Packs.

Car Sharing Scheme

6.3.8 Car sharing will be promoted amongst employees. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the number of employees making similar journeys at the same time, thereby reducing peak hour congestion on routes to the site. This in turn helps reduce vehicle emissions, contributing to meeting local air quality targets. Employees will therefore be provided with information about car sharing via the car share website (<https://liftshare.com/uk/community/hants>) and other social media-based sites, along with a leaflet explaining the benefits of the car share scheme and how to register will be included in the travel packs. This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys.

6.3.9 One of the key barriers to the uptake of car sharing is the impact of being let down by the other lift sharer, through illness or unreliability. To minimise the impact of this, the occupants will be encouraged to provide a Guaranteed Ride Home service in the event a car sharer is let down,

whereby an alternative car share is found, or a taxi journey provided if no suitable car sharer is identified.

Notice Board

- 6.3.10 The owner will provide a travel noticeboard in a communal area of the site, including car sharing information, walking, cycling and public transport. This information will be regularly updated.

Email Travel Information

- 6.3.11 The owner will include travel plan information on emails circulated to businesses based on the site.

Visitors to the Site

- 6.3.12 To assist in influencing the travel choices of less frequent visitors to the site, the following measures will also be implemented:

- As set out above, travel information will be provided on the website;
- Public transport timetables and cycle route maps will be provided to new occupiers; and
- A PDF 'how to find us' leaflet containing information about all travel modes will be produced and circulated to businesses based on the site.

Events

- 6.3.13 The owner will organise the participation of at least one sustainable travel event per year for the site, for example during 'Bike Week' a cyclist reward could be provided for those people based on the site who cycle to work.

SECTION 7 Action Plan

7.1.1 An Action Plan is presented in **Table 7.1** which provides a programme for delivering the Travel Plan Measures.

Table 7.1: Action Plan

Measure	Summary of Task/ Measure	Target Groups	Priority	Responsibility	Timescale / cost
Travel Plan Co-ordinator	Nominate Travel Plan Co-ordinator	Staff	High	Owner	Before occupation
Travel Plan Promotion	Production of an information pack setting out sustainable mode of travel options available. Setup of the Travel Information noticeboard Email distribution of the Travel Plan Information.	Staff	High	Travel Plan Co-ordinator	First information sheet/leaflet available for distribution on first occupation and half yearly update
Access to Bus Services	Bus timetable created and published and timetables available on site	Staff/Visitors	High	Travel Plan Co-ordinator	Within three months of occupation, review regularly
Cycle Facilities	Provision of secured and covered cycle parking on site. Provision of changing facilities	Staff/Visitors	High	Owner	Before occupation
Promoting of Car Sharing	Information about the benefits of car sharing, using the Hampshire Car Share website	Staff	Medium	Travel Plan Co-ordinator	Within three months of occupation and reviewed regularly
Promotion of National and Local Events	Information to be made available about upcoming national and local events, such as 'Bike Week' and 'Walk to Work' week	Staff	Medium	Travel Plan Co-ordinator	Introduced within three months of occupation, review regularly

Measure	Summary of Task/ Measure	Target Groups	Priority	Responsibility	Timescale / cost
Travel Plan Monitoring and Review	Monitor staff and visitor modal split and initiative take-up Review of travel plan measures and targets in line with the Travel Plan	Staff	High	Travel Plan co- ordinator	Within 3 months of travel survey results and then every year

Source: Consultants Estimates

7.2 Delivery and Enforcement

- 7.2.1 The implementation of the Framework Travel Plan will be secured through an appropriate mechanism as part of the planning permission. This will allow the Local Planning Authority and Local Highway Authority to ensure the matters listed in the Action Plan are delivered by the developer.

SECTION 8 Targets and Monitoring

8.1 Overview

- 8.1.1 Targets are the measurable goals against which the progress of the Travel Plan can be assessed. The targets should also be linked to Travel Plan objectives.
- 8.1.2 The indicative targets set out below will be updated and refined following the initial staff travel survey which will be undertaken within the first six months of occupation of the site. An additional question will be added to monitor staff awareness of the Travel Plan.

8.2 Targets

- 8.2.1 The key aim of the Travel Plan is to reduce the number of vehicle trips generated by the site during the peak periods by 10%. In order to provide a breakdown of how the 10% reduction in forecast traffic flows as a result of the Travel Plan measures will be achieved, interim targets for each mode have been established.
- 8.2.2 Travel to Work data contained within the 2011 Census has been reviewed to identify the likely modal split for journeys to and from the site. The data for employees of Havant 009 mid-layer super output area has been used as it is directly comparable to the development in terms of location.
- 8.2.3 Using the Census data as an indicative initial base, **Table 8.1** sets out interim modal split targets for travel to the site, so as to provide a more detailed breakdown of how the target will be achieved.

Table 8.1: Total Travel to Site – interim Targets

Mode	Baseline Census	– 2011	Year 3	Year 5
Car	72.8%		67.4%	65.5%
Foot	9.1%		10.2%	10.6%
Car Passenger	5.7%		6.8%	7.2%
Bicycle	5.1%		6.2%	6.5%

Mode	Baseline – 2011 Census	Year 3	Year 5
Train	3.0%	4.0%	4.4%
Bus	2.4%	3.5%	3.9%
Other (Inc. Motorcycle and Taxi)	1.9%	1.9%	1.9%
Total	100.0%	100.0%	100.0%

Source: Consultant's Calculations

- 8.2.4 The target of 10% reduction in forecast traffic flows would result in a modal shift for car drivers from 72.8% to 65.5% by year 5. Once the first travel survey has been undertaken, these targets will be reviewed.

8.3 Monitoring

- 8.3.1 The monitoring programme of the development will be during the development until some five years after first occupation. Monitoring will be undertaken via the issue of an annual travel questionnaire. The first survey will be undertaken within six months of first occupation.

- 8.3.2 The surveys will take place in the form of an electronic questionnaire to be issued to each business to complete on behalf of their employees, an example questionnaire is provided in **Appendix C**. The survey will monitor:

- Normal mode of travel to work;
- Occasional mode of travel to work;
- Ability to park on site (rather than on-street); and
- Awareness of travel plans & non-car mode options.

- 8.3.3 The results of the surveys and the analysis will be included in an annual monitoring report when a minimum of 35% response rate has been achieved. In order to encourage staff members to complete the questionnaire surveys, staff will be entered into a prize draw.

- 8.3.4 The monitoring report will outline the measures put in place and the resources used over the previous year in order to achieve the interim targets. The Travel Plan targets may be revised or updated if necessary.

8.3.5 The monitoring reports will be produced for five years following occupation and issued to HCC for review.

8.3.5.1 The reports will also be issued to businesses based in the building to provide feedback on how the Travel Plan is working and to ensure businesses feel involved in the process.

