

## Environmental Aspects

### 15 The Local Environment

#### ***Environment in brief:***

*Less than 8% of the Borough built up*

*60% of the population live in the town of Basingstoke*

*Much of the western part of the Borough is covered by the North Wessex Downs Area of Outstanding Natural Beauty*

*1800 listed buildings, 69 scheduled ancient monuments, 10 historic parks in the Borough*

*1.3% of the Borough designated as Sites of Special Scientific Interest; 9.4% as Sites of Importance for Nature Conservation*

*Nearly 63,358 tonnes of household waste collected in the Borough in 2006/7, of which 12,200 tonnes recycled*

*Warmer summers for the south and east; wetter winters but less annual rainfall overall*

*16% of households in the Borough have no access to their own transport*

*Vehicle licence data shows 87,000 vehicles registered in the Borough*

*Over 70% of people travel to work by car or van; less than 9% on foot*

*76% of people travel less than 20 kilometres to work*

*Road accident casualty rate of 6.1 per 1,000 population in the Borough*

#### **Character of the Area**

- 15.1 The Borough of Basingstoke and Deane covers an area of over 63,000 hectares (245 square miles), over 75% of which is agricultural or land in other non-wooded greenfield use. A further 15% of the Borough is covered by woodland or forest. Less than 8% is built up, providing homes, employment and other facilities for the bulk of the population.
- 15.2 60% of the population lives within the expanded town of Basingstoke, which has grown to more than five times its size half a century ago. The most rapid growth was in the 1960's and 1970's, but significant expansion is still taking place.

- 15.3 The second largest settlement in the Borough is the Tadley / Baughurst / Pamber Heath area, on the north Hampshire border. The western half of the Borough is dominated by the sparsely populated North Wessex Downs Area of Outstanding Natural Beauty. On the periphery of this area are several settlements of 3,000-5,000 population, such as Overton and Whitchurch, both of which lie in the upper valley of the River Test.
- 15.4 The River Loddon, which rises in Basingstoke, flows through Old Basing and Sherfield-On-Loddon in the eastern part of the Borough. Elsewhere, numerous smaller villages and hamlets are scattered throughout the Borough.
- 15.5 The historic significance of the area, its countryside, villages and towns is characterised by 47 Conservation Areas and over 1800 listed buildings in the Borough. The Borough's large historic heritage is further enhanced by 69 scheduled ancient monuments and 10 historic parks. The Council's website provides further details of the Borough's historic heritage and conservation areas in particular at:  
<http://www.basingstoke.gov.uk/planning/historic/>.
- 15.6 The attractive natural environment of Basingstoke and Deane is illustrated by the 19 Sites of Special Scientific Interest (SSSI's) and 767 Sites of Importance for Nature Conservation (SINC's) within, or partly within, the Borough. The extent of these sites results in 1.3% of the Borough's whole area being covered by an SSSI designation and 9.4% of the Borough by a SINC designation.
- 15.7 Data on the condition of the Borough's SSSI's can be found in the Council's [Annual Monitoring Report \(December 2007\)](#). Sites wholly within the Borough are: Ashford Hill Woods and Meadow; Bere Hill Meadows; Burghclere Beacon; Duncroft Farm Pit; Highclere Park; Ladle Hill; Mapledurwell Fen; Old Burghclere Lime Quarry; Pamber Forest/Silchester Common; Ron Ward's Meadow with Tadley Pastures; and Sidley Wood. Sites partly within the Borough are Butler Wood; East Aston Common; Greywell Tunnel (Basingstoke Canal); Hook common and Bartley Heath; Micheldever Spoil Heaps; River Test; Stanford Mill and River Loddon; and West Woodhay Down.
- 15.8 Further data on the historic and natural environment of the Borough can be found on the Basingstoke and Deane website at:  
<http://www.basingstoke.gov.uk/planning/environment/>. This provides detailed information about the North Wessex Downs Area of Outstanding Natural Beauty; a Basingstoke and Deane Landscape Assessment covering landscape character areas and certain settlements; and "Living Landscapes, A Landscape and Biodiversity Strategy for Basingstoke and Deane".
- 15.9 Basingstoke and Deane's own Annual Monitoring Report also presents data on flood risk and water quality, biodiversity, renewable energy, open spaces and recycling. This can be found at: <http://www.basingstoke.gov.uk/planning/ldf/amr.htm>

### Listed buildings

- 15.10 The 'List of Buildings of Special Architectural or Historical Interest' is a national register, drawn up by the Department for Culture, Media and Sport, on the advice of English

Heritage. Under the Planning (Listed Buildings and Conservation Areas) Act 1990, the Secretary of State for Culture, Media and Sport has a statutory duty to list buildings of special architectural or historic interest.

