

# Workplace Travel Network Meeting

**Date:** Tuesday 6th December 2022

**Location:** Ovation room, Mayflower Theatre, Commercial Road, SO15 1GE

**Chair:** Anna Herron – My Journey Workplaces Team

**Minutes:** Amber Titchener – My Journey Workplaces Team

To amend any information within these minutes, send feedback on format and content, or make suggestions for what you would like to see / hear about next time please email:

[workplaces@myjourneyhampshire.com](mailto:workplaces@myjourneyhampshire.com)

## WELCOME FROM THE MY JOURNEY WORKPLACES TEAM

*(Ursula Dowd, Sustainable Travel Officer, My Journey Workplaces) 09:30*

**Micromobility** – Training at workplaces, additional bays, corporate membership schemes and subsidised me membership schemes (NHS & students).

Do you as a workplace or somewhere nearby have space for a docking station?

**Grants** – Closed until April 23, please keep working to get the documentation ready for them to open again. [Workplace Travel Grants | My Journey Southampton](#)

Grants can be infrastructure but can also be a wide range of other ideas, like training.

**Staff travel survey and Love to Ride** – please take part of sign up (BOTH FREE)

Winter wheelers running in December. Shows Measurable data to build your Travel Action Plan.

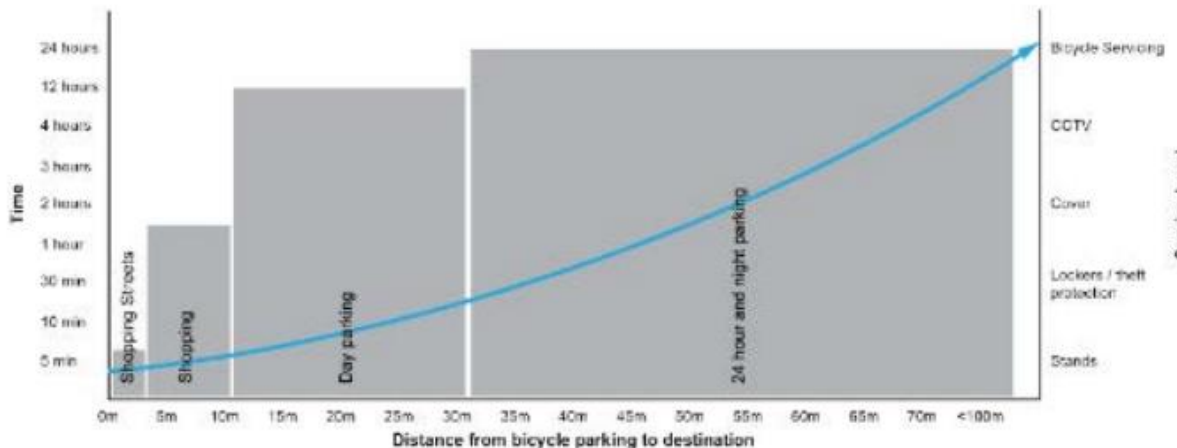
## CYCLE FRIENDLY WORKPLACES

*(Andy Whincup, Sustainable Travel Officer, My Journey Workplaces) 09:40*

Making cycle parking convenient can make the difference and can put off people coming to the location.

**LTN120** – Local transport note 1920. [Cycle Infrastructure Design \(publishing.service.gov.uk\)](https://publishing.service.gov.uk) Cycle infrastructure (Page 133 a graph about cycle storage).

Cycle parking should be 30 meters from the front door to be in line with government guidance.



This document outlines the legal need for the provision of secure and close cycle parking.

Transport for London cycle storage [guidance-on-cycle-parking-for-businesses.pdf \(tfl.gov.uk\)](https://www.tfl.gov.uk/guidance-on-cycle-parking-for-businesses.pdf)

Lots of different types of cycle storage, 2 tier (can be hard to lift onto top shelf), single stand, undercover.

Sheffield stand – best and simple. Bolted into the ground, allows a D-lock around the tyre and bike. Safety, for the bike but also for the user. Lighting, undercover, warm and inside. Leave clothing and lock in lockers.

Best cycle racks need to be known by staff and visitors so that they can easily have the option to use them. Not hidden away from the office and in a dingy area. Making it easy and obvious so people can get to their location quickly and without too much thought.

The space in between the stands (1m) is really important, to allow multiple bikes or a cargo bike in between each stand.

