



SCHOOL OF ART AND DESIGN, BARTON PEVERIL COLLEGE, EASTLEIGH

Transport Statement

December 2022

Barton Peveril College

EDUCATIONAL DEVELOPMENT
SCHOOL OF ART AND DESIGN, BARTON PEVERIL COLLEGE
EASTLEIGH

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

Document No:	507.0009/TS/2	
Status:	Original	
	Name	Date
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Revision Record

Rev.	Date	By	Summary of Changes	Aprvd
2	13.12.22	AF	Client Comments	JM

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Barton Peveril Sixth Form College to support a planning application for an educational development comprising of a block to accommodate the School of Art and Design within the college grounds. The site is currently occupied by a 46-space car park with the indicative site location shown in **Figure 1** and the site layout attached within **Appendix A**.



Figure 1: Site Location

- 1.2 Barton Peveril College is an open access sixth form college providing courses for students aged 16 and over. The college curriculum predominantly focusses on students in Year 12 and Year 13. Established in 1974, the college has no defined catchment and has students from a wide region which covers Eastleigh and the surrounding areas.
- 1.3 A typical college day begins at 08:45 and finished at 16:00 Tuesday to Friday, On Mondays, student's first lessons begin at 10:30, whilst staff will still arrive on site for 08:45.
- 1.4 Paul Basham Associates have prepared a Full Travel Plan (TP) which encompasses the wider college and should be read in conjunction with this application.

Site History

- 1.5 There is an extensive planning history relating to Barton Peveril College which can be obtained from the Eastleigh Borough Council (EBC) planning portal and dates back to 1989. Most of the applications relate to general growth and necessary alterations to the campus.
- 1.6 A recent development which had been a significant change to the campus is the application for: *'Construction of a three storey building for business school with external 2nd floor terrace, parking, external lighting and landscaping'* (application reference: F/21/90116). This application resulted in the loss of 61 parking spaces of which 38 were relocated within the site. The development was permitted at committee in September 2021 and is currently being constructed.
- 1.7 This TS will discuss the existing site conditions and accessibility for a variety of travel modes (including Accessibility Index calculations associated with BREAAAM Criteria TRA01), summarise the development proposals including cycle parking, the parking strategy and review likely trip generation before drawing conclusions.

2. EXISTING CONDITIONS

- 2.1 The site is currently occupied by c.46 parking spaces in the north-east of the college site and is bordered by the residential properties of Cherbourg Road to the north, sheds associated with the college playing fields to the east, college playing fields and a teaching block to the south and another teaching block to the west. The site and its surroundings are shown in **Figure 2**.



Figure 2: Site Surroundings

Access Arrangements

Vehicular Access

- 2.2 The existing college has two vehicular access points. The main access associated with the proposed development is the main college access on Chestnut Avenue which also serves the college as a whole. This leads directly into the front car park via a gated access. This access also serves as the egress for the front car park (Nobel car park). The rear of the college can also be accessed from this access via a service road along the western side of the site.

- 2.3 The second access is located c.30m west of the proposed development and forms as a continuation of the Tennyson Road carriageway into the college. This access currently serves the Science car park, the bicycle sheds, the moped parking and is also the access to delivery/servicing vehicles.

Pedestrian and Cycle Access Arrangements

- 2.4 Both the Tennyson Road and the Chestnut Avenue vehicular accesses have footways on both sides of the access carriageways which facilitates pedestrian access into the site, however the northern access footway only continues to the west. The Chestnut Avenue vehicular access is also supported with a pedestrian refuge island, tactile paving and dropped kerbs. Internally, zebra crossings are provided to prioritise pedestrians and cyclists.
- 2.5 In addition to the main access on Chestnut Avenue, two additional pedestrian/cycle accesses are provided in proximity to the main access with one located c.20m east of the Chestnut Avenue access and the other located c.20m west of the Chestnut Avenue access.

Local Road Network

Tennyson Road

- 2.6 Tennyson Road is a two-way residential road measuring c.7m in width and c.450m in length. The road runs from the Chadwick Road/Kelvin Road/Coniston Road/Tennyson Road junction in the north to the service access into the college to the south. Tennyson Road is subject to a 30mph speed limit and has on-street parking bays for its duration along both sides. Tennyson Road, through its junction with Derby Road c.200m north of the site access provides a route to Chestnut Avenue via Derby Road and Passfield Avenue.

Cherbourg Road

- 2.7 The residential properties along Cherbourg Road border the site to the north and is also a residential road and measures c.6m in width and c.825m in length. Cherbourg Road runs west from the junction with Tennyson Road close to the northern college access location to the junction with the A335 (Southampton Road) to the east. Cherbourg Road is subject to a 30mph speed limit with on-street parking bays on both sides of the carriageway. The A335 then provides a route to the strategic highway network, namely the M27 via Junction 5 and the M3 via Junction 13.

Chestnut Avenue

- 2.8 Chestnut Avenue to the south of the college is c.6m wide and runs along the college frontage and operates as the main route into the site. Approximately 15m east of the vehicular access location is a raised table traffic calming feature to ensure speeds along the site frontage are low and to also offer

pedestrians are more levelled crossing. The carriageway widens c.30m in both directions of the site access location to accommodate the bus stop laybys associated with the college. In the eastern direction this widening is maintained and goes on to accommodate on-street parking.

Personal Injury Accident Data (PIA)

- 2.9 To establish whether there any existing safety concerns associated with the surrounding highways network, accident data has been obtained from TVP Hampshire Accident Site. Data was obtained from the accident site rather than Hampshire Constabulary due to timescales associated with the application's submission. The data for the latest available period 3-year period between 2019 and 2021. The study area is shown in **Figure 3**.

