

**OUTLINE PLANNING APPLICATION FOR
DEMOLITION OF EXISTING BUILDINGS AND
DEVELOPMENT OF UP TO 75 DWELLINGS, OPEN
SPACE, VEHICULAR ACCESS POINT FROM
NEWGATE LANE AND ASSOCIATED AND
ANCILLARY INFRASTRUCTURE, WITH ALL
MATTERS EXCEPT ACCESS TO BE RESERVED**

TRANSPORT ASSESSMENT REV A

LAND AT NEWGATE LANE (NORTH), FAREHAM

ON BEHALF OF FAREHAM LAND LP

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PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

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1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Pegasus Group Ltd on behalf of Fareham Land LP. It has been submitted to inform and assist in the determination of the outline planning application for up to 75 dwellings on land at Newgate Lane, Fareham of which 40% will comprise affordable housing. Access is proposed via a new priority T-Junction at Newgate Lane (historic alignment).
- 1.2 An outline planning application is also proposed to be submitted shortly for the proposed residential development for the land to the immediate south of the planning application site for 125 dwellings. This site will be accessed via its own priority T-Junction with Newgate Lane (historic alignment).
- 1.3 The outline planning application for the Fareham LP outline scheme was registered on 28 September 2019. The planning application reference number is P/18/1118/OA.
- 1.4 The highway authority at Hampshire County Council (HCC) submitted its consultation response on the 06 November 2018. This requested that the TA and supporting Travel Plan was updated to consider the following:
 - a) New Traffic Surveys to be carried out to confirm extant flows on the local highway network;
 - b) An updated personal injury accident review to the most current records held;
 - c) Revised junction modelling to a forecast year of 2024 to also include additional junction assessments at the Speedfields Park roundabout and the HMS Collingwood Signal Junction;
 - d) Revised Sensitivity Modelling;
 - e) Commitment to a Construction Traffic Management Plan;
 - f) Updated Travel Plan;
 - g) Updated Assessment of the Newgate Lane Pedestrian Refuge Island Demand;

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- h) Assessment of lighting need for the new Newgate Lane alignment;
 - i) Review of committed development assumptions and review of TEMPRO double counting;
 - j) Further details on the approach to distribution; and
 - k) Confirmation of car parking matters.
- 1.5 Further to receipt of the highway authority's consultation response dated 06 November, this TA has been updated in order to consider the cumulative transport impacts of both sites coming forward for a combined total of 200 dwellings.
- 1.6 This TA assessment provides a description of the site and its surroundings, having regard to the recently opened Newgate Lane Southern Section Relief Road (NLSRR) and the opportunities that this will provide.
- 1.7 Due consideration has also been given to the proposed Stubbington Bypass and its impact and improvements that this new route will afford the highway network in the surrounding area. However, it should be noted that a Public Inquiry was held on the 26 and 27 November 2018 into the Stubbington Bypass Compulsory Purchase Order (CPO) and Side Road Order (SRO). The implementation of the scheme is therefore still to be confirmed. There has not been any decision notice issued by the Planning Inspectorate at the time of writing.
- 1.8 This TA demonstrates that safe and appropriate access arrangements in the form of priority T junctions at Newgate Lane (historic alignment) can be provided for both the site subject to this planning application and the adjacent site to the south. This TA confirms that the achievable visibility splays can be provided in accordance with the recorded vehicle speeds and within land controlled by the applicants and / or the existing adopted highway extents.
- 1.9 This TA concludes that the site is accessibly located and provides the opportunity for future residents to walk or cycle as genuine alternatives to single occupancy car travel. There are also regular bus services passing the site on the Newgate Lane Relief Road that provide access to the Fareham town centre and the amenities and facilities, as well as employment opportunities, located there.

- 1.10 This TA has reviewed the appropriateness of the local pedestrian and cycle networks to the north, east, west and south of the application site, including for the uncontrolled pedestrian refuge island on the Newgate Lane Bypass that facilitates a connection between Woodcote Lane and Brookers Lane. This TA concludes that the existing pedestrian and cycle infrastructure is generally of a very good standard providing suitable links and crossing facilities both uncontrolled and controlled to all of the nearby amenities and facilities.
- 1.11 With consideration to the uncontrolled pedestrian refuge island on Newgate Lane, this TA concludes that the crossing is currently operating safely and appropriately for the levels of pedestrian movements. It is anticipated that the additional pedestrian movements as part of the proposed development will also be very low. The majority of pedestrians associated with the development proposals are expected to travel to the north or west of the site. Therefore, the operation of the uncontrolled pedestrian crossing is not expected to materially change with the development proposals. The applicant is willing to consider a reasonable financial contribution towards appropriate lighting at the pedestrian crossing, subject to its impact not having an adverse impact on other planning issues mainly ecology.
- 1.12 The proposed TEMPro growth rates for a design year of 2024 have been adjusted to account for the level of development that has been constructed and in operation at the Solent Enterprise Zone – Daedalus; Solar Panel Farm and The Retreat, Newgate Lane when the new traffic surveys were carried out in January 2019.
- 1.13 The junction modelling assessments for the Newgate Lane / Old Newgate Lane right turn ghost island T junction do show that delay for vehicles seeking to turn right out of the junction will increase significantly with the additional traffic associated with 200 dwellings with and without the Stubbington Bypass. Although the results show that the junction does operate more efficiently when the Stubbington Bypass is in place. It is therefore necessary to consider improvements at the junction to mitigate the scheme.
- 1.14 An assessment of four potential junction improvement options at the Newgate Lane / Old Newgate Lane junction has been carried out that considers the impact of through flow of traffic on the Newgate Lane Southern Relief Road (NLSRR), delay for vehicles seeking to exit the minor arm and highway safety. At this stage, it is considered that there are two potential options in the form of

prohibiting right turn vehicles egressing the minor arm or a signalised junction arrangement. Further discussions are sought with highway officers at HCC to agree the optimum solution with consideration to the impact of the scheme and the strategic objectives of the NLSRR.

- 1.15 This TA concludes that the cumulative impact of 200 dwellings will not have a material impact on the operation of the other junctions assessed within the scope of this TA for a design year of 2024. The junctions assessed are forecast to continue to operate efficiently.
- 1.16 Sensitivity assessments at the junctions agreed to be assessed with HCC have been carried out for an agreed sensitivity assessment year of 2036. These sensitivity assessments have been carried out specifically accounted for traffic associated with a potential allocated site for 475 dwellings to the east of the NLSRR referred to as site HA2 in the Fareham Borough Emerging Local Plan 2036. All other potential allocated sites currently being considered through the Local Plan processes have been accounted for using TEMPro growth rates. The sensitivity assessments confirm that the junction network will continue to operate within capacity.

2. EXISTING SITE DESCRIPTION

2.1 The site comprises of 3.95 hectares of agricultural land, bounded by Newgate Lane to the west and the new Newgate Lane relief road to the east. The site lies midway between the settlements of Stubbington and Bridgemary which are suburbs of Fareham and Gosport. The site location is shown in **Figure 1**.

FIGURE 1 – SITE LOCATION PLAN

2.2 The site forms part of a larger area together with land at Newgate Lane (South), which combined have been the subject of a pre-application and public consultation to deliver up to 200 dwellings. This TA assesses the cumulative impacts of both sites.

2.3 Newgate Lane forms the western boundary of the site. The new relief road forms the eastern boundary of the site, with land at Newgate Lane (South) forming the southern boundary. The planning application for the development of Newgate Lane (South) for up to 125 dwellings by Pegasus Group Ltd on behalf of Bargate Homes Ltd has not yet been submitted.

2.4 The site is currently used for agricultural purposes and is flat lying with the River Alver flowing through the western part of the site with other minor tributaries within the site. There are a number of existing field access into the site with field gates and hedgerow boundaries. There are a number of trees of varying size, species and significance along the existing boundaries.

3. LOCAL HIGHWAY NETWORK

- 3.1 A detailed description of the local highway network within the vicinity of the development site is set out below.

Newgate Lane

- 3.2 The existing Newgate Lane runs in a north – south direction and links Fareham in the north to Lee-on-Solent in the south. It is currently subject to a 40mph speed limit, but this has been transferred to the new relief road with the existing highway being reduced to 30mph.
- 3.3 Newgate Lane is now accessed from the new NLSRR which opened in April 2018 via a priority 'T' junction with a right-turn Lane. There is a two-Lane flare on the exit onto the new southern relief road. The NLSRR has a right-turn Lane into Newgate Lane with traffic islands on entry and exit to the right-turn Lane. The right-turn Lane has a width of 6 meters to allow for a safe refuge for traffic turning right out of Newgate Lane in two movements. Refer to **Figure 2**.

FIGURE 2 – NLSRR / NEWGATE LANE JUNCTION PLAN

- 3.4 Newgate Lane has since been stopped up to through-traffic from its southern end at Peel Common roundabout and now provides a pedestrian and cycle link from the south. It is therefore considered that Newgate Lane will then provide a safer and more commodious on-road cycle route and pedestrian route from Peel Common roundabout to HMS Collingwood and Fareham to the north. Following a site visit on 22nd May 2018, very low traffic volumes were observed, and the Lane was used as a quiet walking and cycling route with access to the low number of surrounding residential properties and businesses.

Newgate Lane Southern Relief Road (NLSRR)

- 3.5 The new NLSRR which opened in April 2018, runs in a north south direction from the Speedfields Park retail area to the Peel Common roundabout. It was designed and implemented to relieve traffic congestion on the narrow Newgate Lane. Refer to **Appendix 1**.

APPENDIX 1 – HCC OVERVIEW PLAN

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- 3.6 The relief road is predominantly a single Lane in each direction with 2 Lane flares on the approaches to Peel Common roundabout and the signal-controlled junction at HMS Collingwood.
- 3.7 The road is illuminated along its northern section and has no north / south footways. There is an un-controlled pedestrian crossing with a refuge island at the Woodcote Lane link, detail is set out below in **Chapter 10**.

Peel Common Roundabout

- 3.8 The Peel Common Roundabout has recently been upgraded, enlarged and signalised as part of the NLSRR works. This has increased the capacity and flow through the junction.
- 3.9 Some works are still to be carried out on the Stubbington arm as part of the Stubbington bypass scheme. However, a Public Inquiry was held on the 26 and 27 November 2018 into the Stubbington Bypass Compulsory Purchase Order (CPO) and Side Road Order (SRO). There has not been any decision notice issued by the Planning Inspectorate at the time of writing.

HMS Collingwood Signalised Junction

- 3.10 As part of the works to the NLSRR the access junction to HMS Collingwood was upgraded with dedicated left and right turn filter lanes and 2 lanes for north and southbound traffic.
- 3.11 The junction also benefits from full pedestrian and cycle crossing phases across the southern arm of the junction.

Speedfields Park roundabout

- 3.12 The Speedfields Park roundabout is a 4-arm roundabout located at the northern end of the southern relief road provides access to the retail park and supermarkets.
- 3.13 For north bound traffic there is a 'bypass slip' to allow free flow of traffic towards Fareham.

Longfield Avenue Roundabout

3.14 Longfield Avenue roundabout to the north of the Speedfields Park roundabout operates as a priority 4-arm roundabout to access Longfield Avenue to the west and Fareham town centre to the north.

Existing Highway Safety

3.15 Hampshire Police have provided personal injury for the most recent 5 year study period between 1st September 2013 and 31st August 2018. There is currently no available traffic safety data for the new relief road (NLSRR). The accident records are contained in **Appendix 2** and the roads that have been reviewed are summarised below.

APPENDIX 2 – ACCIDENT DATA

- i. Peel Common Roundabout (PCR) prior to junction improvements 2013-2018
- ii. PCR after junction improvements 2018-present;
- iii. Old Newgate Lane between Peel Common and HMS Collingwood;
- iv. HMS Collingwood and Speedfields Park; up to Longfield Avenue Roundabout
- v. Longfield Avenue Roundabout.

Peel Common Roundabout (PCR) prior to junction improvements 2013-2018

3.16 A summary of the accidents at the roundabout between Newgate Lane, B3334 and B3335 prior to junction improvements in 2018 is set out below in **Table 3.1**.

Table 3.1 Summary of PIAs at PCR Prior To Junction Improvements

No	Reference	Location	Severity	Date/Time	Description
1	130346160	B3334 Rowner Road at junction with B3385 Broom Way, Stubbington	1 Slight (Car Driver)	11/09/2013 18:55 hours Wet/Damp	Car loses control on the roundabout due to heavy rain and collides with lamp post.
2	130472867	B3335 Broom Way at junction with B3334 Rowner Road	1 Slight (Car Driver)	17/12/2013 11:50 hours Dry	Nose to tail collision between two cars on approach to roundabout.

3	140158719	B3334 Gosport Road outside of Sunray House	1 Slight (Pedestrian)	06/05/2014/ 15:30 hours Dry	Car appears to fail to stop at pedestrian crossing and collides with pedestrian on pedestrian crossing.
4	140273516	B3334 Gosport Road at junction with B3385 Newgate Lane, Stubbington	1 Slight (Motorcycle Rider)	30/07/2014/ 15:00 hours Dry	Nose to tail collision between motorcycle and car on approach to roundabout after following motorcycle appears to fail to stop in time.
5	140361231	B3334 Rowner Road at junction with B3385 Newgate Lane, Stubbington	1 Slight (Car Driver)	06/10/2014/ 12:20 hours Wet/Damp	Car appears to lose control and skid into a lamp post, causing it to flip onto its side.
6	150029389	B3334 Gosport Road 100 meters west of B3385 Newgate Lane	1 Serious (Car Driver)	26/01/2015 20:00 hours Wet/Damp	Car appears to lose control then overcorrect and leave the road to the offside, overturning into a field.
7	150226919	B3334 Gosport Road at junction with B3385 Newgate Lane	1 Slight (Motorcycle Rider)	28/06/2015/ 13:00 hours Dry	Nose to tail collision between motorcycle and car on approach to roundabout after following car appears to fail in stop in time.
8	150277794	B3334 Gosport Road at junction with B3385 Newgate Lane, Stubbington	1 Slight (Car Driver)	12/08/2015/ 04:00 hours Wet/Damp	Car appears to enter roundabout, loses control and collides with a lamp post.
9	150331559	B3334 Rowner Road at junction with B3385 Broom Way	1 Slight (Pedal Cyclist)	20/09/2015/ 09:15 hours Dry	Pedal cyclist appears to collide with rear of car causing rider to fall off.
10	150334652	B3385 Newgate Lane at junction with B3334 Rowner Road	1 Serious (Motorcycle Rider)	26/09/2015/ 20:04 hours Dry	Motorcycle enters roundabout and loses control causing rider to fall off.
11	160059269	B3385 Broom Way at junction with B3334 Gosport Road	1 Slight (Car Driver)	09/02/2016 06:00 hours Dry	Nose to tail collision between two cars on approach to roundabout after following car appears to have failed to stop in time.
12	160094915	B3385 Broom Way at junction with B3334 Gosport Road, Peel Common	1 Serious (Car Driver)	08/03/2016 09:00 hours Dry	Nose to tail collision between two cars on approach to roundabout.
13	160468097	B3385 Broom Lane 93 meters south of B3334 Gosport Road, Stubbington	1 Serious (Pedal Cyclist)	12/12/2016 15:25 hours Frost/Ice	Pedal cycle appears to overtake another pedal cycle then clips handlebars causing cycle to enter the road and collide with a car
14	44170039169	B3334 Gosport Road at junction with B3385 Broom Way	1 Slight (Car Driver)	31/01/2017 10:45 hours Wet/Damp	Car appears to skid on a slippery road rolling several times into a field.

15	44170263776	B3334 Gosport Road at junction with B3385 Newgate Lane, Stubbington	1 Serious (Motorcycle Rider)	10/07/2017 06:46 hours Dry	Car appears to change mind going around roundabout due to slow traffic and collides with motorcycle travelling in same direction filtering past traffic.
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3.17 Table 3.1 indicates there have been 15 incidents recorded in the vicinity of PCR prior to the junction improvements during the 5-year study period resulting in 10 slight and 5 serious.

3.18 The majority of accidents appears to have occurred due to temporary misjudgement, driver/rider error, distraction of drivers behaving erratically.

3.19 It is considered that there was no adverse highway safety pattern or problem with the PCR prior to the junction improvements.

PCR after Junction Improvements 2018-present;

3.20 A summary of the accident at the roundabout junction at Peel Common after the recent junction improvements as set out in **Table 3.2**.

Table 3.2 Summary of PIAs at PCR after junction improvements.

No	Reference	Location	Severity	Date/Time	Description
16	44180141523	B3385 Newgate Lane East, at junction with B3334 Gosport Road	1 Slight (Motorcycle Rider)	17/04/2018/ 20:43 hours Dry	Motorcycle and car collide travelling on the outside lane as the two lanes merge into one.

3.21 **Table 3.2** indicates there have been 1 incident recorded in the vicinity of PCR after the recent junction improvements during the 5 year study period resulting in 1 slight injury.

3.22 This accident appears to have occurred due to temporary misjudgement, driver/rider error, distraction of drivers behaving erratically.

3.23 It is considered that there was no adverse highway safety patterns or problems with PCR after to the junction improvements.

Old Newgate Lane between Peel Common and HMS Collingwood

3.24 A summary of the accidents at the roundabout junction at Peel Common up to the signalised junction at HMS Collingwood via the Old Newgate Lane as set out in **Table 3.3**.

Table 3.3 Summary of PIAs at the Section Between Old Newgate Lane Between PCR and HMS Collingwood

No	Reference	Location	Severity	Date/Time	Description
17	140069738	B3385 Newgate Lane at junction with Albert Road, Stubbington	1 Slight (Motorcycle Rider)	27/02/2014 07:50 hours Wet/Damp	Car appears to fail to give way and turns right onto B3385 Newgate Lane across the path of motorcycle.
18	140391874	B3385 Newgate Lane, 86 meters northeast of 245 NGL	1 Slight (Motorcycle Rider)	31/10/2014 07:20 hours Wet/Damp	Motorcycle appearing to overtake queuing traffic along the central white line slips on the wet/muddy road surface causing rider to fall off.
19	150351219	B3385 Newgate Lane, 86 meters northeast of 245 NGL	1 Slight (Motorcycle Rider)	09/10/2015 16:30 hours Dry	Motorcycle appears to not see motorcycle in front slowing to a stop, tries to swerve to avoid motorcycle but collides.
20	150413558	B3385 Newgate Lane at junction with Peel Common Car Show Rooms 73-75 NGL	1 Slight (Pedal Cyclist)	27/11/2015 16:45 hours Dry	Car appears to enter onto B3385 Newgate Lane from Car Show Room across the path of a pedal cycle.
21	160028192	B3385 Newgate Lane at junction with Number 239 NGL	1 Slight (Pedal Cyclist)	19/01/2016 19:24 hours Dry	Car appears to collide with pedal cycle along Newgate Lane on the west pavement.
22	160028765	B3385 Newgate Lane at junction with Woodcote Lane, Peel Common	1 Slight (Car Driver)	20/01/2016 08:35 hours Dry	Nose to tail collision where car appears to collide with the rear of car slowing due to traffic in front.
23	160039466	B3385 Newgate Lane 55 meters south of Number 207 NGL	1 Serious (Motorcycle Rider)	26/01/2016 16:00 hours Wet/Damp	Motorcycle appearing to filter pass traffic, going around a bend approaches an oncoming lorry then tries to get onto correct side of road but loses control and rider falls off.
24	160056208	B3385 Newgate Lane at junction with Albert Road	2 Serious (2 Car Drivers)	06/02/2016 12:40 hours Dry	Nose to tail collision between 3 cars two cars initially collide with car stopped in front pushed into rear of another car stopped in front.
25	160104555	B3385 Newgate Lane outside number 245 NGL	2 Serious (1 Car Driver, 1 Car Passenger)	15/03/2016 13:50 hours Dry	Car appears to cross onto wrong side of the road into the path of oncoming OGV causing a collision.
26	160349868	B3385 Newgate Lane outside of number 95 NGL	1 Slight (Pedestrian)	16/09/2016 09:40 hours Dry	Pedestrian waiting to cross at Newgate Lane appears to be hit by van as it moves away.
27	160431468	B3385 Newgate Lane outside Tudor Lodge	1 Slight (Car Driver)	15/11/2016 14:18 hours Dry	Car appears to veer into the wrong side of the road on Newgate Lane and collides head-on with another car.

28	160434134	B3385 Newgate Lane at junction with Tudor Lodge	2 Serious (1 Car Driver, 1 Car Passenger)	17/11/2016 10:20 hours Wet/Damp	Nose to tail collision with OGV and 3 cars, initially OGV collides with rear of car stopped in front which is pushed into another vehicle and two further nose to tail collisions occur.
29	44170165837	B3385 Newgate Lane at junction with Tudor Lodge	2 Slight (1 Car Passenger, 1 Car Driver)	04/05/2017 09:15 hours Wet/Damp	Van appears to fail to see or react and collides with the rear of car waiting to turn right into Tudor Lodge.
30	44170197001	B3385 Newgate Lane 80 meters northeast of Tanners Lane	1 Slight (Motorcycle Rider)	25/05/2017 15:00 hours Dry	Motorcycle appears to misjudge car travelling in slow moving traffic in front and collides with rear of car.
31	44170224396	B3385 Newgate Lane outside of number 97 NGL	1 Slight (Car Driver)	13/06/2017 13:30 hours Dry	Car appears to veer onto the opposite side of the carriageway and collides with car travelling in the opposite direction.
32	44170384479	B3385 Newgate Lane outside of number 97 NGL	1 Slight (Pedal Cyclist)	04/10/2017 12:08 hours Dry	Pedal cycle collides with a hole in the pavement throwing into the road across the path of a car, riders thrown onto the pavement.

3.25 **Table 3.3** indicates there have been 15 incidents recorded at the section of Newgate Lane between PCR and HMS Collingwood during the 5-year study period resulting in 13 slight and 7 serious injuries.

3.26 The majority of accidents appears to have occurred due to temporary misjudgement, driver/rider error, distraction of drivers behaving erratically.

3.27 It is considered that there is no adverse highway safety pattern or problem with the operation of Old Newgate Lane up to HMS Collingwood.

HMS Collingwood and Speedfields Park; up to Longfield Avenue Roundabout

3.28 A summary of the accidents at the signalised junction at HMS Collingwood up to the roundabout junction at Longfield Avenue including the roundabout junction at Speedfields Park as set out in **Table 3.4**.

Table 3.4 Summary of PIAs at HMS Collingwood and Speedfields Park up to Longfield Avenue

No	Reference	Location	Severity	Date/Time	Description
33	130405134	B3385 Newgate Lane at junction with HMS Collingwood	1 Slight (Car Driver)	25/10/2013 19:34 hours Dry	Car appears to enter the B3385 Newgate Lane roundabout, entering into the path of another vehicle.

34	130430570	B3385 Newgate Lane at junction with Speedfields Park	1 Slight (Pedal Cyclist)	14/11/2013/ 14:11 hours Dry	Car enters roundabout to turn right onto Newgate Lane, appears to fail to see pedal cycle intending to enter Speedfields Park and collides on nearside.
35	140036296	B3385 Newgate Lane at junction with Speedfields Park	1 Serious (Motorcycle Rider)	31/01/2014 05:49 hours Wet/Damp	Motorcycle loses control falling off at roundabout.
36	150084136	B3385 Newgate Lane at junction with Speedfields Park	1 Serious (Pedal Cyclist)	11/03/2015 17:10 hours Dry	Car appears to pull out of roundabout and collides with pedal cycle knocking rider off.
37	150359405	B3385 Newgate Lane 44 meters south of McDonalds entrance	1 Slight (Car Driver)	16/10/2015 09:58 hours Dry	Car collides with offside of other vehicle upon changing lanes.
38	150363573	B3385 Newgate Lane outside HMS Collingwood	1 Slight (Pedal Cyclist)	18/10/2015 16:58 hours Dry	Car clips pedal cyclist's handlebars of knocking rider off.
39	150375155	B3385 Newgate Lane at junction with Speedfields Park	1 Slight (Motorcycle Rider)	28/10/2015 19:00 hours Wet/Damp	Nose to tail collision between two motorcycles at approach to roundabout.
40	150411335	B3385 Newgate Lane at junction with HMS Collingwood	1 Serious (Pedal Cyclist)	26/11/2015 14:40 hours Dry	Car appears to collide with pedal cycle travelling across pedestrian crossing on red light.
41	44170216665	B3385 Newgate Lane outside HMS Collingwood	1 Slight (Pedal Cyclist)	08/06/2017 11:00 hours Dry	Cyclist clips a pedestrian whilst going through a gap between 4 pedestrians causing him to fall.
42	44170218028	Speedfields Park at junction with Newgate Lane	1 Serious (Pedal Cyclist)	09/06/2017 10:25 hours Dry	Pedal cycle appears to pull out of roundabout into path of car.
43	160217084	Speedfields Park Road at junction with superstore car park	2 Slight (Car Drivers)	10/06/2016 19:58 hours Dry	Van flashes a vehicle out of superstore car park. Another vehicle also turns left out of car park and collides with emerging vehicle.
44	44180100422	Speedfields Park at junction with B3385 Newgate Lane	1 Serious (Motorcycle Rider)	17/03/2018 06:29 hours Wet/Damp	Motorcycle applies the brakes and the front wheel slides out on the wet road surface.

3.29 **Table 3.4** indicates there have been 11 incidents recorded in the vicinity of HMS Collingwood and Speedfields Park during the 5 year study period resulting in 8 slight and 4 serious injuries.

3.30 The majority of accidents appears to have occurred due to temporary misjudgement, driver/rider error, distraction of drivers behaving erratically.

3.31 It is considered that there was no adverse highway safety pattern or problem with the HMS Collingwood and Speedfields Park junction.

Longfield Avenue Roundabout.

Table 3.5 Summary of PIAs at Longfield Avenue Roundabout

No	Reference	Location	Severity	Date/Time	Description
45	140005879	B3385 Newgate Lane at junction with Davis Way,	1 Slight (Pedal Cyclist)	06/01/2014 06:45 Wet/Damp	Car pulls out at roundabout colliding with the offside of a pedal cyclist.
46	140415477	B3385 Newgate Lane at junction with Davis Way	2 Slight (1 Car Driver, 1 Car Passenger)	19/11/2014 10:30 Dry	Nose to tail collision on approach to roundabout with car into rear of van.
47	150171724	B3385 Newgate Lane at junction with Longfield Avenue	1 Slight (Car Driver)	22/05/2015 00:20 Dry	Car proceeds onto roundabout collides with vehicle already on roundabout.
48	150241460	Frankport Way at junction with B3385 Newgate Lane	1 Slight (Motorcycle Rider)	14/07/2015 15:11 Dry	Nose to tail collision on approach to roundabout with motorcycle colliding with the rear of car causing the rider to fall off.
49	150284720	B3385 Newgate Lane at junction with Longfield Avenue	1 Serious (Motorcycle Rider)	17/08/2015 06:30 Dry	Nose to tail collision with motorcycle colliding with the rear of car causing the rider to fall off.
50	160258020	B3385 Newgate Lane at junction with Davis Way	1 Slight (Motorcycle Rider)	11/07/2016 14:10 hours Dry	Van enters the roundabout at Newgate Lane and collides with the nearside of motorcycle travelling on the roundabout.
51	160306194	B3385 Newgate Lane at junction with Longfield Avenue	1 Slight (Car Driver)	15/08/2016 17:00 hours Dry	Car enters the roundabout and collides with the nearside of car already on the roundabout.
52	160406370	B3385 Newgate Lane at junction with Longfield Avenue	1 Slight (Pedal Cyclist)	27/10/2016 18:18 hours Dry	Pedal cycle crosses at Longfield Avenue unable to use brakes as not working and collides with car travelling along Longfield Avenue.
53	44170079504	B3385 Newgate Lane at junction with Frankport Way	1 Serious (Motorcycle Rider)	02/03/2017 15:05 hours Dry	Car turns left onto B3385 Newgate Lane and collides with motorcycle.

- 3.32 **Table 3.5** indicates there have been 8 incidents recorded in the vicinity of Longfield Avenue prior to the junction improvements during the 5-year study period resulting in 7 slight and 2 serious injuries.
- 3.33 The majority of accidents appears to have occurred due to temporary misjudgement, driver/rider error, distraction of drivers behaving erratically.
- 3.34 It is considered that there was no adverse highway safety pattern or problem with the Old Newgate Lane to Longfield roundabout.

4. PEDESTRIAN AND CYCLE NETWORKS

4.1 A detailed description of the local pedestrian and cycle networks to the north, east, south and west of the site is set out in detail below and shown at **Figure 3**.

FIGURE 3 – PEDESTRIAN AND CYCLING ROUTES AND INFRASTRUCTURE

Overall View

4.2 Existing pedestrian and cycle links on the surrounding local highway network have been improved with the recent NLSRR works. The upgrading of Woodcote Lane (PRoW 76) and the uncontrolled crossing point on the relief road give good access to Bridgemary to the east.

4.3 Stopping up of the Newgate Lane arm on the Peel Common roundabout has created a good and improved north / south cycle and walking link along Newgate Lane between Fareham and Lee-on-Solent.

4.4 There are good footway / cycleway links of predominantly 2 metres width north and south with signalised 'Toucan' crossing facilities located at Peel Common Roundabout to the south and at the HMS Collingwood signalised junction to the north. Pedestrian / Cycle routes and crossing facilities can be seen in **Figures 3 & 4**.

FIGURE 4 - EXISTING NLSRR PEDESTRIAN CROSSING VISIBILITY SPLAYS

4.5 Pedestrian and cycle links will be provided from the development site onto the Woodcote Lane footway / cycleway. The existing public rights of way can be seen in **Figure 4** with the wider cycle network shown on **Figure 5**.

FIGURE 5 – LOCAL CYCLE NETWORK

Pedestrian Routes to the North

4.6 There are excellent walking and cycling routes to the north of the proposed development site towards Fareham and the Speedfields retail park.

4.7 There is an existing footway on the northern side of Newgate Lane (old) with crossing provision from the proposed development access. The footway is currently in the region of 1.5 – 1.8m in width but does require some maintenance

to cut back verge growth. This will provide a 2m wide footway and currently benefits from a system of street lighting.

- 4.8 The footway continues along old Newgate Lane to the HMS Collingwood junction where it links up with a shared footway cycleway provision. There are signal controlled toucan crossings provided for all crossing movements at this junction, providing for access to the Speedfields retail park and further north towards Fareham and the town centre.

Pedestrian Routes to the East

- 4.9 From the development site there is an existing public right of way via Woodcote Lane and Brookers Lane, crossing the NLSRR via an uncontrolled pedestrian crossing with pedestrian refuge island to access amenities to the east.
- 4.10 Woodcote Lane is a 3m wide no-through access road for a few residential properties. It is partly illuminated by a street lighting system for approximately half its length.
- 4.11 As part of the NLSRR works, Brookers Lane has been upgraded and improved to a 3m wide shared footway cycleway link paved with bituminous surfacing to the area of Bridgemary but does not benefit from a system of street lighting.
- 4.12 A detailed assessment of the appropriateness of the pedestrian crossing to accommodate any increase in pedestrian trips associated with the cumulative impact of 200 dwellings is set out in **Chapter 10**.
- 4.13 Beyond Brookers Lane there is a network of suburban residential streets and off road paved footpaths to allow easy and safe pedestrian and cycle access to the primary schools (Peel Common, Holbrook), medical centre, church and local retail.

Pedestrian Routes to the South

- 4.14 To the south of the development site, pedestrian and cycling access is considered to be of a good standard and in good condition.
- 4.15 There is a 1.8 – 2m wide paved footway on the west side of old Newgate Lane which is also illuminated by a system of street lighting. Uncontrolled crossing

points from the development access provided suitable access to this footway provision.

- 4.16 Old Newgate Lane is now a quiet no-through road providing access to a small number of properties at the southern end of the Lane. Traffic flows are very low and vehicle speeds are at an average of 26.2 mph.
- 4.17 Signal controlled toucan crossings are provided at the Peel Common roundabout across all arms to the east, west and south. To the south along the B3385 there is an illuminated 3m wide paved shared footway / cycleway facility. This provides good, safe access for pedestrians and cyclists to access Lee-On-Solent, the airport and the seafront amenities.
- 4.18 Pedestrian Routes to the West
- 4.19 To the west of the development site lies the settlement of Stubbington with its primary and secondary schools, Post Office and local retail stores. There are good pedestrian and cycle links to Stubbington from the development site.
- 4.20 Using the footway on the west side of old Newgate Lane, this links to a 3m wide shared footway / cycleway facility on the south side of the B3334 from Peel Common roundabout.
- 4.21 This route is currently unlit until it reaches Stubbington but is a safe and viable walking and cycling route to the west.
- 4.22 There is also a public right of way that extends westwards from the end of Albert Road from Newgate Lane. The footpath runs across a field before access back onto the B3334 just before entering the settlement of Stubbington.
- 4.23 From Peel Common roundabout to the entrance to Stubbington the speed limit is 40mph. This changes and reduces to 30mph at the gateway into the settlement. There is a pedestrian crossing facility in the form of a 'toucan' controlled crossing at this location. This links the shared footway / cycleways on both sides of the B3334.

Overall Conclusion on Existing Pedestrian and Cycle Networks

- 4.24 It is concluded that the existing pedestrian and cycle infrastructure is generally of a very good standard providing suitable links and crossing facilities both uncontrolled and controlled to all of the nearby amenities and facilities.
- 4.25 **Chapter 10** confirms that the uncontrolled pedestrian refuge island on the Newgate Lane Bypass is operating safely and there have been no recorded PIA incidents at that location. The recorded pedestrian flows at the crossing show that crossings are infrequent and that the additional expected pedestrian movements associated with the proposed development are also very low. It is considered that the operation of the uncontrolled pedestrian crossing on Newgate Lane will not materially change.

5. PUBLIC TRANSPORT

Bus Services

- 5.2 The existing bus stops on Newgate Lane have been taken out of service with new provision now on the NLSRR. The new bus stops are provided with a shelter and high access kerbs in both north and south directions. The local bus routes can be seen in **Figure 6**.

FIGURE 6 – LOCAL BUS ROUTES

- 5.3 The existing bus services Nos. 21 and 21A have now been redirected from Newgate Lane to the new relief road and three bus stops have been incorporated into the scheme along the new route. Uncontrolled pedestrian refuge islands with tactile paving have been incorporated at these stops which will provide informal crossing points for pedestrians and cyclists across the new relief road.
- 5.4 The services are run weekdays between Fareham and Hill Head and return approximately with a frequency of every hour in each direction from 0647 to 1922hrs. On Saturdays the service is run between 0903hrs and 1408hrs with an hourly service. There is no Sunday service.
- 5.5 Bus stops are located in Bridgemary on Tukes Road approximately one kilometre walking distance to the east. These bus stops are serviced by the service number 9 which links Fareham to Gosport and this provides an excellent service generally every 15 minutes from 0510hrs to 2014hrs. There is also a more limited service operating on Saturdays and Sundays.
- 5.6 Extracts of the relevant bus services timetables are shown in **Appendix 3**.

APPENDIX 3 – EXTRACTS OF THE RELEVANT BUS SERVICES

- 5.7 It is considered that the available bus service provision within the vicinity of the site provides regular bus services to Fareham town centre and the amenities and facilities located there. However, as set out in detailed in **paragraphs 4.1 to 4.25**, the development site benefits from very good pedestrian and cycle links to amenities and facilities to the north, east, south and east of the site and that are all of the facilities are located within a convenient walking distance and / or cycle ride.

5.8 Highway officers have requested in its consultation response that the applicant liaises with the local bus operator to seek to explore opportunities to improve the current service provision. The applicant is willing to enter in discussions with the local bus operators. However, the overall accessibility of the scheme is not reliant on the provision of improved bus services.

6. ACCESSIBILITY

6.1 There is a wide range of services and facilities within convenient walking and cycling distance of the site to the north, east, south and west, which are considered to be distances of 800m and 2km for walking and 5km for cycling. A plan is included at **Figure 7** showing the location of local facilities with Isochrones Plan showing walking isochrones at 800 metres and 2,000 metres, as well as a cycle isochrone at 5,000 metres.

FIGURE 7 – ISOCHRONE AND LOCAL FACILITIES PLAN

6.2 Also, within the 800m walking distance from the proposed residential site are two schools, infant and junior schools, 2 places of worship, 2 convenience stores including a general Co-op convenience food store and a public house.

6.3 Within the 2km range are a further 3 infant and junior schools; 2 secondary schools and a recreation ground. There are a further 4 food stores, including a superstore, 2 fast food outlets and 4 public houses. In addition, there are a further four places of worship; 3 GP surgeries, a pharmacy and 3 dental surgeries. Two post offices are also available within this area. There are also a large range of employment uses within this 2km area, especially located north of the site to the east of Newgate Lane opposite Longfield Avenue. HMS Collingwood is also within this range.

6.4 The development site sits within the school catchment area for Crofton Secondary school in the village of Stubbington. This is a 1.6km walk, approximately a 20 minute walk time via the B3334. The route is a suitable shared footway / cycleway facility with signal controlled pedestrian crossings.

6.5 Within the 5km distance of the site and within cycling distances there are further facilities as outlined above, including employment, in addition there is Fareham college and CEMAST college of Technology, Fareham railway station, and 2 leisure centres. Just outside the 5km limit to the north west of the site the Fareham Community Hospital is situated.

6.6 It is concluded that the development site is accessibly located. This is because the development site is served by a good mix of services, facilities and amenities located within convenient walking and cycling distance accessible by appropriate and safe walking and cycling routes.

- 6.7 The site is also served by a regular bus services to Fareham and Fareham Railway Station with onward connections to Portsmouth, Southampton and London and the wider employment, retail and leisure opportunities that are available.

7. DEVELOPMENT PROPOSALS

The Development

- 7.2 It is proposed to develop land to the south of Fareham between Newgate Lane and the NLSRR constructed by Hampshire County Council (HCC) in early 2018. The proposal is for a residential development of 75 units with 40% affordable housing provision, public open space and ecological areas and corridors. Refer to Master plan in **Appendix 4**.

APPENDIX 4 – MASTERPLAN

Access

- 7.3 Vehicular access and egress from the site, and also the scheme located to the immediate south, will be via priority T junctions with Newgate Lane (historic alignment). Each access is proposed to serve each site on a separate basis. It is not proposed to provide a vehicular through route between each site.
- 7.4 The proposed site accesses have been located with due consideration to vehicular and pedestrian visibility, location, separation distance and avoidance of critical watercourses such as the River Alver and any significant trees or overhead utility services.
- 7.5 An Automatic Traffic Count Survey was carried out on Newgate Lane adjacent to the two proposed accesses between the 27th January and 2nd February 2019. This survey confirms that the 85th percentile vehicle speeds for northbound travelling vehicles equates to 38.5 mph and for southbound travelling vehicles 38.4 mph. The vehicle speeds are higher than the 37.5mph threshold where Manual for Streets 2 advises MfS visibility splays requirements should apply and therefore it is considered more appropriate to apply the Design Manual for Roads and Bridges (DMRB) visibility splays requirements in this instance. This suggests that a visibility splays of 120 metres to the nearside kerb should be provided in both directions.
- 7.6 The proposed site accesses can provide visibility splays in excess of 2.4m x 120m to the nearside kerb in both directions. It is agreed that the full visibility splays will be dedicated as highway and will be free from obstructions and planting. It is agreed that this can be covered by an appropriately worded planning condition.

7.7 Newgate Lane has existing street lighting and surface water drainage. New access roads and footways and any necessary footpaths within the site will continue this and at the appropriate standard to be eligible for highway adoption.

7.8 The proposed access arrangements are shown at **Figure 8, 9 & 10**.

FIGURE 8– PROPOSED ACCESS ARRANGEMENT (N)
FIGURE 9– PROPOSED ACCESS ARRANGEMENT (S)
FIGURE 10– PROPOSED ACCESS ARRANGEMENT (N & S)

7.9 Tracking drawings showing the turning manoeuvres of a super large refuse vehicle and a fire appliance passing a car turning into the site are shown at **Figure 11**.

FIGURE 11– NLSRR/ NEWGATE LANE JUNCTION PLAN
SWEPT PATH ANALYSIS

Internal Layout

7.10 The width of the access road into the site will be provided at 6.0 metres width for the initial circa 20 metres into the site to allow for turning manoeuvres between vehicles entering and leaving the site at the same time. This will also provide additional width for refuse and delivery lorries to pass cars at the entrance. The width of the estate roads can then be reduced down to 5.5m within the remainder of the site or 4.1m - 4.8m where this serves cul-de-sacs. There will generally be a 2m footway on each side of the estate roads, but this can be reduced or removed where a shared surface cul-de-sac is being proposed. The finer details can be designed and agreed at reserved matters stage.

7.11 The estate roads will be designed to ensure that servicing vehicles, including refuse vehicles, can access the development and be able to safely turn where necessary.

7.12 Pedestrian access will also be provided at the proposed vehicular access points with Newgate Lane (historic) with the available visibility splays of 120 metres provided at a 1.5 metre set back provided in accordance with the recorded vehicle speeds on Newgate Lane as described in **paragraph 7.5** above and shown on **Figures 8, 9 and 10**. The footways to the north of Newgate Lane are currently around 1.8m in width but have been encroached by verge growth. This can be cut back along with overhanging vegetation to provide a standard and appropriate 2m wide footway facility.

-
- 7.13 This provides suitable access on foot or cycle to the north and south and to the east across the new uncontrolled crossing point on the relief road to Bridgemary and the new bus stop provisions on the NLSRR via the footway / cycleway (PRoW 76) on Woodcote Lane.
- 7.14 Dropped kerbs will be provided at crossing points internally within the estate roads. It is proposed to have on road cycle routes within the site. The estate roads will be drained and have street lighting.
- 7.15 The estate roads will be offered for adoption under section 38 of the Highways Act 1980 and any necessary works within the existing adopted highway will be subject to an Agreement under Section 278 of the Act.
- 7.16 Car parking can be agreed at reserve matters stage e and justified to be appropriate in accordance with Residential Car & Cycle Parking Standards Supplementary Planning Document (2009) as set out by Fareham Borough Council and Hampshire County Council.
- 7.17 It is considered that footpath connections (currently unspecified) between the applicant site and the site located adjacent to the southern boundary can be provided. This can be covered by an appropriately worded planning condition to the planning consent.

Construction Traffic Management

- 7.18 As requested in the highway authority's consultation response dated 06 November 2019, the developer is willing to agree to the provision of a Construction Traffic Management Plan, which can be secured via an appropriately worded planning condition if necessary.

Residential Travel Plan

- 7.19 A Residential Travel Plan document is provided separately as part of the planning submission. It contains preliminary targets for all modes of travel and also sets out initiatives and measures to support these targets, which will be provided before the development is occupied to influence behaviour and minimise single occupancy travel.

7.20 The Travel Plan will include a Residential Travel Pack with the following measures:

- a. provision of public transport season tickets;
- b. provision of car clubs and car club membership;
- c. free grants towards the purchase of bikes;
- d. site specific public transport information;
- e. local walking and cycling maps;
- f. broadband in all dwellings;

7.21 A copy of the travel plan updated in accordance with the Highway Authority's comments as provided in its consultation response dated 06 November 2019 is provided at **Appendix 5**.

APPENDIX 5 – RESIDENTIAL TRAVEL PLAN

8. COMMITTED AND FUTURE DEVELOPMENTS

8.1 The NLSRR has now been completed along with the widening and signalling improvements to the Peel Common Roundabout. These works have been identified as being important in providing improved access to the Gosport Peninsula where future major strategic residential and employments uses are planned. These future developments are outlined below.

8.2 Further benefits will come forward with the planned Stubbington Bypass scheme which has received full planning permission in November 2015 and which Pegasus Group understands is due to be commenced 2019 with a two year construction period. This is likely to have further beneficial transportation improvements to the Newgate Lane area of Fareham by diverting traffic from the Gosport peninsula that wishes to make its way to the M27 and M3. However, it should be noted that a Public Inquiry was held on the 26 and 27 November 2018 into the Stubbington Bypass Compulsory Purchase Order (CPO) and Side Road Order (SRO). There has not been any decision notice issued by the Planning Inspectorate at the time of writing.

8.3 Highways officers from HCC have identified the following committed developments to be considered as part of this assessment:

- Solent Enterprise Zone – Daedalus;
- Solar Panel Farm; and
- The Retreat, Newgate Lane

8.4 The Policy Allocation for each site and the outstanding permissions delivered to date are set out in **Table 8.1** below.

Table 8.1 – Committed Developments

Gosport Local Plan	Development Type	Policy Allocation	Delivered (to 2017/2018)	Outstanding Permissions	Not yet with planning permission
Daedalus LP5	Housing (dwellings)	350	101	200	49
	Employment (m2)	75,000	8,947	69,992	0
	Retail (m2)	0	0	1,075	0

Fareham Core Strategy / Local Plan Part 2	Development Type	Policy Allocation	Delivered (to 2016/2017)	Outstanding Permissions	Not yet with planning permission
Daedalus CS12	Light Industry/Warehouse (m ²)	10,000 - 33,000	5548	22,742	0
The Retreat DSP47	Gypsy/Traveller (sites)	2	0	0	2

8.5 As TEMPro includes government derived planning forecasts, it is necessary to manually adjust the planning assumptions within the database software to remove the number of dwellings associated with the committed developments, which would otherwise result in double counting. The adjustment involves the removal of 101 households, 8,947 square metres of employment and 5,548 square metres of light industrial use from the TEMPro zone between the base year (2019) and the forecast years (2024 & 2036).

8.6 A comparative summary of this reduction in the household assumptions is shown in **Table 8.2**.

Table 8.2: TEMPro Default and Alternative Planning Assumptions

Base Year	Forecast Year	Default Assumptions				Alternative Assumptions			
		Base HH	Future HH	Base Jobs	Future Jobs	Base HH	Future HH	Base Jobs	Future Jobs
2019	2024	3125	3260	6206	6299	3125	3159	6206	6181
2019	2036	3125	3555	6206	6512	3125	3454	6206	6394

8.7 The subsequent growth factors derived from the above are shown in **Table 8.3** below.

Table 8.3: TEMPro Growth Factors

Area	Year	Local Growth Figure	
		AM	PM
Fareham 013	2024	1.0354	1.0368
Fareham 013	2036	1.1082	1.1057

8.8 The growth factors shown in **Table 8.3** above have been applied to the 2019 Observed flows resulting in the 2024 Base.

9. FORECAST TRIP GENERATION

- 9.1 This Transport Assessment assesses the cumulative impact for up to 200 dwellings and within that figure there will be an allocation of 40% affordable housing to meet Local Planning Authority policies.
- 9.2 The vehicular trip rates shown in **Table 9.1** below has been taken from the Newgate Lane Southern Section TA and are agreed with HCC as advised in its consultation response dated 06 November 2018. These have been extracted and are provided in **Appendix 6**.

APPENDIX 6 – HCC TRICS FROM NLSRR TA

Table 9.1 – NLSRR Residential Trip Rates

	AM			PM		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip Rate per dwelling	0.165	0.4	0.565	0.386	0.243	0.629
Trip Generation 200 Dwellings	33	80	113	77	49	126

- 9.3 The cumulative assessment of 200 dwellings is forecast to generate 33 vehicles entering and 80 vehicles departing the site between 0800hrs and 0900hrs.
- 9.4 The cumulative assessment of 200 dwellings is forecast to generate 77 vehicles entering and 49 vehicles departing the site between 1700hrs and 1800hrs.
- 9.5 The table below shows the 'Method of Travel to Work' mode split determined by the 'Fareham 013 Middle Layer Super Output Area'.

Table 9.2 – 2011 Method of Travel to Work Census Data

Method of Travel	Proportion (%)	Forecast Development Total People Trips	
		2-way	2-way
Total People	100	149	166
Driving a car or van	76	113	126
Work mainly at or from home	0	0	0
Underground, metro, light rail or tram	0	0	0
Train	3	4	5
Bus, minibus or coach	2	3	3
Taxi	0	0	0
Motorcycle, scooter or moped	2	3	3
Passenger in a car or van	5	7	8
Bicycle	6	9	10
On foot	6	9	10
Other method of travel to work	0	0	0

- 9.6 The number of total people trips forecast to be generated has been calculated by interpolating the 2011 census travel to work data.
- 9.7 **Table 9.2** estimates that 76% of the total people trips associated with the scheme could be single occupancy vehicular trips. 24% of the remaining total people trips is forecast to be by other travel modes.
- 9.8 **Table 9.2** estimates the total people trips and mode of travel for the morning (08.00-09.00) and evening (17.00-1800) peak hours.
- 9.9 In summary there are up to 10 additional pedestrian movements, up to 10 additional cycle movements and up to 7 additional public transport movements in the peak hours associated with 200 dwellings.

10. WOODCOTE LANE / NEWGATE LANE PEDESTRIAN CROSSING

- 10.1 Highways officers from HCC requested that we consider the appropriateness of the recently implemented NLSRR uncontrolled pedestrian crossing point located at Woodcote Lane and the nearby bus stops for any potential increase in pedestrian trip movements associated with the development site.
- 10.2 The uncontrolled crossing on the relief road has a 2 metre wide pedestrian refuge island and tactile paving provision. Visibility is provided in both directions of between 1.5m x 70m – 158m. This is shown on **Figure 4**. A site visit was carried out on the 22nd May 2018 where a number of pedestrians were observed using the crossing point with little or no delay and with no issues.
- 10.3 The crossing currently does not benefit from a system of street lighting and it is assumed that an assessment was carried out by HCC as part of the planning and design of the NLSRR. It is considered that the lighting need has been assessed against ecology need and habitats along Woodcote Lane and Brookers Lane which are also not currently illuminated. Woodcote Lane does have limited lighting for the first 50m of the lane.
- 10.4 As set out in **Section 3** we have reviewed the layout of the existing uncontrolled crossing and consider that in its current form it is safe and appropriate on the following basis:
- The current layout of the crossing with a 2m wide pedestrian refuge island and the available visibility splays have been assessed in detail by highways officers at HCC as appropriate design check points and road safety audits including final sign off. It is considered that HCC are satisfied with the appropriateness and safety of this crossing and its proposed level of use.
 - A pedestrian survey was carried out on 30th January 2019 at the Newgate Lane uncontrolled pedestrian crossing. This survey showed an AM peak of 20 2-way movements across Newgate Lane and a PM peak of 18 2-way movements. These movements included both pedestrians and cyclists taking into account the shared footway / cycleway route that crosses Newgate Lane. This equates to approximately one crossing movement every 3 minutes.

- 10.5 In terms of the forecast increase in use associated with the development site, Table 2 above shows that it could be associated with a forecast increase in total pedestrian 2-way movements of 10 trips, total cycle 2-way movements of 10 trips and total public transport 2-way movements of 7 trips in the morning and evening peak hours.
- 10.6 It is not considered that all of these users will cross the NLSRR as they will likely distribute to other parts of the network to the north, south and west of the site as there is a wide range of nearby facilities, amenities and employment opportunities in the wider area. It should also be noted that the location of the site does not fall within the catchment area of the primary and secondary schools in Bridgewater as advised the Education officer at HCC. The relevant correspondence is included at **Appendix 7**.

APPENDIX 7 – HCC CORRESPONDENCE

- 10.7 Notwithstanding, even assuming that all additional non-motorised user (NMU) movements seek to cross the crossing, this will only result in an increase of circa 27 2-way trips in the peak hours. This equates to 1 extra crossing movement every 2 minutes.
- 10.8 A more proportionate increase in NMU seeking to cross is likely to be in the order of 25 – 33% of the forecast total NMU development trips. Effectively this could be between 7 and 9 NMU trips which is an increase of between 1 additional NMU trip every six to seven minutes. This is not considered to be a material increase to affect the current operation of the existing crossing. Therefore, it is considered no improvements are required to mitigate the impact of the scheme on the crossing.

PV² Assessment

- 10.9 A PV² assessment of pedestrian crossings and appropriate crossing types has been carried out for the uncontrolled pedestrian crossing on Newgate Lane. The level of need will be determined by calculating the degree of conflict between pedestrians crossing the road and the two-way traffic flow. This calculation is then weighted and adjusted using factors for waiting time (T), width of the road (W), speed limit (S) and accident record (A).

Adjusted PV² = average Pmod Vmod² value x T x W x S x A using the factors T, W, S & A as stated above.

- 10.10 To justify a signalled-controlled crossing (Puffin, Toucan or Pegasus), the adjusted PV2 value should be greater than 0.9×10^8 . Current national guidelines indicate that it is not advisable to install a signalled controlled crossing where the 85th percentile speed is greater than 50 mph. At such locations serious consideration should be given to speed reduction measures before installing a signal-controlled crossing.
- 10.11 Using the current pedestrian flows of 20 pedestrians and cyclists in the peak hours and a 2-way peak hour traffic flow of 2,300 a PV² value of 1.9×10^8 was calculated. Based on the current vehicle and pedestrian flows, it can be demonstrated that the current uncontrolled crossing as operating above its design capacity. Calculations are included at **Appendix 8**.

APPENDIX 8 – PV² CALCULATIONS

- 10.12 Using forecast traffic flow data for 2024 and with the potential implementation of the Stubbington bypass included it can be seen that the traffic flows on Newgate Lane decrease slightly to peak hour 2-way traffic flows of 2,200. On this basis it is considered that the current uncontrolled pedestrian crossing will operate in the same was as it does currently with similar vehicular and pedestrian movements.

Conclusions

- 10.13 It had been deemed suitable during the design and implementation of the NLSRR by HCC to provide an uncontrolled crossing across Newgate Lane at Woodcote Lane. The crossing currently operates in a safe manner and there have been no recorded PIA at this location.
- 10.14 On the basis that the potential increase in pedestrian trips is very low at around seven to nine additional crossings in the peak hours assuming that not all pedestrian trips from the proposed development would likely be crossing Newgate Lane. As advised in **paragraph 10.6** above, the proposed development lies in the catchment area for Crofton Anne Dale (Infant and Junior) and Crofton secondary schools which lie to the west in Stubbington, as verified and supported by HCC education officer. Therefore, the majority of pedestrian movements are likely to be to the west to the schools in Stubbington and north to the retail and employment areas of Fareham.

10.15 The applicant is however, willing to offer a contribution to the authority for improvements to the Newgate Lane uncontrolled pedestrian crossing if the authority deems it necessary to do so. This could take the form of street lighting or potentially a contribution towards upgrading to a signalised installation.

Fareham Emerging Local Plan – Draft Allocated HA2 Site

10.16 Planning and highway officers at Fareham Borough Council have also requested that this TA considers the future NMU connectivity between the development site and the draft allocated HA2 site.

10.17 As set out in Section 6 access to the draft allocated HA2 site at the NLSRR is considered to be via a new 4-arm roundabout at the Newgate Lane junction. Pegasus Group have reviewed a possible design compliant with DMRB guidance including for appropriate pedestrian and cycle crossings on all arms as shown on **Figure 12**.

FIGURE 12 – POTENTIAL ROUNDABOUT AS PART OF HA2 DEVELOPMENT

10.18 There is also scope for the proposed highway junction improvements to the Newgate Lane Relief Road / Old Newgate Lane junction in the form of a signalised junction to provide appropriate controlled pedestrian crossing points to and from the HA2 site.

10.19 As set out in **Section 4** there is no footway provision on the NLSRR and the existing footway provision on Newgate Lane is currently only provided on the western and northern side of the carriageway between the Peel common roundabout and the old alignment of Newgate Lane at the HMS Collingwood access. There is no footway provision between the section of Newgate Lane that connects with the NLSRR from its previous alignment.

10.20 Pegasus Group considers that there is scope to provide a footway link within the available highway boundary. As such and pending the confirmation of the allocation of the HA2 site the applicant is willing to provide a section 106 contribution to allow HCC to construct a footway link as and when the HA2 site comes forward.

