



Transport Statement

New Meeting Hall

Bethel Evangelical Church

441 Dunsbury Way

Havant

PO9 5BD

Rev G. Galbraith

June 2019

Critchley Architecture And Design Ltd

The Old Brewery

15E South Street

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1.0 Generally

- 1.1 This Transport Statement forms part of a Full Planning Application to Havant Borough Council for a new extension to Bethel Evangelical Church, comprising a larger auditorium with creche and improved toilet facilities.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture And Design Ltd.
- 1.3 Reference should be made to the planning submission drawings for details of the proposals, re:

19016 -	101A	Location and Block Plan
	102	Existing Site Plan
	103B	Proposed Site Plan
	201	Existing Plans
	301	Existing Elevations
	401A	Proposed Plans
	501C	Proposed Elevations

2.0 Location

- 2.1 Bethel Evangelical Church is on the west side of Dunsbury Way. There are houses opposite the site and adjacent to the north. The Leigh Park Working Men's Club lies immediately to the south and there is an infant school to the west.

Dunsbury Way runs north-west/south-east between Middle Park Way and the Park Parade roundabout. It is a fully metalled and adopted road with good street lighting and a 20mph speed limit.

- 2.3 Leigh Park is approximately 1.5 miles north of the town of Havant, a walk of about half an hour. Within the town centre there is a main line railway station and a large bus station.
- 2.4 The 20, 21, 23, 27, 28A, and 621 buses all stop at Dunsbury Way, no more than two minutes walk from the site. Bus services run at a reduced frequency on a Sundays, however the Nos. 21 and 23 continue to run twice an hour all day approximately between 8am and 10pm. These two services primarily serve the Havant and Leigh Park areas before continuing on to Portsmouth and Southsea.

3.0 Capacity

3.1 The Havant Borough Council Parking Supplementary Planning Document specifies within Table 8:

Land Use	Car parking standard	Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay
Places of worship/church halls	1 space per 5 fixed seats and 1 space per 10sqm of open hall	1 space per 6 staff or 1 space per 40sqm (note 2).	1 stand per 20sqm .

3.2 The church currently has an open hall area of 53m² and 7 parking spaces. There are no designated cycle spaces.

3.3 None of the existing or proposed seating is fixed.

3.4 The proposals create an additional 109m² of open hall area.

Total open hall area	Car parking	Long stay cycles	Short stay cycles
162m ²	16	4	8

3.5 Scope for additional parking on site is limited. However, the proposals provide a total of 15 car parking spaces with the potential for an additional temporary parking space at the eastern end of the site if required; loading and unloading for example.

3.6 18 cycle spaces are also proposed. This is above the current standard to offset the single parking bay shortfall.

4.0 Determination of Type, Amount, Mode, and Time of Travel

4.1 It is generally accepted that the public feel a journey travel time of less than 45 minutes is preferable. Translating this into acceptable distance for each mode of travel:

- 50 mile car or rail journey
- 25 mile bus trip
- 10 mile bicycle ride
- 2 miles walking

4.2 The church primarily serves the local populace and is unlikely to attract congregation members outside of a 5 mile radius.

4.3 The church is not in use constantly throughout the week. The table below shows that the meeting halls are only used to maximum capacity on Sundays.

Day of the Week	Morning	Afternoon	Evening
Monday			Guitar Club
Tuesday	Mums and Tots		
Wednesday		Discoverers Kids Club	
Thursday		Ladies Keep Fit and Bible Study	
Friday			Explorers Junior Youth Club
Saturday			
Sunday	Sunday Worship		

4.4 From the above analysis, it is reasonable to assume the following modal split for journeys to the church on Sundays when it is at maximum capacity. This analysis allows for decreased bus availability.

- Foot 30%
- Cycle 25%
- Car 25%
- Bus 20%

5.0 Conclusions

5.1 The provision of 15 car parking spaces and 18 cycle spaces would be adequate to serve the transport needs of the congregation.

5.2 The full provision would only be required during the church's 'peak time' on a Sunday from mid-morning to mid-afternoon.