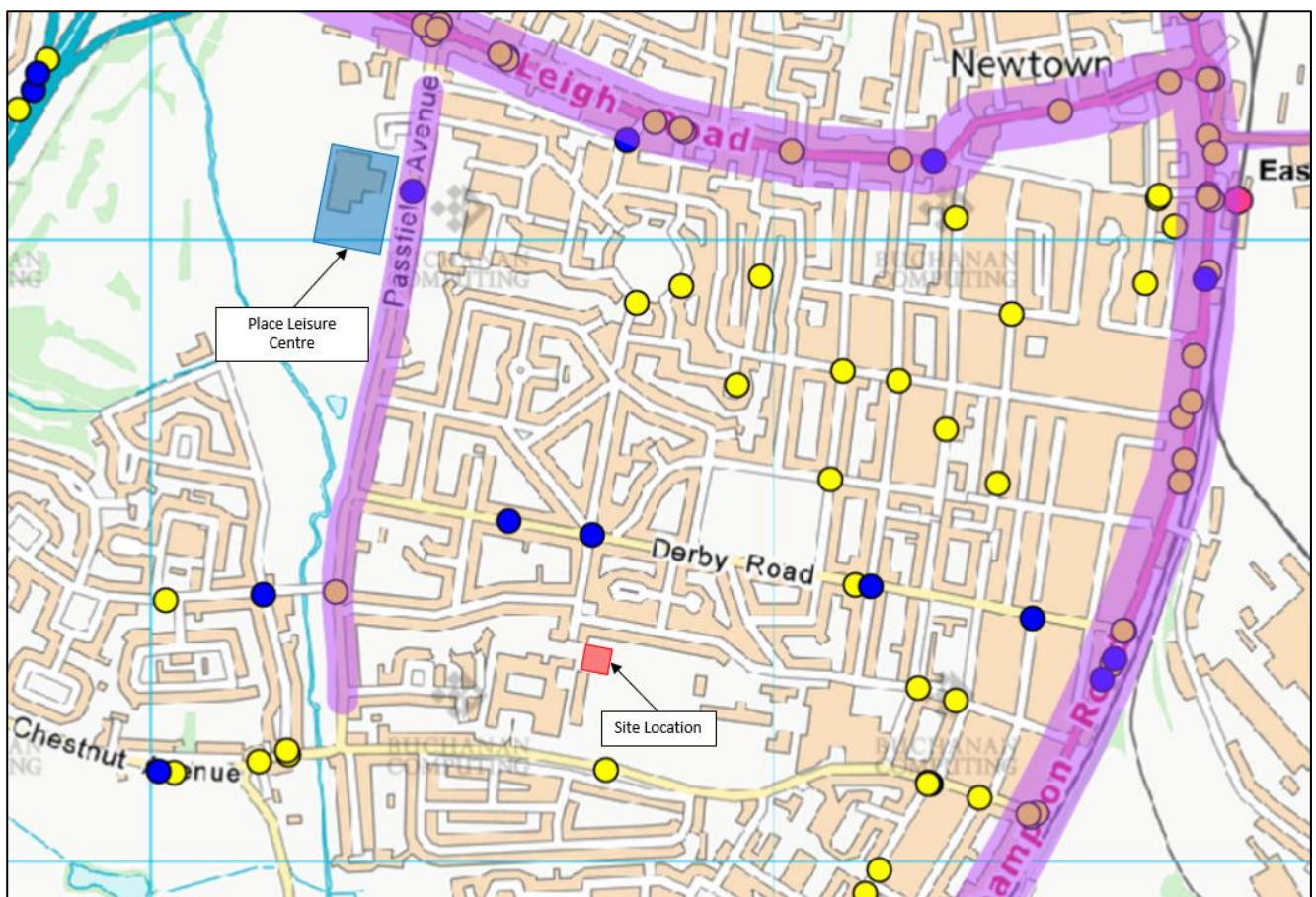


Figure 3: PIA Data

- 2.10 **Figure 3** shows that a number of PIA incidents have occurred within the residential areas to the north of the site and that one slight incident has occurred on Chestnut Avenue in proximity of the main college access. However, as a result of the parking strategy, which is discussed in greater detail with **Chapter 4**, there will be no extra traffic in the areas in which PIA incidents were recorded. Instead, traffic associated with the proposed development will likely be distributed along Chestnut Avenue (west of the College), Passfield Avenue and Leigh Road.

Chestnut Avenue

- 2.11 Four slight and one serious incident was recorded on Chestnut Avenue west of the Chestnut Avenue /Passfield Avenue roundabout. These incidents are not a cause for concern as Chestnut Avenue has recently been upgraded as part of S278 works associated with the North Stoneham Park development.

Passfield Avenue

- 2.12 One serious incident was recorded along the frontage of Places Leisure Centre. This isolated incident over a three-year period does not constitute a pattern or indicate a highway design fault which would be exacerbated by the traffic resulting from the proposed development.

Leigh Road

- 2.13 A number of incidents were recorded along Leigh Road, in particular a cluster of slight PIA incidents were recorded at the junction between Leigh Road and Passfield Avenue. Leigh Road is a busy route within Eastleigh between Eastleigh Station and the M3 Junction 13. The estimated Annual Average Daily Flows (AADF) from the Department for Transport (DfT) for Leigh Road are 11884 vehicular movements per day. PIA incidents on a road with flows of this level whilst regrettable, are inevitable. The additional flows along Leigh Road as a result of the proposed development will be a very low in proportion to existing flows. Therefore, the PIA situation along Leigh Road will not significantly deteriorate as a direct result of the development proposals.

3. SITE ACCESSIBILITY

- 3.1 Barton Peveril College is located c.1.6km southwest of Eastleigh Town Centre (when measured to the northern access), which contains extensive facilities and amenities. The surrounding local area also includes a number of educational facilities with Crestwood Community School and Eastleigh College also located on Chestnut Avenue to the east of the Barton Peveril site.
- 3.2 To demonstrate the accessibility of the site, a summary of the amenities and facilities associated with Table 7.1 of the TRA01 assessment criteria is provided in **Table 1**. Walking times based are based on 80m per minute and cycling times based on 250m per minute.

Amenity	Distance (m)	Walking Time (Minutes)	Cycling Times (Minutes)
Access to Cash			
Cash Point (Texaco Garage)	1000m	12-13 minutes	4 minutes
Appropriate Food Outlet			
College Canteen	Within the wider college site	-	-
Access to a recreation/leisure facility for fitness/sports			
College Gym	Within the wider college site	-	-
Publicly available postal facility			
Swan Centre Post Office	1250m	15-16 minutes	5 minutes
Over the counter services			
Boots Pharmacy Leigh Road	1500m	18-19 minutes	6 minutes
Community Facility			
Eastleigh Library	1200m	15 minutes	4-5 minutes
Child care facility or school			
Crestwood Community School	350m	4-5 minutes	1-2 minutes
Access to an outdoor open space			
College Playing Fields	Within the wider college site	-	-
Public sector GP surgery or general medical centre			
St Andrews Surgery	1250m	15-16 minutes	5 minutes

Table 1: Amenities in proximity to the site

- 3.3 **Table 1** indicates that all facilities outlined in in Table 7.1 of the TRA01 assessment criteria are located within a reasonable walking or cycling distance of the site portraying the accessibility of the site.