8.4 Remedial Measures

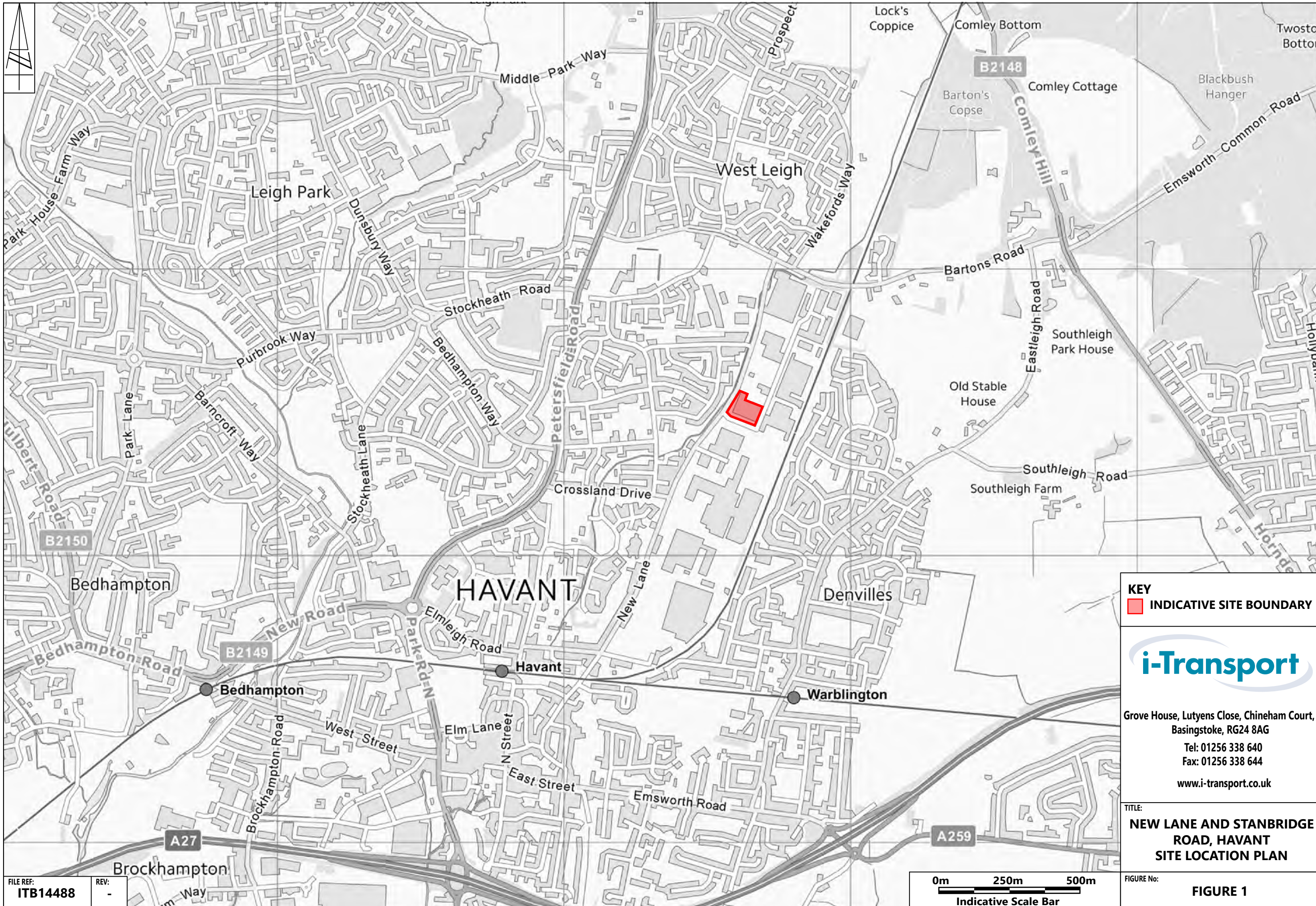
8.4.1.1 Should the Travel Plan targets not be met by the end of the five-year monitoring period, the owner will use reasonable endeavours to identify a strategy and to agree further reasonable actions to get the Travel Plan back on track.

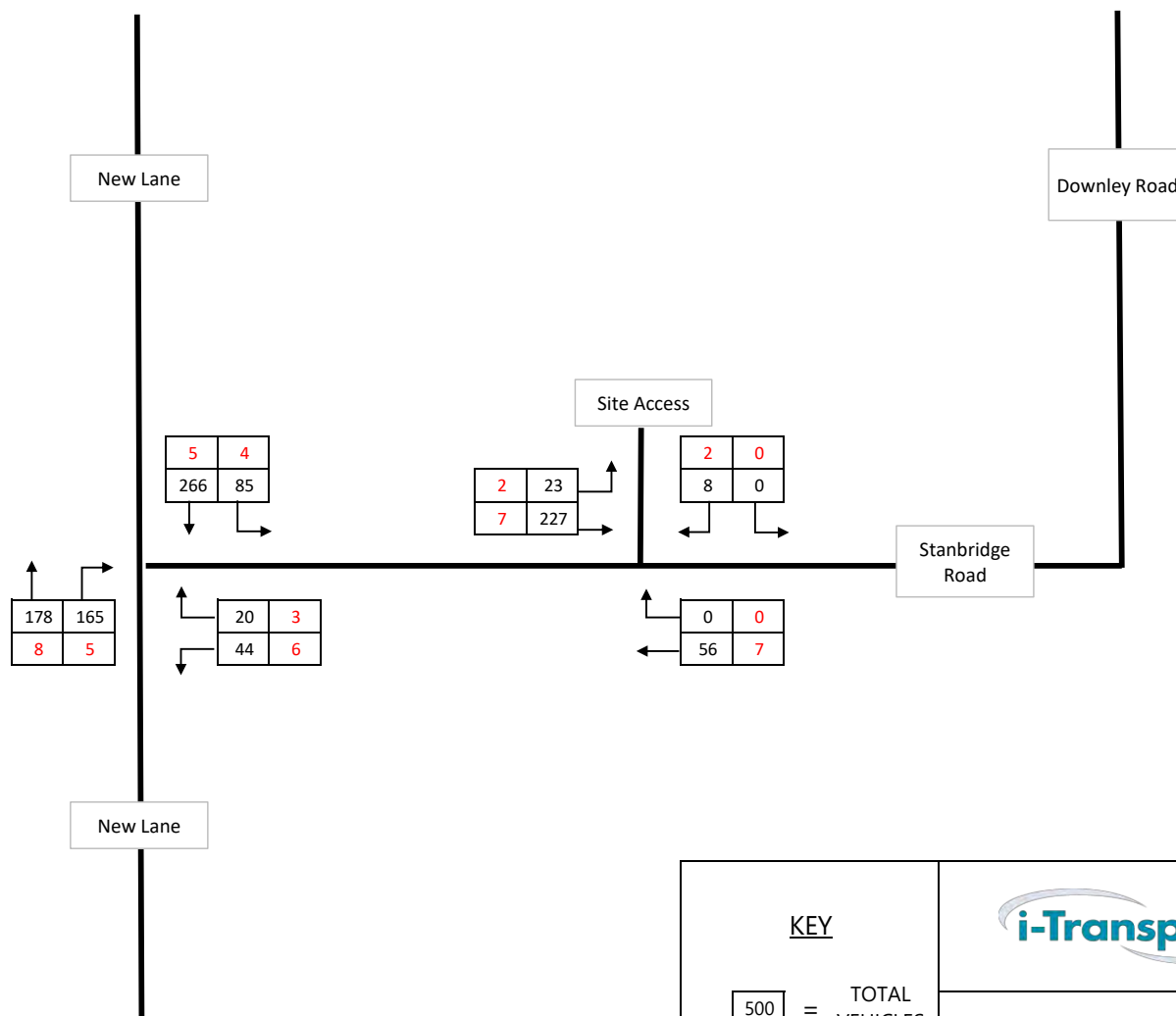
8.4.1.2 It should be noted that the parking and trip generation assessments in the Transport Assessment are based upon a 'without Travel Plan' situation and demonstrate that the impact of the development on the local parking and highway network is acceptable in highway and safety terms. On this basis, the development is not dependent on the success of the Travel Plan to make the development acceptable in terms of traffic impact on the local highway network.

