



Barton Peveril College, Eastleigh

Travel Plan

April 2026

Barton Peveril College



EDUCATIONAL DEVELOPMENT
BARTON PEVERIL COLLEGE
EASTLEIGH

Travel Plan

CONTROLLED DOCUMENT

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BARTON PEVERIL COLLEGE
EASTLEIGH

Travel Plan

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1. INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Barton Peveril College to support a full application for the provision of 17 additional car parking spaces (and replacement cycle parking spaces) at the existing Barton Peveril College in Eastleigh, Hampshire.
- 1.2 The proposed development site is situated in the north-western area of Barton Peveril College and is proposed to provide 17 onsite parking spaces to support the end of a 34-car parking space lease arrangement with Places Leisure Centre, Eastleigh. The overall location of the site is shown in **Figure 1**, with the proposed layout included in **Appendix A**.

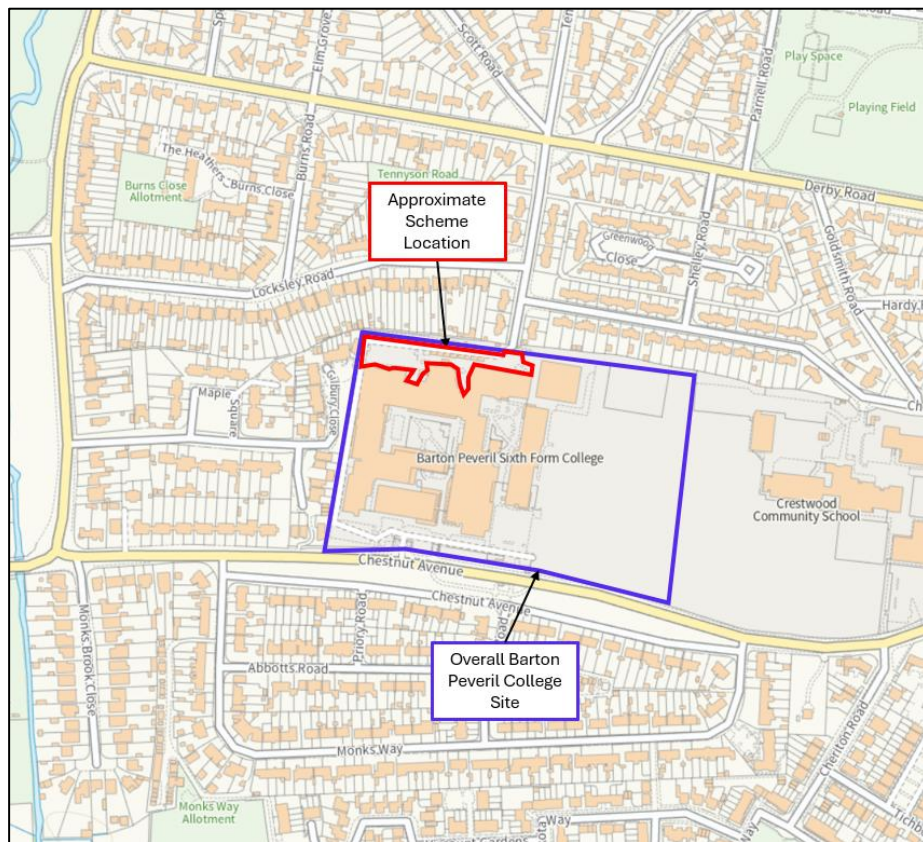


Figure 1: Site Location

Overview of Proposals

- 1.3 The development onsite will consist of the provision of 17 additional car parking spaces to the north of the Mountbatten building, on land currently occupied by a range of uses including existing cycle parking and hardstanding. Alongside these new car parking spaces, replacement cycle parking will also be provided.

Access Arrangements

- 1.4 These new parking spaces will be within the existing parking area to the north of the Mountbatten

building, which is access from the north via Tennyson Road. No changes to the access are proposed as part of this application.

- 1.5 Full details of the proposals can be found in the accompanying TS.
- 1.6 In addition to this Travel Plan, a Transport Statement has been prepared, outlining the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document.

Planning History

- 1.7 The site at Barton Peveril has been subject to a range of planning applications, dating from 1989. Whilst many are of minor significance, there has been recent growth within the campus, reflected in the most recent planning history. An application for the 'construction of a three-storey building for business school with external 2nd floor terrace, parking, external lighting and landscaping (application reference: F/21/90116) was approved via committee in September 2021. This application resulted in the loss of 61 parking spaces of which 38 were relocated within the site. At the same time, the College chose to lease an additional 50 parking spaces from Places Leisure, Eastleigh, located to the north west of the site, with a park and stride scheme implemented from Places Leisure Centre, Eastleigh to accommodate any additional parking requirements.
- 1.8 Most relevant to this TP is the planning application F/22/94434 which relates to the Construction of a two-storey building to accommodate the College's Art and Design School.
- 1.9 This new Art and Design School building was constructed on the footprint of a 46-space car park, with no replacement parking being provided on site. Instead, it was agreed that any excess parking would be accommodated by the existing arrangements at Places Leisure.
- 1.10 As such, part of this application included the extension of the lease of parking spaces at Places Leisure Centre for a further three years. However, this extension proposed a reduced provision for 34 spaces as it was recently observed that not all 50 spaces are being used, suggesting staff are commuting by alternative means than the private car. The TS submitted as part of this application (F/22/94434) has full justification for this parking arrangement.
- 1.11 This application received approval via committee in March 2023 and was accompanied by a TS and a TP. The TP for this application, which covered all of the College set out a range of target to be met over the next 5-years post opening of the new building, and this is currently in Year 4 of implementation.

- 1.12 Now that this three-year lease is coming to an end, it is therefore proposed to end the lease at Places Leisure Centre and utilise the existing footprint of the site to provide 17no. parking spaces, which this application relates to.

