

Dated:

19th June

2024

THE COUNCIL OF THE BOROUGH OF HAVANT

and

HAMPSHIRE COUNTY COUNCIL

and

HAVANT & SOUTH DOWNS COLLEGE CORPORATION

AGREEMENT

pursuant to Section 106 of the Town and Country
Planning Act 1990 and other powers relating to
Land known as Havant College, Barncroft Way,
Havant, PO9 1QL

**Southampton, Fareham & Havant Legal Partnership
Southampton City Council
Civic Offices
Southampton
SO14 7LY**

Ref: ENV-059334

THIS DEED is made on

19th June

2024

BETWEEN:

- (1) **THE COUNCIL OF THE BOROUGH OF HAVANT** of Public Service Plaza, Civic Centre Road, Havant, PO9 2AX ("the Borough Council")
- (2) **HAMPSHIRE COUNTY COUNCIL** of The Castle, Winchester, Hampshire, SO23 8UJ ("the County Council")
- (3) **HAVANT & SOUTH DOWNS COLLEGE CORPORATION** whose address is at College Road, Waterlooville Hampshire PO7 8AA ("the Owner")

RECITALS

- A The Borough Council and the County Council are the local planning authorities for the purposes of the Act for the area in which the Land is situated.
- B The County Council is also the Local Highway Authority for Hampshire (save for trunk roads and special roads) and the Transport Authority for Hampshire for the purposes of the 1985 and 2000 Transport Acts and the Education Authority.
- C The Owner is the freehold owner of the Land registered with title absolute at the Land Registry under Title Number HP517456.
- D The Owner has submitted the Application to the Borough Council and the parties have agreed to enter into this Deed in order to secure the planning obligations contained in this Deed.
- E The Borough Council has resolved to grant the Permission subject to the prior completion of this Deed.
- F The parties have agreed to enter into this Agreement with the intention that the obligations contained in this Agreement may be enforced by the Borough Council and the County Council against the Owner and its successors in title and that the obligations become binding on the Land.

IT IS AGREED AS FOLLOWS:

1 DEFINITIONS

- 1.1 In addition to the definitions set out below, a series of specific definitions are included in each of the Schedule to this Deed giving further defined terms and expressions to facilitate interpretation and unless stated to the contrary the specific definitions in the Schedule shall apply throughout this Deed where the relevant terms and expressions are used.
- 1.2 In this Deed the following expressions shall have the meanings indicated:

"Act"	The Town and Country Planning Act 1990 (as amended)
"Application"	The application to the Borough Council for planning permission for the Development allocated reference number APP/23/00928 for "Erection of new three storey teaching building and provision of 8 No. additional parking spaces, 14 No. cycle spaces, new fencing and landscaping."
"Borough Council's Legal Costs"	The Borough Council's legal costs in connection with the preparation and completion of this Deed

"Borough Council's Monitoring Charge"	The sum of £914.00 (nine hundred and fourteen pounds) towards the costs incurred by the Borough Council in the provision of a suitably qualified and experienced person whose function is to monitor and enforce compliance with the terms of this Deed
"Commence"	The carrying out of a "material operation" (as defined in section 56(4) of the Act) in connection with the Development save that for the purposes of this Deed and for no other purpose operations consisting of site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements shall not be included (and "Commencement" and "Commenced" shall be construed accordingly)
"Completed"	Practically complete save for minor snagging items such that it is reasonably fit for occupation (and "Complete" and "Completion" shall have the same meaning)
"Contributions"	Any one or number of the financial contributions required to be made pursuant to this Deed including, for the avoidance of doubt, the Borough Council's Monitoring Charge
"County Council Development Control Fee"	The sum of £1,370.00 for the development control costs incurred by the County Council in connection with the preparation and completion of this Deed;
"County Council Monitoring Fee"	The sum of £3,900.00 in respect of monitoring of obligations in favour of the County Council
"Deed"	This agreement made by deed
"Development"	The development of the Land in accordance with the Permission
"Enabling Powers"	Section 111 of the Local Government Act 1972 (as amended) Section 1 of the Localism Act 2011 and all other enabling powers which may be relevant for the purpose of giving validity to or facilitating the enforcement of the obligations created by this Deed
"Index Linked"	For the purposes of any payment or financial contribution due under this Deed means adjusted in accordance with the Inflationary Index by multiplying in each case the payment due by a fraction whose denominator shall be the last Inflationary Index monthly figure published before the date of this Deed and whose numerator shall be the last published Inflationary Index monthly figure available before the date on which payment is made but which for the avoidance of doubt shall not fall below the original payment figure

"Inflationary Index"	For the purposes of the Pedestrian and Cycle Improvements Contribution and the Traffic Regulation Contribution the Retail Prices Index issued by the Office for National Statistics or during any period when no such index exists the index which replaces the same or is the nearest equivalent thereto as the County Council shall reasonably nominate taking into account any official reconciliation of changes in its basis of calculation; and For all other purposes, the Consumer Prices Index issued by the Office for National Statistics or during any period when no such index exists the index which replaces the same or is the nearest equivalent thereto as the Borough Council shall reasonably nominate taking into account any official reconciliation of changes in its basis of calculation
"Interest"	Interest at 4 per cent above the base lending rate of the Barclays Bank Plc (calculated on a daily basis from the date on which it fell due until the actual date of payment)
"the Land"	The land known as Havant & South Downs College, Havant College, Barncroft Way, Havant, PO9 1QL and shown edged with a red line on Plan 1
"Occupation"	Occupation for the purposes permitted by the Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations and "Occupy" and "Occupied" shall be construed accordingly
"Plan 1"	The plan attached to this Deed bearing drawing number HVT-ACG-XX-ZZ-DR-A-1000 rev P4 and entitled "Location Plan"
"Permission"	The full planning permission subject to conditions to be granted by the Borough Council pursuant to the Application
"Statutory Undertakers"	Organisations licensed by the government which include (but not limited to) all utilities electricity, gas, water, telephone, cable telephone and television and other telecommunication companies
"Working Day(s)"	Any day which is not a Saturday, a Sunday, a bank holiday or a public holiday in England

2

2 INTERPRETATION

- 2.1 Where in this Deed reference is made to any clause, paragraph, schedule or recital such reference (unless the context otherwise requires) is a reference to a clause, paragraph, schedule or recital in this Deed.
- 2.2 Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all words shall be construed interchangeable in that manner.



NOTES:

