



HSDC South Downs Travel to Learn Strategy

February 2022

Version	Produced By	Reviewed By	Comments Received Date
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1.0 Executive Summary

1.1 Introduction

This Travel to Learn Strategy provides a plan for the promotion of sustainable travel and working practices taking into consideration the impact of COVID-19 and wider developments in both working and learning patterns. This document sets out methods for promoting more sustainable modes of transport and alterations to the College's working practices and considers how they complement the College's sustainability objectives. This Strategy also looks at the parking requirements for the South Downs Campus following the reduction in teaching accommodation and car parking, which is associated with the land sale and housing development proposed for the southern portion of this campus. This Travel to Learn Strategy also sets out measures to influence the behaviour of end users who attend the South Downs (and other) campuses to ensure more sustainable methods of transport are used when travelling to and from the College. Finally, the strategy demonstrates how the combined impact of (a) home-working; (b) operating an optimised 3-day week teaching timetable; and (c) a package of incentives and measures to promote sustainable transport together has and will lead to a substantial reduction in the demand for car parking on campus.

The purpose of this Strategy is to set out the changing working practices and travel policies that are being implemented to promote sustainable travel arrangements and how these will be incorporated across the Havant and Alton campuses in due course, in a way that best meets the needs and expectations of learners, staff and the wider community.

This Strategy has been developed through an extensive process which has included:

1. engagement with the HSDC senior leaders;
2. carrying out a number of car parking assessments;
3. carrying out various staff and student surveys obtaining information on how they access the site;
4. research into the measures adopted by other FE Colleges to promote sustainable travel;
5. consideration of the College's future sustainability plan; and,
6. consideration of a range of options for promoting sustainable travel options to the South Downs campus.



1.2 Summary of Proposed Measures and Policies

Following the analysis that has been completed, and the discussions held with the Senior Management Team the key findings and proposed measures are summarised below:

1. Following the College's successful management of the challenges posed by COVID-19, the Senior Leadership Team has committed to main-streaming a number of key changes in working practices. Foremost amongst these is the active and ongoing promotion of regular home working for staff for whom this is a welcome and realistic proposition. Work is what we do – not where we are, and the most sustainable transport measure is to eliminate unnecessary travel.
2. In line with local and national college competitors, the timetable for full time vocational learners will be optimised, starting in 2021/2022 curriculum with a reduction in the number of contact days from 4-days per week to 3-days per week. Students will still benefit from an on-site study programme of no less than 540 hours – but greater use will continue to be made of 'flipped' and 'blended' learning. This will reduce the number of students on the campus on a daily basis by circa 25% - and provide a more focused timetable when on site with less 'trapped or lost' time, together with more freedom and flexibility to mix learning with earning on the four days per week when attendance is not required in College.
3. Following HSDC's sustainability strategy and the policies outlined in this strategy the College will promote changes to the modes of transport for students and staff alike take. We have evaluated a range of measures to help achieve this including:
 - promotion of home working;
 - curriculum profiling and optimising the number of days on campus;
 - a continuation of blended learning to enhance learning outcomes;
 - increasing the number of bicycle sheds;
 - encouraged use of public transport;
 - relocating administrative teams to other campuses; and,
 - some planned staffing reductions.
4. Following studies of neighbouring FE colleges, it has been determined that HSDC are the only college to offer free parking to all of their staff and students. A large number of students drive relatively short distances to college as a result of free parking on site being provided. By restricting the ability of learners living in Council wards within a 40-minute journey (that consists of up to a 30-minute bus trip and up to a 10-minute walk) or a 20-minute walk of the campus, the numbers of vehicles parking on site can be reduced substantially.



The student and staff surveys that were undertaken in January 2021 have provided an insight as to how the College can continue with some of the policies already in operation and introduce further sustainability measures. Of the staff surveyed, 37% of staff confirmed they can work from home and a further 31% are able to work at home for parts of the week. In addition, 87% of staff felt that the College should look into flexible working arrangements. The continuation of this policy will help the College meet its sustainability targets and reduce the overall volume of traffic to the campus, the resultant CO2 emissions and staff parking requirements.

In the student survey 26% of students stated they would be discouraged from driving to College if they had to pay and 52% said that a lack of available parking would not be a deterrent from attending HSDC - South Downs Campus. Further details of these surveys are within Section 2.3. This information clearly demonstrates that if parking restrictions were introduced in the form of permit parking, students would seek alternative, more sustainable modes of transport to College. As a result, the changes to the College's parking policy, if managed carefully and combined with the promotion of a sustainable transport plan, should not be detrimental to the size of the student intake. Indeed, many young (and less young) people take into account sustainability and the need to reach zero carbon as part of their everyday lives.

In light of the pandemic and the requirement for more sustainable modes of transport to be adopted across HSDC, the College's working practices for both students and staff has changed. Whilst remote working (which reduces the requirement to travel to the South Downs campus) is already in place, there are further measures that will be implemented within the next six months to further promote the College's sustainability commitments. When the various measures set out in Section 5.0 are enacted and the clear and sustainable action plan contained within this strategy is followed there will be a material reduction in parking demand at the College compared to the peak observed in May 2019 and before.

The student-focused policies that will be either continued or introduced are detailed below. These will successfully promote the College's sustainability plan and help alleviate student parking requirements. These are as follows:

- reducing the need to travel through changes to curriculum and a blended approach of remote learning and face to face teaching;
- optimising the number of days a student is on campus from four to three;
- implementation of walking strategies;
- encouraging cycling as a mode of transport;
- promotion of current public transport connections to the campus; and,
- student permit parking being allowed for learners living a reasonable distance from the campus.



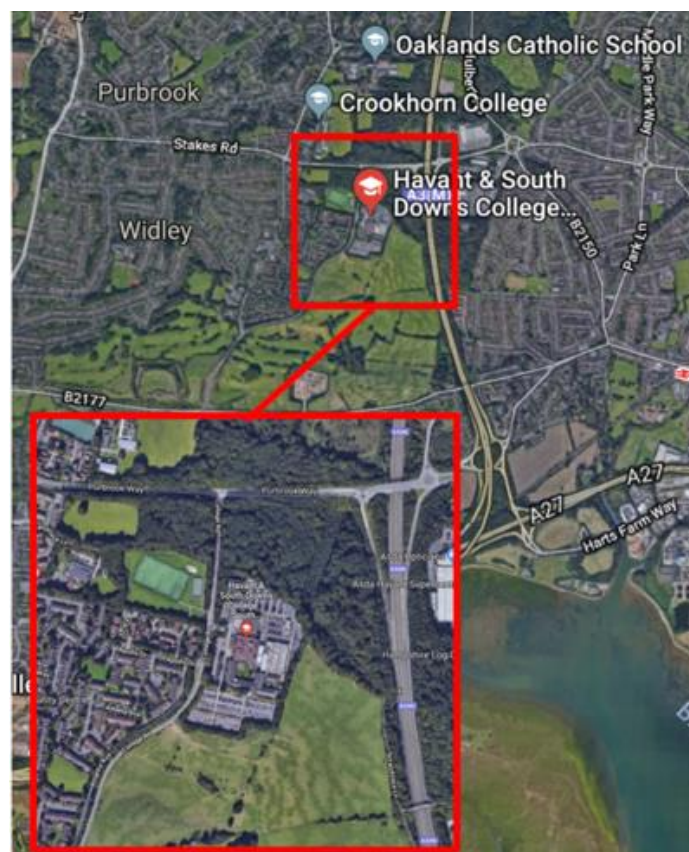
Many of these measures and policies can and will subsequently be implemented at the Havant and Alton sites to ensure the strategy is Group wide. These will successfully promote the College's sustainability plan and help alleviate student parking requirements. The benefits of this Strategy will not only reduce the parking on the campuses within the Group but help the College meet its ambition to reduce its carbon footprint – which is key to the execution of its sustainability policy.



