

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member – Environment and Transport
Date:	11 September 2012
Title:	Local Sustainable Transport Fund Travel Plan Networks and the County Council
Reference:	4209
Report From:	Director of Economy Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this report is to outline an opportunity that has arisen for the County Council's Winchester offices to join a Travel Plan Network (TPN) that has been set up for employers on the Romsey Road corridor, which could provide a range of benefits to the County Council. This TPN was set up in March 2012 as part of the Hampshire Sustainable Transport Towns Local Sustainable Transport Fund (LSTF) project, to encourage and support commuting by sustainable forms of transport, and is fully funded by DfT grant.
- 1.2. TPN membership would assist the County Council in achieving the targets set out in both the Corporate Travel Strategy and Elizabeth II Court Travel Plan. The current 'offer' of travel information and support available to County Council staff would be enhanced through joining the TPN. LSTF funding allows the staff of TPN employers to benefit from free personal travel information, fuel-efficient driver training and cycle training at no cost to the employer. The County Council is the largest employer in Winchester, and has offices at both ends of Romsey Road. Adding the Winchester office staff to the 4,620 already in the TPN would greatly improve the likelihood of achieving the targets set for the workplace travel planning/TPN element of the LSTF project, in terms of cutting congestion. It would demonstrate a clear commitment from the County Council towards reducing congestion and improving air quality in Winchester.

2. Contextual information

- 2.1 The County Council developed its own overarching Travel Plan, known as the Corporate Travel Strategy (CTS), which was approved by Cabinet in June 2007. The strategy made a commitment to produce site specific travel plans

at Council sites where 50 or more employees are based. The aim of the CTS was to reduce staff car use, thus reducing congestion in areas where there are County Council offices and achieve cost savings in terms of reduced business travel by private car. In order to achieve this, a number of incentive schemes were introduced and a Travel Plan co-ordinator appointed to encourage the use of alternatives and widen the travel choices available to staff.

- 2.2 As part of this, and to support the introduction of flexible working practices with the recant process, in 2010 a Travel Plan for Elizabeth II Court was produced, which included a range of targets and actions for the period 2009 to 2015 to assist in promoting to staff the full range of travel options open to them for their daily commute to work. These options include car sharing, using the Winchester Park and Ride sites, the train or local bus services, or cycling and walking.
- 2.3 Hampshire County Council's Carbon Management Plan, adopted by Cabinet in July 2010, set a target for the County Council to achieve a 20% reduction in carbon emissions over a five year period from 2010 to 2015. By working towards achieving the targets set in the Corporate Travel Strategy and EII Travel Plan targets, this will support achieving the Carbon Management Plan target.

3. The Travel Plan Network

- 3.1 In July 2011, the County Council was awarded £4.1 million of LSTF grant from the DfT to deliver the Hampshire Sustainable Transport Towns (HSTT) Project until March 2015. As part of the workplace travel planning part of the HSTT project, in March 2012, the County Council set up a TPN of large employers based on the Romsey Road corridor. A TPN covering the Farnborough Business Parks was established in February 2012, and three further TPNs are also planned. The HSTT project has set an aim of achieving two targets on workplace travel:
 - (i) To have provided workplace personal travel planning advice to 4,000 employees within the TPNs by 31 March 2013, then to a further 6,000 staff by 31 March 2015.
 - (ii) To have reduced car trips by those involved in the personal travel planning element of the package by 3% by March 2013, then a further 7% by March 2015.

The workplace travel support offered to employers participating in TPNs is currently provided via consultants WSP and Parsons Brinckerhoff. This consultancy support for the TPNs will remain available until the end of the project in March 2015. Employers that join the TPN will receive a number of benefits (fully funded by the DfT LSTF grant) including carrying out of annual staff travel surveys and a number of other initiatives for the benefit of staff and the organisation.

- 3.2 To date three employers have joined the Romsey Road TPN, although other employers have expressed an interest and may join at a later date. The three employers are the Royal Hampshire County Hospital, the University of Winchester and Winchester Prison, who employ a total of 4,620 staff. The Hampshire Constabulary HQ at West Hill and a small number of other employers on the corridor were also invited to join, they have not yet chosen to do so but would be welcome to do so in the future.
- 3.3 As the largest employer in the city, were the County Council to join the TPN it would improve the prospects of achieving the HSTT targets for workplace travel, particularly the target to deliver personal travel information and advice to 4,000 staff by March 2013. A Staff Travel survey for Winchester-based County Council staff was carried out in July 2012, which would enable a quick start to be made on delivery of promotional measures. The format of this survey is similar to that of the survey for employers who have joined the Romsey Road TPN, so that if the County Council does join, the progress made in encouraging more sustainable staff commuting can be measured.
- 3.4 The Transport for South Hampshire (TfSH) LSTF project is set to invest £5 million in measures to promote sustainable travel behaviour. As part of this, a further eight TPNs or Area Travel Plans will be set up in a number of locations within South Hampshire, including four in Hampshire (at Hampshire Corporate Park in Chandlers Ford, Eastleigh Town Centre, Adanac Park and Portsdown Hill) and four in Portsmouth (Cosham, Fratton/ Milton, Hilsea and Southsea). So the County Council has made a commitment to help establish and support eight TPNs or Area Travel Plans (five through HSTT and four via TfSH). As the County Council is going to be actively encouraging businesses to join the TPNs, then it would make sense for the Winchester offices of the County Council to join the Romsey Road TPN, and the Eastleigh offices to join with the Eastleigh Town Centre Area Travel Plan once this has been set up.
- 3.5 If the County Council Winchester offices were to join the Romsey Road Travel Plan Network, it would help in achieving the HSTT workplace travel targets for the DfT and provide useful experience and understanding of how to offer practical support via TPNs for large employers that can be applied to the five further LSTF-funded TPNs being established. The provision of personalised travel information would help people to find out more about what alternative methods of travelling to work are open to them. Joining the TPN would show that the County Council is supportive of efforts to reduce congestion in the City, improve air quality and reduce carbon emissions.

4. Recommendation

- 4.1 That the County Council's Winchester office locations join the Romsey Road Travel Plan Network (TPN) of employers, and the Eastleigh office locations join the Eastleigh Town Centre Area Travel Plan once set up, and permit full participation in TPN initiatives. This would include the provision of Personalised Travel Planning information to staff so that they can make informed choices about their travel, thereby supporting a range of corporate plans and targets.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	no
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. An assessment of the impacts in this service area can be found at the link relating to "Developing Hampshire's Highway Network and Transport Systems" below:

<http://www3.hants.gov.uk/equality/equality-impact-assessments/cx-pu-eqimpact-envi.htm>

It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. It is considered that the proposed decision will have no impact on crime and disorder.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The travel planning components of the Hampshire Sustainable Transport Towns LSTF project seek to provide employees with information about sustainable alternatives to the private car, thereby encouraging people to reduce their reliance on the car for commuting and local journeys where sustainable alternatives exist, or alternatively encouraging more fuel-efficient driving techniques. This should reduce both energy consumption and carbon emissions.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Some employees will be motivated to adapt their travel behaviour for reasons of wanting to adopt more sustainable lower-carbon ways of travel to work and for local journeys, thereby reducing demands on the transport network.