11. JUNCTION CAPACITY METHODOLOGY

11.1 The following junctions have been assessed following discussions and correspondence with HCC highways officers and receipt of the Highway Authority's consultation response dated 06 November 2019:

- Old Newgate Lane / Site Access Priority T junction;
- Newgate Lane / Old Newgate Lane priority T junction;
- Speedfields Park roundabout and HMS Collingwood signal junction;
- Newgate Lane / Longfield Avenue / Davis Way roundabout; and
- Peel Common Roundabout Signalised Roundabout.

Junction Modelling

11.2 Junctions 9 (version 9.5.0.6896) has been used to assess the development impact at the Newgate Lane / Longfield Avenue roundabout and the two priority junctions above. LinSig (version 3.2) has been used to model the Speedfields Park roundabout and HMS Collingwood signal junction, and Peel Common roundabout.

11.3 The individual junction geometries for the Newgate Lane / Longfield Avenue / Davis Way roundabout; the Newgate Lane / Old Newgate Lane priority junction and the Old Newgate Lane / Site Access Priority junction were obtained from the modelling outputs in the NLSRR TA.

11.4 Following attempts to build the model from the information presented in the modelling outputs in the HCC NGLS TA appendices, as well as discussions with ITS Group and HCC, the base models for the Peel Common signalised roundabout for both the DS1 and DS2 scenarios have been obtained from ITS Group who built them on behalf of HCC.

11.5 The Speedfields Park roundabout and HMS Collingwood signal junction model has been provided to Pegasus Group courtesy of HCC. The model initially included the Newgate Lane / Longfield Avenue / Davis Way roundabout; however it was amended to exclude this junction due to Junctions 9 being a more capable program for modelling roundabouts.

2019 Base Year and 2024 Design Year Assessments

Existing Highway Network (Scenario DS1)

- 11.6 Weekday AM and PM peak hour manual classified turning counts were undertaken on the 27TH January to 2nd February 2019. between the hours of 07:00 and 10:00 and 16:00 and 19:00 in order to derive existing traffic flows on the local highway network at the junctions identified in **paragraph 11.1** above. A survey of queue lengths on the various approaches to the above junctions was also undertaken as part of these surveys. The 2019 base traffic flows diagrams are included at **Appendix 9**.

APPENDIX 9 – 2019 & 2024 TRAFFIC FLOW AND DISTRIBUTION DIAGRAMS

- 11.7 The 2019 existing base flows have been growthed to a design year of 2024 using the traffic growth rates as identified in **Table 8.3**.

Stubbington Bypass (Scenario DS2)

- 11.8 The 2019 base flows have been calculated based on the following methodology.
- 11.9 The percentage difference from the DS1 scenario to the DS2 scenario for the forecast traffic flows in the NGLSS TA was assessed.
- 11.10 Utilising this method across the junction network gave expected results across the board. Reducing southbound traffic from the north to Peel Common Roundabout and having a small increase in northbound traffic. However, primarily for Peel Common Roundabout Gosport Road the differences were expected to be in the range of 1000% + for some turning movements. For these situations the difference from the observed DS1 flows to the NGLSS TA DS2 forecast were used, otherwise the data would be heavily skewed.
- 11.11 The Speedfields park roundabout and HMS Collingwood junctions (modelled in the same model) were inadequately modelled as a priority 'T' junction in the NGLSS TA, hence the flows or percentage change in flows could not be assessed in this document. Therefore, the flows between Newgate Lane (s) and Newgate Lane (n) were subject to a percentage change and the flows to/from Speedfields Park and HMS Collingwood were left at 100%.

11.12 For the DS2 scenario the flows on the Speedfields Park roundabout and HMS Collingwood junctions were balanced based on the anticipated flows adjacent junctions to the north and south.

Forecast Development Traffic Distribution

11.13 The forecast development traffic has been distributed on a pro-rata basis based on the turning proportions at the junctions surveyed as identified above. The calculations are shown on the traffic flow diagrams included at **Appendix 9**.

11.14 The traffic flows in **Appendix 9** for the 2019 and 2024 assessments are listed below:

- a) 2019 Base DS1- without Stubbington Bypass;
- b) DS1 – DS2 Conversion Ratios;
- c) 2019 Base DS2 – with Stubbington Bypass, Existing 2019 base flows adjusted in accordance with DS1 – DS2 Conversion Ratios
- d) 2024 Base DS1 – without Stubbington Bypass;
- e) 2024 Base DS2 – with Stubbington Bypass;
- f) Development Trip Distribution DS1 – taken from the distribution proportions showing arrival and departure percentages only.
- g) Development Trip Distribution DS2 – taken from the distribution proportions showing arrival and departure percentages only.
- h) Development Trips DS1 – Development trip distribution for DS1 applied to the arrival and departure profiles
- i) Development Trips DS2 – Development trip distribution for DS2 applied to the arrival and departure profiles.
- j) 2024 Base DS1 + Development
- k) 2024 Base DS2 + Development

12. 2019 AND 2024 JUNCTION CAPACITY ASSESSMENTS

12.1 This section provides information on the junction capacity assessments for an agreed design year of 2024. This year is considered to be the material consideration for the proposed planning application in terms of capacity impact and assessing the impact of the scheme on its own merits.

Old Newgate Lane / Site Access Priority Junction

12.2 The proposed access junction at Old Newgate Lane is forecast to operate efficiently with no material queues or delay. The modelling reports are included at **Appendix 10**.

APPENDIX 10 – 2024 MODELLING OUTPUTS

Newgate Lane Relief Road / Old Newgate Lane Priority Right Turn Lane Junction

12.3 The Junctions 9 software was utilised to undertake PICADY modelling of the Newgate Lane Southern Relief Road (NLSRR) / Old Newgate Lane priority, right turn Lane junction. The following table shows the results from all scenarios including the with and without Stubbington Bypass models.

Table 12.1 - Newgate Lane/Old Newgate Lane Priority Junction PICADY model results

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2019 DS1 Base								
Stream B-C	0.1	16.07	0.08	C	0.1	8.39	0.05	A
Stream B-A	0.4	52.43	0.27	F	0.2	21.66	0.14	C
Stream C-AB	0.1	10.59	0.06	B	0.0	6.07	0.04	A
2024 DS1 Base								
Stream B-C	0.1	17.68	0.09	C	0.1	8.62	0.05	A
Stream B-A	0.5	74.38	0.35	F	0.2	24.23	0.16	C
Stream C-AB	0.1	11.22	0.07	B	0.0	6.19	0.04	A
2024 DS1 Base + Dev								
Stream B-C	15.0	1360.34	1.20	F	0.1	9.54	0.12	A
Stream B-A	24.3	1302.02	1.21	F	0.4	33.31	0.31	D
Stream C-AB	0.2	11.92	0.13	B	0.1	6.73	0.09	A
2019 DS2 Base								
Stream B-C	0.1	15.06	0.09	C	0.1	7.90	0.06	A

Stream B-A	0.2	32.16	0.15	D	0.1	14.58	0.09	B
Stream C-AB	0.1	10.52	0.05	B	0.0	5.97	0.03	A
2024 DS2 Base								
Stream B-C	0.1	16.16	0.10	C	0.1	8.09	0.07	A
Stream B-A	0.2	38.24	0.18	E	0.1	15.43	0.09	C
Stream C-AB	0.1	11.15	0.06	B	0.0	6.09	0.03	A
2024 DS2 Base + Dev								
Stream B-C	0.5	34.30	0.33	D	0.2	8.96	0.13	A
Stream B-A	2.4	109.52	0.72	F	0.2	18.25	0.18	C
Stream C-AB	0.1	11.77	0.12	B	0.1	6.61	0.09	A

12.4 **Table 12.1** above shows that the junction is forecast to not operate efficiently for all scenarios assessed in terms of capacity with 2024 DS1 Base + Development being the worst functioning junction. **Table 12.1** also indicates that development traffic associated with the Newgate Lane (South) proposed seeking to egress the minor arm without the Stubbington Bypass coming forward could be delayed for around 74 seconds for the morning peak hours for 2024 and up to 1360 seconds (23 minutes) for the 2024 Base + Development. This is predicated to increase up to 1360 seconds (23 minutes) with the addition of traffic associated with the Newgate Lane schemes.

12.5 However, it should be noted that delay to vehicles seeking to egress Newgate Lane minor arm does reduce significantly to circa 109 seconds with the installation of the Stubbington Bypass and the resulting change in flows on Newgate Lane. However, this still represents a threefold increase in delay when compared to the base situation.

12.6 It is therefore considered necessary to review potential improvements to the junction to seek to minimise the delays for vehicles seeking to egress the Old Newgate Lane minor arm, whilst also not impacting on the throughflow of traffic on the Newgate Lane relief road and impacting on highway safety.

Formalising Two Stage Movement for Right Turners Egressing Old Newgate Lane

12.7 The first option considered was seeking to amend the white line markings at the junction to allow the two stage movement for right turners. A potential scheme is shown on **Figure 13**.

FIGURE 13– FORMALISED TWO-STAGE RIGHT TURN ONGL TO NLSRR

- 12.8 This option has been explored further because the traffic surveyor that carried out the surveys in January 2019 advised, based on its observations, that right turning vehicles are firstly giving way to northbound travelling traffic, then waiting in the right turn lane to give-way to southbound travelling traffic before proceeding southbound on the Newgate Lane relief road.
- 12.9 However, the surveyor also indicated that existing vehicles seeking to turn right out the junction were delayed by one to two minutes. This delay would only lengthen with the addition traffic associated with 200 dwellings seeking to turn right, which is forecast to be circa 54 vehicles in the AM peak.
- 12.10 It is therefore considered that any increase in demand for vehicles seeking to turn right out of the Old Newgate Lane minor arm associated with the development scheme will lead to further delay and increase pressure for drivers to seek to turn in gaps in first northbound traffic and secondly southbound traffic. This could therefore lead to potential safety issues where drivers seek to pull out in gaps that are too small or not there.
- 12.11 This option has not been progressed further on the basis.

No right turn onto NLSRR (Left out only)

- 12.12 The delay in the operation of the existing junction layout on the Old Newgate Lane minor arm appears to be associated with vehicles seeking to turn right out of the junction. It is considered that this issue could be resolved simply by preventing this manoeuvre. This scheme option would also provide a benefit in terms of not affecting the flow of southbound traffic on the Newgate Lane Relief Road. An indicative scheme drawing for this option is shown on **Figure 14**.

FIGURE 14– INDICATIVE LEFT OUT ONLY ONGL/ NLSRR

- 12.13 The PICADY modelling of the Newgate Lane Southern Relief Road (NLSRR) / Newgate Lane priority junction has been updated to route all traffic seeking to turn right out of the site left out the Old Newgate Lane minor arm up to the Speedfields Park roundabout to perform a U turn manoeuvre and then routed south to the Peel Common Roundabout.
- 12.14 **Table 12.2** shows the results from all scenarios including the with and without Stubbington Bypass models and the output reports are included at **Appendix 10**.

Table 12.2 - Newgate Lane/Old Newgate Lane Priority Junction PICADY – No Right Turn on NLSRR model results

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2019 DS1 Base								
Stream B-C	0.2	13.06	0.14	B	0.1	7.34	0.09	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.1	10.59	0.06	B	0.0	6.07	0.04	A
2024 DS1 Base								
Stream B-C	0.2	13.94	0.15	B	0.1	7.51	0.10	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.1	11.22	0.07	B	0.0	6.19	0.04	A
2024 DS1 Base + Dev								
Stream B-C	0.7	19.39	0.40	C	0.2	8.48	0.19	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.2	11.92	0.13	B	0.1	6.73	0.09	A
2019 DS2 Base								
Stream B-C	0.2	13.67	0.17	B	0.1	7.53	0.13	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.1	10.52	0.05	B	0.0	5.97	0.03	A
2024 DS2 Base								
Stream B-C	0.2	14.67	0.19	B	0.2	7.72	0.13	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.1	11.15	0.06	B	0.0	6.09	0.03	A
2024 DS2 Base + Dev								
Stream B-C	0.8	20.89	0.44	C	0.3	8.74	0.23	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.1	11.77	0.12	B	0.1	6.61	0.09	A

12.15 The updated junction modelling assessments to prevent right turn manoeuvres from the Old Newgate Lane minor arm show on the Newgate Lane relief road show that this option is forecast to operate efficiently for all scenarios assessed.

12.16 Furthermore, the junction modelling assessments for the HMS Collingwood signalised junction and the Speedfields Park roundabout junction accounting for the U turn manoeuvres for a design year of 2024 show that both junctions would also continue to operate efficiently with no material increases in delay or queues.

12.17 During the peak periods, it is also considered that the volume of southbound traffic on the Newgate Lane relief road, which is in the order of between 785 and

1345 vehicles, would help deter 'U' turn manoeuvres at other junctions located before the Speedfields Park roundabout.

12.18 It is acknowledged that 'U' turn manoeuvres at junctions before the Speedfields Park roundabout could occur at non-peak times on the highway network. Furthermore, vehicle speeds at these times could be higher leading to greater risk of collision with oncoming vehicles.

12.19 If the no right turn junction improvement options is considered to be a feasible option by highway officers at HCC, the applicant is willing to consider what additional measures could be provided at junctions to seek to prevent instances of inappropriate 'U' turn manoeuvres on the local highway network outside the peak hours.

Proposed 36 metres Inscribed Circle Diameter Roundabout

12.20 A potential roundabout option has been explored as shown on **Figure 15**. It is considered possible to provide this roundabout option shown on **Figure 15** within the adopted highway extents. However, without acquiring third party land it is not considered that a roundabout design compliant with guidance set out in the DMRB Volume 6 Section 2 document TD16/07 and achieves the appropriate deflection levels and flare lengths can be provided.

FIGURE 15 – ONGL/ NLSRR PROPOSED ROUNDABOUT

12.21 The junction modelling assessments for this option also show that it is forecast to operate inefficiently.

12.22 This option has therefore not been considered further.

Signalised Junction

12.23 A proposed signalised junction scheme is shown on **Figure 16**. This revised junction provides for widening the NLSRR to provide 2 lanes northbound, 1 through lane southbound and a dedicated right-turn lane for traffic entering into Newgate Lane (minor arm). There are also dedicated left and right turn lanes out of the minor arm. The scheme currently doesn't allow for any dedicated controlled pedestrian crossing facilities. However, the layout of the signalised junction does allow for any potential allocated site located to the east to improve the junction to provide dedicated controlled pedestrian crossing facilities.

FIGURE 16 – ONGL/NLSRR SIGNALISED JUNCTION

- 12.24 The junction modelling assessments for the signal junction using LinSig V3.2 show the junction will operate efficiently for a design year of 2024 with a 90 second cycle time. The modelling results are shown at **Appendix 10**. The phasing and staging sequence is also shown on **Figure 16**.
- 12.25 The results show that the signal junction for both the AM and PM will operate efficiently with a Practical Reserve Capacity (PRC) of 3.1 percent in the AM and 7.4 percent in the PM for the DS1 scenario and 2.8 percent in the AM and 72.8 percent in the PM for the DS2 scenario.
- 12.26 The maximum degree of saturation in the AM peak period is forecast to occur on the northbound arm of the Newgate Lane relief road at circa 87.3 percent for DS1 and 87.5 percent for DS2. The maximum degree of saturation in the PM peak period is forecast to occur on the southbound arm of the Newgate Lane relief road at circa 83.8 percent for DS1 and 52.1 percent for DS2.
- 12.27 The results show that the delay for vehicles seeking to turn out of the Old Newgate Lane minor arm is forecast to be circa 64 to 87 seconds in both the AM and PM peak hours.
- 12.28 This is slightly longer delay for vehicles seeking to egress the minor arm when compared to how the junction is currently operating. However, the benefit over the extant layout is that vehicles waiting on the minor arm are allocated a dedicated turn phase every 120 seconds. It is therefore considered that a signalised junction will minimise instances of driver impatience that is likely to be associated with the current operations of the extant right turn lane layout.
- 12.29 It is acknowledged that the provision of a signalised junction does stop the through flow of traffic on the Newgate Lane relief road contrary to the possible objectives of the relief road. However, the modelling results suggest that northbound traffic will be allocated a green time of 92 seconds during every 120 second cycle time and southbound traffic 101 seconds. Through vehicles will therefore only be stopped for a maximum of 28 seconds out of a 120 second cycle time and these maximum levels of delay are only likely to occur during the peak periods.
- 12.30 It is therefore not considered that the proposed signalisation of the Newgate Lane relief road / Old Newgate Lane junction will result in a material delay to through traffic on the Newgate Lane relief road.

12.31 Furthermore, the end of red phase queues on both arms during both the AM and PM peak periods are not forecast to extend beyond 5.8 Passenger Carrier Units (PCUs). One PCU is typically associated to be the equivalent of one car length of circa 5.75 metres. The queue lengths on the approach arms at the end of red phase are therefore forecast to be circa 20 to 33.5 metres. The stacking lengths of the lanes at the proposed signalised junction have been designed to accommodate 10 PCUS at proposed length of circa 60 metres. It is therefore considered that the lane approaches on both the northbound and southbound approach arms are of a sufficient capacity to accommodate the forecast queue lengths on the Newgate Lane relief road.

Conclusion

12.32 An assessment of four potential junction improvement options at the Newgate Lane / Old Newgate Lane junction has been carried that considers the impact of through flow of traffic on the Newgate Lane relief road, delay for vehicles seeking to exit the minor arm and highway safety.

12.33 At this stage, it is considered that there are two potential options in the form of prohibiting right turn vehicles egressing the minor arm or a signalised junction arrangement.

12.34 Further discussions are sought with highway officers at HCC to agree the optimum solution with consideration to the impact of the scheme and the strategic objectives of the Newgate Lane Relief Road.

Newgate Lane / Longfield Avenue / Davis Way Roundabout

12.35 **Table 12.3** shows the results for all scenarios from the Junctions 9 ARCADY modelling undertaken to assess the development impact at the Newgate Lane / Longfield Avenue / Davis Way roundabout.

Table 12.3 – Longfield Avenue / Newgate Lane ARCADY model results

	AM					PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS
2019 Base DS1										
Arm 1	0.2	9.61	0.13	A	A	0.4	17.75	0.31	C	A
Arm 2	2.9	6.61	0.74	A		1.4	4.08	0.58	A	
Arm 3	0.7	4.26	0.42	A		0.9	4.17	0.49	A	
Arm 4	1.9	6.98	0.65	A		2.9	9.95	0.75	A	
2024 Base DS1										

Arm 1	0.2	10.24	0.14	B	A	0.6	21.29	0.36	C	A
Arm 2	3.4	7.40	0.77	A		1.6	4.32	0.61	A	
Arm 3	0.8	4.55	0.45	A		1.1	4.46	0.51	A	
Arm 4	2.2	7.63	0.68	A		3.5	11.70	0.78	B	
2024 Base + Dev DS1										
Arm 1	0.2	10.53	0.14	B	A	0.6	23.20	0.38	C	A
Arm 2	3.6	7.74	0.78	A		1.6	4.46	0.62	A	
Arm 3	0.8	4.66	0.46	A		1.1	4.61	0.53	A	
Arm 4	2.3	7.94	0.69	A		3.8	12.68	0.80	B	
2019 Base DS2										
Arm 1	0.1	7.15	0.10	A	A	0.2	7.18	0.15	A	A
Arm 2	2.4	5.72	0.70	A		1.3	3.90	0.57	A	
Arm 3	0.3	3.28	0.21	A		0.2	2.72	0.19	A	
Arm 4	1.4	5.11	0.57	A		1.2	4.55	0.54	A	
2024 Base DS2										
Arm 1	0.1	7.43	0.11	A	A	0.2	7.53	0.17	A	A
Arm 2	2.7	6.27	0.73	A		1.5	4.11	0.59	A	
Arm 3	0.3	3.42	0.22	A		0.2	2.80	0.20	A	
Arm 4	1.5	5.40	0.59	A		1.3	4.79	0.56	A	
2024 Base + Dev DS2										
Arm 1	0.1	7.59	0.11	A	A	0.2	7.76	0.17	A	A
Arm 2	2.8	6.45	0.73	A		1.5	4.24	0.60	A	
Arm 3	0.3	3.46	0.23	A		0.3	2.86	0.21	A	
Arm 4	1.6	5.57	0.60	A		1.4	4.94	0.58	A	

12.36 **Table 12.3** indicates that the junction is forecast to operate for a design year of 2024 with development traffic for all scenarios assessed with no material decreases in capacity or increases in delay or queues lengths associated with the development proposals in comparison to the base scenarios assessed.

12.37 The modelling reports are included at **Appendix 10**.

Peel Common Roundabout

12.38 The modelling reports for the operation of the Peel Common Roundabout are included at **Appendix 10**. In summary, these show that the junction is forecast to operate within capacity for all scenarios assessed with no material difference in capacity, queue or delay with the addition of traffic associated with both the Newgate Lane (South) and the Newgate Lane (North) scheme proposals.

12.39 The performance of the junction improves with the implementation of the phase 3 works required in associated with the Stubbington Bypass proposals in comparison to the DS1 scenario results.

12.40 All modelling output reports for the above assessments are provided at **Appendix 10**.

HMS Collingwood Signal Junction and Speedfields Park Roundabout

12.41 The HMS Collingwood Signal and Speedfields Park Roundabout junction modelling results in **Appendix 10** show the results for all scenarios from the Junctions 9 ARCADY modelling undertaken to assess the development impact.

12.42 The modelling results indicate that the junction is forecast to operate for a design year of 2024 with development traffic for all scenarios assessed with no material decreases in capacity or increases in delay or queues lengths associated with the development proposals in comparison to the base scenarios assessed.

12.43 The modelling reports are included at **Appendix 10**.

Conclusion

12.44 It is not considered that the scheme will have a material impact on the operation of the junctions assessed as part of this TA other than the Old Newgate Lane/ Newgate Lane Relief Road junction whereby four options were explored with two options being considered suitable to mitigate the effects of the development traffic for both the DS1 and DS2 scenarios.

13. 2036 SENSITIVITY TEST JUNCTION CAPACITY ASSESSMENTS

Fareham Borough Council Emerging Local Plan

- 13.1 It is understood that Fareham Borough Council is currently preparing its draft Local Plan 2036. However, it is understood that there has been delays in the process. This is because there are currently uncertainties in establishing both the quantum and distribution of this new development in light of the changes to local housing need assessment and housing land supply described in more detail below.
- 13.2 The housing delivery target contained within current Fareham's Core Strategy 2011-2026 is based on the old 'Objectively Assessed Need' ('OAN') methodology and sets a housing target of 3,729 over the plan period, which equates to 187 dwellings per annum.
- 13.3 The emerging draft Local Plan, published for consultation in winter 2017, sets a housing target of over the plan period, or 452 dwellings per annum to be delivered in a stepped approach.
- 13.4 However, the publication of the revised NPPF in July 2018 introduced the requirement for local authorities to employ the 'Standard Methodology' in establishing housing need, with a further revision on 19th February 2019 and the supporting Planning Practice Guidance confirming that local authorities should employ the 2014 housing projections in this method. This results in a minimum housing target of 540 dwellings per annum for Fareham.
- 13.5 It is therefore clear that Fareham Borough Council will need to undertake further work on the draft Local Plan to ascertain what its revised housing target will be and where additional housing allocations will be located.
- 13.6 It is not known whether the allocations currently contained within the draft Local Plan will necessarily be carried forward, or whether some will be deleted or revised based on a more comprehensive review of the overall spatial strategy. This is particularly pertinent in respect of proposed schemes which are likely to have an impact on this development, including the allocation known as HA2 on the immediate east of the Newgate Lane relief road.

- 13.7 Notwithstanding this, sensitivity assessments at the junctions agreed to be assessed with HCC have been carried out for an agreed sensitivity assessment year of 2036.
- 13.8 These sensitivity assessments have been carried out specifically accounted for traffic associated with a potential allocated site for 475 dwellings to the east of the Newgate Lane bypass referred to as site HA2 in the Fareham Borough Emerging Local Plan 2036.
- 13.9 The HA2 site, for which there is additional information, extracted from the Fareham Local Plan (2036) provided in **Appendix 11**, has been specifically assessed as part of sensitivity testing within this TA.

APPENDIX 11 – ‘HA2’ DRAFT LOCAL PLAN ALLOCATED SITE DETAILS

- 13.10 As set out in **Section 11**, it is considered that the draft allocated HA2 site could be developed for up to 475 dwellings. The forecast trip generation for the HA2 site has been estimated based on the vehicular trip rates set out in **Section 7**, which are the same trip rates used to forecast future vehicles trips associated with the development site.
- 13.11 The distribution of HA2 traffic has been assigned onto the local highway network using the same distribution methodology as for the development site identified in **Paragraph 11.13**.
- 13.12 Noting the uncertainties in the Fareham Borough Council Local Plan process in terms of both the quantum and location of any allocations, all other potential allocated sites have been accounted for using TEMPRO growth rates.
- 13.13 We have reviewed potential adjustments to the growth rates to account for double counting the HA2 site. However, as our calculations show that this could leads to a decrease in base traffic flows on the highway network. This is not likely to occur in reality and as such the 2036 growth rates have not been adjusted in this instance.
- 9.23 The 2036 traffic flow calculations are shown on the traffic flow diagrams included at **Appendix 12**. These are:

- i) 2036 Base DS1 and DS2, AM & PM – Not accounting for HA2
- ii) 2036 Base DS1 and DS2, AM & PM with Development – Not accounting for HA2
- iii) 2036 Base DS1 and DS2, AM & PM – Accounting for HA2
- iv) 2036 Base DS1 and DS2, AM & PM with Development – Accounting for HA2

APPENDIX 12 – 2036 TRAFFIC FLOW DIAGRAMS

Proposed Junction Improvement Options to the Newgate Lane / Old Newgate Lane

13.14 The results included at **Appendix 13** show that both the potential options in the form of prohibiting right turn vehicles egressing the minor arm or a signalised junction arrangement at the Newgate Lane relief road / Old Newgate Lane junction will operate efficiently for an assessed year of 2036.

APPENDIX 13 – 2036 MODELLING OUTPUTS

Newgate Lane / Old Newgate Lane / HA2 Site Access Roundabout

13.15 It is considered that the draft allocated HA2 could be accessed via a new four-arm priority roundabout with Newgate Lane and the NLSRR. The geometries for the roundabout have been taken from the indicative layout that Pegasus Group have prepared as described in **Section 10** and as shown in **Figure 12**.

Table 13.1 – Newgate Lane Prospective Roundabout ARCADY Results

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2036 DS1 ALL DEV						
Arm 1	32.4	59.15	1.00	1.7	5.12	0.63
Arm 2	0.6	15.14	0.37	0.2	5.12	0.14
Arm 3	1.6	5.58	0.62	26.3	57.11	0.99
Arm 4	0.3	5.00	0.23	0.6	10.56	0.38
2036 DS2 ALL DEV						
Arm 1	27.6	51.61	0.99	1.5	4.78	0.61
Arm 2	0.6	15.18	0.39	0.2	4.88	0.14
Arm 3	0.8	3.76	0.43	1.7	5.67	0.63
Arm 4	0.2	3.93	0.19	0.3	5.01	0.23

13.16 **Table 13.1** shows that a roundabout junction that could serve the draft allocated HA2 site, is forecast to operate efficiently, however it is expected to be close to capacity for the DS1 scenario at a design year of 2036.

13.17 The modelling reports are included at **Appendix 13**.

Newgate Lane / Longfield Avenue / Davis Way Roundabout

13.18 The results included at **Appendix 13** show that Longfield Avenue roundabout is forecast to continue to operate efficiently for all scenarios assessed.

Peel Common Roundabout

13.19 The modelling reports for the operation of the Peel Common Roundabout for an assessed year of 2036 are included at **Appendix 13**.

13.20 In summary, these show that the junction is forecast to operate within capacity for all scenarios assessed

HMS Collingwood Signal Junction and Speedfields Park Roundabout Junction

13.21 The modelling reports for the operation of the HMS Collingwood Signal Junction and the Speedfields Park Roundabout for an assessed year of 2036 are included at **Appendix 13**.

13.22 In summary, these show that the junction is forecast to operate within capacity for all scenarios assessed.

14. POLICY CONSIDERATIONS AND CONCLUSIONS

14.1 Relevant transportation policies are set out in the following documents:

- i. National Planning Policy Framework (2018)
- ii. National Planning Practice Guidance (2014)
- iii. Hampshire County Council Transport Contributions Policy (2007)
- iv. Hampshire Local Transport Plan 2011-2031 (2011)
- v. Fareham Draft Local Plan 2036
- vi. Fareham Local Development Framework Core Strategy (2011)
- vii. Residential Car & Cycle Parking Standards Supplementary Planning Document (2009)

14.2 The main thrust of recent national and local policy guidance is to:

- i. Make effective and efficient use of land
- ii. Locate developments where employment opportunities are accessible by public transport, walking and cycling;
- iii. Reduce car dependency;
- iv. Make walking and cycling trips easier; and
- v. Encouraging public transport trips

The Sustainability of the Development Proposals

14.3 In transport terms, it is still considered that the thrust of the NPPF is to make the fullest use of public transport, walking and cycling and when making planning decisions ensuring the opportunities for sustainable transport modes have been taken up; to locate and design developments to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; ensuring a safe and suitable access to the site can be achieved for all people; that developments should be safe and accessible containing clear legible pedestrian routes; and that development should only be refused on transport grounds where the residual cumulative impacts are severe.

Conclusions

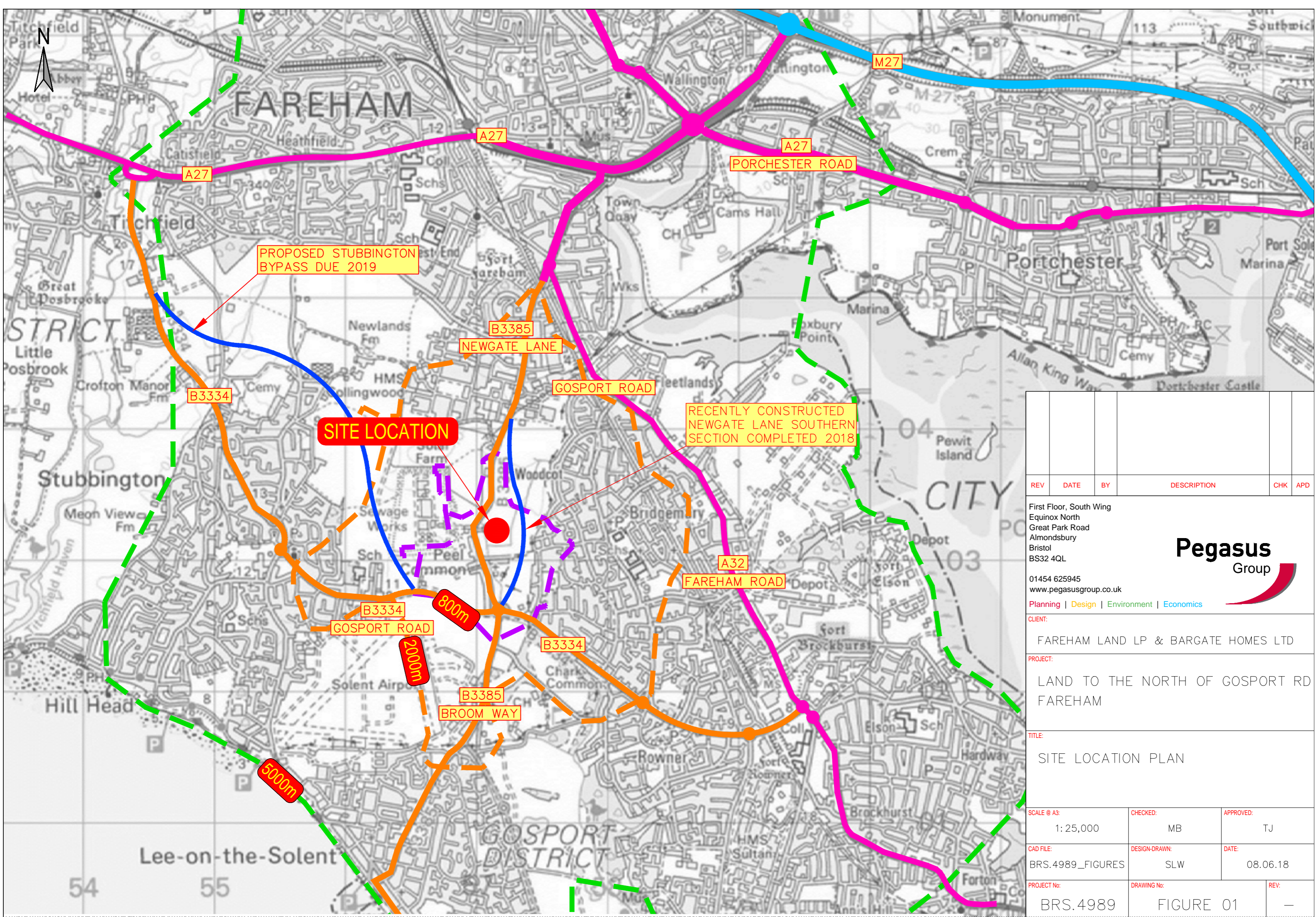
- 14.4 This TA demonstrates that safe and appropriate access arrangements in the form of priority 'T' junctions at Newgate Lane (historic alignment) can be provided for both the site subject to this planning application and the adjacent site to the south. This TA confirms that the achievable visibility splays can be provided in accordance with the recorded vehicle speeds and within land controlled by the applicants and / or the existing adopted highway extents.
- 14.5 This TA concludes that site is accessibly located and provides the opportunity for future residents to walk, cycle and use public transport as genuine alternatives to single occupancy car travel. This TA has reviewed the appropriateness of the local pedestrian and cycle networks to the north, east, west and south of the application site, including for the uncontrolled pedestrian refuge island on the Newgate Lane Bypass that facilitates a connection between Woodcote Lane and Brookers Lane. This TA concludes that the existing pedestrian and cycle infrastructure is generally of a very good standard providing suitable links and crossing facilities both uncontrolled and controlled to all of the nearby amenities and facilities.
- 14.6 With consideration to the uncontrolled pedestrian refuge island on Newgate Lane, this TA concludes that the crossing is currently operating safely and appropriately for the levels of pedestrian movements. It is anticipated that the additional pedestrian movements as part of the proposed development will also be very low. The majority of pedestrians associated with the development proposals are expected to travel to the north or west of the site. Therefore, the operation of the uncontrolled pedestrian crossing is not expected to materially change with the development proposals. The applicant is willing to consider a reasonable financial contribution towards appropriate lighting at the pedestrian crossing, subject to its impact not having an adverse impact on other planning issues, mainly ecology.
- 14.7 The junction modelling assessments for the Newgate Lane / Old Newgate Lane right turn ghost island T junction do show that delay for vehicles seeking to turn right out of the junction will increase significantly with the additional traffic associated with 200 dwellings with and without the Stubbington Bypass, although the results show that the junction does operate more efficiently when the Stubbington Bypass is in place. It is therefore necessary to consider improvements at the junction to mitigate the scheme.

- 14.8 An assessment of four potential junction improvement options at the Newgate Lane / Old Newgate Lane junction has been carried that considers the impact of through flow of traffic on the Newgate Lane relief road, delay for vehicles seeking to exit the minor arm and highway safety. At this stage, it is considered that there are two potential options in the form of prohibiting right turn vehicles egressing the minor arm or a signalised junction arrangement. Further discussions are sought with highway officers at HCC to agree the optimum solution with consideration to the impact of the scheme and the strategic objectives of the Newgate Lane Relief Road.
- 14.9 This TA concludes that the cumulative impact of 200 dwellings will not have a material impact on the operation of the other junctions assessed within the scope of this TA for a design year of 2024. The junctions assessed are forecast to continue to operate efficiently.

15. CONCLUSIONS

- 15.1 This TA demonstrates that in the context of paragraphs 108 and 109 of the NPPF 2019, the location of the site enables appropriate opportunities to promote sustainable transport modes as genuine alternative to single occupancy car travel; that safe and suitable access to the site can be achieved for all users and that the cumulative impact of 200 dwellings for the design year of 2024 will not have a material impact on the operation and safety of the existing and possible future local highway, pedestrian and cycle networks. This is subject to the provision of an agreed highway improvement scheme at the Newgate Lane Relief Road / Old Newgate Lane junction.
- 15.2 This TA also concludes that the impact of 200 dwellings on the operation existing and possible future highway networks for a design year of 2036 will not prejudice any future allocations coming forward.
- 15.3 It is therefore considered that there are no valid highway or transport reasons to object to the development proposals for 75 dwellings.

FIGURE 1
SITE LOCATION PLAN



REV	DATE	BY	DESCRIPTION	CHK	APD

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PROJECT:
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 FAREHAM

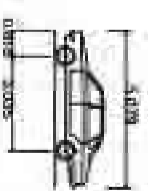
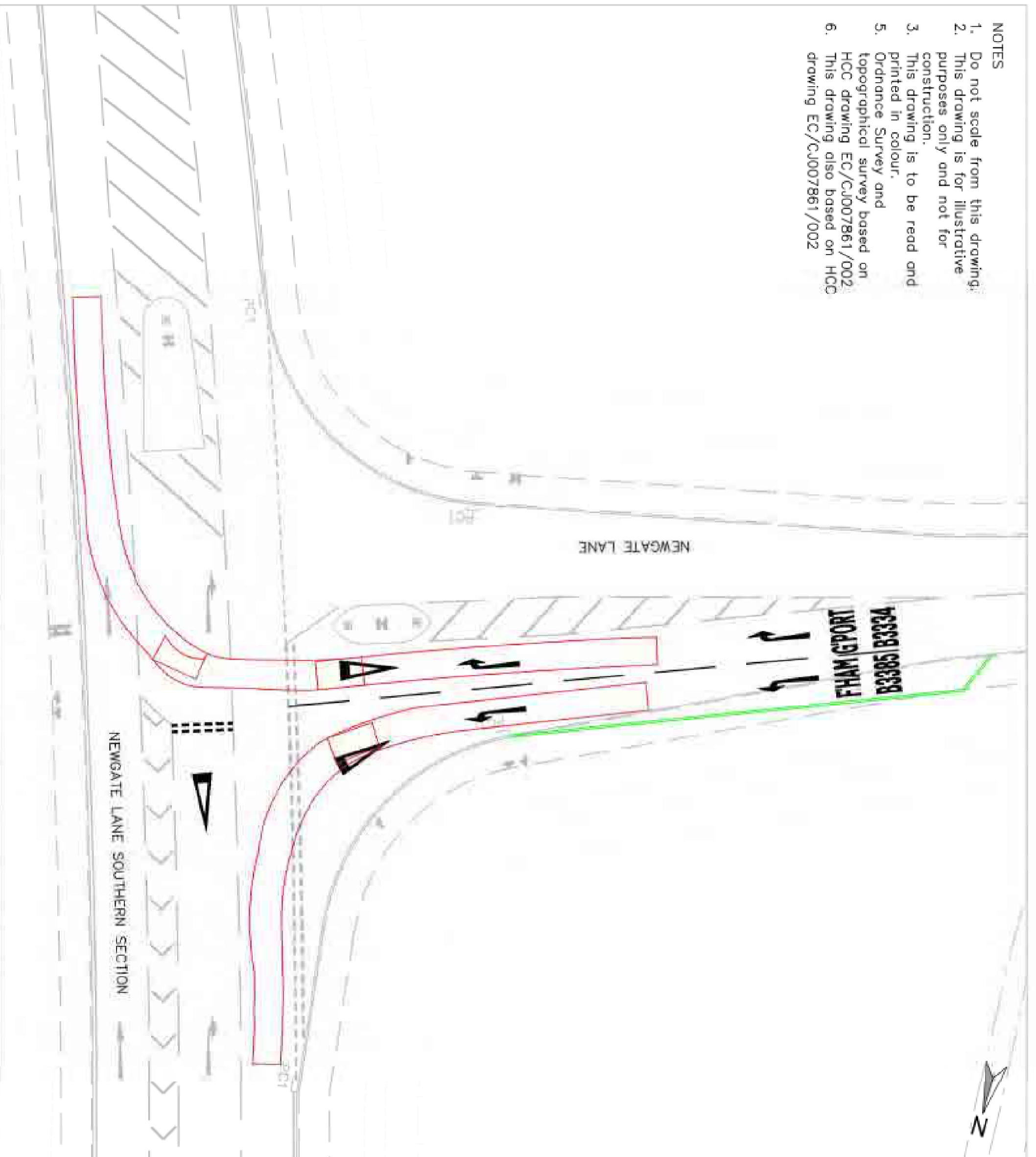
TITLE:
 SITE LOCATION PLAN

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CAD FILE: BRS.4989_FIGURES	DESIGN-DRAWN: SLW	DATE: 08.06.18
PROJECT No: BRS.4989	DRAWING No: FIGURE 01	REV: —

FIGURE 2

NLSRR / NEWGATE LANE JUNCTION PLAN

- NOTES**
1. Do not scale from this drawing.
 2. This drawing is for illustrative purposes only and not for construction.
 3. This drawing is to be read and printed in colour.
 5. Ordnance Survey and topographical survey based on HCC drawing EC/CJ007861/002.
 6. This drawing also based on HCC drawing EC/CJ007861/002



Large Car (2006)
 Overall Length 5.07m
 Overall Width 1.87m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.210m
 Max Body Width 1.631m
 Max Track Width 1.508m
 Lock to Lock Turning Radius 5.900m
 Kerb to Kerb Turning Radius

LARGE CAR VEHICLE PROFILE

REV	DATE	BY	DESCRIPTION	CHK	APP
A	22/02/19	MB	MS PLANE LINE ADDED WITH ASSOCIATED WORKS	MB	M

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PROJECT
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 FAREHAM

TITLE
 NLSRR/NEWGATE LANE
 JUNCTION PLAN

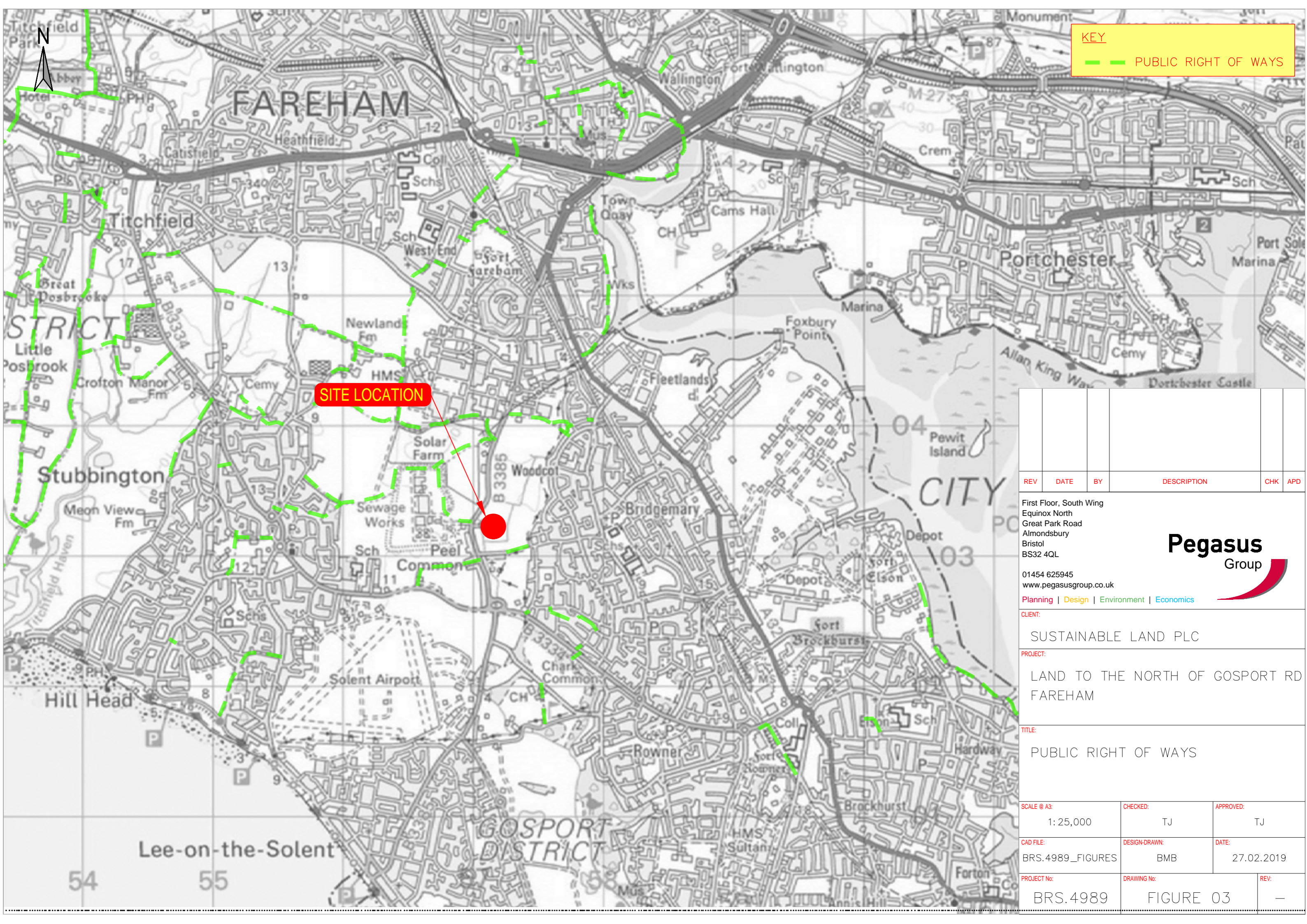
SCALE	DATE	BY	APP
1:250	MB	TJ	

DATE
 BRS.4989 FIGURE 2
SCALE
 S.W
DATE
 08.06.18

PROJECT
 BRS.4989
FIGURE
 FIGURE 2
APP
 A

FIGURE 3

PEDESTRIAN AND CYCLING ROUTES AND INFRASTRUCTURE



KEY

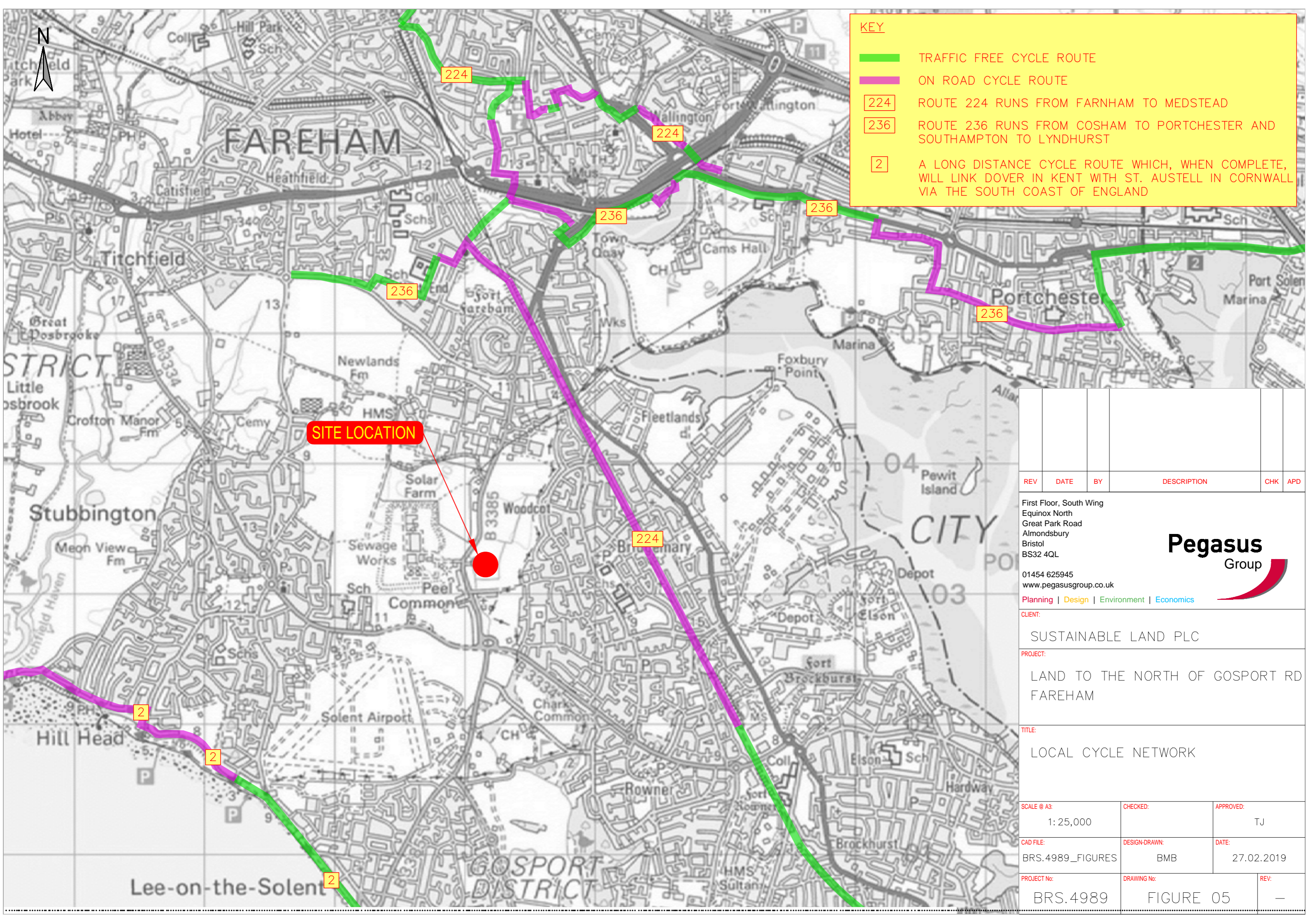
— PUBLIC RIGHT OF WAYS

SITE LOCATION

REV	DATE	BY	DESCRIPTION	CHK	APD
<p>First Floor, South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL</p> <p>Pegasus Group</p> <p>01454 625945 www.pegasusgroup.co.uk</p> <p>Planning Design Environment Economics</p>					
<p>CLIENT: SUSTAINABLE LAND PLC</p>					
<p>PROJECT: LAND TO THE NORTH OF GOSPORT RD FAREHAM</p>					
<p>TITLE: PUBLIC RIGHT OF WAYS</p>					
<p>SCALE @ A3: 1: 25,000</p>			<p>CHECKED: TJ</p>	<p>APPROVED: TJ</p>	
<p>CAD FILE: BRS.4989_FIGURES</p>		<p>DESIGN-DRAWN: BMB</p>	<p>DATE: 27.02.2019</p>		
<p>PROJECT No: BRS.4989</p>			<p>DRAWING No: FIGURE 03</p>	<p>REV: —</p>	

FIGURE 4

EXISTING NLSRR PEDESTRIAN CROSSING VISIBILITY SPLAYS



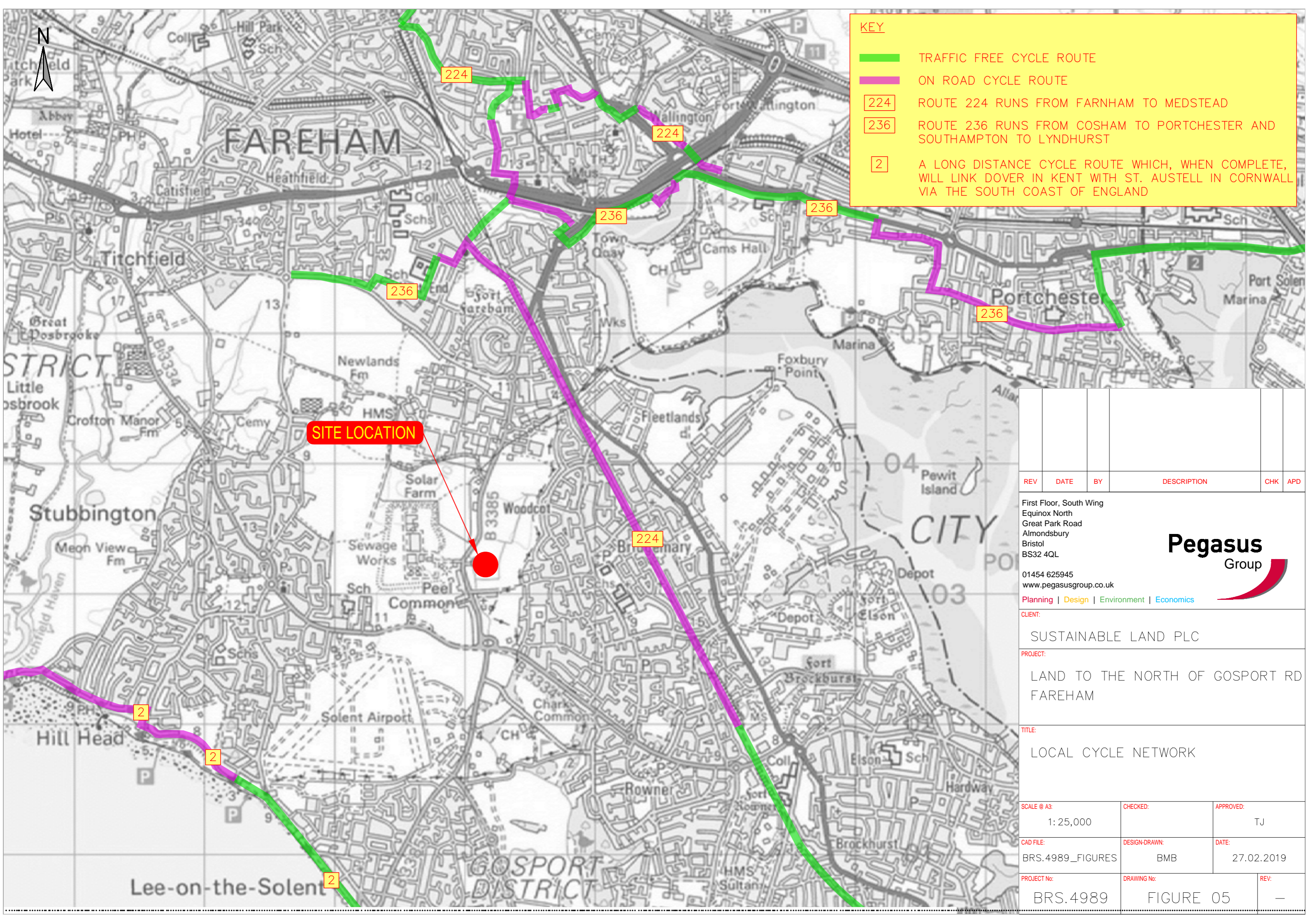
KEY

- █ TRAFFIC FREE CYCLE ROUTE
- █ ON ROAD CYCLE ROUTE
- 224 ROUTE 224 RUNS FROM FARNHAM TO MEDSTEAD
- 236 ROUTE 236 RUNS FROM COSHAM TO PORTCHESTER AND SOUTHAMPTON TO LYNDHURST
- 2 A LONG DISTANCE CYCLE ROUTE WHICH, WHEN COMPLETE, WILL LINK DOVER IN KENT WITH ST. AUSTELL IN CORNWALL VIA THE SOUTH COAST OF ENGLAND

SITE LOCATION

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<p>First Floor, South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL</p> <p>Pegasus Group</p> <p>01454 625945 www.pegasusgroup.co.uk</p> <p>Planning Design Environment Economics</p>					
<p>CLIENT: SUSTAINABLE LAND PLC</p>					
<p>PROJECT: LAND TO THE NORTH OF GOSPORT RD FAREHAM</p>					
<p>TITLE: LOCAL CYCLE NETWORK</p>					
<p>SCALE @ A3: 1: 25,000</p>			<p>CHECKED:</p>		<p>APPROVED: TJ</p>
<p>CAD FILE: BRS.4989_FIGURES</p>		<p>DESIGN-DRAWN: BMB</p>		<p>DATE: 27.02.2019</p>	
<p>PROJECT No: BRS.4989</p>			<p>DRAWING No: FIGURE 05</p>		<p>REV: —</p>