2.0 Introduction & Background

2.1 Overview

The purpose of this Strategy is to set out the changing working practices and sustainable travel policies that are being implemented to promote sustainable travel arrangements. These policies are being implemented in full at the South Downs Campus and will be incorporated across the Havant and Alton campuses in due course, in a way that best meets the needs and expectations of learners, staff and the wider community. There is a growing national consensus to switch to sustainable modes of transport with the aim of reducing traffic volume, and CO2 emissions. The South Downs campus sits between the A3(M) and the main residential areas of Purbrook, Widley, and Crookhorn. A map is included below:



Following the relocation of A-Level learners from the current South Downs Campus to the Havant Campus in phases from 2018 to 2019, there has become a large amount of excess space on the South Downs site. As a result, the College concluded it would be sensible to rationalise the South Downs site to create a vibrant campus focused on technical, vocational and professional training – with the south of the site being sold for housing development.



The proposed development site area of 2.65ha currently comprises the South and South East buildings, which are used for teaching, and a large car parking area with approximately 580 parking spaces. The capital receipt that will be realised from the land sale will then allow the College to invest money in the refurbishment and remodelling of the existing site to the betterment of the students and quality of teaching undertaken on site.

2.2 Local Authority Car Parking Standards

An important part of context when considering the reduction in car parking that will accompany the land sale and housing development is for the College to examine the Car Parking Standards set out by the Local Planning Authority.

Havant Borough Council set out their current parking standards in the "Parking – Supplementary Planning Document" dated July 2016 (and partially updated September 2019). This specifies the following standards:

- Minimum 1 car space per teaching member of staff
- Minimum 2 car spaces per 3 non-teaching members of staff
- No requirement for student car spaces, but "the parking allocation will need to cater for staff, visitors and parents"
- There is a requirement for a bus/coach loading area either on or off site.
- One motorcycle space should be provided for every 25 car parking spaces.
- Disabled car parking spaces should be provided at a ratio of 5% of the total allocated.
- Cycle parking provision to be determined by reference to a Transport Appraisal and a School/College Travel Plan setting out required facilities. Consideration should also be given to the use of powered two-wheel vehicles (mopeds, motorbikes etc) where this is not covered by motorcycle parking above.

In the context of the HSDC South Downs Campus therefore, the standards above would translate to the following provision:

User	Provision
Teaching Staff Cars	120 spaces (based on FTE Teaching staff)
Non-Teaching Staff Cars	127 spaces (based on 191 FTE non-teaching staff)
Visitors and Parents Cars	According to demand.
Bus/Coach Loading Area	Bus stops in either direction are on College Road close to the site entrance, with a crossing point. There is also an area indicated for coaches within Car Park 5, west of the Main Building.
Motorcycle Parking	10 spaces (based on staff parking total)
Disabled Car Parking	12 spaces (based on staff parking total)
Cycle Parking	According to demand.

Table 1: Havant Borough Council Parking Standards



The fact that HBC standards would permit significantly fewer car parking spaces for an entirely new college than will be provided following development of part of the site can be seen in two ways; firstly it provides an impetus for the college to continue their work in seeking to reduce levels of car travel to and from the site. Secondly, it provides significant policy justification for the reduction in levels of car parking at the site in general and demonstrates that the "loss" of car parking associated with development of the southern part of the site should not in truth be viewed as a loss at all, but rather as a principled divestment of excess parking.

2.3 Car Parking Demand Appraisal

The number of learners attending the South Downs campus on any given day of the week decreased substantially when the College moved all A-Level learning to the Havant Campus in phases from 2018 to 2019. During the 2019/20 and 2020/21 academic year parking demand has been further reduced as a result of the COVID pandemic. Looking forward to the 2021/22 academic year – when attendance at College is planned to return to 'normal' there will be a further permanent adjustment to the volume of learners attending site on any given day as a result of a more focused and optimised student timetable. In line with the majority of local (and national) college competitors the timetable for full time vocational learners will be optimised over a three-day week.

To provide context, the Government funds 'full time' 16-18 learners who attend college for 540 to 600 hours per year - over a 34 to 36-week year, this equates to a maximum of 18 hours per week. This allows a learner's timetable to be optimised to three days a week – freeing up the other two days for home study and work experience. Not only does this reduce unpopular 'trapped time' when students are in college but not in lessons, it also reduces the time and cost of travelling to college. With approximately 2,500 full time 16-19 year old learners attending the South Downs campus over the course of any week, the move from four days to three days on-site will reduce teaching and study time. As a result – before any other policy measure is implemented – the demand for student parking will fall by 25% from 2021 to 2022.

N.B. In reality, attendance has always been higher on a Tuesday and Thursday and it is reasonable to expect that the total reduction in the number of students on site on a Tuesday will be greater than the 480 average daily reduction as the College combines the three-day attendance model with a 'smoothing' of timetabling spaces across the full five-day week.



In May 2018 and May 2019 Mott Macdonald (MM) carried out car parking surveys on the South Downs campus to assess capacity usage of the car parks. However, since this survey was undertaken demand has been reduced as a result of the policies that have now been implemented, such as increased remote learning and staff working from home where possible. May 2021 survey counts were taken which showed the following parking levels:

Mode	Monday 10/05/21	Tuesday 11/05/21	Thursday 13/05/21
Cars	305	366	401
Motorcycles	34	51	41
Bicycles	37	48	38

Table 2: May 2021 Parking Survey Total Demand by Mode

Between May 2018 and 2019 demand for parking spaces reduced due to the move of the second year A-Level learners from the South Downs campus to the Havant site. These findings are detailed in Table 3, below.

In addition, the counts taken in May 2021 demonstrated an average peak demand as shown in the table below; this is compared with the eventual parking capacity following the site sale and reconfiguration of existing parking areas:

Year	Car Parking Spaces Capacity	Peak Demand	Peak Demand as a % of Capacity
2018	932	656	70%
2019	932	609	65%
2021	455	357	79%

Table 3: Parking Demand by Year

Due to the agreed land sale in the Southern parcel of the HSDC campus, from August 2021 the College closed off the car parking on the Southern parcel where the 580 car parking spaces that were due to be removed are situated. This left a capacity of 352 spaces, plus the proposed option to use Car Park 1 (32 spaces) as shown in the plan at Appendix 1.

Since the southern car parks have been removed, the College have undertaken several car parking counts, which have demonstrated that despite the significant reduction in parking, on average there were 90 spare car parking spaces across the site. This provides evidence that the reduction in parking has not resulted in overcrowding of car parks on Campus.

In their original report, MM identified 384 existing spaces on the retained site and assessed that there was the potential to add an additional 100 spaces to increase the overall number on the remaining site to 484 spaces. If it were not for the policies that have been and are planned to be implemented, this could have led to a shortfall of 125 parking spaces following the site sale (based on the 2019 peak demand, being 609 minus 484).

The month of May was chosen as the peak demand month for parking – this is when the highest number of learners are able to have passed their driving test – in months after May numbers drop off as learners take exams and start study leave. Earlier in the year demand is



lower. This is a seasonal pattern of demand consistent across FE colleges in England, where learners are allowed to park on site.