SECTION 9 Summary

- 9.1.1 Kingsbridge Estates has appointed i-Transport to provide transport and highways advice in respect of a planning application for a proposed redevelopment of the former Butterick site to provide 5,518sqm of B use floor area along with car and cycle parking at New Lane, Havant.
- 9.1.1.1 Kingsbridge Estates is a developer of commercial sites and will lease or sell the units, thus it is important to note that they have limited control over the travel habits of the businesses in the buildings. The role of this Travel Plan is therefore to facilitate and promote sustainable travel use amongst businesses based at the site.
- 9.1.2 The site is located within an existing and well-established employment zone. There is good pedestrian and cycle provision throughout the area. Bus stops are located within walking distance of the site and provide services at suitable times for travel to work and connect to rail services at Warblington and Havant. The development is therefore within an accessible location with opportunities for future staff on the site to travel by non-car modes.
- 9.1.3 This Framework Travel Plan includes infrastructure measures such as the provision of secure car, cycle and motorcycle parking for staff and changing facilities. Soft measures focus on information provision including a Travel Pack for all occupiers of the units, a travel noticeboard and travel information for visitors. An Action Plan for the implementation of these measures has been put forward.
- 9.1.4 Targets and a five-year monitoring programmes have been put forward and the owner will take on the Travel Plan Co-ordinator role and will oversee the implementation of the proposed measures. The Travel Plan co-ordinator will also be responsible for the monitoring programme.