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Key

- Site Boundary
— Ownership Boundary

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**AYRE
CHAMBERLAIN
GAUNT**

PROJECT

Havant Campus
HSDC, Havant, New Road Havant
PO9 1QL

DRAWING TITLE

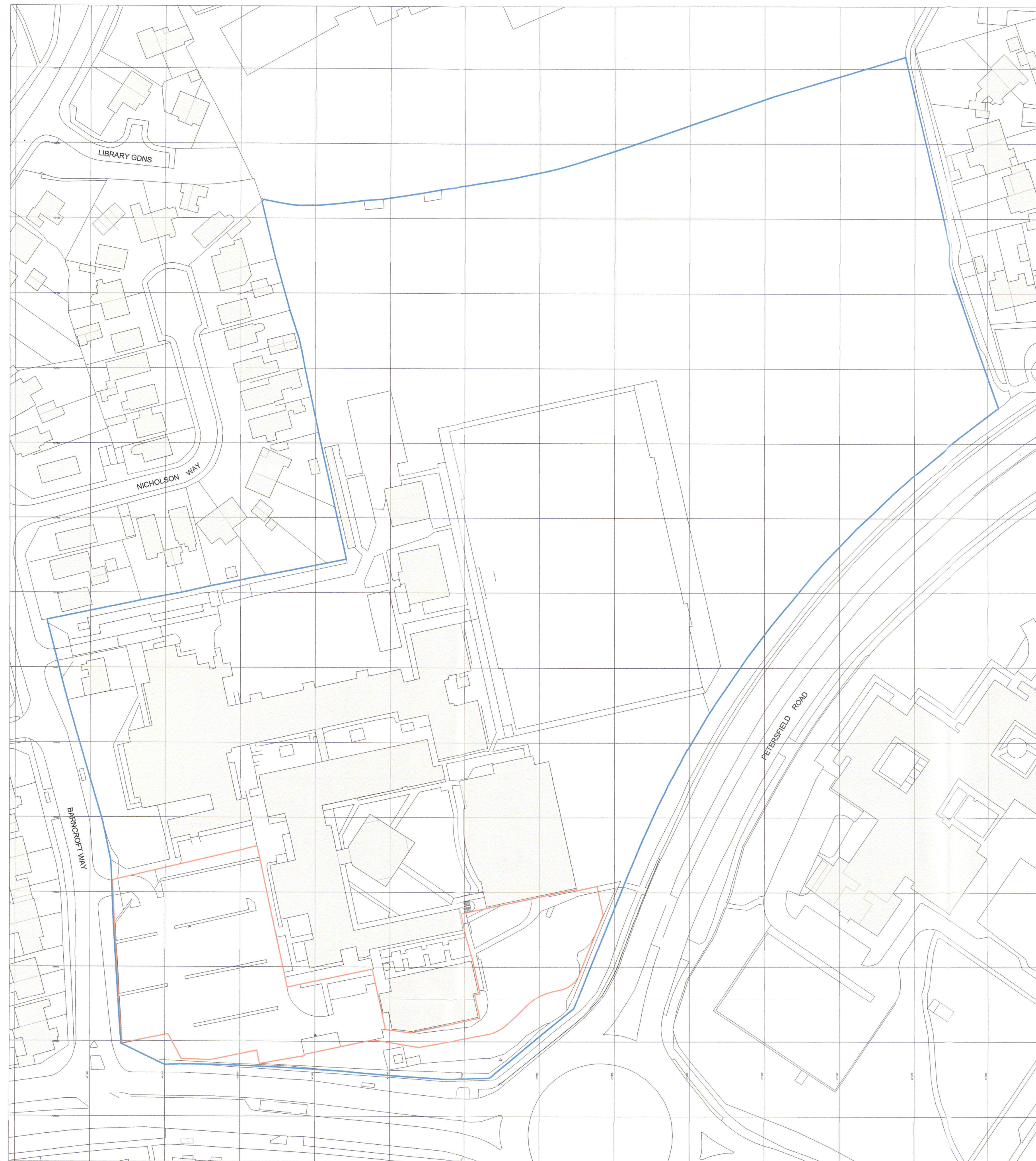
Location Plan

REV.	DATE	DESCRIPTION
P1	25.08.23	First Issue. Issued for information
P2	15.09.23	Issue for Client Review
P3	29.09.23	Issued for Planning
P4	09.10.23	

DRWN BY	CHKD BY	APPD BY
ME	TH	DG

DRAWING NO.
project code - originator - volume - level - type - role - number
HVT-ACG-XX-ZZ-DR-A-1000

STAGE	SUITABILITY
RIBA stage	code description
2	S2 Suitable for Information



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- 2.3 Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and severally unless there is an express provision otherwise.
- 2.4 Any reference to a statute or other legislation shall include any modification, extension or re-enactment of that statute or legislation for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that statute or deriving validity from it.
- 2.5 References to any party to this Deed shall include the successors in title to that party and to any person deriving title through or under that party and in the case of the Borough Council the successors to their respective statutory functions.
- 2.6 References to "the parties" shall mean the parties to this Deed and reference to a "party" shall mean any one of the parties.
- 2.7 The headings are for reference only and shall not affect construction.
- 2.8 Words importing the singular meaning where the context so admits include the plural meaning and vice versa.
- 2.9 Obligations not to do something under this Deed shall be deemed to be obligations not to permit or suffer such thing to be done.

3 STATUTORY AUTHORITY

- 3.1 This Deed is made pursuant to Section 106 of the Act and the Enabling Powers.
- 3.2 The covenants, restrictions and requirements imposed upon the Owner under this Deed create planning obligations pursuant to Section 106 of the Act and are enforceable by the Borough Council and where applicable by the County Council as local planning authorities against the Owner, their successors in title and any person deriving title in the Land or any part of it from the Owner.

4 EFFECT OF THE AGREEMENT

- 4.1 This Deed shall take effect on the day and year first before written save for clause 5 and the Schedule to this Deed which shall take effect on the grant of the Permission.

5 THE OWNER'S COVENANTS

- 5.1 The Owner hereby covenants with the Borough Council and the County Council that they will observe and perform the covenants on their part contained in Schedule One.

6 NOT USED

7 RELEASE AND LAPSE

- 7.1 It is hereby agreed that the Owner shall not be liable for a breach of any of their obligations under this Deed after they shall have parted with all of their respective interests in the Land save for antecedent breaches.
- 7.2 It is further agreed that this Deed shall lapse and be of no further effect if:

- 7.2.1 the Permission expires; or
- 7.2.2 the Permission shall be varied or revoked other than with the consent of the Owner; or
- 7.2.3 the Permission is quashed following a successful legal challenge.
- 7.3 Nothing in this Deed shall prohibit or limit the right to develop any part of the Land in accordance with a planning permission (other than the Permission) granted (whether or not on appeal) after the date of this Deed.
- 7.4 This Deed shall not be enforceable against Statutory Undertakers who have an interest in or arising purely in connection with their apparatus or operational land situated within the Development.

8 LOCAL LAND CHARGE

- 8.1 This Deed is a local land charge and shall be registered as such by the Borough Council.
- 8.2 Upon the full compliance with any terms of this Deed the Owner may request that the Borough Council procure that this is noted in the register of local land charges relating to it as soon as reasonably practicable.

9 DUTY TO ACT REASONABLY

- 9.1 All parties to this Deed acknowledge that they are under a duty to act reasonably and (without prejudice to generality) if any deed consent approval or expression of satisfaction is due from one party to another under the terms of this Deed the same shall not be unreasonably withheld or delayed.

10 NO FETTER ON DISCRETION OR WAIVER

- 10.1 Nothing contained or implied in this Deed shall prejudice or affect the rights discretions powers duties and obligations of the Borough Council or the County Council under all statutes by-laws statutory instruments orders and regulations in the exercise of their functions as a local authority.
- 10.2 Nothing in this Deed shall impose any contractual or other obligations on the Borough Council to grant the Permission.
- 10.3 No waiver (whether expressed or implied) by the Borough Council or the County Council of any breach or default in performing or observing any of the covenants terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the Borough Council or the County Council from enforcing any of the relevant terms or conditions or from acting upon any subsequent breach or default.

11 COVENANT AS TO TITLE

- 11.1 The Owner hereby covenants with the Borough Council that no person other than the parties to this Deed have any interest in the Land for the purposes of section 106 of the Act.

12 SEVERABILITY

- 12.1 It is agreed that if any part of this Deed shall be declared unlawful or invalid by a court of competent jurisdiction then (to the extent possible) the remainder of this Deed shall continue in full force and effect.

13 THE BOROUGH COUNCIL'S AND THE COUNTY COUNCIL'S LEGAL COSTS AND MONITORING CHARGE

- 13.1 The Owner hereby covenants with the Borough Council:

13.1.1 that on completion of this Deed it shall pay the Borough Council's Legal Costs to the Borough Council;

13.1.2 that prior to the Commencement of Development it shall pay the Borough Council's Monitoring Charge to the Borough Council; and

13.1.3 not to Commence Development unless the Borough Council's Monitoring Charge has been paid to the Borough Council.

- 13.2 The Owner hereby covenants with the County Council:

13.2.1 that on completion of this Deed it shall pay the County Council's Monitoring Fee, the County Council's legal fees and the County Council's Development Control Fee to the County Council

14 CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 1999

- 14.1 Notwithstanding the provisions of the Contracts (Rights of Third Parties) Act 1999 no part of this Deed shall be enforceable by a third party who is not a party to the Deed and for the avoidance of doubt the terms of this Deed may be varied by Deed between the parties and the Council without the consent of any such third party.

15 NOTIFICATION OF COMMENCEMENT/OCCUPATION

- 15.1 The Owner covenants with the Borough Council and the County Council that it will:

15.1.1 notify the Borough Council and the County Council in writing of the date of Commencement of the Development within ten Working Days of it occurring; and

15.1.2 notify the Borough Council and the County Council in writing of the date of Occupation for the first time of any part of the Development within ten Working Days of it occurring; and

15.1.3 pay to the Borough Council and the County Council upon written demand its reasonable fees for additional monitoring caused by the Owner's non-compliance with clauses 15.1.1 or 15.1.2.

16 NOTICES

- 16.1 Any notices required to be served by one party on another under this Deed shall be served by First Class prepaid post or by email in the following manner:

16.1.1 on the Borough Council at the address shown above or by email to cil@havant.gov.uk marked "for the attention of Executive Head of Place" and

bearing the reference "S.106 - APP/23/00928 - Havant College, Barncroft Way, Havant, PO9 1QL";

16.1.2 on the Owner at the address as detailed above or as notified by the Owner in writing to the Borough Council; and

16.1.3 on the County Council at the address shown above marked "for the attention of Head of Legal Services" and bearing the reference "S.106 -EDOC/0028- Havant College, Barncroft Way, Havant, PO9 1QL".

17 INDEX LINKING

17.1 Each and every one of the Contributions which are to be paid under the terms of this Deed shall be Index Linked.

18 PAYMENT OF THE CONTRIBUTIONS

18.1 The Contributions due to the Borough Council shall be payable to the Borough Council either by:

18.1.1 BACS or telegraphic transfer; or

18.1.2 cheque made payable to Havant Borough Council.