- 15.11 A programme of national surveys has been undertaken by appointed professional Inspectors from English Heritage. The Basingstoke and Deane Borough area was resurveyed between 1982 and 1983 and the lists were published during 1984 – the majority of the Borough's listed buildings were first listed at that time.
- 15.12 In choosing buildings for listing, particular attention is paid to:
- Special value within certain types, either for architectural or planning reasons or illustrating social or economic history;
  - Technological innovation or virtuosity;
  - Group value, especially as examples of town planning;
  - Association with well-known historical figures or events.
- 15.13 As stated above, there are just over 1800 listed buildings in the Basingstoke and Deane area. These are classified as follows:-
- Grade I – These are buildings of exceptional interest or rarity. Only 2% of the buildings listed fall into this grade, including 33 in the Borough of Basingstoke and Deane.
  - Grade II\* - These are outstanding buildings and there are 62 in the Borough.
  - Grade II – These buildings are of special interest, which warrant every effort being made to preserve them. They form the vast majority (around 94%) of listed buildings both nationally and within the Borough.

## Household Waste

- 15.14 Performance statistics for 2006/07, excluding County Household Waste Recycling Centre figures, showed that Basingstoke and Deane collected 63,358 tonnes of household waste, which equates to 403.61 kilograms of waste collected per head of population. Both figures show increases from the previous year, 2005/6, in which 62,793 tonnes of waste were collected, equating to 404.10 kilograms of waste per head.
- 15.15 In 2006/7, a total of 12,234.87 tonnes of household waste was recycled, representing a recycling rate of 19.32%. There has been a slight increase from the year before, 2005/6, when 10,812 tonnes of household waste was sent for recycling at a rate of 17.2%. Composting rates have also increased with 378 tonnes of household waste composted in 2006/7. Together this brings the total amount of household waste recycled and composted to 19.9%.
- 15.16 Hampshire County Council provides 24 Household Waste Recycling Centres (HWRC's), one of which is situated in the Borough. The total waste delivered to the Basingstoke and Deane centre in 2006/7 was 15,134 tonnes in 2006/7, of which 54.8% was recycled or composted.

## Water Facts

- 15.17 Hampshire is located within a high quality freshwater environment which gains much of its distinctiveness from the wide expanse of exposed chalk aquifer forming the Hampshire Downs. Hampshire has more river and wetland sites of national importance than any other county in England, as well as 317 water meadows and approximately 200 standing water mills.
- 15.18 Well over 70% of Hampshire's water supply, including most of the Borough's supply, is from ground water, with the rest from groundwater-fed rivers. Nationally, only one third of water consumed is from ground water. Rainfall from the chalk downs feeds the rivers of the Test, Meon and Itchen which flow to the Solent, the river Test flowing through the south-western part of the Borough. The river Loddon flows approximately north-east of the Borough to join the river Thames downstream of Reading.
- 15.19 The [Hampshire Water Strategy 2003](#), and the website of the [Hampshire Water Partnership](#), provide an overview of water resources and water quality issues from a County wide perspective. Basingstoke Water Cycle Study, reported in March 2007. The purpose of the study is to provide an evidence base for Basingstoke and Deane Local Development Framework (LDF) and to inform the Examination in Public (EIP) for the South East Plan. The Study includes a detailed ecological appraisal of the Borough's rivers and wetlands, particularly in the Loddon Valley, including water quality and habitats, in addition to consideration of the Borough's water resources and supply, waste water treatment and disposal, flood risk, groundwater protection and drainage. The Study can be found at:  
<http://www.basingstoke.gov.uk/planning/ldf/evidencebase.htm>
- 15.20 For further data about water quality, supply and use, go to Defra e-Digest statistics at:  
<http://www.defra.gov.uk/environment/statistics/inwater/index.htm>

## Climate Change

- 15.21 The South East Climate Change Partnership defines climate change as changes in the long term weather conditions in a given place. It includes temperature, wind and rainfall patterns and might also include changes in the frequency and intensity of extreme weather and shifts in seasons.
- 15.22 The UKCIP (UK Climate Impacts Programme) notes that the climate of the earth is not static and has changed many times in response to a variety of natural causes and as a result of interactions between the ocean and the atmosphere, changes in the earth's orbit and fluctuations in energy received from the sun and volcanic eruptions. However, there are also human causes, the main human influence on the global climate is likely to be emissions of green house gasses such as carbon dioxide and methane.

