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Enquiries To Sophie Osborne

Direct Line

Date 28 February 2024

My reference 051929

Your reference APP/23/00928

Email havantdc@hants.gov.uk

Dear Ms Wells,

Havant College, Barncroft Way, Havant, PO9 1QL

Erection of new three storey teaching building and provision of 8No. additional parking spaces, 14No. cycle spaces, new fencing and landscaping.

Thank you for your consultation on the above full planning application. To support this planning application the applicant has submitted a Transport Statement (hereafter, TS) which the Highway Authority have reviewed and have the following comments to make.

Policy Status

The Highway Authority understand that this site was not allocated within the previous local plan, nor is it allocated within the emerging local plan.

The TS refers to the outdated NPPF which was revised in December 2023. This should therefore be revised. Additionally, reference to Hampshire County Council Local Transport Plan 3 and emerging Local Transport Plan 4 due to be adopted in February 2024 should be provided. It is likely that LTP4 will be relevant policy at the time of determining this planning application.

Site Location

Havant College is located north of New Road, west of Petersfield Road and east of Barncroft Way. The site is already an established college with numerous teaching buildings, two car parks, a playing field and an all-weather hockey pitch.

Sustainable Access

Walking and Cycling:

The primary pedestrian route into the site is along Barncroft Way where footways are present either side of the carriageway. The footway widths have not been confirmed

Director of Hampshire 2050
Gary Westbrook

however the Highway Authority understand that the footway on the western side of the carriageway appears to substandard in accordance with HCC TG10 (2.0m). Footway widths should be confirmed.

Dropped kerb crossing points with tactile paving are present at both vehicular access into the college. On the western side of Bancroft Way, dropped kerb crossing points are present, with the TS outlining that these would benefit from tactile paving provision.

At the Barncroft Way/New Road junction a refuge island is present providing opportunities for both pedestrians and cyclists to cross the junction. Additionally, a signalised crossing point along New Road to the east of Bancroft Way is present providing a controlled crossing facilities for students and staff to access the westbound bus stop on the opposite side of the carriageway.

Uncontrolled refuge crossing points are present on the eastern, southern and western arms of the Park Road North/Elmleigh Road/Petersfield Road/New Road roundabout with the southern arm benefiting from tactile paving provision. As part of the wider Elmleigh Road TCF works the crossing point has been upgraded on the eastern arm improving the crossing provision.

A gated secondary pedestrian access is also present into the college along Petersfield Road. This access is closest to the proposed new building. It is unclear whether this is also intended for cycle access. The Highway Authority would expect this to cater for cyclists to improve accessibility for cycles into the site.

Further afield a pedestrian footpath runs adjacent to the north-eastern boundary of the Havant campus between Petersfield Road and Holybourne Road. It is understood that also permits cycle access.

Regarding cycling, since the TS has been submitted, the TCF works have been completed improving the pedestrian and cycle connections between the college from Petersfield Road and along Elmleigh Road towards Havant station. This includes the provision of segregated shared use paths with stepped cycle tracks as well as sparrow and tiger crossings. This therefore increasing the attractiveness of the cycle and walking route to access the college from the station. Elsewhere there is limited dedicated cycle infrastructure which could benefit from improvements.

National Cycle Network (NCN) 22 runs within the vicinity of the site and can be accessed either via Elmleigh Road or Park Road North providing connections to the wider cycle network.

Further schemes are ongoing within the Havant area to improve the walking and cycling connectivity to the station and the surrounding area. Additionally, New Road is identified on the Havant LCWIP under Route 276 as a secondary cycle route with several improvements outlined within the document. The Highway Authority are likely to seek a

Director of Hampshire 2050
Gary Westbrook

contribution towards these improvement works to encourage sustainable travel modes to and from the site.

Considering the increase in students proposed by the new teaching block, the walking and cycling provision in the vicinity of the site should be assessed via a WCHAR and the Healthy Streets indicators. Narrative should be provided on the locations along these routes where substandard provision is provided as set out within the Highway Authorities TG10. Improvements to increase the healthy streets score and improve compliance with TG10 and LTN1/20 should be identified through this review process. This should include routes to the train stations, bus stops, and Havant Town Centre.

Buses:

The closest bus stops are located c. 100m from the site along Barncroft Way. These bus stops are served by bus services 23, 27 and 37 providing connections to Portsmouth, Rowlands Castle, Emsworth Waterlooville and Horndean. Bus service 23 is the most regular providing a service every 10 minutes Monday-Friday. Additional bus stops are located along New Road c. 200m from the site. These stops are served by school and college services 654, SD5 and SD6.