18.2 All payments must state the Application reference number and the address to which this Deed relates.

18.3 Payment by cheque shall be sent to the Borough Council in accordance with the details set out in clause 16.1.1 identifying the obligation to which the payment relates.

18.4 The Contributions due to the County Council shall be payable to the County Council either by BACS or telegraphic transfer

19 INTEREST ON LATE PAYMENTS

19.1 Any amount due from the Owner under this Deed which is not paid on the due date shall be payable with Interest.

20 NOTIFICATION OF SUCCESSORS IN TITLE

20.1 The Owner covenants with the Borough Council and the County Council that they will give immediate written notice to the Borough Council and the County Council of any change of ownership of the Land if at such time the obligations contained within this Deed have not fully been discharged such notice to give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Land or unit of occupation purchased by reference to a plan.

21 VAT

22.1 All consideration given in accordance with the terms of this Deed shall be exclusive of any value added tax properly payable.

23 DISPUTE RESOLUTION

- 23.1 Where it is provided in this Deed that a matter ~~is~~ to be approved (or another cognate expression is used) by the Borough Council and County Council and such approval has been refused or given conditionally in accordance with the provisions of this Deed and the Owner wishes to dispute such refusal or conditions, then the Owner may notify the Borough Council and County Council that the matter is in dispute and:
- 23.1.1 the parties to the dispute shall first attempt to resolve that dispute or difference amicably including holding a meeting attended by at least one senior representative from each party within 10 Working Days of receipt of notice that a matter is in dispute;
 - 23.1.2 if after a further 5 Working Days the parties are unable to resolve the dispute amicably pursuant to clause 23.1.1, one party may serve notice on the other party or parties (as the case may be) to the dispute of their intention to refer the dispute in accordance with clause 23.2 specifying in such notice:
 - 23.1.2.1 the nature, basis and brief description of the dispute; and
 - 23.1.2.2 the clause or paragraph of this Deed pursuant to which the dispute has arisen; and
 - 23.1.2.3 a written request to concur as to the appropriateness of the professional qualifications of the person (or body) they propose to be appointed pursuant to clause 23.2.
- 23.2 Any such dispute or difference notified pursuant to clause 23.1.2 shall be referred to an independent and suitable person holding appropriate professional qualifications, in light of the subject matter in dispute and such person shall act as an expert whose decision shall be final and binding on the parties in the absence of manifest error and any costs shall be payable by the parties to the dispute in such proportion as the expert shall determine and failing such determination shall be borne by the parties in equal shares.
- 23.3 In the absence of agreement as to the appointment or suitability of the person to be appointed pursuant to clause 23.2 or as to the appropriateness of the professional body within 10 Working Days after any party has given the other parties to the dispute or difference a written request to concur as to the appropriateness of the professional qualifications of the person (or body) to be appointed pursuant to clause 23.2 then such question may be referred by any party to the president for the time being of the Law Society for them to appoint a solicitor to determine the appropriate professional body or person to resolve the dispute such solicitor acting as an expert and their decision shall be final and binding on all parties in the absence of manifest error and their costs shall be payable by the parties to the dispute in such proportion as the expert shall determine and failing such determination shall be borne by the parties in equal shares.
- 23.4 Any expert howsoever appointed ("the Expert") shall be subject to the express requirement that a decision is reached and communicated to the relevant parties within the minimum practical timescale allowing for the nature and complexity of the dispute and in any event not more than 20 Working Days after the conclusion of any hearing that takes place or twenty

Working Days after they have received any final written representation pursuant to clause 23.5.

- 23.5 The Expert shall be required to give notice to any of the said parties requiring them to submit to the Expert within 10 Working Days of notification of the Expert's appointment written submissions and supporting material and the other parties will be entitled to make a counter written submission within a further 10 Working Days.
- 23.6 Nothing in this clause 23 shall be taken to fetter the ability of the Borough Council and County Council to carry out its statutory functions as local planning authority with power to enforce any breach of the obligations entered into by the Owner in this Deed or any other planning breach in respect of the Development.

24 SECTION 73 PERMISSION

- 24.1 Unless otherwise required by the Borough Council and County Council if any future planning permission is granted pursuant to section 73 of the Act for development of the Land without compliance with conditions or subject to conditions differing from those granted pursuant to the Permission ("a Section 73 Permission") then with effect from the date that any such Section 73 Permission is granted the obligations in this Deed shall (in addition to continuing to bind the Land in respect of the Permission) apply to and bind each such Section 73 Permission and the Land itself without the need for any further act by the parties and the definition of "Permission" in this Deed shall be construed to include reference respectively to the Section 73 Permission granted pursuant to any such application PROVIDED THAT nothing in this clause shall fetter the discretion of the Borough Council and County Council in determining any application under section 73 of the Act and for the avoidance of doubt any such further permission may be the subject of additional obligations.

25 SPEND IN ADVANCE

- 25.1 If prior to the receipt of any of any contributions payable pursuant to the terms of this Deed the County Council incurs any expenditure in providing additional facilities to which it was intended to apply any such contribution (or in consequence of arranging for the provision thereof) by the letting of a contract or otherwise including any design costs whether in anticipation of or as a result of the Development then the County Council may immediately following receipt of such contribution deduct there from a sum equivalent to such expenditure incurred and for the avoidance of doubt it is hereby further agreed that such proportion of any such contribution shall not be the subject of any requirement to repay or account for it or any interest accrued thereon pursuant to the terms of this Deed and that such monies shall be and remain the property of the County Council and shall not be bound by the terms of this Deed

26 JURISDICTION

- 26.1 This Deed is governed by and interpreted in accordance with the law of England and the parties submit to the non-exclusive jurisdiction of the courts of England and Wales.

26 DELIVERY

- 26.1 This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

SCHEDULE ONE
HIGHWAYS AND TRAFFIC OBLIGATIONS

"Head of Legal Services"	The Head of Legal Services at the County Council
"Pedestrian and Cycle Improvements Contribution"	The sum of £35,000.00 towards off-site pedestrian and cycle works providing sustainable access improvements from all college access points to the Havant Railway Station and/or Bus Station improving sustainable connectivity to the college from sustainable transport interchanges
"Traffic Regulation Order Contributions"	The sum of £12,000.00 (twelve thousand pounds) payable to the County Council in relation to Traffic Regulation Orders required as a result of the Development for the purposes of controlling overflow parking
"Travel Plan"	The travel plan agreed by the County Council and attached hereto
"Travel Plan Approval Fee"	The sum of £750.00 (seven hundred and fifty pounds) payable by the Owner to the County Council towards the costs incurred or to be incurred by the County Council in approving the Travel Plan
"Travel Plan Bond"	a bond OR cash deposit approved by the County Council in the sum of £11,000.00 being the sum of the cost of implementation and compliance with the targets/measures of the Travel Plan (as estimated by the County Council) plus 10% thereof by a surety acceptable to the Head of Legal Services
"Travel Plan Monitoring Fee"	Means the sum of £5,000.00 (five thousand pounds) payable by the Owner to the County Council in accordance with the provisions of this Schedule towards the costs to be incurred by the County Council in monitoring the Travel Plan

The Owner covenants with the County Council and the Borough Council as follows:

- 1.1 To pay the Pedestrian and Cycle Improvements Contribution to the County Council prior to the first Occupation of the Development.
- 1.2 Not to Occupy the Development unless the Pedestrian and Cycle Improvements Contribution has been paid to the County Council.