Pedestrian Infrastructure

- 3.4 The local pedestrian network benefits from a gentle topography which makes it attractive for use by pedestrians. Chestnut Avenue, on to which the college fronts, benefits from a footway on the southern side of the carriageway with a shared footway/cycleway on the northern side of the carriageway which directly passes the front of the college. The shared footway/cycleway along Chestnut Avenue is c.3m wide directly outside the college, is supported by street lighting and runs from the Chestnut Avenue/Passfield Avenue roundabout to the west to the Chestnut Avenue/High Street priority junction. Tennyson Road is also conducive to pedestrians, as both sides of the carriageway have c.2m footways.
- 3.5 Pedestrian crossing points are present along Chestnut Avenue and Tennyson Road, to facilitate safe walking and cycling for students and staff. These are supported by tactile paving, dropped kerbs and reflective bollards. At the main college access onto Chestnut Avenue there is a refuge island crossing point equipped with dropped kerbs and tactile paving.
- 3.6 Desire lines from the college are likely to include the route towards the retail area and Eastleigh Railway Station to the northeast, and thus will likely use the well-established pedestrian infrastructure along the A335 Southampton Road or meandering through residential roads to access places such as The Swan Centre. The route north from the college along Southampton Road is facilitated by a number of signal-controlled crossings.
- 3.7 The text above demonstrates that the existing routes pedestrians would utilise to access Barton Peveril College are of a good standard with footways having a minimum width of circa 2m. The routes are also well supported by a number of pedestrian crossings with signalised crossings along Southampton Road as well as a number of dropped kerb, tactile paving and pedestrian refuge island crossings along Chestnut Avenue itself. The route is therefore considered to be of good quality to support the pedestrian desire lines.

Cycle Network/Infrastructure

- 3.8 The gentle topography experienced in the area makes the local network also attractive to cyclists. Although cycle lanes are not present along Chestnut Avenue, the c.3m wide shared footway cycleway which the college fronts on to is suitable to accommodate both pedestrians and cyclists. Although there is not a shared footway cycleway in vicinity to the access off Tennyson Road, the wide carriageway (c.7m in width) and reduced traffic volumes make it suitable to accommodate both vehicles and cyclists. In addition, the on-street parking along Tennyson Road encourages cycling as it facilitates low vehicle speeds by design, whilst Tennyson Road in proximity of the northern access is subject to a 20mph speed limit. Many other routes to the north are also subject to a 20mph speed limit. LTN 1/20 Figure 4.1 outlines that mixed traffic cycling where a 20mph speed limit is in place and daily traffic flows are

between 0-3,000 vehicles should be comfortable for most people. The local area should therefore accommodate most cyclists.

- 3.9 Similar conditions are present along Southampton Road, with wide carriageways (c.8m) being conducive to cycling and is suitable to accommodate both vehicles and cyclists on the route to Eastleigh Railway Station and the Eastleigh Town Centre.
- 3.10 The local area is served well by cycleways, as demonstrated in **Figure 4**. This demonstrates areas of preferable cycle routes following identified cyclist desire lines towards Eastleigh Town Centre and areas where cyclists can be adjacent to busier routes (orange) such as the Chestnut Avenue shared footway/cycleway. Cycle facilities are also present on Southampton Road to the south towards Southampton Airport Parkway Station and Airport itself.



Figure 4: EBC Cycle Route Map in the Vicinity of the site

- 3.11 **Figure 4** shows that the existing routes are considered favourable to cycling with dedicated cycle facilities and therefore support cycling as a mode of travel.

- 3.12 In addition to the routes identified in the Eastleigh Borough Council Cycle Map, National Cycle Network (NCN) Route 23 runs from Southampton to Reading through Eastleigh. When the route approaches Eastleigh, the route traverses an off-road cycle route on Stoneham Lane. A toucan-crossing is present which allows cyclists to cross to the eastern side. From here, cyclists then have another off-road route which leads to Chestnut Avenue. Cyclists can then continue eastbound on Chestnut Avenue and utilise the shared footway / cycleway leading to the site. The proximity of the route in relation to the site location is shown in **Figure 5**.