Purpose of the Travel Plan

- 1.13 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for future site users, whilst encouraging good design principles and working with the local community.
- 1.14 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the client (Barton Peveril College) and the Local Authorities (Hampshire County Council (HCC) and Eastleigh Borough Council (EBC)). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.
- 1.15 This TP has been produced to support the ongoing Travel Planning work at the College and covered both staff and students. Due to the longstanding Travel Plan work that are already happening at the College, with the current TPC works in Year 4, this proposal is for a 3 year Travel Plan to extend the existing role of the TPC by a further year and a half.

Travel Plan Principles

- 1.16 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

- 1.17 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
 - Chapter 3 – Site Audit
 - Chapter 4 – Aims, Objectives and Targets
 - Chapter 5 – Travel Plan Strategy – Measures
 - Chapter 6 – Action Plan and Management Strategy
 - Chapter 7 – Monitoring
 - Chapter 8 – Conclusions

2. TRAVEL PLAN POLICY

2.1 As aforementioned, this TP is based upon the College's most recent TP, which is currently being implemented and was submitted as part of the approved Art and Design School planning application (F/22/94434).

2.2 To ensure current guidance is reflected, this TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF); (December 2024)
- Transport Decarbonising Plan (DfT 2021)
- Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)
- Hampshire County Council (HCC) Local Transport Plan 4 (adopted March 2024)
- HCC's 'A Guide to Development Related Travel Plans' (2025 and 2009)
- Eastleigh Borough Council (EBC) Local Plan 2016-2036 (adopted April 2022)
- Chartered Institution for Highways and Transportation (CIHT) Planning for Walking (April 2015)

National Planning Policy Framework (NPPF)

2.3 The NPPF (December 2024) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Travel Plan is 'a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

(NPPF Para.109)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the

application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

(NPPF Para. 118)

- 2.4 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and therefore the NPPF continues to be dated December 2024. A further consultation draft of a revised NPPF was published in December 2025, however, this is yet to be adopted and thus this TP will continue to refer to the adopted December 2024 version.

Transport Decarbonisation Plan (Department for Transport, 2021)

- 2.5 The Transport Decarbonisation Plan sets the following strategic priority: “Accelerating modal shift to public and active transport” and outlines the aspiration to “make active travel the natural first choice for all who can take it”.

Planning Practice Guidance (Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government, 2014)

- 2.6 PPG is a web-based collection of guidance which provides more detailed specifications for travel plans, transport assessments, and statements.

Hampshire County Council’s Local Transport Plan 4 (February 2024)

- 2.7 LTP4 was adopted in March 2024 and sets out core policies which are used to determine how HCC plans and delivers all aspects of transport. LTP4 details the vision for 2050, transport policies, a roadmap for 2050 and wider strategies. The LTP4 policies which are relevant to this development are outlined below.

LTP4 Principles and Policies

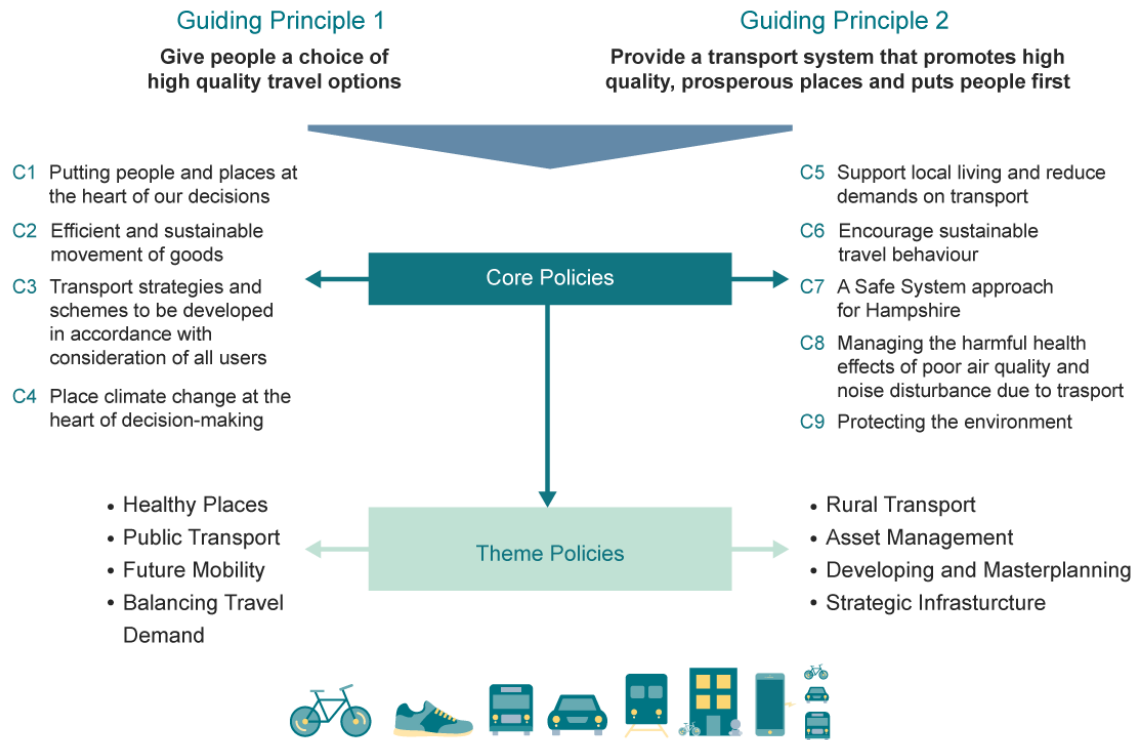


Figure 2: LTP4 principles and policies

Guiding Principle 1: Give people a choice of high-quality travel options.