FIGURE 5
LOCAL CYCLE NETWORK



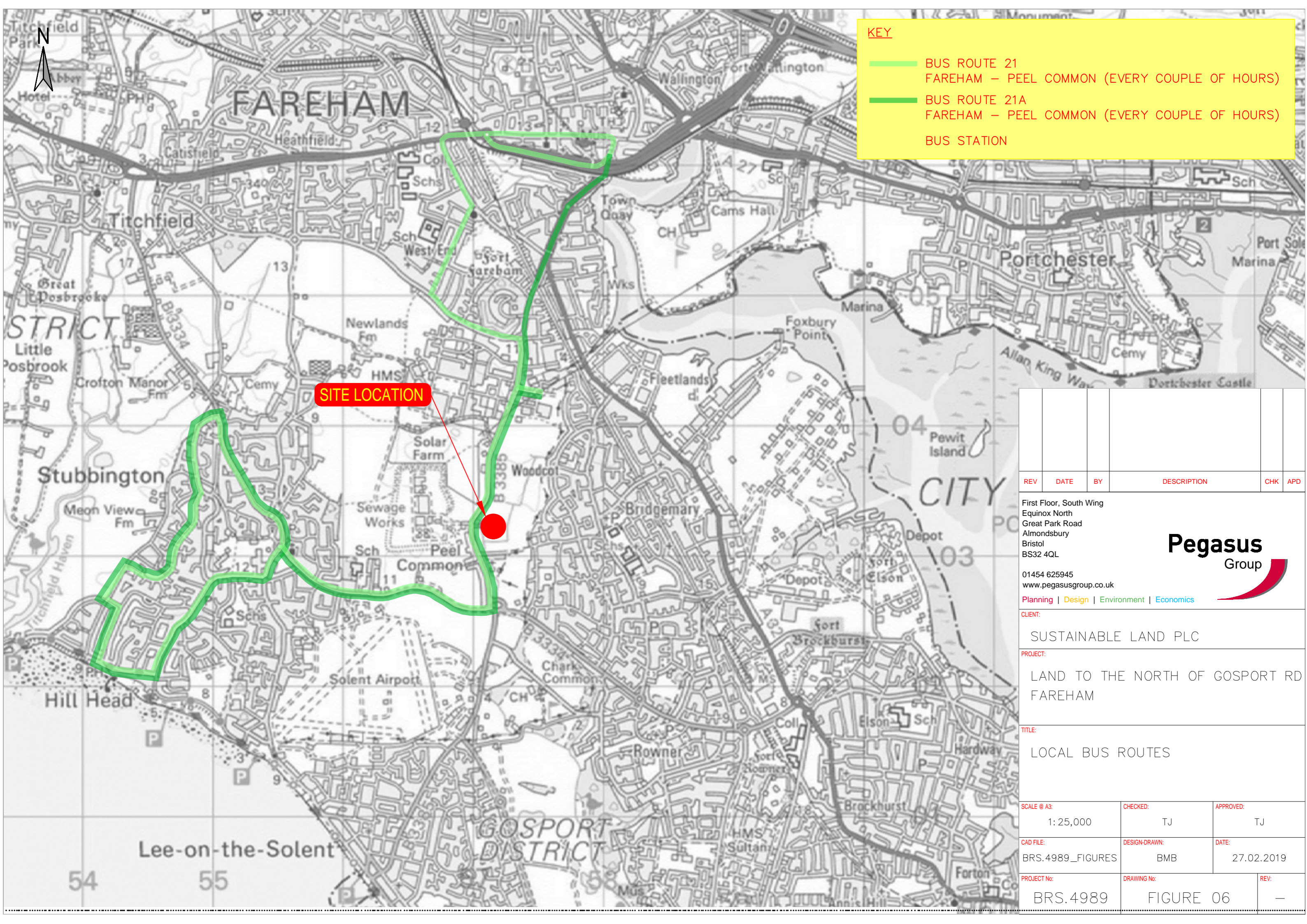
KEY

- TRAFFIC FREE CYCLE ROUTE
- ON ROAD CYCLE ROUTE
- 224 ROUTE 224 RUNS FROM FARNHAM TO MEDSTEAD
- 236 ROUTE 236 RUNS FROM COSHAM TO PORTCHESTER AND SOUTHAMPTON TO LYNDHURST
- 2 A LONG DISTANCE CYCLE ROUTE WHICH, WHEN COMPLETE, WILL LINK DOVER IN KENT WITH ST. AUSTELL IN CORNWALL VIA THE SOUTH COAST OF ENGLAND

SITE LOCATION

REV	DATE	BY	DESCRIPTION	CHK	APD
<p>First Floor, South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL</p> <p style="text-align: right;">Pegasus Group</p> <p>01454 625945 www.pegasusgroup.co.uk</p> <p style="text-align: center;">Planning Design Environment Economics</p>					
<p>CLIENT:</p> <p>SUSTAINABLE LAND PLC</p>					
<p>PROJECT:</p> <p>LAND TO THE NORTH OF GOSPORT RD FAREHAM</p>					
<p>TITLE:</p> <p>LOCAL CYCLE NETWORK</p>					
<p>SCALE @ A3:</p> <p>1: 25,000</p>			<p>CHECKED:</p> <p> </p>		<p>APPROVED:</p> <p>TJ</p>
<p>CAD FILE:</p> <p>BRS.4989_FIGURES</p>		<p>DESIGN-DRAWN:</p> <p>BMB</p>		<p>DATE:</p> <p>27.02.2019</p>	
<p>PROJECT No:</p> <p>BRS.4989</p>			<p>DRAWING No:</p> <p>FIGURE 05</p>		<p>REV:</p> <p>—</p>

FIGURE 6
LOCAL BUS ROUTES



KEY

- BUS ROUTE 21
FAREHAM – PEEL COMMON (EVERY COUPLE OF HOURS)
- BUS ROUTE 21A
FAREHAM – PEEL COMMON (EVERY COUPLE OF HOURS)
- BUS STATION

SITE LOCATION

REV	DATE	BY	DESCRIPTION	CHK	APD

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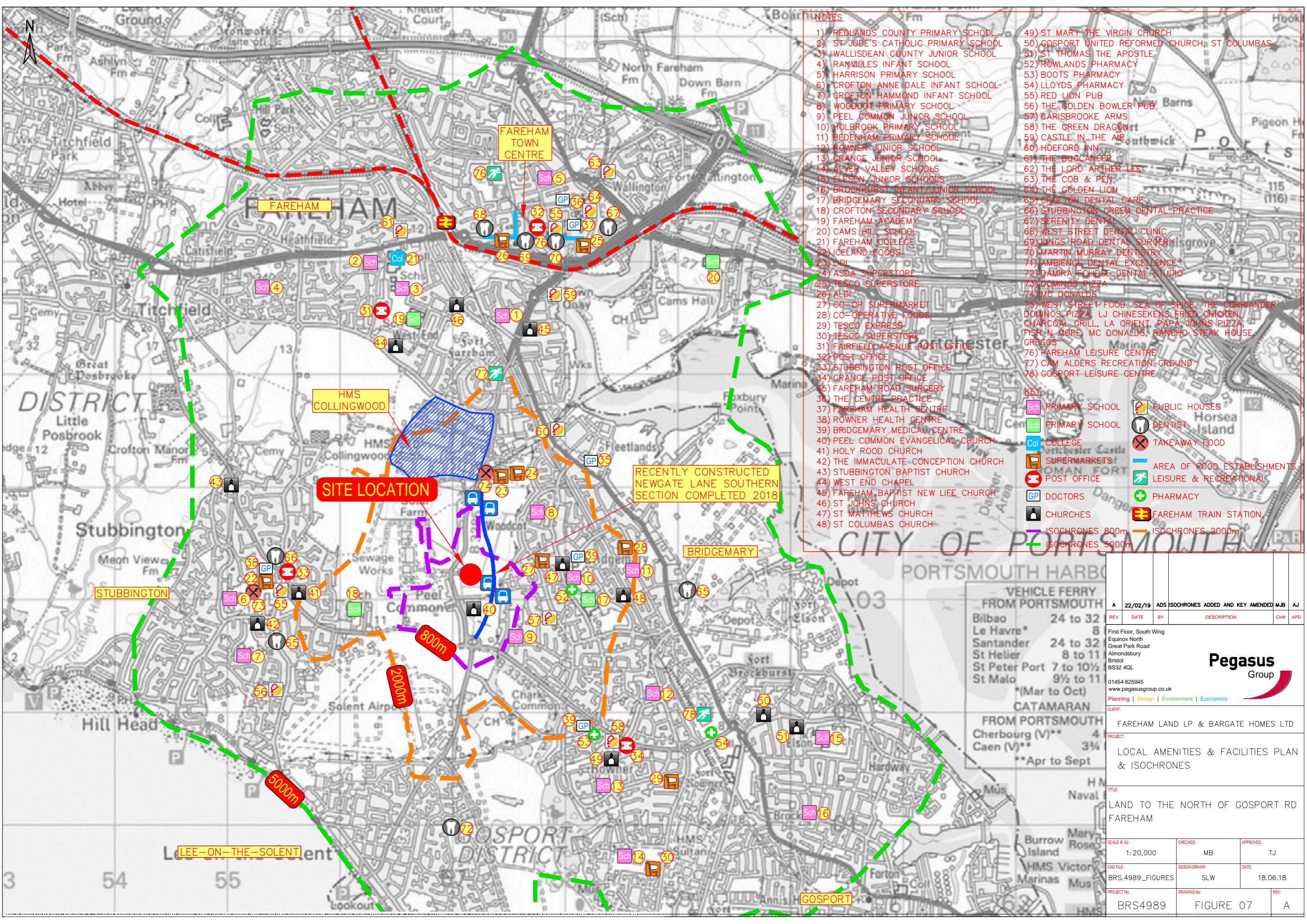
PROJECT:
LAND TO THE NORTH OF GOSPORT RD
FAREHAM

TITLE:
LOCAL BUS ROUTES

SCALE @ A3: 1: 25,000	CHECKED: TJ	APPROVED: TJ
CAD FILE: BRS.4989_FIGURES	DESIGN-DRAWN: BMB	DATE: 27.02.2019
PROJECT No: BRS.4989	DRAWING No: FIGURE 06	REV: —

FIGURE 7

ISOCHRONE AND LOCAL FACILITIES PLAN



- NOTES**
- 1) REDLANDS COUNTY PRIMARY SCHOOL
 - 2) ST JUDE'S CATHOLIC PRIMARY SCHOOL
 - 3) WALLISDEAN COUNTY JUNIOR SCHOOL
 - 4) RANVILLES INFANT SCHOOL
 - 5) HARRISON PRIMARY SCHOOL
 - 6) CROFTON ANNE DALE INFANT SCHOOL
 - 7) CROFTON HAMMOND INFANT SCHOOL
 - 8) WOODCOT PRIMARY SCHOOL
 - 9) PEEL COMMON JUNIOR SCHOOL
 - 10) HOLBROOK PRIMARY SCHOOL
 - 11) BEDENHAM PRIMARY SCHOOL
 - 12) ROWNER JUNIOR SCHOOL
 - 13) GRANGE JUNIOR SCHOOL
 - 14) ALVER VALLEY SCHOOLS
 - 15) ELESON/JUNIOR SCHOOLS
 - 16) BROCKHURST INFANT/JUNIOR SCHOOL
 - 17) BRIDGEMARY SECONDARY SCHOOL
 - 18) CROFTON SECONDARY SCHOOL
 - 19) FAREHAM ACADEMY
 - 20) CAMS HILL SCHOOL
 - 21) FAREHAM COLLEGE
 - 22) ICELAND FOODS
 - 23) LIDL
 - 24) ASDA SUPERSTORE
 - 25) TESCO SUPERSTORE
 - 26) ALDI
 - 27) CO-OP SUPERMARKET
 - 28) CO-OPERATIVE FOODS
 - 29) TESCO EXPRESS
 - 30) TESCO SUPERSTORE
 - 31) FAIRFIELD AVENUE POST OFFICE
 - 32) POST OFFICE
 - 33) STUBBINGTON POST OFFICE
 - 34) GRANGE POST OFFICE
 - 35) FAREHAM ROAD SURGERY
 - 36) THE CENTRE PRACTICE
 - 37) FAREHAM HEALTH CENTRE
 - 38) ROWNER HEALTH CENTRE
 - 39) BRIDGEMARY MEDICAL CENTRE
 - 40) PEEL COMMON EVANGELICAL CHURCH
 - 41) HOLY ROOD CHURCH
 - 42) THE IMMACULATE CONCEPTION CHURCH
 - 43) STUBBINGTON BAPTIST CHURCH
 - 44) WEST END CHAPEL
 - 45) FAREHAM BAPTIST NEW LIFE CHURCH
 - 46) ST JOHN'S CHURCH
 - 47) ST MATTHEWS CHURCH
 - 48) ST COLUMBAS CHURCH
 - 49) ST MARY THE VIRGIN CHURCH
 - 50) GOSPORT UNITED REFORMED CHURCH, ST COLUMBAS
 - 51) ST THOMAS THE APOSTLE
 - 52) ROWLANDS PHARMACY
 - 53) BOOTS PHARMACY
 - 54) LLOYDS PHARMACY
 - 55) RED LION PUB
 - 56) THE GOLDEN BOWLER PUB
 - 57) CARISBROOKE ARMS
 - 58) THE GREEN DRAGON
 - 59) CASTLE IN THE AIR
 - 60) HOEFORD INN
 - 61) THE BUCCANEER
 - 62) THE LORD ARTHUR LEE
 - 63) THE COB & PEN
 - 64) THE GOLDEN LION
 - 65) CROFTON DENTAL CARE
 - 66) STUBBINGTON GREEN DENTAL PRACTICE
 - 67) SERENITY DENTAL
 - 68) WEST STREET DENTAL CLINIC
 - 69) KINGS ROAD DENTAL SURGERY
 - 70) MARTIN MURRAY DENTISTRY
 - 71) AMBIENCE DENTAL EXCELLENCE
 - 72) DAMIRA ECLIPSE DENTAL STUDIO
 - 73) DOMINOS PIZZA
 - 74) MC DONALDS
 - 75) WEST STREET FOOD: SEA OF SPICE, THE CORRIANDER, DOMINOS PIZZA, LJ CHINESEKENS FRIED CHICKEN, CHARCOAL GRILL, LA ORIENT, PAPA JOHN'S PIZZA, FISH N MORE, MC DONALDS, RANCHO STEAK HOUSE, GREGGS
 - 76) FAREHAM LEISURE CENTRE
 - 77) CAM ALDERS RECREATION GROUND
 - 78) GOSPORT LEISURE CENTRE
- KEY:**
- Sch PRIMARY SCHOOL
 - Sch PRIMARY SCHOOL
 - Col COLLEGE
 - GP DOCTORS
 - GP DOCTORS
 - CHURCHES
 - PUBLIC HOUSES
 - DENTIST
 - TAKEAWAY FOOD
 - AREA OF FOOD ESTABLISHMENTS
 - LEISURE & RECREATIONAL
 - PHARMACY
 - FAREHAM TRAIN STATION
 - ISOCHRONES 800m
 - ISOCHRONES 2000m
 - ISOCHRONES 5000m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	22/02/19	ADS	ISOCHRONES ADDED AND KEY AMENDED	MJB	AJ

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PROJECT:
 LOCAL AMENITIES & FACILITIES PLAN & ISOCHRONES

TITLE:
 LAND TO THE NORTH OF GOSPORT RD
 FAREHAM

SCALE @ A2: 1:20,000	CHECKED: MB	APPROVED: TJ
GAD FILE: BRS.4989_FIGURES	DESIGN-DRAWN: SLW	DATE: 18.06.18
PROJECT No: BRS4989	DRAWING No: FIGURE 07	REV: A

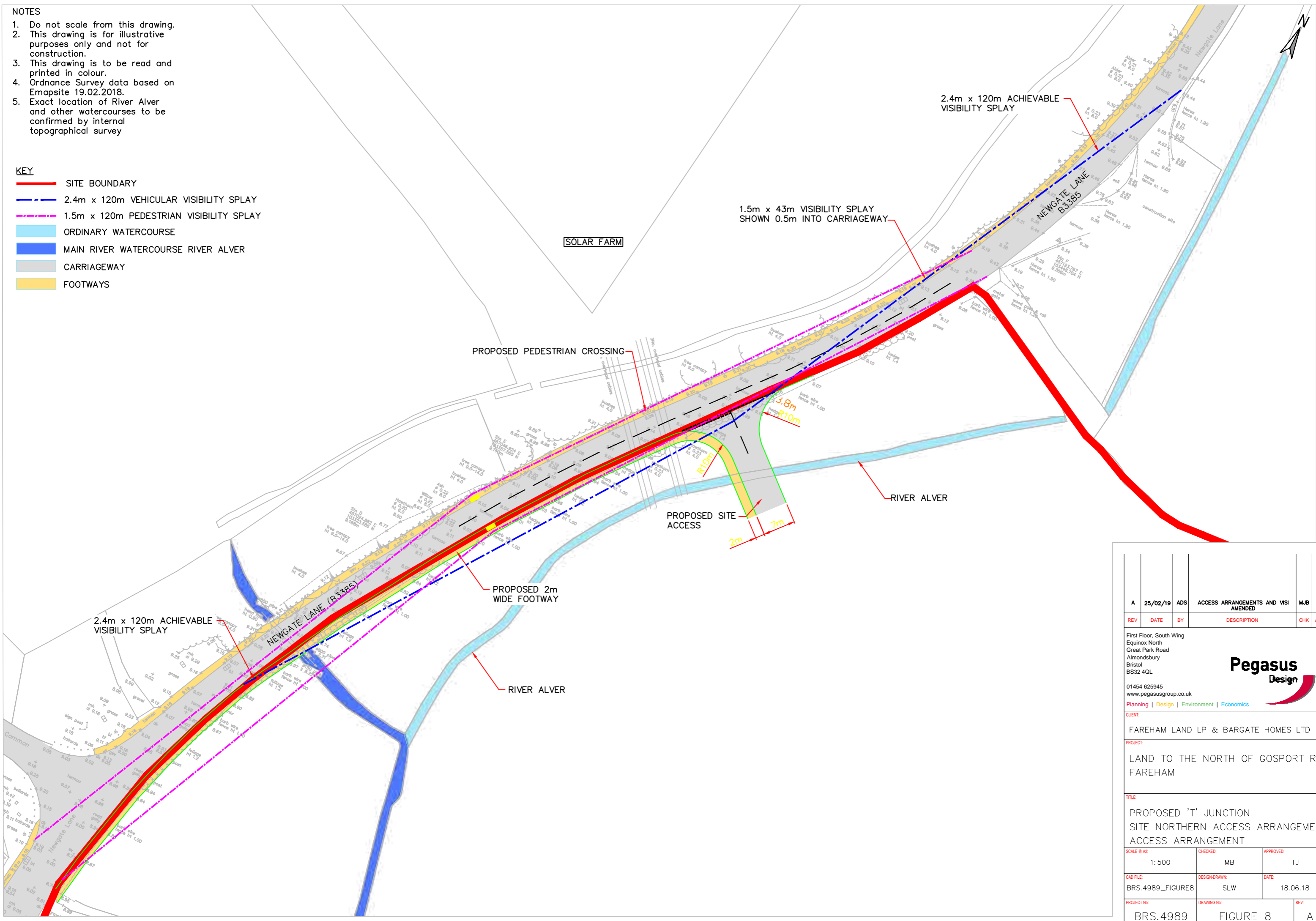
FIGURE 8
PROPOSED ACCESS ARRANGEMENT (N)

NOTES

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.
4. Ordnance Survey data based on Emapsite 19.02.2018.
5. Exact location of River Alver and other watercourses to be confirmed by internal topographical survey

KEY

- SITE BOUNDARY
- - - 2.4m x 120m VEHICULAR VISIBILITY SPLAY
- - - 1.5m x 120m PEDESTRIAN VISIBILITY SPLAY
- ORDINARY WATERCOURSE
- MAIN RIVER WATERCOURSE RIVER ALVER
- CARRIAGEWAY
- FOOTWAYS



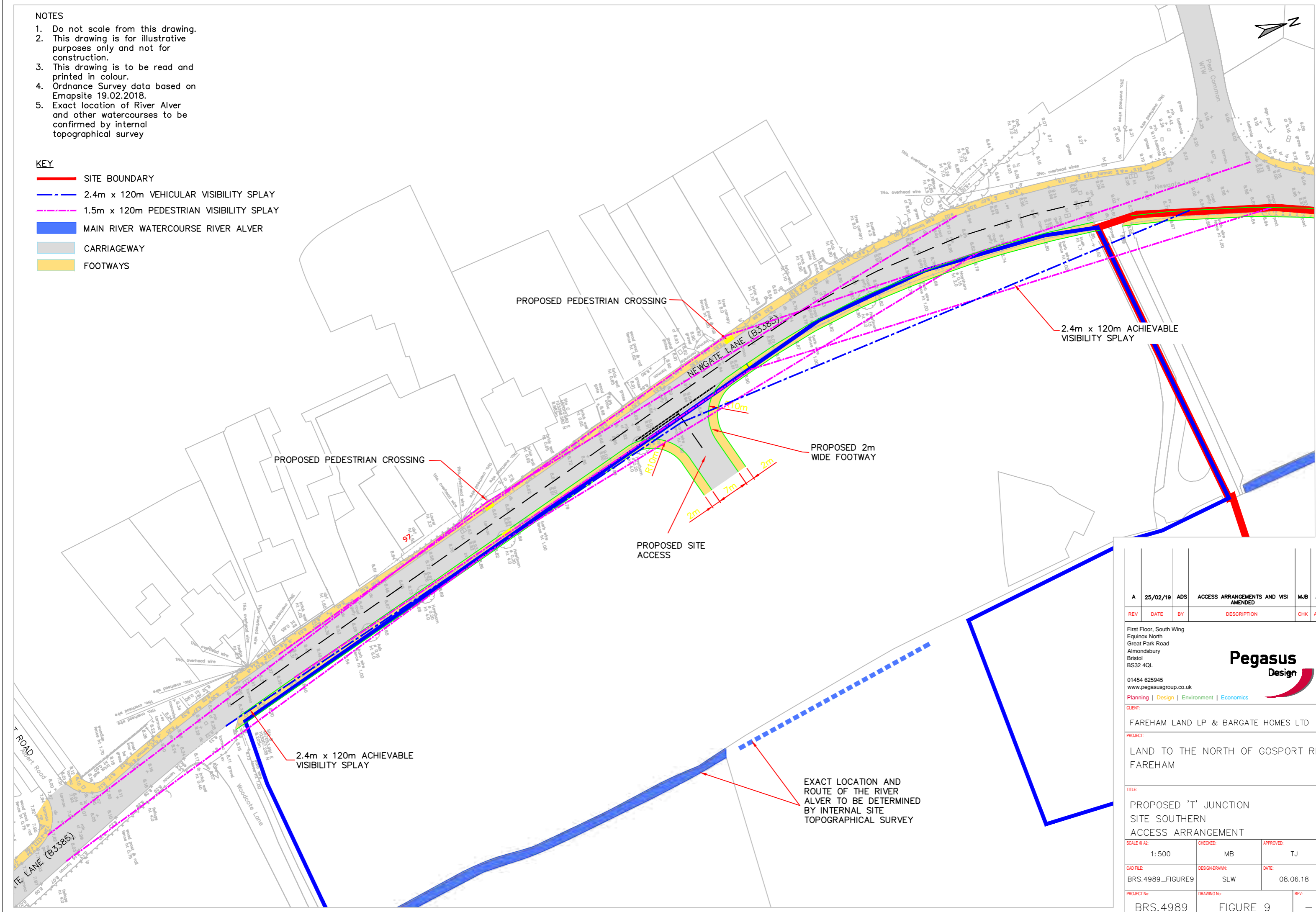
REV	DATE	BY	DESCRIPTION	CHK	APD
A	25/02/19	ADS	ACCESS ARRANGEMENTS AND VISI AMENDED	MJB	AJ

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CLIENT: FAREHAM LAND LP & BARGATE HOMES LTD		
PROJECT: LAND TO THE NORTH OF GOSPORT RD FAREHAM		
TITLE: PROPOSED 'T' JUNCTION SITE NORTHERN ACCESS ARRANGEMENT ACCESS ARRANGEMENT		
SCALE @ A2:	CHECKED:	APPROVED:
1: 500	MB	TJ
CAD FILE:	DESIGN DRAWN:	DATE:
BRS.4989_FIGURE8	SLW	18.06.18
PROJECT No:	DRAWING No:	REV:
BRS.4989	FIGURE 8	A

FIGURE 9
PROPOSED ACCESS ARRANGEMENT (S)

- NOTES
1. Do not scale from this drawing.
 2. This drawing is for illustrative purposes only and not for construction.
 3. This drawing is to be read and printed in colour.
 4. Ordnance Survey data based on Emapsite 19.02.2018.
 5. Exact location of River Alver and other watercourses to be confirmed by internal topographical survey

- KEY
- SITE BOUNDARY
 - 2.4m x 120m VEHICULAR VISIBILITY SPLAY
 - 1.5m x 120m PEDESTRIAN VISIBILITY SPLAY
 - MAIN RIVER WATERCOURSE RIVER ALVER
 - CARRIAGEWAY
 - FOOTWAYS



REV	DATE	BY	DESCRIPTION	CHK	APP
A	25/02/19	ADS	ACCESS ARRANGEMENTS AND VISI AMENDED	MJB	AJ

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TITLE:
PROPOSED 'T' JUNCTION
SITE SOUTHERN
ACCESS ARRANGEMENT

SCALE @ A2: 1: 500	CHECKED: MB	APPROVED: TJ
CAD FILE: BRS.4989_FIGURE9	DESIGN-DRAWN: SLW	DATE: 08.06.18
PROJECT No: BRS.4989	DRAWING No: FIGURE 9	REV: -

FIGURE 10

PROPOSED ACCESS ARRANGEMENT (N & S)



FOR DETAILS OF NORTHERN
ACCESS REFER TO DRAWING
FIGURE 08

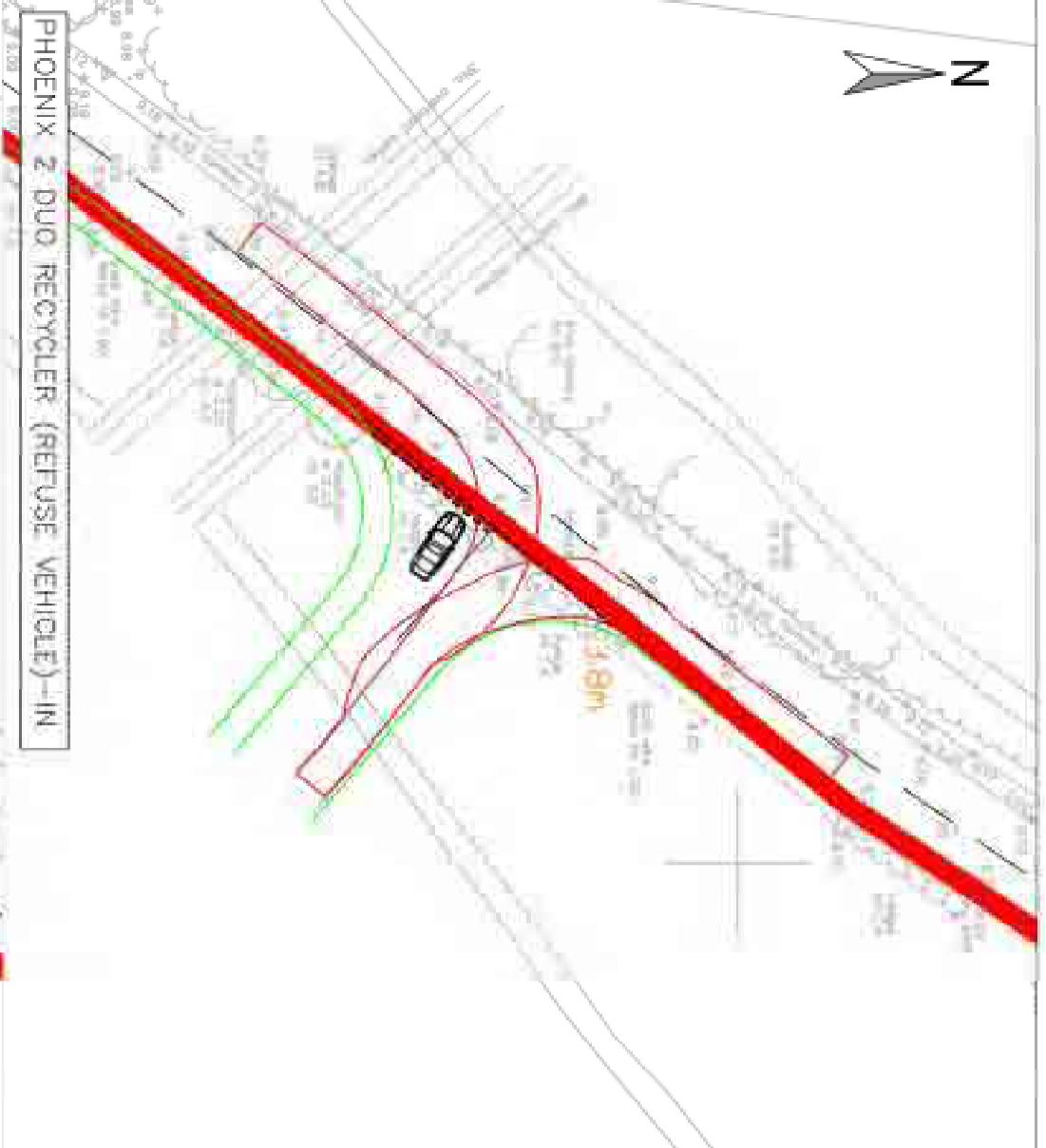
FOR DETAILS OF SOUTHERN
ACCESS REFER TO DRAWING
FIGURE 9

RECENTLY BUILT NEWGATE
SOUTHERN SECTION

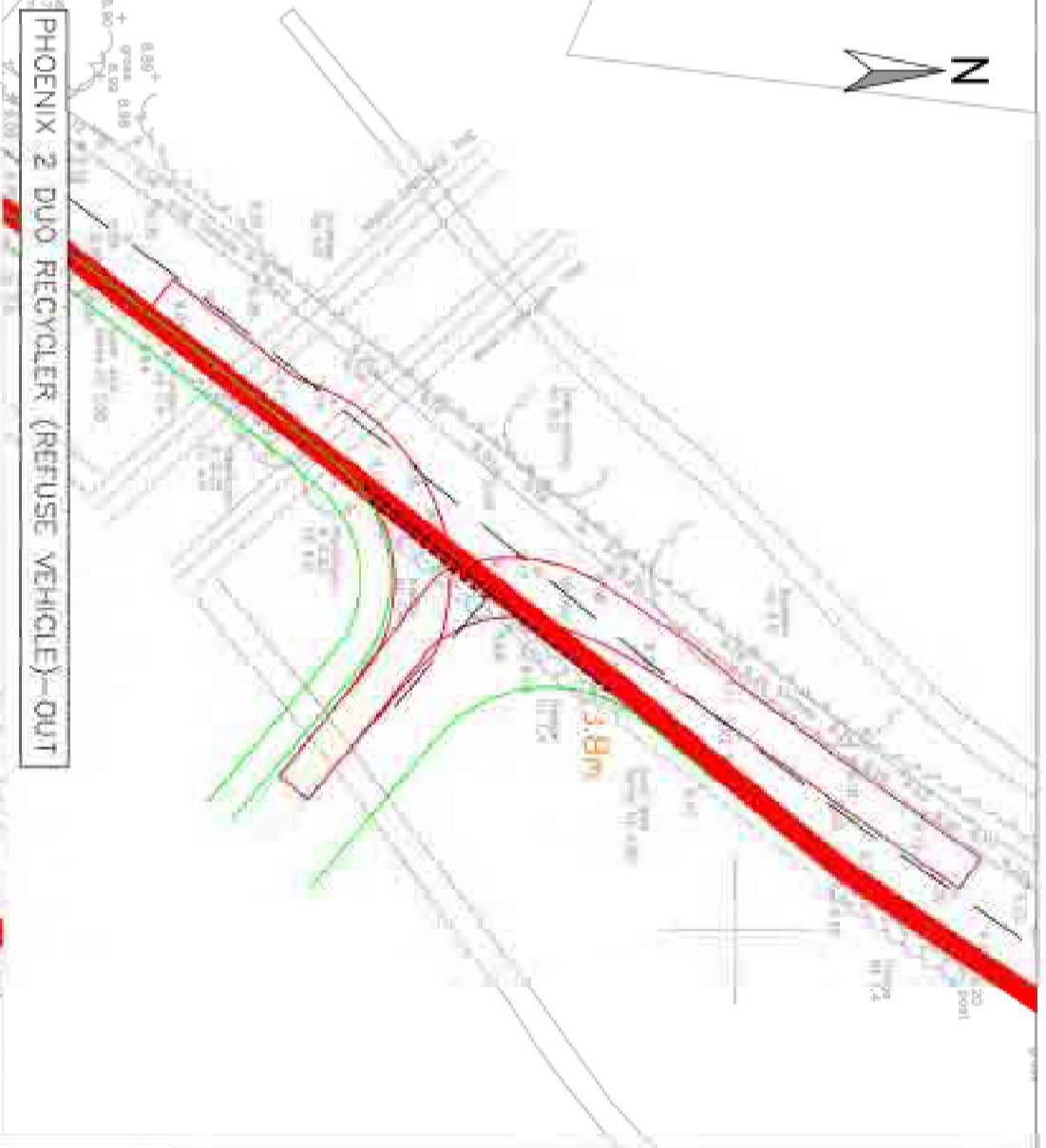
REV	DATE	BY	DESCRIPTION	CHK	APP
A	25/02/19	ADS	UPDATES TO LAYOUT AND REDLINE BOUNDARY	MJB	AJ
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PROJECT: LAND TO THE NORTH OF GOSPORT RD FAREHAM					
TITLE: PROPOSED NORTHERN AND SOUTHERN ACCESSSES					
SCALE 1:	2000	CHECKED:	MB	APPROVED:	TJ
DWG FILE:	BRS.4989_FIGURE10	DESIGNER:	SLW	DATE:	18.06.18
PROJECT NO:	BRS.4989	DRAWING NO:	FIGURE 10	REV:	A

FIGURE 11

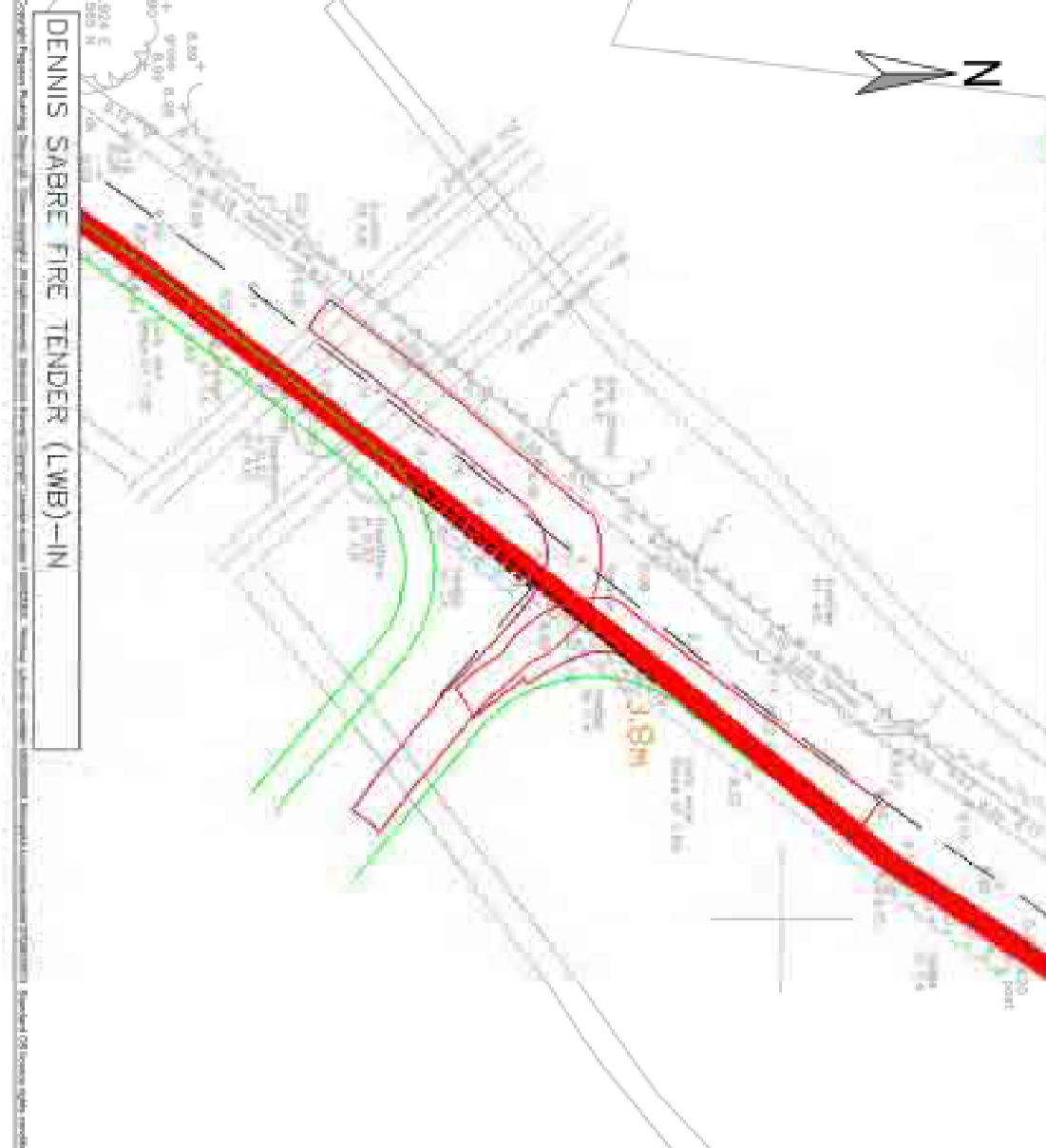
NLSRR/NEWGATE LANE JUNCTION PLAN SWEPT PATH ANALYSIS



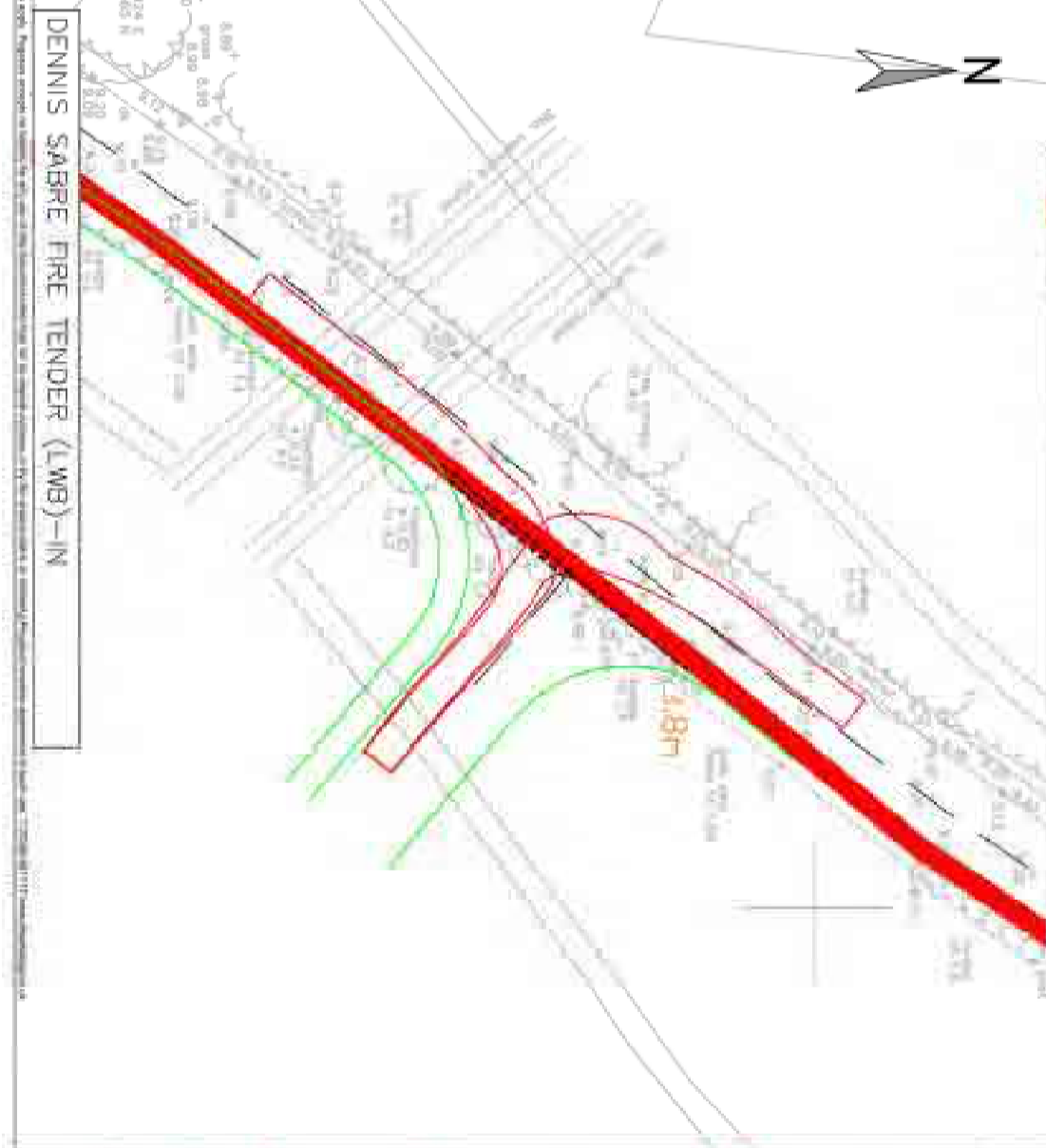
PHOENIX 2 DUO RECYCLER (REFUSE VEHICLE) - IN



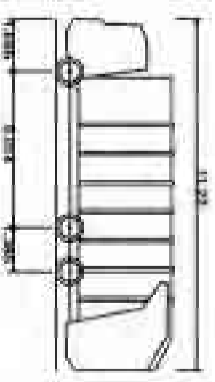
PHOENIX 2 DUO RECYCLER (REFUSE VEHICLE) - OUT



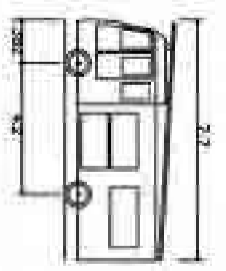
DENNIS SABRE FIRE TENDER (LWB) - IN



DENNIS SABRE FIRE TENDER (LWB) - IN



Phoenix 2 Duo Recycler
 Overall length 11.920m
 Overall width 3.150m
 Overall Body Height 2.409m
 Min Body Ground Clearance 2.409m
 Track Width 4.005m
 Lock to lock time 11.550m
 Kerb to Kerb Turning Radius



Dennis Sabre Fire Tender (LWB)
 Overall length 7.700m
 Overall width 2.400m
 Overall Body Height 2.412m
 Min Body Ground Clearance 2.405m
 Track Width 3.800m
 Lock to lock time 2.400m
 Kerb to Kerb Turning Radius

REV	DATE	BY	DESCRIPTION	CHKD	APPD

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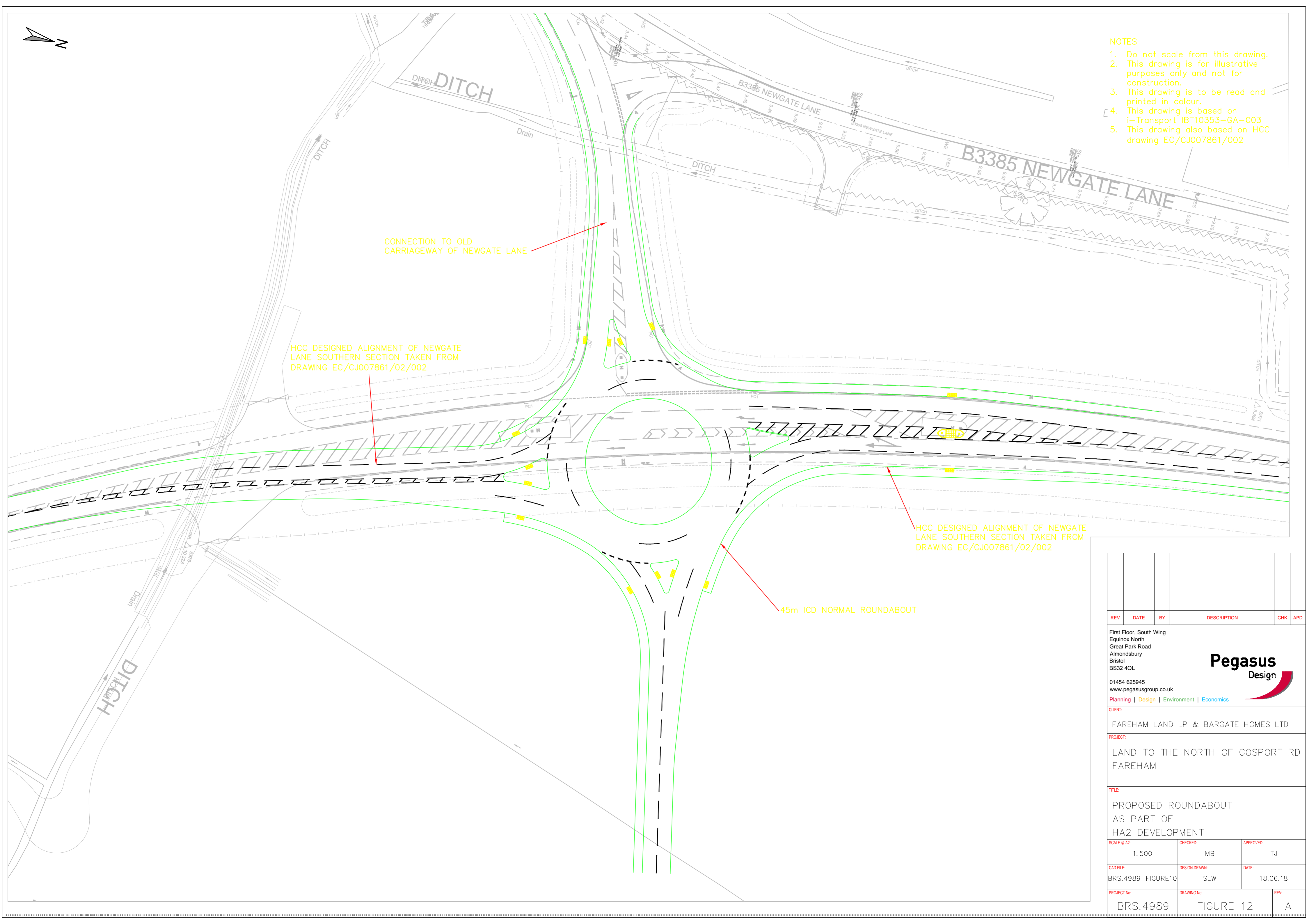
STEP	DESCRIPTION	DATE	BY	CHKD	APPD
01	PLANNING	14/05/2011			
02	CONCEPT DESIGN	14/05/2011			
03	SCHEMATIC DESIGN	14/05/2011			
04	DEVELOPMENT DESIGN	14/05/2011			
05	CONSTRUCTION DOCUMENTS	14/05/2011			

FIGURE 12

POTENTIAL ROUNDABOUT AS PART OF HA2 DEVELOPMENT



- NOTES
1. Do not scale from this drawing.
 2. This drawing is for illustrative purposes only and not for construction.
 3. This drawing is to be read and printed in colour.
 4. This drawing is based on i-Transport IBT10353-GA-003
 5. This drawing also based on HCC drawing EC/CJ007861/002



REV	DATE	BY	DESCRIPTION	CHK	APD
First Floor, South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics					
Pegasus Design			CLIENT: FAREHAM LAND LP & BARGATE HOMES LTD		
PROJECT: LAND TO THE NORTH OF GOSPORT RD FAREHAM					
TITLE: PROPOSED ROUNDABOUT AS PART OF HA2 DEVELOPMENT					
SCALE @ A2: 1: 500		CHECKED: MB		APPROVED: TJ	
CAD FILE: BRS.4989_FIGURE10		DESIGN-DRAWN: SLW		DATE: 18.06.18	
PROJECT No: BRS.4989		DRAWING No: FIGURE 12			REV: A

FIGURE 13

FORMALISED TWO-STAGE RIGHT TURN ONGL TO NLSRR

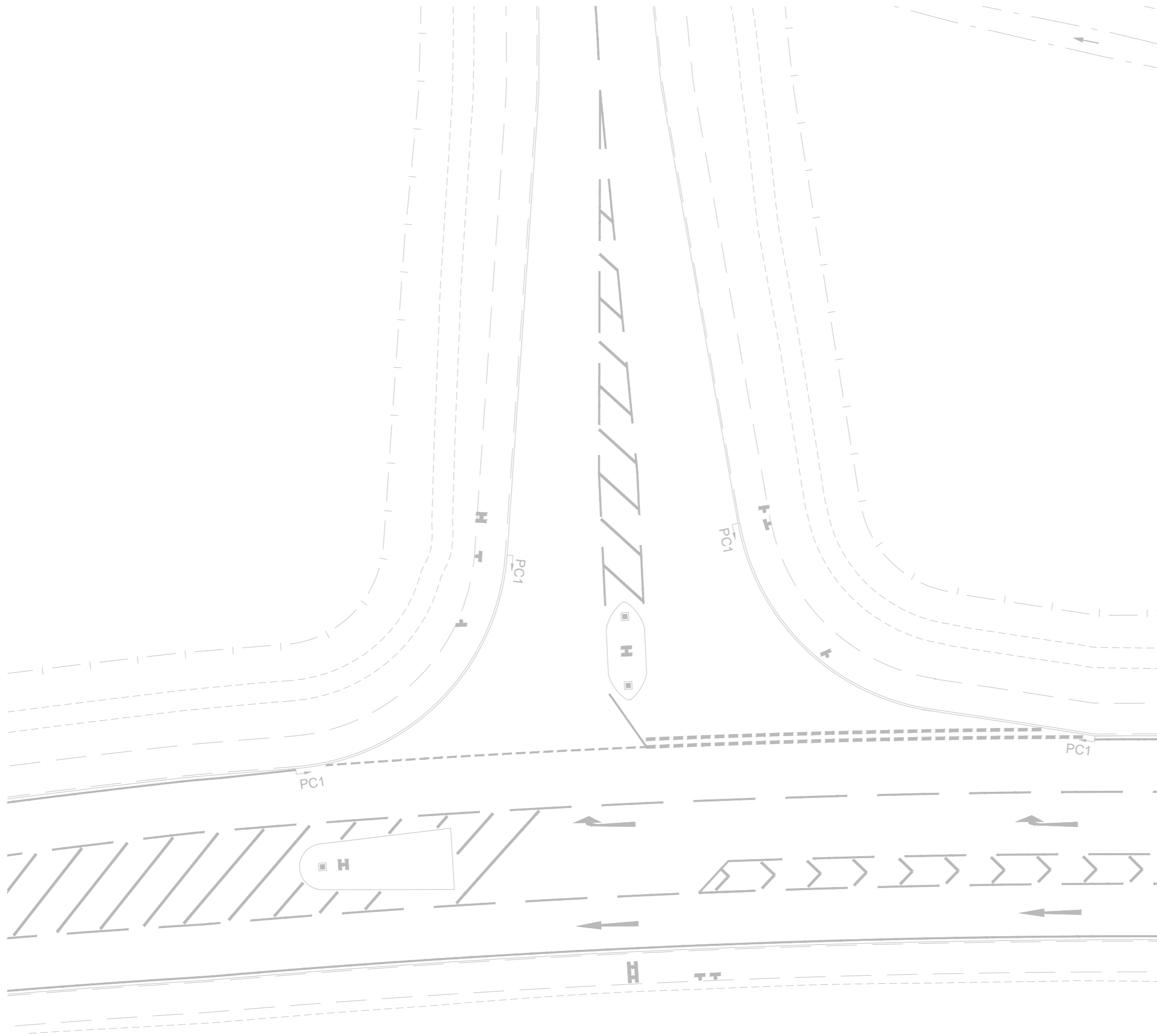


FIGURE 14

INDICATIVE LEFT OUT ONLY ONGL/ NLSRR



DITCH

AHEAD
TURN
RIGHT
NO

Drain

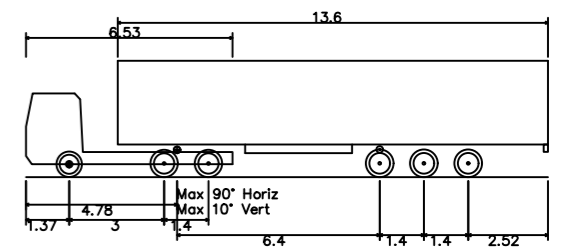
Max Legal Length (UK) Articulated Vehicle (16.5m)

NEWGATE LANE

TURN
LEFT

NEWGATE LANE
N SECTION

- NOTES
1. Do not scale from this drawing.
 2. This drawing is for illustrative purposes only and not for construction.
 3. This drawing is to be read and printed in colour.
 5. Ordnance Survey and topographical survey based on HCC drawing EC/CJ007861/002
 6. This drawing also based on HCC drawing EC/CJ007861/002



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DATE	BY	DESCRIPTION	CHK	APD

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Almondsbury
Bristol
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CLIENT:
FAREHAM LAND LP & BARGATE HOMES LTD