## The UKCIP02

- 15.23 The UKCIP is funded by Defra and based at the University of Oxford. Published in 2002, the UKCIP02 climate change scenarios present four different descriptions of how the climate may change, based on four different emissions scenarios. It is not possible to say which scenario is more likely as this is mainly dependant on future greenhouse gas emssions which will depend on choices made by society and the affects of the population, economy, energy technology and social factors on emissions levels. The scenarios provide alternative views of the future, together showing the broad range of changes that may occur, depending on the levels of greenhouse gas emissions and based on four emissions scenarios (low, medium-low, medium-high and high). The scenarios cover three periods: 2020-2029, 2050-2059 and 2080-2089.
- 15.24 The scenarios have been developed using the latest global climate model from [Hadley Centre for Climate Prediction and Research](#) at the Met Office. The scenarios were presented in the Environment section of [A Profile of the Borough 2005](#).
- 15.25 The report which accompanies the UKCIP02 data, notes that different models may produce different patterns and magnitude of climate change. However, warmer and wetter winters in the UK seem to be a consistent feature of many models used.
- 15.26 At a national level, the UKCIP Climate Change Scenarios found that the UK climate will become warmer with greater warming in the south and east than in the north and west and a greater degree of warming in the summer/autumn than winter/spring. Temperatures will increase in all seasons and this warming may be more rapid in summer, increasing the seasonal temperature contrast. Temperatures could increase by as much as 3.5 degrees C for the high emissions scenario by 2080, with parts of the south east up to 5 degrees warmer in summer. Even accounting for low emissions, temperatures would rise by 2 degrees. High summer temperatures will become more frequent and cold winters will become increasingly rare.
- 15.27 Summers will become drier and winters wetter. The relative changes will be largest for the high emissions scenario and in the south and east of the UK. Summer precipitation may decrease by between 35% (low emissions) and 50% or more (high emissions) by the 2080`s and winter precipitation may increase by between 10% (low emissions) and 35% (high emissions). Annual snowfall amounts will decrease throughout the UK. However, heavy winter rain and snow will be become more frequent. Relative sea level will continue to rise around most of the UK and extreme sea levels will be experienced more frequently.
- 15.28 Even if global emissions of carbon dioxide eventually fall below today`s level, as assumed in the UKCIP 2002 low emissions scenario, the future rate of global warming over the present century would be about four times that experienced during the twentieth century. If the emissions rate increases to approximately four times today`s level – as for the high emissions scenario – the future warming rate would be about twice as rapid again.
- 15.29 The weather experienced in the UK will continue to vary substantially from year to year and from decade to decade for entirely natural reasons. By the 2020`s, these natural

variations may, in some cases, still be greater than the changes in climate due to increased greenhouse gas emissions. By the 2050`s however, and especially by the 2080`s, the extent of changes in average climate due to human activities are likely to greatly exceed the natural variability of the UK climate.

15.30 Further detail from the UKCIP02 can be found at: [UKCIP02](#)

### The UKCIP08

15.31 The UK 21<sup>st</sup> Century Climate Scenarios 2008 (UKCIP08) will be launched in October 2008. Further information on the development and delivery of the UKCIP package can be found at: [UKCIP08](#). This includes changes in methodology (modelling, presentation and delivery) and how this compares to the 2002 scenarios.

### The Hampshire Climate Change Commission

15.32 The Hampshire Climate Change Commission of Inquiry reported in October 2007. There were two principal drivers at the County Council influencing the formation of a Commission of Inquiry: firstly, publication of the [Stern Review](#) in October 2006 on the economics of climate change; secondly, the vision expressed in the Hampshire Strategic Partnership Community Strategy, that “within a decade Hampshire will prosper without risking our environment”<sup>1</sup>.

15.33 The Commission heard evidence on four main themes: the physical environment; infrastructure; health and wellbeing; and the economy. Within these themes, evidence was heard covering landscape, biodiversity, archaeology, the historic environment, the built environment, agriculture, water resources and sewerage, energy, transport, public health, quality of life, people`s behaviour and society, emergency planning, the impacts on retail, transport operators and insurers, and sea defences and coastal erosion.

15.34 The remit of the Commission was Hampshire wide, covering an area broader than the Borough of Basingstoke and Deane. However, this detailed examination of climate change impacts in the County, and possible adaptations and mitigations to respond to issues raised, sets a climate change context for the Borough, its people and neighbouring local authorities and partner organisations.

15.35 The Commissioners report, and the evidence submitted for each theme can be found at: <http://www3.hants.gov.uk/climatechange/climate-change-commission.htm>

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<sup>1</sup> Hampshire County Council Leader`s statement to full Council November 2006

## Carbon Dioxide Emissions

### Background to the data

- 15.36 The Department for Environment, Food and Rural Affairs provides a wide range of environmental statistics at: <http://www.defra.gov.uk/environment/statistics/index.htm>. Various datasets relating to climate change at local authority level can be found at: <http://www.defra.gov.uk/environment/statistics/globalatmos/index.htm>.
- 15.37 Carbon dioxide emissions, and the extent to which they change year on year, will be measured as part of the CLG National Indicator set, reduction in carbon dioxide emissions supporting the Government's climate change objectives and Basingstoke and Deane Borough Council's Climate Change Strategy. CO<sub>2</sub> emissions data are available at local authority district level for the year 2005, published on 20<sup>th</sup> November 2007. The data tables have been produced on behalf of Defra by AEA Energy and Environment and can be found at: <http://www.defra.gov.uk/environment/statistics/globalatmos/galocalghg.htm>
- 15.38 These estimates are not comparable with either of the datasets published previously for 2003 or 2004, due to improvements in the source data and methodology. It is anticipated that the 2006 dataset, due to be published in 2008, will not longer be labelled as "experimental" and will be given full National Statistics status with further improvements to the underlying data and methodology, improving the level of accuracy in certain sectors. It has not been possible to make these improvements in time for the release of the 2005 dataset.
- 15.39 From the publication of the 2006 dataset onwards the data will be consistent from one year to the next as full National Statistics. It is also intended to review and revise the 2005 dataset in line with the changes in the underlying data and methodology, so as to enable comparisons between these two years.
- 15.40 The guidance which accompanies the 2005 release of data, points out that, when considering these statistics, it is important to bear in mind that circumstances vary enormously between authorities, and also that some local authorities have relatively little influence over some types of emissions. Given this caveat, and that the statistics are still experimental and under development, the Profile simply presents data for the Borough and the rest of Hampshire to establish a baseline year does not provide analysis and interpretation at this stage.
- 15.41 The statistics show emissions allocated on an end user basis – the general principle here is that emissions are distributed according to the point of energy consumption, including an estimate of the emissions created from producing the fuel the user has consumed. Except for the energy industry, emissions from the production of goods are assigned to where production takes place.

