Highway Consultation Response

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1. Response to Highway Matters

Highway Matter	Applicant Response	Action / Securing Mechanism
Staff parking	A revised site arrangement will provide three dedicated staff parking spaces at the front of the property, within the area between the entrance and exit accesses. These spaces will be marked and signed for staff use only and will be separate from the parent/carer short-stay drop-off and pick-up spaces.	Revised site layout to show 3 staff spaces. Staff parking to be managed by the Travel Plan Coordinator, including staff permits/roster control and car sharing promotion.
Parent/carer drop-off	A minimum of five short-stay parent/carer spaces will be retained for drop-off and pick-up activity. This reflects the Highway Authority's own capacity assessment, which confirms that five spaces can accommodate approximately 30 pupils per hour on a 10-minute dwell-time basis.	Drop-off and Pick-up Management Plan to be implemented from first occupation and monitored by nursery management/TPC.
Cycle parking	Nine cycle parking spaces will be provided on site. Havant Borough Council's Parking SPD requires, for private day nurseries/playgroups and creches, 1 long-stay stand per 6 full-time staff and at least 2 short-stay stands per establishment. For 9 FTE staff this equates to 2 long-stay stands plus 2 short-stay stands. On a Sheffield stand basis this provides 8 spaces, so 9 spaces exceeds the minimum requirement.	Cycle parking to be secure, sheltered, conveniently located and designed so the frame and both wheels can be locked to the fixture.
Prams and buggies	A dedicated pram/buggy storage area will be provided within the garage or shed. This will provide secure and weather-protected storage for parents/carers who walk to the nursery with younger children.	Storage area to be identified on the revised site layout or confirmed through a planning condition.
Refuse collection	Refuse will be collected from the kerbside on Bedhampton Road, consistent with the existing collection method for the property. Refuse vehicles will not enter the site; therefore a swept path for refuse vehicles entering and turning within the site is not required and would not reflect the proposed operation.	TS servicing text to be clarified to distinguish small van deliveries from kerbside refuse collection. Bins to be presented only on collection day and returned within the site after collection.
Travel Plan Coordinator	A member of nursery staff will be appointed as Travel Plan Coordinator prior to occupation. NVTP can assist during the initial implementation period, but day-to-day responsibility will sit with nursery management.	Updated Travel Plan to name the staff TPC before occupation and set out monitoring, travel packs, parent communications, staff surveys and liaison responsibilities.

2. Staff Parking and Travel Plan Controls

The applicant has reviewed the Highway Authority's comments regarding the absence of staff parking and now proposes to provide three dedicated staff parking spaces at the front of the property, within the area between the entrance and exit accesses. This responds directly to the Highway Authority's suggestion that this area could accommodate staff parking without impeding the swept path operation.

The three staff spaces would not replace the short-stay parent/carer drop-off function. A minimum of five short-stay parent/carer spaces would remain available for nursery drop-off and pick-up activity, with staff spaces clearly marked and managed separately. The arrangement should be shown on a revised site layout and, if required, supported by updated car swept path tracking to confirm that the staff spaces do not obstruct the one-way route or internal manoeuvring.

The proposal should be viewed alongside the site's sustainable transport accessibility. The nursery is located in central Bedhampton, close to residential catchments, bus stops on Lester Avenue/Bedhampton Road and Bedhampton railway station. The Travel Plan will continue to encourage staff to walk, cycle, use public transport or car share where practicable. The provision of three staff spaces is therefore not intended to create a car-led staff travel strategy; rather, it provides operational resilience for staff who may need to travel by car while maintaining a clear framework for reducing single-occupancy staff car trips.

Staff parking will be managed through the Travel Plan as follows:

- The three spaces will be marked and signed as staff-only spaces.
- Staff will be asked to confirm their usual travel mode and working pattern before the nursery opens.
- The Travel Plan Coordinator will encourage staff who live close to the site to walk, cycle or use public transport.
- Where staff car travel is unavoidable, the Travel Plan Coordinator will encourage car sharing between staff living in similar areas or working similar shift patterns.
- Staff will be made aware that the parent/carer short-stay spaces must not be used for long-stay staff parking.
- Staff travel patterns will be reviewed within six months of occupation and then annually through staff travel surveys.

