



## **EDC COLD STORE DEVELOPMENT PROJECT**

### **WYETH BIOTECH (Pfizer Global Manufacturing) Havant**

## **TRANSPORT STATEMENT AND TRAVEL PLAN 2010**

29 NOV 2010

Project: EDC COLD STORE DEVELOPMENT  
Reference: C012164-AR-PL-002  
Issue: 1.0 29 November 2010  
Classification:

## Document Control

Issue Control			
Document Reference	C012164-AR-PL-002	Project Number	C012164
Issue	1.0	Date	29 November 2010
Classification	AR	Author	G Palmer
Document Title	Transport Statement & Travel Plan		
Approved by			
Released by			

Owner Details	
Name	G Palmer
Title and Group	Mechanical Engineer
Signature	<i>G Palmer</i>

Revision History			
Issue	Date	Author	Comments
V1.0	29/11/2010	G Palmer	

Project Approval Signatures			
Name	Title	Group	Signature
R Kelleher	Project Manager		<i>R Kelleher</i>
Matt Hinton	Quality Assurance Validation Specialist		<i>Matt Hinton</i>
G Heathcote	Project Architect		<i>G Heathcote</i>

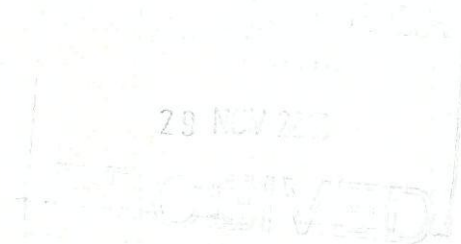
29 NOV 2010

## Table of Contents

<b>1</b>	<b>Introduction</b>	<b>5</b>
1.1	Background	5
	Figure 1 Site Location Plan	5
<b>2</b>	<b>Methodology</b>	<b>6</b>
2.1	Consultation	6
2.2	Identification of Existing Situation	6
2.3	Assessment of Transport Impacts	7
<b>3</b>	<b>Planning Policy</b>	<b>7</b>
3.1	Vision and Objectives for the Solent Sub-Regional Area	7
3.2	Transport Outcomes 2006-2026	8
<b>4</b>	<b>Existing Situation</b>	<b>8</b>
4.1	Site characteristics	8
4.2	Havant Site Cold Store Development	8
4.3	Site Access	8
4.4	Main Entrance - New Lane	9
4.5	South Gate – New Lane	9
4.6	North Site Entrance - Stanbridge Road	9
	Figure 3: Site Accesses and Traffic Flows	9
4.7	Security	10
4.8	Staff	10
4.9	Parking	10
4.10	Pedestrian and Cycle Facilities on Site	10
4.11	Transport Situation	11
4.11.1	LOCAL HIGHWAY NETWORK	11
	Figure 4: Main Routes to Wyeth Pharmaceuticals	12
4.11.2	NON-CAR MODES	12
4.11.3	PUBLIC TRANSPORT	12
<b>5</b>	<b>Development Proposal</b>	<b>13</b>
5.1	Proposed Traffic Flow System	14
5.2	Site Access	14

---

<b><u>6</u></b>	<b><u>Traffic Surveys by Pfizer (Wyeth) Security</u></b>	<b><u>15</u></b>
6.1	Construction	16
6.2	Traffic Projection 2011 – 2012 – Vehicles per Working Day	16
6.3	Purpose of the Travel Plan	16
6.4	Travel Survey	17
<b><u>7</u></b>	<b><u>Summary and Conclusions</u></b>	<b><u>19</u></b>





# 1 Introduction

This Travel Plan has been updated to provide transport planning advice to accompany a planning application for the proposed new Cold Store Facility to the Pfizer (Wyeth) Pharmaceuticals facility on New Lane in Havant, Hampshire PO9 2NG. The site location is shown in Figure 1.1 and the proposal is referred to as the EDC Cold Store Development project

## 1.1 Background

Pfizer (Wyeth) Pharmaceuticals have submitted a planning application for the proposal EDC Cold Store Development to Havant Borough Council (HBC)

This Transport Statement and Travel Plan accompany the planning application. This document contains the following additional sections.

- Section 2 Methodology used to assess the transport impact of the proposal
- Section 3 The planning policy
- Section 4 Existing situation of transport in the vicinity of the site
- Section 5 Development proposal
- Section 6 Traffic survey by Pfizer security
- Section 7 Summaries and conclusions.