PMc and SWH carried out an assessment of the viability of adding circa 100 spaces based on the proposed housing development layout which utilises additional land to the north of the site for the access. That review has determined that adding or relocating an extra 106 spaces to the site appears achievable. However, the review also identified a different total number of spaces from the earlier MM reports and, as a result, the number of parking spaces on the retained site that can be achieved will total 455.

Table 4 below summarises the proposed number of spaces in each car park from September 2022 (See Appendix 2 – Proposed Car Parking Layout):

Car Park	Capacity (from September 2022)
CP1	32
CP2	192
CP3	101
CP4	14
CP5	42
CP6	74
Total	455

Table 4: Proposed Car Parking by Area, from September 2022

As the existing bicycle and motorcycle parking areas are where the new CP1 car spaces will be placed, it is necessary to re-provide these facilities elsewhere within the site, as follows:

Cycle Parking: 40 secure and covered facilities will be provided as an interim measure to the east of the North Building from January 2022. The spot-surveys in May 2021 indicated an average peak demand for 41 bicycle parking spaces, so this will cater for 98% of existing average peak demand. From September 2022 a total of 160 cycle parking spaces will be provided, all of which will be located to the west of the Nursery. It is intended that the amount of bicycle parking should be increased in preference to motorcycle parking.

Motorcycle Parking: 37 spaces for powered two-wheeler vehicles will be provided as an interim measure, piecemeal around the site. The spot-surveys in May 2021 indicated an average peak demand for 42 motorcycle parking spaces, so temporarily provision will fall to 88% of demand.

However, from September 2022 a dedicated motorcycle parking area will be provided within the southern car parks (CP5/6). As existing there are 113 bays available but this number will reduce to 48 bays in order to favour additional bicycle parking.



2.4 Staff and Student Survey

To assist with the development of the Travel to Learn Strategy, staff and students of the South Downs campus were invited to fill out a questionnaire in January 2021 on how they travel to the site and what alternative transport modes they consider as a substitute to a car.

279 staff responded. Key findings from their responses are summarised below:

Question	Staff Response
How do you get to College?	85% confirm they drive on their own.
Distance from their home to South Downs Campus	33% live between six and ten miles away.
Would you be prepared to pay to park on site?	60% stated they would not be prepared to pay to park on site.
If you currently drive, what may encourage you to take a different mode of transport?	30% stated they need their car, and another mode of transport is not viable – 70% appeared open to alternative arrangements.
In light of limited parking, priority spaces should be given to?	27% thought that Staff should be allocated parking and 14% thought priority should be given to staff with personal circumstances.
Are you able to consider home working in your role, for at least part of the week?	37% of staff can work from home and a further 31% able to work at home for parts of the week.
Do you feel homeworking is a model that the college should seriously look into to assist with environmental issues and limited parking on site?	87% of staff said yes – indicating a substantial opportunity to reduce travel needs.
If HSDC acquired secure bike enclosures would you cycle to College?	83% of staff said no; with 17% willing to make this shift.
If you currently cycle or would consider cycling, would you cycle if...	36% of staff who cycle said they would only cycle in warmer months. 64% are all-weather cyclists.



In total 146 students responded to the survey. Key findings from their responses are summarised below:

Question	Student Response
How do you get to College?	33% confirm they get the bus; 25% said they drive to College on their own; 8% car share; 10% said they cycle; and 9% walk.
Distance from their home to South Downs Campus	37% live between three and five miles away, 23% live between six and ten miles away and 21% live one to two miles away.
Would you be prepared to pay to park on site?	51% of students who planned to drive to site stated they would not be prepared to pay to park on site, leaving just under half who would be prepared to pay to park.
If you were planning to drive, which of these would encourage you to change your mind?	28% of drivers would be discouraged to drive if there was a risk of not being able to park and to pay for parking and 18% were discouraged about the prospect of being unable to park, regardless of paying.
In light of limited parking, priority spaces should be given to?	26% of students think no priority should be given to staff or students and 11% think that the longer journey to work and personal circumstances should be given priority.
Do you feel reduced car parking on site is a good way to support the green/environmental agenda?	34% of students said 'yes', that reduced parking will support a green agenda and 66% of students said 'no'. This indicates that more work is required to promote the College's sustainability agenda.
Would the issue of less or no available parking at South Downs make you decide not to come to College?	52% of students said a lack of available parking would not be a deterrent from going to South Downs College.
If HSDC acquired secure bike enclosures would you cycle to college?	88% of students said 'no' and 12% said 'yes'. This suggests secure bike sheds would encourage some students to cycle.
If you currently cycle or would consider cycling, would you cycle if...	52% of the students who do cycle would only cycle in warmer months. 20% of cyclists, would cycle if the bike enclosures had a maximum of 10 assigned spaces.
To avoid parking limitations do you think some online learning would be a good solution in your timetable?	28% of students said 'yes', 36% of students said it 'maybe' a solution and 36% think it won't be a solution.



The student and staff surveys that were undertaken in January 2021 have provided an insight as to how the College can continue with some of the policies already in operation and introduce further sustainability measures. Of the staff surveyed, 37% of staff confirmed they can work from home and a further 31% are able to work at home for parts of the week. In total, 87% of staff felt that the College should look into flexible working arrangements. The continuation of this policy will help the College meet its sustainability targets and reduce the overall volume of traffic to the campus, the resultant CO2 emissions and staff parking requirements.

The student survey showed positive data also, with 26% of students stating they would be discouraged from driving to college if they had to pay; and 52% saying a lack of available parking would not be a deterrent from attending HSDC - South Downs Campus. This information clearly demonstrates that if parking restrictions were introduced in the form of permit parking, students would seek alternative, more sustainable modes of transport to College. As a result, the changes to the College's parking policy, if managed carefully, the promotion of a sustainable transport plan should not be detrimental to the size of the student intake. Indeed, many young (and less young) people take into account sustainability and the need to reach zero carbon as part of their daily consumer choices.

The survey data compliments Section 5 and the forecasted reductions that are further outlined throughout this report.

The full set of survey data can be found within Appendix 3 – Student & Staff Survey.



3.0 Context/Site Audit

3.1 Walking

The South Downs Campus is well catered for in terms of local walking routes; a footpath is available from opposite the site entrance which skirts the edge of the College Road Play Area and the sports pitches on the western side of College Road, and then cuts through the woodlands to Scratchface Lane. This route also connects with the footpaths linking Apollo Drive, Athena Avenue, Perseus Place and several other classically inspired street names.

A second footway along the southern edge of Purbrook Way leads to a crossing point at the roundabout junction with Stakes Hill Road, which continues north towards Waterlooville Town Centre. It is also possible to follow Scratchface Lane east from College Road through the edge of Gundymoor Wood, to a footbridge over the A3(M). This emerges at Hillmead Gardens, Bedhampton and from here it is possible to continue towards Havant Town Centre.

3.2 Cycling

There are cycle-friendly routes along College Road and Atlantis Avenue to the west of the South Downs Campus. These can be followed north to Purbrook Way, and then east and south towards Havant, or west towards Waterlooville and Purbrook. Alternatively, cycling to the end of Atlantis Avenue takes you onto Crookhorn Lane, which is part of the cycle route officially designated as National Cycle Network (NCN) Route 222.

Route 222 runs from Eastney Point at the south-eastern edge of Portsmouth, up the eastern edge of Portsea Island, through Farlington and up to Atlantis Avenue. It then continues north through Waterlooville Town Centre, Cowplain and Horndean, from where it follows the edge of the A3(M) until it reaches Butser Hill. It then continues north to Petersfield, merging with NCN22.