### **SOUTHAMPTON'S SUSTAINABLE DISTRIBUTION CENTRE**

**(Rob Gloyns, Future Transport Zone Project Manager, Southampton City Council) 10:00**

**The Solent Future Transport Zone** – Theme 1: Personal Mobility & Theme 2: Sustainable Urban Logistics.

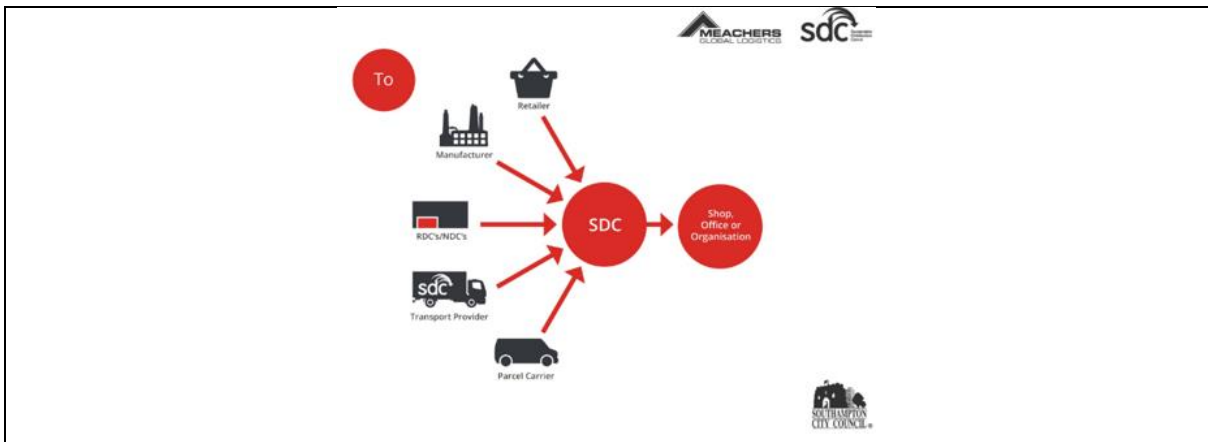
**Beryl launch event** – Expansion in Southampton to the wider city. Full scheme from April 23 onwards. Please partner with beryl to put parking on your site.

- Monday 3rd October: Beryl Bikes by Breeze went live in Portsmouth, Southampton and the Isle of Wight
- Breeze Micromobility app went live on the same day
- Thursday 6th October: Launch event took place on at The Hard Interchange in Portsmouth
- Attendees included Solent Transport, Beryl, Trafi, PCC/SCC/IWC Cabinet Members for Transport, LTA officers, University of Portsmouth, the press

#### **Accessing Bikes**

- A key focus for Bike Share service will be integration into the emerging Mobility-as-a-Service (MaaS) app, **Breeze**
- Beryl's app also provides a route to accessing the service
- Beryl subsidised membership scheme: TBC, but could include NHS staff, students, job seekers, people on benefits, refugees and asylum seekers etc.
- Beryl corporate membership schemes: bespoke to business needs, e.g. certain time of day/week, business travel or commuter travel

**Consolidation Centre** –Macro-consolidation is a sit outside the city, all deliveries from suppliers will go here and then the deliveries will be made by fewer deliveries into the city.



**Benefits to Southampton**

- Improve air quality
- Reduced vehicle movements
- Reduce congestion
- Reduce carbon footprint

**Benefits to your Business**

- The potential for reducing costs
- Lower the number of deliveries made to your business
- Quieter and more convenient delivery times
- Keep better track of the products being delivered into your business

If you'd like more information about the service, please contact [Meachers Global Logistics](#)

**FTZ support** – can assess your operations to see if this would benefit you. Delivery service plans, look at you're your organisation is operating.

Micro-consolidation – urban centres, places like locker banks where people can go and collect their parcel from a set place. If you have a site that requires regular deliveries to contact [Brock.Rogers@southampton.gov.uk](mailto:Brock.Rogers@southampton.gov.uk) & [Rob.Gloyns@southampton.gov.uk](mailto:Rob.Gloyns@southampton.gov.uk)

**SUSTAINABLE TRAVEL INFRASTRUCTURE AUDIT – TRAINING & BRIEFING**  
**(Laurie Carrigan, Senior Transport Planner, Southampton City Council) 10:25**

Today we are going to ask you to do some audit of infrastructure. It will focus on walking – making life easier and safe for pedestrians

**Why** - Data from workplaces can be used for:

- Submitting Funding Bids to DfT
- Prioritising Highways Funding
- Quick-win minor interventions
- Building the case for more £££ spent on walking improvements!