All stops are equipped with a flag stop, shelter and seating along with limited timetable information. These stops would benefit from RTI timetable provision.

Rail:

The closest railway station to the site is Havant railway Station located c. 700m east which can be accessed on foot or via pedal cycle. Havant station provides regular services to London, Portsmouth, Southampton, and Brighton.

The TS also refers to Bedhampton railway station. However, considering the frequency of the services, the Highway Authority consider that Havant station is a more attractive option.

Personal Injury Accidents (PIA)

The applicant has obtained PIA data for a 3-year period from January 2019 to December 2021. The source of the PIA data has not been confirmed however the study area shown is agreed.

The PIA data is over 2 years out of date and has not been provided for a 5-year period which is unacceptable. All PIA data must be obtained from Hampshire Constabulary records for the most recent 5-year period. It is requested that this is obtained before the Highway Authority review the accident data within the vicinity of the site.

Site Access

Access into the college site is located along Barncroft Way with a northern and southern access point to the car parks. It is understood that no alterations are proposed to the access point as part of the development proposals.

Director of Hampshire 2050
Gary Westbrook

Refuse and Servicing Arrangements

The Design and Access statement suggests that no amendments are to be made to the refuse and delivery arrangements for the site with the addition of the new teaching block. This is noted.

The fire tender route to the sports hall is to be altered considering the addition of the proposed teaching building being built on part of the existing fire tender turning heads. The routeing is proposed to run south of the new teaching block with a new turning area provided to the east of the development site. The fire tender is to route over reinforced grass to access the Sports Hall from the car park.

HIWFRS have been consulted on this planning application and have provided a response on the proposals. The applicant should engage with HIWFRS directly on this matter to ensure appropriate fire tender access can be maintained.

Parking Provision

In total 231 existing parking spaces are available at the Havant Campus. The southern car park provides 136 parking spaces of which 3 are allocated as disabled bays, 1 for a minibus and the remaining 10 for visitors. The northern car park is smaller comprises of 71 car parking spaces of which 4 are disabled. An overspill area to the northwest of the sports pitch also provides capacity for 24 parking spaces. Confirmation is requested as to whether the existing parking provision accords with the standards as laid out within Havant Borough Council's Parking SPD. Whilst there are no specific parking standards for students, this lays out the requirements for staff, visitors and parents.

An additional 8 parking spaces are proposed to accommodate any existing staff car parking demand which arises from the teaching block. The Highway Authority note that this additional parking is subject to detailed design. This however is a matter to be confirmed at the planning stage to ensure that appropriate additional parking for staff can be provided.

The applicant should confirm whether the proposed parking accords with Havant Borough Council's Parking SPD for staff.

Parking space dimensions should be confirmed and should accord with the requirements as laid out within Havant Borough Council's Parking SPD. No reference has been made to EV charging provision however this will be Havant Borough Council's responsibility as Local Parking Authority to raise this matter. EV charging space requirements should be confirmed with the Planning Authority as this may need additional space to accommodate the charging infrastructure and for safe operation.

Cycle Parking:

No commentary has been provided regarding the existing cycle parking quantum at the college site. These numbers should be confirmed to ensure compliance with the standards.

Director of Hampshire 2050
Gary Westbrook

There is a lack of consistency in the number of cycle parking spaces proposed and this should be clarified. The planning description suggests 14 additional secure covered cycle parking spaces however commentary in the TS suggests 13. Further cycle parking provision may be required depending on the outcome of the revised staff and student travel data as laid out below.

Secure cycle parking that exceeds the standards should be considered to increase the uptake of sustainable modes to access the college. This is particularly pertinent considering that encouragement of cycling is identified within the TTLS as a key feature to reduce the utilisation of the private car.

Drainage

The drainage strategy plan for the new teaching block is shown within drawings 21060-C-0500 Rev 1 and 21060-C-0501 Rev 1. The Highway Authority are satisfied that the proposed drainage strategy will not have any highway implications and therefore have no further comments to make.

Trip Generation

Considering the site currently operates as an established educational establishment, surveys should be undertaken of the current movements to estimate the proposed trip generation arising from the additional teaching block. The survey should be undertaken within typical peak times for the college when demand is likely to be at its greatest across a full day.

Existing Staff Travel choices:

Information on staff travel choices for those wholly based at the Havant Campus has been obtained from a survey undertaken in 2019. This survey was undertaken 5-years ago and is therefore outdated. Additionally, the use of data from 2019 has not considered the impact of the Covid-19 pandemic on staff travel choices. An updated survey on staff travel choices should be undertaken to support this planning application.