FIGURES





KEY

500 = TOTAL VEHICLES

25 = HGVs

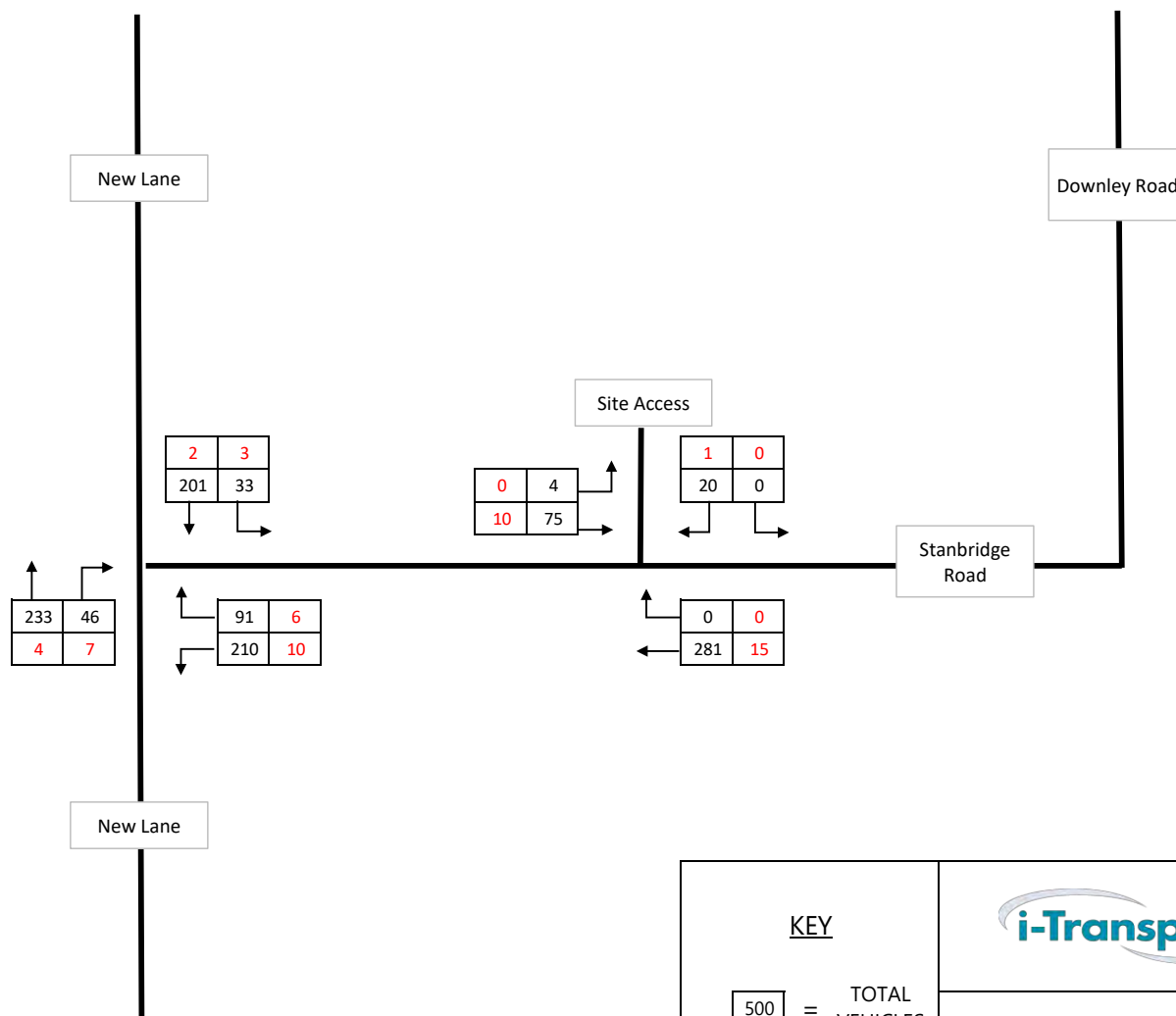


Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

New Lane, Havant

TF1

2019 AM



KEY

500 = TOTAL VEHICLES

25 = HGVs



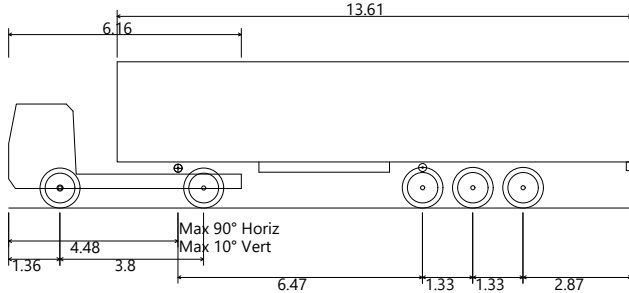