NCN2, which joins NCN222 at Eastney Point, runs along much of the south coast of England, from Dover to Exeter. Within the more immediate context of Hampshire and West Sussex, the route connects Chichester with Emsworth and Havant, Hayling Island, Southsea, Gosport, Lee on Solent, Warsash, Hamble, Netley and Southampton. Again, a ferry is required between Gosport and Portsmouth.



3.3 Public Transport

The nearest railway station to the site is at Bedhampton. This is only about 1.5 miles from the South Downs campus, but is estimated as a half hour walk via Scratchface Lane

Bedhampton Station is served by trains operated by Southern Railway and also South Western Railway. These provide access to destinations including the following: Littlehampton (1 train per hour) Portsmouth Harbour (2 trains per hour) Portsmouth & Southsea (1 train per hour) London Waterloo (1 train per hour).

Bus stops are available immediately outside the South Downs Campus on College Road, providing access to the following services:

- Route 7c: Gunwharf > Portsmouth City Centre > Hilsea Lido > Cosham > South Downs Campus College service – outbound from 08:05/08:10; return from 15:35;
- Route 37: Petersfield > Clanfield > Horndean > Cowplain > Waterlooville > South Downs Campus > Havant Campus > Havant Bus Station One service per hour in each direction, Mondays to Fridays;
- Route 39: Waterlooville > Purbrook > South Downs College > Leigh Park > Havant Five services per hour in each direction, Mondays to Fridays;
- Route 654: Hambledon > Denmead > Oaklands School > Cowplain School > South Downs Campus > Havant Campus College service – outbound from 08:05, return from 16:30;
- Route 737: Whitehill > Bordon > Liphook > Liss > Petersfield > Buriton > South Downs Campus > Havant Campus College service – outbound from 07:52, return from 16:25;
- Route SD4: Bishops Waltham > Waltham Chase > Shedfield > Wickham > Fareham > Portchester > Cosham > South Downs Campus > Havant Campus College service – outbound from 08:05, return from 17:15 [BUT starts at Fareham Bus Station]; and,
- Route SD5: Gosport > Elson > Bridgemary > Fareham > Portchester > Cosham > South Downs Campus > Havant Campus College service – outbound from 07:52, return from 16:30 - allows transfer for SD4 at Fareham Bus Station.



3.4 Highway Network

The South Downs Campus is well served for road access, being less than half a mile from Junction 4 of the A3(M) Motorway. This provides easy car access northbound towards Petersfield, Liphook and Guildford.

As might be expected of the main north-south strategic road serving East Hampshire and West Sussex, the A3(M) has relatively high daily traffic flows. According to Department for Transport (DfT) traffic counts, in 2018 it was estimated that the Annual Average Daily Traffic Flow (AADTF) at a point just north of Junction 4 was 73,565 vehicles. In point of contrast, the old A3 London Road, which runs through the centre of Waterloooville and to the west of the South Downs Campus had an estimated AADTF of 18,899 vehicles in 2018.



4.0 Benefits of a Travel to Learn Strategy

Travel planning offers a range of benefits including:

4.1 Benefits for the College

- Reducing local congestion;
- Creating a positive image within the community;
- More economical land use; and,
- Reducing the impact on the local environment due to greener alternatives promoted.

4.2 Benefits for Employees and Students

- Reduction in risk of traffic accidents;
- Potential cost and time savings;
- Improving health and fitness; and,
- Real life learning opportunities about the environment.

4.3 Benefits for the Environment

- Cleaner air, through reduced vehicle emissions;
- Lower noise levels; and,
- A general reduction in greenhouse gas emissions contributing to climate change.

4.4 Benefits for the Community

- Improving community relations with local residents;
- A more pleasant area to live within;
- Increased safety due to reduction in motor vehicle traffic; and,
- A better balance of transport options.



5.0 Travel to Learn Objectives and Targets

5.1 Overview

In light of the pandemic and the requirement for more sustainable modes of transport to be adopted across HSDC the College's working practices for both students and staff has changed. Whilst remote working (which reduces the requirement to travel to the South Downs campus) is already in place, there are further measures that will be implemented within the next six months to further promote the College's sustainability commitments. When these measures are enacted, and the clear and sustainable action plan contained within this strategy is followed there will be a material reduction in parking demand at the college compared to the peak observed in May 2019 and before.

The student-focused policies that will be either continued or introduced are detailed below. These will successfully promote the College's sustainability plan and help alleviate student parking requirements. They are:

- A. reducing the need to travel through changes to curriculum and a blended approach of remote learning and face to face teaching;
- B. optimising of the number of days a student is on campus from four to three;
- C. implementation of walking strategies;
- D. encouraging cycling as a mode of transport;
- E. promotion of current public transport connections to the campus; and,
- F. student permit parking allowed for learners living a reasonable distance from the campus.

The staff-focused policies that that will be either continued or introduced are detailed below:

- A. reducing the need to travel through the promotion of homeworking;
- B. promoting car sharing;
- C. implementation of walking strategies;
- D. encouraging cycling as a mode of transport;
- E. promotion of current public transport connections to the campus; and,
- F. introduction of staff parking permits and designated staff parking areas.



Many of these policies can and will be implemented at the Havant and Alton sites to ensure the strategy is Group-wide. The benefits of this Strategy will not only reduce the parking on the campuses within the Group but help the College meet its ambition to reduce its carbon footprint - which is key to the execution of its sustainability policy.

Fundamental to the implementation of the Travel to Learn Strategy is the establishment of targets to measure the impact of each of the measures proposed, the reduction in the need to travel and the uptake in the use of alternative modes of transport to support the College's sustainability objectives.

5.2 Objectives

The objectives of the Travel to Learn Strategy are:

- to reduce unnecessary car use amongst staff and students reducing requirement for car parking on site;
- raise awareness of travel options available and the environmental and social benefits of alternative travel;
- contribute to the improved health and wellbeing of staff and students by promoting use of active modes of travel; and,
- reduce local traffic.

5.3 Reduce the Need to Travel

5.3.1 Overview

In light of the pandemic, which affected the operation of the College throughout 2020-21, new ways and methods of working have been adopted for both students and staff alike. As a result, the College has decided to take the opportunity to 'mainstream' a number of these practices which have been well received by students and staff.

5.3.2 Changes to Staff Working Practices

HSDC has been reviewing their staff working practices and will be maintaining similar work patterns post pandemic with face-to-face teaching continuing but with a more flexible work approach for staff who are not required to attend the campus to work, if they can do so from home. This will alleviate the demand on parking throughout the College's working week and assist with meeting sustainability targets. Moreover, this policy reflects a culture that work is what you do, not where you go – and allows staff more control of their life – with less time spent travelling. As a result, this will reduce the need for all staff to travel to campus and this



will reduce the parking demand. This policy should be of benefit to both 'support' and to 'teaching' staff; with the introduction of the three-day week for vocational teaching in the 2021/22 academic year (see below), there may be days where teaching staff may not be required to attend College and can successfully work from home.

5.3.3 Changes to Student Learning

Student learning nationwide has changed since the start of the pandemic, with a greater emphasis on remote learning due to the numerous lockdowns that have been enforced nationwide. However, once the pandemic is under control and the virus is managed, colleges will be back open and face-to-face teaching will resume. It will be common practice that a blended learning approach will be embraced, where some aspects of teaching may remain remote whilst others demand the students' presence on site. This blended learning should help reduce the need to travel to the College daily; and combined with the adoption of the three-day week for vocational teaching in the near future, there will be a significant reduction in students travelling to campus.