## Carbon dioxide emissions data

15.42 Defra has issued three different sets of carbon dioxide emissions data at local authority level, each reporting varying levels of detail. A summary of the data groups together emissions levels under four main headings of industry and commercial; domestic; road transport; “land use, land use change and forestry” (LULUCF). Net emissions for this latter sector classification can sometimes appear as negative (ie: because land can act as a carbon sink, taking carbon dioxide out of the atmosphere). A second set of data breaks these four classifications down into more detail – 14 sub-sections for industry and commercial; 6 sub-sections for domestic emissions; 7 sub-sections for transport; and 3 for LULUCF.

15.43 The third set of data is used to compile the new national indicator “per capita reduction in carbon dioxide emissions in the local authority area” (NI 186). This is based on a subset of the full Defra dataset, focussing on those emissions that can be influenced by local authorities and local partnerships. Emissions from motorways, for example and from LULUCF, are excluded. It is this national indicator set data that is presented in the Profile. The full Defra dataset, including the summary and detailed sub-set breakdown, is available from the link in paragraph 15.37 above.

Table 15.1

<b>CO2 emissions 2005 (kt CO2) by End User</b>	<b>Industry and Commercial (not including ETS installations<sup>2</sup> or diesel railways)</b>	<b>Domestic</b>	<b>Road Transport (not including motorways)</b>	<b>Total emission for indicator</b>	<b>Population (Thousands)<sup>3</sup></b>	<b>Per capita Total CO2 (tonnes)</b>
Basingstoke and Deane	538	398	431	1367	153	9.0
East Hampshire	226	310	353	889	109	8.1
Eastleigh	286	288	119	693	116	6.0
Fareham	243	253	114	610	108	5.6
Gosport	144	169	58	372	76	4.9
Hart	177	237	163	577	84	6.9
Havant	262	286	160	708	117	6.1
New Forest	518	468	443	1428	169	8.4
Portsmouth	578	398	210	1186	187	6.4
Reading	507	335	135	976	143	6.8
Rushmoor	255	195	114	564	91	6.2

<sup>2</sup> ETS = Emissions Trading Scheme. Installations covered by the Scheme are required to monitor and report their emissions and are covered by the European Union ETS on the basis of the carbon dioxide emitting activities they carry out, covering such heavy industries as iron and steel production, electricity generation, mineral processing industries such as cement manufacture and pulp and paper processing. For more information go to:

<http://www.defra.gov.uk/environment/climatechange/trading/eu/what.htm>

<sup>3</sup> This dataset uses the 2001 Census as the population denominator for this indicator.

Southampton	608	482	215	1305	217	6.0
Test Valley	299	307	335	940	110	8.6
West Berkshire	488	405	434	1328	144	9.2
Winchester	362	302	315	978	107	9.1

Source: Defra Emissions of carbon dioxide for local authority areas, Experimental Statistics 2005

### Energy consumption – gas and electricity usage

15.44 The Department for Business, Enterprise and Regulatory Reform (BERR) has produced estimates of gas and electricity consumption at regional and local authority level. Estimates are also given for gas and electricity consumption at Middle Layer Super Output Area level (MSOA) for each local authority (for more on the Super Output Area hierarchy, go to Definitions) and for road transport energy consumption at regional and local authority level. The data is produced to emphasise the importance of local and regional decision-making for energy policy in delivering a number of national energy policy objectives, enabling local authorities and regional bodies to effectively target energy efficiency related activity. This dataset will be analysed in future environmental updates of the Profile, but can be found by local authority at: <http://www.berr.gov.uk/energy/statistics/regional/index.html>

