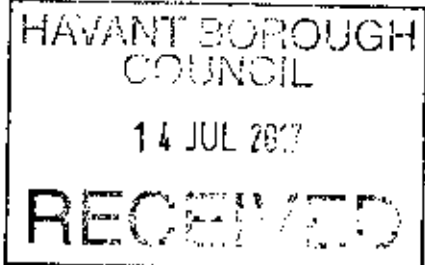


THOMAS SANDERSON LTD. TRAVEL PLAN



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1.0 Introduction

- 1.1 This Travel Plan describes the Site and the proposed development. It discusses the means by which employees and visitors will be encouraged to access the site by means other than travelling singly in a private car.

2.0 The Proposal

- 2.1 The Application Site is a commercial property on the north east side of Waterberry Drive, Waterloooville, within the Brambles Business Park, with access gained from Hambledon Road, B.2150.
- 2.2 The proposed development involves the provision of additional parking for use of visitors and the increased number of employees (92 to 245).
- 2.3 Parking for 10 cycles, 2 motor cycles and 136 cars (including 1 disabled space) exists on the application site. The proposed alterations will result in the increase in provision to 20 cycles (10 of which would be sheltered), 6 motor cycles and 164 car parking spaces (including 3 disabled spaces). This provides 28 additional car parking spaces, some of which are permitted development under Schedule 7 Class J of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 2.4 The Havant Borough Council, Parking, Supplementary Planning Document (January 2016) sets out minimum car parking standards, not maximum car parking standards, as previous. The implication being that a greater car parking provision can be made.
- 2.5 The continuing decline in public transport and transport infrastructure expenditure means that staff are becoming more reliant on travel by means other than public transport and predominantly by car. Motorcycle and cycle parking spaces are provided to encourage non-car modes of travel.
- 2.6 Staffing and the Travel Questionnaire.
- 2.6.1 Currently some 245 staff are employed on the Site
- 2.6.2 A staff travel questionnaire has been circulated to all staff during November 2016 and the results are detailed below:

Question 1: What is your Home Postcode?

The Application Site is located in Portsmouth Postcode Area PO7. Details of the all postcodes are shown in Appendix 3.

Of the staff, 43.3% travel from the surrounding 3 postcodes PO7/8/9 and 20.8% travel from the island of Portsmouth. Significantly 18.8% travel from outside of the Portsmouth Postcode Area.

Postcode	Percentage	Postcode	Percentage
PO1-5 Portsmouth	20.8		
PO6	4.5	PO15	0.8
PO7	15.9	PO16	2.0
PO8	14.3	PO17	0
PO9	13.1	PO18	0.4
PO10	1.6	PO19	0
PO11	1.2	PO20	0
PO12	1.2	PO21	0.8
PO13	1.2	PO22	0.8
PO14	2.4	Other	18.8

Question 2: Do you work Shifts?

Of those that responded, 35.4% of the staff confirmed they work shift patterns making the use of public transport more difficult.

Question 3: Means of Daily Travel

	% 5 day average	% 7 day average
Bus	6.2	7.8
Cycle	4.0	5.0
Train	0.2	0.1
Walk	3.1	3.8
Car Share	16.9	15.1
Car Alone	65.2	64.6
Motorbike/Scooter	2.5	2.4
Taxi	1.8	1.3

Question 4: Could you realistically use alternative means of travel?

68 members of staff indicated that they would be prepared to consider alternatives to the current means of travel and consider the following:

	Number	Percentage
Bus	18	26.5
Cycle	13	19.1
Walk	17	25
Car Share	7	10.3
Cycle	13	19.1

Question 6. How far is your Journey to Work.

Distance	Number	Percentage
<1 mile	13	5.3
1-2 miles	39	16.0
3-5 miles	46	18.9
6-10 miles	57	23.4
>11 miles	52	21.3
None given	37	15.2

Questions 7-9 related to those that drove to work alone.

Question 7: What are the main reasons for travelling by car?

	Number	Percentage %
Car required for business trips	8	5.4
Personal responsibilities	78	52.3
Parking provided	9	6.0
Public transport not available/unrealistic	50	33.6
Lack of cycling infrastructure	0	0.0
Mobility difficulties	4	2.7

Question 8: What would encourage Car Sharing?

	Number	Percentage %
Help in finding car share partners	36	17.6
Reserved car parking spaces	1	0.5
Guaranteed lift home in emergency	14	6.8
Pool cars for site visits/meetings	3	1.5
Financial incentives for car sharers	25	12.2
All of the Above	9	4.4
None of the above	117	57.1

Question 9: What would encourage Use of Public Transport.

	Number	Percentage %
Subsidised/discounted tickets	24	11.7
Increased service frequency on route to work	13	6.3
Easy to use timetable information	1	0.5
Installation of real time information	0	0.0
Quicker routes	5	2.4
Guaranteed lift home in emergency	6	2.9
Better quality waiting facilities	1	0.5
Regular shuttle bus	6	2.9
All of the above	16	7.8
None of the above	134	65

Question 10: What would encourage you to Walk to work.