**Figure 1 Site Location Plan**

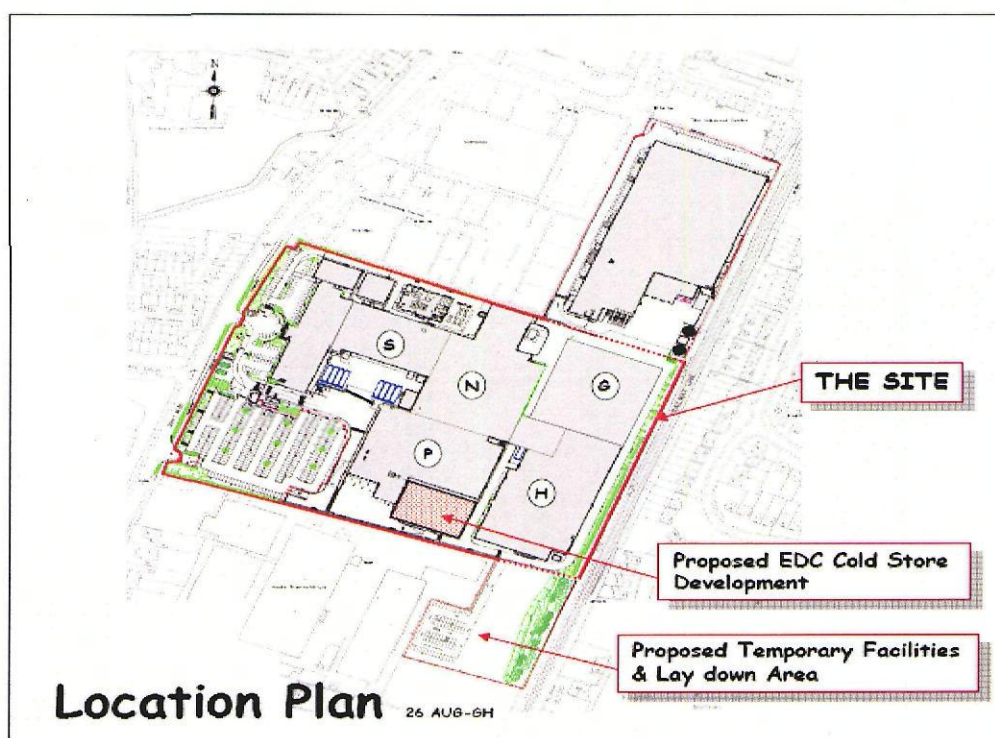


Figure 2: Proposed



## 2 Methodology

This section describes the methodology used in identifying and assessing the transport impact of the EDC Cold Store Development. The following broad activities have been undertaken:

- Consultation
- Identification of existing situation
- Assessment of transport impacts

### 2.1 Consultation

A number of meetings will be held with the local community to communicate details of the proposed development and gain feedback; this is to ensure there is local involvement in the project. The first meeting is planned for 2<sup>nd</sup> December 2010

### 2.2 Identification of Existing Situation

The baseline transport conditions in the vicinity of the site have been established using site investigations, traffic surveys and desk top studies. This document is an update off the previous traffic study developed by Atkins on behalf of Wyeth in 2008.



## **2.3 Assessment of Transport Impacts**

### **Traffic Surveys**

A manual count was undertaken by the security team at Wyeth (Pfizer) Pharmaceuticals at the entrance to the site, to understand the traffic movements at the site. The manual count was undertaken for 24 hours (00.00 to 24.00 hours).

The information collected determined the level of use of non-car modes (i.e. sustainable modes) of transport.

### **Desk Top Studies**

Desk top studies were undertaken to establish the relevant bus and rail services within the vicinity of the site and the local cycle network.

## **3 Planning Policy**

Hampshire County Councils Local Transport Plan (LTP) 2006-2011

In order to give some indication of the future direction of planning, in particular transport in the area of the proposed development, Hampshire County Council's (HCC) Local Transport Plan (LTP) has been consulted.

The Solent Transport Strategy area covers the whole Gosport, Fareham, Havant and Eastleigh districts. It also covers parts of East Hampshire, Winchester, Test Valley and New Forest district areas, as well as Portsmouth and Southampton.

### **3.1 Vision and Objectives for the Solent Sub-Regional Area**

An overall strategic planning vision for the Solent sub-regional area has been established by PUSH (Partnership for Urban South Hampshire).