As a result of its success in delivering remote education and supporting students to learn online during the COVID-19 restrictions on face-to-face learning, the College is planning a reduction in the number of hours students will be timetabled on campus from September 2021. Depending on their exact programme, this reduction ranges from one to three hours per week. The impact will be that almost all students' programmes can move from four to three-day weeks. This will also support the increased role of T Levels in the curriculum at the South Downs campus, as a large number of days are required for students to work in their chosen industry via the Industry Placement programme.

The implementation of this policy is in line with local and national college competitors. Students will still benefit from an on-site study programme of no less than 540 hours – but greater use will continue to be made of 'flipped' and 'blended' learning. This will reduce the number of students on the campus on a daily basis by circa 25% - and provide a more focused timetable when on site with less 'trapped or lost' time, together with more freedom and flexibility to mix learning on the four days per week when attendance is not required in College. In total, this will mean a reduction of 600-700 students timetabled on campus each day. With 25% of College learners currently driving (and 8% sharing) it can be estimated that this policy could lead to a reduction in parking demand of at least 100 places (indeed if 25% of students currently drive then the 600 reduction in the number of learners on site would lead to a reduction in demand of 150 places – before car sharing students are taken into account).



5.4 Walking Strategy

The College benefits from a suburban location with good footpaths in all directions surrounding the site. Initial measures that will be considered to encourage walking include:

- ensuring footways on and to each campus are well maintained;
- an umbrella promotion incentive to encourage walking in adverse weather conditions; and,
- holding of promotional events to encourage walking to work.

5.5 Cycling Strategy

The campus can currently securely store 60 bicycles. This is forecast to increase during the campus redevelopment and the implementation of the Travel to Learn Strategy. To further encourage cycling, the following measures are being considered:

- discounted bike sales at a local shop for staff and students;
- cycle proficiency training for students and staff;
- cycle routes / map distributed to staff and students with details posted on the website/ intranet;
- cycle maintenance kits available at campus for staff and students to make use of;
- creation of a cycle forum where ideas for improving the campus's biking capability can be discussed and enacted; and,
- encouraging staff to take up the existing Cycle to Work scheme, which is readily available and covers bicycles up to £1,000 in value.

5.6 Public Transport Strategy

To further encourage public transport use, the following initial measures will be introduced:

- up to date public transport timetables to be included on the college website / intranet and in the staff workspaces;
- offering staff a discounted bus fare in line with the College's current agreement with bus companies; and,
- promoting personal journey planning tools including local bus company pages to staff and students.

Havant Railway Station has good transport links to the north, east and west and is just 2.5 miles to the College. The number 39 bus runs every 30 minutes from Havant Railway Station to the College from 6:00am to 19:00pm.



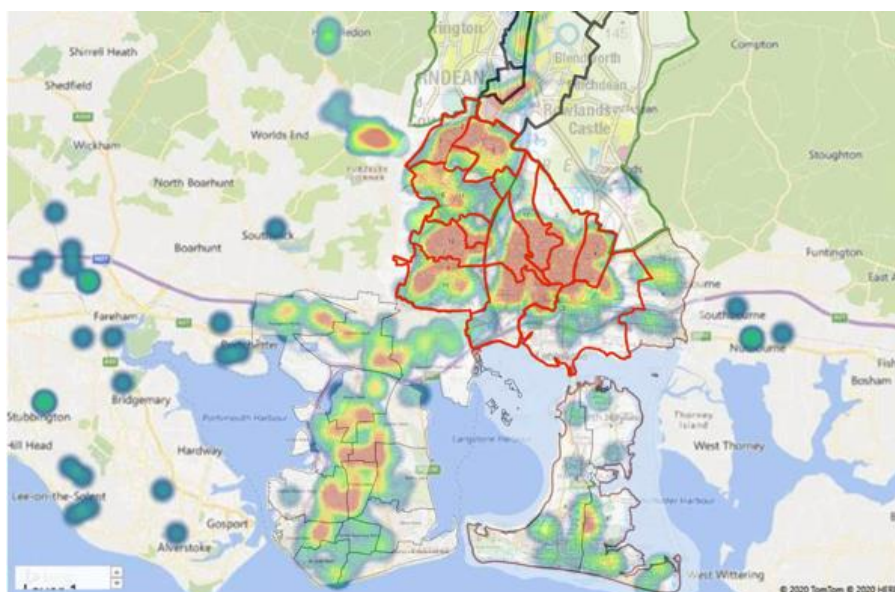
5.7 Student Permit Parking

The following table outlines how HSDC compares to other colleges' parking policies for students in the local area:

College	Parking Permits	No Parking	Free Parking
Highbury College	X		
Barton Peveril		X	
Peter Symonds		X	
Fareham College	X (Limited)		
City College Southampton		X	
Eastleigh		X (free after 4pm)	
Chichester	X (50p/day – limited)		
Basingstoke	X		
Portsmouth College		X	
HSDC			X

From the table above, it is clear that HSDC is the only college in the local area that provides free parking for all its students across all three campuses. It needs to be recognised that the South Downs Campus does not enjoy the same strength of transports links compared to some neighbouring colleges, and that it would be harmful for future recruitment to stop all students parking on site. However, by creating a permit parking system on the site – which could later be implemented across the Group – action will be taken to actively reduce the volume of student traffic.

Following extensive consideration of the options it has been agreed that the provision of parking will be prioritised for students who live in wards that are not wholly located within the area indicated in the travel the heat map below:





The parking policy to be adopted from 2021/22 is that students who are able to get to college within 40-minutes or less – with a journey that consists of up to a 30-minute bus trip and up to a 10-minute walk – or a 20-minute walk from their home will not be granted a permit unless in exceptional circumstances. As a result, students living in one of the Council wards within the red boundaries above would not be able to obtain a parking permit due to their close proximity to the College and transport links to the site. These Council wards include:

- Purbrook;
- Waterloo;
- Stakes;
- Bedhampton;
- Barncroft;
- Cowplain;
- Hart Plain;
- Warren Park;
- Battins; and,
- St Faith's.

Based on the campus catchment data circa 2,150 learners students would not be able to obtain a parking permit. This equates to circa 55% of the students (including adult learners) that attend the South Downs campus. However, students living outside of these Wards will have the opportunity to apply for a parking permit – subject to the public transport travel time criteria set out above.

The benefits of this policy are:

- there will be a known number of allocated students' spaces – with other space reserved for staff;
- clarity for students regarding whether they can park their car at College or not; and,
- encouraging car sharing with students from the further away picking up classmates en route to College (subject to insurance arrangements being in place for this purpose).

It should be noted that the vast majority of younger students who start college at the age of 16 cannot drive and given the limited parking on other college competitor sites, being able to park on campus should not be a prime reason for choosing HSDC.



5.8 Targets

The table below summarises the intended impact of the measures which have been assessed and included as part of this Strategy, expressed as robust targets:

Measure	Target Impact on Parking Demand	
	Minimum	Maximum
Introduction of Student Parking Permits & Restrictions on Car Travel where public transport journey times are 30 mins or less (5.7)	Parking demand reduced by 275 car spaces	Parking demand reduced by 300 car spaces
Optimising the learning week from four to three days (25% reduction in on site learner attendance) (5.2.3)	100	150
Curriculum Timetable Re-Profiling – spreading demand across the week (5.2.3)	25	50
Promotion of Home Working (5.2.2)	15	25
Secure cycle storage	10	15
Teams relocated to Havant (Finance & HR)	12	12
Planned Staffing Reductions in other areas	12	12
Cycle Promotion Scheme (5.4)	0	10
Overall reduction in Car Parking Demand	449	574

These figures do not take into consideration the DDA parking as this is already accounted for within the existing car park. In order to comply with the Havant planning requirements with relation to parking for disabled users, some 25-35 dedicated DDA compliant bays may be required; as existing there are 22 such bays.