	Number	Percentage %
Walking buddies	2	1.0
Better street lighting	2	1.0
Improved changing facilities	2	1.0
Improved pavements and paths	4	1.9
More relaxed dress code	12	5.8
All of the above	3	1.5
None of the above	181	87.9

Question 11: What would encourage you to Cycle to Work.

	Number	Percentage %
Provision of cycle paths	9	4.4
Improved signage	0	0.0
Improved changing facilities/showers	6	2.9
Pool cars for site meetings/visits	0	0.0
Provision of cycle maps	0	0.0
Improved cycle parking at work	6	2.9
1:1 cycle training	0	0.0
More relaxed dress code	8	3.9
Discounts /loans for purchase of bikes	15	7.3
Cycle buddy	1	0.5
All of the above	6	2.9
None of the above	154	75.1

- 2.7 From the responses to the questionnaire the majority of staff who travel to work by car would be unlikely to consider changing their travel mode to public transport, walking or cycling. The greatest change is likely to be from 'travelling in a car alone' to 'car share'. However, some staff may be persuaded to use non-car modes of travel with suitable encouragement.

3.0 Sustainable Access to The Site

- 3.1 The Site is located within the Brambles Business Park adjacent to Hambledon Road, B.2150. Parking is prohibited on Waterberry Drive at all times from Monday to Friday.
- 3.2 Footways are available to the Application Site.
- 3.3 Cycleways are available on adjoining roads and on Waterberry Drive to the nearby Leisure Centre.
- 3.4 Bus services are available on Hambledon Road. There are bus shelters at the nearest bus stops. It should be noted that the X9 service (Hambledon to The Hard, Portsmouth) was discontinued in January 2017 and replaced by services D1 and D2, but only from Hambledon to the Waterlooville Precinct where a connection is possible to Portsmouth. The continuing reduction in bus services is a reason staff to not want to be reliant on bus travel to and from work.
- 3.5 Travel by train is available to and from Havant Town Centre, with connection by bus to Hambledon Road.
- 3.6 Appendix 3 provides detail of public transport travel..

4.0 Encouraging Sustainable Access to The Site by Staff

- 4.1 The travel plan survey highlights a number of infrastructure and bus service improvements which might encourage non-car modes of travel. These are matters for the Highway Authority, Hampshire County Council, and outside the consideration of this Travel Plan. Further, this planning application is of limited scale and does not justify the Planning Authority seeking a financial contribution towards such improvements.
- 4.2 Employees are more likely to choose non-car modes of transport if information is provided when applying for employment and if that information is easily available on-site and up-to-date.
- 4.3 To encourage new and existing staff to choose more sustainable means of transport a member of staff will be designated as the Transport Plan Co-ordinator. The Transport Plan Co-ordinator will:
- 4.3.1 Prepare a transport notice board and internet site containing current bus routes and time tables, cycle routes information and leaflets and details of cycle shops and facilities. Updating as necessary.

- 4.3.2 Prepare a pack of the information to issue to new and existing staff when requested.
- 4.3.3 Establish a data base of those members of staff who are prepared to 'car share to and from work.
- 4.3.4 Establish a buddy system for those who cycle and walk to work or would consider doing so.
- 4.3.5 Establish means by which those using sustainable means of transport shall be provided with a free means of transport home in emergencies.
- 4.3.6 With the management, review the shift/rota system to accommodate staff use of the bus services.
- 4.3.7 With the management, consider the implementation of interest free loans for the purchase of cycles and bus passes.
- 4.3.8 With the management, consider the provision of a shuttle bus for the transport of staff locally, review the provision of 'car share' car parking and review the need for additional cycle parking.
- 4.3.9 With the management, consider the possibility of working from home.
- 4.3.10 With the management, seek means to support employees, especially new employees, living close to the Site.
- 4.3.11 Annually undertake a survey and report of staff means of transport to determine the effectiveness of the Travel Plan and make proposals to discourage the single occupancy of a car.
- 4.4 **Targets:** The Transport Plan Co-ordinator, in liaison with the Management, will set targets for forthcoming years. During the first year of the proposed development the Transport Plan Co-ordinator will seek to:
 - 4.4.1 Reduce sole occupancy of car trips by 7.5%
 - 4.4.2 Increase walking to work trips by 5%
 - 4.4.3 Increase cycling to work trips by 5%
- 4.5 These targets will be aided by:
 - 4.5.1 The provision of changing/drying facilities
 - 4.5.2 The provision of interest free loans to purchase cycles
 - 4.5.3 The provision of interest free loans to purchase bus season tickets
 - 4.5.4 The provision of a shuttle bus for the use of staff if financially viable.

4.5.5 A review of the staffing/rota system.

5.0 Encouraging Sustainable Access to the Site by Visitors

- 5.1 Visitors to the Site will be encouraged to travel by sustainable means. Where requested by regular visitors post-code information will be shared to encourage car sharing.
- 5.2 The information available on the transport notice board will be made available on the internet and brought to the attention of regular visitors.
- 5.3 Business visitors will be apprised of the transport alternatives and delivery companies will be encouraged not to make single-delivery trips to the Application Site.

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