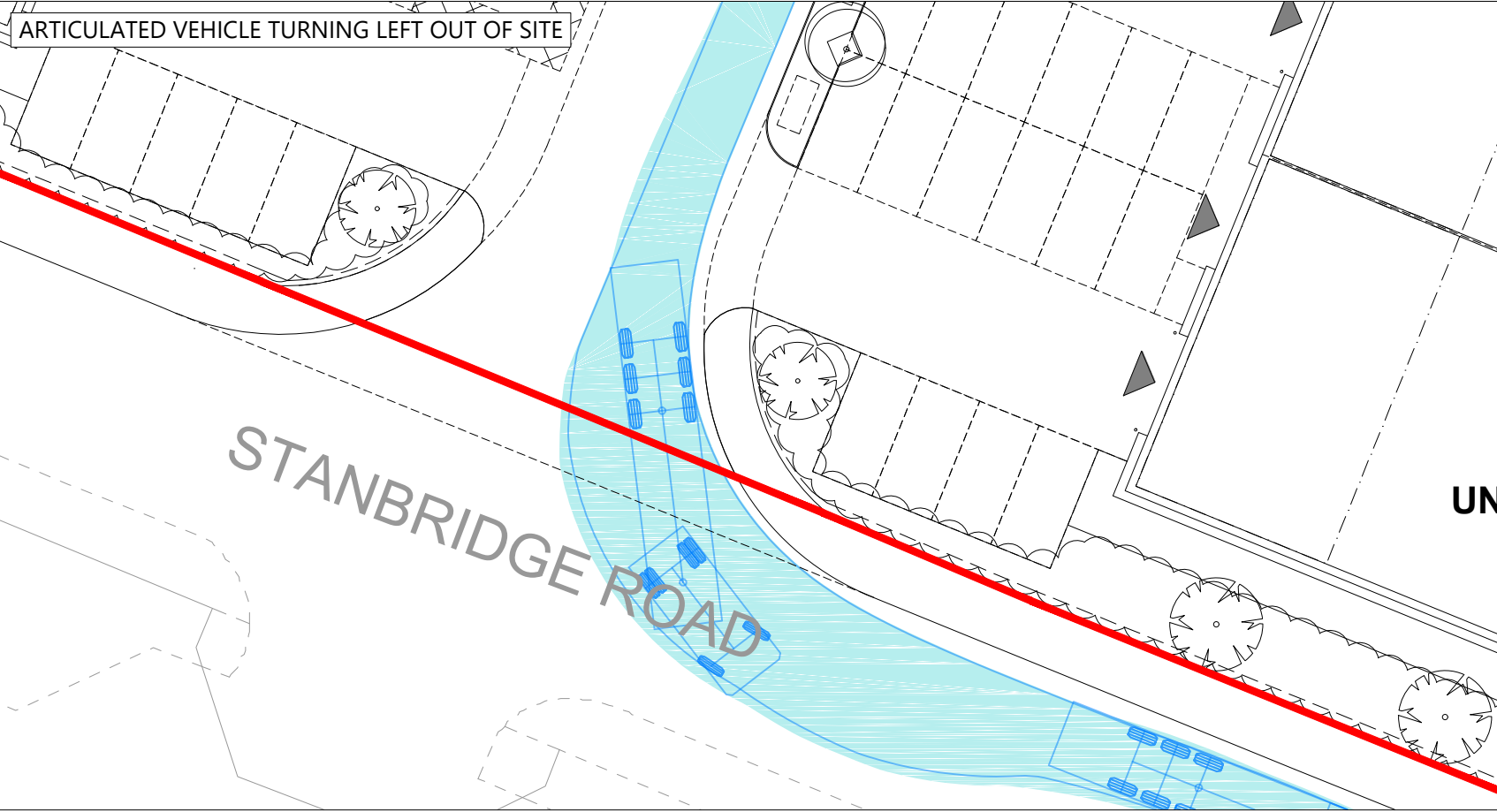
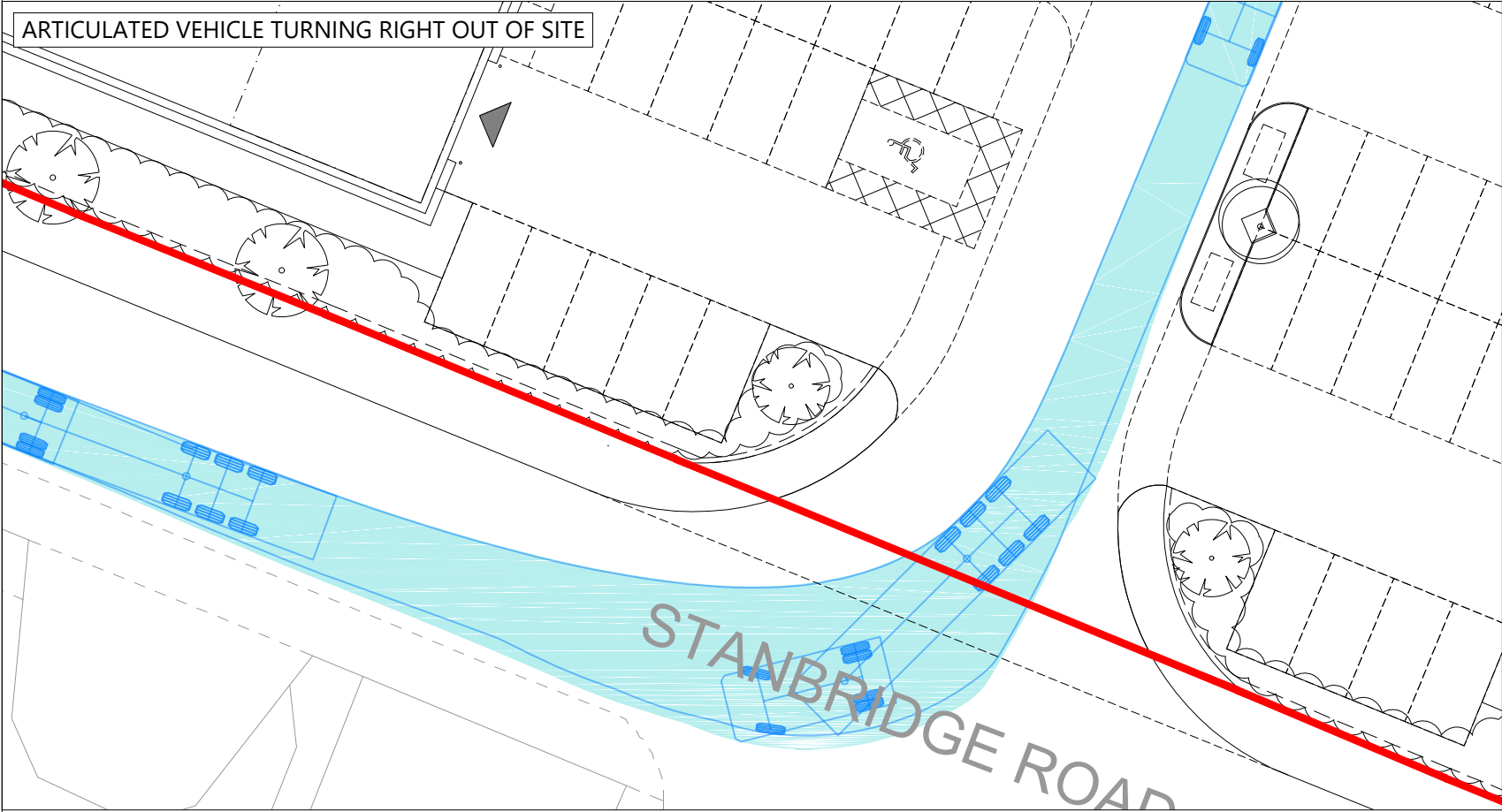
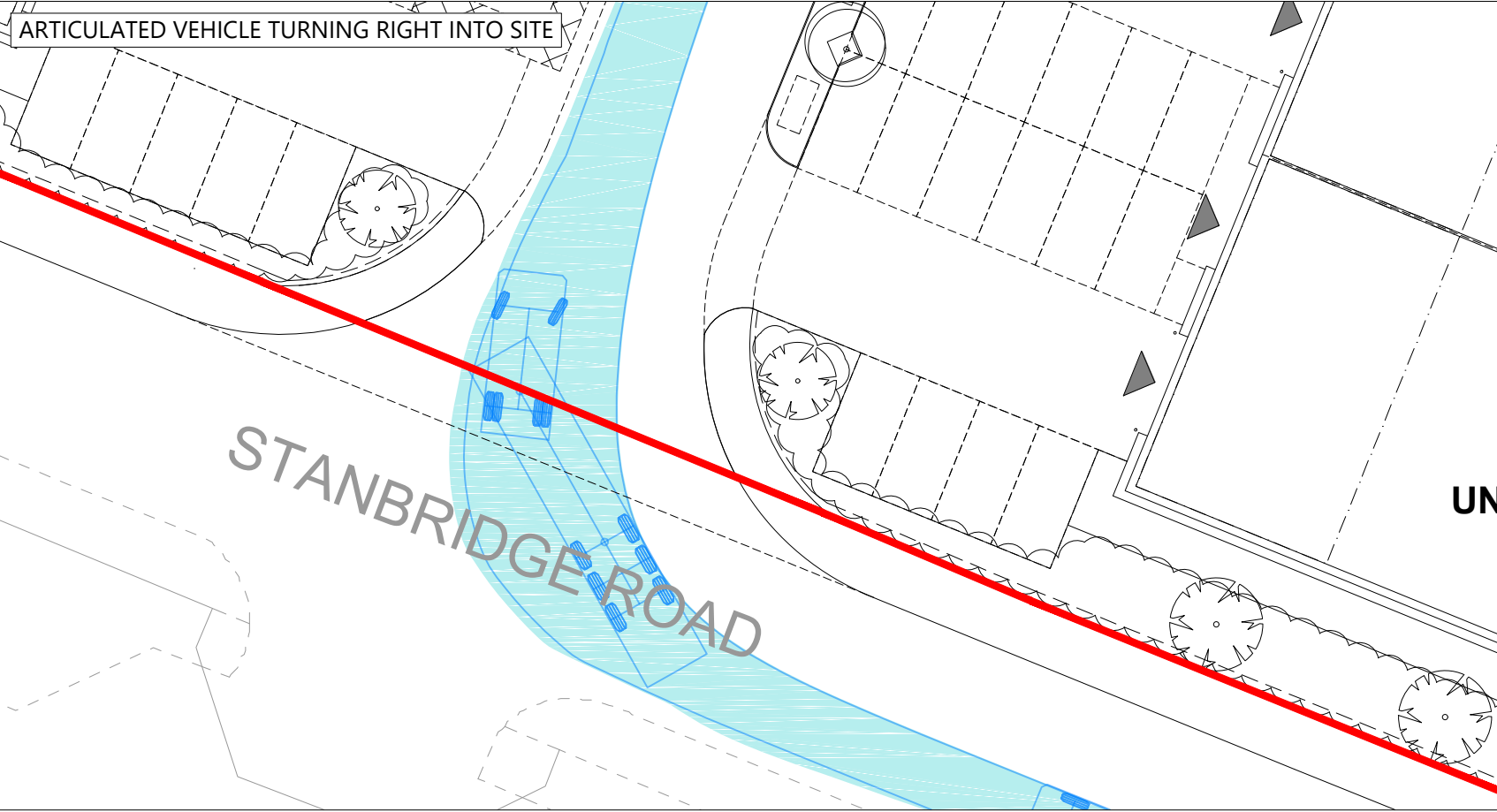
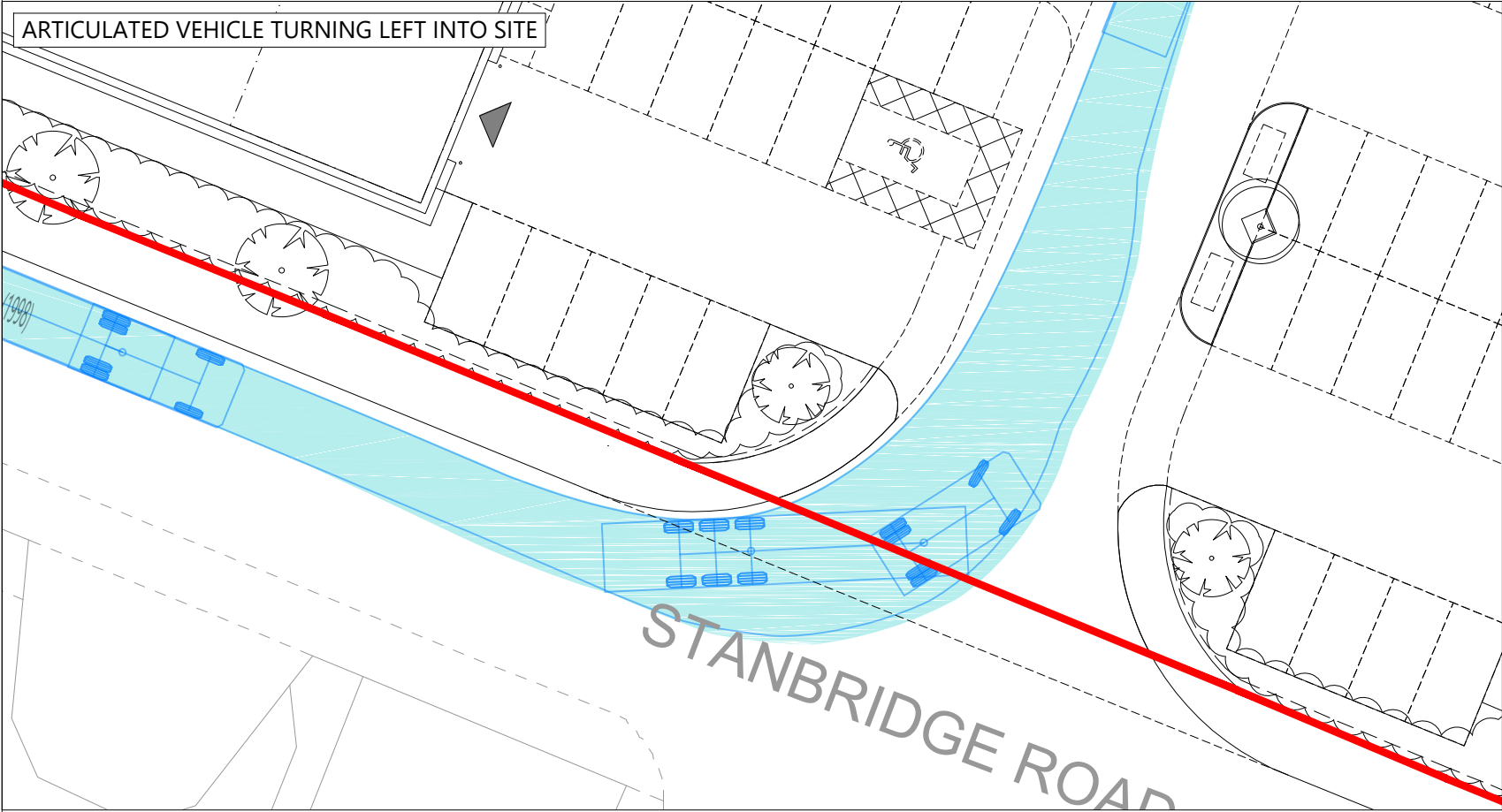
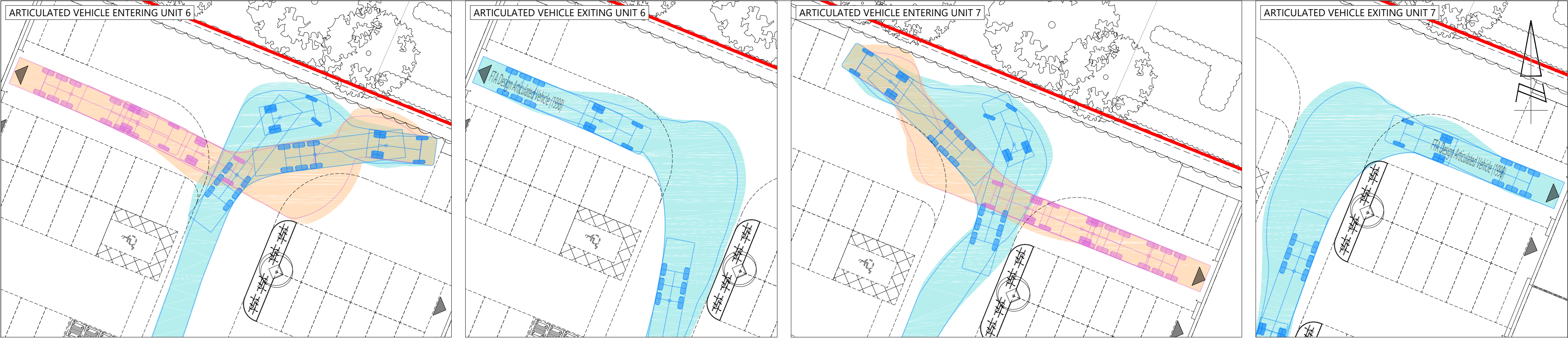
Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