In section 2.2 above, a pre-travel strategy shortfall of up to 125 spaces was identified. Once the DDA spaces are added this could increase to 150-160 spaces. However, the measures detailed above suggest that demand could be reduced by three times this quantum. Even if no restrictions were placed on student parking, the measures outlined above could reduce parking demand by between 174 and 199 spaces. Accordingly, this Strategy sets out a full range of measures that should more than mitigate the reduction in parking on the South Downs campus in line with the College's wider sustainability agenda.



6.0 Monitoring & Enforcement

To ensure the Travel to Learn Strategy is achieving what it has set out to, it is necessary to monitor and document the effect that the implemented measures have upon modal shift.

6.1 STARSfor

STARS Business and STARS Community (formally known as STARSfor) is the national travel plan rating scheme that has been established to recognise excellence in supporting walking, cycling and other forms of sustainable transport. It is an online platform where residential or business travel plans can be stored, developed, managed and monitored over time.

The College will register on the STARS Business and STARS Community website and proposed measures will be uploaded for review and approval prior to be enacted. Ongoing review / updates to the College STARS Business and STARS Community account will be managed by the College. The aims of STARSfor complement HSDC's Sustainability strategy and are detailed below:

- enhance the quality and performance of Travel Plans – by providing a national standard and sharing best practice on the development and implementation of Travel Plans;
- promoting healthier lifestyles – by encouraging people to get active through more walking and cycling, thereby creating healthier and more productive communities;
- creating safer environments – by helping organisations to identify and address travel and transport issues to enable safer journeys for all;
- promoting urban and rural regeneration – by ensuring that places are well connected, and that people are well informed of the travel options that are available to them;
- promote sustainable development – by ensuring that the transport needs of new developments are catered for and ensuring organisations are good neighbours that care about the local environment and their impact upon it; and,
- improving Air Quality – by reducing the number of vehicles and congestion around sites to improve the quality of air locally.

6.2 Marshalling the Student Permit Parking

HSDC Facilities department will be in responsible for marshalling the student parking area to ensure only students with permits are parking in these areas. Retrospective action will be taken against any student found not to adhering to the policy.



6.3 Monitoring

Following the full introduction of the new measures set out in this strategy, the College is committed to monitoring their impact – on at least an annual basis – to ensure that the Strategy is successful, and to obtain feedback from staff, students, and the local community on the proposed measures. The monitoring arrangements will include:

- annual student and staff travel surveys to ascertain other areas the College can improve and potential other green initiatives that can be implemented;
- weekly marshalling of the car park by the Facilities department to ensure student compliance with the parking permitting; and,
- use of the www.modeshiftstars.org/community/ website to track progress.



7.0 Action Plan

The following actions will be carried out in the timescales shown in the table below, in order to ensure progress against the objectives and targets set out in Section 5 of this Strategy.

Action	Timescales
Implementation of the New Car Park 6 within the "buffer zone" NB: a planning application will need to be submitted as part of these works.	Summer 2022, post-demolition
Introduction of Student Parking Permits & Restrictions on Car Travel where public transport journey times are 30 mins or less (Section 5.6)	September 2022
Optimising the learning week from four to three days (25% reduction in learner attendance on-site) (Section 5.2.3)	September 2021
Curriculum Timetable Re-profiling – spreading demand across the week, Mondays to Fridays (Section 5.2.3)	September 2021
Promotion of Staff Home Working (Section 5.2.2)	Summer 2020
Provision of additional secure bicycle storage (Section 5.4)	Summer 2022
Finance and HR Teams relocated to Havant Campus	Summer 2020
Planned Staffing Reductions	January 2021
Cycling Promotion Scheme (Section 5.4)	Ongoing

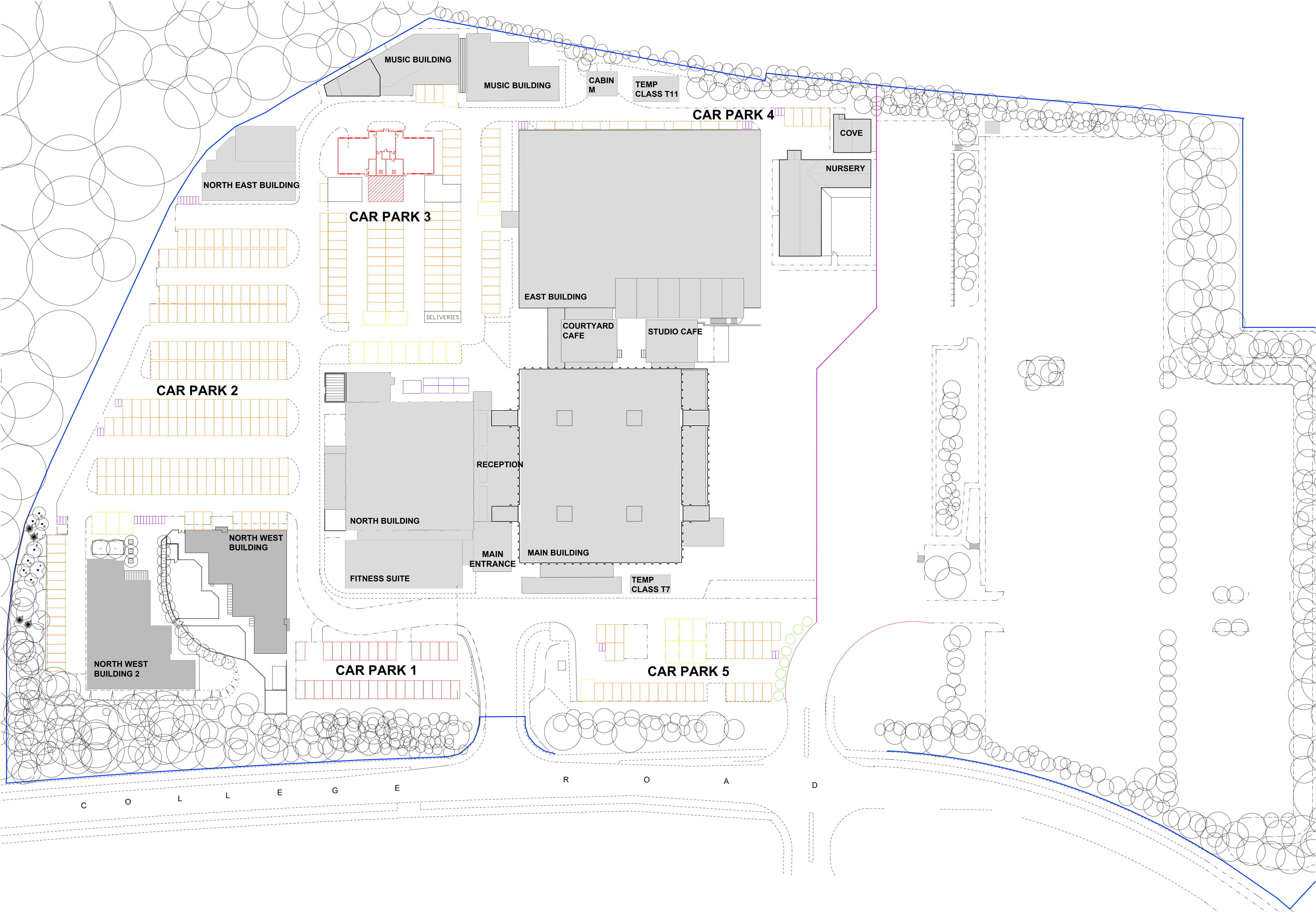


Appendix 1

Interim Whole-Site Car Parking Layout from January 2022

Jan 2022 (Interim Parking Layout

Temporary reduction to a total of 378 car parking spaces,
60 cycle parking spaces and 37 motorcycle parking spaces