The PUSH Vision is:

Over the next 20 years, South Hampshire will gain further recognition as:

An area offering prosperity and a high quality of life for residents

A location of choice for growing business

A major centre of excellence in innovation and technology, enabling smarter and more sustainable growth.

A place where the benefits of growth are shared by all sectors and communities.

The following traffic outcomes have been developed by PUSH for the Solent strategy area:

### 3.2 Transport Outcomes 2006-2026

- Reduced travel demand and dependence on the car.
- Improved management of the road network to optimise it's effectiveness.
- New and improved junction capacity on strategic highways to access major housing, employment and mixed use development and regeneration sites.
- New and improved public transport networks, including a bus rapid transit system to link new and existing communities.
- Better rail links within the sub-region and increased use of rail to deliver fast and efficient services both for passengers and commercial traffic.
- Better information systems to allow travellers to make more informed choices.
- Greater inter-modal transport integration to provide more efficient transport networks and greater travel choice.
- A freight strategy to support economic development in a sustainable manner.

## 4 Existing Situation

### 4.1 Site characteristics

The site is located on the Havant North Industrial Estate on New Lane to the northeast of Havant railway station and town centre.

The site covers an area of 8.6 hectares and is composed of two main elements that operate as separate businesses:

The **Packaging Operation Site**, which covers an area of 6.6 hectares and is used for manufacturing and distribution of products to destinations worldwide

and

The **North site** which acts as a distribution centre, receiving products for distribution within the UK.

### 4.2 Havant Site Cold Store Development

The Havant Site Cold Store Development and associated planning application relates to the Packaging Operation Site only.

### 4.3 Site Access

There are currently two accesses off New Lane, designated the Main Entrance and the South Entrance. In addition there is also an access to the North Site from Stanbridge Road. This will be referred to as the North Site Entrance.

There is a 30 mile per hour speed limit along New Lane.

29 NOV 2013



#### 4.4 Main Entrance - New Lane

Information from a previous traffic study determined that there was approximately 145m and 190m visibility to the North and South respectively.

#### 4.5 South Gate – New Lane

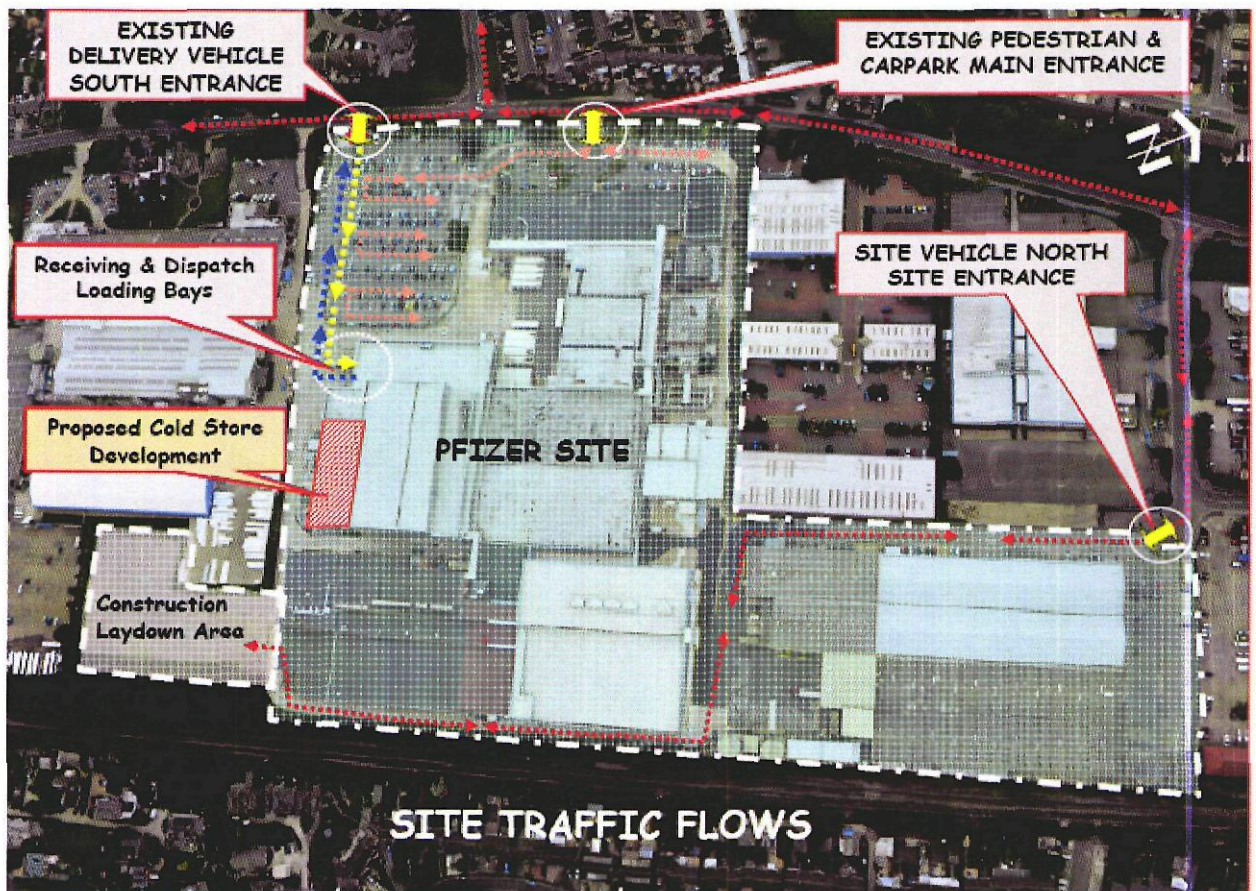
Information from a previous traffic study determined that there was over 215m visibility to the North and approximately 85m visibility to the South.