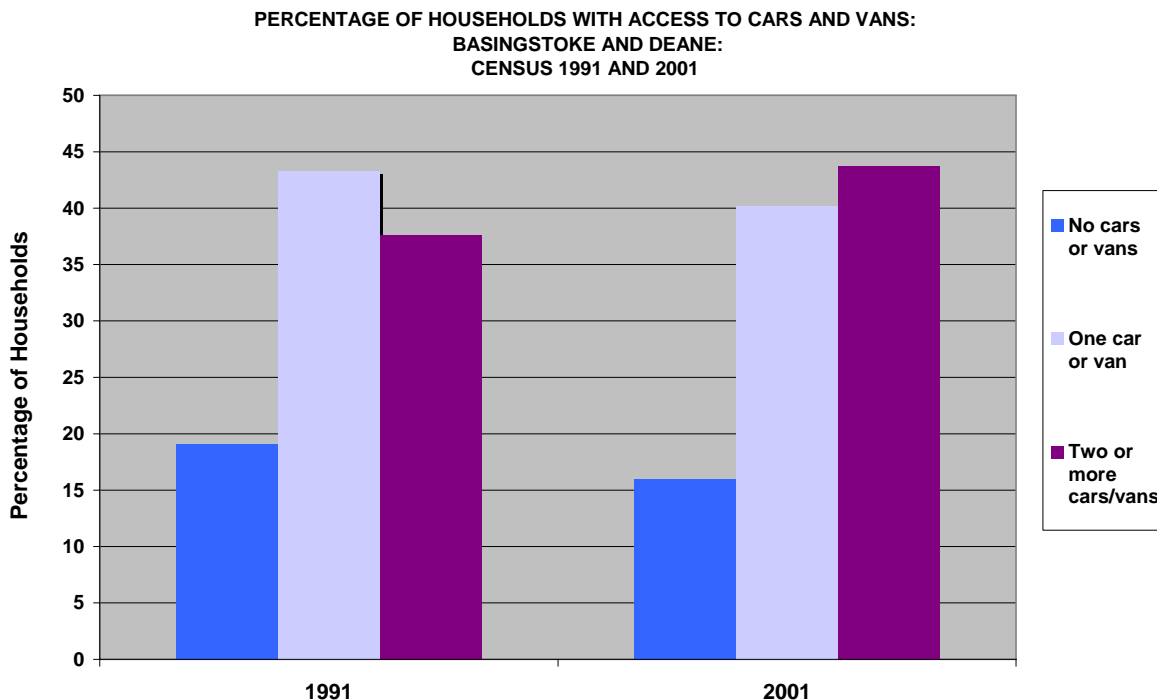
## 16 Transportation

16.1 The Borough is well served by strategic road and rail links, which have contributed to Basingstoke's success as an employment centre. The M3 motorway, passing immediately south of the town provides motorway access to London and its airports, and to the south coast ports of Southampton and Portsmouth. The A34 trunk route, which passes through the western part of the Borough, provides access northwards to the Midlands and beyond. Basingstoke railway station provides frequent train services to London, Southampton and Reading, and direct rail links to a wide variety of other destinations.

### **Access to the use of cars and vans**

- 16.2 Figure 16.1 illustrates the change in level of access to cars or vans in Basingstoke and Deane between the last two national Census years, 1991 and 2001. The data shows average car/van availability per household for both years.
- 16.3 Comparison of the 1991 and 2001 data shows a distinct change in the profile of households in relation to car accessibility – the highest proportion of households now have access to two cars or more, compared to one car households being predominant in 1991. The percentage of households with access to two or more cars has risen from 37.6% in 1991 to 43.7% in 2001, while the percentage of households without access to any car or van has decreased by 3% (to less than 16%) in between the Census years, as has the percentage of households with access to only one car.

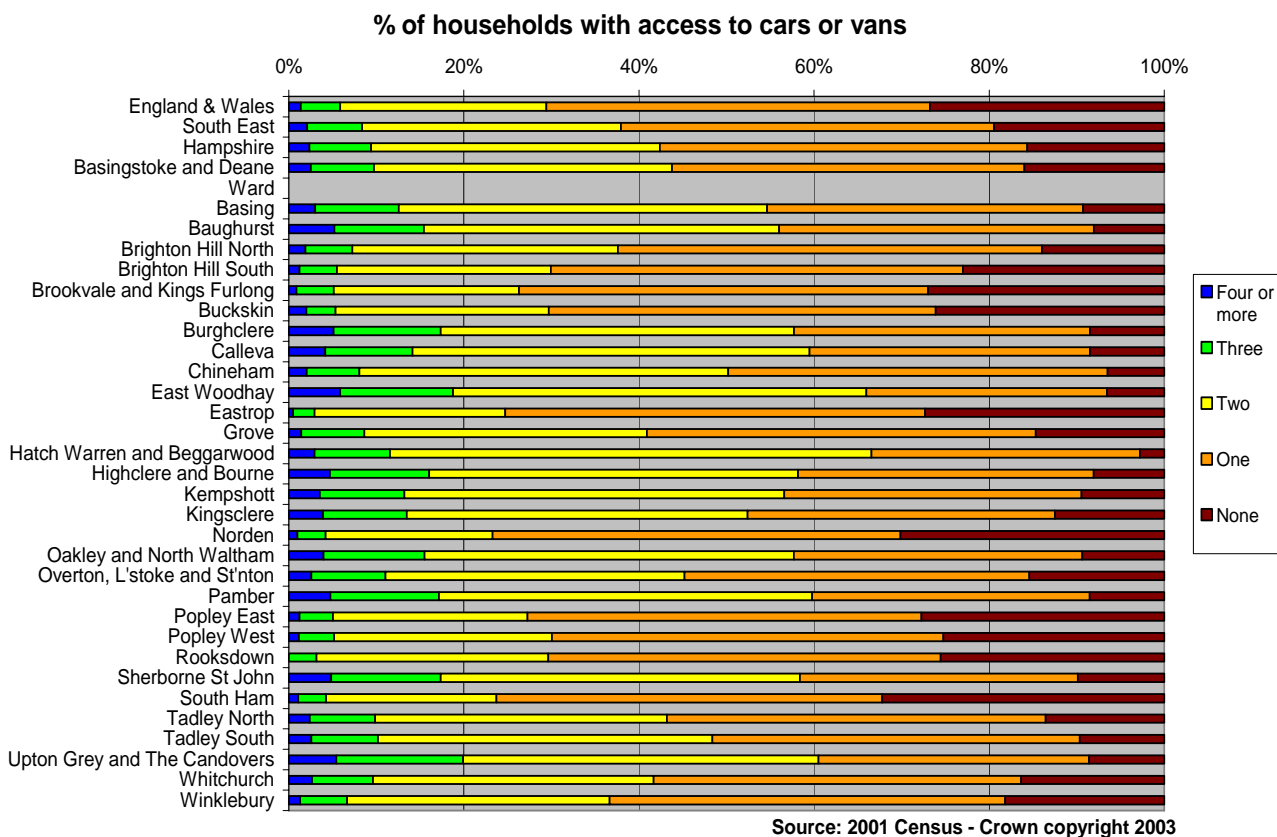
**Figure 16.1: Access to cars and vans 1991-2001**