PRELIMINARY - NOT FOR CONSTRUCTION

P01	Preliminary	JH	-	-	13.05.2021
Rev.	Amendment	Drm.	Chkd.	Appd.	Date

Project
Havant & South Downs College
South Downs Campus
Travel to Learn Strategy

Drawing
Interim Parking Layout including
alterations to car, cycle and powered
two-wheeler parking arrangements

Client
Havant & South Downs College

Scott White and Hookins
Structural Engineering Civil Engineering Sustainability and BREEAM CDM Consultancy

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Scale at A1 - 1:500					
303322-SWH-ZZ-XX-DR-C-0701 P01					
Project	Originator	Zone	Level	Type	Role
					Number
					Rev.



Appendix 2

Proposed Car Parks 5&6 Layout from September 2022



Appendix 3

Student & Staff Surveys

STUDENT SURVEY

1. How do you currently get to College?

Row Labels	Sum of Number
Bus	45
Bus, Car - on my own	3
Bus, Car - on my own, Car - with others	3
Bus, Car - on my own, Cycle	1
Bus, Car - with others, Dropped off	1
Bus, Cycle, Dropped off, Walk	1
Bus, Cycle, Walk	1
Bus, Dropped off	2
Bus, Dropped off, Walk	1
Bus, Motorbike	1
Bus, Walk	1
Car - on my own	37
Car - on my own, Car - with others	3
Car - on my own, Motorbike	1
Car - with others	12
Car - with others, Dropped off	1
Cycle	2
Dropped off	14
Motorbike	7
Walk	9
Grand Total	146

2. How close to South Downs campus do you live?

Row Labels	Sum of Number
Between 1 and 2 miles	31
Between 3 and 5 miles	54
Between 6 and 10 miles	34
Over 10 miles	22
Under 1 mile	5
Grand Total	146

3. If you were planning to drive to College from Sept 2021, which of these would you agree with? (Tick all that apply)

Row Labels	Sum of Number
I would be willing to pay 50p per day to park on-site but understand there may not be a guaranteed space.	8
I would be willing to pay 50p per day to park on-site but understand there may not be a guaranteed space., I would be willing to pay more than 50p per day for a guaranteed space.	6
I would be willing to pay 50p per day to park on-site but understand there may not be a guaranteed space., I would be willing to pay more than 50p per day for a guaranteed space., I would NOT be prepared to pay to park on-site.	1
I would be willing to pay 50p per day to park on-site but understand there may not be a guaranteed space., I would NOT be prepared to pay to park on-site.	3
I would be willing to pay 50p per day to park on-site but understand there may not be a guaranteed space., I would NOT be prepared to pay to park on-site., N/A	1
I would be willing to pay 50p per day to park on-site but understand there may not be a guaranteed space., N/A	1
I would be willing to pay more than 50p per day for a guaranteed space.	23
I would be willing to pay more than 50p per day for a guaranteed space., I would NOT be prepared to pay to park on-site.	3
I would be willing to pay more than 50p per day for a guaranteed space., I would NOT be prepared to pay to park on-site., N/A	1
I would NOT be prepared to pay to park on-site.	74
I would NOT be prepared to pay to park on-site., N/A	1
N/A	24
Grand Total	146

STUDENT SURVEY

4. If you were planning to drive, from Sept 2021, which of these would encourage you to change your mind? (Tick all that apply)

Row Labels	Sum of Number
A car share opportunity	2
Good cycle storage facilities	1
Having some green transport opportunities / incentives	4
Having some green transport opportunities / incentives, N/A	1
Having to pay to park	15
Having to pay to park, A car share opportunity	1
N/A	47
The risk of not being able to park	27
The risk of not being able to park, A car share opportunity	1
The risk of not being able to park, Good cycle storage facilities	1
The risk of not being able to park, Having to pay to park	42
The risk of not being able to park, Having to pay to park, A car share opportunity	1
The risk of not being able to park, Having to pay to park, Good cycle storage facilities	1
The risk of not being able to park, Having to pay to park, Having some green transport opportunities / incentives	1
The risk of not being able to park, Having to pay to park, Having some green transport opportunities / incentives, Good cycle storage facilities, A car share opportunity	1
Grand Total	146

5. Do you feel in light of limited car parking spaces that priority should be given to any of the following? (Tick all that apply)

Row Labels	Sum of Number
No priority should be given	38
Staff	2
Staff, Those with longest travel journeys (time and distance) to work	4
Staff, Those with longest travel journeys (time and distance) to work, Those with specific personal circumstances identified and agreed through a criteria assessment	5
Staff, Those with specific personal circumstances identified and agreed through a criteria assessment	3
Students	12
Students, No priority should be given	1
Students, Staff	17
Students, Staff, Those with longest travel journeys (time and distance) to work	10
Students, Staff, Those with longest travel journeys (time and distance) to work, Those with specific personal circumstances identified and agreed through a criteria assessment	5
Students, Staff, Those with longest travel journeys (time and distance) to work, Those with specific personal circumstances identified and agreed through a criteria assessment, No priority should be given	1
Students, Staff, Those with specific personal circumstances identified and agreed through a criteria assessment	1
Students, Those with longest travel journeys (time and distance) to work	5
Students, Those with longest travel journeys (time and distance) to work, Those with specific personal circumstances identified and agreed through a criteria assessment	3
Students, Those with specific personal circumstances identified and agreed through a criteria assessment	3
Those with longest travel journeys (time and distance) to work	14
Those with longest travel journeys (time and distance) to work, No priority should be given	1
Those with longest travel journeys (time and distance) to work, Those with specific personal circumstances identified and agreed through a criteria assessment	16
Those with specific personal circumstances identified and agreed through a criteria assessment	4
Those with specific personal circumstances identified and agreed through a criteria assessment, No priority should be given	1
Grand Total	146

STUDENT SURVEY

6. Do you feel reduced car parking on site is a good way to support the

Row Labels	Sum of Number
No	96
Yes	50
Grand Total	146

7. Would the issue of less or no available parking at South Downs site make you decide not to come to College?

Row Labels	Sum of Number
No	76
Yes	70
Grand Total	146

8. If HSDC acquired secure bike enclosures would you cycle to College?

Row Labels	Sum of Number
No	129
Yes	17
Grand Total	146

9. If you currently cycle, or would consider cycling to work, please look through the following statements and tick all that apply.