- 1.3 To pay the Traffic Regulation Order Contribution to the County Council prior to the first Occupation of the Development.
- 1.4 Not to Occupy the Development unless the Traffic Regulation Order Contribution has been paid to the County Council.
- 1.5 Not to Occupy nor permit Occupation of the Development or any part thereof unless and until it has implemented and complied with the Travel Plan in accordance with the requirements and timetable of the approved Travel Plan
- 1.6 Without prejudice to the approved Travel Plan the Owner shall not Occupy nor permit Occupation of the Development (or any part thereof) unless and until it has appointed a travel plan co-ordinator for the whole of the Land to implement the Travel Plan and has notified the County Council in writing of such appointment
- 1.7 On demand and in any event prior to Occupation to pay to the County Council the Travel Plan Approval Fee and the Travel Plan Monitoring Fee
- 1.8 Not to Occupy nor permit Occupation of the Development (or any part thereof) unless and until it has paid to the County Council the Travel Plan Monitoring Fee and the Travel Plan Approval Fee
- 1.9 Not to Occupy nor permit Occupation of the Development unless and until it has provided to the County Council the Travel Plan Bond to the effect that if in the opinion of the County Council acting reasonably the Owner unreasonably fails at any time within five years of Occupation of the Development to deliver the agreed measures/ targets and/or comply with any/all of the measures/targets contained within the Travel Plan the Surety shall pay to the County Council on demand such sum as may be certified by the Director to be required up to the amount of the Travel Plan Bond in order to remedy the failure to achieve and implement the agreed measures/targets contained within the Travel Plan or such alternative measures as the Director in his absolute discretion determines will achieve the overall aims of the Travel Plan or such alternatives measures as the Director in his absolute discretion determines will at no greater cost to the Owner achieve the overall aims of the Travel Plan
- 1.10 That if it or its successors in title Occupy the Development or any part thereof it or they will implement the Travel Plan relating to the Development or such part of the Development to be Occupied and shall use all reasonable endeavours to achieve the targets set therein
- 1.11 That it will in relation to the Land include in any lease or licence to any third party occupier of any part or parts of the Land a covenant that the tenant or occupier will implement the Travel Plan in respect of such part or parts of the Land and further that it will use all reasonable endeavours to enforce such obligations against any such tenant or occupier

IN WITNESS whereof the parties hereto have executed this Deed on the day and year first before written

**THE COMMON SEAL OF
THE COUNCIL OF THE BOROUGH
OF HAVANT**

was affixed in the presence of:

Authorised Signatory:



103623

**THE COMMON SEAL OF
HAMPSHIRE COUNTY COUNCIL**
was affixed in the presence of:

Authorised Signatory:

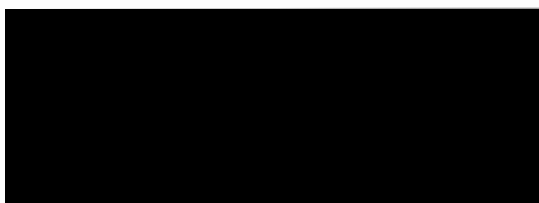


37/102133

**EXECUTED AS A DEED by
HAVANT & SOUTH
DOWNS COLLEGE CORPORATION** in the presence of:

Chair:

Member:



Havant & South Downs College Havant College Campus

Travel Plan 2024-2029

Date: April 2024
Project No. 304372
Revision: 3

Prepared by: [REDACTED]
Julian Hudson MA(Oxon) MSc MSc MCIHT

Reviewed by: [REDACTED]
Richard Hemming BEng MEng CEng MICE

 **Structural
Engineering**

 **Civil
Engineering**

 **CDM
Consultants**

 **Sustainability
and BREEAM**

 **Traffic and
Transport**

 **Flood Risk
Assessments**

 **Highway
Engineering**

 **Event
Engineering**

Issue and Amendment Record:

Revision	Comment/Amendment	Prepared	Reviewed	Approved	Date
0	First Draft	JH			02.10.23
1	Second Draft	JH			20.12.23
2	Revised Issue Version	JH			04.04.24
3	Final Issue Version	JH			25.04.24

Contents

1.0	Introduction	
2.0	Site Audit	4
3.0	Baseline Travel Demand	5
4.0	Objectives	9
5.0	Initial Targets	13
6.0	Measures	14
7.0	Management and Monitoring Arrangements	16
8.0	Action Plan	22
9.0	Delivery and Enforcement	23
		24

1.0 Introduction

- 1.1** This Travel Plan has been written by Scott White and Hookins at the request of Peter Marsh Consulting and on behalf of Havant and South Downs College (HSDC). It relates to development at the following site:

Havant & South Downs College
Havant College Campus
New Road
Havant
Hampshire
PO9 1QL

- 1.2** The currently proposed development consists of the erection of a new 3-storey teaching building in the south-eastern corner of the existing education campus. The building will provide a total of ten teaching classrooms. Alterations to the existing site car parking facilities will be made in order to provide 8 additional car parking spaces. The existing vehicular access to the Sports Block will be retained, for emergency access purposes.

- 1.3** This Travel Plan will re-examine the existing and projected baseline travel demand of the site and will set out appropriate objectives, targets, measures and actions to mitigate the impact of the site on the wider transport network. ...

- 1.4** Whilst HSDC does not have a specific policy on sustainable travel, there is a general environmental sustainability policy which can be found here: <https://hfdc-cdn.s3.eu-west-1.amazonaws.com/uploads/2022/11/Environmental-Sustainability-Policy.pdf>

- 1.5** Following comments received from Havant Borough Council's Civil Engineering team, minor updates to this Travel Plan have been made in December 2023.

- 1.6** Following comments received from Hampshire County Council Highways, further updates to this Travel Plan have been made in April 2024.

- 1.7** Scott White and Hookins shall not be liable for the use by any person of this report for any purpose other than that for which the same was prepared by Scott White and Hookins.

2.0 Site Audit

2.1 Pedestrian Facilities

- 2.1.1** The Havant College Campus is located to the north of Havant Town Centre, and occupies a site directly to the west of the Havant Borough Council offices. On the western side of the educational campus, primary pedestrian and vehicular access points are taken from Barncroft Way, a local access road which serves a number of residential streets and which runs roughly south-east to north-west between the classified B2149 New Road and Purbrook Way.
- 2.1.2** Barncroft Way benefits from pedestrian footways to both sides; the western footway is narrower and is separated from traffic by a grass verge, while the eastern footway is wider and has no verge. Both of the vehicular accesses into the HSDC Havant Campus benefit from dropped kerb crossing points which are fitted with tactile paving, providing good and safe crossings for wheelchair users and for blind and partially-sighted pedestrians. On the opposite (west) side, pedestrian crossings have dropped kerbs but no tactile paving, for example at the junctions between Barncroft Way and Trosnant Road, Stockheath Lane and Georgia Close.
- 2.1.3** The junction between Barncroft Way and the B2149 New Road benefits from a pedestrian refuge in the middle of the minor road, and dropped kerbs and tactile paving on both sides of Barncroft Way and within the pedestrian refuge. There is no dedicated crossing between the north and south sides of New Road at this location, however there is a signal-controlled pedestrian crossing of New Road to the east of Barncroft Way. This crossing point benefits from dropped kerbs, tactile paving, a Toucan crossing facility, a central pedestrian refuge and pedestrian guard railings around the central refuge.
- 2.1.4** Immediately adjacent to the signal-controlled pedestrian crossing on the north side of the New Road footway, HSDC Havant Campus benefits from a single-width pedestrian gate, which is open and accessible throughout the college day to allow staff and students quick access to the crossing and bus stops.
- 2.1.5** Further east, adjacent to the roundabout junction between New Road and Petersfield Road, there is another uncontrolled pedestrian crossing, which has dropped kerbs and "look left" and "look right" markings in the appropriate locations.
- 2.1.6** On the south arm of the roundabout (Park Road North) there is an uncontrolled pedestrian crossing with dropped kerbs, tactile paving and a central pedestrian refuge.
- 2.1.7** On the east arm of the roundabout (Elmleigh Road) there is an uncontrolled pedestrian crossing with dropped kerbs, tactile paving and a central pedestrian refuge.
- 2.1.8** On the north arm of the roundabout (Petersfield Road) there is a signal-controlled Sparrow crossing, which benefits from dropped kerbs, tactile paving, a central pedestrian refuge and pedestrian guard railings around both the central refuge and on either side of

the street between the roundabout and the junction. There is a gated secondary pedestrian access to the Havant Campus site adjacent to this pedestrian and cycle crossing. This gate is again open throughout the college day to allow staff and students to enter and leave the site at this location.

- 2.1.9 There is a pedestrian footpath which runs outside the north-eastern boundary of the Havant Campus between Petersfield Road and Holybourne Road; this is also indicated as for use by cyclists. At the southern end of the path on Petersfield Road, there is another signal-controlled pedestrian crossing, which again benefits from dropped kerbs, tactile paving, a ramped central pedestrian refuge and pedestrian guard railings around the central refuge; in this case this may partly be due to the significant level difference between the northbound and southbound carriageways.

2.2 Cycling Facilities

- 2.2.1 The existing shared cycle provision runs from Barncroft Way to the north, past the College entrance and round into New Road where it crosses New Road by means of the toucan crossing, in turn connecting to an onward cycle route along Park Road North into central Havant. This is part of a major cycle route connecting Leigh Park, through Havant, to Hayling Island; plans are in an advanced stage of development to extend this route at its northern end to Waterlooville
- 2.2.2 The recently completed Elmleigh Road cycle scheme has provide a new direct link between Havant railway station and the HSDC east gate using a segregated, dedicated cycle track and an upgrade of the controlled crossing in Petersfield Road to a 'sparrow' layout This scheme has been specifically designed by HBC to encourage active travel from the railway station to the college site.
- 2.2.3 A little further to the east, at the end of Elmleigh Road the local cycling routes connect at Leigh Road to a National Cycling Network route. NCN22 is a long-distance cycling route between Portsmouth and Bordon; it also connects Havant with locations including Cosham, Rowlands Castle and Petersfield.
- 2.2.4 There is some cycle parking within the Havant Campus, located between Blocks A and B. Shower and changing facilities are available within the existing Sports Building.