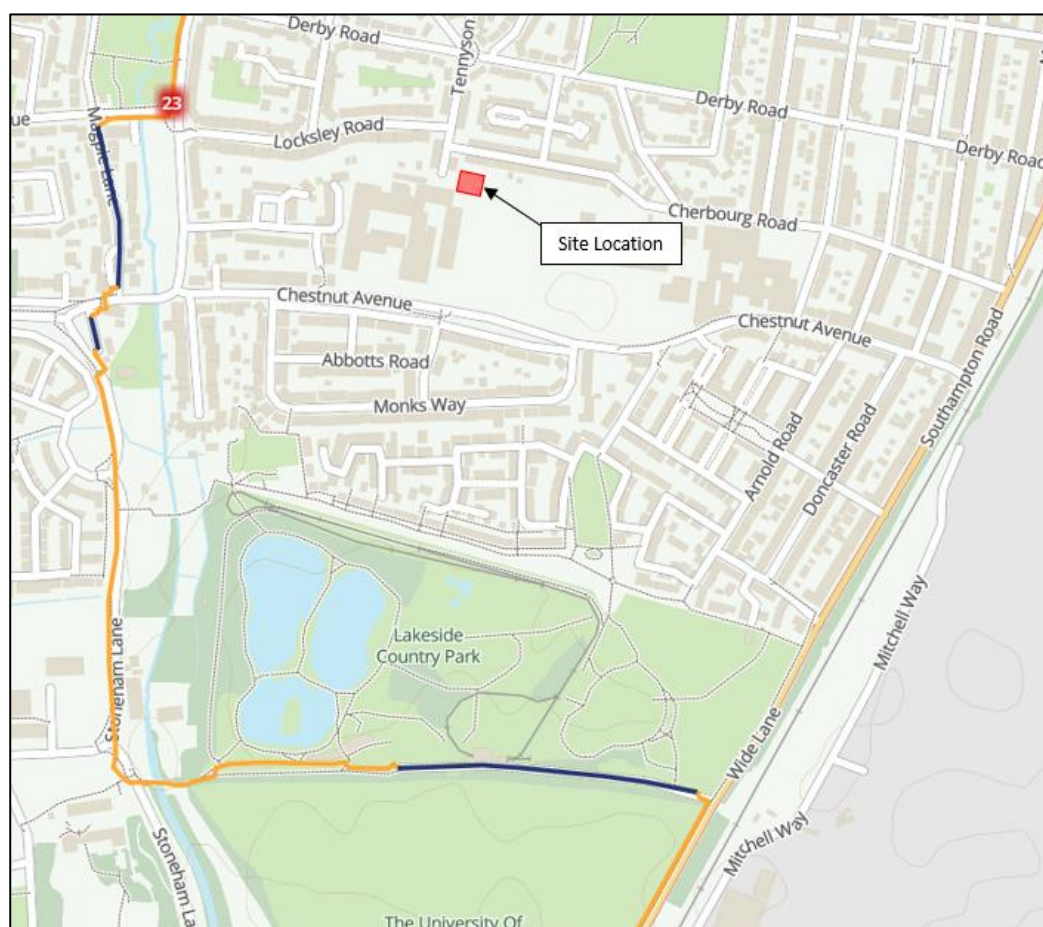


Figure 5: National Cycle Network

- 3.13 As a result of the high number of people using the cycle network to access the college, extensive cycle parking facilities are present within the college. A cycle storage providing parking capacity for 96 cycles is located in the rear of the college in proximity to the site location. Further cycle storage points are found across the site.
- 3.14 These cycle storage areas are secure and covered storage for students and members of staff alike to store their bikes during the college day. These comprise of enclosed pods containing Sheffield stands which are activated by ID cards and have self-closing mechanisms to ensure that cycles are secure throughout the day.

Public Transport Network

Bus Network

- 3.15 Barton Peveril College is well served in regard to bus services. The closest bus stops to the site are located directly adjacent to the vehicular access location onto Chestnut Avenue. The bus stops on both the northern and southern side of Chestnut Avenue are sheltered with timetables provided.
- 3.16 On the northern side of Chestnut Avenue, 10 bus stops are present in the form of lay-bys to identify the dedicated College bus services. The college offers significantly subsidised bus passes, encouraging the use of public transport to travel to the college
- 3.17 In addition to the Chestnut Avenue bus stops, local routes are provided on Derby Road to the north of the proposed development.
- 3.18 **Table 2** provides a summary of the dedicated college services and routes. At present, these services primarily arrive between 0800 – 0840 and depart between 1600 – 1630 to accommodate the college day.

Service	Provider	Route
401	Xelabus	Boorley Park – Botley – Grange Park – West End – Barton Peveril College
404	Xelabus	Thornhill – Bitterne – Barton Peveril College
405 / 406	Xelabus	Hamble – Netley – Weston – Woolston – Sholing – Barton Peveril College
407	Xelabus	Knowle – Wickham – Waltham Chase – Swanmore – Bishops Waltham – Durley – Horton Heath – Fair Oak – Barton Peveril College
408	Xelabus	Droxford – Soberton – Colden Common – Barton Peveril College
602/610/611/618/620	Bluestar	Stubbington – Whiteley – Lock Heath – Warsash – Lowford - Barton Peveril College
603	Bluestar	Portchester – Fareham – Segensworth – Barton Peveril College
605	Bluestar	Wellow – Romsey – North Baddesley – Barton Peveril College
612 / 613	Bluestar	Nursling – Lordshill – Millbrook – Shirley – Bassett – Barton Peveril College
616 / 625	Bluestar	Waterside – Lyndhurst – Totton – Barton Peveril College

623	Bluestar	Alresford – Winchester – Otterbourne – Chandlers Ford – Barton Peveril College
624	Bluestar	Plaitford – Whiteparish – Lockerley – Woodley – Ampfield – Hiltingbury – Barton Peveril College
682	Bluestar	Fair Oak – Bishopstoke – Barton Peveril College
692	Bluestar	Southampton City Centre – Portswood – Swathing – Barton Peveril College

Table 2: Dedicated College Bus Services

3.19 **Table 2** shows that there are many dedicated college bus services which cover a wide geographical area around the college.

3.20 In addition to the dedicated bus services outlined in **Table 2**, several local bus services are accessible to staff and students from either Chestnut Avenue or Derby Road. These services are summarised in **Table 3**. It is noted that staff are only expected to require these services during times associated with commuting, but student timetables are such that students will be in college for irregular times with early finishes/late starts due to timetabling.

Stop	Service Number	Provider	Route	Approximate Frequency
				Monday – Friday
Derby Road/Tennyson Road	2	Bluestar	Southampton City Centre – Portswood – Swaythling – North Stoneham Park – Barton Peveril College - Eastleigh - Bishopstoke	Every 20-60 Mins First Bus: 0500 Last Bus: 2241
Barton Peveril College	5	Bluestar	Boyatt Wood – Eastleigh – Barton Peveril College – North Baddesley	Every 60-90 Mins First Bus: 0624 Last Bus: 1746
Barton Peveril College	X4	Xelabus	Eastleigh – Barton Peveril College - Southampton Airport – West End – Hedge End	Every 60 Mins First Bus: 0659 Last Bus: 1750

Table 3: Local Bus Services

3.21 **Table 3** shows that in addition to the services outlined in the **Table 2** further public services are available to staff and students.

Rail Services

3.22 Eastleigh Railway Station is located approximately 2km northeast of the site and is accessible via a 25 minute walk or an 8-minute cycle. Eastleigh Railway Station has 130 secure and sheltered cycle parking spaces and has CCTV coverage in the cycle storage areas.

- 3.23 The general off-peak services from Eastleigh Railway Station include 1 train per hour to Poole, Salisbury, Portsmouth Harbour and Romsey, and 2 trains per hour to London Waterloo.
- 3.24 Alternative services are also available from Southampton Airport Parkway Station to the south, which is readily accessible via off-road cycle routes. Southampton Airport Parkway Station also benefits from extensive cycle parking and CCTV coverage.
- 3.25 Given the proximity of Eastleigh Railway Station and Southampton Airport Parkway to the college it is expected that this can be a main mode of travel for both staff and students, particularly for those travelling from further afield.