PROJECT:
LAND TO THE NORTH OF GOSPORT RD
FAREHAM

TITLE:
NLSRR/NEWGATE LANE
JUNCTION PLAN
LEFT TURN ONLY

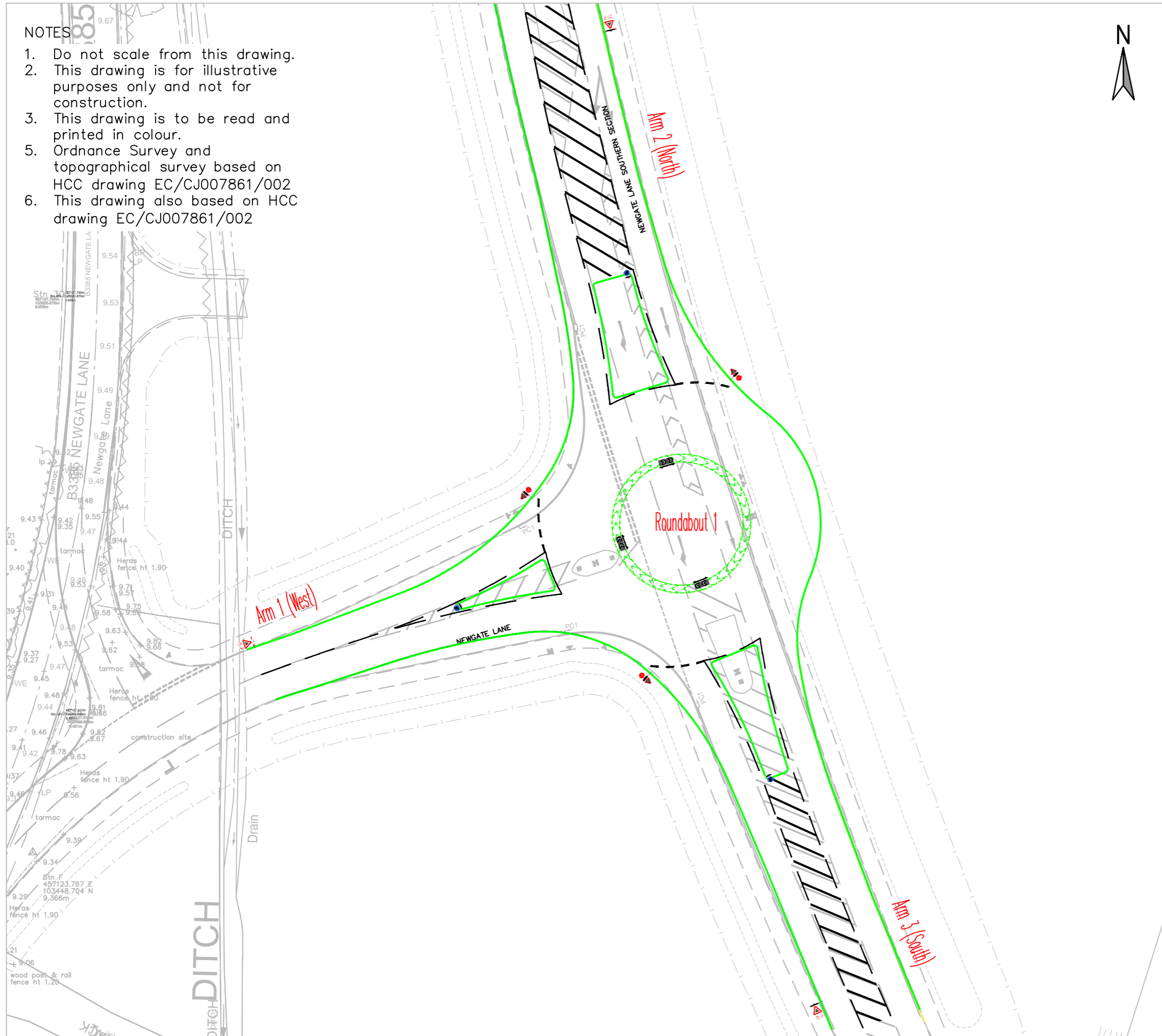
SCALE @ A3: 1: 250	CHECKED: MJB	APPROVED: TJ
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CAD FILE: -	DESIGN-DRAWN: ADS	DATE: 26.02.19
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PROJECT No: BRS.4989	DRAWING No: FIGURE 14	REV:
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FIGURE 15
ONGL/ NLSRR PROPOSED ROUNDABOUT

- NOTES
1. Do not scale from this drawing.
 2. This drawing is for illustrative purposes only and not for construction.
 3. This drawing is to be read and printed in colour.
 5. Ordnance Survey and topographical survey based on HCC drawing EC/CJ007861/002
 6. This drawing also based on HCC drawing EC/CJ007861/002



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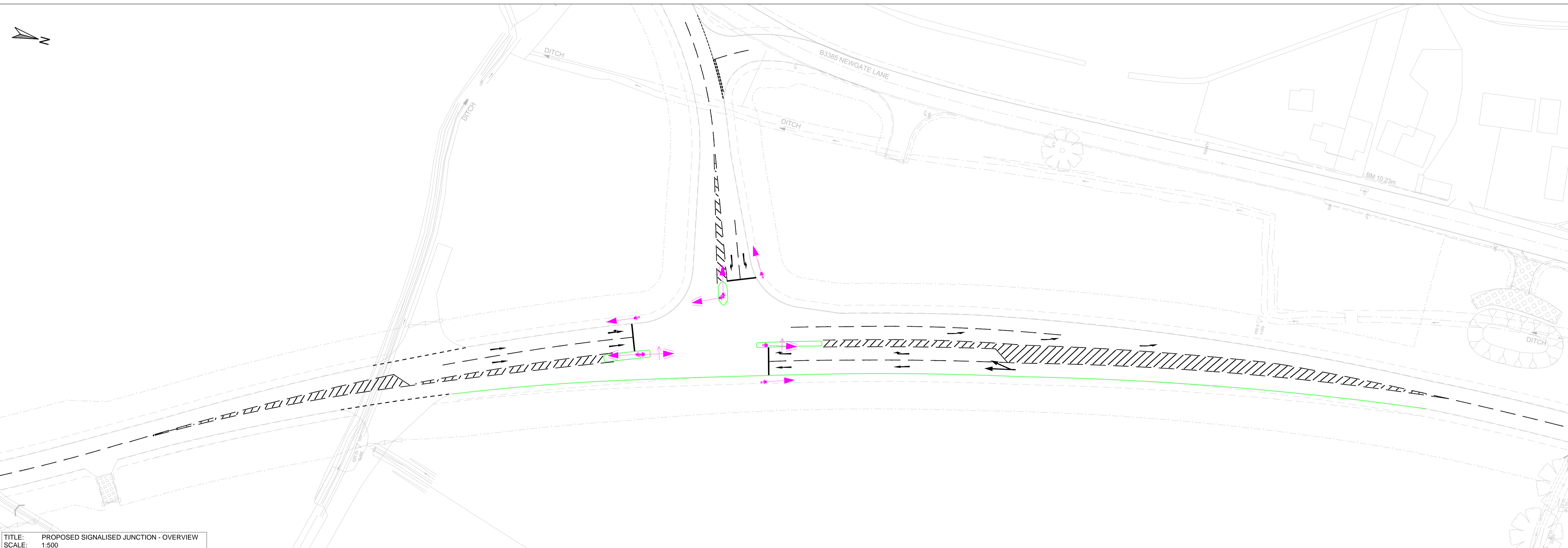
CLIENT:
 FAREHAM LAND LP & BARGATE HOMES LTD

PROJECT:
 LAND TO THE NORTH OF GOSPORT RD
 FAREHAM

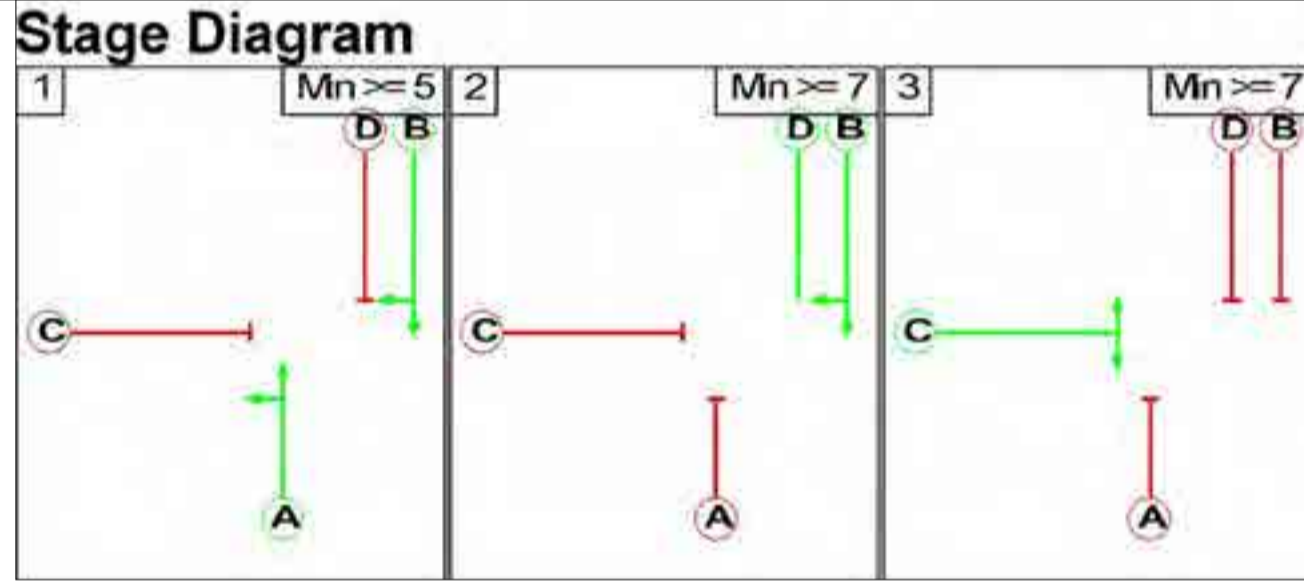
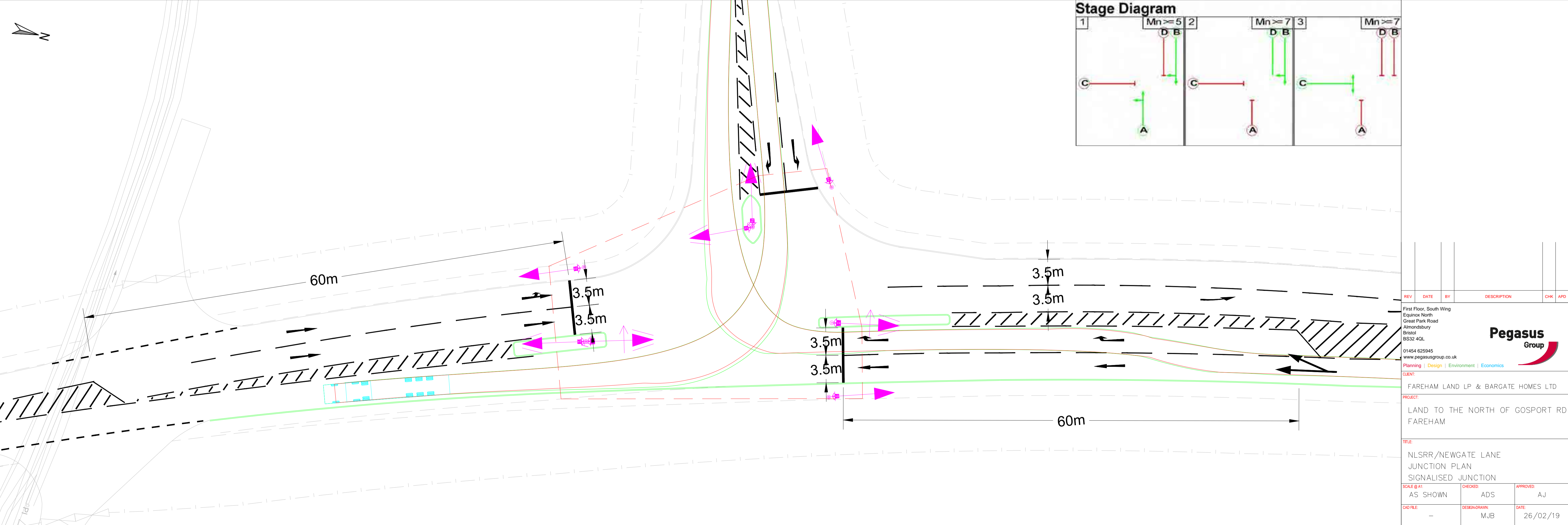
TITLE:
 NLSRR/NEWGATE LANE
 JUNCTION PLAN
 ROUNDABOUT

SCALE @ A3: 1: 250	CHECKED: MB	APPROVED: TJ
CAD FILE: BRS.4989_	DESIGN-DRAWN: ADS	DATE: 26.02.19
PROJECT No: BRS.4989	DRAWING No: FIGURE 15	REV: -

FIGURE 16
ONGL/NLSRR SIGNALISED JUNCTION



TITLE: PROPOSED SIGNALISED JUNCTION - OVERVIEW
SCALE: 1:500



TITLE: SWEEP PATH ANALYSIS & SIGNAL PHASING
SCALE: 1:250

REV	DATE	BY	DESCRIPTION	CHK	APP

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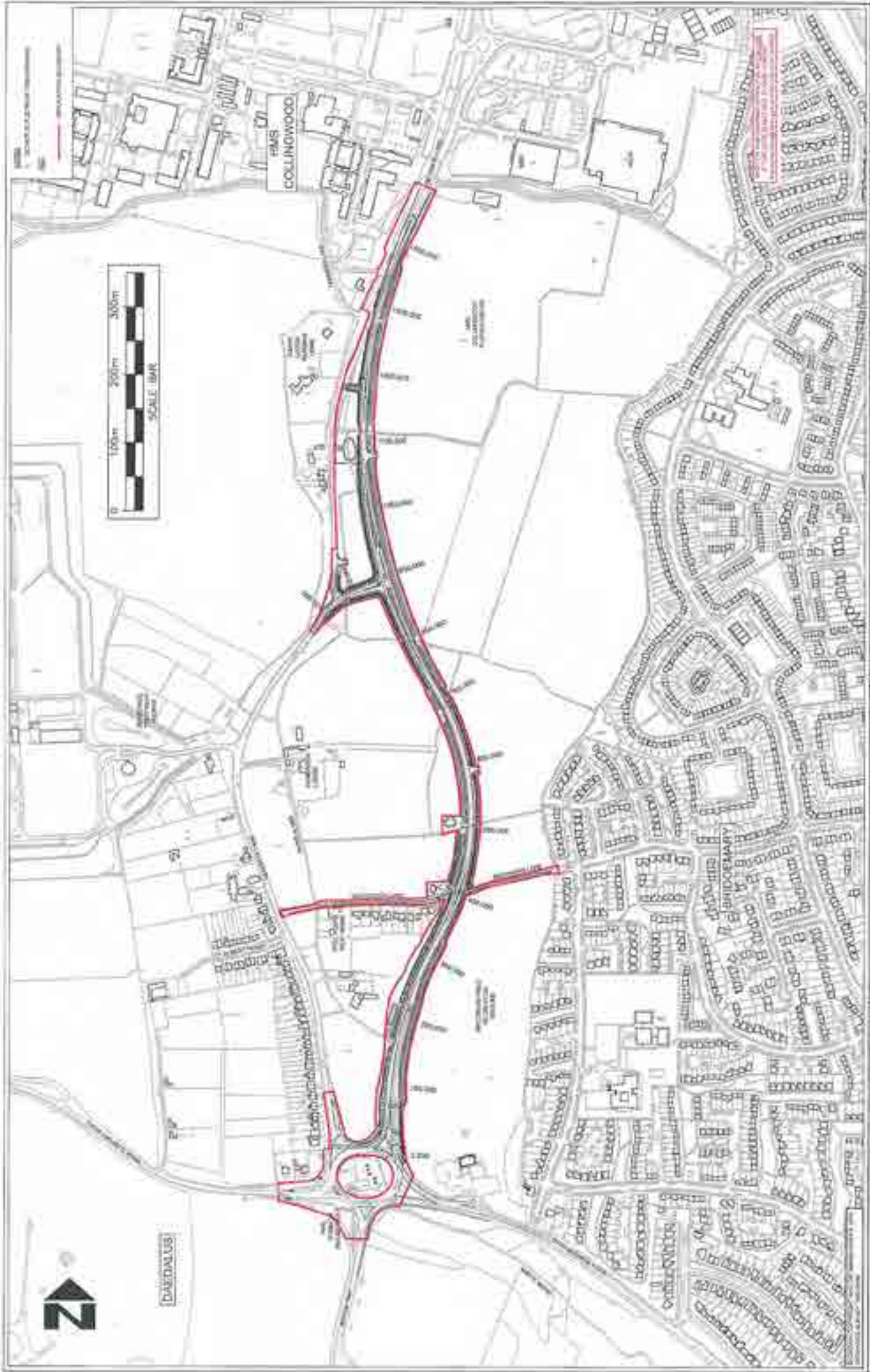
Pegasus Group

CLIENT:
 FAREHAM LAND LP & BARGATE HOMES LTD
 PROJECT:
 LAND TO THE NORTH OF GOSPORT RD
 FAREHAM

TITLE:
 NLSRR/NEWGATE LANE
 JUNCTION PLAN
 SIGNALISED JUNCTION
 SCALE @ A1:
 AS SHOWN CHECKED: ADS APPROVED: AJ
 CAD FILE: DESIGN-DRAWN: MJB DATE: 26/02/19
 PROJECT No: BRS.4989 DRAWING No: FIGURE 16 REV: -

APPENDIX 1

HCC OVERVIEW PLAN



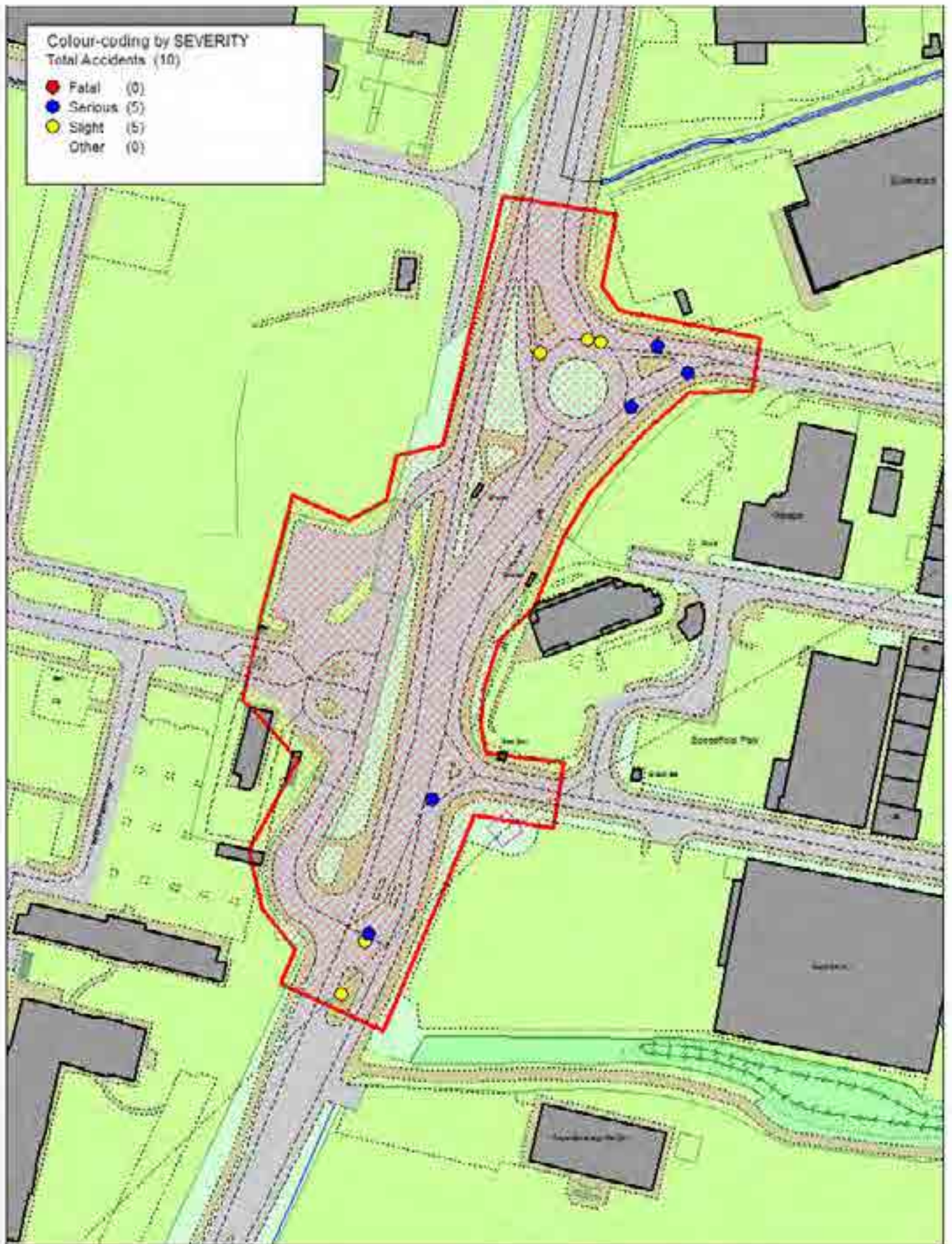
HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		NEWGATE LANE SOUTH-WEST SECTION	
DRAWN BY: J.A. CHECKED BY: J.P. DATE: 28.03.2018		DRAWN BY: J.A. CHECKED BY: J.P. DATE: 28.03.2018	
SCALE: 1:2500		SCALE: 1:2500	
PROJECT NO: ECC/007/16/01/000		PROJECT NO: ECC/007/16/01/000	

APPENDIX 2

ACCIDENT DATA

Colour-coding by SEVERITY
Total Accidents (10)

- Fatal (0)
- Serious (5)
- Slight (5)
- Other (0)



Selected map area

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Hampshire Police
Licence No. 0100140 2019

SCALE	1 : 1480
DATE	22/02/2019
DRAWING NO.	
DRAWN BY	

Colour-coding by SEVERITY

Total Accidents (14)

- Fatal (0)
- Serious (3)
- Slight (11)
- Other (0)



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Selected map area

SCALE	1 : 2000
DATE	22/02/2019
DRAWING NO.	
DRAWN BY	

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

Notes:

Selected Polygon:CS NEWGATE LANE

130405134 25/10/2013 Time 1934 Vehicles 2 Casualties 1 Slight
 E:457356 N: 104296 First Road: B 3385 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit 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 judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Illness or disability, mental or physical	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ENTERED THE B3385 NEWGATE LANE RBT. VEH 2 (CAR) TRAVELLING S ALONG NEWGATE LANE ENTERED THE RBT AND COLLIDED WITH THE NEARSIDE OF VEH 1.

Occurred on B3385 NEWGATE LANE AT JUNCTION WITH HMS COLLINGWOOD, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to E 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 Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 58 Male
 Not hit and run Breath test Negative
 Left hand drive: No
 Casualty Reference: 1 Vehicle: 1 Age: 58 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Starting
 Vehicle movement from N to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering roundabout First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

130430570 14/11/2013 Time 1411 Vehicles 2 Casualties 1 Slight
 E:457352 N: 104297 First Road: B 3385 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout 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:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG B3385 NEWGATE LANE, ENTERS RBT TO TURN RIGHT INTO HMS COLLINGWOOD FAILING TO SEE VEH 2 (P/CYCLE) TO NEARSIDE INTENDING TO ENTER SPEEDFIELD PARK AND COLLIDES.

Occurred on B3385 NEWGATE LANE AT JUNCTION WITH SPEEDFIELD PARK, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Turning right
 Vehicle movement from N to W 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 60 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Turning right
 Vehicle movement from S to E 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 50 Female
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 50 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

140036296 31/01/2014 Time 0549 Vehicles 1 Casualties 1 Serious
 E:457365 N: 104277 First Road: B 3385 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING W LOST CONTROL WHILST TURNING RIGHT ON THE RBT FROM SPEEDFIELD PARK INTO B3385 NEWGATE LANE, CAUSING VEH 1 TO FALL ON TOP OF THE RIDER.
 Occurred on B3385 NEWGATE LANE AT JUNCTION WITH SPEEDFIELDS PARK, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Turning right
 Vehicle movement from E to N No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Not applicable Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 22 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

Notes:

150084136 11/03/2015 Time 1710 Vehicles 2 Casualties 1 Serious
 E:457306 N: 104160 First Road: B 3385 Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING W OUT OF SPEEDFIELDS PARK TURNS LEFT ONTO B3385 NEWGATE LANE AND COLLIDES WITH VEH 1 (P/CYCLE) TRAVELLING S ALONG B3385 NEWGATE LANE KNOCKING RIDER OFF.
 Occurred on B3385 NEWGATE LANE AT JUNCTION WITH SPEEDFIELDS PARK, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
 Vehicle movement from N 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 Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 37 Male
 Non-stop, not hit Breath test Not applicable Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Turning left
 Vehicle movement from E 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 57 Male
 Not hit and run Breath test Driver not contacted Left hand drive: No

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

150359405 16/10/2015 Time 0958 Vehicles 2 Casualties 1 Slight
 E:457286 N: 104118 First Road: B 3385 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV W TURNED LEFT FROM THE MCDONALDS ENTRANCE INTO LANE 1 OF B3385 NEWGATE LANE. VEH 2 (CAR) TRAV S MOVED INTO LANE 2 UPON SEEING VEH 1 PULLING OUT. AS VEH 2 PULLED ALONGSIDE, VEH 1 TURNED RIGHT CAUSING VEH 2 TO COLLIDE WITH VEH 1.

Occurred on B3385 NEWGATE LANE 44 METRES SOUTH OF MCDONALDS ENTRANCE, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Turning right
 Vehicle movement from N to W 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 Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 37 Male
 Not hit and run Breath test Negative
 Left hand drive: No
 Casualty Reference: 1 Vehicle: 1 Age: 37 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from N to S 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 28 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

150363573 18/10/2015 Time 1658 Vehicles 2 Casualties 1 Slight
E:457279 N: 104102 First Road: B 3385 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: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
2nd:	Poor turn or manoeuvre	Vehicle 2	Possible
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING NE ALONG B3385 NEWGATE LANE OVERTAKES VEH 1 (P/CYCLE) TRAVELLING INFRONT. AS VEH 2 PASSES IT CLIPS THE HANDLEBARS OF VEH 1 KNOCKING RIDER OFF. VEH 2 FAILED TO STOP.

Occurred on B3385 NEWGATE LANE OUTSIDE HMS COLLINGWOOD ROYAL SOVEREIGN AVENUE, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle 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 Offside Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 35 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 35 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

150375155 28/10/2015 Time 1900 Vehicles 2 Casualties 1 Slight
 E:457338 N: 104293 First Road: B 3385 Road Type 1
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lighting unknown 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 (M/CYCLE) TRAVELLING N ALONG B3385 NEWGATE LANE AROUND RBT COLLIDED WITH REAR OF VEH 1 (M/CYCLE) STATIONARY IN TRAFFIC IN FRONT. RIDER VEH 2 FELL FROM VEH.

Occurred on B3385 NEWGATE LANE AT JUNCTION WITH SPEEDFIELD PARK, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Stopping
 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 Mid Junction - on roundabout or r First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 16 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under 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 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 16 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

150411335 26/11/2015 Time 1440 Vehicles 2 Casualties 1 Serious
 E:457287 N: 104120 First Road: B 3385 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Pri Drive Automatic traffic signal Unclassified
 Crossing: Control None Facilities: Ped. phase at traffic signal junction 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 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING NE ALONG B3385 NEWGATE LANE IN LANE 1 MOVES INTO LANE 2 TO PASS A SLOWER MOVING VEH. VEH 2 COLLIDES WITH VEH 1 (P/CYCLE) TRAVELLING E ACROSS PEDESTRIAN CROSSING ON RED LIGHT.

Occurred on B3385 NEWGATE LANE AT JUNCTION WITH HMS COLLINGWOOD, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Stopping
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 58 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 58 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 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 Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

44170218028 09/06/2017 Time 1025 Vehicles 2 Casualties 1 Serious
 E:457373 N: 104295 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
 Crossing: Control None Facilities: Central reservation 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 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING S ACROSS SPEEDFIELDS PARK TOWARDS CENTRAL ISLAND, INTO PATH OF VEH 2 (CAR) TRAVELLING E ALONG SPEEDFIELDS PARK FROMT RBT.

Occurred on SPEEDFIELDS PARK AT JUNCTION WITH NEWGATE LANE, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
 Vehicle movement from N to S 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 68 Male
 Not hit and run Breath test Not requested
 Left hand drive: No
 Casualty Reference: 1 Vehicle: 1 Age: 68 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Yes

Vehicle Reference 2 Car Turning right
 Vehicle movement from S to E 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 23 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

Notes:

44180100422 17/03/2018 Time 0629 Vehicles 1 Casualties 1 Serious
 E:457382 N: 104287 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3385
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Sudden braking	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NW ALONG SPEEDFIELDS PARK, APPLIES THE BRAKES AND THE FRONT WHEEL SLID OUT ON THE WET ROAD SURFACE.

Occurred on SPEEDFIELDS PARK AT JUNCTION WITH B3385 NEWGATE LANE, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Did not impact 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

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/09/2013 and 31/08/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS NEWGATE LANE")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	2	1	3
Pedal cycles	0	3	2	5
Horses & other	0	0	0	0
Total	0	5	5	10

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	2	1	3
Cyclist	0	3	2	5
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	5	5	10

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

Selected Polygon:CS ROUNDABOUT

130346160 11/09/2013 Time 1855 Vehicles 1 Casualties 1 Slight
 E:457233 N: 102617 First Road: B 3334 Road Type 1 B 3385
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE AROUND PEEL COMMON RBT INTENDING TO EXIT ONTO B3334 ROWNER ROAD, LOSES CONTROL ON THE RBT DUE TO HEAVY RAIN AND COLLIDES WITH LAMP POST
 Occurred on B3334 ROWNER ROAD AT JUNCTION WITH B3385 BROOM WAY, STUBBINGTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from NW to SE 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: Lamp post
 Did not leave carr Age of Driver 30 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

Notes:

130472867 17/12/2013 Time 1150 Vehicles 2 Casualties 1 Slight
 E:457160 N: 102578 First Road: B 3335 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3334
 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: Elsewhere 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 N ALONG B3335 BROOM WAY FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH 1 (CAR) WAITING AT RBT JUNCTION IN FRONT. DRIVER VEH 1 HAVING A DRIVING LESSON AT THE TIME.

Occurred on B3335 BROOM WAY AT JUNCTION WITH B3334 ROWNER ROAD, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
 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 Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 53 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 53 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car 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 Front 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 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

140158719 06/05/2014 Time 1530 Vehicles 1 Casualties 1 Slight
 E:457098 N: 102588 First Road: B 3334 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: Zebra crossing Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed pedestrian crossing facility	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG B3334 GOSPORT ROAD, FAILS TO STOP AT PEDESTRIAN CROSSING AND COLLIDES WITH CAS 1 (PEDESTRIAN) TRAVELLING N ACROSS B3334 GOSPORT ROAD ON CROSSING
 Occurred on B3334 GOSPORT ROAD OUTSIDE OF SUNRAY HOUSE, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to NW 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 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 14 Male Pedestrian Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 On Ped Crossing N bound
 Driver's nearside

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

Notes:

140273516 30/07/2014 Time 1500 Vehicles 2 Casualties 1 Slight
 E:457121 N: 102603 First Road: B 3334 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3385
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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:	Distraction outside vehicle	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV E ALONG B3334 GOSPORT ROAD WAS IN LANE 1 TURNING LEFT ON THE RBT INTO B3385 NEWGATE LANE. VEH 2 (M/CYCLE) ALSO IN LANE 1 WAS DISTRACTED DUE TO PASSING HIS GIRLFRIEND IN HER CAR IN LANE 2 AND COLLDIED WITH THE REAR OF VEH 1.

Occurred on B3334 GOSPORT ROAD AT JUNCTION WITH B3385 NEWGATE LANE, STUBBINGTON, HAMPSHIRE

Vehicle Reference 1 Car Turning left
 Vehicle movement from W to N 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 Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 68 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
 Vehicle movement from W to E 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 19 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

140361231 06/10/2014 Time 1220 Vehicles 1 Casualties 1 Slight
 E:457231 N: 102620 First Road: B 3334 Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 3385
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Inexperienced or learner driver/rider	Vehicle 1	
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ON THE RBT AT B3334 ROWNER ROAD AND B3385 NEWGATE LANE LOST CONTROL A SKIDDED INTO A LAMP POST, CAUSING VEH 1 TO FLIP ONTO ITS SIDE.

Occurred on B3334 ROWNER ROAD AT JUNCTION WITH B3385 NEWGATE LANE, STUBBINGTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from W to SE No tow / articulation Leaving the main road
 On main carriageway Skidded and overturned
 Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: Lamp post
 Straight ahead at Jun Age of Driver 20 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

150226919 28/06/2015 Time 1300 Vehicles 2 Casualties 1 Slight
 E:457125 N: 102602 First Road: B 3334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 3385
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 2 (M/CYCLE) TRAVELLING NE ALONG B3334 GOSPORT ROAD SLOWED FOR RBT. FOLLOWING VEH 1 (CAR) FAILED TO NOTICE VEH 2 SLOWING AND COLLIDED WITH THE REAR OF VEH 2.

Occurred on B3334 GOSPORT ROAD AT JUNCTION WITH B3385 NEWGATE LANE, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Stopping
 Vehicle movement from W to NE 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 68 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Vehicle Reference 2 Motorcycle over 500cc Stopping
 Vehicle movement from W to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 67 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 67 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

150277794 12/08/2015 Time 0400 Vehicles 1 Casualties 1 Slight
 E:457135 N: 102627 First Road: B 3334 Road Type 1 B 3385
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: street lights present and lit 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:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E ALONG B3334 ENTERED THE RBT AT B3385 NEWGATE LANE, LOST CONTROL ON THE WET ROAD SURFACE AND THEN OVER-COMPENSATED, COLLIDING WITH A LAMP POST.

Occurred on B3334 GOSPORT ROAD AT JUNCTION WITH B3385 NEWGATE LANE, STUBBINGTON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from SW to E No tow / articulation Leaving the main road
 On main carriageway Skidded and overturned
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: Lamp post
 Nearside Age of Driver 53 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 53 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

150331559 20/09/2015 Time 0915 Vehicles 2 Casualties 1 Slight
 E:457151 N: 102585 First Road: B 3334 Road Type 1
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 3385
 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: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING WEST ALONG B3334 ROWNER ROAD ON RBT TURNING RIGHT TOWARDS FAREHAM, VEH 2 (CAR) ALSO TRAVELLING W ALONG RBT COLLIDES INTO REAR OF VEH 1 CAUSING RIDER TO FALL OFF.

Occurred on B3334 ROWNER ROAD AT JUNCTION WITH B3385 BROOM WAY, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
 Vehicle movement from E to N 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 Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No
 Casualty Reference: 1 Vehicle: 1 Age: 23 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W 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 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

Notes:

150334652 26/09/2015 Time 2004 Vehicles 1 Casualties 1 Serious
 E:457152 N: 102662 First Road: B 3385 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3334
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lights present and lit Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING S ALONG B3385 NEWGATE LANE, BRAKED ON APPROACH TO RBT AND LOST CONTROL CAUSING RIDER TO FALL OFF.

Occurred on B3385 NEWGATE LANE AT JUNCTION WITH B3334 ROWNER ROAD, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
 Vehicle movement from N to SE 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 32 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 32 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

Notes:

160059269 09/02/2016 Time 0600 Vehicles 2 Casualties 1 Slight
 E:457161 N: 102576 First Road: B 3385 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3334
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: street lighting unknown Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere 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 N ALONG B3385 BROOM WAY AND COLLIDES WITH THE REAR OF VEH 1 (CAR) STATIONARY AT GIVE WAY LINE WAITING TO ENTER THE RBT.

Occurred on B3385 BROOM WAY AT JUNCTION WITH B3334 GOSPORT ROAD, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Stopping
 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 Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Negative
 Left hand drive: No
 Casualty Reference: 1 Vehicle: 1 Age: 34 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE 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 Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 22 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

Notes:

160094915 08/03/2016 Time 0900 Vehicles 2 Casualties 1 Serious
 E:457157 N: 102579 First Road: B 3385 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3334
 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: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG B3385 BROOM WAY STOPPED AT THE RBT AT B3334 GOSPORT ROAD.

VEH 2 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 1.

Occurred on B3385 BROOM WAY AT JUNCTION WITH B3334 GOSPORT ROAD, PEEL COMMON, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
 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 Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 73 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No
 Casualty Reference: 1 Vehicle: 1 Age: 73 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car 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 Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 30 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

44170039169 31/01/2017 Time 1045 Vehicles 1 Casualties 1 Slight
 E:457114 N: 102586 First Road: B 3334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal B 3385
 Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
 Daylight Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ON B3334 GOSPORT ROAD ACCELERATED OUT OF R/B AND BEGAN TO SKID. VEH 1 SPUN ACROSS THE ROAD. ON HITTING THE GRASS KERB VEH 1 ROLLED SEVERAL TIMES COMING TO A HALT IN A WATERLOGGED FIELD STOPPING ON ITS NEARSIDE.

Occurred on B3334 GOSPORT ROAD AT JUNCTION WITH B3385 BROOM WAY, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway Skidded and overturned
 Location at impact Leaving roundabout First impact Did not impact Hit vehicle:
 Hit object in road Kerb Off road: Entered ditch
 O/S Age of Driver 65 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 65 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/09/2013 and 31/08/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

Notes:

44170263776 10/07/2017 Time 0646 Vehicles 2 Casualties 1 Serious
 E:457135 N: 102636 First Road: A 3334 Road Type 1 B 3385
 Speed limit: 40 Junction Detail: Roundabout Give way or controlled
 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 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING N AROUND PEEL COMMON RBT INTENDING EXIT ONTO B3385 NEWGATE LANE BUT CHANGES MIND GOING AROUND RBT DUE TO SLOW TRAFFIC ON B3385 NEWGATE LANE AND COLLIDES WITH VEH 2 (M/CYCLE) TRAVELLING IN SAME DIRECTION FILTERING PAST TRAFFIC.

Occurred on B3334 GOSPORT ROAD AT JUNCTION WITH B3385 NEWGATE LANE, STUBBINGTON, HAMPSHIRE

Vehicle Reference 1 Car Starting
 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 Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Motorcycle 50cc and under Overtaking stat vehicle O/S
 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 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 54 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 54 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/09/2013 and 31/08/2018 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

Notes:

44180141523 17/04/2018 Time 2043 Vehicles 2 Casualties 1 Slight
E:457208 N: 102674 First Road: B 3385 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled B 3334
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH1 (M/CYCLE) TRAVELLING N ONTO NEWGATE LANE EAST ON THE INSIDE LANE WHILE VEH2 (CAR) TRAVELLING N ONTO NEWGATE LANE ON THE OUSIDE LANE. AS THE TWO LANES MERGE INTO ONE, VEH2 HAS COLLIDED WITH VEH1 AND DRIVEN OFF WITHOUT GIVING DETAILS.

Occurred on B3385 NEWGATE LANE EAST, AT JUNCTION WITH B3334 GOSPORT ROAD, FAREHAM, HAMPSHIRE.

Vehicle Reference 1 Motorcycle 50cc and under 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 Cleared junction or waiting/park First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Changing lane to left
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 Cleared junction or waiting/park First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/09/2013 and 31/08/2018** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CS ROUNDABOUT")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	7	8
2-wheeled motor vehicles	0	2	3	5
Pedal cycles	0	0	1	1
Horses & other	0	0	0	0
Total	0	3	11	14

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	6	7
Passenger	0	0	0	0
Motorcycle rider	0	2	3	5
Cyclist	0	0	1	1
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	3	11	14

APPENDIX 3

EXTRACTS OF RELEVANT BUS SERVICES

21/21A

Monday to Friday

Valid from: 03/09/2017

Valid until further notice.

- 21 Fareham - Stubbington - Hill Head
Via Redlands Lane - Newgate Lane - Peel Common
- 21A Fareham - Stubbington - Hill Head
Via Fareham Quay - Newgate Lane - Peel Common

Service No.:	21	21	21A	21	21A	21	21A	21	21A	21	21	21A
Notes:												
Fareham Bus Station	—	0735	0848	0910	1055	1200	1210	1415	1520	1625	1735	1845
Westley Grove	—	0739	—	0954	—	1204	—	1419	—	1629	1739	—
HMS Collingwood	—	0747	0854	1002	1104	1212	1319	1427	1529	1637	1747	1854
Peel Common	—	0751	0909	1006	1108	1216	1323	1431	1535	1643	1753	1900
Stubbington Village	0647	0756	0903	1011	1112	1221	1320	1436	1540	1648	1755	1905
Cuckoo Pitt	0652	0801	0908	1016	1118	1226	1333	1441	1545	1653	1803	1910
Hill Head Road	0658	0807	0914	1022	1124	1232	1339	1447	1551	1659	1809	1916

- 21 Hill Head - Stubbington - Fareham
Via Peel Common - Newgate Lane - Redlands Lane
- 21A Hill Head - Stubbington - Fareham
Via Peel Common - Newgate Lane - Fareham Quay

Service No.:	21	21	21	21A	21	21A	21	21A	21	21	21A	21
Notes:												
Hill Head Road	0658	0808	0915	1023	1129	1233	1340	1445	1552	1700	1810	1916
Stubbington Village	0705	0814	0921	1029	1131	1239	1346	1454	1558	1706	1816	1922
Peel Common	0710	0819	0926	1034	1136	1244	1351	1459	1603	1711	1821	—
HMS Collingwood	0715	0824	0930	1038	1140	1248	1355	1503	1607	1715	1825	—
Westley Grove	0723	0832	0938	—	1148	—	1403	—	1615	1723	—	—
Fareham Bus Station	0725	0835	0943	1047	1153	1257	1405	1512	1620	1728	1834	—

21/21A

Saturday

Valid from: 03/09/2017

Valid until further notice.

- 21 Fareham - Stubbington - Hill Head
Via Redlands Lane - Newgate Lane - Peel Common
- 21A Fareham - Stubbington - Hill Head
Via Fareham Quay - Newgate Lane - Peel Common

Service No.:	21A	21	21A	21	21A
Notes:					
Fareham Bus Station	—	0902	1005	1200	1310
Westley Grove	—	0904	—	1204	—
HMS Collingwood	—	1002	1104	1212	1319
Peel Common	—	1006	1108	1216	1323
Stubbington Village	0903	1011	1113	1221	1328
Cadoux Hill	0905	1018	1118	1226	1333
Hill Head Road	0914	1022	1124	1232	1339

- 21 Hill Head - Stubbington - Fareham
Via Peel Common - Newgate Lane - Redlands Lane
- 21A Hill Head - Stubbington - Fareham
Via Peel Common - Newgate Lane - Fareham Quay

Service No.:	21	21A	21	21A	21
Notes:					
Hill Head Road	0916	1023	1125	1233	1340
Stubbington Village	0921	1025	1131	1239	1346
Peel Common	0925	1034	1136	1244	1351
HMS Collingwood	0930	1038	1140	1245	1359
Westley Grove	0932	—	1145	—	1353
Fareham Bus Station	0943	1047	1152	1257	1408

9A/9

Monday to Friday

Valid from: 03/09/2017

Valid until further notice.

9A Fareham - Bridgemary - Rowner - Gosport

Via Fareham Rail Station - BRT - Carisbrooke Road - Gomer Lane - Stoke Road

9 Fareham - Bridgemary - Rowner - Gosport

Via Fareham Rail Station - BRT - Carisbrooke Road - Gomer Lane - Stoke Road

Service No.:	9	9A	9	9A	9	9A	9	9A	9	9A	9	9A
Notes:	A32	A32		A32								
Fareham Bus Station	—	0638	0658	—	0626	0640	0658	0706	0720	0738	0750	0808
Fareham Station	—	—	0657	—	0627	0642	0657	0707	0722	0737	0752	0807
Hovland A32	0606	0640	—	0622	—	—	—	—	—	—	—	—
Carisbrooke shops	0610	0645	0604	0627	0634	0649	0704	0714	0730	0745	0800	0810
Green Crescent	0613	0648	0607	0630	0637	0652	0707	0717	0734	0749	0804	0819
Ceritaton	—	0654	—	0636	—	0655	—	0724	—	0756	—	0826
Williams Close	0619	—	0613	—	0643	—	0713	—	0742	—	0812	—
Rowner Rec	0622	0657	0616	0639	0646	0701	0716	0729	0746	0801	0816	0831
Bay House School	0637	0802	0621	0644	0651	0706	0722	0736	0752	0807	0822	0837
War Memorial Hospital	0631	0606	0625	0648	0655	0710	0727	0740	0757	0812	0827	0842
Gosport Bus Station	0637	0612	0631	0654	0701	0716	0735	0748	0805	0820	0835	0850

Notes:

A32 Operates via A32

Service No.:	9	9A	9	9A	9	9A	9	9A	9	9A	9	9A
Notes:												
Fareham Bus Station	0820	0835	0850	0905	0920	0935	0950	1005	1020	1035	1050	1105
Fareham Station	0822	0837	0852	0907	0922	0937	0952	1007	1022	1037	1052	1107
Hovland A32	—	—	—	—	—	—	—	—	—	—	—	—
Carisbrooke Shops	0830	0945	0900	0915	0930	0945	1000	1015	1030	1045	1100	1115
Green Crescent	0834	0949	0904	0919	0934	0949	1004	1019	1034	1049	1104	1119
Ceritaton	—	0856	—	0926	—	0956	—	1026	—	1056	—	1126
Williams Close	0842	—	0912	—	0942	—	1012	—	1042	—	1112	—
Rowner Rec	0846	0901	0916	0931	0946	1001	1016	1031	1046	1101	1116	1131
Bay House School	0852	0907	0922	0937	0952	1007	1022	1037	1052	1107	1122	1137
War Memorial Hospital	0857	0912	0927	0942	0957	1012	1027	1042	1057	1112	1127	1142
Gosport Bus Station	0905	0920	0935	0950	1005	1020	1035	1050	1105	1120	1135	1150

Service No.:	9	9A	9	9A	9	9A	9	9A	9	9A	9	9A
Notes:												
Fareham Bus Station	1120	1135	1150	1205	1220	1235	1250	1305	1320	1335	1350	1405
Fareham Station	1122	1137	1152	1207	1222	1237	1252	1307	1322	1337	1352	1407
Hovland A32	—	—	—	—	—	—	—	—	—	—	—	—
Carisbrooke shops	1130	1145	1200	1215	1230	1245	1300	1315	1330	1345	1400	1415
Green Crescent	1134	1149	1204	1219	1234	1249	1304	1319	1334	1349	1404	1419
Ceritaton	—	1156	—	1226	—	1256	—	1326	—	1356	—	1426
Williams Close	1142	—	1212	—	1242	—	1312	—	1342	—	1412	—
Rowner Rec	1146	1201	1216	1231	1246	1301	1316	1331	1346	1401	1416	1431
Bay House School	1152	1207	1222	1237	1252	1307	1322	1337	1352	1407	1422	1437
War Memorial Hospital	1157	1212	1227	1242	1257	1312	1327	1342	1357	1412	1427	1442
Gosport Bus Station	1205	1220	1235	1250	1305	1320	1335	1350	1405	1420	1435	1450

9A/9

Sundays & Bank Holidays

Valid from: 03/09/2017

Valid until further notice.

9A Fareham - Bridgemary - Rowner - Gosport

Via Fareham Rail Station - BRT - Carisbrooke Road - Gomer Lane - Stoke Road

9 Fareham - Bridgemary - Rowner - Gosport

Via Fareham Rail Station - BRT - Carisbrooke Road - Gomer Lane - Stoke Road

Service No.:	9	9A	9	9A	9	9A	9	9A	9	9A	9	9A
Notes:												
Fareham Bus Station	0740	0842	0912	0942	1012	1042	1112	1142	1212	1242	1312	1342
Fareham Station	0744	0844	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344
Carisbrooke Shops	0751	0851	0921	0951	1022	1052	1122	1152	1222	1252	1322	1352
Green Crescent	0754	0854	0924	0954	1026	1056	1126	1156	1226	1256	1326	1356
Centanon	—	0900	—	1000	—	1100	—	1200	—	1300	—	1400
Williams Close	0800	—	0930	—	1034	—	1134	—	1234	—	1334	—
Rowner Row	0803	0903	0933	1005	1036	1106	1136	1206	1236	1306	1336	1406
Bay House School	0808	0908	0938	1011	1044	1114	1144	1214	1244	1314	1344	1414
War Memorial Hospital	0812	0912	0942	1016	1049	1119	1149	1219	1249	1319	1349	1419
Gosport Bus Station	0816	0916	0946	1024	1057	1127	1157	1227	1257	1327	1357	1427

Service No.:	9	9A	9	9A	9	9A	9	9A	9	9A
Notes:										
Fareham Bus Station	1412	1442	1512	1542	1612	1642	1712	1742	1812	1812
Fareham Station	1414	1444	1514	1544	1614	1644	1714	1744	1814	1814
Carisbrooke Shops	1422	1452	1522	1552	1622	1652	1722	1752	1821	1821
Green Crescent	1426	1456	1526	1556	1626	1656	1726	1756	1824	1824
Centanon	—	1503	—	1603	—	1703	—	1803	—	1930
Williams Close	1434	—	1534	—	1634	—	1734	—	1830	—
Rowner Row	1438	1508	1538	1608	1638	1708	1738	1808	1833	—
Bay House School	1444	1514	1544	1614	1644	1714	1744	1811	1838	—
War Memorial Hospital	1448	1518	1548	1618	1648	1718	1748	1815	1842	—
Gosport Bus Station	1457	1507	1557	1627	1657	1727	1757	1821	1848	—

9 Gosport - Rowner - Bridgemary - Fareham

Via Stoke Road - Gomer Lane - Carisbrooke Road - BRT - Fareham Rail Station

9A Gosport - Rowner - Bridgemary - Fareham

Via Stoke Road - Gomer Lane - Carisbrooke Road - BRT - Fareham Rail Station

APPENDIX 4

MASTERPLAN



- APPLICATION BOUNDARY
- LAND USE:**
- RESIDENTIAL PARCELS
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- PUBLIC OPEN SPACE
- ACCESS AND CONNECTIONS:**
- PROPOSED ACCESS
- RETAINED EXISTING ACCESS TO HAMBROOK LODGE
- PRIMARY SPINE ROAD
- SECONDARY ROAD
- TERTIARY ROAD
- FOOTPATH CONNECTIONS
- FOOTPATHS KEY NODE
- GREEN AND BLUE INFRASTRUCTURE:**
- EXISTING VEGETATION
- PROPOSED VEGETATION
- PROPOSED LEAP (40CSQM WITH 20M OFFSET)
- DRAINAGE CHANNELS
- INDICATIVE ATTENUATION
- OTHER:**
- PROPOSED PUMPING STATION (MIN 12M X 8M WITH 15M OFFSET)



LAND ADJACENT TO NEWGATE LANE, FAREHAM - ILLUSTRATIVE FRAMEWORK MASTERPLAN - NORTHERN PARCEL



APPENDIX 5

RESIDENTIAL TRAVEL PLAN

**OUTLINE PLANNING APPLICATION FOR THE
DEMOLITION OF EXISTING BUILDINGS AND
DEVELOPMENT OF UP TO 75 DWELLINGS, OPEN
SPACE, VEHICULAR ACCESS POINT FROM
NEWGATE LANE AND ASSOCIATED AND
ANCILLARY INFRASTRUCTURE, WITH ALL
MATTERS EXCEPT ACCESS TO BE RESERVED**

RESIDENTIAL TRAVEL PLAN

LAND AT NEWGATE LANE (NORTH), FAREHAM

ON BEHALF OF FAREHAM LAND LP

Prepared by: Benjamin Bastock

Checked by: Anthony Jones

Approved by: Anthony Jones

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PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

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3.	DEVELOPMENT PROPOSALS AND SITE CHARACTERISTICS	7
4.	TRAVEL PLAN OBJECTIVES	18
5.	MEASURES AND INITIATIVES	20
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APPENDIX 2:	FOOTWAY / HIGHWAY IMPROVEMENTS
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FIGURES:

FIGURE 1:	SITE LOCATION
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FIGURE 3:	LOCAL CYCLE NETWORK
FIGURE 4:	ISOCHRONE AND LOCAL FACILITIES PLAN
FIGURE 5:	LOCAL BUS ROUTES

1. INTRODUCTION

1.1 This Residential Travel Plan (RTP) has been prepared by Pegasus Group (PG) on behalf of Fareham Land LP to meet the requirements of the early preparation of a RTP for the development of up to 75 residential dwellings with a 40% provision for affordable housing provision.

1.2 This RTP sets out preliminary targets for travel to and from the development by all modes of travel. It also sets out initiatives and measures to support these targets, which will be provided before the development is occupied to maximise the opportunity to influence new residents travel patterns before they have become established and suggests other measures that could subsequently be introduced to influence travel behaviour should the RTP be found to be failing its targets.

1.3 The RTP has been developed with consideration of the following documents as appropriate:

- 1) *Good Practice Guidelines, Delivering Travel Plans through Planning Process, published by DfT (2009);*
- 2) *The Essential Guide to Travel Planning, published by DfT (2008);*
- 3) *A Guide on Travel Plans for Developers (2006);*
- 4) *Making Residential Travel Plans Work; Guidelines for New Development, published by DfT (2005);*
- 5) *National Planning Policy Framework (NPPF) (2018);*
- 6) *National Planning Practice Guidance (2014);*
- 7) *Hampshire County Council's A Guide on Travel Plans for Developers (2006).*

1.4 The Travel Plan has also been produced with due consideration to the following policies:

Fareham Borough Local Plan

1.5 The Local Plan is comprised of 3 parts:

- Part 1: The Adopted Core Strategy (2011) (FLP: Part 1);
- Part 2: The Development Sites and Policies Plan (2014/15) (FLP: Part 2); and
- Part 3: The Welborne Plan (2014) (FLP: Part 3).

1.6 The following policies within the Local Plan are relevant to this proposal:

- FLP: Part 1:
- Policy CS5: Transport Strategy and Infrastructure;
- Policy CS12: Daedalus Airfield Strategic Development Allocation;
- Policy CS15: Sustainable Development and Climate Change;
- FLP: Part 2;
- Policy DSP2: Environmental Impact;
- Policy DSP49: Improvements to the Strategic Road Network; and
- FLP: Part 3: The Welborne Plan (2014).

1.7 The Development Plan for Fareham consists of three parts: Local Plan parts 1, 2 and 3; the relevant policies of which are highlighted above and set out in the Planning Statement accompanying the application. Of particular relevance to this RTO is Policy CS5 of the Local Plan Part 1 Core Strategy 'Transport Strategy and Infrastructure'. This promotes the achievement of sustainable integrated transport systems for the Borough and in locations that are accessible.

1.8 Policy 15 'Sustainable Development and Climate Change' relates to development in sustainable locations where there will be negative environmental impact.

1.9 In Local Plan Part 2 'Development Sites and Policies' Policy DSP1 refers to sustainable development and relates this back to the advice in the NPPF whereby the Council will secure development that improves the economic, social and environmental conditions in the area.

1.10 DSP40 'Housing Allocations' sets out the allocated sites for housing on the policies map. In addition, where it can be demonstrated that the Council does not have a five year supply of land for housing against the requirements of the Core Strategy (excluding Welborne) additional housing sites, outside the urban area boundary, may be permitted where they meet all of the following criteria:

- 1) *The proposal is relative in scale to the demonstrated five year housing land supply shortfall;*
- 2) *The proposal is sustainably located adjacent to, and well related to, the existing urban settlement boundaries, and can be well integrated with the neighbouring settlement;*
- 3) *The proposal is sensitively designed to reflect the character of the neighbouring settlement and to minimise any adverse impact on the Countryside and, if relevant, the Strategic Gaps;*
- 4) *It can be demonstrated that the proposal is deliverable in the short term; and*
- 5) *The proposal would not have any unacceptable environmental, amenity or traffic implications.*

1.11 Emerging Planning Policies: this seeks to restrict housing development outside the settlement boundaries unless the 'presumption' applies:

- SP1 – Presumption in Favour of Sustainable Development;
- SP5 – Development in the Countryside;
- SP7 – New Residential Development in the Countryside; and
- Gosport Borough Local Plan Review

1.12 The Gosport Borough Local Plan Review (2006) (GLP) is the other appropriate development plan document for consideration and has the following relevant saved policies for consideration:

- R/T1: Land use and Transport
- The Draft Gosport Borough Local Plan (2011-2029) (dGLP) is an emerging plan and has the following policies for consideration:
 - Policy LP5: Daedalus; and
 - Policy LP21: Improving Transport Infrastructure.

Fareham Land Sustainable Transport Statement

1.13 Fareham Land LP objectives for this scheme via the preparation and continued monitoring of the travel plan are to:

- Reduce the need to travel.
- Providing access to public transport.
- Minimising car use and its associated environmental impacts; and
- Promoting the use of walking, cycling and public transport.

National Planning Policy Framework

1.14 The National Planning Policy Framework (NPPF) is also a material consideration. The NPPF came into effect on 27 March 2012, the Revised National Planning Policy Framework was published 24 July 2018 and further amended in 19 January 2019.