Existing Student Travel choices:

The applicant has utilised survey data obtained for the South Downs College campus to base existing student travel to the Havant campus. South Downs College is not considered an appropriate comparison due to the context of the location of the site and therefore travel data on modal choice should be collected from students attending the Havant campus directly.

Proposed Staff and Student Travel choices:

The proposed development has the potential to increase student numbers of up to 267. The TS has considered an additional 10 FTE staff to ensure a robust assessment on staff travel. However, as the assessment work on existing staff and student travel mode choice is not agreed, this should be revised before the proposed staff and student travel patterns can be estimated.

Director of Hampshire 2050
Gary Westbrook

Design and Mitigation Measures

Design Measures:

Paragraph 2.1.4 of the TS suggests that a parking management plan is being prepared to assess the existing demand of the car park to inform of any future necessary restrictions on student parking. This should be submitted for consideration to support this planning application. The Highway Authority reserve the right to make further comments on receipt of the parking management plan.

Policy Measures:

Paragraph 5.2.1 of the TS refers to the HSDC Travel to Learn Strategy (TTLS) which was written in relation to an application at the South Downs campus (APP/22/00576). It is understood that whilst this strategy was written to support the South Downs campus specifically, the measures and policies were envisaged to be implemented at both the Havant and Alton campuses.

The relevant matters of the TTLS for the Havant Campus have only been summarised within this planning application and the full strategy has not been submitted. The Highway Authority raised several concerns with the TTLS which do not appear to be addressed appropriately as part of this application. Limited narrative has been provided within the TS on these matters which is discussed further below.

Car Parking Demand Appraisal:

A car parking survey should be undertaken at the Havant campus. This should assess the current demand of the car park and whether there are any available parking bays over the course of the day. The parking count should be representative of the parking situation during peak demand.

Clarity is also requested on the numbers allocated for staff parking and those remaining to be allocated as permit parking for students.

Student Parking:

Paragraph 5.2.2 identifies the relevant measures of the TTLS for students at the Havant Campus which are laid out below for ease:

- Reduce the need to travel through a blended approach of remote and face-to-face teaching.
- Reduce the need to travel by reducing the need to be on campus to 3-days.
- Provision of a permit parking scheme for students who live further away from the campus.

As laid out within the South Downs Campus response, the applicant has not demonstrated that a proposed 3-day week can be accommodated by a reduction in parking. Naturally, a transition to a 3-day week from a traditional 5-day week will place additional demands on the existing parking situation with students condensed into less

Director of Hampshire 2050
Gary Westbrook

days. Whilst it reduces the need for any travel across the week it would increase the concentration of students within a given day across the whole day. A greater understanding of student demand across the week as is current and with the additional student numbers as proposed is needed to support this planning application.

Whilst it is accepted that Havant and South Downs College is one of the only colleges to provide free parking for students, an understanding of how the transition is proposed from providing the parking to a permit only scheme is required. This should include how students are to be notified of this change to consider alternative modes of transport to college and measures to encourage sustainable travel uptake by existing and new student. The Highway Authority generally support the greater emphasis on sustainable travel modes to the site, the measures to discourage driving to the site need to be robust.

The TS outlines that the parking policy adopted by the South Downs Campus suggests that students who can travel to the campus by either public or active modes within 40 minutes are not eligible for a permit except for exceptional circumstances. This Highway Authority raised concerns with this method of allocating parking permits under the response for the South Downs application (APP/22/00576) and therefore this method is not considered robust. Clarity is requested as to where the acceptable 40-minute journey distance has been derived from.

Similarly for the South Downs Campus, a travel heat map should be provided showing where students typically commute to college from. This can be undertaken as part of the revised assessment work for the Havant campus. The Highway Authority require the typical number of students travelling from each located highlighted on the heatmap that would qualify for a permit as well as the number of permit spaces available to understand if there are enough spaces for the demand. This will also determine if any additional bus services are required to be funded depending on where students travel from to provide a contingency for students to travel to college via sustainable modes if they are unsuccessful in obtaining a permit and are unable to travel via train.

The Highway Authority understand however that the context of Havant College is different when comparing to South Downs College and should be considered on this basis. Notwithstanding the above, appropriate measures should be taken to carefully manage transition from available student parking and manage the allocation of permits to students which meet the relevant criteria. The Highway Authority would still seek to secure a TRO as part of this planning application to manage any overspill parking should this occur. College students are likely to seek available on-street parking further away from the campus if their motivation to drive is there.