Accessibility Index Calculator

- 3.26 An Accessibility Index (AI) is an indicator of the accessibility and density of the public transport network at a point of interest (the proposed development/existing college). The index is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services and their proximity to the building, the higher the AI.
- 3.27 The methodology for calculating the AI uses transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham.
- 3.28 The methodology used to calculate the AI is summarised below.
- a) Distance (m) from the main building entrance to each compliant public transport node
 - b) Public transport types serving the compliant node, e.g. bus or rail
 - c) Average number of public services stopping per hour at each compliant node during the operating hours of the building for a typical day.
 - d) Average number of dedicated college services stopping per hour at each compliant node during AM and PM peak periods (0800 – 0900 and 1600 – 1700) when these services run. *This additional methodology based on shift patterns is in line with TRA01 guidance notes.*
- 3.29 Public bus service weekday frequency data between the sites anticipated opening hours (0800 – 1700) was obtained from the Bluestar and Xelabus bus operators' website and are attached within **Appendix B**, with the AI score outlined within **Table 4** and calculator outputs included within **Appendix C**.

Node	Distance from proposed main entrance	Service	Average Frequency per Hour
Derby Road/Tennyson Road Bus Stop	230m	Bluestar 2	3.7
Barton Peveril Bus Stop	250m	Bluestar 5	1.125
		Xelabus X4	1
		401	1
		404	1
		405/406	1
		407	1
		408	1
		602/610/611/618/620	1
		603	1
		605	1
		612/613	1
		616/625	1
		623	1
		624	1
		682	1
		692	1
Accessibility Index:			8.76

Table 4: Accessibility Index

3.30 **Table 4** shows that the site's Accessibility Index score is 8.76. This score shows that the proposed development is in an area of good sustainability as a score above 8 is considered sustainable enough to be eligible for credits associated with TRA02.

Summary

3.31 The local pedestrian, cycle, and bus infrastructure in proximity to Barton Peveril College are of very high standard. In particular, the plentiful cycle parking opportunities within the site and the range of bus services and proximity to Eastleigh and Southampton Airport Parkway Railway Stations creates a very attractive environment to encourage sustainable travel. In addition, all areas in which site users (predominately students) are likely to travel from are covered by either the pedestrian, cycle, bus or train networks.

4. DEVELOPMENT PROPOSALS

- 4.1 The development proposals include the construction of a new block to accommodate the School of Art and Design to the north of the college site facilitated through the removal of c.46 parking spaces. The need for a new School of Art and Design has been identified as the college is expected to have a c.19% increase in the number of students between now and 2028. This equates to an anticipated increase of 912 students. The impact of this increase on the operation of the college is discussed in greater detail within **Chapter 5**.

Access Arrangements

- 4.2 Vehicular, pedestrian and cycle access arrangements are to remain as existing with no new accesses proposed as part of the development. It is important to note at the main access from Chesnut avenue pedestrian/cyclist accesses are separated from the main vehicular access point.

Parking Strategy

- 4.3 The development proposals include in the removal of 46 parking spaces with these spaces not to be relocated on site. To confirm, the majority of students are not allowed to park on site and therefore this is a loss of staff parking only. A small number of parking spaces each year are allocated to students with mobility and health needs each year.
- 4.4 As outlined in the Travel Plan (submitted under separate cover) 77% of staff currently travel to work by car. The parking demand associated with the spaces to be lost is proposed to be relocated to Places Leisure at Fleming Park through an existing 'park and stride' scheme which was developed to support the business school redevelopment in the interim. The existing scheme currently has capacity for 50 spaces and the permit system will be extended to include more staff who currently use the car park, which will be replaced by the School of Arts and Design, on the existing site.
- 4.5 Places Leisure is located a c.10minute walk from the site location (identified in **Figure 3**) and consists of an attractive walking route with wide footways and signalised crossing points on route.
- 4.6 Constructive discussions with Places Leisure are ongoing and following the completion of the business school development (application reference: F/21/90116), it is intended that the existing agreement will be replaced with a new 3-year deal. This new deal will propose provision for 34 spaces as it has been recently observed that not all 50 spaces are being used, suggesting staff are commuting by alternative means than the private car.

- 4.7 This arrangement would result in a betterment to the existing parking arrangement, as it will reduce the number of vehicles accessing the college via the busy residential streets to the north and south of the college. It is understood that traffic in this area is a significant concern for Councillors and residents.
- 4.8 In addition to the agreement with Places Leisure, Barton Peveril College has updated its Travel Plan as part of this application and is submitted under separate cover. This includes the traditional and successful incentives and promotion of sustainable travel.
- 4.9 As a result of the implementation of the Travel Plan, the arrangement with Places Leisure would be constantly reviewed with the view that the Travel Plan would eventually negate the need for the arrangement in the future, hence the proposal for the next agreement with Places Leisure to only consist of a 3-year deal. The aim is that with 3 years of further implementing the Travel Plan parking demand will decrease such that the leased spaces will no longer be required.
- 4.10 Regarding staff numbers, the exact number of staff increases to the period to 2028 is more complex to determine. However, analysis undertaken as part of the planning application for the Business School (planning application: F/21/90116) noted that the 240 parking spaces on site as a whole (left after the construction of the Business School, given this development is also removing on-site parking) would be more than sufficient to accommodate the expected rise in staff numbers of to the 2024/2025 academic year. This analysis showed that the college would require a total parking provision for 218 members of staff up to 2024/2025.
- 4.11 A recent analysis (completed within the Design and Access Statement) utilising the same methodology as the Business School submission found that up to the start of the 2027/2028 academic year, the college could require an additional 12 staff parking spaces. This brings the total staff parking demand to 230 spaces when the School of Art and Design becomes fully operational.

- 4.12 When the loss of the 46 spaces associated with the School of Art and Design is considered, there should be 194 spaces on site with 34 additional spaces being provided at Places Leisure. A total of 228 spaces would therefore be made available for staff. This is two short of the anticipated maximum demand of 230 based on the above. This estimation of the anticipated staff parking demand can be considered a worst-case scenario as the future impact of the Travel Plan on staff modal shifts has not been taken into account. By the time this maximum demand comes to fruition and 230 parking spaces are required, it is anticipated that the measures outlined in the Travel Plan would have had time to embed into staff and the parking demand associated with at least 2 spaces would have been removed. Therefore, the college has ensured that the loss in on-site parking and the increase in staff number as a result of the development proposals, will not result in an overspill of parking onto the local highway network. It is also important not to undermine the efforts of the Travel Plan by the provision of excessive car parking being readily available on the college site.
- 4.13 As a result of the arrangement with Places Leisure and the College's Travel Plan, there is not anticipated to be an overspill of parking on the surrounding highway network as a result of the development proposals.

Cycle Parking

- 4.14 The BREEAM Assessment Criteria (adjusted for 400+ site users) has been consulted to determine the number of cycle parking spaces required and is summarised in **Table 5**.