New Lane, Havant

TF2

2019 PM

DRAWINGS



FTA Design Articulated Vehicle (1998)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

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REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

A	21.06.19	JD	SITE LAYOUT UPDATED	GT	SJ
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STATUS: FOR INFORMATION

i-Transport

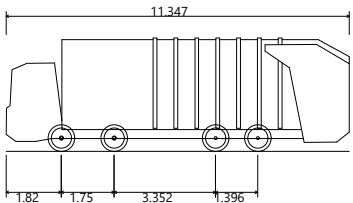
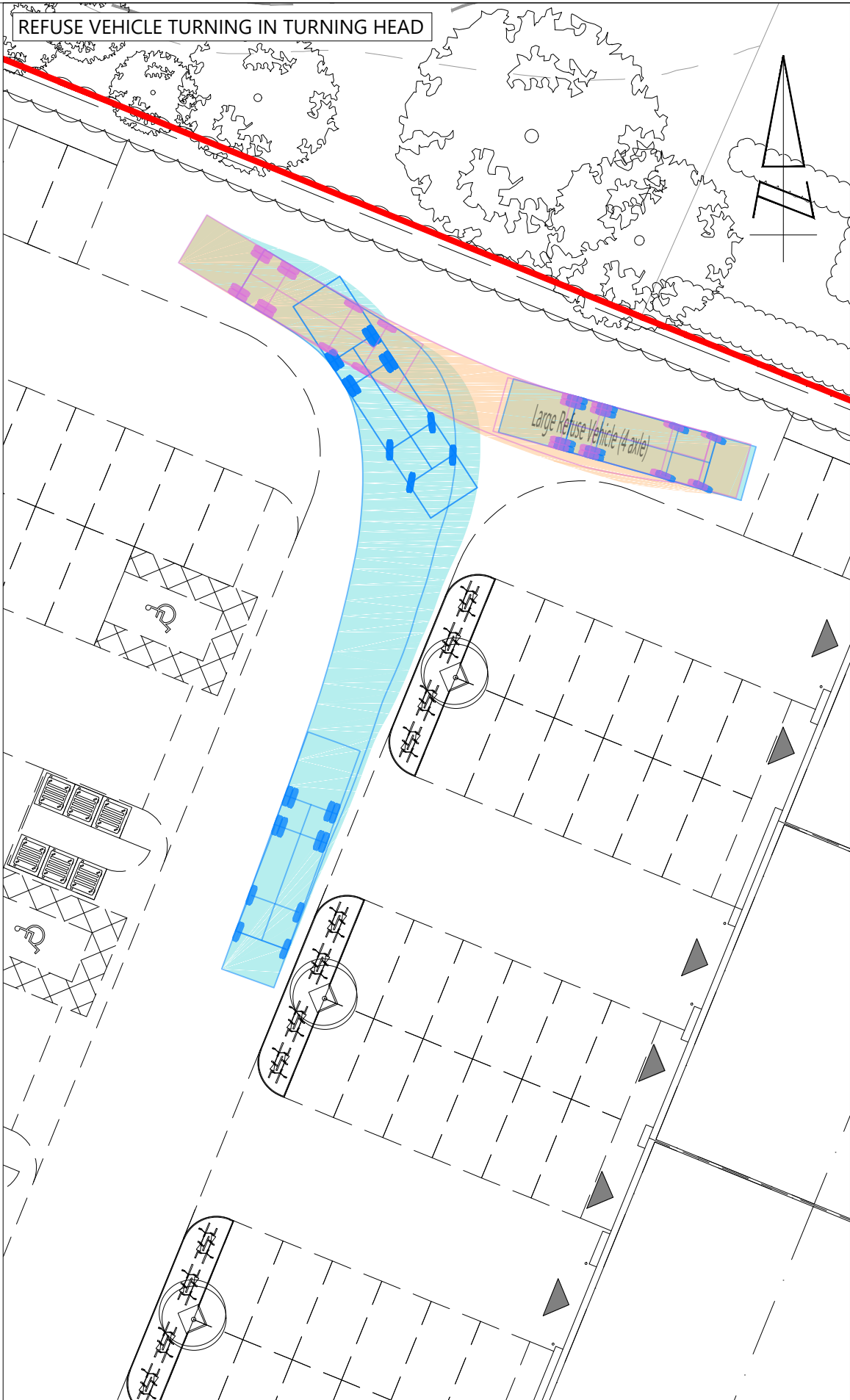
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - ARTICULATED VEHICLE

PROJECT: NEW LANE, HAVANT

CLIENT: KINGSBRIDGE ESTATES

DRAWN: JD	CHECKED: GT	APPROVED: SJ
PROJECT No: ITB14488	SCALE @ A2: 1:250	DATE: 16.05.19
DRAWING No: ITB14488-GA-003		REV: A