3. Cycle, Scooter and Buggy Storage

The proposal will provide nine cycle parking spaces within the site. The Havant Borough Council Parking SPD identifies the relevant standard for private day nurseries/playgroups and creches as 1 long-stay cycle stand per 6 full-time staff and at least 2 short-stay stands per establishment. Based on 9 FTE staff, this equates to 2 long-stay stands, together with at least 2 short-stay stands. Using Sheffield-type stands, which generally accommodate two cycles per stand, the minimum requirement equates to 8 cycle spaces. The proposed 9 cycle spaces therefore exceeds the minimum requirement.

The final cycle parking specification should be secured by condition and should provide:

- secure and sheltered long-stay cycle parking for staff;
- convenient short-stay cycle parking for parents/carers and visitors;
- stands that allow the cycle frame and both wheels to be locked, avoiding wheel-grip-only stands;
- a location that is overlooked, accessible and clear of the vehicle manoeuvring route; and
- separate scooter parking for children, reflecting the short local journeys typically associated with nursery trips.

In addition, prams and buggies will be stored within the existing garage or shed. This will provide a secure and weather-protected location for parents/carers who walk to the nursery with younger children. The storage area will support the Travel Plan objective of making walking a practical and convenient choice for local families.

4. Drop-off and Pick-up Management Plan

A Drop-off and Pick-up Management Plan will be implemented from first occupation. The purpose of the plan is to ensure that parent/carer arrivals and departures are safely accommodated within the site and do not result in vehicles waiting on, or blocking back onto, Bedhampton Road.

4.1 Operating Principles

- All parent/carer drop-off and pick-up activity will take place within the designated on-site short-stay spaces.
- Parents/carers will be instructed not to stop, wait or park on Bedhampton Road in association with nursery drop-off or pick-up.
- The one-way in/out arrangement will be maintained during operational hours, with the entry and exit kept clear.
- Staff spaces will be separated from parent/carer short-stay spaces and will not be used by parents/carers.
- Parents/carers will be asked to keep dwell times to around 10 minutes unless a specific safeguarding or nursery handover issue requires longer.
- If all short-stay spaces are occupied, parents/carers will be instructed not to queue on Bedhampton Road and to return at their allocated window or follow staff direction through the site.

4.2 Staggered Windows

The nursery will operate staggered drop-off and pick-up windows. These windows will be allocated to parents/carers before occupation and reinforced through registration information, welcome packs and periodic reminders.

- Morning arrivals: 07:30-09:30.
- No drop-off or collection: 09:30-12:45.
- Lunchtime transitions, where required: 12:45-13:15 by prior arrangement.
- No drop-off or collection: 13:15-15:00.
- Afternoon collections: 15:00-18:00.

The above arrangement provides a two-hour morning arrival period and a three-hour afternoon collection period. On the Highway Authority's own assumption that five spaces can accommodate approximately 30 children per hour using a 10-minute dwell time, the available drop-off capacity is greater than the maximum nursery occupancy of 40 children. This capacity is further strengthened by the fact that not all children will arrive by car, siblings may arrive in the same vehicle, and the submitted TRICS multi-modal data indicates an indicative vehicle share of approximately 55%.

4.3 On-site Management

- During the initial opening period, nursery staff will observe the drop-off and pick-up operation during the busiest periods and intervene where needed.
- The Travel Plan Coordinator will keep a simple log of any queuing, overspill parking, parent/carer complaints or highway-related issues.
- Where monitoring identifies repeated early/late arrivals, the nursery will contact the relevant parent/carer and adjust allocated windows if necessary.
- Parents/carers will be reminded that failure to follow the management arrangements may result in their allocated collection/drop-off window being reviewed.
- The management plan will be reviewed within three months of opening and then as part of the annual Travel Plan monitoring process.