Row Labels	Sum of Number
I would cycle all year round	1
I would only cycle in the warmer months	11
I would only cycle in the warmer months, N/A	1
I would prefer separate Staff / Student shelters	2
I would prefer separate Staff / Student shelters, I would cycle all year round	1
I would prefer separate Staff / Student shelters, I would only cycle in the warmer months	1
I would share a bike enclosure with maximum of 10 assigned spaces, I would cycle all year round	2
I would share a bike enclosure with maximum of 10 assigned spaces, I would only cycle in the warmer months	2
N/A	125
Grand Total	146

10. To avoid parking limitations do you think that some online learning would be a good solution in your timetable here

Row Labels	Sum of Number
Maybe	53
No	52
Yes	41
Grand Total	146

STAFF SURVEY

1. How do you currently get to College?

Row Labels	Sum of Number
Bus	2
Bus, Car - on my own	1
Bus, Car - with others	1
Bus, Cycle, Dropped off	1
Car - on my own	239
Car - on my own, Car - with others	4
Car - on my own, Cycle	6
Car - on my own, Cycle, Motorbike	1
Car - on my own, Cycle, Motorbike, Walk	1
Car - on my own, Cycle, Walk	1
Car - on my own, Dropped off	2
Car - on my own, Motorbike	3
Car - on my own, Walk	6
Car - with others	5
Car - with others, Cycle	1
Cycle	1
Cycle, Walk	1
Dropped off	1
Walk	2
(blank)	
Grand Total	279

2. How close to South Downs campus do you live?

Row Labels	Sum of Number
Between 1 and 2 miles	28
Between 3 and 5 miles	90
Between 6 and 10 miles	93
Over 10 miles	63
Under 1 mile	5
Grand Total	279

3. If you drive in, which of the following statements do you agree with?

Row Labels	Sum of Number
I would be willing to pay 50p per day to park on-site but understand there may not be a guaranteed space.	40
I would be willing to pay more than 50p per day for a guaranteed space.	81
I would NOT be prepared to pay to park on-site.	158
Grand Total	279

STAFF SURVEY

**4. If you currently drive, what would encourage you to change your current mode of transport?
(Tick all that apply)**

Row Labels	Sum of Number
A car share opportunity	5
A car share opportunity, None of these options, I need my car for work	3
A car share opportunity, None of these options, I need my car for work, None of these options, I need my car for personal reasons i.e. family pick up, drop off	1
Good cycle storage facilities	7
Good cycle storage facilities, None of these options, I need my car for work	1
Having some green transport opportunities / incentives	8
Having some green transport opportunities / incentives, A car share opportunity	2
Having some green transport opportunities / incentives, Good cycle storage facilities	4
Having some green transport opportunities / incentives, Good cycle storage facilities, A car share opportunity	4
Having some green transport opportunities / incentives, Good cycle storage facilities, None of these options, I need my car for work, None of these options, I need my car for personal reasons i.e. family pick up, drop off	1
Having some green transport opportunities / incentives, None of these options, I need my car for personal reasons i.e. family pick up, drop off	2
Having some green transport opportunities / incentives, None of these options, I need my car for work	1
Having some green transport opportunities / incentives, None of these options, I need my car for work, None of these options, I need my car for personal reasons i.e. family pick up, drop off	3
Having to pay to park	1
Having to pay to park, Good cycle storage facilities	1
Having to pay to park, Good cycle storage facilities, None of these options, I need my car for personal reasons i.e. family pick up, drop off	1
Having to pay to park, Having some green transport opportunities / incentives, A car share opportunity	3
Having to pay to park, Having some green transport opportunities / incentives, A car share opportunity, None of these options, I need my car for personal reasons i.e. family pick up, drop off	1
Having to pay to park, Having some green transport opportunities / incentives, Good cycle storage facilities	2
Having to pay to park, None of these options, I need my car for personal reasons i.e. family pick up, drop off	1
None of these options, I need my car for personal reasons i.e. family pick up, drop off	83
None of these options, I need my car for work	79
None of these options, I need my car for work, None of these options, I need my car for personal reasons i.e. family pick up, drop off	39
The risk of not being able to park	4
The risk of not being able to park, A car share opportunity	2
The risk of not being able to park, Good cycle storage facilities	1
The risk of not being able to park, Having some green transport opportunities / incentives	1
The risk of not being able to park, Having some green transport opportunities / incentives, A car share opportunity	2
The risk of not being able to park, Having some green transport opportunities / incentives, Good cycle storage facilities	4
The risk of not being able to park, Having to pay to park	1
The risk of not being able to park, Having to pay to park, Good cycle storage facilities	1
The risk of not being able to park, Having to pay to park, Having some green transport opportunities / incentives, A car share opportunity	2
The risk of not being able to park, Having to pay to park, Having some green transport opportunities / incentives, Good cycle storage facilities, A car share opportunity	1
The risk of not being able to park, Having to pay to park, None of these options, I need my car for personal reasons i.e. family pick up, drop off	1
The risk of not being able to park, Having to pay to park, None of these options, I need my car for work	1
The risk of not being able to park, Having to pay to park, None of these options, I need my car for work, None of these options, I need my car for personal reasons i.e. family pick up, drop off	2
The risk of not being able to park, None of these options, I need my car for personal reasons i.e. family pick up, drop off	2
The risk of not being able to park, None of these options, I need my car for work, None of these options, I need my car for personal reasons i.e. family pick up, drop off	1
Grand Total	279

STAFF SURVEY

5. Do you feel in light of limited car parking spaces that priority should be given to any of the following? (Tick all that apply)

Row Labels	Sum of Number
No priority should be given	30
Staff	75
Staff, No priority should be given	2
Staff, Students	3
Staff, Students, Those with longest travel journeys (time and distance) to work, Those with specific personal circumstances identified and agreed through a criteria assessment	6
Staff, Students, Those with specific personal circumstances identified and agreed through a criteria assessment	2
Staff, Those with longest travel journeys (time and distance) to work	25
Staff, Those with longest travel journeys (time and distance) to work, Those with specific personal circumstances identified and agreed through a criteria assessment	40
Staff, Those with specific personal circumstances identified and agreed through a criteria assessment	32
Students	1
Students, Those with longest travel journeys (time and distance) to work	1
Those with longest travel journeys (time and distance) to work	15
Those with longest travel journeys (time and distance) to work, Those with specific personal circumstances identified and agreed through a criteria assessment	28
Those with specific personal circumstances identified and agreed through a criteria assessment	18
Those with specific personal circumstances identified and agreed through a criteria assessment, No priority should be given	1
Grand Total	279

6. Are you able to consider home working in your role, for at least part of the working week?

Row Labels	Sum of Number
No	89
Yes	103
Yes for part of the week only	87
Grand Total	279

7. Do you feel that the college should seriously look into homeworking to assist with environmental issues as well as limited parking on-site?

Row Labels	Sum of Number
No	36
Yes	243
Grand Total	279

8. If HSDC acquired secure bike enclosures would you cycle to College?

Row Labels	Sum of Number
No	232
Yes	47
Grand Total	279

9. If you currently cycle, or would consider cycling to work, please look through the following statements and tick all that apply.

Row Labels	Sum of Number
I would cycle all year round	1
I would only cycle in the warmer months	11
I would pay for a space in a secure bike shelter, I would only cycle in the warmer months	1
I would pay for a space in a secure bike shelter, I would prefer separate Staff / Student shelters	2
I would pay for a space in a secure bike shelter, I would prefer separate Staff / Student shelters, I would share a bike enclosure with maximum of 10 assigned spaces, I would cycle all year round	1
I would prefer separate Staff / Student shelters	10
I would prefer separate Staff / Student shelters, I would cycle all year round	5
I would prefer separate Staff / Student shelters, I would only cycle in the warmer months	20
I would prefer separate Staff / Student shelters, I would share a bike enclosure with maximum of 10 assigned spaces	1
I would prefer separate Staff / Student shelters, I would share a bike enclosure with maximum of 10 assigned spaces, I would cycle all year round	1
I would share a bike enclosure with maximum of 10 assigned spaces, I would only cycle in the warmer months	2
N/A	224
Grand Total	279