Source: Census 1991 & 2001, ONS

- 16.4 This changing profile between the Census years follows a similar pattern throughout Hampshire, the South East, and at national level, with an overall increase in households with access to two or more cars/vans combined with a decrease in the number of 'no car' households.
- 16.5 Figure 16.2 shows a comparison of the 2001 Census data at ward and Borough level with the County, Regional and national profile. As part of this count, the 2001 Census recorded the 61,722 households in the Basingstoke and Deane area as having access to a total of 87,091 cars and vans, an average of 1.41 cars/vans per household.
- 16.6 The Census data show that over 40% of households in the Borough have access to just one car or van, with a further 34% to two vehicles, another 7.2% to three, and an additional 2.5% to four or more. This high degree of car availability amongst Basingstoke and Deane households is very similar to that found in the majority of other Hampshire Districts. Further data on access to cars and vans by ward can be found at: <http://www.basingstoke.gov.uk/Community/facts/wards/>

**Figure 16.2: Access to cars and vans 2001**



## Vehicle licensing

- 16.7 While data on cars and vans is available from the 2001 Census, Driver and Vehicle Licensing Agency (DVLA) data provides annual updates and includes additional information about motorcycles.
- 16.8 Vehicle licence data is published by the Department for Transport (DfT) and while published on the Office for National Statistics website, ownership of the data remains with DfT. The figures are supplied by the Transport Statistics Roads (TSR) Division of the DfT and are based on administrative records held by DVLA. A snapshot of the records is produced by the DVLA and analysed by the TSR Division.
- 16.9 The latest figures provide a snapshot of the levels of vehicle ownership at 30 June 2004, the dataset being based on the register of all vehicles registered with the DVLA whether they are in use or not. The dataset includes details of the year of vehicle registration, geographic information about the vehicle keeper and specific details about the vehicle type. The dataset only includes vehicles currently registered. Therefore, vehicles untaxed or being used illegally are excluded. Vehicles registered but not currently in use (eg: by car dealers) are included in the dataset, as are those vehicles registered with DVLA but exempt from paying excise duty.

- 16.10 The dataset only includes certain types of vehicles such as cars, motorcycles, mopeds, scooters, tricycles and light vans as other vehicle types are unlikely to be used for private transport by households.
- 16.11 According to this dataset, in 2001 there were 81,057 vehicles registered within the Borough. 77,500 of these were private vehicles and the remainder company vehicles. Motorbikes numbered 3,300. The majority of vehicles, 45%, were between 4 and 9 years old. Just over 28% were older vehicles of 10 years or more and nearly 26% were newer vehicles of 3 years or less.
- 16.12 2004 data show that vehicle registrations in the Borough increased to over 87,000, of which 84,000 were private vehicles and the remainder company vehicles. Nearly 4,000 of all the vehicle registrations are for motorcycles. Almost half the vehicles registered were between 4 and 9 years old (48%). Proportions of newer and older vehicles have evened out since 2001, with roughly equal numbers 3 years old or less (25.7%) and more than 10 years old (25.9%).

## Mode of Travel to Work

- 16.13 The 1991 Census recorded that 3.6% of people in Basingstoke and Deane travelled to work by train, 5.5% by bus or coach, over 61% as a car or van driver and 8.2% as a passenger; 3% cycled, 10.9% went on foot and 4.7% worked at, or mainly from, home.
- 16.14 The 2001 Census showed these proportions as remaining broadly the same, with the exception of people who worked at home, or mainly at home, doubling to 9.4%; those people who drive rising by 2.4%; those who travel by car as a passenger falling by 1.7%; and those who walk to work falling by 2.2%.
- 16.15 Travel to work by car is still by far the most popular method; including those people who are passengers, 70% of Basingstoke and Deane residents use a car to travel to work. This level is very similar to the majority of other Hampshire Districts. The percentage of people recorded as travelling to work by car as passengers in the 2001 Census has decreased in all Districts in Hampshire since the 1991 Census.
- 16.16 A breakdown of travel to work data from the 2001 Census for the Borough, the County, the South East and England and Wales can be found at Table 16.1 and at: <http://www.basingstoke.gov.uk/Community/facts/wards/>