### Training

You can learn how to identify what improvements to infrastructure are needed near your workplace



### Creating opportunities

Help local authorities secure funding needed to make improvements by demonstrating a need from local workplaces



### Feeding back

Specific input into Southampton City Council transport teams understanding of what local business want from infrastructure

*You are providing evidence and showing demand. No guarantees changes will be made*

### Prioritising Walking (& Wheeling!) & Prioritising Active Travel in Southampton

- Highway Code – Walking Number 1 in Hierarchy of Users
- Walking & Wheeling is the most inclusive form of transport – accessible to all ages, sex, races, cultures, income levels and abilities.
- Most journeys involve walking or wheeling at some stage, so investing to improve the walking environment benefits us all.
- Government Target – increase walking & cycling mode share, decrease car use. Cycling and walking will be the natural first choice for journeys with half of all journeys in towns and cities being cycled or walked by 2030.
- Increasing active travel mode share will have significant environmental, public health and socio-economic benefits.
- Local Transport Plan – Connected Southampton Vision  
*“An Active and Healthy City that is easy to get around with joined up networks for active travel to promote healthy lifestyles and has vibrant people friendly liveable neighbourhoods.”*
- To achieve this, we need to make walking and wheeling inclusive and accessible to all by making it more... *Attractive, Comfortable, Direct, Safe, Coherent*
- Healthy Streets Get People Walking [Guide to the Healthy Streets Indicators \(tfl.gov.uk\)](https://www.tfl.gov.uk/guidance/healthy-streets)

### Walking Route Audits

Theme	Barriers to Accessible and Inclusive Walking & Wheeling
Attractiveness	<ul style="list-style-type: none"> <li>• Poorly maintained footways,</li> <li>• Littering / vandalism</li> <li>• Isolated – No Natural Surveillance / No lighting</li> </ul>
Comfort	<ul style="list-style-type: none"> <li>• Trip hazards</li> <li>• Narrow footway widths</li> <li>• Obstructions (such as footway parking)</li> </ul>
Directness	<ul style="list-style-type: none"> <li>• Lack of crossing points</li> <li>• Delays crossing at junctions / Indirect crossings</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• High traffic speeds and volumes</li> <li>• Poor visibility when crossing the road</li> </ul>
Coherence	<ul style="list-style-type: none"> <li>• Dropped kerbs and tactile paving missing at junctions</li> <li>• Difficult to navigate with no signing to key destinations</li> </ul>

### After today:

- Audit the area near your workplace
- Consider teaming up with other local workplaces

- Ask us if you need help
- Email your audit form to [workplaces@myjourneyhampshire.com](mailto:workplaces@myjourneyhampshire.com)
- Only for workplaces in Southampton, Winchester, Portsmouth or Eastleigh!

Visit our website to download a copy of the [audit grid](#) and our [tips and prompts](#).

### **FLEET OPERATOR RECOGNITION SCHEME (FORS) 12:20**

**Fleet operators** – construction and procurement of vehicles and safety for road users. How can we embrace safety and changes in the industry. Using cargo bikes, last mile logistics without having an impact on the supply chain?

- Communication and implementation of change.
- Value for money
- Foster an agile approach
- Refocus on service outcomes
- Reducing road risk, operators, training for drivers, reduce risks on operators environment.
- Reduction of environmental impact

Bronze, silver and gold accreditations. Driver professional development and training. Safer, greener and more efficient. How can you change your culture. [FORS Homepage - FORS - Fleet Operator Recognition Scheme \(fors-online.org.uk\)](http://fors-online.org.uk)

FORS standard – Management, Vehicles, Drivers & operations.

- 10% reduction in incidents
- 5% reduction in PM
- 5% reduction in CO2
- 3% improvement in MPG
- 31% reduction in serious injury incidents