#### 4.6 North Site Entrance - Stanbridge Road

The North gate primarily used for HGV accessing the North site warehouse, and for employees cars who work in the North site warehouse.

The site traffic flows are shown in Fig 3

Figure 3: Site Accesses and Traffic Flows



Operation



The Main gate is currently used for access to the main staff car park and for visitor parking only, deliveries are confined to the South Entrance.

There is an access road between the Packaging Operation and North Site, although this is rarely used – for example, the North Site entrance is sometimes closed as it is not manned 24 hours per day.

The current operating hours are 6.00 to 22.00 hours Monday to Friday with occasional weekend and night working (although there are no deliveries or dispatches at night).

#### **4.7 Security**

Due to the nature of the work carried out on site, access to the site is strictly controlled. There is a security point but no barrier at the Main gate for access to the staff parking, visitor parking, motorcycle parking and cycle parking without having to enter through a barrier. Access for HGV's to the delivery bays, delivery vehicles must pass through the manned barrier at the South gate.

In order to enter the site from the staff car park at the Main gate, staff must pass through one of three turnstiles. Staff can also enter the site through the main reception or via the entrance to the administration area, which is located to the north of main reception.

Thus, data for the number of vehicles entering the site has been collected and this information has been used in the report.

#### **4.8 Staff**

There are currently approximately 443 staff (426 full time and 17 part time) based on site by the end of 2011 the number of employees will reduce to 293 staff (276 full time and 17 part time) based on site. Office staff work approximately 09.00 to 17.00 hours, with shift staff working either 06.00 to 14.00 or 14.00 to 22.00 hours. At times, there may also be night shift workers between 22.00 and 06.00 hours.

#### **4.9 Parking**

Currently there are 534 spaces available for employees and visitors. There are also 35 spaces available on land leased from adjacent site for contractors; these would remain throughout the construction period to provide parking for contractors.

There are also 14 disabled parking spaces adjacent to staff entrance points.

Covered parking is provided for 24 motorcycles.

#### **4.10 Pedestrian and Cycle Facilities on Site**

Pedestrians are well catered for on the site with footways and marked pedestrian crossings / walkways to ensure the safety of pedestrians due to the HGV deliveries operating to and from the site.

The site has covered cycle parking, which has recently been increased to 32 cycle spaces, which is secure as the site has a 24 hour security presence. All staff have access to a locker, while there are also clothes drying and shower facilities on site.

## 4.11 Transport Situation

### 4.11.1 Local Highway Network

Havant is situated just to the northeast of the A3 (M) / A 27 junction. Both roads are operated by the Highways Agency , with the A3 (M) running north-south to the west of the town between London and Portsmouth and A27 running west-east to the south of the town between Portsmouth and Eastbourne.

The site is located on New Lane – a wide single carriageway road – running parallel and to the east of the B2149 Petersfield Road. The B2149 is a dual carriageway road with central reservation and forms the main route north from the town centre, linking the A27 to the south of Havant with junction 2 of the A3 (M) at Horndean.