Standard	Short Stay	Long Stay
BREEAM for Secondary Schools and sixth form, further and higher education	1/2.5 cycle space/s per 10/25 staff and students*	

Table 5: Cycle Parking Standards

*For buildings with more than 400 users, the unit of measure can be increased by a ratio of 2.5.

- 4.15 Utilising the BREEAM standard within **Table 5**, and the proposed increase of 912 students, the wider college is required to provide 91 additional parking spaces to be BREEAM compliant. As part of the proposed development, new cycle storage is planned to be incorporated into the site in the form of cycle pods. These pods will be consistent with the cycle parking at the college already and provide between 40-80 (depending on if double height pods are feasible) cycle parking spaces. The remaining 10-50 cycle parking spaces will be provided elsewhere on the college site before 2028 when the student number increases are completed.
- 4.16 This provision is considered acceptable and deemed an appropriate relative to the increase in student numbers as a result of the proposed development. The provision is again considered flexible and can be reviewed through the Travel Plan works to ensure there is enough cycle parking to meet demand.

Servicing Arrangements

- 4.17 The proposed development of the new block to accommodate the School of Art and Design will not impact the existing servicing arrangements associated with the college.

5. TRIP GENERATION

- 5.1 The development proposes the construction of a new block to accommodate the School of Art and Design in response to the expected increase in the number of Barton Peveril College students. The increase of 912 students will take the total number of students from circa 4700 at present to circa 5600 by 2028.
- 5.2 In order to understand how the College will expand between now and 2028 **Table 6** demonstrates the increase in student (and by proxy necessary staff numbers) will be generally gradual between 2023 and 2028.

	Additional students each year
2023	152
2024	152
2025	152
2026	152
2027	152
2028	152
TOTAL	912

Table 6: Projected Student Increase

- 5.3 As evident in **Table 6**, student numbers are likely to increase by around 152 year-on-year. The increase is therefore anticipated to be gradual with a consistent increase each year.
- 5.4 These changes are due to demographic changes on the 16-18 population in the area in the period to 2028. In the years exceeding 2028, the demographic changes flatten and eventually fall slightly from 2030. Therefore, no significant increases in student numbers are expected post 2028.
- 5.5 As a result of the increase in the number of students travelling to college, the college will constantly review the bus routes outlined within **Table 2**, with the view to incorporating new routes and tweaking existing routes to ensure they operate as efficiently as possible.
- 5.6 Routes frequencies are to be reviewed in accordance with the Travel Plan to increase departures from the college during the day at 12:00 and 14:30 to relieve pressure on the 16:00 services at the end of the college day.

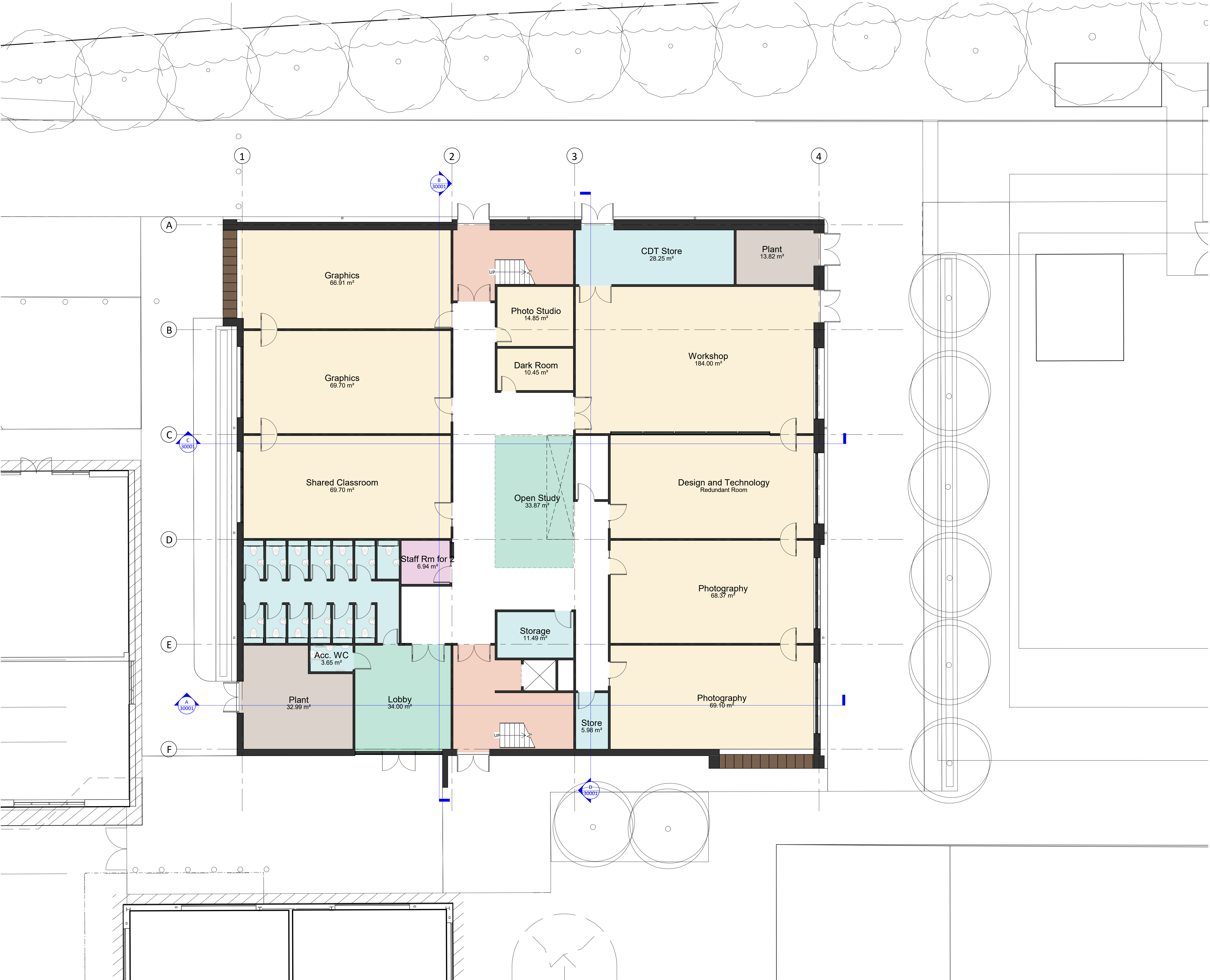
- 5.7 Also, the proposed Eastleigh Travel Hub in proximity to Eastleigh bus and Railway station, as part of the Transforming Cities Fund aims to improve the walking and cycling route for those travelling between Southampton and Eastleigh as well as connecting Eastleigh to other existing cycle and pedestrian routes including Southampton City Council's Cycle Network "SCN" route 7 and the National Cycle Network. This will improve the cycle connectivity of the college and encourage students to travel to college via sustainable modes as the scheme progresses.