2.3 Public Transport

2.3.1 There are two railway stations within reasonable walking distance of the Havant Campus; Bedhampton Station is half a mile to the west of the site (approximately a 12 minute walk) and Havant Station is slightly closer, to the east of the site.

2.3.2 The following services are typically available from Bedhampton Station:

- 1 train per hour (tph) towards London Waterloo via Guildford
- 1tph towards Littlehampton
- 2tph towards Portsmouth & Southsea

2.3.3 Havant Station is busier still, with the following typical services:

- 3tph towards London Waterloo via Guildford
- 2tph towards London Victoria via Horsham
- 2tph towards Brighton via Worthing
- 1tph towards Littlehampton
- 6tph towards Portsmouth & Southsea, of which 4 continue to Portsmouth Harbour
- 2tph towards Southampton Central

2.3.4 The Havant Campus is also well served by buses; three services call directly outside the site on Barncroft Way (northbound and southbound) as follows:

Number	Route	Frequency
23	Leigh Park > Havant > Cosham > Portsmouth	6/hour in each direction, Mon-Fri; 5/hour in each direction Saturdays; 4/hour in each direction Sundays
27	Rowlands Castle > Havant > Emsworth	4/day in each direction, Mon-Fri only
37	Havant > Waterlooville > Cowplain > Horndean > Clanfield > Petersfield	1/hour in each direction, Mon-Fri 1/ 2hours Saturdays

2.3.5 Additional bus services call on New Road (eastbound and westbound) as follows:

Number	Route	Frequency
654	Hambledon > Denmead > Waterlooville > Havant	Schools/Colleges service
SD4	Bishops Waltham > Wickham > Fareham > Portchester > Cosham > Waterlooville > Havant	Schools/Colleges service
SD5	Gosport > Fareham > Portchester > Cosham > Waterlooville > Havant	Schools/Colleges service

2.3.6 HSDC takes a pro-active approach to sustainable travel, publishing on its website details of rail and/or bus travel options from the following origin points: Chichester, Copnor, Cosham, Drayton, Emsworth, Fareham, Havant, Hayling Island, Horndean, Petersfield, Paulsgrove, Portchester, Portsmouth, Southbourne and Waterlooville.

2.4 Local Highway Network and Parking

2.4.1 As mentioned in Section 2.1, the main entrances to the Havant Campus for pedestrians and vehicles are located on Barncroft Way. Other than the College, this street is residential in character; opposite the site many of the properties benefit from off-street car parking. Barncroft Way has double-yellow lines to both sides indicating that parking is not permitted. On Trosnant Road to the north-west of the site, signage indicates that the waiting restrictions operate Mondays to Fridays, 09:00-15:30, except for public and bank holidays. The same times apply to Nicholson Way, to the north of the site.

2.4.2 The classified road which runs to the south and to the east of the site is the B2149, which on the south side is called New Road and to the east side is called Petersfield Road. These two roads also are the nearest ones for which traffic flow data is available from the Department for Transport (DfT). The data is expressed as Annual Average Daily Traffic Flows (AADTF).

Location, Date	AADTF	HGV traffic
New Road (2022)	16,564 motor vehicles	185
New Road (2021)	12,662	99
New Road (2020)	11,480	114
New Road (2019)	14,452	134

Location, Date	AADTF	HGV traffic
Petersfield Road (2019)	18,643	438

2.4.3 The HSDC Havant Campus benefits from two main car parking areas, accessed via the northern and southern vehicular accesses off Barncroft Way. The south car park is the larger, with capacity for 136 vehicles. Of these, 3 are disabled-accessible parking bays, 1 is an allocated minibay and 10 are allocated visitor car parking spaces.

2.4.4 The smaller northern car park has capacity for 71 vehicles, including 4 disabled accessible parking bays. In addition, a hard-surfaced overspill parking area to the north-west of the artificial sports pitch has capacity for approximately another 24 parking spaces. The overspill car park is part of the potential extra parking identified in the 2018 report by Mott McDonald. None of the other areas identified in that report have been implemented at the time of writing, and one of them forms the proposed development site.

2.4.5 The proposed development site plan is provided as Appendix A to this Travel Plan.

3.0 Baseline Travel Demand

3.1 Existing Staff Travel

3.1.1 Information on Staff Travel choices was initially taken from a survey carried out in 2019, which separated out staff based wholly at Havant Campus from staff based at the South Downs Campus and staff who work across all three sites (the other being Alton Campus). This has been supplemented by a new survey carried out in March 2024, and the data is presented side-by-side to allow for comparison.

3.1.2 A total of 30 responses were recorded to the 2019 survey, which provided some useful data regarding travel distances, travel times and modal choice. While this is only 20% of the FTE staff total, it is sufficient to make robust estimates regarding travel patterns.

3.1.3 The 2024 survey provided a substantially more robust response rate of 128, equivalent to 85% of the 150 FTE staff at Havant College. Again, travel choices and postcode data were provided.

Postcode Area	Count (2019)	Count (2024)
P01 (Portsmouth Central)	-	2
P02 (Portsmouth NW)	2	4
P03 (Portsmouth NE)	-	2
P04 (Portsmouth SE)	2	6
P05 (Southsea)	1	3
P06 (Cosham/Paulsgrove)	3	13
P07 (Waterlooville)	1	16
P08 (Clanfield/Cowplain/Horndean)	4	22
P09 (Havant/Rowlands Castle)	7	19
P010 (Emsworth/Southbourne)	2	10
P011 (Hayling Island)	-	3
P012 (Gosport East)	-	2
P013 (Gosport West and Lee on Solent)	-	4
P014 (Fareham/Stubbington)	1	2
P015 (Fareham West and Whiteley)	-	1
P016 (Portchester)	1	6
P018 (Rural Areas north of Chichester)	-	1
P021 (Bognor Regis)	-	1
SO15 (Southampton Shirley/Millbrook)	1	1
SO21 (Rural Areas around Winchester)	-	1
SO22 (Winchester West)	-	1
SO31 (Bursledon/Hamble/Warsash)	-	1
GU1 (Guildford)	-	1
GU30 (Liphook)	-	1
GU33 (Liss)	-	1
GU34 (Alton)	-	2
BH17 (Poole North)	-	1
BN13 (Worthing NW)	1	1
Total Responses	26	128

3.1.4 Half of all 2019 respondents stated that it took them less than 15 minutes to travel to and from the site, and a further 37% stated that it took them less than 30 minutes to travel to and from the site. Only one respondent stated that their commute was over an hour (3% of responses). This indicates that a very high proportion of staff live locally to the Havant campus, and consequently may be able to make travel choices which do not involve private car use.

3.1.5 The additional data provided by the 2024 survey demonstrates that of the total staff, the following proportions come from areas in relatively close proximity to the Havant Campus:

Postcode Area	Count (2024)	Proportion
PO6 (Cosham/Paulsgrove)	13	10%
PO7 (Waterlooville)	16	12.5%
PO8 (Clanfield/Cowplain/Horndean)	22	17%
PO9 (Havant/Rowlands Castle)	19	14.8%
PO10 (Emsworth/Southbourne)	10	7.8%
All other PO Postcodes	37	28.9%
All other Postcodes	11	8.6%
Total	128	100%

3.1.6 The evidence is therefore clear that 62.1% of Havant College staff live within five postcode areas which are relatively close to the site, and a further 28.9% live within other postcode areas within Portsmouth and the wider area. Only up to 9% of staff are travelling from further afield.

3.1.7 However, when it came to stating travel choices, the following results were found within the surveys; the 2019 figures and extrapolation have been kept in the table so as to demonstrate the accuracy of the previous estimates:

Travel Choice	Count (2019)	Proportion (2019)	Extrapolated Numbers (2019)	Count (2024)	Proportion (2024)
Car driver, by myself	21	70%	105	101	78.9%
Car driver, with passengers	1	3%	5	-	
Car passenger (dropped off)	1	3%	5	6	4.7%
Cycling	1	3%	5	5	3.9%
Walking	4	13%	20	8	6.3%
Train	2	7%	10	4	3.1%
Bus	-	-	-	4	3.1%
Total Responses	30	99%	150	128	100%

Table 1: Existing Staff Travel (2019 and 2024 Survey Data)

3.1.8 Over half of all those who answered the question regarding why they drive stated that they drive because it is quicker than alternatives. In addition, over a third of respondents stated that they combine their work journey with dropping off or collecting family members. A similar proportion cited reliability as a factor in choosing to drive, and precisely a third cited comfort as a factor. Whilst some of these responses should not go unchallenged, it is important to understand existing choices in order to offer alternatives which may be acceptable to staff, on an individual basis if needs be.