- Provide a choice of high-quality travel options and reduce dependency on the private car by:
 - providing better walking, cycling and public transport choices
 - creating opportunities to 'live locally' (including homeworking)
 - owning fewer cars and using them less
- Use vehicles more efficiently to reduce per vehicle emissions, e.g. fuller loads and more efficient routes for movement of goods, smaller vehicles, well used public transport and more car sharing
- Replace our petrol and diesel vehicles (which emit CO₂) with zero emission vehicles
- Offset any remaining emissions that cannot be eliminated by the above

Guiding Principle 2: Provide a transport system that promotes high quality, prosperous places and puts people first.

Planning for people and places means:

- Creating high quality places, which encourage active and public transport use, enable social interaction, and create stronger communities;
- Creating safe, healthy, accessible, and inclusive transport options that provide more equitable access to services, opportunities and life chances, leisure and recreation, and which tackle the adverse impacts of transport on the environment; and
- Supporting and promoting key transport strategic infrastructure (primarily public and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.

Policy C1: Putting people and places at the heart of our decisions

- Develop and apply a Movement and Place Framework to manage the transport network in accordance with its function in different locations, i.e. to decide what type of measures are needed where;
- Prioritise the needs of walking and cycling, public transport users and delivery vehicles, in accordance with the specific function of different types of location;
- Use a 'Healthy Streets' approach and our 'Hampshire Walking and Cycling Principles' to plan and design welcoming, comfortable, safe and inclusive networks for everyone regardless of ability, confidence, age

- and disability; • Seek opportunities to create or reallocate road space to create better walking and cycling routes and faster routes for buses; and • Support targeted highway capacity improvements where there is a strong economic, safety, health, social or environmental case and where the Movement and Place Framework is achieved
Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users. Ensure that transport strategies and schemes give appropriate consideration (in the following order) to the following Road User Utility Framework: i. opportunities to reduce travel demand and the need to travel; ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions; iii. people who walk; iv. people who cycle and ride horses; v. people who use public transport (bus, coach, rail, taxi, community transport); vi. delivery of goods; and vii. other motor vehicles.
Policy C5: Support local living and reduce demands on transport • Support measures that enable residents to make greater use of local services and facilities and will create stronger communities (based around the liveable neighbourhood concept); • Enable local communities to deliver community-led place and transport improvements where there is funding to do so; • Support the roll out of superfast/gigabit broadband to enable home working and online access to services, so that people can travel less for these services - especially in rural areas, where the provision of the necessary infrastructure by the private sector may be slower;
Policy C6: Encourage sustainable travel behaviour • Raise awareness of the impacts of individual travel choices and encourage personal and community behaviour change; • Work with local communities, educational establishments, businesses, local media and other organisations to deliver travel planning and safety advice, and other evidence-based interventions to encourage people to walk, cycle, scoot and use public transport and car-sharing more, using innovative ways of reinforcing the messages about sustainable, healthy, and active travel; • Deliver transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private Car (with supporting behaviour change interventions where feasible); • Ensure that sustainable travel options cater for all groups, including individuals living with disabilities, limited mobility or long-term limiting health conditions and those individuals within society who are disadvantaged; • Develop and implement a Hampshire-wide parking strategy which is aligned with the LTP4 outcomes; and • Monitor the effectiveness of our approach and adapt it to changing transport needs.

Hampshire County Council's 'A Guide to Development Related Travel Plans (2025 and 2009)

- 2.8 HCC's latest Travel Plan Guidance document was published in 2025 and sets out the format and content of new Travel Plans across Hampshire. However, as aforementioned, the current TP in operation on the site, produced as part of application reference F/22/94434 was produced prior to this guidance, instead utilising HCC's previous (2009) Travel Plan guidance, and approved as such in 2023.
- 2.9 This TP has therefore been produced to compliment the existing TP on the site, whilst also looking to reflect the updated guidance from HCC, published in 2025 where appropriate.

Eastleigh Borough Council's Local Plan 2016-2036

2.10 Eastleigh Borough Council's Local Plan serves as the official framework shaping future development across the borough, covering areas such as housing, infrastructure, employment land, and environmental stewardship. The current local plan, adopted in April 2022, outlines this strategy for the period from 2016 to 2036. A range of policies and included within this local plan, with some of the most relevant listed below:

- Strategic Policy S1: Delivering sustainable development
- Strategic Policy S4: Employment Provision
- Strategic Policy S10: Community Facilities
- Strategic Policy S11: Transport Infrastructure
- Policy DM2: Environmentally sustainable developments
- Policy DM13: General development criteria - transport
- Policy DM14: Parking

CIHT's Planning for Walking (2015)

2.11 This document, published in 2015 by the CIHT outlines the characteristics of pedestrian journeys, lists the benefits of walking, identifies factors that discourage walking, summarises the legal framework that applies to pedestrians, and outlines the way that plans and strategies for pedestrian travel are developed. Furthermore, it also states a range of different desirable walking distances, including the fact that the average pedestrian journey length is 1.37km.

2.12 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within HCC and increase the modal share of alternative transport options for the benefit of the proposed development and wider community.