1.15 In transport terms, it is still considered that the thrust of the NPPF is to make the fullest use of public transport, walking and cycling and when making planning decisions ensuring the opportunities for sustainable transport modes have been taken up; to locate and design developments to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; ensuring a safe and suitable access to the site can be achieved for all people; that developments should be safe and accessible containing clear legible pedestrian routes; and that development should only be refused on transport grounds where the residual cumulative impacts are severe.

2. SCOPE AND OBJECTIVES

Scope

2.2 This RTP sets out the requirements for residential travel planning at the site. Hampshire County Councils planning guidance sets out thresholds, at which Travel Plans are considered appropriate to support Transport Assessment work. The thresholds for residential developments are set at 100 dwellings. However, as the site is coming forward co-jointly with a separate planning application for the development of land to the immediate south of the site for up to 125 dwellings, it is considered that the preparation of a Travel Plan for this site is appropriate.

2.3 This Residential Travel Plan is therefore designed to set out travel plan measures and initiatives to encourage sustainable travel choices.

2.4 The primary goals of this RTP are to:

- 1) *set out the scope and objectives of the travel plan;*
- 2) *set out initiatives and measures to promote accessibility by non-car modes;*
- 3) *set out modal share targets;*
- 4) *set out the management requirements including the Travel Plan Co-ordinator (TPC) role; and*
- 5) *set out requirements for monitoring and reviewing the initiatives and measures proposed through dissemination of information including surveys of resident travel habits.*

Objectives of the Residential Travel Plan

2.5 The following key objectives are identified:

- 1) *to reduce the overall amount of car travel by at least 10%;*
- 2) *to increase the use of public transport;*
- 3) *to increase the use of walking and cycling as a mode of travel; and*

- 4) *to achieve a high awareness of the travel plan within one year following implementation.*

2.6 This RTP contains a number of initiatives and measures to ensure that the targets contained within **Chapter 4** can be achieved. These targets will be reviewed annually by the designated Travel Plan Coordinator (TPC) and the initiatives and measures will be monitored and updated where necessary if targets are not being met. Similarly, the targets may be adjusted if the travel plans are working well or particularly badly.

3. DEVELOPMENT PROPOSALS AND SITE CHARACTERISTICS

Site Location and Composition

- 3.1 The site comprises of 3.95 hectares of agricultural land, bounded by Newgate Lane to the west and the new Newgate Lane relief road to the east, to the other side of which lies a site proposed for residential allocation in the Draft Local Plan, referred to as HA2.
- 3.2 The site forms part of a larger area together with land at Newgate Lane (South), which combined have been the subject of a pre-application and public consultation to deliver up to 200 dwellings.
- 3.3 The site lies midway between the settlements of Stubbington and Bridgemary which are suburbs of Fareham and Gosport. It is considered that these would act as the local centres for the proposed residential site, lying approximately 200m distant from the settlement boundary of Bridgemary and 1km from the edge of Stubbington. The site location is shown in **Figure 1**.

FIGURE 1 – SITE LOCATION PLAN

- 3.4 The site is now bounded on its eastern side by the newly opened Newgate Lane Southern Section relief road (Opened April 2018). To the west of the site is Newgate Lane continuing to provide access to residential housing fronting the lane and access to a sewage treatment works and a solar farm to the north west. To the south is Woodcote Lane, which is an access road for approximately 12 residential properties and is a public right of way (PRoW 76) to link to a new uncontrolled pedestrian crossing on the new bypass to access Bridgemary to the east. with land at Newgate Lane (South) forming the southern boundary. A planning application has been submitted separately for the development of the land to the south for up to 125 dwellings by Pegasus Group Ltd on behalf of Bargate Homes Ltd. Site layout for this scheme is shown in **Appendix 1**.

APPENDIX 1 – SITE LAYOUT

Development Proposals

- 3.5 The proposal is for a residential development of 75 units with 40% affordable housing provision, public open space and ecological areas and corridors. All matters are reserved apart from access for subsequent approval.

Vehicular, Pedestrian and Cycle Access

- 3.6 The main vehicular access into the site is proposed via a new priority junction off Newgate Lane with appropriate visibility splays provided. The vehicular route will then be northwards along Newgate Lane to the new short link road out onto the new section of Newgate Lane relief road by way of a priority junction with a right turn lane for southbound right-turners.
- 3.7 As part of the highway improvements there will be 2m wide footways provided at the junction so as to provide access into the site for pedestrians and to provide safe crossing facilities across Newgate Lane to reach the formal footway running along the western side of Newgate Lane. These are shown on the drawing in **Appendix 2**.

APPENDIX 2 - FOOTWAY/HIGHWAY IMPROVEMENTS

- 3.8 The dropped kerbs and tactile paving that will be provided will ensure a safe crossing point at the access locations for the new residents of the scheme who want to travel north to Fareham or west to Stubbington.

Local Highway Network

- 3.9 There will be footways provided out from the site onto the old Newgate Lane which will utilise the existing footway network along the old Newgate Lane. The benefits from a recent speed reduction in the speed limit from 40mph to 30mph, which will have advantages in terms highway and pedestrian safety.
- 3.10 Pedestrian access will be provided at the sites vehicular access with old Newgate Lane allowing future residents to access the footway / cycleway (PRoW 76) on Woodcote Lane located to the immediate south of the Newgate Lane (South) site. This provides suitable access on foot or cycle to the north and south and to the east across the new uncontrolled crossing point on the relief road to Bridgemary and the new bus stop provisions on the Newgate Lane Southern relief road (NLSRR).
- 3.11 It is also considered that footpath connection between the applicant's site and the adjacent site to the south could be provided and covered by an appropriately worded planning condition to grant planning consent.
- 3.12 As part of the NLSRR scheme a Non-Motorised User (NMU) audit was undertaken as part of the Stage 1 RSA, further audits will be undertaken during the detailed

design stage and by now will have included RSA stages 1, 2 and 3; the RSA stage 4 will be undertaken post opening of the scheme. This will ensure that the needs of disabled users are taken account of in all elements of the scheme design.

Pedestrian and Cycling Accessibility

3.13 A detailed description of the local pedestrian and cycle networks to the north, east, south and west of the site is set out in detail below and shown at **Figures 2 & 3**.

Overall View

3.14 Existing pedestrian and cycle links on the surrounding local highway network have been improved with the recent NLSRR works. The upgrading of Woodcote Lane (PRoW 76) and the uncontrolled crossing point on the relief road give good access to Bridgemary to the east.

3.15 Stopping up of the Newgate Lane arm on the Peel Common roundabout has created a good and improved north / south cycle and walking link along Newgate Lane between Fareham and Lee-on-Solent.

3.16 There are good footway / cycleway links of predominantly 2 metres width north and south with signalised 'Toucan' crossing facilities located at Peel Common Roundabout to the south and at the HMS Collingwood signalised junction to the north. Pedestrian / Cycle routes and crossing facilities can be seen in **Figures 2**

FIGURE 2 – PEDESTRIAN WALKING ROUTES

3.17 Pedestrian and cycle links will be provided from the development site onto the Woodcote Lane footway / cycleway. The existing public rights of way can be seen in **Figure 2** with the wider cycle network shown on **Figure 3**.

FIGURE 3 – LOCAL CYCLE NETWORK

Pedestrian Routes to the North

3.18 There are excellent walking and cycling routes to the north of the proposed development site towards Fareham and the Speedfields retail park.

3.19 There is an existing footway on the northern side of Newgate Lane (old) with crossing provision from the proposed development access. The footway is currently in the region of 1.5 – 1.8m in width but does require some maintenance to cut back

verge growth. This will provide a 2m wide footway and currently benefits from a system of street lighting.

- 3.20** The footway continues along old Newgate Lane to the HMS Collingwood junction where it links up with a shared footway cycleway provision. There are signal controlled toucan crossings provided for all crossing movements at this junction, providing for access to the Speedfields retail park and further north towards Fareham and the town centre.

Pedestrian Routes to the East

- 3.21** From the development site there is an existing public right of way via Woodcote Lane and Brookers Lane, crossing the NLSRR via an uncontrolled pedestrian crossing with pedestrian refuge island to access amenities to the east.
- 3.22** Woodcote Lane is a 3m wide no-through access road for a few residential properties. It is partly illuminated by a street lighting system for approximately half its length.
- 3.23** As part of the NLSRR works, Brookers Lane has been upgraded and improved to a 3m wide shared footway cycleway link paved with bituminous surfacing to the area of Bridgemary but does not benefit from a system of street lighting.
- 3.24** Beyond Brookers Lane there is a network of suburban residential streets and off-road paved footpaths to allow easy and safe pedestrian and cycle access to the primary schools (Peel Common, Holbrook), medical centre, church and local retail.

Pedestrian Routes to the South

- 3.25** To the south of the development site, pedestrian and cycling access is considered to be of a good standard and in good condition.
- 3.26** There is a 1.8 – 2m wide paved footway on the west side of old Newgate Lane which is also illuminated by a system of street lighting. Uncontrolled crossing points from the development access provided suitable access to this footway provision.
- 3.27** Old Newgate Lane is now a quiet no-through road providing access to a small number of properties at the southern end of the Lane. Traffic flows are very low and vehicle speeds are at an average of 26.2 mph.

3.28 Signal controlled toucan crossings are provided at the Peel Common roundabout across all arms to the east, west and south. To the south along the B3385 there is an illuminated 3m wide paved shared footway / cycleway facility. This provides good, safe access for pedestrians and cyclists to access Lee-On-Solent, the airport and the seafront amenities.

3.29 Pedestrian Routes to the West

3.30 To the west of the development site lies the settlement of Stubbington with its primary and secondary schools, Post Office and local retail stores. There are good pedestrian and cycle links to Stubbington from the development site.

3.31 Using the footway on the west side of old Newgate Lane, this links to a 3m wide shared footway / cycleway facility on the south side of the B3334 from Peel Common roundabout.

3.32 This route is currently unlit until it reaches Stubbington but is a safe and viable walking and cycling route to the west.

3.33 There is also a public right of way that extends westwards from the end of Albert Road from Newgate Lane. The footpath runs across a field before access back onto the B3334 just before entering the settlement of Stubbington.

3.34 From Peel Common roundabout to the entrance to Stubbington the speed limit is 40mph. This changes and reduces to 30mph at the gateway into the settlement. There is a pedestrian crossing facility in the form of a 'toucan' controlled crossing at this location. This links the shared footway / cycleways on both sides of the B3334.

Overall Conclusion on Existing Pedestrian and Cycle Networks

3.35 It is concluded that the existing pedestrian and cycle infrastructure is generally of a very good standard providing suitable links and crossing facilities both uncontrolled and controlled to all of the nearby amenities and facilities.

LOCAL AMENITIES AND FACILITIES

3.36 There is a wide range of services and facilities within convenient walking and cycling distance of the site to the north, east, south and west, which are considered to be distances of 800m and 2km for walking and 5km for cycling. A plan is included at **Figure 4** showing the location of local facilities with Isochrones Plan showing walking isochrones at 800 metres and 2,000 metres, as well as a cycle isochrone at 5,000 metres.

FIGURE 4 – ISOCHRONE AND LOCAL FACILITIES PLAN

3.37 Also, within the 800m walking distance from the proposed residential site are two schools, infant and junior schools, 2 places of worship, 2 convenience stores including a general Co-op convenience food store and a public house.

3.38 Within the 2km range are a further 3 infant and junior schools; 2 secondary schools and a recreation ground. There are a further 4 food stores, including a superstore, 2 fast food outlets and 4 public houses. In addition, there are a further four places of worship; 3 GP surgeries, a pharmacy and 3 dental surgeries. Two post offices are also available within this area. There are also a large range of employment uses within this 2km area, especially located north of the site to the east of Newgate Lane opposite Longfield Avenue. HMS Collingwood is also within this range.

3.39 The development site sits within the school catchment area for Crofton Secondary school in the village of Stubbington. This is a 1.6km walk, approximately a 20 minute walk time via the B3334. The route is a suitable shared footway / cycleway facility with signal-controlled pedestrian crossings.

3.40 Within the 5km distance of the site and within cycling distances there are further facilities as outlined above, including employment, in addition there is Fareham college and CEMAST college of Technology, Fareham railway station, and 2 leisure centres. Just outside the 5km limit to the north west of the site the Fareham Community Hospital is situated.

3.41 **Table 1** shows the site's proximity to facilities and services:

Table 1 – Walking and Cycling Distances to Local Amenities

Service / Facility	Distance from the centre of the site	Walking Time (based on route planning software)	Cycling Time (based on route planning software)
Bus Stop (northbound)	550m	7 mins	2 mins
Bus Stop (southbound)	550m	7 mins	2 mins
Fareham Railway Station	3.8km	47 mins	14 mins
Peel Common Evangelical Church	550m	7 mins	2 mins
ASDA, Speedfields Park	1km	15 mins	5 mins
Peel Common Nursery School	850m	10 mins	2 mins
Peel Common Junior School	850m	10 mins	2 mins
Crofton Secondary School	1.8km	22 mins	6 mins
Bridgemary School	1.1km	13 mins	4 mins

Bridgemary Medical Centre	1.4km	21 mins	5 mins
Carisbrooke Arms Public House	1.1km	13 mins	3 mins
Red Lion Public House	2.6km	32 mins	8 mins
Dr K.Y. Tan Medical Practice	2.8km	34 mins	9 mins
Cam Alders Recreation Ground	2.2km	28 mins	7 mins

Existing Public Transport Provision

- 3.42** The existing bus route for the 21 and 21A service has now been diverted from the old Newgate Lane onto the new relief road alignment. New bus stops have been provided at Peel Common roundabout, also at the pedestrian and cycle links through from Woodcote Lane and Tudor Lodge Nursing Home onto the new road will have on carriageway bus stops provided with a shelter and high access kerbs in both north and south directions. on both sides of the road with informal crossing facilities by way of dropped kerbs, tactile paving and pedestrian and cycle refuge islands.
- 3.43** The bus stops can be accessed via proceeding to the south of the site and travelling east via Woodcote Lane footway/cycleway with a road crossing required via a traffic island for southbound departures.
- 3.44** The services are run weekdays between Fareham and Hill Head and return approximately with a frequency of every hour in each direction from 0647 to 1922hrs. On Saturdays the service is run between 0903 and 1408hrs with an hourly service. There is no Sunday service.

3.45 The local bus routes can be seen in **Figure 5**.

FIGURE 5 – LOCAL BUS ROUTES

3.46 Extracts of the relevant bus timetables are shown in **Appendix 3**.

APPENDIX 3 – BUS TIMETABLES

Rail

3.47 Fareham Station is located approximately 3km to the north of the site and is managed by Great Western Railway. Facilities at the station include:

- Station Car Park 154 charged spaces and 5 accessible spaces)
- 266 cycle parking spaces with sheltered two-tier cycle parking
- Ticket office - Monday to Friday 05:45 - 19:30; Saturday 06:00 - 19:30; Sunday 08:30 - 18:30
- Information Centre - Monday to Friday 05:20 - 23:00; Saturday 05:20 - 23:00; Sunday 06:30 - 23:00
- Refreshment facilities
- Public Telephones
- Post Box
- Refreshment Facilities
- Toilets including accessible toilets
- Waiting Rooms

3.48 In addition to the above there are a number of accessibility and mobility services with staff help available Monday to Friday 05:20 - 23:00; Saturday 05:20 - 23:00; Sunday 06:30 - 23:00. The station has step-free access as well as ramps for train access and wheelchairs are available at the station if required.

3.49 **Table 2** shows the direct rail services offered from Fareham Station and the level of frequency.

Table 2 - Rail Services from Fareham Station

Operator	Route	Day(s)	Frequency
South Western Railway	Botley - Hedge End - Eastleigh - Winchester - Micheldever - Basingstoke - Farnborough (Main) - Woking - London Waterloo	Mon-Fri	Hourly
		Sat	Hourly
		Sun	Hourly
Great Western Railway	Portchester - Cosham - Hilsea - Fratton - Portsmouth & Southsea - Portsmouth Harbour	Mon-Fri	Hourly
		Sat	Hourly
		Sun	Hourly
Great Western Railway	Eastleigh - Southampton Airport Parkway - Southampton Central	Mon-Fri	3 per hour
		Sat	3 per hour
		Sun	Half Hourly
Southern	Cosham - Havant - Emsworth - Chichester - Barnham - Ford - Angmering - Goring-by-Sea - Durrington-on-Sea - West Worthing - Worthing - Lancing - Shoreham-by-Sea - Southwick - Portslade - Hove - Brighton	Mon-Fri	Hourly
		Sat	Hourly
		Sun	Hourly
Southern	Portchester - Cosham - Havant - Emsworth - Southbourne - Bosham - Chichester - Barnham - Horsham - Crawley - Three Bridges - Gatwick Airport - Redhill - East Croydon - Clapham Junction - London Victoria via Horsham	Mon-Fri	Hourly
		Sat	Hourly
		Sun	No direct service

Conclusion

- 3.50** As set out in **Table 1** above a variety of local facilities and amenities are located within walking and cycling distance of the proposed development site including those which are likely to be required by residents on a daily basis. The Primary School, supermarket and bus stops are located within a kilometre of the site.
- 3.51** The pedestrian infrastructure is sufficient to allow footway users to cross the local roads safely.
- 3.52** Hourly bus services to Fareham and Hill Head are accessible from Newgate Lane and additional services are available from Bridgemary.

3.53 There are also rail services available from Fareham station to destinations including Portsmouth, Southampton, London Waterloo, London Victoria and Brighton.

4. TRAVEL PLAN OBJECTIVES

Targets

4.1 Targets are the measurable goals that must be set to assess whether or not the objectives of the plan are being achieved. The key objectives of this RTP are:

- i. to reduce the overall amount of car travel by 10%;
- ii. to increase the use of public transport;
- iii. to increase the use of walking and cycling as a mode of travel;
and
- iv. to achieve a high awareness of the travel plan within one year following implementation.

4.2 Whilst it is the intention of this RTP to encourage residents to travel sustainably for all journeys, it is considered that commuting trips are the key journeys for which the RTP will target.

4.3 2011 Census data has been analysed for the 2011 Super Output Area 'E02004739: Fareham 013' which covers the proposed site, the existing dwellings on the old Newgate Lane and areas of north and west Stubbington that straddle the B3334, Gosport Road. This data has been used to establish the baseline mode share.

Table 4 – Method of Travel to Work (2011 Census)

Method of Travel to Work	%
Driving a car or van	76%
Work mainly at or from home	0%
On foot	6%
Passenger in a car or van	5%
Bus, minibus or coach	2%
Train	3%
Motorcycle, scooter or moped	2%
Bicycle	6%
Taxi	0%
Underground, metro, light rail, tram	0%

4.4 It can be seen from the above that there is significant potential to reduce the level of single occupancy car travel. The following indicative targets have been set for the site based and will be discussed with HCC Travel Plan Officer(s) to confirm the acceptance of the requirement for a 10% reduction in single occupancy car travel.

Table 5 – Indicative Travel Plan Targets

Method of Travel to Work	Baseline (from census data)	Year 1	Year 3	Year 5
Driving a car or van	76%	74%	71%	67%
Work mainly at or from home	0%	1%	2%	3%
On foot	6%	6%	6%	7%
Passenger in a car or van	5%	5%	6%	6%
Bus, minibus or coach	2%	3%	3%	4%
Train	3%	3%	3%	4%
Motorcycle, scooter or moped	2%	2%	2%	2%
Bicycle	6%	6%	7%	7%
Taxi	0%	0%	0%	0%

4.5 10% reduction in single occupancy car travel is fairly standard starting point for new Travel Plans. However, this is not set in stone and the appropriateness of this target can be reviewed by the TPC in consultation with TP officers at HCC once the base travel surveys have been carried out and the base travel percentages confirmed.

4.6 The targets to increase sustainable transport modes are informed due to the expected growth in prevalence in travel plans in many areas in the coming years, workplace travel planning being a major element in this, this would explain the 3% increase in working from home as well as the decrease in single occupancy trips being taken up by liftshare, bus, train, walking and cycling modes.

4.7 The proposed Travel Plan targets are considered to be Specific, Measurable, Achievable, Realistic and Timely (SMART). It is considered that these targets can be achieved using the proposed package of measures and initiatives as set out in **Chapter 5**.

4.8 At this stage these targets are indicative as baseline surveys at 80% occupation (60 dwellings) will determine the true baseline mode split which will allow more accurate and informed targets to be set.

5. MEASURES AND INITIATIVES

- 5.1 The measures and initiatives set out in **Table 6** below will be implemented at the outset before the new dwellings are occupied in order to maximise the opportunity to influence new residents travel patterns before they have become established.
- 5.2 It will be the responsibility of the TPC in consultation with the TP officer at HCC to implement these measures.
- 5.3 Costs of relevant measures can be found in **Appendix 4**

APPENDIX 4 -COSTS OF TRAVEL PLAN MEASURES

Table 6 – Measures and Initiatives

PROMOTIONAL MEASURES		TIMESCALE
1	The provision of a 'Welcome information Pack' for residents, which will contain details of how trips to local leisure and employment facilities can be achieved by other means to the private car. It will give information on bus routes and frequency, local cycle routes and details and offers with local cycle shops and the location of local schools and amenities.	On commencement of development and for 5 years from occupation.
2	Promotion of National and Local Travel Awareness Events (e.g. walk to work week, and Bike to Work Week)	On commencement of development and for 5 years from occupation.
3	The inclusion of sustainable travel information (including rural community transport) within the sales and marketing office	On commencement of development and for 5 years from occupation.

4	Internet access in all homes giving residents easy access to local home delivery services and making it easier for residents to work from home.	On commencement of development and for 5 years from occupation.
WALKING & CYCLING MEASURES		
5	The provision of walking and cycling maps (contained within the Welcome Information Packs).	On commencement of development and for 5 years from occupation.
6	The promotion of walking and cycling based websites.	On commencement of development and for 5 years from occupation.
7	Cycle parking will be provided within the development as part of reserved matters providing secure storage for bicycles in accordance with HCC parking standards.	On commencement of development and for 5 years from occupation.

PUBLIC TRANSPORT MEASURES		
8	<p>The provision of up to date public transport information through leaflets and also via public transport websites https://www.hants.gov.uk/transport/trafficandtravel and www.travelinesw.org.uk and available mobile smart-phone applications.</p>	On commencement of development and for 5 years from occupation.
9	<p>The provision of central notice boards within the development. This will provide information on and promote sustainable modes of transport. The notice boards will be located in prominent locations within the development.</p>	On commencement of development and for 5 years from occupation.
10	<p>Sustainable Travel Voucher will be provided from the outset of the scheme as follows</p> <ul style="list-style-type: none"> • Contribution towards the provision of public transport season tickets; and • Contribution towards the purchase of bicycles. 	On commencement of development and for 5 years from occupation.

CAR BASED INITIATIVES		
11	The promotion of Carshare.com, Bla Bla Car and Gocarshare and any other applicable car share portals that operate in the area. These will be displayed within the Welcome Pack and on notice boards and contribute towards the cost of car club membership;	On commencement of development and for 5 years from occupation.
12	Investigation of discounted fares with local taxi firms for residents.	On commencement of development and for 5 years from occupation.

Travel Plan Co-ordinator

5.4 Fareham Land LP will nominate an existing employee or appoint a Travel Plan Coordinator (TPC) at least 3 months before first occupation to oversee implementation of the Travel Plan for the whole site and manage the strategy for meeting the objectives at an expected cost of circa £16-25,000 over 5 years. The contact number for the TPC will be included as part of the 'Welcome Pack'.

5.5 The TPC will be responsible for the following:

- 1) *to oversee the implementation of the site travel plan;*
- 2) *to provide site specific marketing materials;*
- 3) *promoting the travel plan to residents;*
- 4) *to produce, explain and distribute residential 'welcome packs';*
- 5) *acting as the liaison between the public transport, local authorities and other relevant*
- 6) *groups including rural community transport organisations;*
- 7) *to undertake and monitor residential questionnaire travel surveys;*

- 8) *promote Car-sharing websites and establish a local car pool if possible, and investigate potential for discounts with local taxi firms;*
- 9) *monitoring the progress of the travel plan and reporting back to HCC;*
- 10) *ensuring relevant occupiers meet the respective contribution to the travel plan's objectives and targets;*
- 11) *establish a local residents steering group for the development to ease the transition at the end of the TPC; and*
- 12) *set up/contact a local Bike User Group in order to better facilitate development and uptake in cycling in the local area.*

TPC Stakeholder Engagement Requirements

5.6 There will also be a requirement for the TPC to regularly liaise with other stakeholders in the area on a regular basis to enable a higher performance of the delivery of the RTP;

5.7 Some of the stakeholders that the TPC could liaise with but not necessarily limited to are set out below;

- Other TPC's in the area for similar residential developments including the residential development at Newgate Lane (South) (if different), but also schools, employment centres and other similar industries;
- Local cycling shops in order to ascertain discounts, provide training and provide local, regional and national events and route information;
- Public transport operators to organise discounts and vouchers and discuss investments in technology; and
- Schools in the area.

5.8 This list is not exhaustive and could be increased to anyone the TPC deems to be applicable to further improve the performance of the RTP.

5.9 At the end of the Travel Plan period, it is anticipated that the TPC will hand over the roles and responsibilities to a local community group or travel plan officer at

Hampshire County Council, with a dedicated responsibility for the ongoing implementation and monitoring of the residential travel plan.

Sustainable Travel Voucher

5.10 Discussions will take place with local bus operators and local cycle shops in order to determine if they are interested in becoming involved in the sustainable travel voucher scheme.

5.11 If successful in the above discussions it is likely that sustainable travel voucher contribution will consist of monthly bus taster tickets which will encourage the use of local bus services. Any remaining value could be allocated to local cycle shop vouchers.

Awareness and Marketing

5.12 Residents will be made aware from the outset that a Travel Plan is in operation for the site by the TPC and will be informed of the initiatives and measures contained within the plan. Sales staff involved in the marketing of the residential dwellings will also be aware of the Travel Plan so that they can explain the benefits to prospective purchasers. Information will also be available within the sales office on the opportunities to walk, cycle and use public transport to and from the site.

5.13 The following means of publicity may be used going forward:

- 1) *newsletters circulated, as appropriate;*
- 2) *marketing material such as posters;*
- 3) *Travel Plan Notice boards will include the site-specific information leaflet identifying walking and cycle route maps and public transport information. The Travel Plan notice boards will be strategically positioned within the residential development and updated by the TPC, as appropriate; and*
- 4) *Resident 'Welcome Information Packs' including a Sustainable Travel Voucher, Sustainable Travel Leaflet, which will contain information such as bus and rail timetables, walking and cycling route maps, and educational information on the health and environmental benefits of alternative modes to single occupancy car travel to local facilities and amenities.*

- 5.14** The TPC will also promote the measures and initiatives during the annual surveys that will take place as part of on-going monitoring.
- 5.15** Measures such as provision of car charging points or research into the need for charging points can also be considered if residents require, the TPC will be open to consider any measures that are not currently proposed.
- 5.16** All of the measures and initiatives above will be reviewed as the travel plan progresses and as monitoring highlights which measures have been successful and those that are not as successful. At this stage, measures will be subject to change to ensure the travel plan continues to target influential areas of travel behaviour change and also to ensure that the associated travel plan budget is utilised to its full potential.

6. IMPLEMENTATION, DISSEMINATION & MONITORING

6.1 Monitoring and review of the travel plan is important in order to understand if the proposed objectives and targets are being met. Monitoring will be carried out using the following initiatives which are in accordance with HCC's 'Detailed Measures to be Included in a Travel Plan' guidance on the Hantsweb website:

- 1) *resident questionnaire surveys will be carried out to obtain details of resident's travel habits at six months after first occupation to provide a baseline and then at the one, three and five years anniversary.*
- 2) *awareness of the Travel Plan will be monitored through a question within the questionnaires.*

Resident Travel Surveys

6.2 Resident questionnaire travel surveys will be carried out at the periods specified above (i.e. years one, three and five after occupation). These will confirm travel habits and will also quantify proportions of travel by the various modes of transport (the modal share). A question on what would influence residents to using alternatives to driving alone will also be included. These will be collated and sent to HCC by an agreed date before being issued to residents.

6.3 The surveys will collate information on changes in car travel, increases and/or decreases in walking and cycling, and provide feedback on the level of awareness of the travel plan in addition to providing data relating to journey types, distances and vehicle types.

6.4 The surveys will reach a response rate of at least 35%, incentives will be provided such as a prize draw for online retail vouchers in order to achieve the target response rate.

6.5 The TPC will carry out the resident travel surveys. The content of the surveys will be agreed with HCC in advance and the results analysed and submitted to HCC on completion. The report to the TP officer at HCC will be issued within one month of all surveys being completed and received by HCC.

6.6 The surveys will include information that can focus the measures and initiatives contained in the travel plan, on the residents most likely to change from private car use to more sustainable travel. Useful information may include:

- 1) *where residents work;*
- 2) *travel patterns;*
- 3) *duration of travel;*
- 4) *any barriers to particular types of travel;*
- 5) *residents who are most willing to change their travel habits; and*
- 6) *the popularity of the various incentives and measures that staff may consider changing their methods of transport.*

Monitoring Report

6.7 Monitoring reports will be produced after the surveys have been carried out to determine whether the proposed objectives and targets have been met. The report structure may follow:

- 1) *summary of measures and targets;*
- 2) *monitoring methods used;*
- 3) *summary and analysis of results;*
- 4) *future targets/ actions to be taken;*

6.8 The monitoring reports will be prepared by the TPC and will be issued and agreed with HCC.

6.9 Costs of monitoring and reviewing the surveys will be included as per HCC's guidelines for a category B development which will total £15,000 over 5 years. All relevant costs relating to monitoring and reviewing the travel plan are shown in **Appendix 5**

APPENDIX 5- MONITORING AND REVIEW COSTS

Dissemination of the Travel Plan Surveys

6.10 It is essential to maintain interest in the Travel Plan. Once operational, the scheme will need regular new publicity drives to attract interest from residents. As a result, residents will be kept informed of the results of the surveys, as it will keep them

actively involved and because it will act as useful promotional material to retain interest in the objectives. Means of publicity are considered in detail in **Chapter 5**.

Back up Measures

- 6.11** It is considered that the modal share targets are achievable based on the proposed package of measures. However, it may be considered necessary to have back-up measures if the targets are not met. At this stage it is considered that Personal Travel Planning (PTP) will be undertaken by the TPC providing tailored advice. It is not proposed to implement PTP at the outset as it will be considered to be a very strong back-up measure to help the TP achieve its targets should the initial monitoring find it to be failing.

APPENDIX 1

PROPOSED SITE LAYOUT



- APPLICATION BOUNDARY
- LAND USE:**
- RESIDENTIAL PARCELS
- ┌ PRIMARY FRONTAGE
- └ SECONDARY FRONTAGE
- PUBLIC OPEN SPACE
- ACCESS AND CONNECTIONS:**
- PROPOSED ACCESS
- ⊕ RETAINED EXISTING ACCESS TO HAMBROOK LODGE
- ━ PRIMARY SPINE ROAD
- ━ SECONDARY ROAD
- ━ TERTIARY ROAD
- ━ FOOTPATH CONNECTIONS
- ✦ FOOTPATHS KEY NODE
- GREEN AND BLUE INFRASTRUCTURE:**
- EXISTING VEGETATION
- PROPOSED VEGETATION
- ━ PROPOSED LEAP (40CSQM WITH 20M OFFSET)
- ━ DRAINAGE CHANNELS
- ━ INDICATIVE ATTENUATION
- OTHER:**
- ✕ PROPOSED PUMPING STATION (MIN 12M X 8M WITH 15M OFFSET)

LAND ADJACENT TO NEWGATE LANE, FAREHAM - ILLUSTRATIVE FRAMEWORK MASTERPLAN - NORTHERN PARCEL



APPENDIX 2

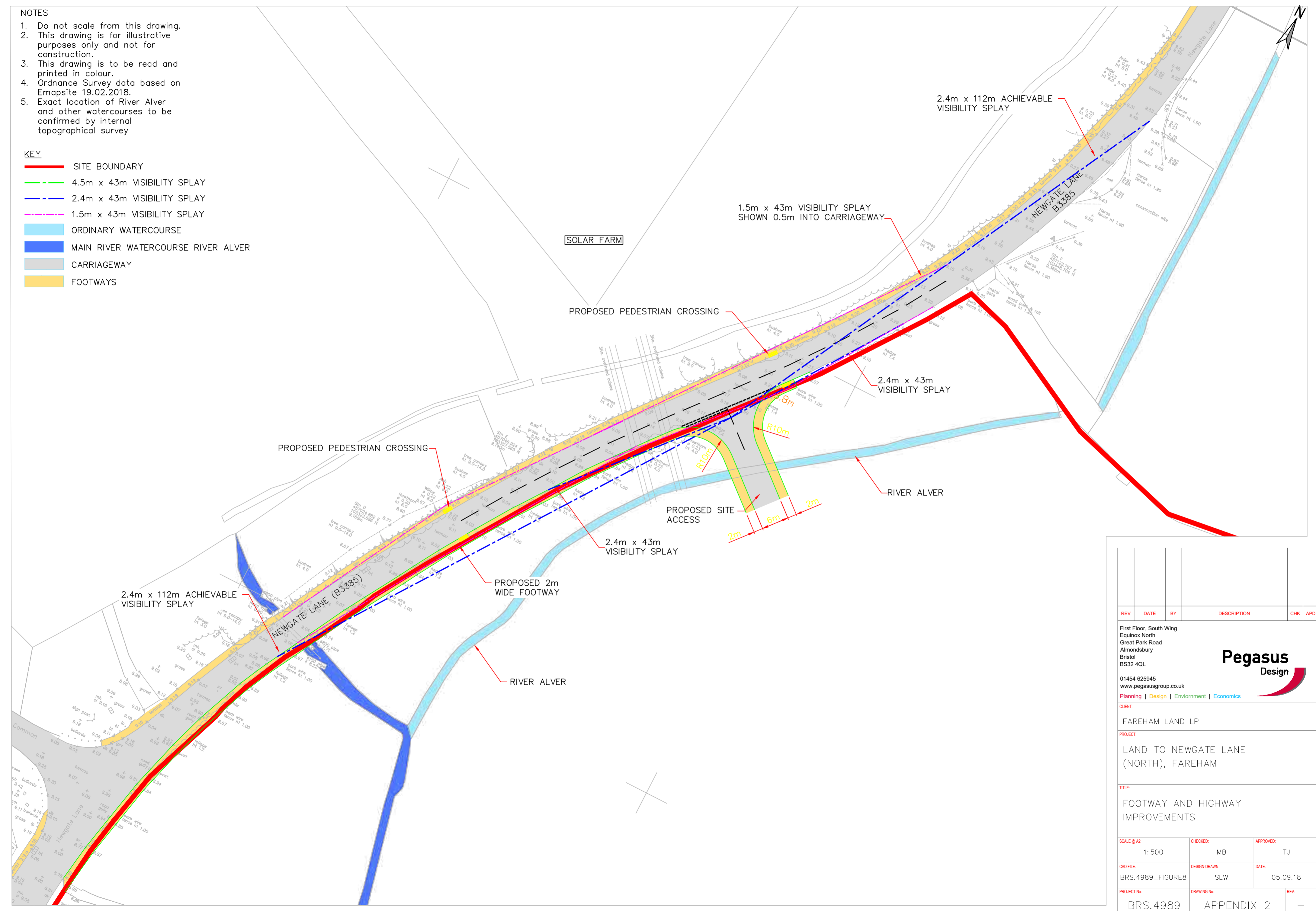
FOOTWAY/HIGHWAY IMPROVEMENTS

NOTES

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.
4. Ordnance Survey data based on Emapsite 19.02.2018.
5. Exact location of River Alver and other watercourses to be confirmed by internal topographical survey

KEY

- SITE BOUNDARY
- 4.5m x 43m VISIBILITY SPLAY
- 2.4m x 43m VISIBILITY SPLAY
- 1.5m x 43m VISIBILITY SPLAY
- ORDINARY WATERCOURSE
- MAIN RIVER WATERCOURSE RIVER ALVER
- CARRIAGEWAY
- FOOTWAYS



REV	DATE	BY	DESCRIPTION	CHK	APD

First Floor, South Wing
 Equinox North
 Great Park Road
 Almondsbury
 Bristol
 BS32 4QL

Pegasus Design

01454 625945
 www.pegasusgroup.co.uk

Planning | Design | Environment | Economics

CLIENT:
 FAREHAM LAND LP

PROJECT:
 LAND TO NEWGATE LANE (NORTH), FAREHAM

TITLE:
 FOOTWAY AND HIGHWAY IMPROVEMENTS

SCALE @ A2: 1: 500	CHECKED: MB	APPROVED: TJ
CAD FILE: BRS.4989_FIGURE8	DESIGN-DRAWN: SLW	DATE: 05.09.18
PROJECT No: BRS.4989	DRAWING No: APPENDIX 2	REV: -

APPENDIX 3

BUS TIMETABLES

21/21A

Monday to Friday
Valid from: 03/09/2017
Valid until further notice.

- 21 Fareham - Stubbington - Hill Head
Via Redlands Lane - Newgate Lane - Peel Common
21A Fareham - Stubbington - Hill Head
Via Fareham Quay - Newgate Lane - Peel Common

Service No.:	21	21	21A	21	21A	21	21A	21	21A	21	21	21A
Notes:												
Fareham Bus Station	—	0730	0845	0950	1055	1200	1310	1418	1520	1628	1735	1845
Westley Grove	—	0739	—	0954	—	1201	—	1419	—	1629	1739	—
HMS Collingwood	—	0747	0854	1002	1104	1212	1319	1427	1529	1637	1747	1854
Peel Common	—	0751	0908	1006	1108	1216	1323	1431	1533	1643	1753	1900
Stubbington Village	0847	0756	0903	1011	1113	1221	1328	1436	1540	1648	1758	1905
Clidias Post	0852	0921	0908	1016	1118	1226	1333	1441	1545	1653	1803	1910
Hill Head Road	0958	0907	0914	1022	1124	1232	1339	1447	1551	1659	1809	1916

- 21 Hill Head - Stubbington - Fareham
Via Peel Common - Newgate Lane - Redlands Lane
21A Hill Head - Stubbington - Fareham
Via Peel Common - Newgate Lane - Fareham Quay

Service No.:	21	21	21	21A	21	21A	21	21A	21	21	21A	21
Notes:												
Hill Head Road	0659	0808	0915	1023	1125	1233	1340	1448	1552	1700	1810	1916
Stubbington Village	0705	0814	0921	1029	1131	1239	1345	1454	1558	1706	1816	1922
Peel Common	0710	0819	0926	1034	1136	1244	1351	1459	1603	1711	1821	—
HMS Collingwood	0715	0824	0930	1038	1140	1248	1356	1503	1607	1715	1826	—
Westley Grove	0723	0832	0938	—	1145	—	1403	—	1515	1723	—	—
Fareham Bus Station	0729	0838	0943	1047	1153	1257	1405	1512	1620	1728	1834	—

21/21A

Saturday

Valid from: 03/09/2017

Valid until further notice.

- 21 Fareham - Stubbington - Hill Head
Via Redlands Lane - Newgate Lane - Peel Common
- 21A Fareham - Stubbington - Hill Head
Via Fareham Quay - Newgate Lane - Peel Common

Service No.:	21A	21	21A	21	21A
Notes:					
Fareham Pier Station	—	0950	1005	1200	1310
Westley Grove	—	0954	—	1204	—
HMS Collingwood	—	1002	1104	1212	1318
Peel Common	—	1006	1106	1216	1323
Stubbington Village	0903	1011	1113	1221	1328
Culkeo Pier	0908	1018	1118	1226	1333
Hill Head Road	0914	1022	1124	1232	1338

- 21 Hill Head - Stubbington - Fareham
Via Peel Common - Newgate Lane - Redlands Lane
- 21A Hill Head - Stubbington - Fareham
Via Peel Common - Newgate Lane - Fareham Quay

Service No.:	21	21A	21	21A	21
Notes:					
Hill Head Road	0915	1023	1125	1233	1340
Stubbington Village	0921	1029	1131	1239	1346
Peel Common	0926	1034	1136	1244	1351
HMS Collingwood	0930	1038	1140	1248	1355
Westley Grove	0935	—	1145	—	1403
Fareham Pier Station	0943	1047	1153	1257	1408

9A/9

Monday to Friday
 Valid from: 03/09/2017
 Valid until further notice.

9A Fareham - Bridgemary - Rowner - Gosport
 Via Fareham Rail Station - BRT - Carisbrooke Road - Gomer Lane - Stoke Road
 9 Fareham - Bridgemary - Rowner - Gosport
 Via Fareham Rail Station - BRT - Carisbrooke Road - Gomer Lane - Stoke Road

Service No.:	9	9A	9	9A	9	9A	9	9A	9	9A	9	9A
Notes:	A32	A32		A32								
Fareham Bus Station	—	0535	0555	—	0625	0640	0655	0705	0725	0735	0750	0805
Fareham Station	—	—	0537	—	0627	0642	0657	0707	0727	0737	0752	0807
Hoiford A32	0605	0640	—	0622	—	—	—	—	—	—	—	—
Carisbrooke Shops	0610	0645	0654	0627	0634	0649	0704	0714	0730	0745	0800	0815
Green Crescent	0613	0648	0657	0630	0637	0652	0707	0717	0734	0749	0804	0819
Centation	—	0654	—	0636	—	0658	—	0724	—	0756	—	0826
Williams Close	0615	—	0613	—	0643	—	0713	—	0742	—	0812	—
Rowner Rd	0623	0657	0636	0636	0646	0701	0716	0729	0746	0801	0816	0831
Bay House School	0627	0632	0621	0644	0651	0706	0722	0735	0752	0807	0822	0837
War Memorial Hospital	0631	0656	0625	0640	0655	0710	0727	0740	0757	0812	0827	0842
Gosport Bus Station	0637	0612	0631	0654	0701	0716	0735	0748	0805	0820	0835	0850

Notes:
 A32 Operates via A32

Service No.:	9	9A	9	9A	9	9A	9	9A	9	9A	9	9A
Notes:												
Fareham Bus Station	0820	0635	0655	0905	0920	0935	0950	1005	1020	1035	1050	1105
Fareham Station	0822	0637	0657	0907	0922	0937	0952	1007	1022	1037	1052	1107
Hoiford A32	—	—	—	—	—	—	—	—	—	—	—	—
Carisbrooke Shops	0830	0945	0900	0915	0930	0945	1000	1015	1030	1045	1100	1115
Green Crescent	0834	0949	0904	0919	0934	0949	1004	1019	1034	1049	1104	1119
Centation	—	0856	—	0928	—	0956	—	1026	—	1056	—	1126
Williams Close	0842	—	0912	—	0942	—	1012	—	1042	—	1112	—
Rowner Rd	0846	0901	0916	0931	0946	1001	1016	1031	1046	1101	1116	1131
Bay House School	0852	0907	0922	0937	0952	1007	1022	1037	1052	1107	1122	1137
War Memorial Hospital	0857	0912	0927	0942	0957	1012	1027	1042	1057	1112	1127	1142
Gosport Bus Station	0925	0920	0935	0950	1005	1020	1035	1050	1105	1120	1135	1150

Service No.:	9	9A	9	9A	9	9A	9	9A	9	9A	9	9A
Notes:												
Fareham Bus Station	1120	1135	1150	1205	1220	1235	1250	1305	1320	1335	1350	1405
Fareham Station	1122	1137	1152	1207	1222	1237	1252	1307	1322	1337	1352	1407
Hoiford A32	—	—	—	—	—	—	—	—	—	—	—	—
Carisbrooke Shops	1130	1145	1200	1215	1230	1245	1300	1315	1330	1345	1400	1415
Green Crescent	1134	1149	1204	1219	1234	1249	1304	1319	1334	1349	1404	1419
Centation	—	1156	—	1228	—	1256	—	1326	—	1356	—	1426
Williams Close	1142	—	1212	—	1242	—	1312	—	1342	—	1412	—
Rowner Rd	1146	1201	1216	1231	1246	1301	1316	1331	1346	1401	1416	1431
Bay House School	1152	1207	1222	1237	1252	1307	1322	1337	1352	1407	1422	1437
War Memorial Hospital	1157	1212	1227	1242	1257	1312	1327	1342	1357	1412	1427	1442
Gosport Bus Station	1205	1220	1235	1250	1305	1320	1335	1350	1405	1420	1435	1450

9A/9

Sundays & Bank Holidays

Valid from: 03/09/2017

Valid until further notice.

9A Fareham - Bridgemary - Rowner - Gosport

Via Fareham Rail Station - BRT - Carisbrooke Road - Gomer Lane - Stoke Road

9 Fareham - Bridgemary - Rowner - Gosport

Via Fareham Rail Station - BRT - Carisbrooke Road - Gomer Lane - Stoke Road

Service No.:	S	SA	S	SA	S	SA	S	SA	S	SA	S	SA
Notes:												
Fareham Bus Station	0740	0942	0912	0942	1012	1042	1112	1142	1212	1242	1312	1342
Fareham Station	0744	0944	0914	0944	1014	1044	1114	1144	1214	1244	1314	1344
Carisbrooke Shops	0751	0951	0921	0951	1022	1052	1122	1152	1222	1252	1322	1352
Green Crescent	0754	0954	0924	0954	1025	1055	1125	1155	1225	1255	1325	1355
Certation	—	0900	—	1000	—	1103	—	1203	—	1303	—	1403
Williams Close	0800	—	0930	—	1034	—	1134	—	1234	—	1334	—
Rowner Rec	0903	0903	0933	1005	1030	1106	1130	1206	1236	1306	1336	1406
Bay House School	0908	0908	0938	1011	1048	1114	1144	1214	1244	1314	1344	1414
War Memorial Hospital	0912	0912	0942	1016	1049	1119	1149	1219	1249	1319	1349	1419
Gosport Bus Station	0918	0918	0948	1024	1057	1127	1157	1227	1257	1327	1357	1427

Service No.:	S	SA	S	SA	S	SA	S	SA	S	SA
Notes:										
Fareham Bus Station	1412	1442	1512	1542	1612	1642	1712	1742	1812	1812
Fareham Station	1414	1444	1514	1544	1614	1644	1714	1744	1814	1814
Carisbrooke Shops	1422	1452	1522	1552	1622	1652	1722	1752	1821	1821
Green Crescent	1426	1456	1526	1556	1626	1656	1726	1756	1824	1824
Certation	—	1503	—	1603	—	1703	—	1803	—	1930
Williams Close	1434	—	1534	—	1634	—	1734	—	1830	—
Rowner Rec	1438	1508	1528	1608	1638	1708	1738	1806	1833	—
Bay House School	1444	1514	1544	1614	1644	1714	1744	1811	1839	—
War Memorial Hospital	1449	1519	1549	1619	1649	1719	1749	1815	1842	—
Gosport Bus Station	1457	1527	1557	1627	1657	1727	1757	1821	1848	—

9 Gosport - Rowner - Bridgemary - Fareham

Via Stoke Road - Gomer Lane - Carisbrooke Road - BRT - Fareham Rail Station

9A Gosport - Rowner - Bridgemary - Fareham

Via Stoke Road - Gomer Lane - Carisbrooke Road - BRT - Fareham Rail Station

APPENDIX 4

COSTS OF TRAVEL PLAN MEASURES

Making travel plans work



Lessons from UK case studies

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Foreword

This guide has been written for employers who want to reduce traffic congestion around their sites, improve the travel options available for their staff – and save money at the same time.

In the UK several thousand organisations have now produced travel plans – packages of measures to reduce car driving and support alternatives. The trick is to find the right mix of measures to suit individual circumstances.

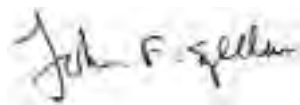
Evidence from the Netherlands and the United States, borne out by early examples in the UK, has shown that even the most “basic” travel plans can achieve 3-5% reductions in the numbers of employees travelling to work alone by car. Plans with large discounts on public transport and restrictions or charging for car parking can achieve 15-30% reductions, and some even more, over a period of – typically – two to four years.

This guide points to key success factors and features of good practice for setting up an effective travel plan. It is based on a recent review of the experience of 20 UK organisations that have successfully brought about a change in the travel patterns of their staff. For these 20 organisations, on average the proportion of commuter journeys to their sites that were made as a car driver was reduced by at least 18%. This represents impressive achievement.

While the effectiveness of travel plans in reducing congestion is now widely recognised, many organisations are not yet aware that they can be financially viable projects in their own right. Travel plans can also save their organisations money: while the annual cost of maintaining a car parking space is typically £300-£500, for the organisations in our study the average cost of running a travel plan was only £47 a year for each full-time employee.

The research on which the guide is based is, we believe, the most detailed UK study of the impact of travel plan measures to date.

I commend it to you.



John Spellar MP
Minister for Transport



Making travel plans work

Introduction

Each day more than half of UK commuters make the short journey from front door to car door to take the longer journey to work: the average commuter trip is now more than eight miles. Few of us would choose to spend time sitting in congested traffic. Most of us want to live in places with clean air and safe streets. Delays on the roads cost business time and money. Yet often the alternatives to driving seem slow and impractical.

A workplace travel plan is a simple idea with a big ambition: to change the way that people travel to work. Cost, convenience, and comfort all influence our decisions about the journeys we take. Travel plans set out to address these factors, re-framing travel choices with major improvements to the bus, cycling and walking routes that serve the work site. Cyclists are welcomed with secure parking and changing facilities. Bus services are adjusted to staff needs. Drivers can find car share partners through a matching service. Discounts, promotional offers and financial incentives make alternatives to solo driving more attractive. Car park restrictions and charges make driving less so.

This guide points to key success factors and features of good practice for setting up an effective travel plan. It is based on the experience of 20 UK organisations that have brought about a change in staff travel patterns. These employers include hospitals, councils, major companies, a shopping centre and a university. Results indicate that following their plans on average, there were at least 14 fewer cars arriving per 100 staff, representing a reduction of 18% or more in the proportion of commuter journeys being made as a car driver¹.

The advice given here follows a detailed evaluation of the travel plans adopted by these organisations². The range of reductions they achieved was considerable – from 5% to 66% – making it possible to compare the effectiveness of different travel plan measures and strategies. The guide also draws on the findings of other research in the US and the Netherlands, where travel plans have been in use for much longer.



¹ See Research note 1: Study findings, on page 85

² Making travel plans work: Research report and Making travel plans work: Case study summaries, DfT, July 2002

Tackling traffic

With traffic forecast to rise by 17% over 10 years³, employers have a vital role to play in bringing about traffic reduction. Commuter trips add heavily to the volume of vehicles on UK roads: journeys to work make up more than a quarter of all miles driven by car or van⁴.

Travel plans aim to reduce traffic 'at source'. They are one of a range of tools that address transport problems from a new direction: by managing demand for road space more effectively. These strategies are essential to relieve the burden of traffic on local communities and meet national targets for cutting the carbon emissions causing climate change.

Reaping the benefits

While many of the organisations in our study saw their travel plans as a way of meeting their environmental responsibilities, they also viewed them as an operational necessity that brought a range of benefits for the organisation. Travel planning helped to cut congestion, relieve parking pressure, make sites more accessible and improve staff travel choice. It enhanced image, reduced commuter stress and aided staff retention. Travel plans also saved money: while the annual cost of maintaining a parking space can be £300 to £500, the cost of running a travel plan was typically £47 a year for each full time employee⁵.

In the last five years, travel plans have become much more widespread in the UK. Among councils, hospitals and higher education establishments responding to a recent survey⁶, the majority were either developing plans or had them in place. Local authorities are now expected to encourage all major employers to adopt travel plans, while national planning guidance says planning applications with significant transport implications should be accompanied by a travel plan.

Our study shows that well devised travel plans have a significant impact. The broad principles set out in this guide, should help your organisation to ensure that your travel plan delivers a real reduction in car use to your site.

Travel planning helped to cut congestion, relieve parking pressure, make sites more accessible and improve staff travel choice. It enhanced image, reduced commuter stress and aided staff retention.

³ Transport 2010: The Background Analysis, DTLR, July 2000

⁴ National Travel Survey 1998/2000, DTLR, July 2001

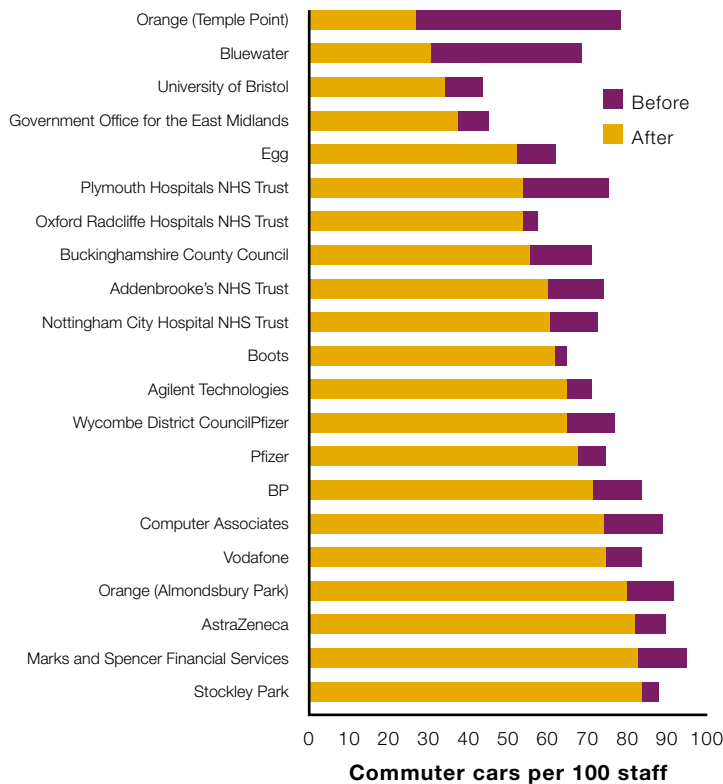
⁵ See Research note 3: Annual running cost per employee, on page 86

⁶ The Take Up and Effectiveness of Travel Plans and Travel Awareness Campaigns, Steer Davies Gleave, DETR, 2001

Case study organisations and results

Organisations that participated⁷ in the study were:

- | | |
|---|---|
| Addenbrooke's NHS Trust, Cambridge | Marks and Spencer Financial Services, Chester |
| Agilent Technologies, South Queensferry, West Lothian | Nottingham City Hospital NHS Trust, Nottingham |
| AstraZeneca, Macclesfield | Orange, at Temple Point, central Bristol and at Almondsbury Park, North Bristol |
| Bluewater retail and leisure centre, Greenhithe, Kent | Oxford Radcliffe Hospitals NHS Trust, Oxford |
| Boots, Nottingham | Pfizer, Sandwich, Kent |
| BP, Sunbury on Thames, Middlesex | Plymouth Hospitals NHS Trust, Plymouth |
| Buckinghamshire County Council, Aylesbury | Stockley Park business park, Uxbridge |
| Computer Associates, Datchet, Berkshire | University of Bristol, Bristol |
| Egg, Derby | Vodafone, Newbury, Berkshire |
| Government Office for the East Midlands, Nottingham | Wycombe District Council, High Wycombe. |



Averaged overall, these organisations managed to reduce the number of commuter cars arriving by at least 14 per 100 staff – representing a reduction of 18% or more in the proportion of commuter journeys being made as a car driver. Even after allowing for extreme cases, the median change recorded was still 12 cars per 100 staff – representing a 15% reduction in the proportion of commuter journeys being made as a car driver. Fifteen of the travel plans had reduced commuter car driving by more than 10%, five by more than a fifth and two by more than 50%⁸. (Case study achievements and success factors are summarised on pages 78 to 84.)

