

Hi Lesley

Having received the latest travel plan, I am submitting a fresh objection. Please would you add this to the comments for public perusal, I am aware the deadline for comments is 29/08/2024.

The latest Travel Plan from the Applicant falls well short of HCC's guidance as it must follow a set of principles to be determined acceptable and create a sustainable development. The Travel Plan must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES). This latest submission is the Applicant's third attempt still fails to address these very basic principles and the reason is clear. It is not possible to achieve them at this location for a number of reasons, what's more HCC have not to date approved this latest plan either. It's not clear if there is also the demand for this type of private SEN facility in this area given there are 7 SEN schools locally. The Labour Govt manifesto notes a "community-wide approach to SEND, improving inclusivity and expertise in mainstream schools". If the provision is needed, the applicant may wish to explore utilising a nursery that accommodated 70 children at South Downs college which is now vacant and has all the amenities and traffic infrastructure for this type of venture.

Transparency - There are two allocated car parking spaces to the front of the building which the applicant intends to be the drop off point for some of the 70 pupils. This area is immediately off the main road East Street and at high risk of being blocked should any of the pupils require wheelchair access from a vehicle with a rear tail gate lift (which is usual), an extra 8 foot behind most vehicles is required for clear access. This would immediately cause severance to the flow of traffic at this already pressured area. Escorts handing over the pupils to the school may need time to communicate updates about the person's wellbeing or handover medications and guide them into the school, all this takes time. Even if there was a perfect schedule, flow of traffic and each pupil's handover took just two minutes each, that would still take 140 minutes, way more than the expected 90 minutes - it's just not achievable and picking the pupils up at the end of the day would be far more difficult to manage as it won't be possible to have any order in which the vehicles arrive and the pupils to be ready at the same time to match the vehicle at the front of that queue. The other access point is within the car park and has 9 steps up to a side entrance, the applicant assumes the majority of these pupils are independently mobile.

UnRealistic - The applicant is unrealistic as to the impact the travel plan will have for existing and future users of Shipwrights Way, the public car park and The Spring, it displays a complete disregard for the safety of pedestrians, cyclists, dog walkers, joggers and parents/caregivers who use these public rights of way to access the four local schools presenting a real risk by blocking the access. Shipwright's Way is a National Cycle Network and Historic Route which features in Strava, Trip Advisor and Visit Hampshire, Havant needs positive reviews to bolster tourism, these issues risk negativity and day trippers struggling to continue their journeys due to traffic blocking the route. Shipwright's Way is in constant use by the public, a resident noted 140 movements between 0730 and 0930 on 25th June 2024 at the junction of Grove Road and Twittens Way leading to Shipwright's Way. 100 of these were pedestrians, school children and cyclists.

UnSustainable - Vehicles going down the ramp to the car park can only pass one at a time due to its tight narrow decent, it is not as wide as photos suggest, this risks vehicles backing up onto East Street which is the main road through Havant. Vehicles travelling down the East side heading toward the rear plan to turn at the bottom end in the turning circle to then travel back up waiting for a signal that its clear at the top to proceed to the front of the building to drop off the pupil(s). Where the vehicles plan to turn is the access point from Twittens Way, The Hayling Billy Trail, Lymbourn Road, Lower Grove Road and Grove Road. There are several posts for foot traffic to navigate to access the carpark and a wide gully running down the middle of the car park which is hazardous to walkers and cyclists. Vehicles will very quickly block this route leaving them nowhere to travel.

UnAchievable - Staff cars will fill the allocated spaces in this lower car park before the taxis arrive with queuing traffic utilising both lanes whilst they wait to use the turning circle. It is not realistic to assume only 12 taxis will ever be on site at one time. By default vehicles in both lanes will be obstructing a public right of way which I understand is a criminal offence and the public trying to access the route will have no way through. To exasperate the issue further Bulbeck Road car park which was used as the Park And Stride for Bosmere school is being demolished so that traffic will find its way fighting for a non existent parking space in South Street and surrounding roads or in the public car park at the Spring as it's also close to Fairfield and Glenhurst Schools.

The Spring hosts a wide variety of activities and events for the local community many who attend are mature residents. Many of the centre's activities come to a close between 3 and 4 o'clock on weekdays which will coincide with the extra traffic trying to access and leave the site causing chaos and risk of accidents. The lollipop man who used to manage crossings for pedestrians from outside the Spring has now retired, pedestrians will have to navigate this very busy junction independently in addition to the high volume of extra vehicles trying to enter and exit site at the same time.

The above demonstrates how the plan isn't achievable, sustainable, not enforceable, certainly doesn't offer the pupils any dignity with what could be a rushed handover and long waits in taxis/minibuses. I believe this travel plan presents a real risk of harm and I strongly object.

Sharon Collings
Cllr Leigh Park and West Leigh