3. SITE AUDIT

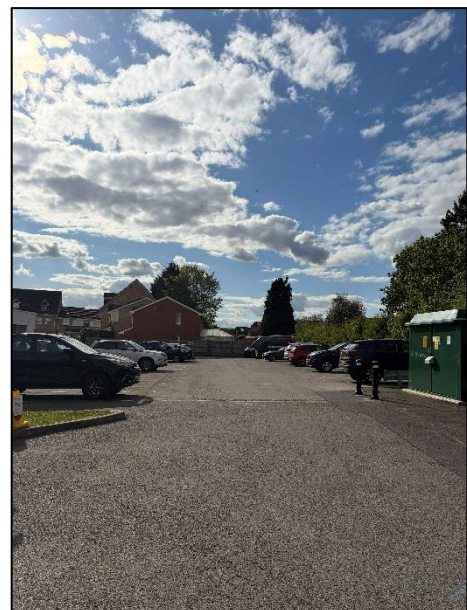
- 3.1 Barton Peveril College Eastleigh Campus is located within suburban Eastleigh, c.1.6km southwest of Eastleigh Town Centre. Barton Peveril College is a sixth college catering for students aged 16-19, focusing on primarily A-Levels, B-Techs and other vocational qualifications. Established in 1974, the college does not have a traditional geographic catchment area, with students travelling to the college from a range of locations within Eastleigh and the surrounding area.
- 3.2 A typical college day begins at 08:45 and finished at 16:00 Tuesday to Friday, On Mondays, students first lessons begin at 10:30, whilst staff will still arrive on site for 08:45.

Site Location

- 3.3 The college campus is located within a largely residential area. It is bound to the north and west by residential dwellings, Crestwood Community School and playing fields to the east and Chestnut Avenue (where the main college entrance is located) and residential dwellings to the south.
- 3.4 The site relating to this application is located to the north of the Barton College Campus, directly north of the Mountbatten Building. It is currently occupied by a range of bicycle stands and areas of hardstanding (**Photograph 1**). The existing car park, accessed from Tennyson Road is located immediately to the west of the site (Error! Reference source not found.), and the aforementioned School of Art and Design (application reference: F/22/94434) is located nearby to the east. An automatic barrier located at the southern end of Tennyson Road separates the current cycle sheds and car park beyond from the public highway network.



Photograph 1: Existing Cycle Stands



Photograph 2: Existing Car Park to the West

3.5 The site context can be seen in **Figure 2**.

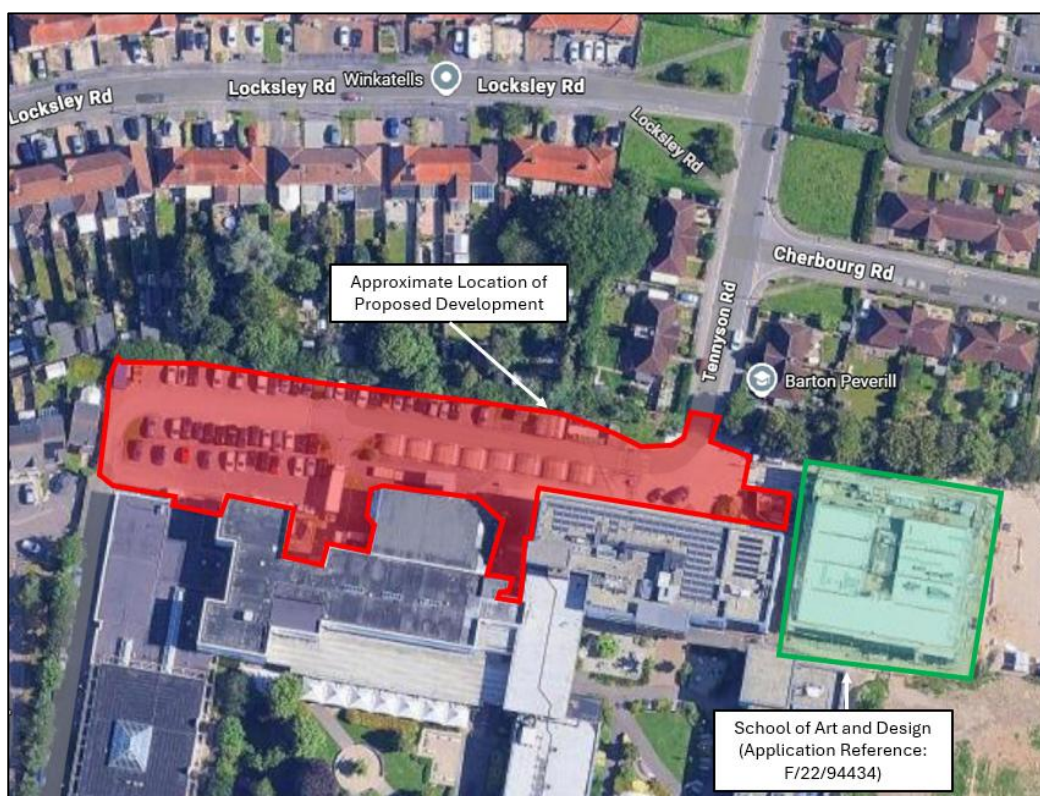


Figure 2: Site Context

Local Road Network

Tennyson Road

- 3.6 The 17 car parking spaces will be within the existing College car park will therefore be accessed from the existing access arrangement from Tennyson Road.
- 3.7 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 (**Photograph 3**). Tennyson Road is subject to a 30mph speed limit for its majority which reduces to 20mph in proximity of the northern college access and has on-street parking bays for its duration along both sides, with general conditions of Tennyson Road illustrated in **Photograph 4**. This parking is part of Controlled Parking Zone (CPZ) Z8 (**Photograph 5**), which restricts parking to resident Permit Holders Only Monday to Saturday 8am to 8pm. Therefore, this parking on Tennyson Road would be unsuitable for the vast majority of college users. 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.



Photograph 3: South End of Tennyson Road



Photograph 4: Northbound View of Tennyson Road



Photograph 5: Parking Restrictions on Tennyson Road

Cherbourg Road

- 3.8 The residential properties along Cherbourg Road border the site to the north and is also a residential road c.6m in width and c.825m in length. Cherbourg Road runs west from the junction with Tennyson Road (**Photograph 6**) 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 road network (SRN), namely the M27 via Junction 5 and the M3 via Junctions 12 and 13.