- 5.8 In addition, as previously mentioned, extra cycle pods will be incorporated into the site which will have capacity for 40-80 additional cycles.
- 5.9 Furthermore, the residential areas around the college will remain Parking Control Zones to ensure students continue to be unable to park in these areas.
- 5.10 The above measures ensure that the increase in the number of students attending the college in the future can be accommodated through upgrades to the existing College travel procedures. This mitigates the potential increase in demand to access the college via the private car. As a result, the vehicular trips are unlikely to affect the local road network.
- 5.11 Regarding staff trips, as referenced in **Section 4** up to 2027/2028 an additional 12 car parking spaces for staff could be expected. Taking a robust approach, if all these spaces were used an additional 12 vehicle trips could be expected in the AM (0800-0900) peak and 12 vehicle trips in the PM (1700-1800) peak, thus 1 vehicle every 5 minutes. These trips are however in practice more likely to be distributed through the school day depending on timetabling. Such an increase would not be expected to result in a severe impact on the operation of the local road network.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Barton Peveril Sixth Form College to support a planning application for an educational development comprising of a new block to accommodate the School of Art and Design.
- 6.2 The site is currently occupied by a 46-space car park which will be removed as a result of the development proposals.
- 6.3 A review of Personal Injury Accident data showed that a number of incidents occurred within the study area. These incidents were determined not be a cause for concern in relation to the development proposals.
- 6.4 The site's location within Eastleigh means that the local pedestrian, cycle and bus infrastructure are of an excellent standard to promote sustainable travel to the site location. All facilities outlined in in Table 7.1 of the TRA01 assessment criteria are located within a reasonable walking or cycling distance of the site, with the site's Accessibility Index score being 8.76.
- 6.5 It is proposed that the parking demand associated with the lost spaces as a result of the development is relocated to Places Leisure at Fleming Park through the existing 'park and stride' scheme, albeit with the number of spaces reducing from the current 50 spaces to 34 spaces. The existing permit system would be extended to staff that currently park on the car park which will be replaced by the School of Arts and Design. Constructive discussions with Places Leisure are on-going and it is expected the current agreement will be replaced with a new 3-year deal. During this time the Travel Plan measures will also have an impact and reduce the demand for parking on site which staff travelling via more sustainable travel modes.
- 6.6 The development comes as a direct result of the projected increase of 912 students in the period between 2023 and 2028. This will take the total number of students from circa 4700 at present to circa 5600 by 2028. A number of measures including reviewing bus service frequencies, improvements to the local cycle network as part of the Transforming Cities Fund and increased cycle parking coverage at the college mitigates the need for students to access the college via the private car.
- 6.7 A recent analysis has shown the college will require an additional 12 staff parking spaces during the period of student growth up to 2028. The total provision of 244 staff parking spaces (when accommodating the loss of 46 spaces on site and the 50 'park and stride' spaces currently available to staff is sufficient to ensure that there is no overspill of parking onto the local highway network.