- There are three links between the B2149 Petersfield Road and new Lane as follows:
- Elmleigh Road / Eastern Road at the southern end of New Lane, which runs past the Northern entrance to Havant Station and the station car park
- Crossland Drive, which joins New Lane opposite the site
- and
- Bartons Road at the northern end of New Lane
- 

Figure 4 shows the main routes to the site in relation to the roads described above.

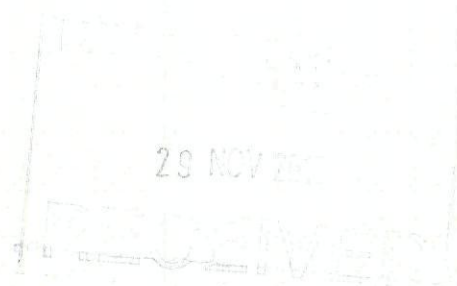
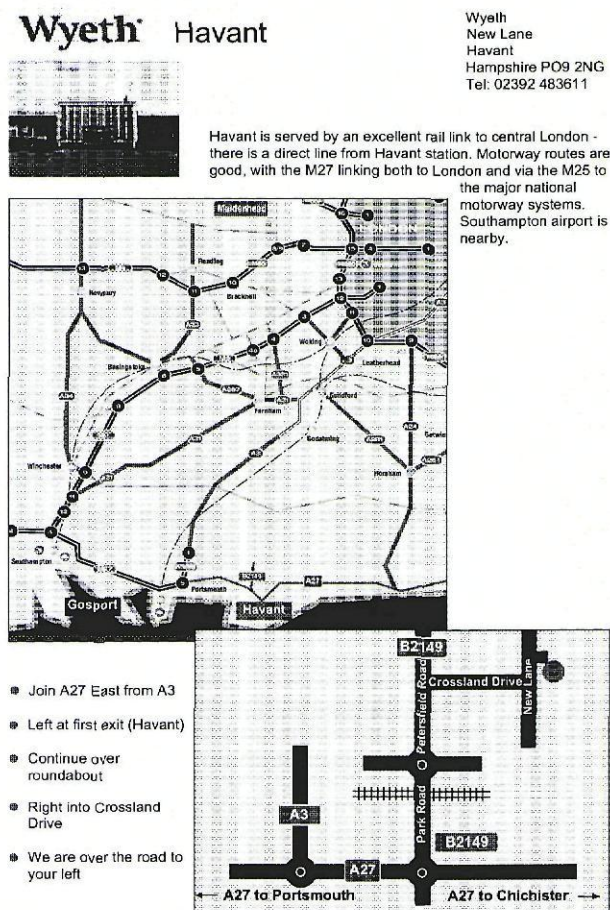




Figure 4: Main Routes to Wyeth Pharmaceuticals



#### 4.11.2 Non-Car Modes

As outlined below, the infrastructure and opportunity to travel to and from the site by non car modes is already well-provided, both on and off-site, and thus Travel Plan measures will focus on improving use of this infrastructure.

#### 4.11.3 Public Transport

##### Rail

Havant railway station is 1km from the site, equating to a walk time of 12 minutes. Table 4.1 below summarises the Train Operating Companies serving the station and their associated services and frequencies.

Table 4.1: Summary of rail services at Havant railway station

Operator	Service	AM Peak Hour Frequency (trains per hour)
South West Trains	London Waterloo-Portsmouth Harbour	3
Southern	London Victoria-Portsmouth Harbour / Southampton Central	1
	Brighton-Southampton Central	2
	Littlehampton-Portsmouth Harbour	1
	Brighton-Portsmouth Harbour	1
First Great Western	Great Malvern-Brighton	0 (1 service per day)

### Bus Services

The nearest bus stop is located in St Albans Road approximately 200m walk from the main reception. It is served by Stagecoach service number 21 between Havant Bus Station and Portsmouth (Hard Interchange).

The route 21 bus service to and from St Albans Road running to either Havant Bus Station or Portsmouth Harbour, operates between 06.00 and 23.00 on weekdays.

Havant bus station is within a 15 minute walk from the site.

### Cycle Facilities

There are a number of dedicated cycle routes in close vicinity of the proposed development. Two of the proposed routes run along the New Lane directly past the access points of the site.

### Pedestrian Facilities

There is at least one footway along the length of New Lane. Outside the site and along the majority of New Lane, there are footways on both sides of the road that are segregated from the highway by a grass verge. There are also footways along both sides of Crossland Drive, with a footway on the northern side segregated from the highway by a grass verge.