Photograph 6: Junction of Tennyson Road and Cherbourg Road

Chestnut Avenue

- 3.9 Chestnut Avenue to the south of the college is c.6m wide and runs along the college frontage. This road serves as the main vehicular and pedestrian access to 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 a more levelled crossing. The carriageway widens to 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. Parking on Chestnut Avenue within the vicinity of the college is also restricted, being part of CPZ Z4. As with other local roads, CPZ Z4 limits parking to resident permit holders only between 8am to 8pm on Mondays to Saturdays.

Site Accessibility

- 3.10 The CIHT's 'Planning for Walking' Document (2015) outlines the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations. These distances are outlined within **Table 1**.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1,200

Table 1: CIHT Suggested Walking Distances (based on 'Planning for Walking', 2015)

- 3.11 In addition to the facilities located within the college site itself, in particular the canteen, gym and playing fields, the area in proximity to the College site offers a range of facilities and amenities for students and staff to access at either end of the college day or during free periods, these are summarised in **Table 2**. Many of these facilities beyond those located within the wider college campus are within the preferred maximum distance outlined above.

Amenity	Distance from Wider College Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Bus Stops on Chestnut Avenue	80m	1 minute	Less than a minute
Bus Stops on Derby Road	230m (distance from Tennyson Road access)	3 minutes	1 minute
Dosanjh Convenience Store	650m	8 minutes	2 minutes
Shell Garage (Cash Point)	950m	11 minutes	4 minutes
Swan Centre Shopping Centre	1.3km	15 minutes	5 minutes
Eastleigh Town Centre	1.6km	20 minutes	6 minutes
Southampton Airport Parkway Railway Station	1.8km	22 minutes	7 minutes
Eastleigh Railway Station	2km	25 minutes	8 minutes

Table 2: Local Amenities and Facilities

3.12 **Table 2** Error! Reference source not found. shows that in addition to the facilities within the College site, a number of useful facilities and amenity clusters are located within walking distance of the college. In particular, Eastleigh Town Centre is accessible via a 20-minute walk or a 6-minute cycle which provides access to several amenities associated with a typical town centre location.

3.13 To further demonstrate the accessibility of the site, a summary of the amenities and facilities in **Table 3**. 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 (Shell Garage)	950m	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			

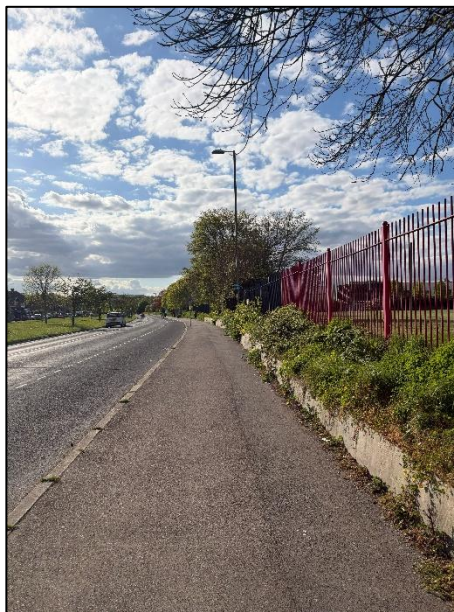
Eastleigh Library	1200m	15 minutes	4-5 minutes
Child care facility or school			
The College itself/ Crestwood Community School	Within the wider college site/ 350m	4-5 minutes	1-2 minutes
Access to an outdoor open space			
College Playing Fields	Within the wider college site	-	-
Public sector GP surgery or general medical centre			
St Andrews Surgery	1250m	15-16 minutes	5 minutes

Table 3: Summary of TRA01 Compliant Amenities

- 3.14 **Table 3** indicates that all facilities are located within a reasonable walking or cycling distance of the site (or indeed within the site itself) portraying the accessibility of the site.

Pedestrian Network

- 3.15 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 (**Photograph 7**).



Photograph 7: Shared Footway-Cycleway on Northern Side of Chestnut Avenue

- 3.16 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.

- 3.17 Tennyson Road is also conducive to pedestrians, as both sides of the carriageway have c.2m wide footways, and many students and staff that access the site on foot, whose journeys have originated from the north, may well use this entrance to access the college.
- 3.18 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 pedestrian refuge island crossing point equipped with dropped kerbs and tactile paving. This provision acts to assist pedestrians with varying degrees of disability / visual impairment.
- 3.19 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 puffin crossings.
- 3.20 In summary, 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

- 3.21 The gentle topography experienced in the area makes the local network also attractive to cyclists. Although on-road 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.
- 3.22 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.
- 3.23 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. A range of cycle signage is also present on Tennyson Road, such as in **Photograph 8**, suggesting that cycling occurs regularly via this route.



Photograph 8: Example of Cycle Signage on Tennyson Road

- 3.24 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.
- 3.25 The local area is well served by cycleways, as demonstrated in **Figure 3**. 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.
- 3.26 **Figure 3** shows that the existing routes are considered favourable to cycling with dedicated cycle facilities and therefore, support cycling as a mode of travel. In particular, Tennyson Road is marked as being 'Very light traffic and 'Good for beginners'. **Figure 3** also shows that a range of different routes are available to the Town Centre and Eastleigh Station, with many of these routes utilising minor or lightly trafficked roads, or roads with specific cycle infrastructure. A signalised parallel crossing is also provided outside Eastleigh Railway Station, providing safe passage for cyclists across Station Hill.



Figure 3: Eastleigh Borough Council Cycle Map (source: EBC)

3.27 The site is also located near to two National Cycle Routes (NCR)s. NCR 23 runs north-south along Magpie Lane to the west and links to Winchester in the north, and Lakeside Country Park and Southampton to the south, with sections of off-road cycling available throughout the route. NCR 24 meets NCR 23 and runs west towards Chandlers Ford and Romsey and east along Leigh Road into Eastleigh Town Centre. **Figure 4** shows the proximity of the site to these NCRs.