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

A	21.06.19	JD	SITE LAYOUT UPDATED	GT	SJ
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT: NEW LANE, HAVANT

CLIENT: KINGSBRIDGE ESTATES

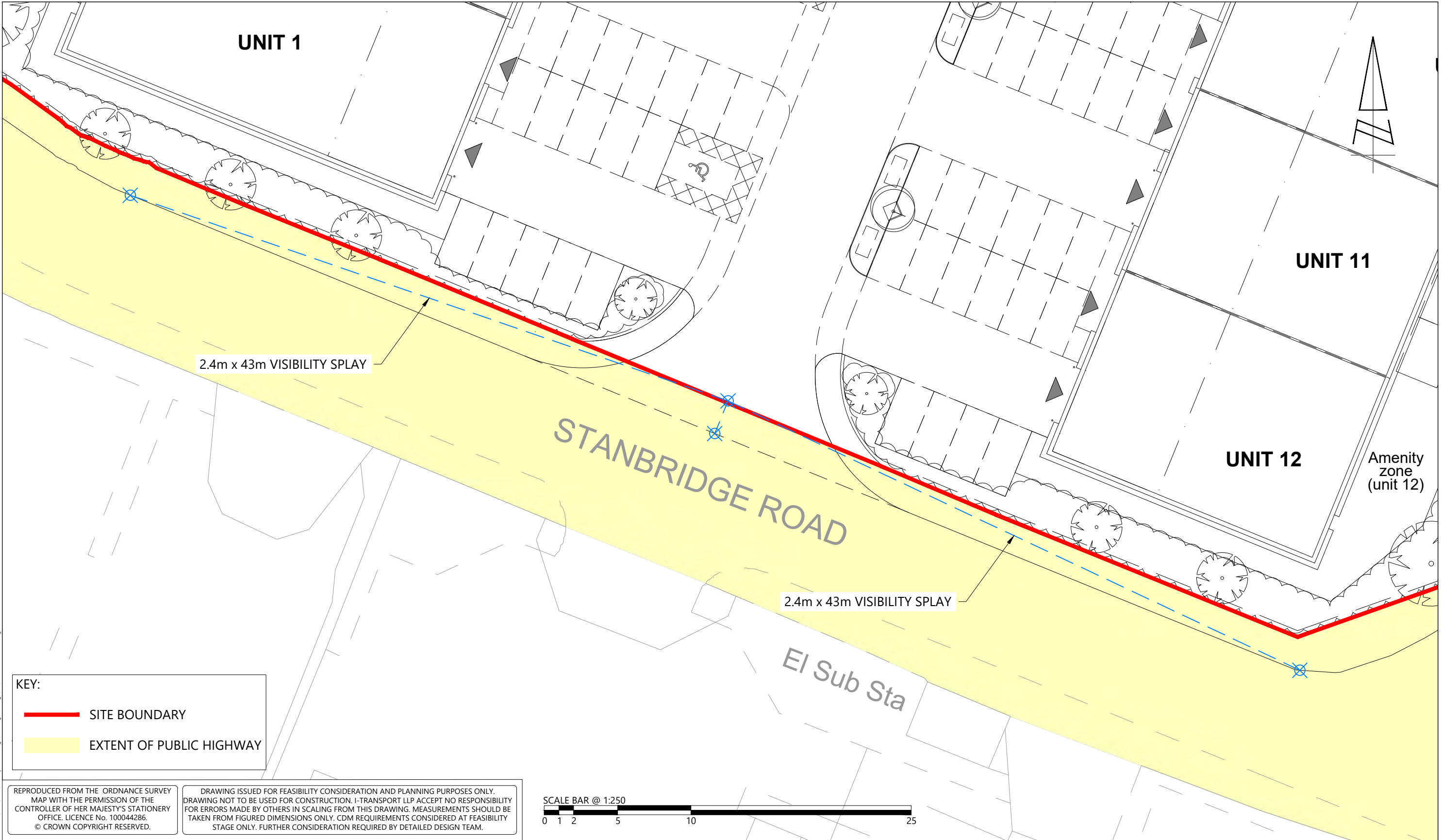
DRAWN: JD	CHECKED: GT	APPROVED: SJ
PROJECT No: ITB14488	SCALE @ A3: 1:250	DATE: 20.05.19

DRAWING No: ITB14488-GA-005
REV: A

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 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG www.i-transport.co.uk							TITLE: SITE ACCESS VISIBILITY			DRAWN: JD	CHECKED: GT	APPROVED: SJ							
	REV	DATE	BY	DESCRIPTION			CHK	APD	PROJECT: NEW LANE, HAVANT	CLIENT: KINGSBRIDGE ESTATES	PROJECT No:	SCALE @ A3:	DATE:						
	STATUS: FOR INFORMATION										ITB14488	1:250	21.06.19						
											DRAWING No:	REV:							
										ITB14488-GA-006 -									

APPENDIX A. Proposed Site Layout

Legend:

Existing trees

Proposed trees

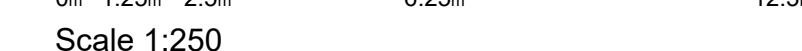
Low shrub ground cover



Land Use (Minimum/GEA)	Car parking std.
B1(a) office	1 space per 30 sqm
B1 (b)(c)	1 space per 45 sqm
B2	1 space per 45 sqm
B8 warehouse	1 space per 90 sqm

Land Use (Minimum/GEA)	Cycle parking std.	
	Long Stay	Short Stay
B1(a) office	1/250sqm	1/500sqm
B1(b)(c)	1/350 sqm	1/500sqm
B2	1/350 sqm	1/500sqm
B8 warehouse	1/500 sqm	1/1000sqm

NOTES:
All measurements are preliminary/ approximate & subject to tree survey, spot level/ analysis, full utilities search, legal boundaries, drainage analysis and detailed layouts/design development through consultation.



Project
Kingsbridge Estates
New Lane
Havant

Scale
A1- 1:250

Drawing Status	Revision
PRELIMINARY	A

Drawing Number
18041-HNW-ZZ-ZZ-DR-A-2115

61 North Street, Chichester, West Sussex, PO19 1NB

Unit No.	GF GiA (m2)	(ft2)	Mezz. GiA (m2)	(ft2)	TOTAL (m2)	TOTAL (ft2)	Mezz. %
1	356	3832	98	1055	454	4886	22%
2	356	3832	98	1055	454	4886	22%
3	413	4445	114	1227	527	5672	22%
4	351	3778	113	1216	464	4994	24%
5	351	3778	114	1227	465	5005	25%
6	352	3789	114	1227	466	5016	24%
7	383	4122	114	1227	497	5349	23%
8	381	4101	114	1227	495	5328	23%
9	381	4101	114	1227	495	5328	23%
10	383	4122	114	1227	497	5349	23%
11	253	2723	98	1055	351	3778	28%
12	253	2723	98	1055	351	3778	28%
	4213	45345	1303	14024	5516	59369	

Total GiA:	5516	59369
Total GeA:	5820	62641

Parking:	134	1/43m2
Site Area(m2):	10,234	
Site Density (GF GeA):		43%
Site Density (Total GeA):		57%

APPENDIX B. Personal Injury Accident Data



Havant

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Hampshire Police
Licence No. 01021C 2019

SCALE	1 : 3000
DATE	07/05/2019
DRAWING No.	
DRAWN BY	

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0519/155")

Selected Polygon:AW HAVANT BACS/SR/0519/155

140270406 28/07/2014 Time 1300 Vehicles 2 Casualties 1 Serious
E:472556 N: 107496 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG NEW LANE TURNED RIGHT FOR STANBRIDGE ROAD INTO THE PATH OF VEH 2 (M/CYCLE) TRAVELLING SW, CAUSING VEH 2 TO COLLIDE WITH THE NEAR SIDE OF VEH 1 AND THE RIDER TO FALL.