There is a signalized pedestrian crossing facility across Crossland Drive. Both New Lane and Crossland Drive have 30mph speed limit. Along with the good visibility available, it is considered that they can be crossed with relative ease during peak hours.

## 5 Development Proposal

Pfizer (Wyeth) Pharmaceuticals is proposing to construct a cold store warehouse for the storage of pharmaceutical product at its pharmaceutical packaging facility at its New Lane site in Havant, the new cold store will have a Gross Floor Area (GFA) of 1.725 m<sup>2</sup>. Table 5.1 below lists the details of the existing and proposed floor space.



Table 5.1: Building Gross Floor by operation type (m<sup>2</sup>)

Land Use	Existing floor space on site (m <sup>2</sup> )		Proposed floor space on site (m <sup>2</sup> )		Net Change in floor space (m <sup>2</sup> )
	Total	To be demolished	New EDC Cold Store	Total on completion	
Industrial	17,139	0		17,139	0
Office	7,726	0		7,726	0
Warehousing	9,321	0	1,725	11,046	1,725
Laboratories	2,427	0		2,427	0
Total	36,613	0	1,725	38,338	1,725

### The Proposals Include

- The traffic flow system for use during construction works to separate employee cars, motorbikes, bicycles and pedestrians from delivery vehicles at the site entrance.
- A site vehicle management system for use during construction works to prevent delivery vehicles queuing on New Lane

## 5.1 Proposed Traffic Flow System

Staff cars would be segregated from other traffic to maximize safety, the Main entrance from New Lane is used for staff and visitors, this would make the route from staff parking to the main buildings more pedestrian friendly. The south gate is used for HGV deliveries to the Packaging Operation Site EDC warehouse.

The preferred route for construction traffic will be the North Site Entrance from Stanbridge Road.

Space would be provided to accommodate HGV delivery vehicles and any construction traffic not using the North site entrance, waiting to get through the security barrier at the South gate, thus preventing vehicles queuing on New Lane.

## 5.2 Site Access

It is proposed that the preferred entrance for construction traffic and site delivery vehicles would be through the North site entrance from Stanbridge Road. The optimal route to the site is along Crossland Drive from the B2149 Petersfield Road. The industrial estate is signposted "Havant North Industrial Estate".

The South entrance New Lane would also be used as a secondary route by construction vehicles where access to the West side of the site is required.



## 6 Traffic Surveys by Pfizer (Wyeth) Security

The following information was provided by the security team, at Pfizer (Wyeth) and is the average traffic information from manual counts on the 18, 19, 22 and 23 November 2010. Table 6.1 shows the details for the main staff car park entrance.

Table 6.1: Movements per day entering through the Main Entrance (New Lane)

Time Period	Van	Car	Motorbike	Cycle	Pedestrian
05.00-09.00	4	240	3	10	27
09.00-12.00	4	25	2	5	6
12.00-15.00	2	51	1	1	10
15.00-18.00	1	18	0	0	0
18.00-21.00	0	0	0	0	0
21.00-05.00	0	13	0	0	0

Table 6.2: Movements per day entering through the South Entrance (New Lane)

Time Period	HGV	Van	Motorbike	Cycle	Pedestrian
05.00-09.00	4	7	NA		
09.00-12.00	3	6			
12.00-15.00	4	3			
15.00-18.00	2	2			
18.00-05.30	0	0			
21.00-05.00	0	0			

Table 6.3: Movements per day entering through the North Site Entrance (Stanbridge Road)

Time Period	HGV	Van	Car	Cycle	Pedestrian
05.00-09.00	8	4	19	NA	
09.00-12.00	8	9	5		
12.00-15.00	6	4	9		
15.00-18.00	3	2	1		
18.00-21.00	0	0	0		
21.00-05.00	0	0	0		

## 6.1 Construction

It should be noted that concrete recycling will be taking place on site to reuse materials from the demolition of existing structures for the new buildings. This will reduce the number of construction vehicle trips to and from the site.

There will be a wheel washing facility on approach to the South gate to reduce mud on the external roads.

### Loading

More intensive packing of delivery vehicles would reduce the volume of trips to and from the site.

The construction of the EDC Cold Store Development also includes various measures to limit / reduce the impact of traffic to and from the site.