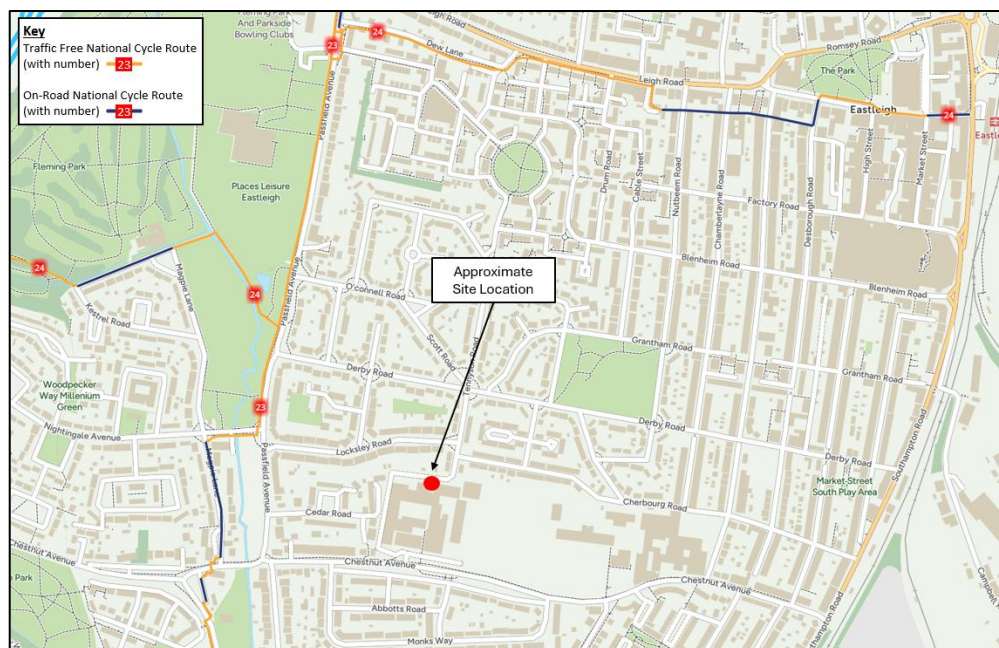


Figure 4: Nearby National Cycle Routes (source: Sustrans)

- 3.28 When NCR 23 approaches Eastleigh from the south 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 College.

Public Transport Provision

Bus Network

- 3.29 Barton Peveril College is well served in regard to bus services. The closest bus stops to the site are located 80m east of the main vehicular and pedestrian access location at Chestnut Avenue. The bus stops on both the northern and southern side of Chestnut Avenue are equipped with a flag and pole, a waiting shelter and timetable information. The eastbound bus stop (on the northern side of Chestnut Avenue can be seen in **Photograph 9**, whilst the westbound bus stop on the opposite side can be seen in **Photograph 10**).



Photograph 9: Eastbound Bus Stop on Chestnut Avenue



Photograph 10: Westbound Bus Stop on Chestnut Avenue

- 3.30 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 subsidised bus passes, encouraging students to use public transport to travel to the college
- 3.31 The College works with Bluestar to provide a range of dedicated college services for students. **Table 4** provides a summary of the dedicated college services and routes which have benefited from the college subsidies for the 2025-26 academic year. At present, these services primarily arrive between

0800 – 0840 and depart between 1600 – 1630 to accommodate the college day. Additional trips take place throughout the day to cater for those students whose timetables are more irregular.

Service	Route
425/608	Boorley Park – Botley – Grange Park – West End – Barton Peveril College
601/602/610/ 611/619/620	Stubbington - Titchfield - Segensworth - Park Gate - Locks Heath - Warsash - Lowford - Barton Peveril College
603/605/604	Portchester - Fareham - Barton Peveril College
606/607	Meon Valley - Waltham Close - Swanmore - Bishops Waltham - Horton Heath - Colden Common - Barton Peveril College
608/618	Burridge - Whiteley - Barton Peveril College
612/613/622	Nursling - Rownhams - Lordshill - Millbrook - Shirley - Bassett - Barton Peveril College
614/615/616/617 625/626/627	Waterside - Lyndhurst - Totton - Barton Peveril College
621/623/628	Kings Worthy - Winchester - Colden Common - Otterbourne - Chandlers Ford - Barton Peveril College
612 / 613	Nursling – Lordshill – Millbrook – Shirley – Bassett – Barton Peveril College
616 / 625	Waterside – Lyndhurst – Totton – Barton Peveril College
623	Alresford – Winchester – Otterbourne – Chandlers Ford – Barton Peveril College
624	Whiteparish - Shootash - Awbridge - Lockerley - Timsbury - Woodley - Ampfield - Barton Peveril College
630/631/632	Hamble - Netley - Weston - Woolston - Sholing - Thornhill - Bitterne - Barton Peveril College

Table 4: Summary of College Bus Services

- 3.32 **Table 4** shows that there are many dedicated college bus services which cover a wide geographical area around the college.
- 3.33 In addition to the dedicated college bus services outlined in **Table 4**, several local bus services are accessible to staff and students from either Chestnut Avenue or Derby Road. Both east- and westbound bus stops on Derby Road are located c.230m north of the college, and are equipped with waiting shelters, a flag and pole and timetable information (**Photograph 11**) and benefit from regular services into Eastleigh and Southampton.



Photograph 11: Bus Stops on Derby Road

3.34 The public bus services available from the bus stops near to the site are summarised in **Table 5**. It is noted that the majority of 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.