Occurred on NEW LANE AT JUNCTION WITH STANBRIDGE ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Near side Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0519/155")

150194571 09/06/2015 Time 1339 Vehicles 2 Casualties 1 Slight
E:472654 N: 107733 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING E ALONG FARRINGTON ROAD OVERSHOT THE JUNCTION AND COLLIDED WITH THE NEARSIDE OF VEH 1 (LORRY) TRAVELLING N ALONG NEW LANE.

Occurred on NEW LANE AT JUNCTION WITH FARRINGTON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Turning right
Vehicle movement from W to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 32 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/01/2014 and 31/12/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0519/155")

Notes:

44180461220 11/12/2018 Time 1135 Vehicles 2 Casualties 1 Slight
E:472636 N: 107670 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:	Visor or windscreen dirty or scratched	Vehicle 1	Very Likely
4th:	Dazzling sun	Vehicle 1	Very Likely
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG NEW ROAD COLLIDES WITH THE REAR OF VEH2 (TRAILER) WHICH WAS PARKED AND UNATTENDED ON THE NEARSIDE.

Occurred on NEW LANE, 52 METERS S OF JUNCTION WITH FARRINGDON ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 24 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/01/2014 and 31/12/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW HAVANT BACS/SR/0519/155")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	2	3

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	2	3

APPENDIX C. Example Employee Questionnaire

Employee Travel Survey

1. About You

This travel survey is designed to help us understand how you travel to work and your reasons for travelling in this way. This information can then be used to hopefully improve your journey to work.

The data that you submit in the following sections will only be used for this travel survey. Data will only be published in aggregated form, therefore no individual will be identifiable. No data will be kept for longer than is necessary for these purposes and none will be passed to third parties.

Please remember to press SUBMIT once you have completed the online survey.

1. Which organisation do you work for?

2. Gender

☐ Male

☐ Female

3. Age

☐ 16-19

☐ 20-29

☐ 30-39

☐ 40-49

☐ 50-59

☐ 60+

4. Home postcode (optional - only the first half of your postcode is required)

5. Do you consider yourself to have a disability which affects the way in which you can travel to work?

☐ No

☐ Yes (please give details)

Employee Travel Survey

2. Your Travel Choices

6. Which of the following options best describes your working hours?

- ☐ Full time
- ☐ Part time (less than 37 hours per week)
- ☐ Part time (less than 3 days per week)
- ☐ Shift work
- ☐ School term time only
- ☐ Weekend working
- ☐ Night working

7. What is your main mode of travel to work? (If you use more than one of the below options indicate which mode you spend the most time/furthest distance on)

- ☐ Walk
- ☐ Car alone
- ☐ Car share (as a passenger)
- ☐ Car share (as the driver)
- ☐ Cycle
- ☐ Bus
- ☐ Staff Minibus
- ☐ Train
- ☐ Walk then Train
- ☐ Cycle then Train
- ☐ Drive then Train
- ☐ Lift then Train
- ☐ Motorcycle
- ☐ Ferry
- ☐ Taxi
- ☐ Work from home
- ☐ Other

Employee Travel Survey

8. How often do you travel this way? (If 'every day' only tick one mode)

	Every day	2-3 times a week	At least once a week
Walk	☐	☐	☐
Car Alone	☐	☐	☐
Car Share (as a passenger)	☐	☐	☐
Car Share (as a driver)	☐	☐	☐
Cycle	☐	☐	☐
Bus	☐	☐	☐
Staff Minibus	☐	☐	☐
Train	☐	☐	☐
Motorcycle	☐	☐	☐
Ferry	☐	☐	☐
Taxi	☐	☐	☐
Work from home	☐	☐	☐
Other	☐	☐	☐

9. What influences your travel choice? (please enter an answer for each statement)

	Very important	Important	Not important
Lack of alternatives	☐	☐	☐
Cost	☐	☐	☐
Convenience and Comfort	☐	☐	☐
Personal Safety	☐	☐	☐
Environmental Concerns	☐	☐	☐
Health and fitness	☐	☐	☐
Parking issues	☐	☐	☐
Avoiding congestion	☐	☐	☐
Need car for my work	☐	☐	☐
Additional journeys before/after work	☐	☐	☐

Employee Travel Survey

10. How far is your place of work from your home?

- ☐ Less than a mile
- ☐ 1-2 miles
- ☐ 3-5 miles
- ☐ 6-10 miles
- ☐ 11-20 miles
- ☐ More than 20 miles

11. How long does your journey from home to your place of work usually take?

- ☐ Less than 15 minutes
- ☐ 15-30 minutes
- ☐ 30-45 minutes
- ☐ 45-60 minutes
- ☐ Over an hour

12. What time do you usually arrive at your place of work?

- ☐ Before 8am
- ☐ 8am - 9am
- ☐ After 9am
- ☐ Work from home

13. What time do you usually leave your place of work?

- ☐ Before 5pm
- ☐ 5pm - 6pm
- ☐ After 6pm
- ☐ Work from home

Employee Travel Survey

3. Car drivers

14. If you travel by car to your place of work, where do you usually park?

- ☐ At your place of work
- ☐ Public car park
- ☐ On street (another location)
- ☐ Park and Ride
- ☐ Other (please specify)

15. If you were unable to drive to work on a given day, what would you do?

1st choice

2nd choice

3rd choice

Employee Travel Survey

4. Business travel and incentives

16. When you make a business journey (i.e. attending a meeting in another location or any journey for which you claim travel expenses) how do you usually travel? (If always only tick one mode)

	Always	Very often	Occasionally
Bicycle	☐	☐	☐
Bus	☐	☐	☐
Train	☐	☐	☐
Car (own)	☐	☐	☐
Car (lease/hire)	☐	☐	☐
Car share	☐	☐	☐
Motorcycle	☐	☐	☐
Taxi	☐	☐	☐
Walk	☐	☐	☐

Other (please specify)

17. Please indicate the extent to which you have used each of the following

	Always	Sometimes	Never	Option not available to me
Working from home	☐	☐	☐	☐
Flexi time	☐	☐	☐	☐
Flexi leave	☐	☐	☐	☐
Compressed hours (e.g. 9 day fortnight)	☐	☐	☐	☐
Video/tele conferencing	☐	☐	☐	☐

18. Are you aware of any incentives or discounts offered through your employer to help with your travel to work?

☐ Yes

☐ No

Employee Travel Survey

19. If yes, do you make use of any of them?

☐ No

☐ Yes (please specify)

If you have any questions regarding your journey to work please contact the Workplace Travel Plan team at Hampshire County Council at workplace.travelplans@hants.gov.uk