⁷ See Research note 2: Selection of case study organisations, on page 86
⁸ See Research note 1: Study findings, on page 85

Making travel plans work: key findings

In encouraging car-free access to their sites, travel planners choose from a wide range of measures. Better bus services, walking and cycling facilities and car share matching schemes are all on the travel plan menu. Many of these measures are listed in Part 2 of this guide, which looks at the key steps needed to support different means of travel. Together, the improvements you introduce can make car-free journeys a practical and well-promoted option, and can start to reduce staff car use. But beyond this, it's important to consider how far your travel plan enables alternative travel options to compete successfully with solo car driving – offering staff a genuine reason to change. Evidence shows that higher levels of uptake – reductions in car driving of 17% or more – are likely to depend on two key factors: the financial incentives or disincentives related to travel, and the availability of parking.



Parking restraint

Parking restraint is a hallmark of high achieving travel plans. Unsurprisingly, limiting parking rights – for example through a parking permit scheme – is one of the most direct and effective ways of reducing staff car use. Organisations that restrict staff parking need a fair and transparent process for allocating permits, in the light of travel needs.

Charging for parking also operates as a form of parking restraint. In our study the travel plans with the lowest car use, used either parking restrictions, parking charges or a combination of the two. One key advantage of charges is that the parking revenue can provide a ring-fenced income to pay for alternative travel options. This not only gives travel plans a substantial budget, but helps gain support for the scheme.

Undoubtedly, parking restraint can prove contentious. On page 26 we look at the steps organisations take to make difficult measures more acceptable to staff.

Effective parking schemes can be undermined by the availability of free and plentiful off-site parking. Organisations need to liaise with the local authority to prevent this happening.



Financial incentives

Financial incentives are also important in influencing staff travel choices.

This can mean:

- An incentive paid to those who arrive without a car
- Compensatory payments for those giving up a parking space
- Reductions on public transport fares or free works buses.

For organisations reluctant to limit parking or charge for it, financial incentives provide an alternative means of reducing car use. In our study, all organisations introducing significant cash payments for staff to change how they travel encouraged more than 9% of staff not to drive to work.

But financial incentives are at their most effective when combined with parking restraint. The highest performing organisation, Orange, both restricted parking and offered a financial payment – as a form of compensation for those losing a parking place.

Many organisations provide other financial incentives in the form of bus subsidies. Our study showed that free shuttle buses – from the workplace to key destinations – were particularly successful in attracting commuters.

Tipping the balance

Naturally, the relative levels of financial incentives and disincentives will also affect the level of change from single occupancy car commuting. One organisation launched its travel plan with a subsidised bus pass and a parking charge, but found this had little effect until the cost of the pass was reduced and the parking charge raised, tipping the balance in favour of public transport.

In considering the comparative cost of car travel, it's important to bear in mind that most drivers count only the petrol cost, since they already own the car.

Combining strategies

Our study shows that quite simple initiatives with a few key measures – for example, parking charges, exemptions for car sharers and a shuttle bus – can achieve a sizeable reduction in car use. At the same time, the most successful travel plans combine parking restraint with a high number of 'carrots' – positive measures to support alternative travel.

It is important to consider how strategies in the travel plan interact, for example, whether car sharing could be undermining bus use; whether incentives are structured to encourage those using alternative means of travel occasionally, to use them more. The balance of different strategies is considered on page 23.

Management support and dedicated staff time

Many earlier studies have emphasised the importance of support from senior management in making travel plans succeed. This was borne out by the experience of travel co-ordinators in our case studies. All the organisations had also allocated substantial dedicated staff time to take the travel plan forward, showing the value of nominating or appointing a staff travel co-ordinator (see page 39). Working groups, drawn from across the organisation (see page 26), also have an important role in building a commitment to reducing car use.

Promotion and marketing

Promotion is vital to travel plans. The organisations in our study use many innovative strategies to raise staff awareness of alternative travel options (see page 32). But high performing travel plans don't usually rely on promotion and awareness raising alone. Plans need to have real travel improvements to 'sell' to staff. There may be exceptions to this – where travel conditions are already much better than staff realise. Initiatives to market the potential for alternative means of travel by engaging with staff at an individual level have been found to be very effective. It is also helpful to find ways of segmenting the market for travel alternatives and particularly to target new recruits (see page 34).



Location

Organisations in out-of-town locations are likely to have more difficulty in achieving low levels of car use. The example of Orange (see page 11), shows how much easier it is to encourage a change in travel habits at a central location.

Whatever the location, travel plans build on the strengths of the site. It is important to identify site opportunities and barriers. Travel planners shouldn't be unduly deterred by their site's disadvantages. Our case studies show that they should still be able to encourage substantial numbers to use alternatives.

Reducing the need to travel

Although not widely used by organisations in the study, strategies to cut car use by reducing the need to travel – through home working or local recruitment – appear especially effective (see pages 36 and 67). There is some concern that home working can encourage people to live further from work, reducing car trips but increasing miles driven, so this issue needs to be considered.

About this guide

While parking restraint, together with financial incentives and disincentives set the context for staff travel, a range of other factors will be important to your travel plan's success.

Part 1 of this guide looks at issues related to the strategy and design of your travel plan.

Effective travel plans:

- Build partnerships – with the local authority, public transport operators and other employers;
- Identify site opportunities and barriers – making the most of 'easy wins' and addressing 'missing links', while tailoring measures to the location and its staff;
- Encourage progressive change – with some strategies to unlock car use, and others to support sustained use of alternative means of travel;
- Gain staff ownership for the plan – with appropriate consultation, fairness, transparency and plenty of 'carrots';
- Raise the profile of travel initiatives – with imaginative promotion and publicity;
- Reach key groups of staff – segmenting the market for alternative travel and providing the right message at the right time, to those most likely to respond;
- Change aspects of the organisation's culture – engaging management commitment, involving dedicated staff time from a travel plan 'champion' and ensuring working arrangements dovetail with travel needs; and
- Focus on results – assessing the impact of individual strategies in reducing car use.

Part 2 of this guide looks at the most successful measures for supporting different means of travel – public transport, walking, cycling, car sharing – and for managing parking. It also looks at other strategies to reduce car use, by reducing the need to travel and by addressing business or visitor journeys.

Part 3 looks at the likely costs of a travel plan and possible sources of funding.

While the guide draws mostly on the experience of organisations with at least 245 staff, a case study of a small company's travel plan is included on page 40.

CASE STUDY

Orange: mapping travel needs

<i>Organisation:</i>	<i>Telecommunications company</i>
<i>Location:</i>	<i>City centre</i>
<i>Staff numbers:</i>	<i>400 (but plans to accommodate 700)</i>
<i>Staff car parking:</i>	<i>95 spaces</i>

The experience of Orange shows how limited parking and a town centre location can transform journeys to work. In 2001 the company relocated 400 staff from offices on the edge of Bristol to Temple Point, in the city centre. Orange looked in detail at travel needs, using mapping software to assess staff journeys, ahead of the move. With the introduction of a comprehensive travel plan for the new site, the number of cars for every 100 employees dropped by two thirds.

Tight parking at the new location prompted Orange to introduce a system of carefully allocated permits. With 107 available spaces, 12 were turned over to 50 cycles and 28 motorbikes. Two spaces were assigned to disabled drivers.

The allocation of permits was based on a system of points scored on:

- Personal needs – such as child care and other care responsibilities, hours contracted outside normal office times, the number in the car (for car share spaces) and ease of access by public transport, walking and cycling.
- Business needs – including number of trips off site per week, number of trips per day and the need to transport heavy equipment.



Permits are issued twice yearly so that the allocation remains fair and effective. Those with permits have numbered spaces – ensuring the system is self-policing, since staff report unauthorised parking. Some flexible spaces allow for occasional use and can be booked in advance.

Incentives for change

All those not awarded solo parking have been given a substantial monthly payment, linked to salary band. Staff with greater managerial responsibility receive smaller amounts on the basis that they are out of the office for longer. Part timers receive pro-rata payments. The sum is set to be similar to the cost of a public transport season ticket.

Car sharers can find partners by using a self-matching database on the company intranet. The scheme provides a guaranteed ride home, by taxi, if the sharing arrangement falls through. Cyclists have access to showers, lockers, pool bikes and lockable bike storage facilities covered by CCTV. The new site is well served by public transport and a free half hourly Orange bus service provides a link to the other Orange offices in North Bristol.

Results

At the time of the move, Orange had already achieved some success in travel planning at its head office in North Bristol, where a combination of a car share matching service and bus improvements led to a fall in the proportion of staff driving to work, from 92% to 80% over a five year period. The move to the city centre, coupled with the introduction of a more comprehensive scheme, including parking restraint, led to a far more dramatic reduction – from an average of 79% driving to work at the North Bristol sites, to 27% at Temple Point. Orange now plans to introduce a more comprehensive travel plan, including a needs-based parking permit system, at its North Bristol sites.

Note: Staff numbers given in case studies throughout this guide relate to the time of the most recent monitoring that had been undertaken by the organisation by November 2001 (when the research was undertaken).

1

Part 1 Travel plan strategy and design

Building partnerships

“Networks are very, very important to help build your knowledge. For green travel planning you need to be a Jack of all trades.”

John Elliott,
Transport and
Planning Manager,
Pfizer.

Travel plans set out to reach beyond the work site itself, and improve off-site conditions for walking, cycling and public transport. This calls for close co-operation with outside agencies. All the organisations in our study had been involved in partnership working – with local authorities, public transport operators, cycling organisations, cycling retailers and other employers. The success of these partnerships was often crucial to the success of the travel plan. Good co-operation from other agencies was greatly appreciated – and occasionally sorely missed.

Help from the local authority

Most of the organisations in the study had positive relationships with their councils. Their experience shows that a proactive local authority can do a great deal to make travel plans effective – from offering advice, to funding major infrastructure improvements. Local authorities have supported travel plans by:

- Advising – on travel plans and planning and highways issues
- Participating in a working group to develop the organisation’s travel plan on an ongoing basis
- Co-ordinating travel plan networks for local employers
- Taking part in travel plan launch events
- Helping in negotiations with public transport operators
- Arranging area-wide bus ticket deals on behalf of all local employers
- Contributing to subsidy for buses that serve both the site and the local community
- Offering a ‘travel plan grant’ for site improvements or marketing
- Improving off-site pedestrian and cycle facilities
- Providing off-site bus lanes and improving walking routes to bus stops
- Funding on-site improvements, including a bus station
- Providing on-line travel information through links to the local authority web site
- Setting up an area-wide car sharing scheme.

Local authorities have the scope to introduce many general improvements that will help in reducing commuter traffic, particularly through the local transport plan. It is also important for councils to ‘lead by example’ by developing their own travel

plans. This can create opportunities to co-operate with organisations as fellow employers – making use of the same bus services, car sharing schemes and other facilities.

Working with public transport operators

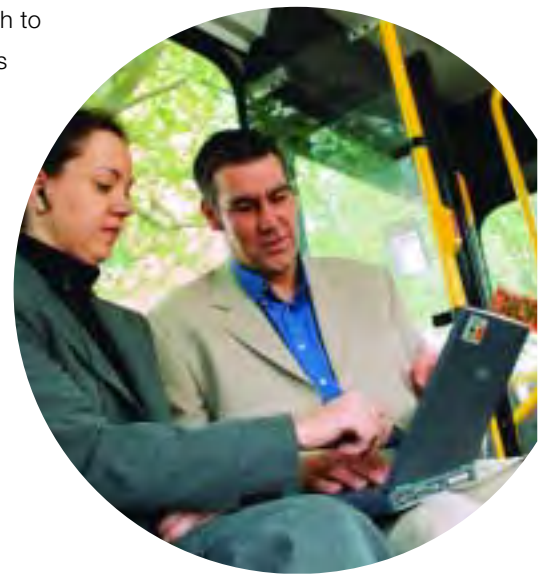
Many employers negotiate changes to public transport. Both sides have much to gain from working together – while operators win new custom, travel planners secure improvements at a reasonable cost.

Help from public transport operators included:

- Substantial discounts on tickets for staff
- Displays and promotion for public transport at the work site, including site specific information, offers of free tickets, on-site ticketing and face to face journey advice for staff
- New bus routes that are better suited to staff travel patterns and diversion of services to run on site
- Introduction of low-floor buses and on-site bus shelters
- Changes to bus liveries to carry the name of employers as a destination.

In approaching local operators, travel co-ordinators say it is important to reach those senior enough to be decision-makers. Enlisting support from the local authority public transport officer is recommended. In negotiations, travel planners find it helps to emphasise the scale of new business they can bring. Maps showing the distribution of staff (produced using Geographical Information Systems software) are a useful focus for discussions. Feedback and results from staff travel surveys provide a valuable source of market research to bus companies, while invitations to promote services at the workplace can also be attractive to operators.

- At the Government Office for the East Midlands the local bus company gave a presentation to help launch the revised travel plan. Staff were consulted directly about plans for new bus routes – generating lots of interest.
- At Buckinghamshire County Council staff are offered a 50% discount on all bus fares and a 33% discount on Chiltern Rail travel (including leisure journeys). Travel co-ordinator Stefan Dimic says they worked with senior people to negotiate these deals, and highlighted that they were “throwing 13,500 people at them”. Both the bus and rail schemes have attracted enough new custom to make a profit.





Funding services

Where organisations enter into contracts with operators, 'penalty clauses', can help to ensure services are kept up to standard. A variety of partnership arrangements are used:

- Bluewater retail and leisure centre and Stockley Park business park have both provided investment to 'pump prime' services which later became commercially viable.
- Boots subsidises routes for a fixed price, while the bus company keeps the revenue. The arrangement provides an incentive for the operator to market buses to the general public.
- Egg subsidises a public bus service run by Trent Buses. Staff pay a nominal fare of 10p and revenue from this is deducted from the bill.
- Pfizer contracts a number of services from Stagecoach. Employees pay fares at around 10p a mile and Stagecoach is entitled to keep 30% of the revenue, provided buses are kept clean and run on time, and drivers are courteous. The remaining revenue is paid to Pfizer and covers half the cost of running the service. As part of the deal, employees using any bus from work can travel free on any other Stagecoach service to complete their journey home, on presentation of 'bus and rail club' staff ID.
- Plymouth Hospitals NHS Trust offers staff various reduced price bus passes for which the operator contributes a discount and the trust provides a subsidy. One pass for staff who have given up a parking space is subsidised 55% by the trust and 10% by the operator.

Once services are up and running many travel co-ordinators meet frequently with operators to review arrangements and agree adjustments. Ongoing feedback helps to nip problems in the bud and identify new opportunities:

- Staff requirements from subsidised bus services are discussed on a monthly basis at feedback sessions between AstraZeneca and the operator. Over time services have been modified to match – creating new stops and adding bigger buses on more popular routes.

Meeting with other employers

Travel plan networks – giving regular contact with other employers engaged in travel planning – are immensely useful to travel co-ordinators. Besides providing moral support for those in the difficult job of changing the travel culture, they offer a chance to share ideas and co-operate in local initiatives. For smaller organisations

particularly, linking with other employers can give more weight in negotiations with public transport operators. Participating in travel plan networks will also get other people talking about your organisation's travel plan, raising its profile and attracting good publicity. This in turn helps to win commitment to the plan from within the organisation.

CASE STUDY

Plymouth Hospitals NHS Trust: creating a transport hub

<i>Organisation:</i>	<i>District general hospital</i>
<i>Location:</i>	<i>Outer suburb</i>
<i>Staff numbers:</i>	<i>5,761</i>
<i>Staff car parking:</i>	<i>1,353 spaces</i>

An effective partnership with local bus operators has been at the heart of the transport strategy for Derriford Hospital, run by Plymouth Hospitals NHS Trust. Since the plan was first initiated in 1997, the number of buses serving the hospital in the peak hour has doubled, to 44, and services have been restructured so that 80% of existing routes serving northern Plymouth, provide direct and frequent access to the hospital. The trust has now agreed to the creation of a bus station at the site, funded by Plymouth City Council. Transport and Environment Manager Andrew Davies says it is important to make the business case for services. The trust attends quarterly meetings with the city council and bus operators.

Bus pass deals

An array of discounted bus passes is available to hospital staff. Those handing back their parking permits are offered a free trial bus pass for four months, at the end of which they can get a one year pass at a 65% reduction (with 55% subsidy from the trust and 10% from the operator). Further bus passes have a 50% discount. For staff not giving up a parking permit, a Green Zone Bus Pass – negotiated with other local employers and the city council – costs £29.25 – £53.00 a month (depending on the zones covered) and is valid on services provided by both of the city's main operators. Another ticket offer provides 10 journeys for the price of 12. Some 15% of staff (FTE) have bought bus passes.

The trust has also taken steps to encourage patient and visitor bus travel – with discounts on two bus routes through areas of poor health. In collaboration with the city council and bus companies, the hospital helped fund a ‘Travel to Derriford’ information leaflet.

Parking management

Bus subsidies are paid for by income from a staff parking charge of 50p a day. Parking permits are limited to 54% of staff, who tend to be those in ‘front-line’ jobs involved in patient care, disabled drivers and those required by contract to have use of a car. Claims for permits on grounds of travel during the course of work are checked against mileage claims and evidence of need, while for staff with an occasional need to bring a car on site, one-day permits are available. Staff can choose to pay charges on a daily basis or by monthly deduction from salary. Staff working nights and weekends, disabled staff, volunteers, car sharers and tenants of the site’s residential accommodation can park free of charge, and permits are not required out of hours.

Car sharers make daily use of 130 reserved spaces close to the building. A computerised matching service is available, and cars carrying groups of five are not uncommon.

The trust operates a parking appeals procedure in which the Director of Facilities is the final arbiter. Posters and newsletters have been used to inform staff about the plan, and staff consultation takes place through a joint staff committee that meets quarterly.

Issuing of parking permits indicates that the travel plan has reduced staff cars arriving per 100 staff by nearly a third.

Identifying site opportunities

Each work place is different. At a detailed level, travel plans are site specific. Organisations have been resourceful in overcoming barriers and responding to opportunities at their locations. This means knowing your site and seeing the 'easy wins' for encouraging travel change.

Building on existing strengths

Organisations need to assess the walking, cycling and public transport routes that run close to their sites, in the light of information about where staff live and how they travel. Sites that are well served by routes for cycling, walking or public transport, have an obvious head start. But our study shows natural disadvantages can be overcome – and natural advantages sometimes wasted. Here is how three organisations built on the opportunities their sites offered:

- Though located on a relatively isolated site outside Edinburgh, Agilent Technologies is four minutes walk from Dalmeny railway station. The company negotiated a 33% discount on season tickets with the train operator, and has worked with them to develop better services. Train use has risen from 5% of staff to 13% in two years.
- Buckinghamshire County Council has 39% of staff living within two miles and a good pedestrian environment. The council has successfully promoted walking and its benefits for health. Commuting on foot has increased from nearly 11% of staff to nearly 17% in three years.
- The University of Bristol found a neighbouring health trust ran a free staff bus between the station and the hospital. Following a travel survey that identified demand, the university combined funding with the hospital to expand and extend the service, making it available to the staff of both employers. More than 5% of university employees commute this way some or all of the time.

Mending the missing links

Often substantial barriers to sustainable travel can be overcome by addressing relatively small 'missing links' in the journey. This could mean, for example:

- Diverting an existing bus service to come on site
- Building a safe cycle way to link the work site with the local cycle network
- Persuading a nearby station to open a rear entrance so that walking times are reduced



- Creating new work site entrances that are more convenient for walkers
- Improving lighting and cutting back shrubs so that people feel safer on a particular pathway.

Walking deserves particular attention as the 'glue' between other forms of transport. Improving and promoting journeys on foot can make bus and rail more attractive.

- At Computer Associates, a financial incentive for walking encourages some staff to commute to a nearby station and walk the remaining distance to work.
- At Nottingham City Hospital, improvements to public transport have gone hand in hand with a site walking strategy, including speed restrictions, traffic calming and safe crossings.

Publicising site specific information

Sometimes the 'missing link' is staff awareness of the available travel options. The value of user-friendly information about the existing routes serving your site is hard to over-estimate:

- BP provided a map of local cycle routes through a staff newsletter. An all-in-one public transport information leaflet for staff and visitors 'went like hotcakes'.
- At Bluewater retail and leisure centre, new timetables show bus routes as simple line diagrams with information on 'where from, where to, how often and how long it takes'.

Finding the priority routes

Where there are concentrations of staff who live in one area, or within easy reach of a particular station, their travel arrangements are an obvious priority and a potential 'easy win'. For the organisations in our study, free shuttle buses to key areas and to stations were particularly successful in attracting commuters:

- At Pfizer, in rural Kent, a free shuttle bus provides a link to the nearest town and also picks up from the station. It is used by an estimated 5% of the workforce.
- At Egg, sited on a business park at the edge of the town centre, a shuttle bus to the centre of Derby is used by 14% of staff.
- At BP, a free shuttle bus, providing a 15 minute journey to Feltham station, is used by around 12% of staff.
- At Computer Associates, 14% of employees use a shuttle bus from Slough bus station, which is also close to the railway station.



Offering site services

At all the organisations in our study, staff had access to services, such as cafeterias, shops or cash dispensers, either on-site or within easy reach. Good facilities can help to cut car use by simplifying staff journeys, reducing the need to leave the site or stop off on the way home. Some organisations provide buses for lunchtime shopping or have web site links to home delivery services.

Capitalising on change

Site relocation and redevelopment offer major opportunities to bring about comprehensive changes in travel conditions. For several organisations in our study, the cost of putting travel alternatives in place had become part of a general redevelopment or relocation budget.

New developments provide the chance to design-in walkers' and cyclists' changing facilities, cycle parking, high quality bus stops and public transport waiting areas, and to ensure that the site entrances are cycle and pedestrian friendly. A move to a site with less parking provides a clear rationale for reallocating parking permits according to travel needs. It is a good idea to have new travel arrangements in place from the outset – rather than phasing them in after arrival.

Plans for small employers

In setting up a travel plan, larger organisations have certain advantages. A high number of staff means public transport operators are more likely to change routes and lay on new services for your employees. Similarly a critical mass is needed to launch a car sharing database.

But small organisations win out in many other ways. They will generally be able to get a more detailed picture of staff travel habits, consult with more staff on a face to face basis and communicate information about travel more easily. It is also more feasible for small organisations to provide personal travel advice such as journey planners (see page 34) to a high proportion of their staff.

Smaller employers can gain critical mass by joining forces with others in the immediate area. Working together can make it easier to produce maps showing routes to workplaces in the area, hold green transport events, run local car sharing schemes and negotiate improvements in street design or public transport services. Although all the organisations in the study had at least 245 staff, there was no indication that those with fewer employees were less successful in reducing car use. A travel plan case study for a small organisation is included on page 40.

"A travel plan will be bespoke to your site – it is important to recognise the issues raised, for example, by a large number of people travelling long distance."

**Peter Dempsey,
Facilities Manager,
Egg.**

CASE STUDY**Egg: no charge for sharers at new site**

<i>Organisation:</i>	<i>Financial services call centre</i>
<i>Location:</i>	<i>Edge of city centre (business park)</i>
<i>Staff numbers:</i>	<i>880 (on site at any one time)</i>
<i>Staff car parking:</i>	<i>500 spaces</i>

Free parking for car sharers and a new shuttle bus have been key features of a travel plan for Egg's call centre in Derby, brought in soon after occupation at a new site. Car sharing was considered important because over half the staff lived more than 5 miles from the site.

Around a quarter of the workforce now car shares – so avoiding a daily parking charge of 75p – while some 14% use the frequent shuttle bus, between the work site and Derby bus station.

The new shuttle, which is public but subsidised by Egg, runs every 12 minutes. Although initially free to staff, a nominal charge of 10p has since been introduced. A free contract bus also runs between Egg and the nearby park and ride. In liaison with the council, two new bus stops and shelters have been installed close to site entrances.

Communicating with staff

The new parking policy was announced to staff by email, and launched with a 'road show' – an attended display in a central area of the building – to highlight public transport options.

Awareness that parking charges were related to planning permission helped reconcile staff to the scheme. This was communicated through Egg's 'user forums' – meetings of six to eight people including representatives from different levels of the organisation, who 'cascade' information back to other staff in their own business units. Forums have been particularly useful in addressing concerns and also helped enlist the support of managers to tackle abuses of the car share system. Facilities manager, Peter Dempsey says gaining the 'buy in' of business units and their involvement in making changes, was a key turning point for the scheme.

Financial benefits – through the shared cost of petrol and free parking for sharers, and through free or cheap bus use – are believed to have been most effective in discouraging solo car use.

Encouraging progressive change

A variety of travel plan measures help to encourage a gradual shift towards sustainable travel. While some initiatives are designed to 'unlock' everyday car use on an occasional basis, others provide incentives to use an alternative most of the time. It's important to consider how these strategies work together.

Unlocking car use

Persuading staff to 'give green travel a go' is an important hurdle. Some organisations overcome this with incentives for staff to leave the car at home for one or two days a week. The idea is that if everyone changes a little, this will have a significant impact:

- Wycombe District Council launched its travel plan with an invitation for staff to sign up to a 'four day a week pledge' – agreeing to travel to work without a car at least one day each week. Those who signed were entered into a £1,500 holiday prize draw. The council now offers a monthly draw for £25. To claim the money winners have to prove that they travelled one day without a car in the previous week. Around a fifth of staff enter each month.
- At Marks and Spencer Financial Services, staged incentives are offered to those who car share one day or more a week. Staff who complete six months of car sharing on this basis can choose between a range of offers related to driving, such as a car service. Those completing a further 12 months receive £50 worth of Marks and Spencer vouchers. As a result 31% of staff car share once a week or more.
- Computer Associates offers substantial financial incentives – between £150 and £200 – to staff who walk, cycle or car share for 26 days in six months. Around a third of staff signed up to car share, nearly 12% to cycle and 7% to walk for the required days.



“Because of the travel plan, staff are now multi-modal – there are far more people who travel to work by different means during the week.”

Jont Cole, Assistant Director of Facilities, University of Bristol.

Avoiding a commitment to drive

Encouraging staff to use alternatives when they can is particularly relevant to the way in which parking charges are levied. Some employees will only wish to park some of the time. If they have to pay up-front for an annual parking permit, they will have far less incentive to use alternatives on an occasional basis. Once the permit is bought, driving becomes the ‘default option’. By contrast, ‘pay as you go’ parking allows drivers to make these decisions more flexibly:

- Staff driving alone to Egg pay a 75p daily parking charge. Payment is made on leaving the car park, using a staff proximity card. The user can load money on to this at the exit machine, which then shows the value paid on the card and the deduction made.

Encouraging greater change

High achieving travel plans often have measures in place that provide a greater incentive for more committed change rather than occasional change, or for the use of travel alternatives that are typically more environmentally friendly (walking, cycling or bus use, rather than car sharing). These strategies can help to secure more substantial reductions in individual car use:

- At the University of Bristol, car sharers must share for at least three days a week to qualify for an individually allocated guaranteed parking space.
- At Agilent Technologies, priority parking is offered to car sharing ‘teams’ of three or more. The system encourages two-person sharers to find a third.
- Pfizer’s ‘parking cash out’ offers an allowance (£2 before tax) paid daily to those not bringing a car on to the site, ensuring that ‘the less you drive, the more you earn’.
- At Vodafone, staff who agree to commute by walking, cycling or public transport receive £85 a month, while car sharers receive the lower incentive of £42.50.
- At Wycombe District Council, staff who forgo a parking permit receive an additional £120 subsidy, paid by the council, towards an annual bus season ticket.

Overall travel planners need to strike a balance between rewarding occasional change and encouraging more consistent use of travel alternatives. In general it is probably best to provide some attractive perks and incentives to coax people out of their cars on a limited basis – while ensuring that your plan offers further rewards for those whose travel choices make the greatest impact on car use.

Make sure your plan does not encourage car sharing at the expense of the more sustainable choices. One organisation held a car sharers' breakfast and found bus use dropped dramatically – a problem that could perhaps have been avoided by inviting all staff using more sustainable travel options.

Providing a 'safety net'

In many travel plans there is a recognition that staff are more likely to use alternatives if some kind of 'safety net' is provided for the occasions when this is difficult. This makes it easier for people to regard an alternative to the car as their normal option.

- Plymouth Hospitals NHS Trust restricts parking but offers one-day permits for those with an occasional need – for instance, when bringing heavy equipment to work.
- At Orange, staff who arrive at work by car sharing, are offered a guaranteed ride home, should the arrangement fall through.



Gaining staff ownership

“Well planned implementation takes the sting out of criticism”

Nigel Twinn,
Travel Plan Advisor

Travel plans usher in changes in established practice. Staff consultation is essential – both to shape the plan and to gain acceptance and ownership for new initiatives. This is clearly more challenging for organisations proposing contentious measures, such as parking restraint. While there is no general expectation that employers pay for bus fares or bicycles, the provision of free workplace parking is often seen differently. Travel plans help to shift employer subsidies from car travel to other travel options. Travel co-ordinators who have been involved in introducing such changes point to several features of good practice that can help in gaining ownership and support for the plan across the organisation.

Cross-departmental co-operation

In developing plans, it is helpful to involve people from different departments and different levels of the organisation. A plan developed by a working group that includes human resources, facilities and environmental management, together with representatives of unions or staff bodies, is likely to reflect a broad range of concerns and to have greater legitimacy in the eyes of both staff and management.

Effective channels for consultation

Most organisations have existing structures for consultation. A range of forums have been used to consult staff about travel plans including focus groups, staff committees, building user groups and large meetings – sometimes addressed with the support of senior managers. The staff travel survey can also be a form of consultation, and it is important to report its results back to employees. Reaching a substantial proportion of the workforce over time is also felt to be important. One company stresses the value of consultation meetings that bring together a mix of people from different levels in the organisation.

- Egg implemented parking charges in consultation with ‘user forums’. These meetings involve six to eight people and representatives are from different levels of the organisation who ‘cascade’ information back to staff in their own business units. Facilities manager Peter Dempsey says it is helpful to have communication “at all levels and a mix of levels”. This makes it possible to use management input directly in dealing with problems and complaints, and highlights that the travel plan applies equally to all staff.

Ongoing communication

Whatever the initial consultation process, co-ordinators emphasise the need to communicate with staff and management on an ongoing and continuous basis. This helps to take people with you as new initiatives are tried. Most travel co-ordinators operate an open door policy – inviting people to contact them about any travel problems they have. It is easier to introduce major changes if you have a long lead time. Besides allowing for detailed consultation, this also gives people a chance to adjust to new plans and think practically about their future travel options.



- Plymouth Hospitals NHS Trust has communicated with staff on a continuous basis and through a variety of media about the travel plan. New developments are discussed with staff consultation bodies through a joint staff committee which meets quarterly or when needed. The group is comprised of five union representatives and two or three managers.
- At Pfizer, two travel surveys were seen as part of a consultation process and the first was supplemented with extensive focus group discussion. An estimated 40% of employees will have attended some kind of meeting about travel plan initiatives. The transport and planning manager, supported at times by site heads, has addressed the staff about the travel plan at a large number of presentations. Management concerns about Pfizer's parking cash out scheme were overcome through regular reporting to a management group that has been party to all decisions.

Fairness and transparency

Controversial measures – such as changes in parking rights – are much more likely to be accepted if based on transparent and fair criteria, following consultation. Organisations allocating parking permits need to set clear priorities, taking into account the travel needs of individuals (see page 65).

Where staff parking charges are introduced, criteria will also be needed for exemptions. Ring-fencing parking revenue to pay for sustainable travel options, makes it clear that the travel plan is shifting benefits from driving to alternatives. Some organisations set parking charges that are tiered in relation to staff pay levels. Introducing income-related charges may be more complicated for 'pay as you go' schemes (see page 23) although the University of Bristol has done this.

"It took 13 committee reports to introduce our travel plan. Don't ever give up – just keep going!"

Stefan Dimic,

Travel Choice

team leader,

Buckinghamshire

County Council

Providing the 'carrots'

Restrictions on parking will be more acceptable where the travel plan includes plenty of measures that make the alternatives practical and attractive. Initiatives to support walking, cycling, public transport and car sharing are usually popular and offset opposition to parking restraint. Travel plans that introduce restraint without many 'carrots', tend to be less effective. Organisations that are able to compensate staff for the loss of parking rights have an obvious advantage in selling the idea. In evaluating this option, it is helpful to compare the cost of compensation with the cost of maintaining a parking space.

■ At Orange, car parking allocations at the company's new town centre site were explained in an information pack sent to relocating staff. Orange's environmental consultant Louise Baker says: "We have given staff lots of information about travelling here without a car. We've allocated parking using a system based on need to drive to work, that is fair and effective. We understand that our employees have travel needs that do not necessarily relate to their level in the company. The fact that there is compensation for those not taking a solo driver space on site has really helped."

Explaining the problems

Gaining acceptance for contentious measures is easier where there is a clear operational necessity, such as limited parking space or a planning requirement. Organisations need to explain to staff about the pressures that have led to the travel plan and the constraints facing the site.

■ Addenbrooke's NHS Trust held a series of staff seminars to communicate the need for managing car use on the site and explain the travel plan initiatives. Capital Planning Manager, Roger Cutting says it has helped to explain the issues, including operational constraints. Group work encouraged staff to think about how they travel.

It is important to make staff aware of parking as a resource with a cost attached. Devolving responsibility for parking costs or maintenance to departments or business units can help to do this.

Coping with dissent

Challenging the prevailing culture of car reliance can be difficult. However carefully changes are introduced there will be some opposition. One message to come through from the travel co-ordinators in our study is “Don’t let them wreck it!” – there will always be some people who see travel initiatives in a negative light and it is possible for a few dissenters to have an outsize impact. Those with experience in this area recommend a sense of humour, a thick skin and a pragmatic attitude. Have your explanations ready, and emphasise that you are not asking the impossible: while not everyone will be able to change the way they travel, there are some who can and will.

CASE STUDY

University of Bristol: an ABC of parking

<i>Organisation:</i>	<i>University</i>
<i>Location:</i>	<i>Town centre</i>
<i>Staff numbers:</i>	<i>5,000</i>
<i>Staff car parking:</i>	<i>1,070 spaces</i>

Extensive consultation at the University of Bristol led to a system of parking charges related to travel needs and salary levels. Around 1,000 staff attended 15 open meetings about the travel plan. Proposals followed discussions with staff consultation bodies and unions, and were developed by a working group drawn from across the university community. Minutes from meetings are posted on the university’s web site, helping to make the ongoing development of the plan transparent to staff.

Managing parking

The university’s travel plan focuses on its main precinct close to the city centre. Car parking in the area has been reduced as a result of new developments, while plans for a controlled parking zone have increased pressure to manage spaces effectively.

The plan combines a daily parking charge for those who drive, with a range of incentives for using alternatives. Every vehicle parking in the main university precinct has to display a valid permit. Both permits and spaces are divided into three categories:

Category A – is for staff or students with a disabled driver's badge or temporary/permanent mobility impairment and for staff who are 'formal car sharers' (sharing three days a week or more). These users receive an individually allocated space. In addition some departments are allocated Category A spaces for essential travel in the course of work.

Category B – is for staff with caring responsibilities, dependants and school travel needs where alternative transport is not available, and those with journeys involving more than 30 minutes travel time during peak periods. Eligibility is assessed using a point system in which staff have to score on several criteria. These users are guaranteed a parking space though this is not within any single category B car park and may be 5 – 10 minutes walk from staff departments.

Category C – is for all other salaried staff and is effectively a 'licence to hunt' but provides no guaranteed space.

While permits cost £10, parking charges are levied through a 'scratch and display' pre-paid coupon system. Staff buy coupons, at a price related to pay, with the daily rate set from 50p to £3.75 (0.006% of gross salary). Car sharers save money because they buy one coupon between two or more, with the cost linked to the salary of the sharer earning least. Disabled driver badge holders and those with mobility impairments are exempt from charges for both permits and coupons.

Departments pay £500 a year up front for a Category A parking space for work related travel.

The category system means staff applying for a permit have to gather information about the availability and frequency of public transport, which may in itself encourage them to use alternatives. Before the current system was introduced, parking was charged for but at the much lower rate of 0.35% of salary for an annual permit. Parking revenue now generates £220,000 a year, which is ring-fenced for spending related to travel to work.

Support for alternatives

A raft of measures has been introduced to support more sustainable travel. The university provides a 10% discount on bus services and posts travel information on the web site. Staff are also offered an interest-free loan to buy

bus or train season tickets, with an additional 10% discount from some bus operators. A free shuttle bus runs between the station, the hospital and the university precinct, every 12 to 24 minutes through the day. Jointly funded by the university and the United Bristol Healthcare Trust, it has proved popular.

Improvements to cycle facilities include 200 secure covered and access-limited cycle spaces. Staff can purchase cycle equipment at a 10% discount from local shops and an interest-free loan is available to buy a bike. The mileage allowance for cycling in the course of work is 10p a mile and the university offers cycle training through a local agency. A Bicycle Users' Group has been set up and will help new cyclists to find the best route to work. There have also been initiatives to offer cycle repair through 'bike clinics'.

New pedestrian crossings – provided by the city council – and better on-site lighting and footpaths have helped to improve access within the university area for pedestrians. Walking has been promoted using health messages. Branded umbrellas are sold at a discount.

A car share matching service, developed by the university, can be accessed through the intranet. Sharers are offered a guaranteed ride home if a planned car share falls through unexpectedly. Some 300 staff belong to 130 car share teams, making them eligible for an allocated parking space.

Results

Results from the 2001 travel survey indicate that changes in staff travel have caused the number of commuter cars arriving to decline from 44 cars per 100 staff to around 35, a reduction of 20%. Nearly 4% more people now walk and there have been increases in bus use, train use and cycling. Meanwhile nearly 6% of staff are formal car sharers. The survey found the introduction of the parking regime, together with an increase in charges, had been key factors in changing travel.

Raising the profile of more sustainable travel

Bus discounts, bike clinics, lunchtime walks – whatever is in your travel plan, staff need to know about it. While promotion alone cannot be expected to reduce car use, your travel plan won't take off without it. Newsletters, large display boards, posters, fliers, information with pay packets, site specific timetables, attractive leaflets and all-staff emails, are all routinely used to raise awareness of travel options.

Events and road shows

Launch events and attended road shows are especially valued, with other partners – such as local authority officers or public transport operators – often invited to participate. Going for a 'big bang' approach – with billboards, freebies and competitions – can help generate a buzz around new initiatives. Asking senior managers to speak at launch events can emphasise high level commitment to alternative travel. Many organisations participate in national campaigns such as Green Transport Week, Bike2Work Day or Car Free Day, with free breakfasts and other perks for green commuters. Travel co-ordinators have been inventive in finding ways to make events and campaigns take off.

- Buckinghamshire County Council has used frisbees, mugs, mouse mats, stress balls, yo-yos and a giant inflatable that blocked the way into the building, to broadcast the green travel message. For Car Free Day, staff were encouraged to compete in teams of six. Those with the least car use gained entry to a prize draw for 12 theatre tickets with free train travel. A total of 25 teams took part.
- Computer Associates launched its successful car sharing scheme in the staff restaurant. The car share software was demonstrated on a large plasma screen and staff invited to enter their postcodes and find a match there and then.

Bringing it all together

Organisations find it helpful to bring travel plan initiatives together under a single umbrella – using a slogan, branding or logo to give the plan an identity.

- AstraZeneca markets all travel plan measures under the umbrella ‘Drivers for Change’. The name has been used for a video, shown at regular travel fairs.
- With Buckinghamshire County Council’s ‘Travel Choice’ club card, staff are eligible for a range of benefits including discounts on bus travel and bicycle purchase.



Intranet web pages

Special web pages on the organisation’s intranet are a popular way of making travel information widely available to staff. Facilities on offer include user-friendly public transport information, car share matching services, links to shopping home delivery sites and more general information about travel plan policies and initiatives.

- The Government Office for the East Midlands has a link to the Nottingham TravelWise web site, which provides traffic and travel information.

Reaching key groups

People travelling to the same workplace make different journeys under different constraints. Some travel initiatives have found ways to ‘segment the market’ for alternative travel. This is about reaching the right people at the right time with the right messages.

Personal travel advice

Travel advice that is geared to the needs of the individual can be very successful in reducing car use. Engaging people in face to face consultations about their journey appears to be particularly helpful. Organisations have used personal travel advice in different ways.

- At the Meadowhall Shopping Centre* personal journey planners were produced for 250 staff, and resulted in a 17% shift from car use to public transport⁹.
- As part of the Don’t Choke Britain campaign, Wycombe District Council asked five volunteers to complete travel diaries. They were each given feedback on their travel – with ideas for making journeys more sustainable. Results were publicised in the local press.

Many organisations in our study made personal journey planners available on request, and there is scope for encouraging wider take up.

New recruits

Most of the organisations in the study saw new recruits as a group that was important to reach. People starting a new job are likely to be free of established travel patterns and may be interested in receiving travel advice. Some organisations offer personal journey planners for new joiners, and many provide information about travel arrangements as part of the induction process.

- An annual introductory fair for new recruits to Agilent includes a travel stand that offers individual travel advice. There is also a travel information pack for new staff.
- At Buckinghamshire County Council, the travel co-ordinator addresses new employees as part of the staff induction course. Staff also receive an introductory travel pack.
- Applicants for posts at Plymouth Hospitals NHS Trust receive a pack, including information about the travel plan and the parking constraints, which may help those moving into the area decide where to live.

* Not one of the organisations in our main research study

⁹ Review of the Effectiveness of Personalised Journey Planning Techniques, Steer Davies Gleave, Department for Transport, Local Government and the Regions, 2001

- Nottingham City Council* is working with local job centres to offer travel advice to people going for interviews through a project called WorkWise. Applicants are sent a door-to-door travel pack which provides detailed information for their journey, and in some cases a day rider bus ticket.

Besides making travel part of the induction process, employers can reduce the need to travel by adopting a policy of local recruitment as Bluewater has (see page 36). Relocation packages can also be structured to encourage staff to live locally. Some employers offer different parking rights to new staff, as a way of phasing in more restrictive policies over time.

Likely switchers

Up to a third of people say they would like to travel less by car¹⁰. It is helpful if travel co-ordinators can find ways to identify those staff most amenable to change – and likely to be receptive to journey planners, free bus tickets and other offers. One way to find these ‘likely switchers’ is through the travel survey. Staff can be asked how they would prefer to travel and if they would like to receive further travel information.

Permit seekers

Some organisations target promotions for alternative travel options to staff applying for parking permits. While these people obviously intend to drive, they will not have started, and may not know about the extent of alternatives and the offers available.

- At Bluewater, staff applying for a parking permit have to register with the company’s TravelSense® scheme, after which they become eligible for discounts on public transport and receive all news on promotional offers and travel information.

Where criteria for allocating permits require staff to collect information about public transport, this may also encourage them to use alternatives they didn’t know about.

Staff near bus routes

Another strategy for targeting promotions is to contact staff living within easy reach of specific bus routes, again with the offer of travel information or travel advice:

- Plymouth Hospitals NHS Trust made use of Geographical Information Systems software to target staff living close to bus routes and those with potential to car share. Letters were then sent to specific staff members about the options available to them.



* Not one of the organisations in our main research study
¹⁰ Car Dependence, Goodwin et al, RAC, 1995



Senior management

One organisation issued individual journey planners to senior board members. While senior staff may not be especially likely to use travel alternatives, those that do have the added impact of ‘leading by example’. Even one person who switches with enthusiasm can make a big difference.

Stages of change

People who change the way they travel will need different kinds of information and support at different stages:

- Those first considering change will be weighing up the pros and cons, and need information to help them make up their minds, for example, about health benefits, cost savings and incentives.
- Those preparing to change may need more practical information about travel options – such as routes and times.
- Those who have changed may need ongoing support and encouragement – with news of travel improvements and promotional offers.

People who have switched away from driving may well switch back again if it all seems too difficult. Travel co-ordinators need to find ways of staying in touch with staff using different means of travel.

- Orange is developing a new ‘journey sharing’ database which will allow staff who want to walk, cycle or use public transport to find others taking a similar route. The system will also make it possible to communicate directly with those who travel in different ways or would like to, making it easier to gain feedback about their journey needs and ensure they receive relevant information.

CASE STUDY

Bluewater: recruitment by bus route

<i>Organisation:</i>	<i>Retail and leisure centre</i>
<i>Location:</i>	<i>Out of town</i>
<i>Staff numbers:</i>	<i>5,500 (on site at peak times)</i>
<i>Staff car parking:</i>	<i>2,000 spaces allocated</i>

Recruiting locally has helped to limit staff car travel to Bluewater – a large retail and leisure centre in Greenhithe, Kent, where 42% of employees arrive

by public transport. When the centre first opened, new retail staff were recruited from postcodes where future bus routes were planned. In addition, the company created a 'learning shop' with local job centres and a college, so that local people could be retrained for jobs on site.

At the time of Bluewater's opening in March 1999, new employees were given £50 of vouchers that could be exchanged for public transport tickets (for which Bluewater then compensated the operator). Under a more recent scheme, those signing up for the centre's retail training programme are entitled to a month's free travel – paid for by operator Arriva – providing they complete a travel diary recording any problems they have with the service.

Six months before the centre opened all staff were sent a 'Transport to Bluewater' leaflet, while road show events were held in stores to give individual advice on travel options. Since opening, an on-site Travel Centre has been set up, and offers advice on all forms of transport from 8am – 9.30pm.

Developing a network

The company has worked in partnership with public transport operators to bring comprehensive services to the site, now served by 130 trains and 500 buses a day. New services were pump-primed at a cost of £0.5 million – subsidies which were withdrawn as routes became viable. A frequent air conditioned shuttle bus provides a link to the nearest station. A range of ticket discounts is available to staff including a third off rail travel. Books of 10 discounted journeys are particularly attractive for staff working part-time. Tickets are typically 30% cheaper than they would normally be. A state-of-the-art bus station, built on site, is brightly lit at night and includes 'Countdown' style passenger information systems and electronic journey planners for public use. New timetables have simplified bus travel to line diagrams with user-friendly information on 'where from, where to, how often and how long it takes'.

Support for cycling has included funding for a link to the National Cycle Network, and for a local cycling map. Cycle parking has been increased, together with lockers, showers and changing facilities. Two cycle shops offer repairs at the centre. Some 4km of walking and cycling routes cross the site.

Some individual stores offer computerised car share schemes and a site-wide scheme is planned.

'The biggest problem is changing hearts and minds – the car is a cosy culture.'

Kelvin Reynolds,
Transport and
Infrastructure
Manager, Bluewater
Management.

Restricting parking

Staff parking has been restricted – with a view to minimising peak time congestion and maximising shoppers' parking. While there are 5,500 staff on site at peak times, 2,000 spaces were originally allocated for their use. Parking was initially barrier controlled, and cars electronically tagged to permit entry. CCTV and number plate recognition in car parks made it possible to identify offenders. Restrictions on staff parking also applied at off-peak times, on the grounds that this would help in setting habits for travel to work.

Since August 2000 these arrangements have been relaxed on the grounds of the administrative complexity involved in tagging. Parking is now restricted through a 'red line rule' that staff must park six spaces back from spaces closest to the building in designated car parks only. Despite this change, previous arrangements have created a perception that parking is managed. Staff still have to apply for permits and inappropriate parking is penalised.

Branding

Those who do apply for permits also have to register with Bluewater's 'TravelSense®' scheme making them eligible for travel discounts and benefits. The TravelSense® branding brings the travel initiatives together under one umbrella. Road shows helped launch the scheme and Arriva and Connex ran 'travel surgeries' to advise on public transport options.

Benchmarking

In May 2000 (before parking rules were relaxed) a staff travel survey showed 56% of staff arrived by car (39% as drivers). The take up of bus and rail compares favourably with benchmarking data obtained by Bluewater, which suggests that the plan has achieved more than double the predicted 19% public transport use for sites of its kind.

Changing the corporate culture

Successful travel plans enjoy a good level of commitment from the organisation. Over time, they become part and parcel of its wider culture. Travel plan goals are integrated into corporate objectives. Travel plan progress is seen as fulfilling social and environmental responsibilities and included in social and environmental reporting. Many organisations find work on travel plans generates positive PR: in our study, one of the benefits most often mentioned was an enhanced corporate image.

Support from senior management

Travel plans rely on the backing of senior management – the more visible the better. High level commitment is usually apparent from the fact that significant funding has been allocated to the plan. Senior managers can demonstrate personal support by participating in presentations about travel initiatives, providing signed statements in travel plan documents, publicly supporting the travel plan on press and radio, and taking action to show that they are ‘walking the talk’ – for instance, using more sustainable transport or giving up a preferential parking space.

Hands-on co-ordination

High achieving travel plans usually have an identifiable travel co-ordinator, with a hands-on role in pushing forward initiatives and ensuring that they run effectively. This may be someone whose post pre-dates work on the plan. Substantial staff time will be needed at the outset. Less is required once initiatives are up and running, though travel arrangements will still need to be promoted, managed and reviewed on an ongoing basis. Having someone who acts as a ‘champion’ for the plan is a big advantage. Travel co-ordinators need to combine commitment and enthusiasm with a pragmatic approach. Ideally they should be good communicators who are happy to offer an ‘open door’ to staff concerns, but are also able to remain robust in responding to criticisms.

Besides having management backing, co-ordinators need to be given the opportunity and budget to take part in travel plan networks. In the interests of staff retention, organisations need to consider career progression plans for their travel co-ordinators. Some have gone on to become involved in more strategic site planning.



Becoming travel aware

As travel plans develop, organisations become more travel aware, considering the traffic generation implications of all decisions about the site, and integrating sustainable travel with other working arrangements.

- At an Orange site in Plymouth*, shifts were organised according to staff location, to facilitate car sharing.
- At AstraZeneca, staff restaurants serve breakfast from 7.30 – 9.30 am three days a week, to support a flexible hours policy that is helpful for car sharers.

Repositioning alternative travel

Too often those travelling by bus, bike or on foot can feel that they are taking the downmarket option, while drivers enjoy comfort and status. Travel plans need to turn these preconceptions on their head. Providing high quality alternatives sends positive signals about the status of sustainable travel and those who use it.

- At BP, travel planners deliberately chose a high quality air conditioned bus to shuttle staff between the station and the company. Cyclists can pick up a complimentary shower pack at reception.
- At Computer Associates, state-of-the-art cycle shelters, close to the entrance, echo the high quality architectural design of the building.
- At Boots, an executive car park has been turned over to cycle parking.



CASE STUDY

Argent Group: a travel plan made to measure

<i>Organisation:</i>	<i>Property developer</i>
<i>Location:</i>	<i>Two city centre sites</i>
<i>Staff numbers:</i>	<i>20 in London; six in Birmingham</i>
<i>Staff car parking:</i>	<i>No specifically dedicated spaces, but access to two spaces in London and parking freely available in Birmingham</i>

As a small organisation, Argent* has been able to build a cycle-friendly culture, while strongly encouraging staff to use public transport for business

* Not one of the sites covered by our research study

* Not one of the organisations covered by our research study

journeys. Tracey Cresswell, who co-ordinates travel initiatives for the company, says Argent's size made it easier to get the message across.

"A lot of it is driven by the Chief Executive who is a keen cyclist. We haven't had to produce newsletters and posters to drive the initiative forward – it's all face to face communication."

The London office has rented a wine cellar under the road to provide secure weather proof cycle storage. There are showers and changing areas with full size lockers and also a drying room converted from an old walk-in safe. The Birmingham office has similar facilities. Each office has an ironing board and supplies toiletries and towels. A 'relaxed but smart' dress code also makes cycling easier. Staff can pick up free light batteries at work and Argent will pay £50 every six months towards the cost of cycle servicing. For those new to cycling, the travel co-ordinator says there is individual support: "We sit down with them and work out a route, and if someone who already cycles lives nearby, we get them to ride in with them". Cycle training is available on request. Other benefits include interest-free loans to purchase a bicycle and accessories, and membership of the London Cycling Campaign.

On business journeys, staff are encouraged to travel first class by train, making it easier to work on the way and saving valuable time that might otherwise be lost in traffic. The London office has readily available carnets of underground tickets and books of rail tickets for other journeys that are made regularly.

New recruits are briefed about travel policies through the company's 'attitude document' which sets out support for cycling, walking and public transport, alongside information on business objectives.

Results

In London no-one now regularly drives to the office, although a handful still drive to their local train station. At least 30% of staff come by bike almost every day, while others are fair weather cyclists. Two employees have also taken to walking to work. In Birmingham half of the staff no longer regularly drive, using bus, train or cycle instead.

Focusing on results

A key aim of a workplace travel plan is to cut commuter car use – though it may also address business or visitor travel and other issues such as fuel efficiency. Monitoring progress in reaching objectives is obviously important, and all the organisations in our study collected information that would help them assess the impact of the changes they had introduced. Detailed guidance on carrying out baseline travel surveys and making progress checks is available elsewhere¹¹.

The points below highlight some key ‘dos and don’ts’ to bear in mind. For larger organisations particularly, it is recommended that monitoring surveys are carried out by an independent consultant with experience in this area.



Focusing on car numbers

In tracking travel plan progress, it is helpful to focus on a key indicator: the number of commuter cars that arrive for every 100 employees¹².

This makes it easier to evaluate the real impact of your travel plan on car use. For example, an additional 50 car sharers arriving in 25 cars will have half the impact on car use of an additional 50 bus users. By translating results into commuter car reductions (rather than reductions in solo driving), you can compare the effectiveness of individual measures. By establishing the number of commuter cars arriving per 100 employees, you can also compare your organisation’s performance to that of others.

Allowing for ‘travel blending’

Many travel plans encourage staff to leave their car behind for one or two days a week. If this is likely to be happening, it’s important that your survey can pick it up. Some organisations ask employees to fill out a one week record of travel as part of the travel survey, which allows them to gauge less frequent use of alternatives. This also makes it possible to take account of other variations in travel such as shift working, part time working and working from home. An alternative is to ask an additional question about travel choices used once or twice a week.

Comparing like with like

In assessing results, it is better to compare like with like. Drawing conclusions from data collected in different ways is difficult. For example, it can be hard to make

¹¹ See *A travel plan resource pack for employers, Energy Efficiency Best Practice Programme, 2000. (Due to be updated in 2002.)*

¹² See *Research Note 1: Study findings, on page 85*

meaningful comparisons between the results of a gate count with the results of a staff travel survey carried out a couple of years later, or between answers to differently phrased questions. It's important to decide what your main monitoring strategy is going to be. Some strategies are better suited to some sites. Organisations with a large number of car movements for visitor and business journeys may find it difficult to monitor commuter car use through gate counts alone.

At the same time, indicators from different sources – such as the level of public transport rider-ship or ticket sales, the number of staff using the car sharing car park and the number of bikes in the bike shed – can help in corroborating survey results. It is unlikely that figures will tally exactly, but obvious discrepancies should be investigated.

Taking account of car sharing

Taking account of car sharing in surveys can be problematic. If you are asking staff how they usually travel to work, it is important that the information you gather allows you to assess how many cars are arriving as a result of those who car share in one way or another. This means distinguishing between:

- Car passenger
- Car sharer – taking it in turns to drive with one other
- Car sharer – taking it in turns to drive with two others.

To get a more detailed picture you could distinguish further between different types of car passenger, for example:

- Car passenger with someone who continues their journey elsewhere
- Car passenger with someone who drops you off and returns home
- Car passenger with someone who works at the same site.

The situation is a bit different if, instead of asking people 'How do you usually travel to work?' you are asking them 'How did you get to work today?' or asking them to complete a week's record of travel – as some organisations do. In this case it doesn't make sense to ask them if they took turns to drive because they will either have been a driver or a passenger on any one day. Your survey then becomes more of a 'snapshot' of how staff travelled – and how many cars travelled to the site – either on one day or across one week.