3.1.9 Over a third of respondents stated that they would consider cycling to and from work, and just under a third stated that car-sharing would be an option for them. There were also encouraging numbers (20% of respondents in each case) who would use the bus or train.

3.1.10 In terms of incentives, College help to find car-share partners was cited by a quarter of respondents, and priority parking for car-sharers by a fifth; improved cyclists' facilities were also mentioned by several respondents. In the free-text boxes, EV charging points were mentioned by two respondents, and this is likely to be a medium-term requirement for increasing numbers of staff.

3.1.11 The existing site has a total car parking capacity of at most 99 in the North Car Park and 135 in the South Car Park. In this context, the 101 solo-occupant car drivers generate a demand equivalent to 43.2% of capacity.

3.2 Existing Student Travel

3.2.1 At present, HSDC Havant Campus has a total student population of 1,038. Since the original draft of this Transport Statement, student travel surveys have been carried out which provide a more accurate basis for estimating overall travel demand. These supersede the estimates previously provided based on the South Downs College site.

Travel Choice	Count (2024)	Proportion	Calculated Estimate
Car driver, by myself	27	18.5%	192
Dropped Off by Car	10	7%	73
Bus	61	41.6%	432
Cycling	6	4.2%	44
Walking	9	6.2%	64
Train	33	22.5%	233
Total	147	100%	1,038

Table 2: Existing Student Travel (2024 Havant Campus Survey Data)

3.2.2 The estimates shown above suggest that without any form of control, the number of students who would choose to drive would represent demand for 82% of the capacity of the Havant Campus car parks. Adding this to the staff car parking demand will exceed overall capacity by 25%. For this reason, it is considered important that HSDC implements parking restraint measures as already being operated at the South Downs Campus.

3.3 Proposed Staff and Student Travel

- 3.3.1 The proposed development is being funded via a Capacity fund and as such the new building is proposed to enable a potential increase in student numbers, of up to 267. However, the number of additional FTE staff required is likely to be low; although ten new classrooms are proposed it is not considered that as many as ten new staff would be needed, with estimates that it may be as few as three. For a robust analysis however, the impact of ten additional staff is set out as follows:

Travel Choice	Proportion	Count
Car driver, by myself	78.9%	7.9
Car passenger (dropped off or sharing a lift)	4.7%	0.5
Cycling	3.9%	0.4
Walking	6.3%	0.6
Bus or Train	6.2%	0.6
Total	100%	10

Table 3: Predicted Staff Travel

- 3.3.2 The counts above are interpreted as being likely to result in eight solo-drivers, one pedestrian who sometimes cycles, and one public transport user who sometimes gets a lift. It is believed that the additional parking demand can be catered for within the site, and this is discussed further in Section 5 of this report.
- 3.3.3 As for the student travel demand, it is estimated that only 45% of the 267 additional students would be likely to be using the building at any given time, which equates to 120 students. The travel demand of these students is likely to split in similar proportions to the existing students, as shown in Table 4 below. Where 10 students are shown as car-sharing, this should be assumed to mean a maximum of 5 vehicles (i.e. two students per vehicle).

Travel Choice	Proportion	Calculated Estimate
Car driver, by myself	18.5%	22
Dropped off by car	7%	8
Bus	41.6%	50
Cycling	4.2%	5
Walking	6.2%	7
Train	22.5%	27

Table 4: Predicted Student Travel

4.0 Objectives

- 4.1** The following objectives are relevant to the site and patterns of use found in the survey data and travel demand analysis:
- To encourage and enable the use of sustainable modes of travel to and from HSDC;
 - To reduce the number of single occupancy vehicle trips to and from HSDC;
 - To encourage more staff and students to cycle and walk (where possible) to and from HSDC.

- 4.2** In addition, the following objectives relate in particular to current and future plans for development of the Havant campus:
- To ensure that the planned development of HSDC is carried out without leading to overspill car parking within the local highway network;
 - To ensure that the current high levels of sustainable travel among students continue to be upheld;
 - To ensure that all future redevelopment of the site and buildings is carried out in such a way as to enable safer and better-quality access for pedestrians and where relevant, improved parking for bicycles and motor vehicles.

- 4.3** The following additional objectives are proposed:
- To ensure that all sustainable travel measures and actions are fully implemented within the lifetime of this Travel Plan, so as to maximise the opportunities for achieving targets and objectives.
 - To seek continuous improvement over the lifetime of this Travel Plan.

5.0 Initial Targets

- 5.1** It is important to set targets in order to be able to measure and quantify the changes sought through the Travel Planning process. Furthermore, targets need to be SMART, i.e. Specific, Measurable, Achievable, Relevant and to a Timescale.

Staff Targets

- Within the five-year period to 2029, the proportion of staff travelling by solo-occupancy car to and from HSDC will seek to reduce by 15% (to 64% of staff).
In real terms, this means that the number of FTE staff regularly travelling by solo car to and from the site will reduce from 118 to 96.
- Within the five-year period to 2029, the proportion of staff travelling by car-sharing or being dropped-off to and from HSDC will seek to increase by 5% (to 10% of staff)
In real terms, this will mean that the number of FTE staff regularly travelling by car-sharing or being dropped off to and from the site will increase from 7 to 15.
- Within the five-year period to 2029, the proportion of staff travelling by bus OR rail to and from HSDC will seek to increase by 5% (to 11% of staff)
In real terms, this will mean that the number of FTE staff regularly travelling either by bus or by rail to and from the site will increase from 9 to 17.
- Within the five-year period to 2029, the proportion of staff travelling by bicycle or walking to and from HSDC will seek to increase by 5% (to 15% of staff)
In real terms, this will mean that the number of FTE staff regularly travelling either by bicycle or by walking to and from the site will increase from 15 to 23.

Student Targets

- Within the five-year period to 2029, the proportion of students travelling by solo-occupancy car to and from HSDC will seek to reduce by 10% (to 8.5% of students)
In real terms, this will mean that the number of students regularly driving alone to and from the vicinity of the site will reduce from 192 to 88.
- Within the five-year period to 2029, the proportion of students travelling by bus or rail to and from HSDC will seek to increase by 5% (to 69% of students)
In real terms, this will mean that the number of students regularly taking the bus or train to and from the site will increase from 665 to 716.
- Within the five-year period to 2029, the proportion of students travelling by bicycle to and from HSDC will seek to increase by 5% (to 9% of students).
In real terms, this will mean that the number of students regularly cycling to and from the site will increase from 44 to 93.
- Within the five-year period to 2028, the proportion of students travelling by foot to and from HSDC will increase by 5% (to 11% of students).
In real terms, this will mean that the number of students walking to and from the site will increase from 64 to 114.

6.0 Measures

6.1 Car Parking Measures

- 6.1.1** HSDC has been considering what alterations to its car parking arrangements may feasibly be made for several years; a report produced by Mott McDonald in July 2018 set out a number of potential alterations in order to provide up to 150 additional car parking spaces within the site. However, more than half of those proposals have subsequently been dismissed as non-feasible.
- 6.1.2** In January 2020, Havant Borough Council provided a design options report for works to the car parks at the request of HSDC. This work demonstrated potential for a total of five additional car spaces within the south car park, and proposed alterations to form a one-way vehicle route within the south car park.
- 6.1.3** The proposed development will be accompanied by a small increase in car parking, of eight spaces (subject to detailed design) and this in itself represents an element of car parking restraint. These spaces will allow any increase in staff car parking demand resulting from development to be accommodated within the site.
- 6.1.4** Surveys of existing car parking demand have been undertaken in order to better understand the existing car parking occupancy of the site. The results of these surveys are set out in the table below. These results will help to inform any necessary restrictions on student parking within the Parking Management Plan which will be required as a condition on any permission for the new teaching building. Currently, HSDC is rare within Hampshire for allowing students to park at their sites, let alone for free.

Date	Car Park	Counts		Occupancy	
		AM (10:30)	PM (14:30)	AM %	PM %
Friday 22/3	North	60		61%	
	South	136		101%	
Monday 25/3	North	84	95	85%	96%
	South	129	135	96%	100%
Tuesday 26/3	North	86	88	87%	89%
	South	138	133	102%	99%
Wednesday 27/3	North	101	92	102%	93%
	South	141	106	104%	79%
Thursday 28/3	North	67	80	68%	81%
	South	131	95	97%	70%
Average	North	79.6	88.75	80.6%	89.75%
	South	135	117.25	100%	87%

Table 5: Havant Campus Parking Occupancy Surveys (2024)

6.1.5 The evidence from the surveys demonstrates that on average, the south car park is fully occupied in the mornings, albeit demand generally reduces in the afternoons. On this basis, the provision of a modest increase in car parking is considered reasonable to accommodate staff parking demand whilst not encouraging additional student car travel.