**Table 16.1: Mode of travel to work**

2001 Census - Mode of Travel to work				
Percentage of people aged 16 - 74 who travel to work:-	Basingstoke and Deane (%)	Hampshire (%)	South East (%)	England & Wales (%)
Work mainly at or from home	9.4	9.7	9.9	9.2
Underground metro light rail or tram	0.1	0.1	0.2	3.0

Train	4.0	3.2	5.6	4.1
Bus, mini bus or coach	3.7	3.2	4.4	7.4
Motorcycle, scooter or moped	0.9	1.3	1.1	1.1
Driving a car or a van	63.6	63.4	59.2	55.2
Passenger in a car or van	6.5	5.9	5.7	6.3
Taxi	0.4	0.3	0.4	0.5
Bicycle	2.4	3.5	3.1	2.8
On foot	8.7	8.7	9.9	10.0
Other	0.4	0.6	0.5	0.5
Percentage of public transport users in households with car or van	84.4	83.0	81.4	69.0
Percentage of public transport users in households without a car or van	15.5	15.6	17.7	30.4

Source: 2001 Census – Crown copyright 2003

16.17 Table 16.1 shows that Basingstoke and Deane's profile for mode of travel to work is very similar to that of Hampshire. The decrease in use of motor cycle, scooter or bicycles seen in the Basingstoke and Deane data can also be seen across all Hampshire Districts since 1991. The increase in home working that can be seen in the Basingstoke and Deane data is also mirrored across the County, with overall Hampshire proportions also doubling since 1991 and significant increases throughout all Districts.

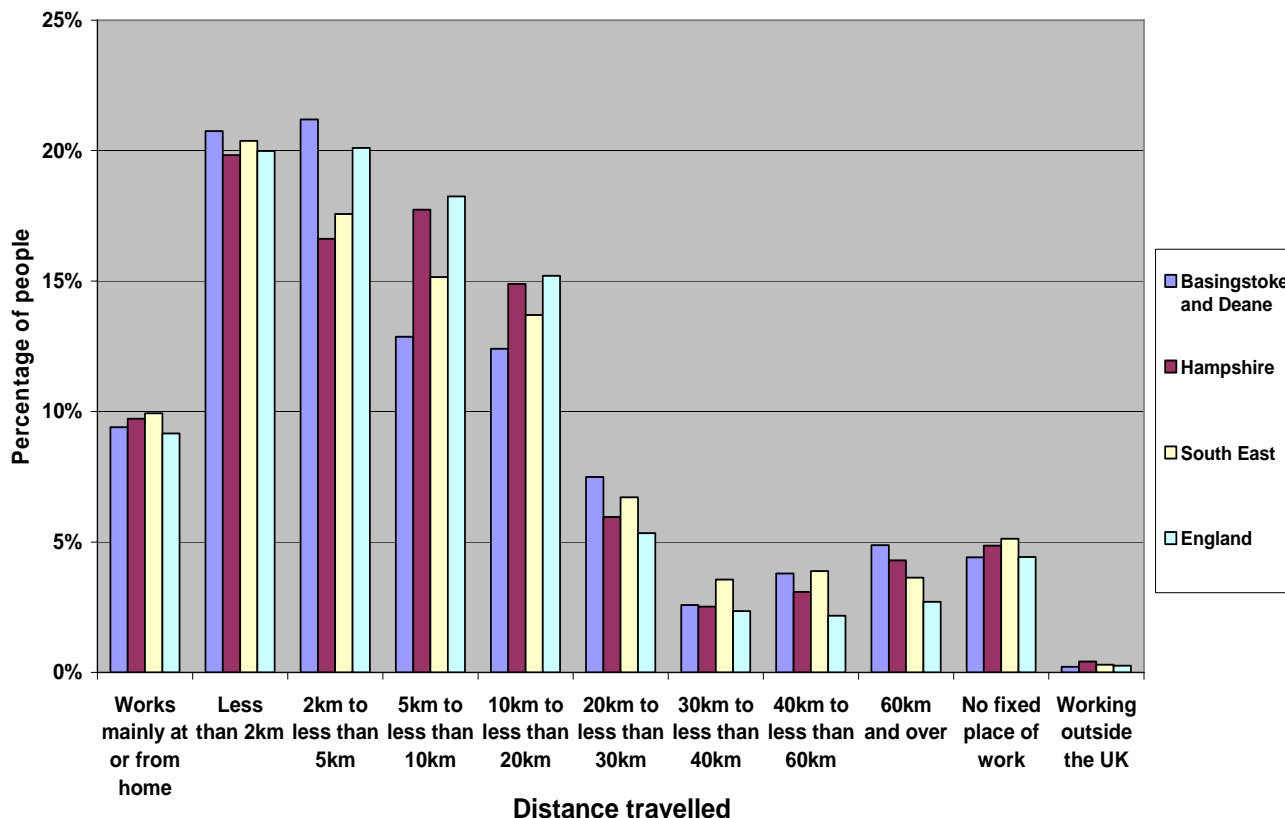
## Distance Travelled to Work

16.18 Figure 16.3 below indicates the average distance in a straight line, in kilometres, between the postcode of residence and the postcode of workplace, as recorded at the 2001 Census.