5. Refuse and Servicing

The Highway Authority has requested swept path tracking for refuse and servicing vehicles entering the site. The applicant confirms that refuse collection will continue to take place from the kerbside on Bedhampton Road, consistent with the current method of collection for the property. Refuse vehicles will not enter the site and will not need to turn within the site.

On this basis, refuse vehicle swept path tracking within the site is not required, as it would not represent the proposed operational arrangement. The Transport Statement should be clarified so that it distinguishes between small van servicing and kerbside refuse collection. The corrected position is as follows:

- Refuse bins will be stored within the site except on collection day.
- Bins will be presented at the kerbside on Bedhampton Road in accordance with the existing collection arrangement.
- Bins will be returned to the site as soon as practicable following collection.
- Refuse vehicles will remain on the adopted highway and will not enter the site.
- Small parcel, maintenance and similar servicing visits will be undertaken by cars or light vans only and will be scheduled outside the peak drop-off and pick-up periods where practicable.

This approach is proportionate to the scale of the nursery and avoids introducing unnecessary vehicle manoeuvres within the site. It also ensures that refuse activity does not conflict with the managed drop-off and pick-up operation.

6. Travel Plan Coordinator

The applicant confirms that a member of nursery staff will be appointed as Travel Plan Coordinator prior to occupation. NVTP can assist with the initial Travel Plan set-up, but the day-to-day implementation will sit with nursery management so that travel measures are embedded into the operation of the nursery.

The Travel Plan Coordinator will be responsible for:

- issuing staff and parent/carer travel information before opening;
- promoting walking, cycling, scooting, public transport and car sharing;
- managing the staff parking allocation and ensuring staff do not use parent/carer short-stay spaces;
- monitoring the drop-off and pick-up operation during the initial opening period;
- recording and responding to any highway-related concerns;
- undertaking staff travel surveys within six months of opening and annually thereafter; and
- liaising with the Local Planning Authority and Highway Authority where required.

7. Policy and Guidance Compliance

Policy / Guidance	Requirement	Response
NPPF paragraphs 115-118	Promote sustainable transport, secure safe and suitable access, mitigate significant transport impacts and apply the severe/unacceptable impact test.	Highways accept the site's sustainable transport context, trip generation and access visibility. The additional management measures address the remaining operational matters.
Havant Parking SPD, Table 5	Private day nurseries/playgroups: 1.5 spaces per 2 full-time staff, 1 long-stay cycle stand per 6 full-time staff, and at least 2 short-stay cycle stands per establishment.	Three dedicated staff spaces are now proposed alongside Travel Plan controls. Nine cycle spaces exceed the calculated minimum when provided using Sheffield-type stands.
Havant Local Plan Core Strategy Policies CS20, DM11 and DM12	Support accessible development, sustainable travel and mitigation of transport impacts.	The site is accessible by walking, bus and rail, with a Travel Plan, cycle/scooter/buggy storage and operational drop-off controls.

8. Conclusion

The Highway Authority's response confirms that the transport principle of the development is acceptable, subject to further operational detail. The applicant has now addressed those matters through the proposed provision of three staff parking spaces, confirmation of nine cycle parking spaces, secure pram/buggy storage, a formal Drop-off and Pick-up Management Plan, clarification that refuse collection will remain kerbside, and confirmation that a member of nursery staff will be appointed as Travel Plan Coordinator.

The proposed measures provide a balanced response. They recognise that some staff and parent/carer trips will be made by car, while maintaining the submitted Travel Plan's emphasis on walking, cycling, scooting, public transport and car sharing where practicable. The operation will be actively managed, monitored and capable of adjustment once the nursery is occupied.

With the above measures secured by condition and reflected in the revised layout/updated Travel Plan, there would be no unacceptable impact on highway safety and no severe residual cumulative impact on the road network. It is therefore respectfully requested that the Highway Authority withdraw its holding objection.