6.1.6 As the target for staff car parking demand is for 103 spaces (96 solo, 7 for car-sharers) it is suggested that the existing car parking is controlled in the following manner, provided that the annual monitoring surveys show demand varying in line with the targets:

Provision	Year 1	Year 2	Year 3	Year 4	Year 5
Allocation of Car Sharing Spaces	3	4	5	6	7
Allocation of Solo-Occupant Car Spaces	114	109	105	100	96

Table 6: Proposed Alteration in Staff Car Parking Provision during Travel Plan period

6.1.7 As the target for student car parking demand is for 88 spaces it is suggested that the existing car parking is controlled in the following manner, provided that the annual monitoring surveys show demand varying in line with the targets. Given that the overall car parking capacity of the site following development will be only 242 spaces, it will be necessary to take immediate action to reduce student car parking.

Provision	Year 1	Year 2	Year 3	Year 4	Year 5
Allocation of Car Spaces	125	116	107	98	88

Table 7: Proposed change in Student Car Parking Provision during Travel Plan period

6.1.8 If the targets are fully met as intended, the overall car parking demand following the 5-year Travel Plan will be for 191 car spaces, meaning that the existing provision can be reduced by 51 car spaces. This will provide the potential for reducing areas of hard landscaping in favour of new planting, as well as possibilities for increasing cycle parking provision or even further development of the site.

6.2 Cycle Parking Measures

6.2.1 The local authority standards require that cycle parking need is based upon Travel Plan data. The available data suggests that 3.9% of staff and 4.2% of students may be expected to cycle. On this basis, a maximum of 6 additional cycle parking spaces would be likely to meet expected demand. However, given the borough and county authorities' aspirations for increased cycling a more generous provision of 14 cycle spaces has been allowed for.

6.2.2 A location for these cycle parking facilities has been identified to the west of the business block and south of C block. These will be secure, covered facilities. In terms of access, they lie on the footpath from the east (Petersfield Road) gate, and close to the south (New Road) gate, as well as being on the route from the main west entrance (Barncroft Way) towards the proposed new building. This therefore appears to be a logical, legible and accessible location for the additional cycle parking.

6.3 Policy Measures

- 6.3.1 In 2022, HSDC published their Travel to Learn Strategy (TTLS) which focused on a number of measures and policies to manage travel demand; the document was written in relation to development at the South Downs Campus but it was noted that "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."
- 6.3.2 The following student policies from the TTLS should be applied to the Havant Campus:
- Reducing the need to travel through changes to the curriculum and a blended approach of remote learning and face-to-face teaching;
 - Optimising the number of days a student is on campus (to three days per week)
 - Student permit parking only for learners who live further from the campus
- 6.3.3 The last of the above policies can be controversial; in the case of the South Downs Campus there have been concerns raised about potential overspill parking in nearby residential streets. However, the context of the Havant Campus is different; the residential streets close to the site already benefit from residents' parking zones and/or waiting restrictions, meaning that a permit-parking approach at the College will not affect local residents' parking, as overspill car parking is not permitted or tolerated in these locations.
- 6.3.4 The parking policy which was adopted at South Downs Campus from the 2021/22 academic year is that students who can travel to college within 40 minutes or less either by public transport or active modes will not be eligible for a parking permit unless their individual circumstances require it. In order to be effectively implemented, this requires the Travel Plan Coordinator and/or their Subcommittee to individually assess student travel needs, with reference to journey time data for public transport and active travel distance calculations.
- 6.3.5 To assist with the above calculations, current student postcode data has been anonymously provided by respondents to the 2024 Travel Surveys. These provide the following indication of levels of travel from different areas. Naturally, there is some level of variation from year to year but the travel distances and times are considered adequately robust for the purposes of this analysis.

Postcode Area	Count	Proportion	Calculated Estimate
PO1 – PO5 (Portsmouth and Southsea)	29	19.7%	204
PO6 (Cosham/Paulsgrove)	20	13.6%	141
PO7 (Waterlooville)	13	8.8%	91
PO8 (Clanfield/Cowplain/Horndean)	13	8.8%	91
PO9 (Havant/Rowlands Castle)	21	14.3%	148
PO10 & PO11 (Emsworth & Hayling Island)	14	9.5%	99
PO12-PO16 (Gosport, Fareham, Portchester)	14	9.5%	99
PO18, PO19, PO22 (Chichester & Bognor)	5	3.4%	35
PO33 & PO36 (Isle of Wight)	2	1.4%	14
GU30-GU35 (Bordon, Meon Valley, Petersfield)	9	6.1%	63
Unknown/unclear/refused question	6	4.1%	42
Total	147	100%	1038

6.3.6 On the basis of the above table, it is considered likely that the following groups of students would NOT generally be eligible for parking permits, on the basis that there are:

- good and regular rail links between Havant Station and Portsmouth, Cosham, Fareham, Emsworth and Chichester
- good and regular bus links between Havant and Waterloooville, Cosham and Portsmouth
- the majority of the below areas are within 40 minutes' cycle of the Havant Campus, according to the TravelTime app (see map at Appendix B)

Home Area	Calculated Estimate
Portsmouth	204
PO6-PO11 (Cosham, Havant, Waterloooville, Hayling Island)	570
PO12-PO16 (Gosport, Fareham, Portchester)	99

6.3.7 If this is taken as a fair rule of thumb, this would significantly reduce the number of students eligible for parking permits.

6.3.8 The following relevant staff policies from the TTLS should be applied to the Havant Campus:

- Reducing the need to travel through the promotion of remote working;
- Promotion of car-sharing
- Introduction of staff parking permits and designated staff parking areas.

6.3.9 In addition, there are some policies which apply equally to staff and to students which are relevant and should be implemented at the Havant Campus:

- Implementation of walking strategies
- Encouraging cycling
- Promotion of public transport connections; Havant Campus is very well served by public transport as noted within the Site Audit.

6.4 BREEAM Travel Plan Measures

6.4.1 A number of measures are also set out in the BREEAM guidelines, some of which may have relevance to this site and use. These are discussed as follows:

- *Negotiation with local bus, train or tram companies an increase in the local service provision for the development*

The existing bus and rail services provides a high-quality service to the existing town, and the railway station is well located for the Havant Campus. It is not considered that additional negotiation of services would be likely to be feasible.

- *Provision of a public transport information system in a publicly accessible area*

This can be considered, however increasingly people have access to real time public transport information through their smartphones.

- ▣ *Provision of electric recharging stations*
It is not considered that this specific development will trigger a need for EV charging, but it is a point worthy of consideration that over the next decade the demand for these facilities is likely to increase. HSDC should consider their policy for the introduction of these facilities in response to growing demand.
- ▣ *Provision of parking priority spaces for car sharers*
This aspiration should be followed; demand for car sharing will be monitored but equally it may be an important measure to provide some of these in the first instance in order to create/catalyse additional demand.
- ▣ *Consultation with the local authority on the local cycling network and improvements.*
It is considered that HSDC should engage with the Local Highway Authority to lobby for increased cycle safety measures around the site and on major routes through the town. This may also be best achieved through a Bicycle User Group forum, which should be set up by HSDC if one does not already exist.
- ▣ *Provision of dedicated and convenient cycle storage and provision of cyclists' facilities*
This has been included within the proposed development.
- ▣ *Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas.*
The existing waiting areas are outside the College site but are of reasonable quality.
- ▣ *Restrictions or charging for car parking*
This has been included in the proposed development and the policy measures of this Travel Plan.
- ▣ *Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes*
Pedestrian and cycle friendly routes, crossings and facilities are already available in the wider network; these may require further improvements, but this is not in the gift of the College, and would be a matter for the Local Highway Authority.
- ▣ *Provision of suitable taxi drop-off or waiting areas.*
There are drop-off areas within the site albeit these are not specifically for taxi use.

6.5 Hampshire County Council Recommended Measures

6.5.1 As part of their consultation response, HCC Highways have helpfully provided a number of additional measures which they recommend, many of which are consequently set out here as they are considered appropriate and proportionate. '

- Provision of walking and cycling maps, and public transport information. While much of this can be found digitally, there is merit in creating "travel information packs" which would be available on campus, as well as providing digital links to the information via e-mail.
- Promotion of free health apps and travel websites – these can also be included in the travel information packs.
- Provision of bicycle service stations or bicycle repair equipment on campus (or visits by organisations such as Dr Bike to assist/teach cycle maintenance skills)
- Formation of a bicycle users group for staff and students.
- Promotion of the Cycle to Work scheme for staff
- Promote the Travel Plan through newsletters and/or social media
- Advertisement of student discounts on travel by bus and rail, including schemes run by the transport operators and also schemes run by the College.