Using on-line surveys

A number of organisations carry out staff travel surveys electronically, and one company frequently uses all staff emails to ask, “How did you travel to work today?” – so providing an ongoing picture of staff travel choices. In general, on-line surveys are recommended – but with an important rider: make sure you also take steps to survey those staff without access to a computer. Since they are often less well paid, they are more likely to use travel alternatives. One company found that, without the results from this group, their travel plan targets would not have been met.

Encouraging a good response

Survey fatigue can mean questionnaires have a poorer response rate as time goes on. Publicising the survey in advance, providing an incentive (such as entry to a draw with a substantial prize) and making sure that staff receive full feedback from earlier survey results, helps to sustain interest and generate more replies.

Car park monitors

The introduction of sophisticated parking schemes to administer charges (or parking cash out programmes) promises to make it possible to track car use more closely than is possible by other means. Several organisations use proximity cards, containing a microchip ‘purse’ that can be loaded with credit. The charge is then deducted as drivers leave the car park. One company introducing this type of system found car use varied through the week with people most likely to leave their cars at home on Mondays. Fewer staff came in on Fridays, but those that did were more likely to drive.

Benchmarking and setting targets

Most of the organisations in our study set targets for modal shift – and several had achieved their initial goals. Realistic targets can help to focus management commitment. Meeting them successfully can generate positive PR, while failing to meet them can act as a lever for introducing more far-reaching measures. Given the achievements of organisations in the study, a target to reduce car use by 15% over three years seems reasonable, providing parking management strategies are included in the plan. As a minimum, a target to reduce by 10% is recommended.



Organisations may also find it useful to benchmark their achievements against the findings of the National Travel Survey (see page 87). This can help them to understand better their own performance and to see the value of small increases in more sustainable travel. At the same time, it is crucial not to view national car use patterns as a standard to aim for. Information on patterns of travel to similar organisations in your area (with and without travel plans) will also assist in benchmarking.

CASE STUDY

Pfizer: shuttles and sharers

<i>Organisation:</i>	<i>Pharmaceutical company</i>
<i>Location:</i>	<i>Rural</i>
<i>Staff numbers:</i>	<i>5,500 (daily use of site)</i>
<i>Staff car parking:</i>	<i>4,000 spaces</i>

The pharmaceutical company Pfizer has cut car commuting to its UK headquarters by 9% – putting it ahead of schedule to meet its target of a 10% cut by 2003. In 1998, at the time of Pfizer’s first travel survey, the number of cars coming on to its East Kent site for every 100 staff was 75. By 2001 this had been reduced to 68. As a result, the company calculates that demand for parking has been cut by nearly 400 spaces, and that this is equivalent to a financial saving of £0.8 million in capital costs (excluding land). Pfizer estimates car park running costs at an additional £500 per space per year.

Supporting change

A full range of support measures has helped to bring about the increases in bus use and car sharing that underpin the Pfizer result. Although the company is in a rural location, some 23 bus services now stop on the site at peak times, including a free frequent shuttle bus to the nearest town of Sandwich. An estimated 5% of the workforce use the service. Some staff living in Sandwich have given up second cars as a result. Additional services, contracted from Stagecoach provide links to other areas at a fare of 10p per mile. Staff who commute daily by rail are eligible for a 50% discount on Connex services.

Car sharing is supported with a self-matching car share database, available on the company intranet. While the company offers no automatic guaranteed ride home, a quick search facility on the database can help users find an alternative partner when needed.

To encourage cycling, changing rooms, lockers and showers have all been improved and are now available in all major buildings, while cycle storage has been expanded. Pfizer has also helped fund improvements in local cycle routes on the National Cycle Network. Meanwhile, traffic calming, zebra crossings and a 30mph speed limit on the road through the site have improved walking conditions.

Internal promotion for the travel plan includes an intranet travel web site with comprehensive up-to-date travel information.

Findings from Pfizer's latest travel survey shed light on the popularity of different measures. This showed, for instance, that the shuttle bus was the change that most encouraged bus use, while the introduction of more frequent bus services was the change thought most likely to encourage greater use in future. New cycle paths were considered most likely to encourage more cycling, with the most wanted route being between Sandwich and Pfizer. The survey also showed that more staff were 'travel blending' – using alternatives to the car for one or two days a week.

Parking 'cash out'

Since its most recent travel survey, Pfizer has strengthened its travel plan with a 'parking cash out', introduced in June 2001. All employees are entitled to park, but receive £2 (before tax) for every day that they work at the site but do not bring a car. The bonus was set to cover the estimated cost of providing a parking space. Security access proximity cards are used to operate the scheme. Points are added on entry to the site and deducted from those leaving through the car park barrier. Car sharers also benefit from the scheme – since only one person in the car needs to use their card. One advantage of the system is that data on car use will be automatically collected. The parking cash-out is seen as 'cementing' other measures together – with a single incentive that encourages drivers to use other options where practical.

2

Part 2 Measures for change

Measures for change

Organisations in our study show that it is possible to bring about changes in the way staff travel, and that there is no 'natural' level of use for more sustainable transport. On average the case studies nearly doubled the proportion of staff arriving by walking, cycling and bus and rail, and there was also considerable success with car sharing.

In Part 2 of this guide we outline measures that have been successfully used to support alternative travel. We also look at good practice in managing parking and at strategies used to reduce the need to travel and to address visitor and business journeys.



Supporting bus and rail

Among organisations in our study, bus and rail attracted a higher share of travel than any other alternative to the car. The greatest proportion of staff arriving by bus and rail was at the Government Office for the East Midlands – a city centre site where 53% catch the bus or train to work. Other high performers are Bluewater – with 42% – and Orange in the centre of Bristol with 38%.

Success factors

Key measures used by those successfully supporting bus and rail include:

■ Providing a free, dedicated company shuttle bus

Five out of six travel plans that performed best on bus and rail, provided a dedicated shuttle bus. Two organisations introducing these found them used by 14% of staff. Buses can link with bus or rail stations and key towns. A high quality of service and the sense that the bus is there ‘specially for staff’ (even if other people can board) may contribute to success. Some organisations use ‘sweeper’ buses following directly after the main service to ensure no one is left waiting for long.

■ Negotiating ticket discounts

The highest ticket discounts negotiated were a 50% reduction on bus fares for staff at Buckinghamshire County Council and a 70% discount on the Heathrow Express train for commuters to Stockley Park business park. Elsewhere, reductions were usually 20-33%. Some organisations cut fares further with an employer subsidy. At Plymouth Hospitals NHS Trust the resulting reduction on some passes was 65%. Discounts on individual tickets appear particularly effective. Relatively high fares – for example, more than £35 a month for a season ticket from 5 miles away – appear to deter public transport use.

■ Improving off-site infrastructure

These improvements – usually funded by the local authority – include raised kerbs for low-floor buses, priority measures such as bus lanes and better quality bus stops and waiting areas in the places staff travel from. Some organisations contributed to the cost of these changes.

■ Improving service quality

Changes include the introduction of new low-floor buses, which is usually paid for by the operator. Travel planners also secured improvements in service reliability, routing or timing, matching services more closely to working patterns. Several organisations were able to ‘tweak’ services as the plan progressed.

■ New or more frequent services

Thirteen organisations managed to increase the number of bus services arriving at the site by an impressive average of 14 extra buses in the peak hour.

■ Convenient bus stops

Most of the organisations in the study had bus stops on-site or close to building entrances. Convenient and secure locations with adequate lighting and information were seen to be important in making bus and rail attractive.

■ Better access to public transport information and tickets

All organisations in the study made significant improvements in access to information about public transport, using leaflets, web sites and prominent displays in busy parts of the building and reception areas to publicise timetables and routes. Several sold tickets at the workplace (sometimes through payroll) and some invited bus and rail companies to run on-site promotions.

Innovative strategies

Innovative measures – that were effective for individual organisations – include:

- Bus liveries that show the company as a destination
- Provision of on-site state-of-the-art bus shelters with real time information, phones and lighting
- Promotions targeted at staff living along bus routes
- User-friendly timetables that simplify bus routes to line diagrams
- Provision of on-site travel centres offering comprehensive information
- The use of personal journey planners to help staff understand the public transport options available to them.



CASE STUDY

Government Office for the East Midlands: rising bus use in the city centre

<i>Organisation:</i>	<i>Government Office</i>
<i>Location:</i>	<i>Town centre</i>
<i>Staff numbers:</i>	<i>245</i>
<i>Staff car parking:</i>	<i>45 spaces</i>

Situated at the heart of Nottingham with good transport links, GOEM has benefited from general improvements to city bus travel, allowing its travel plan to focus largely on promotion and awareness raising, with posters, displays, events and up-to-date timetables. Bus frequency has increased, and season tickets offer discounts on the regular fare. GOEM has run lunchtime events to promote sustainable travel, with presentations from the local bus company. The company's web site has a link to Nottingham Travelwise – which carries public transport information. Staff are offered interest-free loans to purchase season tickets.

Other measures

Less than 50% of staff are entitled to park on-site, with parking allocations for disabled drivers, pool cars, car sharers and those with an operational need, assessed on a case by case basis.

The organisation has also supported car sharing – with a manual matching service, a guaranteed ride home and priority parking spaces. The site has good walking access and has promoted journeys on foot with lunch time walks for health. Staff can take advantage of discounts at local cycle shops and an interest-free loan is available to buy a bike or equipment.

Results

GOEM's survey results show more than half of staff habitually use the bus, train or park and ride, 9% walk while 10% car share. Comparison with an earlier survey indicates a drop in staff car use. Between 1997 and 1999 the proportion of car commuting dropped from 45% to 38%.

CASE STUDY**Nottingham City Hospital NHS Trust:
bringing buses on site**

<i>Organisation:</i>	<i>Hospital</i>
<i>Location:</i>	<i>Edge of town but residential</i>
<i>Staff numbers:</i>	<i>Over 5,000</i>
<i>Staff car parking:</i>	<i>1,200 spaces</i>

At Nottingham City Hospital buses – which once only stopped at the edge of the site – now come through it every 15 minutes at peak times. Improvements have been secured in partnership with Nottingham City Transport which also funded bus shelters, a new fleet of low-floor buses and a travel map of bus routes serving the hospital. The trust provided raised kerbs at each of the eight site bus stops, which carry the names of hospital departments. A 28 day bus pass costs £28 and provides unlimited travel on NCT buses. The staff intranet has links to web sites provided by local bus operators.

Other measures

Staff parking charges are set at £55 annually and the revenue ring-fenced for travel related measures.

A site-wide strategy has improved safety for pedestrians and cyclists with a 15mph speed limit, dropped kerbs and traffic calming measures. Street lighting has been upgraded, new paths constructed and pedestrian signing improved. A car share matching service is offered through the staff intranet. Improvements to the local cycle network have been complemented by cycling facilities, including showers and changing rooms and storage for 450 cycles. Secure compounds, American style 'cycle safes' and CCTV have all improved on-site security.

Results

Survey results show the proportion of staff travelling to work by bus and train has risen from 11% to 20% in three years, while car sharing is up from 2% to 11%. In the same period solo car use declined from 72% to 55%.

Supporting walking

Among our case studies, the organisation reporting the greatest proportion of staff arriving on foot was the University of Bristol, where 23% walk to work. Other high performers include Buckinghamshire County Council with 17% and the John Radcliffe Hospital in Oxford with 15%. An increase in walking was reported by a number of travel plans. Buckinghamshire County Council persuaded 6% more staff to arrive on foot, and there were smaller increases at eleven other sites.

Success factors

Key factors for successfully supporting walking include:

■ Good or medium quality access to the site for those on foot

None of the organisations with poor walking conditions in the immediate area achieved particularly high levels of walking, though some did manage to increase the proportion arriving on foot. Several organisations had seen improvements in walking conditions, as a result of local authority initiatives, and some worked in partnership to make these happen. Sometimes a small change – such as adding a crossing on a busy road – made a major difference.

■ A high percentage of staff living within walking distance

The top five performing organisations probably all have over a fifth of their staff living within two miles. Although important this is not critical. Some organisations with relatively high levels of walking had relatively small populations living close by.

■ On-site security and pedestrian improvements

Security patrols and good lighting are helpful in encouraging access on foot. On larger sites particularly, safety improvements such as traffic calming, wide pavements, speed restrictions and pedestrian crossing places, make walking more attractive.

■ Marketing walking to staff

Campaigns often emphasise the health benefits of walking, with some organisations running healthy walks and promotional healthy lunches. Others offer freebies and discounted products such as pedometers and umbrellas. The sociability of walking can be an attraction, and one organisation planned to link up staff who wanted to walk together.



“There is no point in telling people to walk in dark unlit subways – you need to get the strategy right.”

Stefan Dimic,
Travel Choice
Team Leader,
Buckinghamshire
County Council

Innovative strategies

Innovative ideas for promoting walking, that were effective for individual organisations, include:

- Maps showing walking routes serving the site – which may also be useful for visitors
- Financial incentives for those who walk – such as the ‘Comfortable Boot Award’ at Computer Associates, where those walking more than 25 days in six months receive £150
- Inviting walkers to use shower and changing facilities
- Using crunchy gravel to create ‘audible footpaths’ – so that walkers can hear others approaching – as an on-site security measure
- Interest-free loans for walking equipment including coats and boots
- Encouraging walking as part of a longer journey, for example, from a nearby station.

CASE STUDY

Buckinghamshire County Council: walking to health

<i>Organisation:</i>	<i>County council</i>
<i>Location:</i>	<i>Town centre</i>
<i>Staff numbers:</i>	<i>1,423 in county hall, 780 in area offices</i>
<i>Staff car parking:</i>	<i>380 spaces nearby, 3,500 off site in charged car parks.</i>

With good walking conditions and nearly four out of ten staff living within two miles of work, Buckinghamshire County Council is well-placed to promote journeys on foot. Around 17% of staff now walk to work. Emphasising health benefits has been particularly successful. Travel planners have linked up with local school travel initiatives to address safety concerns about local roads. Walkers are welcome to use the lockers and showers provided for cyclists.

Other initiatives

Buckinghamshire’s travel plan also includes impressive discounts on public transport. Staff travel half price on buses and receive a third off rail travel –

reductions negotiated with local operators, Arriva and Chiltern. Both companies have attracted enough new custom to profit from the deal. Public transport use has nearly doubled, up from 8% to 14%.

Cycling is also increasing, following improvements to off-site tracks and better bike storage, including two new, locked and CCTV-monitored cycle parking stores. New showers and lockers have been introduced and staff have a discount of up to 20% with a local cycle shop, which also offers repairs. The cycle mileage allowance for business travel is 12p a mile and staff can use two pool bikes to give cycling a go. Interest-free loans up to £1,000 are available for bike purchase. Cyclists' breakfasts are held every six months.

Car sharers can find matches through a centrally co-ordinated scheme. Four prize draws a year encourage participation and funds are set aside for a guaranteed ride home when arrangements fall through, though this is rarely used. Car sharers are exempt from parking charges and can use a 'green bay space' in the nearby multi-storey car park. Promotion emphasises that car sharing saves money – and one group of sharers were able to splash out on a holiday with all their unspent cash.

Promotion

Buckinghamshire's travel plan initiatives have moved forward in a blaze of publicity and promotion. Frizbies, yo-yos, car air fresheners, stress balls, mouse mats, mugs and a giant inflatable blocking the way into work for a morning, all helped to raise the profile of green travel, and keep the message in mind.

Parking

Under a parking permit system, around half of employees have free parking, either next to the council offices or half a mile away. The other half can pay £2 a day to park in the further car park or £6.50 a day to use on-street spaces outside the offices. Section heads can offer to cover parking charges, and will usually do this on days when staff have a particular need to drive.

Results

Buckinghamshire's plan has reduced driving to work by over a fifth, from 71% to 56% of staff commuter trips.

Supporting cycling

The organisation in our study with the greatest proportion of staff arriving by bike was Addenbrooke's Hospital in Cambridge where 21% of staff cycle to work. Others managing high rates of cycling were the John Radcliffe Hospital in Oxford – at 12% – Orange in central Bristol – at 9% – and the University of Bristol at 8%. Travel plans also achieved changes in levels of cycling – with 4% more staff starting to cycle at Addenbrooke's, 3% more at Wycombe District Council, and smaller increases at eight other sites.



Success factors

Key factors for successfully supporting cycling include:

■ Improving the quality of off-site cycle access

A number of organisations improved cycle access to their sites by working in partnership with local authorities and cycling groups such as Sustrans. At some sites, the National Cycle Network has provided new opportunities for staff to cycle.

■ Increasing available parking for cyclists

Providing cycle parking close to building entrances makes it convenient and visible – sending a clear message that the organisation values cycling. Access to parking needs careful consideration to avoid conflict with site traffic. Some organisations have had difficulties with cycle security. Police tagging, cycle insurance schemes and the provision of heavy duty chains on stands (requiring only a padlock) can all help. Alternatively, lockable compounds and CCTV coverage may be necessary.

■ Providing showers, changing and locker facilities

Provision for cyclists' changing needs to be clearly identified and conveniently located, close to building entrances. Besides being popular with cyclists, facilities can also be useful for pedestrians or joggers.

■ Supporting a Bicycle Users' Group

Bicycle Users' Groups (or BUGs) provide a voice for cyclists within the organisation and can help avoid mistakes, such as locating facilities in the wrong place. BUGs also provide assistance with other initiatives such as cycling events, the development of cycle maps and 'cycle buddy' schemes – in which new cyclists are paired with experienced ones for the journey to work.

■ Holding events to promote cycling

Bike2Work days – with promotions such as cyclists’ breakfasts, bike clinics and police bike tagging – can raise cycling levels by five or even ten fold.

Their popularity suggests good potential for increasing regular cycling if barriers – such as local road danger – can be effectively tackled.

■ Arranging staff discounts on cycling equipment and offering cycle repair

Several organisations had successfully negotiated with local cycle shops to provide these benefits.

Innovative strategies

Innovative ways of supporting cycling, that were effective for individual organisations, include:

- Site specific cycle maps
- Free use of a company bike for travel to and from work, with the chance to try different models such as folding and electrically assisted bikes
- Financial incentives for those agreeing to cycle
- Complimentary shower packs
- Attractively designed cycle shelters that enhance the site and complement its architecture.

CASE STUDY

Addenbrooke’s NHS Trust: making way for bikes and buses

<i>Organisation:</i>	<i>Hospital</i>
<i>Location:</i>	<i>Edge of town</i>
<i>Staff numbers:</i>	<i>5,801 (but over 9,000 including other staff on same site)</i>
<i>Staff car parking:</i>	<i>2,400 spaces</i>

Good cycle access and the town’s cycle friendly culture have helped to encourage cycling to Addenbrooke’s Hospital on the southern edge of Cambridge. On and off-highway cycle paths serve all the main routes feeding the site while a shared-use facility has improved access to the main entrance. A track links the hospital to a nearby village and is popular with

both cyclists and pedestrians. Cycle storage has increased, so that there are now 950 stands, though bikes locked to railings show demand still outstrips supply. Existing showers and changing rooms have been refurbished.

Promotional activities during National Bike Week include free bicycle 'rental', and staff can use an interest-free loan to buy a bicycle. A local bike shop provides on-site cycle repair twice a week.

Other measures

Car use is discouraged with a 'pay as you go' staff parking charge of 30p daily.

Addenbrooke's is served by 21 bus services in the peak hour, five of which enter the hospital site. A site specific bus timetable has been made available through pay packets, reception desks, the on-site travel bureau and an 'Access to Addenbrooke's' web page. Discounted tickets are offered at promotional events. There is a park and ride agreement with a supermarket two miles away, linked to the hospital by an all-day minibus. Following a new deal with Stagecoach there are plans for discounted tickets, new services and better routing – based on staff home postcode information.

A car sharing service offers computerised matching, a guaranteed ride home if the arrangement falls through unexpectedly and dedicated parking close to the main entrance.

Results

Surveys indicate that between 1993 and 1999 the proportion of staff coming by car fell from 74% to 60%. In the same period cycle use rose from 17% to 21% and bus use trebled – from 4% to 12%.

CASE STUDY

Computer Associates: raising the stakes for cyclists

<i>Organisation:</i>	<i>Business software company</i>
<i>Location:</i>	<i>Edge of town</i>
<i>Staff numbers:</i>	<i>850</i>
<i>Staff car parking:</i>	<i>825 spaces</i>

Staff at Computer Associates, on the edge of Slough, can make use of a fleet of 25 company bicycles to ride to and from work, with accessories also provided free of charge. A state-of-the-art cycle shelter echoes the design of the headquarters and provides storage for 60 bikes, while lockers, drying facilities and showers are available in the company gym. Staff who cycle 25 days in six months receive £150 – a cash incentive that persuaded nearly 12% of staff to sign up to the scheme.

Other initiatives

Those who walk or car share 25 days in six months are also entitled to cash incentives. A free shuttle bus from Slough bus station makes six trips morning and evening and is used by 14% of staff. Travel co-ordinator Belinda Nahal says the generous financial benefits help to overcome barriers: “If you want to do these green initiatives, you have to put something into it”. She also argues that asking staff to switch for one day a week is effective in bringing them on board, and says once they have made this commitment they may consider expanding it. Uptake of all incentives has been enthusiastic, with more than a third of staff signing up to car share and 7% to walk for some or all of their journey.

Supporting car sharing

Several organisations in our study achieved high participation in car sharing schemes. At Computer Associates 34% of staff signed up to car share 25 days in six months, while at Marks and Spencer Financial Services, 48% of staff registered with the scheme and 31% actively share at least one day a week. Meanwhile companies such as Egg – where 26% car share on a daily basis – are probably making the greatest impact on car use.

Success factors

Key factors in successfully supporting car sharing include:

■ A car share matching service

While some schemes enable staff to find a car share partner through the organisation's intranet, others rely on a co-ordinator who administers the service. In general, central co-ordination appears to be more successful than self-matching, though it is also more resource-intensive. Although most schemes rely on car share software, many organisations have experienced problems in getting systems up and running. When choosing a software package it is worth checking whether the system:

- Lets you know immediately whether it has a match or not
- Automatically offers matches along your route, rather than just those within your home area
- Gives you a good range of matches, even if they are not all a 'perfect fit' (people will often make adjustments for the sake of a match)
- Provides a visual representation of your journey
- Has the potential to be combined with schemes run by other employers in the immediate area
- Lets you specify which department or other unit the employee belongs to, and makes matching with other people from that unit a priority (this can be important for schemes that cover several organisations)
- Can operate by itself once it has been set up, or will require additional administrative support (different organisations will have different preferences).

■ A launch event

Launch events can be vital for getting car sharing off the ground. Besides promoting the scheme they can attract enough participants to reach the 'critical mass' needed for easy matching. Events can also be a meeting place for those who prefer to make sharing arrangements face to face. Follow up promotions help attract new takers.

■ Financial incentives/free parking

Offering major financial incentives or exemption from parking charges is effective in persuading staff to share the drive. Five of the companies in our study pay substantial sums (from around £100 to £500 a year) to staff who car share, while several of those that charge for parking offer free or reduced rates to sharers. Exemption from charges is a powerful incentive, as is shown by the experience of Egg: waiving a 75p charge encouraged around a quarter of staff to car share, despite having no formal matching service. With or without such incentives, car sharing saves money on petrol – a benefit that can be publicised to staff.

As has already been mentioned (see page 25), car sharing can potentially undermine forms of transport that are typically more sustainable. Where financial incentives are offered, employers need to ensure that higher rewards go to those who walk, cycle or take the bus.



■ Priority parking

A number of organisations have provided dedicated car share parking in prime spots close to the building – and seen sharing grow as a result. Marking spaces out helps flag up the scheme to solo drivers as they battle their way from less convenient spaces on rainy days. One organisation restricts priority parking to car share 'teams' of three or more, and finds this encourages car sharing pairs to find a third.

■ Prizes for registering/sharing

Several organisations promote car sharing with gifts – rewarding staff when they first register on the scheme or later, when they confirm that they are sharing. In two of the most successful schemes, new joiners were offered gift vouchers – in one case worth £50.

■ ‘One day a week’

Schemes that encourage staff to car share on a part time basis – offering incentives for sharing one day a week or more – appear to be successful in attracting large scale take up. ‘Kick-starting’ schemes in this way may be more important where parking is free and unrestricted. Employers using this strategy should consider higher incentives for those who share for more days in the week.

■ Guaranteed ride home

Several organisations offer a guaranteed ride home by taxi, should the car sharing arrangement fail unexpectedly. Though not critical to the success of car sharing, this service is very cheap to provide, as actual take up is typically very low. A guaranteed ride home may well give some staff the reassurance to car share, and helps to demonstrate a flexible approach to people’s individual travel needs. The same service can be usefully offered as well to those walking, cycling and taking the bus.

Innovative strategies

Innovative ways of supporting car sharing, that have been effective for individual organisations, include:

- Running software on a large plasma screen at the launch event – and offering to match people there and then
- Arranging shift times according to postcode – so that those in the same area come into work at the same time
- Promotional freebies.

CASE STUDY

Marks and Spencer Financial Services: car share and cash out

<i>Organisation:</i>	<i>Financial services company</i>
<i>Location:</i>	<i>Edge of town business park</i>
<i>Staff numbers:</i>	<i>1,100 (during core hours)</i>
<i>Staff car parking:</i>	<i>922 spaces</i>

Car sharing has been at the forefront of reducing traffic to Marks and Spencer Financial Services in Chester, where the travel plan was developed in response to huge congestion at an edge of town business park. Over 30% of employees now car share one or more days a week.

Sharers are matched using a computer database and offered the most convenient spaces at the front of the building. A guaranteed ride home is available, should arrangements fall through. Meanwhile a range of incentives encourages sharing. Those joining receive a £20 Marks and Spencer voucher. Those who complete six months of sharing choose from several car-related perks – the cost of road tax (to the value of the lower band) or the same amount of money spent on car servicing or petrol vouchers. Those completing 18 months of sharing receive M&S vouchers worth £50. The company's flexible approach to start and finish times within the shift system makes it easier for staff to find a match.

CASE STUDY**Agilent Technologies: three in a car means £100 a month**

<i>Organisation:</i>	<i>Telecommunications products company</i>
<i>Location:</i>	<i>Rural</i>
<i>Staff numbers:</i>	<i>1,500</i>
<i>Staff car parking:</i>	<i>1,059 spaces</i>

Some 12% of staff car share at Agilent Technologies – a company located on a relatively isolated site outside Edinburgh. Staff initially found partners through a car sharing notice board, though they can now use the company intranet to advertise in a similar way. The main incentive to share is dedicated green bay parking spaces, located in prime spots and available only to car pools of three or more people. In five years, the number of car pools has nearly doubled, while many of the initial teams are still sharing. Drivers find the three-in-a-car rule also has an impact on their pockets: those car sharing from Glasgow or Peebles say they save over £100 a month.

Other initiatives

Public transport is the other major focus of Agilent's travel plan. Following a 33% discount on rail season tickets, negotiated with the operator Scotrail, train use has more than doubled, rising from 5% to 13%.

The company is also promoting cycling with new cycle sheds, showers and changing facilities. Staff receive a 10% discount on equipment at a local store. A Bicycle Users' Group has been set up. Though poor off-site conditions have meant fairly low levels of use, the company hopes to see an increase following the opening of a new Millennium cycle path.

Results

Results indicate that in two years the number of commuter cars on-site dropped by approximately six per 100 staff (from 71 to 65).

Managing parking

Whatever support organisations offer for more sustainable travel, the cost and availability of workplace car parking is likely to play a critical role in influencing travel patterns. In our study, those organisations that addressed parking achieved, on average, a considerably greater reduction in car driving.

Organisations restrained parking in a variety of ways, including:

- Allocating staff parking using a permit system
- Reducing the number of parking spaces available – for example when developing the site
- Charging for parking
- Making cash payments to those not parking on site.

Almost self-evidently, limiting the overall number of spaces available to staff is the most effective way to limit the number of cars arriving on site. Charging for parking or providing incentives to those who don't park will also reduce demand, though the impact is likely to be less pronounced. Where staff parking is restricted the additional introduction of charges or financial incentives can be expected to reduce car use further.

Good practice

Features of good practice include:

■ Measures to prevent overspill parking in the immediate area

Where there is free and plentiful parking close to the work site, measures to reduce car use may simply encourage drivers to park nearby. Controlling parking in the immediate area usually requires co-operation from the local authority.

■ Fair and reasonable criteria for allocating permits or levying charges

Parking schemes should take into account individual needs such as temporary or permanent mobility impairment, home location, access to alternative transport, job needs and the responsibilities of carers. Some charging schemes are tiered, to take account of earnings. Staff consultation (see page 26) is especially important in introducing parking restrictions, and the details of schemes will vary according to the outcome of these discussions.

■ Parking charges that are ‘pay as you go’ rather than ‘pay up-front’

Once staff have bought an annual parking permit they are much less likely to use alternatives (see page 24). In a similar way, the use of payments for not parking, offered on an ‘earn as you go’ basis, can provide an incentive for drivers to leave the car at home when possible.

■ Travel improvements that are linked to parking restraint

Travel planners restricting staff parking need to be able to point to clear improvements in arrangements for alternative travel. The link is especially clear where parking revenue is used to pay for travel alternatives.

■ Raising awareness of parking as a resource

In many organisations, there is little awareness of the costs of managing and providing parking. Even where parking remains free and all staff are entitled to use it, it is important to raise awareness that it is a resource. One way to do this is to devolve the costs of parking spaces to business units. Another is to offer a ‘parking cash out’ – either as a one-off sum for those giving up a parking permit, or as a daily allowance for staff leaving their cars at home.

■ Introducing new parking regimes on occupation of a new site

An organisation arriving at a new site has a good opportunity to implement a new parking regime (together with other travel initiatives) from the outset. This applies whether staff are being newly recruited or relocated from another building.

■ Commitment and support from senior management

It is unreasonable to expect travel co-ordinators to implement contentious measures without a clear mandate from those running the organisation.

Reducing the need to travel and other strategies

Besides addressing travel arrangements, some organisations in the study had taken steps to reduce the need to travel, through a home working policy or a strategy for local recruitment. In addition, most organisations had introduced measures to address non-commuter journeys, such as those made by visitors or for business.

Home working

Encouraging home working may be one of the few measures to reduce car trips where success is not directly linked to parking availability. It can also be very effective, as at Wycombe District Council, where, on a typical day, 8% of staff work at home. Many other organisations were exploring policies on home working or flexible working, but had not monitored their effect on travel or linked them to the travel plan.

Commuter trips have grown a third longer in 10 years, and there is some concern that home working will encourage people to live further from work – reducing trips, but increasing miles driven. Organisations using home working to cut travel need to monitor the effect on car commuting distance – to check they are not exchanging fewer trips for more miles.

Local recruitment and relocation packages

A local recruitment strategy can reduce commuting distances, while making journeys more amenable to public transport, cycling or walking. In our study, Bluewater's policy of recruiting along bus routes and offering training to local people (see page 36) is likely to have contributed substantially to its success in encouraging staff to arrive by public transport. In view of the growing length of journeys to work, local recruitment could play an important role in cutting car use. An alternative approach is to provide an attractive relocation package that encourages employees to live close to the workplace.



Visitor journeys

Many of the changes that make it easier for staff to reach the site without a car will also facilitate sustainable travel for visitors. Measures used to address visitor travel include:

- Visitor leaflets with directions for reaching the site by walking, cycling or public transport, together with training for reception staff to advise visitors on all forms of travel
- Subsidies paid towards bus services that provide access for substantial numbers of visitors – for example in a key catchment area for a hospital.

Business travel

Measures used to reduce car use for business travel include:

- Allowances for cycling in the course of business
- Video conferencing facilities, reducing the need to travel
- A policy of encouraging staff to choose public transport where possible
- Cash benefits offered as an alternative to the company car
- Availability of a pool car for business journeys (reducing the need for company cars)
- A booking service that organises travel arrangements, providing public transport tickets on-site and making car share matches for business journeys
- Pool bikes available for travel in the course of work
- Inter-site buses.

Likely costs

Travel plans come with different price tags. The costs involved will depend on the amount of assistance provided by other partners and the natural advantages of the work site and its location. Where bus and rail operators oblige with hefty discounts and improvements to services, and where local authorities complement your plan with bus lanes and traffic calming, the organisation will need to invest less to achieve the same reduction in car use. Organisations in town centres usually spend less on improving public transport.

The design of your travel plan will also affect its cost. Organisations that rely on financial incentives alone to coax people out of their cars spend more than those that use parking restrictions. Those that charge for parking create a revenue stream that can make the plan self-sustaining: two organisations in our study reduced their costs in this way, while four completely covered them. The existence of parking revenue can also make it possible for travel planners to finance more innovative projects – such as the walking strategy at Nottingham City Hospital or the on-site travel bureau at Addenbrooke's Hospital.

Spend per employee

In our study, annual running costs ranged from £2 per employee (where most changes were paid for by public transport operators) through to £431 per employee (where the organisation subsidised 10 works buses and paid staff to give up their parking permits). The average annual running cost, however, was £47 per employee¹³. The figure compares well with the annual running cost of a parking space of £300 to £500. (In terms of capital costs, one organisation calculated that its reduction in car use had cut demand for parking by 400 spaces, equivalent to a capital financial saving of £0.8m, excluding land costs.)

In budgeting for travel plans, it makes sense to separate running costs from initial setting up costs – for example, provision of cycle storage, on-site footpaths and crossings and investment in a car sharing database.



¹³ This is the median average. This is quoted, instead of the mean, because of the wide range in spending. Research note 3: Annual running cost per employee, on page 86, explains how this sum is calculated.

Typical costs

Costs varied significantly between organisations in the study. The following table gives some guide to what they were spending.

Indicative sums spent by organisations on different measures*

Measure		Cost
Bus/rail measures	Private shuttle bus service (including vehicle and one year's running cost)	£70-100,000
	Annual subsidy for five commuter routes	£150,000
	Major pump priming of services across the area	£0.5-1 million
Cycling	10 lockers	£300-£1,000
	Two sets of shower and changing facilities	£3-8,000
	Area of lockable parking	£3-8,000
	Infrastructure of a new cycle route	£30-100,000
Walking	Promotion work	£500-1,000
	Significant improvements to infrastructure, such as traffic calming, pedestrian crossings, lighting and/or improved pavements.	£30-100,000
Car sharing	Setting up a database system	£5,000
	Guaranteed ride home and/or marking out dedicated car-share parking spaces	£50-500
Travel co-ordinator	Salary plus on-costs	£40,000
Surveys	Two staff travel surveys	£10,000
Publicity and promotion	Annual budget	£5-15,000
Incentives to staff	£500p.a. for 100 staff	£50,000

**Of course, actual costs depend on exactly what is being done, and local conditions. These figures provide an indication only. Your organisation may only need to make a contribution to some costs, as other partners, such as local authorities or public transport operators, may pay the majority.*

Value for money

It is important to target spending as effectively as possible. Measures need to be evaluated in terms of their impact on the number of commuter cars travelling to the site, rather than reductions in solo driving (which will not translate directly into cost savings for parking spaces or saved time from reduced congestion on the approach to the site). Similarly, incentives for staff need to be structured to achieve the greatest commuter car use reduction.



Subsidising bus services can be very effective in reducing car use, but is often the greatest travel plan cost to the organisation (excluding parking), and needs to be carefully focused. Several organisations had successfully provided investment on a short term basis: pump priming services that later became economic. A bus pass subsidy contributed by the organisation can often be topped up with a discount from

the operator. And, as has already been shown, many organisations negotiate public transport reductions without providing any funding. At the same time, there will be situations where it is appropriate for the organisation to fund services on a long term basis to ensure that staff have an attractive alternative to driving. This cost is best viewed as an operational necessity – just as car parking costs have traditionally been seen in this way. The best way to ensure value for money is through careful planning of services to meet staff travel needs.

Finding the funds

Most organisations setting up travel plans begin by allocating existing resources to the project. Staff time may initially be made available from existing posts – such as the environmental specialist or facilities manager. Funding may be seen as part of more general budgets, for example, for development or relocation.

Travel plan costs are usually offset by potential savings on car parking. One organisation that had been refused planning permission to build a car park, allocated the funds they had expected to spend on this to the travel plan instead. Organisations charging for parking cover some or all of their costs. Whatever the savings or revenue, over time, many organisations come to view their travel plans as an operational necessity. Nevertheless, travel plans can attract funding or support from a range of external agencies.

Travel plan partners

As outlined on page 14, the local highway authority and public transport operators can fund many measures that will make your plan effective. Some local authorities also run travel plan grant schemes – offering funding for a range of initiatives such as marketing or cycle storage.

Free site specific advice

The Energy Efficiency Best Practice Programme offers up to five days of free site specific advice, from an expert adviser, to help businesses and other organisations develop and implement an effective travel plan. For more information contact the Environment and Energy Helpline 0800 585 794 or visit the web site at www.energy-efficiency.gov.uk/transport

National cycling fund

A new 'Cycling Project Fund' was launched in March 2002 by the Department for Transport, Local Government and the Regions (now Department for Transport). The fund supports the growth of local provision for cycling and is open to any public or private organisation, including those in the health and education sectors, but excluding traffic authorities acting in that capacity. To be eligible, projects have to be noticeable, capable of speedy completion (ideally in no longer than six to nine months) and expected to lead to an increase in cycling. Projects also have to be able to guarantee matched funds of at least 20% for voluntary organisations, and at least 50% for others. Application forms are available from Bob Richards at DfT on 020 7944 2979 Bob.Richards@df.t.gsi.gov.uk

Health sector funding

Because of the health benefits of encouraging walking and cycling, and reducing air pollution, there are several examples where the health sector has contributed funding to travel plan initiatives, including some run by organisations outside the health service.

- The Bristol-based 'Health on Wheels' project received revenue funding from partner NHS Trusts and Avon Health Authority for development of cycle facilities and travel plans. The project also has funding from a Primary Care Trust in Bristol for the implementation of cycle parking, mainly at GP surgeries.
- The Cambridge Travel for Work project received some funding from a consortium which included Cambridge and Huntingdon Health Authority.
- Stockport and Sandwell health authorities funded staff posts which, while focused on the promotion of walking and cycling within the local population, also contributed to the development of travel plan work within the health authority.

Since April 2002, the main responsibility for health improvement rests with Primary Care Trusts.

Rail Passenger Partnerships

The Strategic Rail Authority's Rail Passenger Partnership scheme can provide funding for either station or service enhancements such as cycle parking, evening services or increased capacity. Funding for the programme has been extended, with £40m now being available each year for a 10 year period. Schemes should promote a shift from car to rail and integration with other kinds of transport. A bidding guide document with details of successful bids so far, a pre-qualification questionnaire and formal bid forms are provided for applicants by the SRA, on 020 7654 6000 or at www.sra.gov.uk.

Rural Transport Partnerships

The aim of Rural Transport Partnerships is the enhancement of rural transport services "to secure a long term improvement in rural people's access to jobs, services and social activities, and in visitors' sustainable access to the countryside." The fund is open until the end of March 2004.

Funding is mainly for revenue costs of up to £250,000 for each project, and can include finance to pay for a staff post (up to £20,000 per year for all project officer costs). It is open to all rural groups to apply, including businesses, and funding is available for up to 75% of eligible costs. Projects must be to the benefit of the wider rural community and are also expected to aim to be largely self-sustaining in the long term.

Under this scheme, there are also 79 Rural Transport Partnerships across England who each have a small annual fund for local projects of around £1,000 to £3,000.

In addition, there is a Parish Transport Grant. To meet grant criteria, proposals must be developed by communities themselves and applications made by the Parish Council.

Further information is available from the Countryside Agency at www.countryside.gov.uk, or by email to transport@countryside.gov.uk, or phone 0870 333 0170 for an application pack.

Charitable trusts

Research suggests travel plan funding from charitable trusts is the exception rather than the rule. However, there are trusts that have funded relevant projects, for example:

- The Rose Foundation funds charities that are generally located within the M25 area. Grants are largely for construction works such as refurbishment of toilets, changing rooms, and wheelchair access.
- The Ashden Trust (one of the Sainsbury family charitable trusts) will consider applications from charities for travel plan work.

Student placements

Some organisations have been able to take on placement students to work on travel plan development. For example, Nottingham City Hospital NHS Trust paid a civil engineering student to undertake analysis of a travel survey. Such arrangements provide additional resources for the organisation and hands on training for the student.

Tax issues

There is no tax on the following green commuting benefits provided by employers:

- Works buses with nine or more passenger seats which are used to bring employees to and from work.
- General subsidies to public bus services used by employees to travel to work, provided the employees pay the same fare as other members of the public.
- Bicycles and cycling safety equipment made available for employees to get between home and work.
- Workplace parking for bicycles.

In addition,

- Employers are able to pay their employees up to 20p per mile tax free for using their own cycles on business travel; and employees are able to claim tax relief on 20p per business mile if their employer pays less than 20p or provides no payment.
- Employers are able to pay tax free for alternative transport to get car sharing employees home in exceptional circumstances, such as a domestic emergency or working late.
- Following the April 2002 Budget, a change in the tax law means that where employees receive free/subsidised travel on buses this is not treated as a taxable benefit. This makes tax treatment of employer-subsidised travel on buses equivalent to that of employer-provided buses.



For the latest news on green travel and tax, check the Inland Revenue web site, www.inlandrevenue.gov.uk.



Further information



Case study summary

This table summarises the key achievements and success factors for travel plans in the research study according to the most recent monitoring work that they had completed by November 2001.

Organisation	Key achievements	Key success factors
Addenbrooke's NHS Trust	There has been a 14 percentage point drop in the proportion of commuting journeys being made by car, whilst 8% more staff have started taking the bus and 4% more have started cycling. 16% of staff regularly car share.	The trust has improved access to bus/rail information and undertaken a number of promotional events where discounted tickets have been offered to staff. A number of cycling measures have been implemented – including better parking and improvements to on and off-site infrastructure. Meanwhile, a daily parking charge has been introduced, and there is a shortage of parking. Car sharing has been encouraged with a central matching service, a guaranteed ride home, priority parking and promotion events.
Agilent Technologies	8% more staff have changed to commuting by train, and the number of 3+ car pools has roughly doubled.	Agilent has negotiated a 33% discount for train season tickets, and worked with the train operator to improve the convenience and reliability of services. People who car share in teams of three or more can choose a dedicated parking space, and a self-matching service is offered.
AstraZeneca	25% of staff have registered to car share (with 18% actively sharing), and bus use has increased from 2% to 7% of all staff (a tenfold increase in absolute numbers).	AstraZeneca has a state-of-the-art car share scheme in place, and held both a major launch event and a promotion event one year on, to encourage people to join. Publicity emphasises that they are only asking people to share 'some of the time'. AstraZeneca has also subsidised a number of very cheap public bus services, significantly increasing services to the site, and provides a number of shuttle services for travel to other AstraZeneca sites and to the local airport.

Bluewater	Bus/rail use is 23 percentage points above what bench-marking suggested.	Bluewater has been instrumental in a complete remodelling of the local bus network, with major increases in services. It has provided state-of-the-art on-site waiting and information facilities, ticket discounts, a month's free travel for some staff, simplified timetables and various other measures, coupled with parking restrictions. Staff have been recruited from appropriate local postcodes (for bus use), and strong branding of the travel plan has been used to give it impetus.
Boots	During the travel plan, staff numbers have increased by 25% whilst the number of cars arriving in the peak has increased by only 20%. Most of the success is assumed to be due to car sharing, walking and cycling. 12% of staff have currently joined the car share scheme.	Boots has a centrally co-ordinated car share scheme, with a guaranteed ride home, voucher incentives to join and dedicated parking. It also has extremely high quality on-site cycle and walking facilities, and access to the site is good for both modes. Although Boots provides substantial subsidy for works buses, these have been declining in popularity, and Boots are in the process of changing the way that the services are organised.
BP	12 percentage point reduction in the proportion of staff arriving as a car driver. Approximately 11% more staff have started to arrive by bus or train, and levels of cycling have roughly doubled.	BP introduced a free and frequent high quality shuttle bus from the nearest station, at the same time as London-based staff were relocated to its Sunbury site. BP has also negotiated, and paid for, a range of improvements to public services, although these are considered to have been less effective. New cycle parking and changing facilities have been introduced at redeveloped buildings, together with the creation of a cycle map, and complimentary shower packs, to raise the status of the mode.

Buckinghamshire County Council	15 percentage point reduction in the proportion of staff arriving as a car driver, with 6% more staff walking and 5% more taking the bus.	Package of measures called 'TravelChoice' launched, including 50% discounts on bus fares, improved access to timetables, and imaginative marketing, including marketing of walking on health grounds. The costs of car use have been highlighted, and there is a context of parking restraint.
Computer Associates	9% more staff have started using the site shuttle bus. Meanwhile, for 25 days in six months, 34% have agreed to car-share, 12% have agreed to cycle and 7% have agreed to walk.	Computer Associates has provided a shuttle bus from Slough bus and train station. Meanwhile, those who sign up to use other, alternative modes (for 25 days in six months) receive £150 to start doing so, and larger incentive payments after the first 6 months. These incentives were promoted with major launch events for each mode – the car sharing launch was particularly effective, with staff being matched up live, on a large display screen in the cafeteria at lunchtime.
Egg	26% of staff are car sharing, and 14% are using the subsidised bus service to the city centre.	Staff are charged 75p a day to park. Car-sharers are exempt from the charge, which provides the only incentive to car share. Egg subsidises key shuttle services from the city bus station, and from the local park and ride site, which were free at the time of the monitoring. Prior to this, there were no buses stopping at the site.
Government Office for the East Midlands	The proportion of staff commuting by bus has increased by 6 percentage points, and 4% more staff currently walk to work.	There has been a steady programme aimed at promoting alternatives to solo car commuting. Access to the site on foot is reasonably good. There is a context of improved bus services, brought about by a proactive local authority and commuter planners' club negotiating good partnership working between the two main public transport operators. There is limited parking available on site for staff.

Marks and Spencer Financial Services	Train use, cycling and walking have all more than doubled, and nearly half the staff have signed up for car sharing (with 31% actively sharing at least once a week).	Car sharing is the main focus of the plan. A sophisticated central matching scheme has been introduced. Priority parking, and a guaranteed ride home are offered. Staff receive a £20 voucher for joining, approximately £100 of a motoring benefit for completing their first six months of sharing, and a £50 voucher for the following year. During the travel plan, a bus link has been provided from the local railway station. A wide variety of cycle measures have been provided. There is a Millennium cycle route near the site, but there are problems gaining access to the site itself by bike. There have been no direct measures to encourage walking, although lunchtime bus services have been provided for staff who want to go shopping, which may have reduced the need to bring a car.
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Nottingham City Hospital NHS Trust	9% more staff have started car sharing or arriving as a car passenger, and 7% more have been persuaded to take the bus.	During the travel plan, a number of high quality bus services have started to enter the hospital site. (Previously, there were none that did so.) There are more services generally, better on-site infrastructure and better information. There are also intra-site shuttle services. Staff are charged £55 p.a. to park, and parking is limited.
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Orange (Almondsbury Park)	The proportion of staff arriving as a car driver has been reduced by 12 percentage points, whilst 4% more staff arrive as car passengers, and 5% more have begun using the bus.	A self-matching service is offered for car sharing. Orange has paid for a dedicated free shuttle bus running between their two sites in North Bristol, and central Bristol.
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Orange (Temple Point)	After relocating staff from their North Bristol sites to new offices at Temple Point, the proportion driving to work has fallen from 79% to 27%. Meanwhile, 38% are taking buses or trains, 13% are walking and 9% are arriving by bike.	The change in location has significantly altered the travel opportunities available to staff with many public bus services stopping close to the buildings, and a nearby train station. Access for cyclists and walkers is good. There are high quality on-site facilities for cyclists. In addition, parking is limited on a needs-based allocation system, and each space is allocated to a particular person. All staff are given a substantial payment if they do not receive a solo car driver permit. Bus/rail users, cyclists and walkers can claim an interest-free loan of up to £750 for any equipment that they need to buy.
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Oxford Radcliffe Hospitals NHS Trust	At both the John Radcliffe (JR) Hospital and the Churchill, the proportion of staff arriving at work as a car driver has reduced by 4 percentage points. At the JR, over 1% more staff have started using the bus and 2% more staff are walking. At the Churchill, over 4% more staff have started cycling to work.	On both sites, a parking charge of £20 p.a. has been introduced, and entitlement to parking has been restricted. There have been some infrastructure improvements for pedestrians. Cycle access to both sites is good (from some directions), and new parking, changing and locker facilities have been introduced. There are more bus services that stop on the site of the JR as opposed to the Churchill. Discounts of up to 20% on fares are available, and some bus information has been provided on the intranet. A shuttle bus service now runs between the two sites.
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Pfizer	Single occupancy vehicle use has declined by 8 percentage points, whilst 3% more staff have begun to car-share, and the	Car sharing has been facilitated by a self-matching web site, a car sharers' breakfast, and general promotional material. Meanwhile, a shuttle bus has been introduced, which picks up from three key points in the nearest town. Pfizer has also subsidised the bus
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proportion of staff commuting by bus has approximately doubled to 12% of all staff.

operator to increase the number of public services for staff, and cheap fares are offered. Other improvements, considered to be less significant by staff, include on-site bus infrastructure improvements, and better access to information. Cash for those who leave their cars at home has been planned and advertised from the beginning of travel plan work, but was not yet offered at the time of the latest monitoring survey.

**Plymouth
Hospitals NHS
Trust**

At the time of the first travel survey, 90% of staff were arriving by car. Now only 54% of staff have a parking permit. Meanwhile, over 6% of staff arriving each day are car sharing, and the proportion of staff commuting by bus has more than doubled, with 15% of FTE staff buying long-term bus passes.

Through collaboration with the bus operators (and some subsidy payments), the number of bus services serving the site has increased considerably and routes are more direct. Better on-site infrastructure and bus information have been provided. A range of discounted tickets is available, and four months of free travel was offered to those handing in their car park permit. For car sharers, a central matching service is offered, they are exempt from parking charges, there is priority parking and a guaranteed ride home. Access to parking is restricted and staff are charged 50p a day to park. Staff who have a permit to drive 3+ days a week are offered £250 to return it (although few have done so)

Stockley Park

2% more staff have started commuting by bus/rail, and the proportion of staff cycling to work has doubled.

Stockley Park has provided pump-priming funds for a number of new bus services. Public transport services and on-site infrastructure are of high quality. Access to bus/rail information has been improved, and there have been marketing initiatives (including free bus tickets at Christmas). Cycle access is good and most buildings have good parking and changing facilities. Cycle training and repairs are available, there is a Bicycle Users' Group, and there have been promotion events.

University of Bristol	The proportion of staff driving to work has fallen from 44% to 32% (excluding car sharers). 4% more staff have started walking to work, and there have also been increases in cycling and bus/rail use. Meanwhile, 6% of staff now formally car share, and more people commute by different modes on different days.	Parking has been restricted, and parking charges have been increased – up to £3.75 per day for those on the highest salary scales, although charges are more typically around £1.50 a day. For pedestrians, the university has introduced infrastructure and lighting improvements, and carried out marketing on health grounds. Cycle access is good, and a wide variety of positive cycling measures have been put in place. The university part funds a free shuttle bus service, together with the local hospital, to the train station and has also negotiated discounts on annual public transport passes. There is a web-based self-matching service for car sharers, a guaranteed ride home and some relief from parking charges.
Vodafone	A reduction of 9 cars or more per 100 staff has been achieved, mostly as a result of staff starting to use buses and trains.	Over a quarter of staff have taken up incentive payments not to drive alone to work (£42.50 per month for car sharers, £85 per month for other alternatives). Meanwhile, Vodafone has provided ten high-quality dedicated bus services for staff, which pass through local towns and villages and also connect with local train stations.
Wycombe District Council	12 percentage point reduction in the proportion of staff arriving at work as a car driver, with 8% more staff working from home and 3% more starting cycling.	Launch of the travel plan was accompanied by a promotion where staff were asked to pledge not to drive to work one day per week, and doing so led to entry into a prize draw for a £1,500 holiday. Opportunities for home working increased, and state-of-the-art cycle parking, changing and locker facilities were introduced, helped by support for cycling from a proactive leading councillor.

Research notes

The following notes provide background information about the research study on which this guide is based (see page 89).

1. Study findings

The number of commuter cars arriving per 100 staff was identified for each organisation at the time of the earliest and latest monitoring that had been undertaken by the organisation by November 2001 (when the research work was undertaken). The change was then calculated, and used to produce the percentage reduction in the proportion of commuter journeys being made as a car driver. For example, an organisation which started with 50 commuter cars arriving per 100 staff and finished with 40 commuter cars arriving per 100 staff would have experienced a decline of 10 commuter cars arriving per 100 staff, equivalent to a 20% reduction in the proportion of commuter journeys being made as a car driver. In this study, staff who were parking off-site were counted as bringing a car. Staff using park and ride services for commuting were not counted as bringing a car. In the majority of cases, calculations were based on results from staff travel surveys.

Where travel surveys were not used, counts of the number of cars arriving were compared to the most appropriate information available about the number of staff, eg the number of staff arriving on site on a typical day (plus homeworkers). In all cases, conservative assumptions were used when calculating changes in car driving. For example, it was sometimes not possible to calculate reductions in driving due to increased car sharing. This means that the headline figure of 14 fewer cars per 100 staff is probably an underestimate of the average change that was achieved.

2. Selection of case study organisations

A range of case studies, with different staff profiles, situated in different circumstances, and from different parts of the country were selected. For selection, case studies needed to have monitored travel plan effectiveness, achieved a reduction in car use, exemplify some aspects of best practice in travel planning and have experience that would be as relevant to others as possible. A particularly important issue was organisation size. The research study included three organisations with approximately 500 employees or less. Argent – a company with 20 employees – is additionally reported on page 40. Particular issues for SMEs are mentioned on page 21, although most of the general lessons that emerged from the work apply to all organisations, regardless of size.

3. Annual running cost per employee

In the research study, organisations were asked about all spending on the travel plan, including both initial set up costs, and annual running costs. For annual running costs, they were asked to consider all running costs that fell under the headings “Parking cash-out scheme; Car sharing measures; Bus/rail measures; Cycle measures; Walking measures; Publicity and promotion; Staff time in managing the plan; Other”. The total annual running cost was then divided by the number of full-time equivalent staff (or, where the fte figure was unavailable, the number of staff on site during core hours, which was assumed to be approximately equivalent). Note that the cost figure gives an indication of the general cost to the organisation of providing a travel plan, and is not affected by the success of the plan. Annual running costs have been quoted in preference to set-up costs, or an amalgam of the two, principally because initial set-up costs were even more variable, and partly dependent on whether new development was taking place at the work site, when larger budgets are typically made available.