16.19 The data relates to the resident population of the Borough, compared with that of the County, the South East region and England as a whole. As explained in Section 13 above, commuting figures show a high level of self-containment, in that Basingstoke and Deane provides jobs for 67% of its resident workforce. Unsurprisingly, therefore, the majority of Basingstoke and Deane residents tend to make relatively short journeys to work.

16.20 42% of the people who travel a specified distance to work made journeys of less than 5 kilometres. At the time of the 2001 Census, this would relate to more than 34,600 people. Taking into account those that work from home (9.4%), just over 76% of people in the Borough travel less than 20 kilometres to work. 20.7% travel less than 2 kilometres to work; a further 21.2% travel between 2 and 5 kilometres; 12.8% travel between 5 and 10 kilometres and 12.4% travel 10 to 20 kilometres.

**Figure 16.3: Distance travelled to work**



Source: 2001 Census - Crown copyright 2003

16.21 Excluding people who work outside the UK (0.2%), or who have no fixed place of work (4.4%), about 11.3% of the Borough's working population, 9,300 people, travel more than 30 kilometres to work, 4,000 of whom travel more than 60 kilometres to work. By contrast, as stated above, 9.4% of people in Basingstoke and Deane work mainly at, or from, home. More data can be found at: <http://www.basingstoke.gov.uk/Community/facts/wards/>

## Road Casualties

16.22 Road accident data are available from the Department for Transport (DfT) at <http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtieslatables/>. The latest data from the DfT relates to 2006 and was released in December 2007. Numbers of people and children killed or seriously injured in road accidents form two of the 198 indicators in the recently announced national indicator set in the section measuring "safer communities".

16.23 The DfT issues local authority district level data for the numbers of people killed and seriously injured and for the total number of casualties. The statistics are based on

information collected by the Police covering road accidents on the public highway where at least one road vehicle, or a vehicle in collision with a pedestrian, is involved.

- 16.24 Communities and Local Government (CLG) “floor targets” website has further packaged the data to show, for the period 1997 to 2005, the overall casualty rate per 1,000 population of each local authority district and the number of people killed or seriously injured per 1,000 population.
- 16.25 In 1997, the overall road accident casualty rate was 6.1 per 1,000 population in Basingstoke and Deane. This had reduced steadily down to a level of 4.1 per 1,000 population by 2004, and remained at this level in 2005. This improved position places the Borough at around the Hampshire County average (4.0) and lower than the South East average (4.7) and the England average (4.8).
- 16.26 2005 Hampshire district rates range from the lowest, Gosport, at 2.8 road accident casualties per 1,000 population, to the highest, New Forest, at 4.9 road accident casualties per 1,000 population. The rates for all the Hampshire districts, the two cities of Portsmouth and Southampton, and for the Borough’s neighbouring authorities, can be seen at Table 16.2. While the local authorities are ranked in order, it should be noted that the order of ranking will vary slightly year on year. The Borough’s improving overall casualty rate and favourable position with regard to the County, region and national averages has already been noted.

Table 16.2: Overall road accident casualty rate: 2005

Local authority	Overall road accident casualty rate Per 1,000 population (2005)
Gosport	2.8
Fareham	3.3
Rushmoor	3.6
Hart	3.7
Reading	3.7
Test Valley	3.8
Havant	3.9
Southampton	3.9
Eastleigh	4.0
Hampshire	4.0
Basingstoke & Deane	4.1
West Berkshire	4.4
South East	4.7
Portsmouth	4.8
Winchester	4.8
England	4.8
New Forest	4.9

Source: Communities and Local Government (CLG) Floor Targets Interactive (overall road accident casualty rate per 1,000 population, 2005)

- 16.27 The rate of people killed or seriously injured (all people) has also decreased over the same period from 1.4 per 1,000 population in 1997 to 0.7 in 2005. Hampshire district

rates range from the highest, New Forest and Basingstoke and Deane, at 0.7 to the lowest, Gosport, at 0.2 per 1,000 population. By comparison, the Borough rate is comparable to that for England (0.6) and slightly higher than the South East and Hampshire average (0.5 per 1,000 population).

16.28 Table 16.3 shows the number of road accident casualties in Hampshire in 2006. Numbers have been rounded to the nearest 10. Data for previous years (2005 and 2004) can be found at:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtieslatables/>

Table 16.3: Road accident casualties 2006

Local Authority	Number of casualties - all casualties	Of whom number of people killed or seriously injured
Basingstoke and Deane	560	90
East Hampshire	380	50
Eastleigh	500	50
Fareham	370	40
Gosport	260	40
Hart	260	40
Havant	360	30
New Forest	770	110
Portsmouth	880	90
Rushmoor	320	40
Southampton	830	90
Test Valley	450	60
Winchester	570	80

Source: Department for Transport Road Casualties English Local Authority Tables (2006)