Service	Bus Stop Location	Route	Frequency		
			Weekdays	Saturdays	Sundays
Bluestar 5	Chestnut Avenue	Romsey-Eastleigh-Boyatt Wood	Hourly First Bus: 06:04 Last Bus: 20:05	Every 2 hours First Bus: 07:25 Last Bus: 20:05	No service
Bluestar 28a		Highfield-Airport Parkway Station-Chilworth Science Park	1 departure towards Chilworth (08:33) 2 departures towards Highfield (16:26 and 17:26)	No service	No service
Bluestar 2	Derby Road	Southampton-Portsmouth-Eastleigh-Fair Oak	Every 15 minutes First Bus: 05:00 Last Bus: 00:44	Every 15 minutes First Bus: 05:24 Last Bus: 00:44	Every 20 minutes First Bus: 05:47 Last Bus: 00:44
Bluestar 424		Hedge End-West End-Airport Parkway Station-Eastleigh	One Journey towards Eastleigh (Departs 08:09)	No service	No service
Bluestar 425		Boorley Green-Barton Peveril College-Eastleigh	One Journey towards Eastleigh (Departs 08:31)	No service	No service
Bluestar 24	Serves both stops	Hedge End-West End-Airport Parkway Station-Eastleigh	Hourly First Bus: 07:17 Last Bus: 17:48	Every 2 hours First Bus: 09:09 Last Bus: 17:49	No service

Table 5: Summary of Local Bus Services

3.35 **Table 5** shows that in addition to the services outlined in the **Table 4**, further public services are

available to staff and students, offering students and staff of the college a range of attractive bus travel options.

Rail Network

- 3.36 As previously shown in **Table 2**, the site is close to two railway stations. Southampton Airport Parkway Railway Station, is the closest station to the site, being c.1.8km to the southeast. Services from Southampton Airport Parkway include fast services to London Waterloo, Winchester and Basingstoke as well as services to Birmingham, Manchester, Bournemouth and Weymouth.
- 3.37 Southampton Airport Parkway has a range of facilities, including 236 cycle parking spaces. It is also a Category A Step-Free Station, meaning step free access is available to all platforms.
- 3.38 Eastleigh Railway Station is also 2km to the northeast. Eastleigh benefits from a range of facilities including a ticket office, a waiting room, 130 cycle spaces and is also Category A Step Free Access station. As well as being well linked to the site by pedestrian and cycle infrastructure (as previously described), Eastleigh Station is also directly linked to the site via Bluestar 2,4 and 5 bus services.
- 3.39 Eastleigh benefits from regular services to a range of destinations including London Waterloo, Winchester, Southampton, Portsmouth and Romsey.

Site Connectivity

- 3.40 When considering the site location on the Department for Transport's (DfT) Connectivity Tool, the site receives an overall score of between 63 to 69 out of 100 when driving is removed as shown in **Figure 5**, suggesting that Barton Peverill College is more suited for pedestrians, cyclists and public transport users than 66% (on average) of other sites in the country. Moreover, when this is reviewed within the Local Authority banding, the site receives a banding rating of A to C, where A is the highest possible score and J is the lowest, as shown in **Figure 6**, meaning that of all locations within EBC, Barton Peveril College is among the highest in terms of connectivity. This analysis is useful when considering the overall sustainability and connectivity of the site which demonstrates that the site is well located to for access via non private vehicles.



Figure 5: Connectivity Tool Overall Score

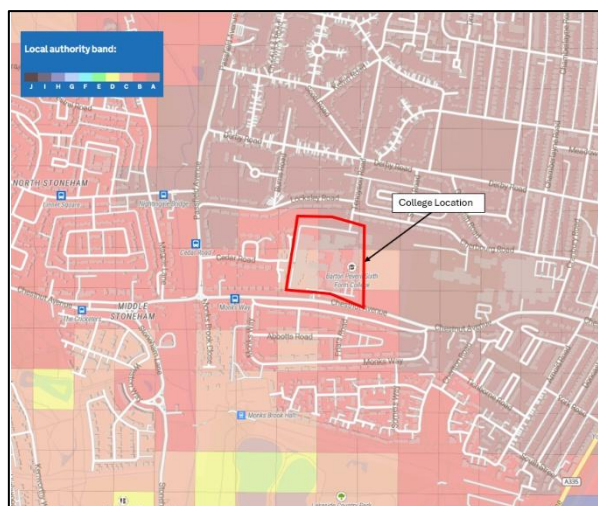


Figure 6: Connectivity Tool Local Authority Banding

Summary

- 3.41 The development site is the car park located to the north of the Mountbatten Building. Barton Peveril College benefits from a range of amenities on site, with additional amenities available within a reasonable walking distance, as well as those located within Eastleigh Town Centre, which is located c.1.6km to the northeast. The College benefits from excellent pedestrian and cycle connectivity, with a shared footway-cycleway on the northern side of Chestnut Avenue, which runs alongside the colleges' southern frontage. Tennyson Road (which provides the main vehicular and pedestrian access to the specific section of the college site that is subject to this application) also benefits from good pedestrian infrastructure and is conducive to cycling.
- 3.42 Given Barton Peveril's large catchment area, a range of school buses are provided for students, linking to destinations across Hampshire, and these are complemented by a range of frequent local bus services from nearby bus stops. Two railway stations are also nearby, with Eastleigh Railway Station also being linked by bus to the site to support rail access. The DfT's connectivity tool further underlines the connectivity of the site, ranking the site (out of 100) in the mid to high sixties. The site is therefore considered to be well connected and in a largely sustainable location.

4. AIMS, OBJECTIVES AND TARGETS

- 4.1 As aforementioned, this TP (including its aim, objectives, targets and measures) has been informed by the approved TP for the newly constructed Art and Design School, (approved in 2023 under reference: F/22/94434) and which is currently in Year 4 of implementation.