National Travel Survey data

The following information is provided to assist in benchmarking.
For updated data visit www.transtat.dft.gov.uk/

1998-2000 National Travel Survey data on commuting journeys by area type and Government Office Region

	Percentage				
	Car driver	Car passenger	Public transport	Walk & cycle	Other private
Urban areas 250k+ (incl Metropolitan areas & London)					
North East	53	17	14	15	1
NW & Merseyside	60	13	14	12	1
Yorkshire & Humberside	58	9	17	15	0
East Midlands	56	12	12	19	1
West Midlands	57	12	15	15	1
Eastern	52	12	20	16	1
Greater London	40	6	42	10	2
South East	60	8	13	16	4
South West	62	4	10	22	2
England	52	10	22	14	1
Wales	61	12	14	12	0
Scotland	47	12	27	13	1
Urban areas 25-250k					
North East	49	20	20	12	0
NW & Merseyside	61	10	11	17	2
Yorkshire & Humberside	54	15	8	22	0
East Midlands	62	12	5	19	2
West Midlands	61	12	5	19	4
Eastern	56	13	11	19	2
South East	62	9	12	16	1
South West	57	11	10	22	1
England	59	12	10	18	2
Wales	64	16	4	15	0
Scotland	60	11	17	11	0

	Percentage				
	Car driver	Car passenger	Public transport	Walk & cycle	Other private
Urban areas 3-25k					
North East	57	16	8	19	0
NW & Merseyside	66	7	3	22	2
Yorkshire & Humberside	58	12	10	19	0
East Midlands	64	10	4	22	1
West Midlands	76	10	3	12	0
Eastern	72	10	8	8	2
South East	70	11	5	12	2
South West	64	11	5	17	4
England	67	11	6	15	2
Wales	68	15	6	7	3
Scotland	56	14	12	16	2
Rural areas					
North East (Excluded due to unreliable sample sizes)					
NW & Merseyside	60	12	10	17	1
Yorkshire & Humberside	66	9	6	15	4
East Midlands	71	12	5	10	1
West Midlands	86	2	0	11	0
Eastern	74	14	4	7	0
South East	68	11	8	11	3
South West	65	12	2	18	3
England	68	11	5	13	2
Wales	77	10	5	6	2
Scotland	64	14	5	16	1

Useful publications

This guide is based on research carried out by Transport 2000 Trust, University College London and Adrian Davis Associates for the Department for Transport between September and November 2001. The full report *Making travel plans work: Research report* together with individual case studies of all 20 organisations can be found at www.local-transport.dft.gov.uk/travelplans/index.htm or ordered from dft@twoten.press.net, telephone 0870 1226 236.

Other travel plan guidance

A travel plan resource pack for employers, Energy Efficiency Best Practice Programme, 2000 (Due to be updated in 2002)

Changing Journeys to Work: an employers' guide to green commuter plans, Transport 2000, 1997, price £30

The Healthy Transport Toolkit: a guide to reducing car trips to NHS facilities, Transport 2000, 1998, price £20

Tourism without Traffic: a good practice guide (includes travel plans for leisure attractions), Transport 2000, 2001, price £20

The benefits of green transport plans, DETR, June 1999

Using the planning process to secure travel plans: best practice guidance for local authorities, developers and occupiers, DfT, July 2002

Using the planning process to secure travel plans: Research report and Appendices to research report, DfT, July 2002

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Sue	Webber	Bristol City Council
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Stefan	Dimic	Buckinghamshire County Council
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APPENDIX 5-

MONITORING AND REVIEW COSTS

HAMPSHIRE COUNTY COUNCIL
ENVIRONMENT DEPARTMENT

A GUIDE TO DEVELOPMENT RELATED TRAVEL PLANS

January 2009

CONTACTS

If your enquiry relates to travel plans for residential, business, retail, leisure or further education facilities please contact

Travel Plan Adviser (Business), Environment Department, Hampshire County Council, The Castle, Winchester, SO23 8UD

Tel: 01962 857445

E-mail: workplace.travelplans@hants.gov.uk

If your enquiry is in connection with other development control matters please contact:

Head of Development Control, Environment Department, Hampshire County Council, The Castle, Winchester, SO23 8UD,

Tel: 01962 857814

E-mail highways.development.control@hants.gov.uk

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FURTHER INFORMATION

The County Council's travel plan website contains guidance on producing travel plans and links to many useful sources of guidance and information

www.hants.gov.uk/environment/workplacetravel

The Department for Transport <http://www.dft.gov.uk/pgr/sustainable/travelplans/>

Travel plans, alternative fuels and fleet management

<http://www.energysavingtrust.org.uk/fleet/>

ACT Travelwise <http://www.acttravelwise.org/home>

Campaign for Better Transport: <http://www.bettertransport.org.uk/>

HCC parking standards www.hants.gov.uk/carparking/appendix.html

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SECTION 1: INTRODUCTION

1.1 BACKGROUND

Hampshire County Council is committed to ensuring that development takes place in sustainable locations and in a sustainable manner across the county. Effective use of travel plans will be required to support these objectives. The purpose of this guidance is to assist developers in preparing high quality travel plans in a consistent manner. It explains what they are, how they should be prepared and when they should accompany a planning application. It provides standardised methods for the evaluation and monitoring of travel plans.

Many new developments throughout the county result in increased demand for travel. Securing a travel plan as part of the development process has three main purposes;

- 1 Ensuring that development takes place in locations and in ways that minimise the impact of this additional demand;
- 2 Increasing accessibility and ensuring that opportunities are provided for people to travel to and from the site in a variety of ways;
- 3 Reducing dependence on the use of the car.

Successful travel plans are the result of a partnership approach, which will involve the County Council, the planning authorities (district councils), private sector stakeholders (such as public transport providers) and the communities affected by development. The County Council will work closely with all of the stakeholders to ensure that Hampshire's economy can develop sustainably, benefit the community and reduce the impact of development on local transport systems and the environment.

1.2 POLICY CONTEXT

Travel plans are an integral part of national, regional and local policy. They are seen as an effective tool in delivering the Government's objectives for more sustainable transport.

Planning Policy Guidance Note 13 (Transport) published in 2001 requires the submission of travel plans with planning applications for development that will have significant transport implications. Further information on related policy documents is provided in Appendix A.

SECTION 2: THE TRAVEL PLAN

2.1 WHAT IS A TRAVEL PLAN?

A travel plan is a long term strategy for improving and managing access to a site focusing on promoting sustainable modes, and minimising single occupancy car trips. For the purposes of the planning process, travel plans must be documented and contain objectives and targets, the policies and measures to be implemented, an action plan and the monitoring and review arrangements.

There should be a process of continual monitoring and review to reflect changing circumstances and to ensure that agreed outcomes are met.

Travel plans need to consider all the journeys to and from a site. Workplace travel plans including office, hospital or visitor attractions are ‘destination’ based plans, generally designed to reduce car use to a specific destination. Residential travel plans focus on the ‘origin’ where journeys are made from. Many of the principles applies to both types of plan, but there are some significant differences which need to be considered including the greater complexity of journeys to and from a residential development and the need for an on-going management organisation to run residential travel plans.

In most cases a travel plan will need to be prepared alongside a Transport Assessment (TA). A TA looks at the existing movements at a site by all modes and estimates the demand for all new travel, predicting its impact. A TA provides the evidence to support the measures that will need to be included in the travel plan. The travel plan sets out all these measures in detail.

2.2 OBJECTIVES OF A TRAVEL PLAN

The key objectives of a travel plan 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.

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.

2.3 GUIDING PRINCIPLES FOR AN EFFECTIVE TRAVEL PLAN

An effective plan will be:

- **Site specific** – every site is unique and the measures will be determined by the opportunities and constraints of the site itself, the nature of uses and occupation, the location of other facilities and the existing transport provision.
- A combination of **hard measures** – site design, improved infrastructure and new services and **soft measures** – marketing, promotion, use of technology and improved information provision.
- A **holistic package** where individual measures are integrated into the new development as part of the design, marketing and occupation of the site.
- One that includes measures to support and promote **walking, cycling** and the use of **public transport**.
- One that addresses the issue of **parking provision**, its quantity, management and cost to the user.

These principles are depicted in the travel plan pyramid below. The foundation is a good location, with each element of the travel plan building upon that. The pyramid is not complete without promotion and marketing to ensure that communication with all those affected is undertaken effectively and consistently.

Travel Plan Pyramid



2.4 BENEFITS OF A TRAVEL PLAN

Benefits to the business

- Improved accessibility to employees, suppliers and customers
- reduced need for parking increases land available profitable use
- reduced costs if the travel plan minimises/removes the need for highway improvements
- reduction in congestion and more efficient business travel
- the planning process may be easier and faster with a good travel plan in place
- competitive advantage by assisting recruitment and retention
- reduction in the inequalities that may exist between car / non car owners

Benefits to staff, visitors and customers

- improved range of travel choices available
- opportunities for more flexible working practises
- reductions in stress associated with congestion and locating a car parking space
- improved staff recruitment and retention
- improved opportunities for those experiencing accessibility difficulties

Benefits to residents (of residential plans) and the community

- reduced need to travel by provision of on site facilities and access to information and services through the internet
- improved choice of travel options available to all residents
- improved quality of the public space
- enhanced social inclusion and sense of community
- less congestion

Benefits to the environment

- improved air quality
- improved personal and road safety
- Reductions in noise pollution
- less congestion

SECTION 3: SECURING AN EFFECTIVE TRAVEL PLAN THROUGH THE PLANNING PROCESS

3.1 WHEN WILL THE LOCAL AUTHORITY REQUIRE A TRAVEL PLAN?

Developers are encouraged to consult with the local planning authority at the earliest possible stage prior to submission of a planning application, to determine the need for, scope and content of a travel plan.

With the exception of residential developments, travel plans are required in conjunction with planning applications for all new developments where a Traffic Assessment (TA) is required. A travel plan will be required for residential applications of 100 or more households. In all other cases the thresholds for TA and therefore a travel plan are to be found in HCC parking standards. These can be found at www.hants.gov.uk/carparking/appendix.html

For these developments, **a travel plan must be submitted at the point of submitting the planning application.**

Travel plans may also be required for developments under the TA threshold. The criteria below are a reflection of the fact that some smaller scale developments can have significant transport impacts. A travel plan will be required for:

- Any development in or near an Air Quality Management Area
- Any development in an area that has been identified within the Local Transport Plan (LTP) for the delivery of specific initiatives or targets for the reduction of traffic, or the promotion of public transport, walking or cycling
- Any area specified in the Local Development Framework (LDF), where it is known that the cumulative impact of development proposals is a cause for concern
- The provision of new or extended school and other educational facilities
- An extension to an existing development that causes the travel impact of the site to exceed the threshold for a TA
- All instances where the local planning authority requires it

Unacceptable development proposals will never be permitted because of the existence of a travel plan. Where a development is likely to be refused because of concerns over transport impacts, it may be possible for a travel plan to address these and reduce them to acceptable levels.

3.2 WHAT WILL THE LOCAL AUTHORITY EXPECT AT EACH STAGE OF THE PLANNING PROCESS?

The County and District Councils' approach to considering travel plans associated with new development is based on the principles of a **staged approach**. The content of the travel plan will become more comprehensive as the nature of the development and the characteristics of the likely end user become clearer. Appendix B maps the process.

Stage 1: Pre-application

The developer should hold an early meeting with the County Council to establish the scope of the TA and subsequent travel plan. This meeting should establish the key principles and approach to be followed, the information required and the process to be used. Once the TA is complete, a further meeting should be held to discuss the content of the travel plan.

Stage 2: Outline Planning Application

Following pre-application discussions it should be clear whether a full or framework travel plan is required to be submitted with the application.

Where the likely end user of the development is known then a *'full' travel plan* is required and **must** include all those aspects referred to in Section 4.2 of this document. Where possible the plan should include evidence of input from the end user.

For speculative developments or where the likely end user(s) of the development is unknown (including multi-occupant sites) a *framework travel plan* should be submitted with the planning application. This should be informed by the outcomes of the TA and will include objectives, a programme for developing and submitting the full travel plan, physical measures required, and a robust monitoring and evaluation strategy. However, it may lack detailed data on the travel characteristics of the end user and specific measures. A framework travel plan will include a commitment to a date/point by which an approved full travel plan will be prepared. This is likely to be before or shortly after (not more than three months) the occupation of the development.

The framework travel plan will, as far as is possible, identify an action plan of measures. It will also, in the case of either speculative or multi occupant development, include provision for some form of covenant, to be contained within any lease agreement(s), to 'tie-in' subsequent tenants.

Stage 3: Full Planning Application

This is the period when detailed discussions can take place on the internal layout of the development. It will be important that the design of the development supports the objectives of the framework / full travel plan.

At this stage, more will become known about the likely end user of the development and a framework travel plan can evolve into a full travel plan.

The full travel plan should include a plan of the site (identifying on-site transport/travel

infrastructure) indicating how site design and layout will contribute to the achievement of the travel plan objectives and targets.

Wherever a framework travel plan is required it must clearly identify the point by which the full travel and subsidiary plans will be submitted. Without this commitment the framework travel plan will not be approved.

3.3 HOW WILL THE LOCAL AUTHORITY EVALUATE TRAVEL PLANS?

Planning approval will not normally be given until an acceptable travel plan has been agreed. All travel plans should include all the elements outlined in Section 4.2 and follow the principles of the TRACES evaluation criteria, as summarised in the following table.

T ransparent	Plans should clearly identify who is responsible for each element of the plan, how it is to be financed and how targets have been developed
R ealistic	Plans should set realistic but stretching targets which reflect Local Development Framework and Local Transport Plan policies. Targets should take account of best practice and the likely make up of occupants.
A chievable	Plans should only include measures which developers and partners are capable of delivering and which are likely to have a positive impact on travel behaviour.
C ommitted	Plans need clear commitment from the developer and occupier. This can be demonstrated by, for example, the appointment of a travel plan coordinator and the identification of funding to take the plan forward.
E nforceable	The commitments established in the Plan need to be enforceable by the local authorities under the accompanying S106 agreement. This demands precision and clarity in the way measures are set out in the travel plan.
S ustainable	Plans need to demonstrate how they will be managed in the longer term. This includes specifying arrangements for the transition of responsibility from the developer to the occupiers, residents or other organisations and the continuing sources of funding for the plan.

The County Council's Travel Plan team will assess the travel plan using the TRACES evaluation (table contained in Appendix C) and provide comprehensive feedback including a statement of the plan's level of acceptability and whether it requires redrafting. A 'pass rate' score of 70 has been set as an indication of the level that a travel plan should achieve. However, if each element of the TRACES criteria are not met sufficiently then the plan will require redrafting. Developers are strongly advised to assess their travel plan prior to submission.

A charge will be made by the County Council for evaluating a travel plan. The fees for evaluation of the travel plan are set out in Appendix D alongside other charges.

3.4 LEGAL CONSIDERATIONS

Legal Considerations: Securing a travel plan

The County Council will secure the travel plan through a Section 106 Agreement.

Legal Considerations: Future and Succeeding Occupiers

In all situations the developer will be responsible for passing the requirement for a travel plan onto the occupier (and any succeeding occupiers). This is likely to be achieved through a Section 106 Agreement.

Legal Considerations: Ensuring effective implementation (Incentives for success)

Travel plans should not be seen simply as a paper exercise. The production of the document is only part of the process. The Section 106 Agreement will therefore also include sanctions to ensure that failure to deliver agreed measures/outcomes (within the control of the developer) can be remedied. These sanctions can take a number of forms as set out below:

- 1 **payments** to the County Council to implement agreed measures/targets contained within the travel plan which have not been implemented (this could include marketing/promotional materials in addition to infrastructure works)
- 2 **the implementation by the developer of specified ‘works’** that are expected to remedy the failure to achieve agreed measures/targets or to implement the measures/targets agreed
- 3 **specified payments** by the developer to meet the Council’s cost of taking action to achieve the agreed measures/targets and
- 4 **a restriction on the build out or occupation of the development** in the event that the travel plan fails to achieve agreed measures/targets or to implement the measures/targets agreed.

Sanctions will ensure that developers do not just agree to measures / targets in their travel plans but actually undertake to implement them.

SECTION 4: PRODUCING A TRAVEL PLAN

4.1 KEY STEPS TO PRODUCING A TRAVEL PLAN

There are five key stages involved in developing an effective travel plan as part of the determination of a planning application, and two that are required following planning approval. Where a *framework travel plan* is being developed some of the stages may not be possible. However, organisations and developers producing *full travel plans* should be able to follow this process.

Stage 1: Obtain advice and support

Promoters of travel plans are encouraged to seek advice at an early stage and certainly at pre-application stage. The production and implementation of a successful travel plan will be achieved through a partnership approach with the County Council and local district council.

Stage 2: Undertake site audit

For extensions to existing sites

The purpose of the audit is to establish opportunities to improve current facilities within and adjacent to the site. This should include consideration of facilities such as local rail stations and services, bus stops and services and on-site facilities such as cycle parking. A site plan and report should be produced.

The proposed approach to undertaking the site audit should be discussed with the County Council's Travel Plan Team. A useful example of a site audit form is available at <http://www.hants.gov.uk/environment/workplacetravel/businesses.html#audits>

For proposed new development (including relocations)

The purpose of the audit is to record baseline transport provision. The TA can be considered as the first part of the audit with the second part of the audit undertaken at the design stage. Account needs to be taken of any separate negotiations taking place regarding provision of off site infrastructure and services (e.g. new bus services). A site plan and report should be produced illustrating the results of the audit.

Stage 3: Understanding the travel characteristics of the site and the surrounding area

The more that is understood about the people who are going to be using the site, and their likely travel patterns, the easier it will be to develop an appropriate travel plan.

For proposed extensions to existing sites a travel survey is usually undertaken. The survey should establish the current modal split and may also assess users' perceptions of the quality of facilities, the ease of access to the site and reactions to the introduction of a range of new measures. A response rate of at least 35% is required to be statistically significant. The TA can use this information as part of the estimation of the travel demand for the development proposal. It will also assist in the development of the measures within the plan.

For proposed new developments which cannot be directly related to existing travel patterns the TA will be critical in providing estimates of the likely travel demand. It should

also assess the likely modes of travel, with and without a range of measures to reduce car use and encourage the use of walking, cycling and public transport, but based on the principle of maximising non car based travel.

For proposed developments where the end user is known (including relocations), It may be possible to undertake surveys in advance of occupation to understand staff origins and how they would travel to the new site. It is important that **all** movements to the site are considered as part of the assessment process, whether this is estimated from survey work or from the use of other data bases.

In all cases, an understanding of the travel and traffic conditions in the surrounding area will form an important part of the assessment. The County Council may be able to provide some of this information (at a charge). Developers proposing to undertake survey work are encouraged to seek advice from the County Council to ensure that it is undertaken appropriately and cost effectively and can be used alongside other existing sources of information.

Stage 4: Prepare draft travel plan

The key elements of a travel plan are set out in Table 4.1. Every plan must include all these elements. The complexity of the plan should be proportionate to the scale of the development proposals. The range of measures that can be considered for inclusion in the plan itself are set out in Appendix F.

Stage 5: Submit travel plan

Travel plans must be submitted to the local planning authority and the County Council. Developers are advised to assess the plan using the TRACES criteria (see Appendix C) prior to submission. Where plans fail to demonstrate that they are sufficiently robust, an iterative process of feedback and improvement will be recommended. The County Council will offer support during this process. Only travel plans which meet the requirements of the assessment process will be accepted.

Stage 6: Initial preparations and implementation

The travel plan will specify works and measures that need to be undertaken during construction and prior to occupation. They can involve, for example, physical works, establishing communications, preparing marketing information and appointing a co-ordinator. The implementation of the travel plan strategy must be in accordance with the conditions and/or Section 106 Agreement.

Stage 7: Implementation, monitoring and review

Appropriate monitoring of the outcomes will be required to enable an assessment to be made of the compliance with the objectives and targets. In the event that outcomes are not achieved, adaptations and improvements to the plan will need to be agreed with the local planning authority, in consultation with the County Council. The travel plan must be reviewed regularly.

4.2 MAIN ELEMENTS OF A TRAVEL PLAN

The content of the travel plan will reflect local circumstances and will be site specific. Table 4.1 sets out key elements to be included in all travel plans. This can be tailored for all types of developments including office, commercial, residential, health and leisure facilities and educational establishments.

Table 4.1: Elements of a travel plan

Section	Content
Executive Summary	For longer plans, it will be appropriate to provide a succinct summary
Background	Overview of the site, the organisation and transport facilities. Reference to relevant national and local travel plan policy
Purpose	Explanation of need for the plan and its benefits so those tasked with its implementation, and other stakeholders, will be clear about what the plan is seeking to achieve.
Travel Survey and Site Audit	Sets out all the information and data that pertains to the site and the existing or forecast travel patterns.
Objectives	Sets out in broad terms what the plan is seeking to achieve. This may relate to economic, environmental or social factors. Should be in line with Hampshire County Council's Local Transport Plan.
Targets	Identification of SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) For each target there will be associated indicators to measure progress.
Travel Plan Strategy and Action Plan	A strategy for implementation including: travel plan coordinator role, management of the plan, development timetable, marketing and promotion and an Action Plan to outline the implementation programme for the proposed measures
Measures	A clear description of the measures proposed to encourage sustainable travel, reduce car dependence and achieve the stated targets and objectives.
Monitoring	Information on when and how monitoring will be undertaken together with identifying who will be responsible.
Management arrangements	Clear identification of who is responsible for ensuring that the travel plan is delivered. Proposals for the longer term management structure such as a steering group or community trust should be clearly set out to ensure involvement and commitment of all parties.
Enforcement	Consideration should be given to the means by which the travel plan will be enforced. It should include the heads of terms by which a Section 106 agreement will be reached. This might include a sanction should the travel plan fail to deliver key measures and targets.

4.3 TARGETS TO BE INCLUDED IN A TRAVEL PLAN

All travel plans should contain an appropriate set of SMART targets. The targets should link to the objectives of the plan, relate to the outcome of the TA and be consistent with the policies of the Local Transport Plan.

The details of the targets will depend on the nature of the development proposal. They must establish clear commitments and need to identify explicitly who is responsible for their delivery. There are two types of targets – ‘action’ and ‘aim’ and a plan should include both. Examples include:

Action type targets:

- Install x number of cycle racks by a specified date
- Set up a Steering Group by a specified date.

Aim type targets:

- To reduce the number of single car occupancy car trips arriving on the site by x% by a specified date, when compared with the base year
- To increase the % of persons arriving on the site by public transport by y% by a specified date

4.4 MEASURES TO BE INCLUDED IN A TRAVEL PLAN

A travel plan should include a package of measures aimed at encouraging walking, cycling and public transport use as well as reducing and making the best use of car journeys. Appendix F sets out examples of the range of measures which could be considered in the plan. It is not an exhaustive list. The extent to which these measures are appropriate will depend on what is known about the site and the occupier. For example, **retail** development will need to consider how their customers will travel to the site and may wish to consider measures such as a shopper bus.

4.5 RESIDENTIAL TRAVEL PLANS

Residential travel plans will take a different form to those for standard employment sites and are likely to achieve the greatest impacts in larger scale development (i.e. over 100 dwellings) although a range of measures will still be required for smaller scale developments. The main objectives of a residential travel plan are to:

- address residents' need for access to a full range of facilities and activities
- reduce the traffic generated by the development
- encourage good design principles and support the local community

The inclusion of travel planning principles at an early stage can also provide an opportunity to make a fundamental shift towards the provision of streets for people and social activity

rather than purely a means of car access to properties. Appendix G outlines a range of measures that should be considered in residential travel plans above and beyond the guidance already provided in chapters 4 and 5 of this guidance note.

Detailed guidance is available from the Department for Transport in its guide 'Making residential travel plans work: guidelines for new development'. This document is also available via the travel plan website at

www.hants.gov.uk/environment/workplacetravel/developers.html

SECTION 5: TRAVEL PLAN MANAGEMENT AND MONITORING

5.1 MANAGING THE TRAVEL PLAN

Travel Plan Co-ordinator

A person must be nominated to ensure the travel plan is effectively managed before, during and after the development of the site. This person may change as the plan develops. As part of the full travel plan the developer/occupant will identify a suitably skilled person (to become known as the Travel Plan Co-ordinator) to be responsible for taking forward the travel plan initiatives and arranging the monitoring and review of the plan. The contact details of that post holder should be stated in the travel plan or, if not known at the time of the agreement, supplied to the County Council's Travel Plan team within one month of occupation of the site. Activities will include:

- Preparing the transport assessment and the travel plan documentation
- Securing that the design meets the access needs to the site
- Identifying a co-ordinator responsible for day to day delivery of the plan
- Putting measures identified in the travel plan in place
- Setting up and undertaking arrangements for implementation, monitoring and review
- Promotion and marketing of the plan and measures contained within it
- Securing the on-going management arrangements with all key parties
- Putting new measures in place in light of experience

Management structures

There are a range of different management structures that could be suitable depending on the nature and scale of the development. Options include:

- Steering groups
- Existing environmental steering groups
- Community trusts
- Management companies

For larger developments or where there are mixed uses, it may be beneficial to establish a steering group including for the co-ordinator, local authority representatives, occupiers, public transport providers and even community representatives. This group can ensure effective communication and co-ordination of actions.

5.2 MONITORING THE TRAVEL PLAN

A robust monitoring and review strategy must be incorporated within the travel plan and agreed with the local authority, irrespective of what is known about the end user of the site. A baseline needs to be set, against which results will be judged.

Monitoring of development control related travel plans is required to ensure compliance with Section 106 agreements and planning conditions. It will be legally enforced by the

relevant local planning authority as stated in the legal agreement and a fee will be charged to evaluate the monitoring results and attend review meetings. Full details of the proposed fees are set out in Appendix D and will relate to the size of the development. Monitoring will normally be required for a minimum of five years, but in the case of larger developments may be required for a longer period.

The Developer

The onus for monitoring rests with the developer, owner or tenant of the site (and will be encapsulated within the legal agreement). Where relevant, the developer is encouraged to use the UK Standard for Monitoring Travel plans system developed by TRICS. Further information and details are available at www.TRICS.org or from the County Council. The results should be provided to the local authority and will form the basis of discussion at a review meeting.

Travel surveys will be undertaken at specified periods agreed in the travel plan. The information collected needs to be sufficient to assess progress towards targets secured in the legal agreements. The County Council can provide a standard travel survey questionnaire but it is the responsibility of the organisation to be consistent with questions asked so a comparison can be made over time. Summary information from the surveys needs to be collated and sent to the local authority on a standard form by an agreed date. An on line survey facility is available via the County Councils Travel Plan monitoring system – iTrace. The Developer should contact the County Council's Travel Plan Adviser for further information.

The local authority reserves the right to observe the monitoring or request (at the developer/occupiers' cost) an independent audit of the information collected. In addition to this, the local authority will carry out random monitoring of up to ten sites per year. This will be done via a traffic count and vehicle occupancy count or other suitable method.

If the results collated by the local authority are dissimilar to those submitted by the developer/organisation, the two parties will meet to discuss a suitable way forward. Further surveys may be carried out with input from both the local authority and the developer/organisation to ensure that both parties accept the results obtained.

Reviewing progress

Dates for travel plan review meetings should be identified within the travel plan for years one, three, and five as a minimum and beyond depending on the nature of the development. Targets should be set for each of these milestones for the purposes of reviewing progress. The travel plan will not cease at the end of the review period but travel patterns and behaviour should have been established and be sustainable.

The review meetings will involve (as necessary) representatives of the occupier, the local planning authority, the County Council (Development Control Highways and the Travel Plan team), public transport operators and community representatives. There may be factors outside of the developers control which affect the ability to meet targets. These will be taken into account during the review process and alternative solutions identified. Any proposed variations must be in agreement with all parties.

The monitoring should focus on:

- Inputs – for example, how many hours does the travel plan co-ordinator spend on the plan
- Outputs – how will the delivery of measures take place
- Outcomes – the proportion of trips undertaken to and from the site by various modes

The local authority

All sites with a travel plan will be subject to monitoring as part of a rolling programme to assess impacts of travel plans.

The data will be stored on a secure countywide travel plan database and will be used to monitor Hampshire targets for travel plan development and provide information for the Local Transport Plan process.

The travel plan database will enable the County Council to monitor when surveys are required, who is in default, the survey results, compliance against agreed targets and when enforcement action is needed.

Appendix A Background policy documents supporting the use of travel plans

The Government White Paper 'New Deal for Transport'

This refers to travel plans and identifies their promotion as one of the six key objectives for Local Transport Plans. Annex 2 of the Department for Transport's "Transport 2010 – The Ten Year Plan" sets out objectives and targets which travel plans will help to deliver.

Planning Policy Guidance 13 (PPG13 on Transport)

Published by the Government in March 2001, PPG13 states the Government's commitment to the promotion of travel plans amongst business, schools, hospitals and other organisations. The Government states that travel plans should be submitted alongside planning applications which are likely to have significant transport implications. PPG13 makes particular reference to commercial and leisure development, together with proposals for schools and health facilities.

Travel plans which are submitted as part of the planning process should be the result of discussions between the applicant, local authority and local transport providers. Travel plan outputs should be measurable. The travel plan itself should contain targets and a method for monitoring of the travel plan, as well as measures regarding its enforcement. (PPG13 Chapter 4 section 90).

'Using the Planning Process to Secure Travel plans' and 'Making Residential Travel Plans Work'

These guides published in July 2002 and October 2005 respectively by the Department for Transport and the Office of the Deputy Prime Minister reflect best practice. The early advice and guidance on travel planning focussed on destination travel plans where the aim is to reduce car use to a specific destination. This has now been broadened to look at the potential for addressing travel choices from home to multiple and changing destinations. Clearly this combination of travel plans provides real opportunities to provide more choice and increased use of sustainable transport.

Planning Policy Statement 1 – Delivering Sustainable Development

National planning policy as set out in PPS1 places emphasis on the achievement of sustainable development and directly supports the use of travel plans as a means of achieving environmental and social objectives.

DfT Guidance on Transport Assessments

The draft guidance on undertaking Transport Assessments will provide additional context for the preparation of travel plans in the development process. These are a critical forerunner of an effective travel plan and should provide the information base.

Guidance on Local Transport Plans

The Government requires Local Transport Plans (LTPs) to place an emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

South East England Regional Transport Strategy (RTS)

The regional transport strategy promotes the rebalancing the use of the transport system in

Appendix A Background policy documents supporting the use of travel plans

favour of more sustainable modes. This is to be achieved through a “tool kit” of mobility management measures. Policy T13 specifically supports the provision of travel plans through the development control process where there are major travel generating developments.

Hampshire Local Transport Plan (2006-2011)

The County Council’s Local Transport Plan (2006-2011) includes an objective to increase the uptake of travel plans within Hampshire. Specific targets include:

Air quality – Winchester (ltp8/3) To increase the proportion of people working within Winchester city centre covered by a travel plan to 37% by 2011 from a 2005 baseline of 24%

Air quality – Eastleigh (ltp8/4) To increase the proportion of people working within Eastleigh town centre covered by a travel plan to 49% by 2011 from a 2005 baseline of 34%

Air quality – Totton (ltp8/4) To increase the proportion of people working within Totton town centre covered by a travel plan to 20% by 2011 from a 2005 baseline of 0%.

Travel plan coverage (proportion of workforce) (ltpoc5) 15% of people working in Hampshire to be covered by a travel plan by 2010/11 from a 2003/04 base of 7.8%. To have in place tested systems for monitoring the outcome of travel plans by 2006/07.

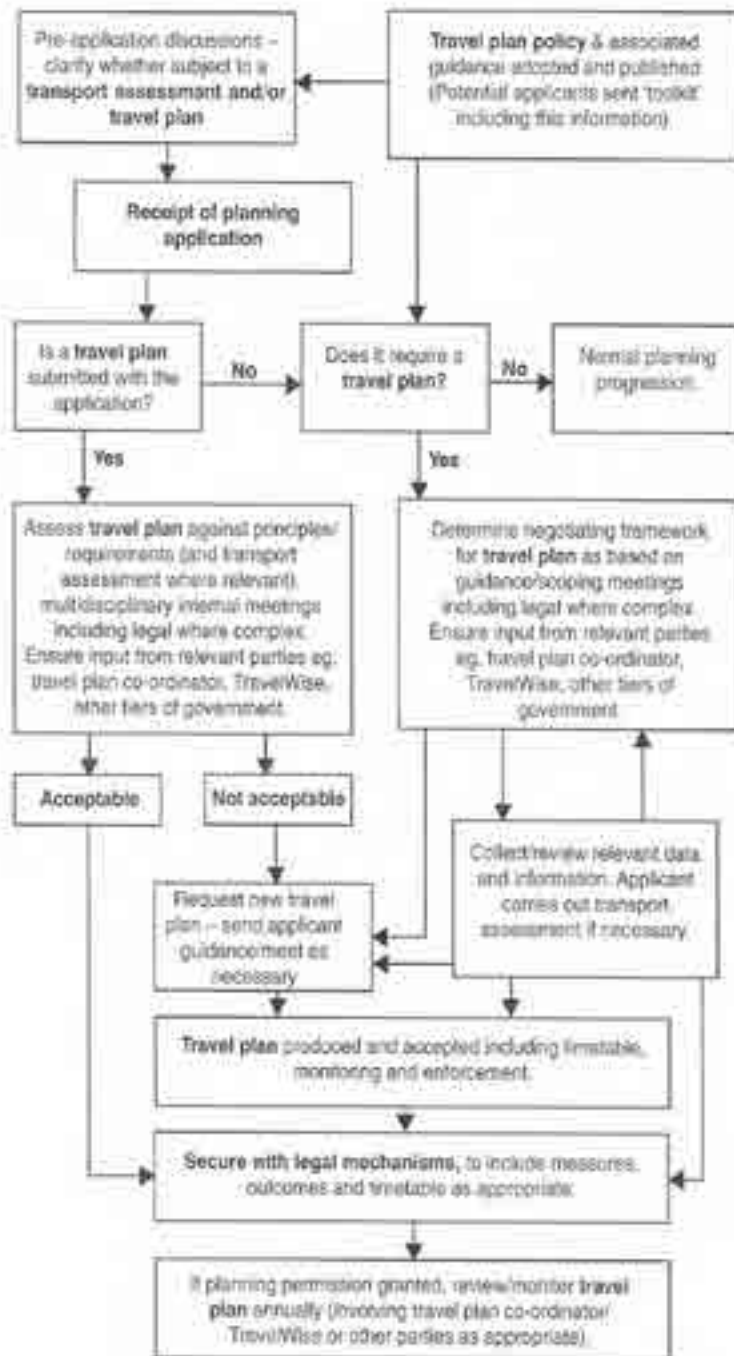
Travel plan coverage (proportion of those in full-time education 5-16yrs) (ltpoc6)

100% of students in full-time education (aged 5 to 16 years) to be covered by a travel plan by 2008/09 from a 36.5% base in 2004/05.

Local Plans/Local Development Frameworks

Many of Hampshire’s district councils now have policies relating to travel plans. In some cases particular areas where travel planning is seen as a key tool are highlighted. Such area may be designated because of local congestion, air quality pressures or the proximity of an active travel forum.

Appendix B The process



Appendix C TRACES evaluation template

TRACES Template

In order to complete this assessment you will need to state how your plan achieves the TRACES elements. The elements required at each stage are shown under the TRACES column.

Business / Development:

	Criteria	Brief assessment / cross reference to plan	TRACES*	Points	
				Score	Out of
	Background				
1	Name of business / occupier (or developer/agent/ speculative development status)		T		1
2	Staff numbers, working hours, shifts etc		T		1
3	customers, visitors and delivery movements		T		1
4	Is the scope of the plan clear and does the plan relate to the different needs of all users, occupiers, residents, visitors etc (business travel, commuting, visitors, customers, deliveries, fleet vehicles, disabled access)		T,R,A		2
5	Is there reference to the wider company ethos and business plan or previous experience with travel plans		T,R		1

Appendix C TRACES evaluation template

6	Physical description of the site and its location. To include on site infrastructure (e.g. car parking spaces) and off site infrastructure (e.g. public transport services)					T			2
7	Is the plan clear about who has responsibility to deliver the travel plan (the developer or responsibility passed to the occupier)					T,R,C			1
	Consultation and partnerships								
8	Does the plan demonstrate that staff, unions and HR have been (or will be) involved in the preparation of the plan. Have the opinions of those who will be affected (including the local community) been included in the action plan.					T,R			2
9	Is there agreement with the highway / transport authority on the measures relevant to them. Evidence of liaison with the local authority.					T,R,A			2
10	Is there agreement with the local public transport operators on measures relevant to them					T,R,A			2

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11	Are any other key partnerships identified (e.g. cycle retailers, train operators) or is there membership of a commuter forum		T,C,A		1
	Site and travel surveys				
12	Have site audits been undertaken		T,C		1
13	Have surveys been carried out of existing transport links and public parking stock (i.e. is there potential for displaced parking to take place)		T,C		1
14	Have travel surveys been undertaken / planned (staff, visitors, customers etc). If so, what is the response rate / data quality?		T,C		2
15	Has an appropriate survey methodology been proposed and agreed including timescales		T,A,C		1
16	Is a sample survey questionnaire provided		T,A,C		1
17	What level of data analysis has been used to inform the development of the action plan (reference to local or national data)		T,C		2
18	Are patterns of staff /visitor travel outlined		T		2
	Visions, Objectives and Targets				

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19	Does the plan have clear and appropriate overall aims and objectives.		T,R,A,C		1
20	does the plan have targets (related to the aims and objectives). Minimum of % SOV versus other modes				2
21	Are there 'aim' and 'action' type targets		T,R,A,C		1
22	Is the plan clear about how the targets have been developed (e.g. are they based on evidence like survey results)		T,R,A		2
23	Are the targets SMART		T,R,A		1
24	Are indicators of success proposed		T,R,A		1
25	Are the targets consistent with LDF and LTP objectives and policies		T,R		2
	Action Plan				
26	has an action plan been included?		T		1
27	Is it clear how initiatives and measures support the overall aims and objectives		T,R		3
28	Are measures related to survey results or in line with over all aims and objectives		T,R		3
29	Do actions have defined and realistic timescales		T,R,A		4

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30	Are initiatives and measures prioritised in the plan		R,A		3
31	Are there details of who is responsible for each action		T,R,A		2
32	Are all modes of travel to the site considered (walking, cycling, bus, train, taxi, motorbike, multimodal journeys, car, car share' deliveries)		T,C		4
33	Are measures identified to assist all users of the site and all journey types		T,C		3
34	Provision of marketing / information for each mode		R,A,C		2
35	Provision of incentives for each mode		R,A,C		2
36	Is there a strong car parking policy (e.g. to what extent is car parking managed to promote car sharing and reduce SOV trips)		R,A,C		3
37	Are non transport solutions considered (e.g. flexible working hours, working from home, teleconferencing)		R,A,C		3
Evaluation and Monitoring					
38	Does the plan state when next survey will be undertaken		T,S		1
39	Are there mechanisms in place for reviewing and updating the plan in light of experience		T,S		1

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40	Are barriers to implementation discussed with amelioration measures proposed		T,R,A		2
41	Are proposals for long term monitoring included		T,S		1
42	Are the proposals for implementing and managing the plan in the longer term (5-15years) clear		T,S		2
Roles and responsibilities					
43	Is there a steering group to over see the development of the plan with working groups to assist in delivering the plan (where appropriate)		T,C		1
44	Are staffing implications of delivering the plan made clear		T,A,C		1
45	Is there support and commitment from senior management		T,C		1
46	Is a Travel plan co-ordinator in place or is there agreement on when a co-ordinator will be in place		T,C		2
47	What is the level of seniority of the travel planner. Will it be a full or part time role.		T,C		2
Awareness, promotion and marketing					

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48	What measures are in place to ensure that the travel plan is promoted over a sustained period of time (e.g. newsletters., events, websites).		A,C,S		3
49	Are promotional events coordinated with national and local events		R,A		2
50	Is there a mechanism for disseminating results of the survey		T		1
Funding					
51	Are sources of funding (at an appropriate scale) identified for delivery of the action plan		T,R,C		2
52	Is the funding of the travel plan co-ordinator role clear		T,R,C		2
53	Is there funding allocated for promotional events and marketing		T,R,C		2
54	is funding allocated for the requirement of ongoing monitoring of the plan				1
Deliverability / Enforceability					
55	Is a Section 106 agreement drafted which ensures delivery of the travel plan		T,E		2
56	Is there clarity on what needs to be done by when and appropriate incentives / sanctions in place to enforce the agreement		T,E		3

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57	Is the travel plan explicit in terms of objectives, management, monitoring and review?			T,E		4
58	Are there transition arrangements in place for changes in user / owner / occupier			T,E,S		1
	Total					106

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Residential Development:

Criteria	Brief assessment / cross reference to plan	TRACES*	Points	
			Score	Out of
Background				
1 Name of residential development (developer/agent/speculative development status)		T		1
2 Numbers and types of dwellings		T		1
3 Are there other on site facilities? Customer/visitor movements		T		1
4 Is the scope of the plan clear and does the plan relate to the different needs of all residents, visitors, deliveries, disabled access?		T,R,A		2
5 Is there reference to the wider company ethos (if managed housing)		T,R		1
6 Physical description of the site and its location. To include on site infrastructure (e.g. car parking spaces) and off site infrastructure (e.g. public transport services)		T		2
7 Is the plan clear about who has responsibility to deliver the travel plan (the developer or responsibility passed to the residents groups)		T,R,C		1

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Consultation and partnerships				
8	Does the plan demonstrate that residents will be involved in the development of the plan. Have the opinions of the local community and stakeholders been included in the action plan.		T,R	2
9	Is there agreement with the highway / transport authority on the measures relevant to them. Evidence of liaison with the local authority.		T,R,A	2
10	Is there agreement with the local public transport operators on measures relevant to them		T,R,A	2
11	Are any other key partnerships identified (e.g. cycle retailers, train operators) or is there membership of a commuter /local residents forum		T,C,A	1
Site and travel surveys				
12	Have site audits been undertaken		T,C	1
13	Have surveys been carried out of existing transport links and public parking stock (i.e. is there potential for displaced parking to take place)		T,C	1
14	Have travel surveys been planned. If so, what response rate / data quality is anticipated?		T,C	2

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15	Has an appropriate survey methodology been proposed and agreed including timescales		T,A,C		1
16	Is a sample survey questionnaire provided		T,A,C		1
17	What level of data analysis has been used to inform the development of the action plan (reference to local or national data)		T,C		2
18	Are likely patterns of resident /visitor travel outlined?		T		2
Visions, Objectives and Targets					
19	Does the plan have clear and appropriate overall aims and objectives.		T,R,A,C		1
20	does the plan have targets (related to the aims and objectives). Minimum of % SOV versus other modes				2
21	Are there 'aim' and 'action' type targets		T,R,A,C		1
22	Is the plan clear about how the targets have been developed (e.g. are they based on evidence from similar sites)		T,R,A		2
23	Are the targets SMART		T,R,A		1
24	Are indicators of success proposed		T,R,A		1

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25	Are the targets consistent with LDF and LTP objectives and policies		T,R		2
Action Plan					
26	has an action plan been included?		T		1
27	Is it clear how initiatives and measures support the overall aims and objectives		T,R		3
28	Are measures related to survey results or in line with over all aims and objectives		T,R		3
29	Do actions have defined and realistic timescales		T,R,A		4
	Are a range of appropriate measures included in the site design				3
30	Are initiatives and measures prioritised in the plan		R,A		3
31	Are there details of who is responsible for each action		T,R,A		2
32	Are all modes of travel to and from the site considered (walking, cycling, bus, train, taxi, motorbike, multimodal journeys, car, car share, deliveries)		T,C		4
33	Are measures (physical and promotional) identified to assist all users of the site and all journey types		T,C		3

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34	provision of marketing / information for each mode				2
35	provision of incentives for each mode				2
36	Is there a strong car parking policy (e.g. to what extent is resident and visitor car parking managed)		R,A,C		2
37	Are non transport solutions considered (e.g. are homes wired for broadband internet, are there opportunities to provide work hubs)		R,A,C		2
Evaluation and Monitoring					
38	Does the plan state when surveys will be undertaken		T,S		1
39	Are there mechanisms in place for reviewing and updating the plan in light of experience		T,S		1
40	Are barriers to implementation discussed with amelioration measures proposed		T,R,A		2
41	Are proposals for long term monitoring included		T,S		1
42	Are the proposals for implementing and managing the plan in the longer term (5-15years) clear? e.g residents groups		T,S		2
Roles and responsibilities					

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43	Is there a steering / management group to over see the development of the plan		T,C		1
44	Have sales staff been trained and provided with information about promoting the travel plan		T,C		1
45	Is a Travel plan co-ordinator in place or is there agreement on when a co-ordinator will be in place. Will it be a full or part time role?		T,C		2
46	Are staffing implications of delivering the plan made clear especially if the developer will not have a continued presence on site		T,A,C		1
Awareness, promotion and marketing					
47	What measures are in place to ensure that the travel plan is promoted over a sustained period of time (e.g. newsletters., events, websites).		A,C,S		3
48	Are promotional events coordinated with national and local events		R,A		2
49	Is there a mechanism for disseminating results of the survey		T		1
Funding					

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50	Are sources of funding (at an appropriate scale) identified for delivery of the action plan		T,R,C		2
51	Is the funding of the travel plan co-ordinator role clear		T,R,C		2
52	Is there funding allocated for promotional events and marketing		T,R,C		2
53	is funding allocated for the requirement of ongoing monitoring of the plan				1
Deliverability / Enforceability					
54	Is a Section 106 agreement drafted which ensures delivery of the travel plan		T,E		2
55	Is there clarity on what needs to be done by when and appropriate incentives / sanctions in place to enforce the agreement		T,E		3
56	Is the travel plan explicit in terms of objectives, management, monitoring and review?		T,E		4
57	Are any arrangements in place for change in ownership of properties		T,E,S		1
Total					105

Appendix D Table of fees to be applied for evaluation and monitoring of travel plans

Fees for the evaluation and monitoring of travel plans will be based on the size of the development. Developments will be placed in two categories based on the level of fee required at the time the planning application is submitted to the Local Planning Authority:

A	Modest developments	Planning application fee - <£11,000
B	Major developments	Planning application fee - >£11,000

Principles upon which fees are based

- 1 The fees are intended to reflect the amount of local authority officer time required to undertake evaluation of the initial plan, assess the monitoring data and participate in consequential review and agreement to any amended plan in the future.
- 2 Data required for monitoring must be set out and agreed as part of the travel plan;
- 3 All monitoring data must be supplied by the developer at their expense;
- 4 Plans will be subject to annual monitoring and review for at least the first 5 years;
- 5 Monitoring requirements beyond 5 years will be agreed as part of the plan and will normally be required with major developments;
- 6 Reviews beyond 5 years will normally be less frequent – the years requiring monitoring will be set out in the plan;
- 7 For some major developments it may be appropriate to agree a 15 year time period for monitoring and this will be agreed as part of the plan;
- 8 The fee structure includes an incentive for the developers to provide the data to the agreed timescales, and penalties in subsequent years for failing to do so;
- 9 The fee structure includes an incentive in the event that the targets are being met, in this case the monitoring fee will be reduced. This will also apply if developers initiate amendments to the plan to assist with the delivery of targets that are not being achieved.

Evaluation of a Travel Plan

When the Travel Plan is submitted with a planning application it must include an evaluation undertaken by the developer, or his adviser, based on the TRACES methodology. A template for doing this is included in the guidance at Appendix C.

The County Council will assess this evaluation at no cost to the developer. If the Travel Plan is not considered to be satisfactory the developer will be provided with feedback and given an opportunity to resubmit the plan. Second and subsequent evaluations will be undertaken by the County Council on the basis of the fees set out in the table.

Monitoring the plan

The County Council will charge an annual monitoring fee for all travel plans for the first 5 years from the date of commencement of the development.

- The County Council will retain the right to require more frequent monitoring beyond 5 years in the event that targets in the plan are not being met;

Appendix D Table of fees to be applied for evaluation and monitoring of travel plans

- If the developer fails to provide the data required for monitoring in the format and timetable set out in the agreement an 10% fee will be added to the above charges;
- If the developer provides the data required as set out in the agreement the fee will be reduced by 10%;
- If the targets in the plan have been achieved the fee will be reduced by a further 10%.

Table of proposed fees

Size of development	Initial Evaluation fee	Subsequent evaluation fee	Annual monitoring fee	Cost of 5 years of annual monitoring	Additional monitoring normally required in years
A	£750	At cost	£1,000	£5,000	Years 7 and 9
B	£1,500	At cost	£3,000	£15,000	Years, 7, 9, 12 & 15

Fee levels will be reviewed every two years.

Appendix E Measures to include in a travel plan

Method	Measure
Walking	<p>Promotion of safe local walking routes including provision of route maps;</p> <p>Improvements to the walking network and its maintenance</p> <p>Improvements to signing for pedestrians</p> <p>Showers, changing facilities and lockers for storing clothes (also see cycling);</p> <p>On site security.</p>
Cycling	<p>Improvements to cycle network and its maintenance;</p> <p>Provision of cycle route maps and improvements to signage.</p> <p>Secure, well lit, covered cycle storage include pumps;</p> <p>Showers, changing facilities and lockers;</p> <p>Employers can consider provision of interest free loans for the purchase of bicycles (up to £5000 can be provided without tax implications);</p> <p>Formation of a bicycle users group (BUG);</p> <p>Assistance to staff in accessing information about safe cycling, appropriate clothing, local cycle routes etc;</p> <p>Pool bikes and mileage allowances for cycle use.</p>
Public transport	<p>Provision of clear public transport information, available direct from the local operator or the council;</p> <p>Provision of new or improved services</p> <p>Improvements to the waiting environment</p> <p>Provision of real time information at bus stops/rail stations</p> <p>Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives;</p> <p>Personalised journey planning</p> <p>Works buses / shuttle buses.</p> <p>Employers can consider provision of interest free loans to purchase season tickets (up to £5000 can be provided without tax implications);</p> <p>Guaranteed ride home for staff in emergency situations</p> <p>Introduce “collection from station” service for visitors</p>
Reduce the need to travel	<p>Design the development to provide some facilities close to places of work or home</p> <p>Provide residents and occupiers with access to information and services through the web</p> <p>Employers can also consider flexible working practices, teleworking, home working, ‘compressed’ week (e.g. 9 day fortnights) and incentives to locate close to work as part of any relocation package;</p> <p>The existence of and benefits of the travel plan should be highlighted at recruitment stage;</p>

Appendix E Measures to include in a travel plan

<p>Managing and reducing car use</p>	<p>Introduction of a car sharing scheme; Introduction of car club for residents Consideration of joining antscarshare.com for a fraction of the cost of developing your own software; Provision of emergency ride home facility for car sharers and all people who came by a sustainable mode Review of the use of fleet cars – fuels, engine size, availability to use, number of cars retained; Review of car parking policy and introduce a management strategy; Review of the issuing of car park permits to ensure a fair system, based on agreed criteria e.g. operational need; Consider introduction of charging for parking. Allocate priority parking space to car sharers and car club; Use of pooled company vehicles and bikes. Introduce targets to reduce business mileage.</p>
<p>Motorcycles</p>	<p>Provide facilities for those who travel by motorcycle/moped – including secure parking</p>
<p>Taxis</p>	<p>Consideration of the use of taxis by visitors.</p>
<p>Travel plan Co-ordinator</p>	<p>Identification of a named individual to be responsible for the implementation of the travel plan.</p>
<p>Marketing</p>	<p>Provision of information to all occupants, residents, visitors and staff on how to access the site by means other than the car through a variety of methods, including personal travel planning, notice boards, newsletters; Provision of information as part of sales and recruitment packs. Hold events; Focus groups; Use of intranet/internet to disseminate information; Introduction of a personalised journey planning (or equivalent) scheme.</p>
<p>Partnerships/support</p>	<p>Creation of user groups / staff forums; Consideration to joining a local commuter forum; Engagement with the local authority and public transport operators.</p>
<p>Mobility impairment</p>	<p>The travel plan should consider the needs of those with mobility impairments</p>

Appendix F Measures to be included in a residential travel plan

Method	Measure
Site layout and design	<p>Hold discussions with planners at an early stage to ensure that access to and around the site is considered early on in the design process.</p> <p>Provision of quality bus stops with safe and well lit pedestrian routes to reach them. A site layout plan should show the location for bus stops and routes to them.</p> <p>Ensuring that suitable pedestrian and cycle links serve and run through the area and link with existing routes (and are appropriately signed)</p> <p>Provide shops and facilities within the development with cycle parking. Local facilities could also benefit from the provision of cycle parking</p> <p>Consider limiting the amount of car parking that is provided per dwelling. Developments with smaller units such as flats and apartments may have a communal parking area rather than individual spaces at the property.</p> <p>Secure cycle parking facilities. This is particularly important for flats and apartments where there is limited space within the property.</p> <p>Larger development may be able to encourage a range of on site facilities such as child care and nurseries.</p> <p>Free broadband internet connections could also be supplied.</p> <p>Speed limits and traffic control measures</p> <p>Home zones principles / areas for recreation to be considered</p>
Off site access	<p>Provision of quality bus stops with safe and well lit pedestrian routes to reach them.</p> <p>Highway safety measures and traffic calming</p> <p>Improved walking and cycling links to the site</p> <p>Improved public transport links to the site</p>
Target setting	<p>Residential travel plans are likely to include targets related to individual journey purposes (e.g. mode share for journey to work, journey to leisure etc).</p>
Action Plan	<p>A residential travel plan will include an action plan. This will identify measures to be included at the site design stage (in terms of on site infrastructure) in addition to those required for the continued support of dwellings</p>
Public transport	<p>Provision of quality bus stop (both for passengers – in terms of waiting facilities, and buses – in terms of ensuring they are free of parking) facilities with safe and well lit pedestrian routes to reach them. A site layout plan should show the location for bus stops and routes to them.</p> <p>Early negotiations should be entered into with local bus (and rail where appropriate) operators to discuss the viability of new services, service alterations and the provision of discounted / free travel tickets. If no services currently serve</p>

Appendix F Measures to be included in a residential travel plan

	<p>the site the developer may be required to support services financially for a certain period of time through a Section 106 agreement.</p> <p>Vouchers for free / discounted public transport tickets</p>
walking	<p>Ensuring that suitable pedestrian and cycle links serve and run through the area and link with existing routes. This may also result in the provision of better links for existing as well as new residents (and visitors).</p> <p>Vouchers for free / discounted products and services</p> <p>Walking maps</p>
cycling	<p>Secure cycle parking facilities should be provided for within the design of residences. This is particularly important for flats and apartments where limited space would exist within the property for a bicycle.</p> <p>Vouchers for free / discounted cycles, products and services</p> <p>Cycling maps</p> <p>Cycle training</p> <p>Bicycle users group</p>
Managing and reducing car use	<p>Consider limiting the amount of car parking that is provided per dwelling. Developments with smaller units such as flats and apartments may have a communal parking area rather than individual spaces at the property.</p> <p>Lower levels of parking may be negotiated where the site is particularly close to good public transport links.</p> <p>Parking controls may be required on site and in neighbouring areas to prevent displaced, dangerous and inconsiderate parking. Reference should be made to Hampshire Parking Standards.</p> <p>Consider offering a car club scheme. This particularly useful in larger developments where there are enough residents to support the scheme and where local access to public transport facilities is good enough to support the majority of commuter trips.</p> <p>Allocated dedicated parking for car club vehicles</p>
Reduce the need to travel	<p>Where the scale of development permits, there may be scope to encourage a range of on site facilities such as child care, healthcare and shopping/home delivery to minimise journeys. Free broadband internet connections could also be supplied to the residencies so that any resident who decides to work from home would be able to do so more easily. Further to this, internet shopping would also be easier.</p> <p>Promotion of grocery home delivery services</p>
Motorcycles	
Taxis	

Appendix F Measures to be included in a residential travel plan

Travel plan Co-ordinator and management	<p>Identification of a named individual to be responsible for the implementation of the travel plan.</p> <p>Provide sales staff with training to provide travel advice</p> <p>Resources for day to day management of the travel plan</p>
Marketing	<p>Provision of travel welcome packs</p> <p>Personal travel planning</p> <p>Notice boards and newsletters</p> <p>Provision of information as part of sales and packs.</p> <p>Residents groups</p> <p>Vouchers for free/discounted services, public transport tickets, cycle purchase etc</p> <p>Community travel website</p>
Partnerships/support	<p>Creation of user groups / residents groups</p> <p>Engagement with the local authority and public transport operators.</p> <p>Support to existing workplace and school travel plans in the area</p>
Mobility impairment	<p>The travel plan should consider the needs of those with mobility impairments</p>

FIGURE 1
SITE LOCATION PLAN