- A traffic flow system for use during construction works to separate employee cars and delivery vehicles at the site entrances
- A site vehicle management system for use during construction works to prevent delivery vehicles queuing on New Lane
- Preferred routes to be used by delivery vehicles

## 6.2 Traffic Projection 2011 – 2012 – Vehicles per Working Day

Table 6.4: Traffic projection for 2011 and 2012

	2011			2012		
	HGV	Van	Car	HGV	Van	Car
Site Traffic	38	48	315	47	40	250
Construction	4	10	5	0	0	0
Total	42	58	320	47	40	250

## 6.3 Purpose of the Travel Plan

The aim of the Travel Plan is to encourage staff and visitors to travel to the Pfizer (Wyeth) site by non-car modes, achieved via a strategy and comprehensive range of travel initiatives.

The Pfizer (Wyeth) Travel Plan supports the planning application for the EDC Cold Store Development



The Travel Plan is a package of initiatives that can be specifically tailored to travel requirements of staff.

As mentioned in Section 4, the infrastructure and opportunity to travel to and from the site by non-car modes is already very well provided, both on and off site.

Also there is existing usage of sustainable transport modes, as demonstrated by the data collected from the car park barrier and turnstile. The Travel Plan will aim to build on this and increase the green travel culture still further.

## **6.4 Travel Survey**

A travel survey of staff and visitors to the site has been undertaken to understand the current travel patterns of staff to the site

- Existing mode of travel to work
- Normal arrival and departure times

### **Objectives**

- To further reduce traffic flows to the site
- To increase the uptake of sustainable transport modes for staff travel to the site

### **Targets**

The Travel Plan is expected to be able to reduce single occupancy car trips to the site

The Travel Plan is a dynamic process and the objectives and targets can be used to monitor change. Where targets are not met they should be reviewed and replaced with more realistic alternative.

### **Action Plan**

Pfizer (Wyeth) has already introduced a teleconferencing system to help reduce inter-office and inter-site employee travel. Full national and international video-conferencing facilities are available and employed on a daily basis for individual and group meetings.

Pfizer (Wyeth) have an approved Human Resources Policy that aligns with the Family Friendly employment legislation covering flexible working arrangements where they meet the operational need.

Vacancies for shift workers and other suitable job opportunities, amounting 80% of the total are advertised locally and the Company work in partnership with the Havant Job Centre.



## **Public Transport**

There are already good public transport links nearby. Havant railway station is 1km from the site and within walking distance (according to the Institute of Highways and Transport Guidelines), while there is a bus service within 10 minute frequency approximately 200m from the site that runs between Havant and Portsmouth. Thus public transport measures will include improving the use of services by staff and visitors via the following means:

## **Cycling**

The site already has covered cycle parking with space for 32 cycles. The parking is secure as the site has 24 hour security. All staff have a locker and there are clothes drying and shower facilities on site. A Bicycle Users Group (BUG) is set up to help encourage more staff to cycle.

## **Car Share Scheme**

Pfizer (Wyeth) encourage car sharing, which is particularly compatible with shift work as workers arrive and leave at definite specific times.

Car sharing is a very effective way to reduce the number of vehicles on the roads and results in significant savings with regard to an individuals travel costs. A software package is used to facilitate the car share scheme. The database can be used for times and car sharing preferences to find suitable sharers.

Participation in the car sharers scheme is encouraged by emphasizing the benefits- especially with regard to cost savings and reducing pollution / congestion.

A "Guaranteed Ride Home" service is provided when car sharers are unable to travel home with one another due to a genuine unexpected reason. In this instance, a taxi fare to the employees home would be reimbursed by Pfizer (Wyeth).

## **Marketing and Information**

Leaflet and posters promote the Travel Plan and associated initiatives and are displayed in prominent locations-on staff notice boards and on the company intranet, and given to new staff as part of their welcome / induction to the company

29 NOV 2002

## 7 Summary and Conclusions

The Pfizer (Wyeth) Travel Plan has demonstrated that the proposed Havant Site EDC Cold Store Development application will not generate an increase in overall traffic onto the highway network compared to current traffic volumes. This is due to the fact that the number of vehicles access the site will be reduced considerably as the staff numbers will reduce from 446 employees to 293 employees.

Additionally, the Travel Plan measures will further reduce the number of vehicular trips to and from the site. The Travel Plan will also aim to build on and increase the green travel culture still further.

The site currently benefits from a good provision of non-car modes of transport, in terms of both off-site provision of services / facilities to and from the site, as well as on-site facilities.