Staff Parking:

Paragraph 5.2.5 of the TTLS lays out the relevant policies for staff. Similarly with the South Downs application, the concerns regarding the management of parking relate to

Director of Hampshire 2050
Gary Westbrook

student parking rather than staff. Notwithstanding, revised staff travel surveys should be obtained to assess the parking requirements for the staff.

Travel Plan

This travel plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – *A Guide to Development Related Travel Plans*. Whilst the quality of this travel plan is generally good, some amendments are required before it can be approved.

Introduction (Section 1):

The college's policy on sustainable travel should be included here. If there is no such policy, then a statement of support from a senior member of staff at the college for the contents of the travel plan should suffice.

Site audit (Section 2):

A site layout plan showing the proposed development should be included, this can be included as an appendix if necessary.

Baseline travel demand (Section 3):

While it is noted baseline data has been provided for both staff and students, this should be updated when possible following completion of the development to give an updated baseline. This is especially important for the student baseline data as the current baseline uses extrapolated data from the South Downs campus, which could have varying travel patterns to the Havant campus. As discussed within this response, the use of the baseline data is not agreed and the updated survey data should be included within the travel plan, including data on student travel to the Havant campus students directly.

Targets (Section 5):

A table should be included (one for staff, and one for students) showing how mode share is expected to change biennially in line with the proposed targets.

Measures (Section 6)

The following measures should be considered for inclusion in the travel plan to address the comments raised within this response on travel to the Havant campus. Some measures may apply to students, staff, or both.

- The provision of walking and cycling information and maps, alongside the provision of public transport information.
 - Although it is noted that much of this can be found digitally, it may be useful to create a number of travel information packs that would be available on campus that include this information, as well as how to access the information digitally.

Director of Hampshire 2050
Gary Westbrook

- If on site security is present, this should be noted here.
- Free health apps and travel websites should be promoted (this could form part of the travel information packs mentioned above).
- Bike service stations or bike repair equipment on campus.
- The formation of a bicycle users group.
- Consider the Cycle to Work scheme or other loan scheme (covering cycles and/or public transport season tickets) for staff.
- A form of promotion of the travel plan in the form of newsletters and/or a dedicated website/social media presence.
- Student discounts on travel (including student bus tickets and railcards) should be advertised by the travel plan coordinator.
- Students should also be made aware of the [bus and train passes offered by the college](#), including with financial support.

More details of the proposed staff and student parking regimes including the criteria for the allocation of the parking permits should be provided within the travel plan. Although it is noted that a number of surrounding roads have either permit parking or waiting restrictions, as discussed within this response, a mechanism should be in place to ensure that the increase in student numbers and the available student parking can be appropriately managed through the allocation of the permits.

Travel plan coordinator (Section 7):

A cost estimate for the travel plan coordinator should be included.

In cases where the travel plan coordinator is likely to be a member of the regular staff, a cost estimate should still be included (this will allow Hampshire County Council to hire a consultant to implement the travel plan if it is not implemented by the client). The commitments and responsibilities that lie with the travel plan coordinator should be laid out.

Monitoring (Section 7):

A clear monitoring strategy should be laid out that includes:

- A baseline/year one travel survey and subsequent monitoring report submitted to HCC.
- Full travel surveys undertaken in years three and five, with full monitoring reports submitted to HCC.

Director of Hampshire 2050
Gary Westbrook

- Snapshot surveys undertaken in years two and four, with monitoring updates provided to HCC.

A minimum response rate of 35% should be aimed for in the staff and student surveys. Measures to incentivise survey completion (e.g. entry into a prize draw to win shopping vouchers) should also be included.

Action plan (Section 8):

The action plan should include estimated costs for each measure to be implemented as part of the travel plan (this excludes any item whose responsibility does not lie with the travel plan coordinator).

A cost estimate for the travel plan coordinator should also be included.

Delivery and enforcement:

A section should be included that details the following:

- That the travel plan should be secured via a Section 106 agreement.
- A commitment to pay a travel plan cash deposit equal in value to the cost of the travel plan action plan, plus a surety of ten percent.
- A commitment to pay HCC's [travel plan evaluation and monitoring fees](#)

This travel plan will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Recommendations

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made.

I trust that the above is clear but please do not hesitate to contact Sophie Osborne on the above number/email should you require any further clarification.

Yours sincerely,

Sophie Osborne
Transport Planner – Highways Development Planning
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