7.0 Management and Monitoring Arrangements

7.1 Management

- 7.1.1** For a Travel Plan to be effectively implemented it is vital to have commitment from Senior Management. In the case of a College, the Principal should take effective leadership on Travel Planning matters. However, the day-to-day work on Travel Plan implementation should be delegated to an individual known as the "Travel Plan Coordinator" (TPC).
- 7.1.2** The role of the TPC is to fulfil all management and administrative functions of the Travel Plan, but is not necessarily a full-time job, and so could form an additional responsibility for an existing staff member. The identity and contact details for the TPC must be provided to the Local Authority, as a point of liaison and so that the Council can provide advice and support.
- 7.1.3** A Travel Plan Sub Committee would allow the TPC access to additional resources, and it can also encourage buy-in to the Travel Plan from different groups within the College, so that representatives of teaching staff, catering staff, administrative staff and students can all be on the Sub-Committee and can add their ideas, energy and assistance to making a success of the Travel Plan and in particular, implementation of actions and measures.
- 7.1.4** Hampshire County Council require a cost estimate for the TPC, so that they can hire a consultant to implement the Travel Plan if this is not done in-house. Only the College can provide a fair estimate of the costs that their staff would require for the role, and this should be provided separately, rather than in a public document.

7.2 Monitoring

- 7.2.1** In terms of monitoring requirements, updates to the Travel Surveys should be carried out in order to measure the extent of progress against targets, but also to critically examine whether measures and actions put in place are working, and if they are not, what alternatives should be tried instead. The surveys should then feed into monitoring reports which can be shared with the local authority (if they are currently able to get involved with Travel Plan monitoring) and internally within the College, either as good news/press releases or as work in progress documents to keep travel awareness high on the agenda.
- 7.2.2** For the avoidance of doubt, the scheduled dates for updated Travel Surveys and Monitoring Reports should be as follows:
- September 2025 (1 year after implementation)
 - September 2027 (3 years after implementation)
 - September 2029 (5 years after implementation)
- 7.2.3** Responsibility for carrying out future travel surveys and review of the Travel Plan will fall to the TPC or the Estates Manager, with support from the Travel Plan Sub Committee.

8.0 Action Plan

8.1 Design Measures

Action	Linked Objective	Whose Responsibility	Timescale
Ensure 8 additional car parking spaces are delivered	Avoid overspill car parking demand	Contractor and HSDC Senior Management	Prior to new building opening
Ensure that at least 14 additional secure and covered cycle spaces are delivered	Encourage more staff and students to cycle	Contractor and HSDC Senior Management	Prior to new building opening

8.2 Policy Measures

Action	Linked Objective	Whose Responsibility	Timescale
Curriculum to balance remote learning and face-to-face teaching	Reducing need to travel	Senior Management/ Curriculum coordinators	Ongoing
Optimise on-site learning (max 3 days per week)	Reducing need to travel	Senior Management/ Curriculum coordinators	Ongoing
Introduce student permit parking regime	Reduce solo-occupancy car travel	TPC and Senior Management	By September 2025
Promote staff remote working practices	Reducing need to travel	TPC and Travel Plan Subcommittee	Every term/ ongoing
Promote car-sharing through events/publicity	Reduce solo-occupancy car travel	TPC and Travel Plan Subcommittee	Every term/ ongoing
Introduce staff permit parking regime	Reduce solo-occupancy car travel	TPC and Senior Management	By September 2025
Implement walking strategies through events/publicity	Encourage more staff and students to walk	TPC and Travel Plan Subcommittee	Every term/ ongoing
Encourage cycling through events/publicity	Encourage more staff and students to cycle	TPC and Travel Plan Subcommittee	Every term/ ongoing
Promote public transport connections through publicity	Encourage more staff and students to use bus/train	TPC and Travel Plan Subcommittee	Every term/ ongoing

8.3 Other Measures (BREEAM etc)

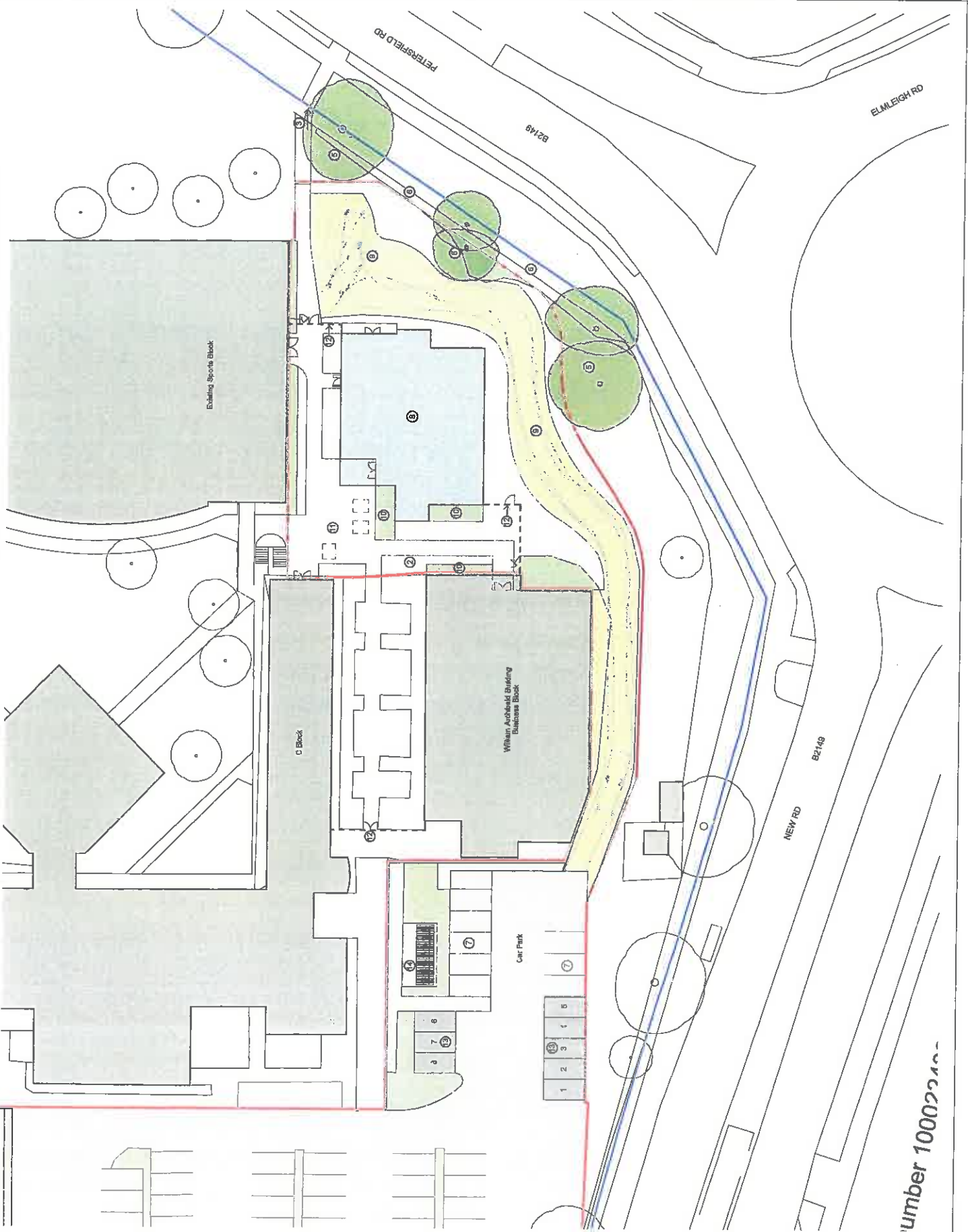
Action	Linked Objective	Whose Responsibility	Timescale
Make policy for phased introduction of EV charging facilities	Enable use of sustainable modes of travel	TPC and Senior Management	Discuss by September 2025 and repeat as needed
Provide priority parking for car-sharers	Reduce solo-occupancy car travel	TPC and Senior Management	By September 2025 and ongoing
Create Bicycle User Group to lobby the local authority on cycling infrastructure	Encourage more staff and students to cycle	TPC and Travel Plan Subcommittee	By September 2025

9.0 Delivery and Enforcement

- 9.1** It is agreed that the Travel Plan should be secured by and included within a Section 106 Legal Agreement relating to any Planning permission for the proposed new building.
- 9.2** It is agreed that a security deposit will be paid equal to the value of the actions contained in the Travel Plan Action Plan, plus a surety of 10%, as required by Hampshire County Council.
- 9.3** It is agreed that the College will pay HCC's travel plan evaluation and monitoring fees, as set out at: <https://www.hants.gov.uk/transport/developers/travelplans/assessment>

Appendix A

Proposed Site Layout Plan



Number 10002212-

Appendix B

Cycling Isochrones for Havant Campus