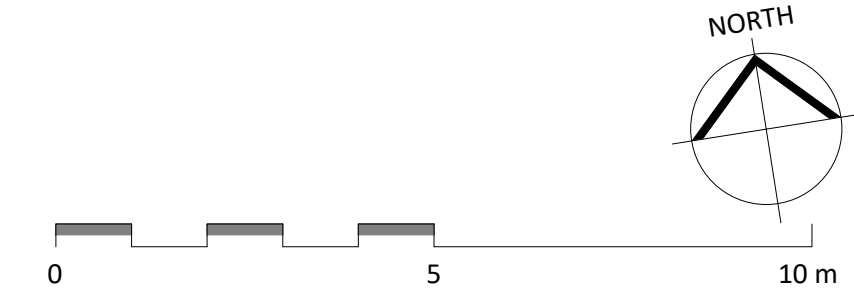
6.8 As such, this Transport Statement has therefore demonstrated that the proposed development is not anticipated to have a material impact on the surrounding highway network. We would therefore encourage HCC to look favourably on this application in relation to highways.

Appendix A



Proposed Ground Floor General Arrangement Plan
1 : 100

Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.



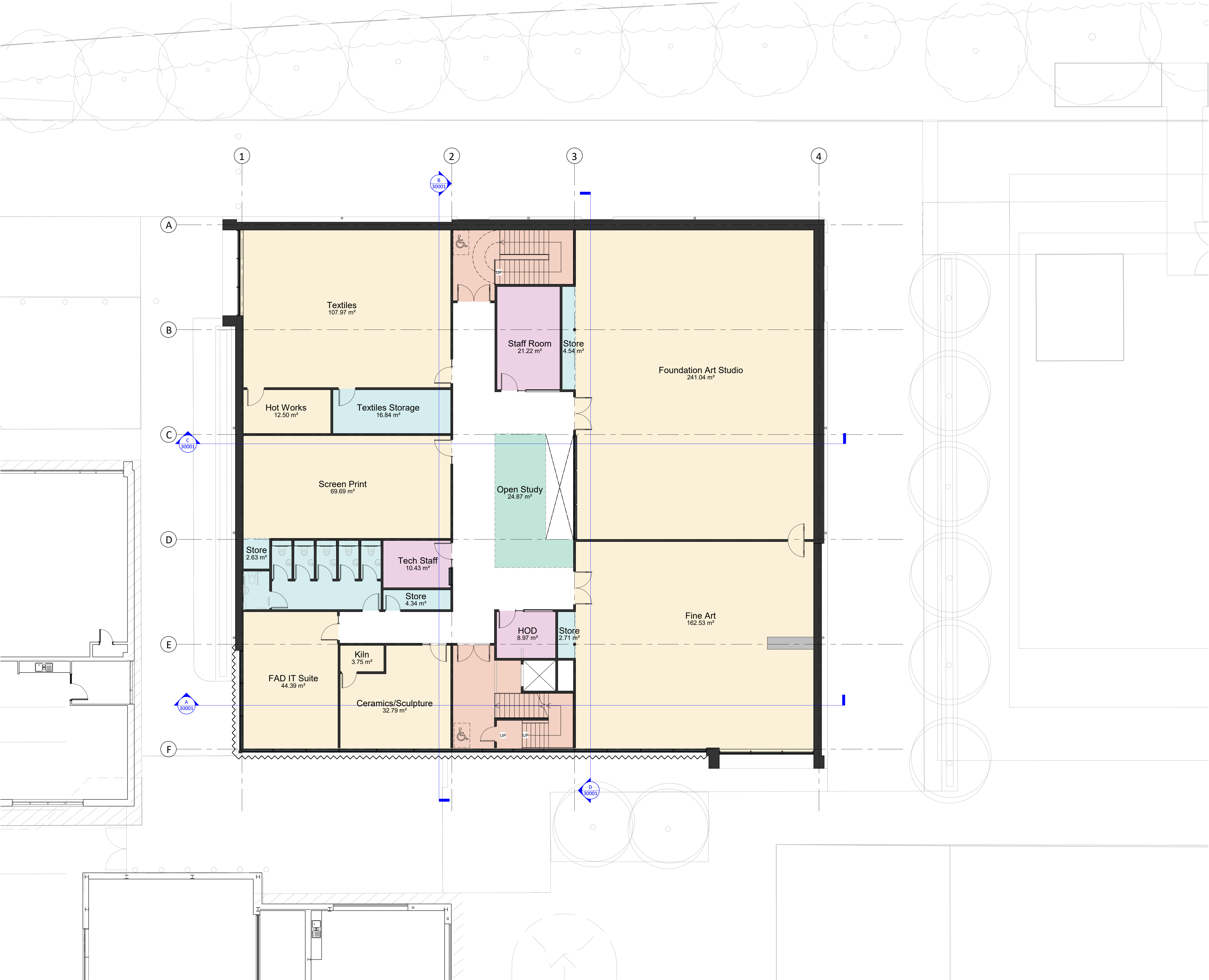
- GA Key**
- Admin
 - Circulation Core
 - Plant
 - Social
 - Teaching
 - WC/Storage

PL	PL01	16/12/2022	Planning Issue	REVISED BY
STATUS	REV	DATE	DESCRIPTION	VG
CLIENT	Barton Peveril College			CHECKED BY
				TR
				ORIGINATOR NO
				155652

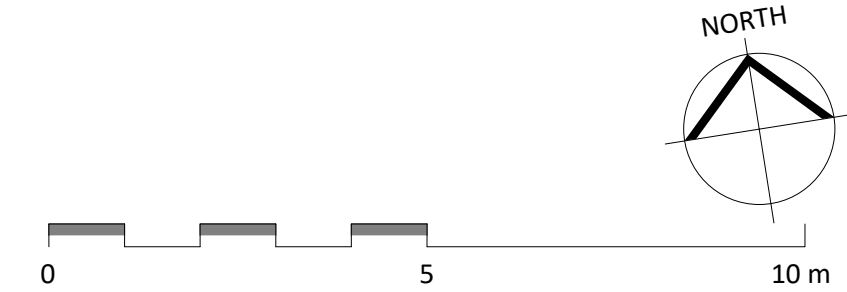
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PROJECT
BPC Art & Design Centre
Chestnut Ave, Eastleigh, SO50 5ZA

DRAWING TITLE
Proposed Ground Floor General Arrangement Plan

STATUS CODE	SCALE
PL : Authorized and accepted	1 : 100@A1
DRAWING USAGE: <i>Planning Issue</i>	
PROJECT - ORIGINATOR - VOLUME - LEVEL - TYPE - ROLE - CLASS - NUMBER	STATUS _ REVISION
155652-STL-00-00-DR-A-10001	PL_PL01



Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.



- GA Key**
- Admin
 - Circulation Core
 - Social
 - Teaching
 - WC/Storage

PL	PL01	16/12/2022	Planning Issue	REVISED BY
STATUS	REV	DATE	DESCRIPTION	VG
CLIENT	Barton Peveril College			CHECKED BY
				TR
				ORIGINATOR NO
				155652

CONSULTANT
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PROJECT
BPC Art & Design Centre
Chestnut Ave, Eastleigh, SO50 5ZA

DRAWING TITLE
Proposed First Floor General Arrangement Plan

STATUS CODE
PL : Authorized and accepted

SCALE
1 : 100@A1

DRAWING USAGE:
PROJECT - ORIGINATOR - VOLUME - LEVEL - TYPE - ROLE - CLASS - NUMBER
155652-STL-00-01-DR-A-10002

STATUS - REVISION
PL_PL01

Appendix B

Tennyson Road	Bluestar 2	08:06	08:29	08:44
BPC	bluestar 5	08:36	09:51	10:51
BPC	Xelabus X4	08:18	09:18	10:18
BPC	401	08:00-08:30	16:00-16:30	
BPC	404	08:00-08:30	16:00-16:30	
BPC	405/406	08:00-08:30	16:00-16:30	
BPC	407	08:00-08:30	16:00-16:30	
BPC	408	08:00-08:30	16:00-16:30	
BPC	602/610/611/618/620	08:00-08:30	16:00-16:30	
BPC	603	08:00-08:30	16:00-16:30	
BPC	605	08:00-08:30	16:00-16:30	
BPC	612 / 613	08:00-08:30	16:00-16:30	
BPC	616 / 625	08:00-08:30	16:00-16:30	
BPC	623	08:00-08:30	16:00-16:30	
BPC	624	08:00-08:30	16:00-16:30	
BPC	682	08:00-08:30	16:00-16:30	
BPC	692	08:00-08:30	16:00-16:30	

08:59	09:15	09:32	09:47	10:02	10:17	10:37	10:52	11:07
11:51	12:51	13:51	14:21	14:46	16:17			
11:18	12:18	13:18	14:18	15:18	16:18			

11:22	11:37	11:52	12:07	12:22	12:37	12:52	13:07	13:22
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13:37	13:52	14:07	14:22	14:37	14:52	15:07	15:22	15:41
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15:56	16:15	16:42	16:57
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Appendix C

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	230										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	3.7										

NODE 2

Public transport type	Bus										
Distance to node (m)	250										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	1.125	1	1	1	1	1	1	1	1	1	

NODE 3

Public transport type	Bus										
Distance to node (m)	250										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	1	1	1	1	1						

Accessibility Index

8.76