Continues monitoring – reporting, action and gate checks

Compliance action – Quality and assurance teams

Modular approach – can pick the most appropriate workshops and subjects

Free toolkits and guides online for the operators

For more information contact: Jon Noble, Relations Manager, 07513707141,

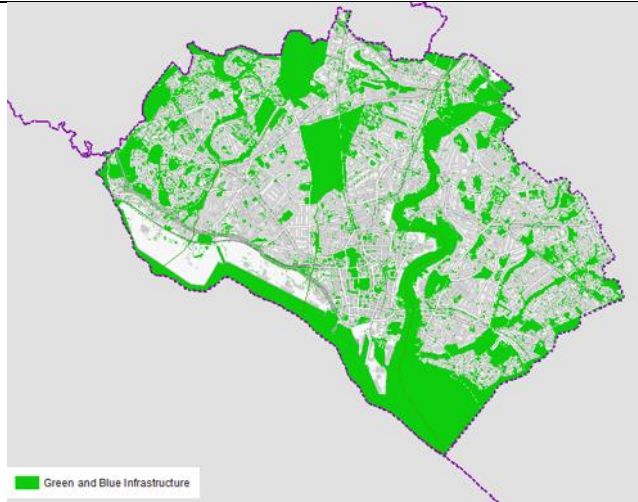
[jon.noble@soprasteria.com](mailto:jon.noble@soprasteria.com)

### **OUR GREEN CITY UPDATE**

**Our Green City team (Sam Munslow, Ecologist), Southampton City Council 13:30**

Green spaces are fragmented and not well connected. Much nicer to walk, cycle or drive from one place to another with greenery. Wildlife and humans need this greenery.

**Existing green grid** – looks green, however if you take out private gardens then it looks a lot less green. Looks fragmented. Tally's with the most deprived areas. Less green the city is, the hotter the city gets.



15% net gain for new sites and developments, this is legislation for greening.  
 Green island in the centre of the city (no connectivity to the wider city).  
 Wildlife like bat or bird will be fine. Land mammal's will not be able to move easily.  
 Bat activity is really present in the parks but went very quiet in the roads that cut the parks.  
 Planters on the pavements, planting trees. Shirley high street is a prime example of a grey route, not good for walking or cycling.



**Green Grid map** – based on all the data from Geodata and all internal and external consultation responses, connections across the city but also into neighbouring land. Existing, partial and new links

**Green Grid policy Local Plan** – better development control - delivering GI where is it most needed and in the right way [Green City Plan](#)

**Green Grid Action Plan** – action on the ground – series of projects that SCC can deliver in land they control, residents, businesses, schools, university, places of worship..... Joint effort!! When developers want to add greener – they can add to the routes already highlighted.

[Samantha.Munslow@southampton.gov.uk](mailto:Samantha.Munslow@southampton.gov.uk)

**TRANSFORMING CITIES FUND UPDATE (Martina Olley, Transforming Cities Fund Programme Manager, Southampton City Council) 14:00**

Scheme to improve active travel into the city centre and provide them with opportunities to jobs and social.

On year 3 out of 3-year program. 1 year extension until March 2024. The Avenue and Woolston has been approved. City Centre approved.

<https://transport.southampton.gov.uk/transforming-cities/>

**Year 1 – schemes completed:** Northam Road Cycle, West Quay Road Cycle scheme, Bevois Valley Cycle scheme, Inner Avenue Quietways. Schemes started: Mountbatten Way, Millbrook Road West approaching Regents Park Road junction, St Denys Active Travel Zone (ETRO modal filters at Kent Road and North Road)

**Year 2 – schemes completed:** The Avenue Cycle scheme, Northern Inner Ring Road Phase 1, Frogmore Lane / Brownhill Way junction improvements as part of Park & Ride, A335 Smart Technology Phase 1, St Mary's Road (Active Travel Fund scheme part funded by TCF as part of Inner Avenue scheme. Schemes started: Coxford Road / Lords Hill Way junction improvement as part of Park & Ride, VMS sign on Brownhill Way, St Denys Active Travel Zone (continuous footways along St Denys Road, 'no idling' signs at level crossing).

**Year 3 – Schemes completed:** Coxford Road / Lords Hill Way junction improvement as part of Park & Ride, VMS sign on Brownhill Way, St Denys Active Travel Zone (Priory Road / Aberdeen Road and North Road), Wessex Lane improvements, Bassett Avenue / Burgess Road junction upgrade, Thomas Lewis Way / St Denys Road junction upgrade (excluding left turn lane extension).

**Current schemes:**

East Park Terrace, City Centre, Central station, Albion place bus hub & Northern ring road.

Co design workshops, include the local point of view as they will know their area best.

Portswood bus gate and scheme, takes the through traffic off of the road and onto Thomas Lewis road. Benefits buses and active travel.

Park and ride at Adanac Park – in discussion to open this up to the public for the weekends.

**CLOSING REMARKS & MEETING CLOSSES 14:25**

**Tuesday March 7<sup>th</sup> in Portsmouth next WTN**

please let us know what you would like to talk about in the next session.

*Happy Christmas!*