

Havant & South Downs College
Havant College Campus

Travel Plan 2024-2029

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	Flood Risk Assessments
	Highway Engineering
	Event Engineering

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Contents

1.0	Introduction	4
2.0	Site Audit	5
3.0	Baseline Travel Demand	9
4.0	Objectives	13
5.0	Initial Targets	14
6.0	Measures	16
7.0	Management and Monitoring Arrangements	22
8.0	Action Plan	23
9.0	Delivery and Enforcement	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://hsdc-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 minibuss bay 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)
PO1 (Portsmouth Central)	-	2
PO2 (Portsmouth NW)	2	4
PO3 (Portsmouth NE)	-	2
PO4 (Portsmouth SE)	2	6
PO5 (Southsea)	1	3
PO6 (Cosham/Paulsgrove)	3	13
PO7 (Waterlooville)	1	16
PO8 (Clanfield/Cowplain/Horndean)	4	22
PO9 (Havant/Rowlands Castle)	7	19
PO10 (Emsworth/Southbourne)	2	10
PO11 (Hayling Island)	-	3
PO12 (Gosport East)	-	2
PO13 (Gosport West and Lee on Solent)	-	4
PO14 (Fareham/Stubbington)	1	2
PO15 (Fareham West and Whiteley)	-	1
PO16 (Portchester)	1	6
PO18 (Rural Areas north of Chichester)	-	1
PO21 (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 & P011 (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 Waterlooville, 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, Waterlooville, 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



- Key
- Site Boundary
 - Ownership Boundary

- Existing Fire Tender vehicle route on reinforced grass
- Existing lamp post
- Existing Gate
- Existing Pedestrian Path
- Existing Trees
- Existing Hedgerow
- Existing Parking
- Proposed New Building
- Proposed Fire Tender vehicle route on reinforced grass
- Proposed Planting beds
- Proposed hard paving area
- Proposed new fence and gates
- Proposed Parking (8 Spaces)
- Proposed Cycle Parking

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PROJECT

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

DRAWING TITLE

Proposed Site Plan

REV.	DATE	DESCRIPTION
P1	15.09.23	Issue for Client Review
P2	29.09.23	Issued for Planning
P3	02.10.23	Issued for Planning
P4	09.10.23	Issued for Planning

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-1003

STAGE	SUITABILITY
RIBA stage	code description
2	S2 Suitable for Information

Appendix B

Cycling Isochrones for Havant Campus

+ Add Shape