Travel Plan Aim

- 4.2 Therefore, the overall aim of the TP is:

to support the sustainable operation of the college by reducing the need for private car trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

- 4.3 Specific to this TP, the objectives are:

- Reduce vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

- 4.4 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Baseline Travel Patterns

- 4.5 Before setting specific targets, understanding how staff and students currently travel to work is essential. Whilst the previous TP utilised a Travel Survey conducted in 2020 supporting the Framework Travel Plan for the site, more recent modal split and travel pattern data is available due to monitoring carried out as part of the current Travel Plan Coordination works. Therefore, to create baseline travel patterns for this TP, Staff and Student surveys carried out in Autumn 2025 have been used. Full details of these travel surveys can be found in the Part of Year 2 and End of Year 3 Monitoring Report submitted to HCC in March 2026, with the relevant section of the report attached in **Appendix B**.

Student Travel Patterns

- 4.6 The student survey received 3,339 responses, out of approximately 4,800 students, which equates to a response rate of 70%. This high response rate provides a detailed overview of the travel habits of students attending Barton Peveril College, and the data collected is considered representative of the students in attendance. The results of this Autumn 2025 student survey will therefore form the

baseline modal splits, with the baseline modal split, and targets generated from this baseline data shown in **Table 6**.

Mode of Travel	Indicative Baseline	Year 1 Target	Year 3 Target
Car (both alone and shared)	11%	8% (-3%)	6% (-5%)
College Bus	52%	92% (+3%)	94% (+5%)
Public Bus	22%		
Train	5%		
Cycle	3%		
Walk	7%		
Total	100%	-	-

Table 6: Student Baseline Modal Split and Targets

- 4.7 As can be seen in **Table 6**, the percentage of students that travel in private vehicle is already low at 11%. This can be attributed to the age of pupils, the range of bus services on offer (with 74% of students travelling to college via either public or college bus), the general accessibility of the site (as described in Chapter 3), as well as the general policy not to provide significant amounts of student parking.
- 4.8 It should be noted that whilst this targeted reduction of car travel of 5 percentage points represents a lesser reduction than the 10-percentage points reduction required by HCC's 2025 Travel Plan guidance, the already low number of students travelling by car makes this unrealistic, and this 5 percentage point reduction is in line with that what was proposed in the current 2023 TP for the Art and Design School (and actually represents a greater reduction considering the proposals to run this new TP over 3 years not 5).

Staff Travel Patterns

- 4.9 Meanwhile, the staff survey received 200 responses, out of approximately 315 members of staff, which equates to a response rate of 63%. This high response rate provides a detailed overview of the current travel habits of staff commuting to Barton Peveril College, and the data collected is considered representative of the staff.
- 4.10 As with the student survey, the results of this Autumn 2025 staff survey will therefore form the baseline modal splits, with the baseline modal split, and targets generated from this baseline data shown in **Table 7**.

Mode of Travel	Indicative Baseline	Year 1 Target	Year 3 Target
Car Alone	66%	76% (-2%)	73% (-5%)
Car Share	12%		
Bus	3%	23% (+2%)	26% +(5%)
Train	2%		
Cycle	8%		
Walk	8%		
Taxi	1%	1%	1%
Total	100%	-	-

Table 7: Staff Baseline Modal Splits and Targets

- 4.11 As can be seen in **Table 7**, the percentage of staff that travel in private vehicle is at 78%, albeit 12% car share. This TP therefore proposes a 5-percentage points reduction in all car travel, to 68% within the three years of this TP, with a subsequent 5-percentage points increase in public transport and active modes.
- 4.12 This 5-percentage points reduction in car trips for staff is inline with the same staff target proposed within the Art and Design School (reference: 22/F/94434). However, as alluded to, given the shorter time frame of this TP (3 years instead of 5) this also represents a more ambitious target.

5. TRAVEL PLAN STRATEGY AND MEASURES

- 5.1 A Travel Plan is a useful tool produced to encourage staff and visitors to use alternative modes of transport to single occupancy vehicle journeys. The following provides a summary of the measures available to target users of the development site.

Measures Package

On-site Infrastructure

- 5.2 The development includes the following onsite Infrastructure measures, which will be implemented by the College prior to the start of the 2026/27 College year:

- Replacement, Secure and Improved Cycle Parking

Promotional Measures

- 5.3 The following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.

- 5.4 The measures set out in this section reflect the existing Travel Plan for the site and look to support the potential for achieving a 5-percentage point modal shift (for students and staff), which will help reduce greenhouse gas emissions.

Key Stages: Three Years starting upon completion of the new car park.

- 5.5 It is proposed that the TP period would become fully active 6 months after first occupation of the development and would remain active for 3 years following that date. After the 3 years of official monitoring has ended and HCC have signed off the TP, ownership would pass to the local community.
- 5.6 During these five years, the Action Plan set at the preliminary stage would evolve to reflect the needs of the staff and visitors. Such measures would be determined by the TPC in dialogue with Barton Peveril, HCC, EBC and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is detailed in **Chapter 6**.

Modal Measures: Walking and Cycling

- 5.7 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to staff. These will be detailed to staff through the regular email/poster promotions (as discussed later in the report).
- 5.8 The accessibility review and baseline modal splits indicate that walking is a key travel mode for

existing staff and students (with a modal share of 8% and 7% respectively) in the area due the colleges location in an established residential area, alongside the provision of well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the proposed development.

- 5.9 The TPC would work with walking and cycling campaigns and support local and national campaigns and events such as Cycle to Work Day, local bike doctor events and also look to provide dedicated College walking/cycling events such as a 'Bikers Breakfast'. Love to Ride would also be promoted.
- 5.10 The TPC and college would also look to engage students in conversations about how we can overcome barriers to cycling to college.
- 5.11 The TPC would also promote to staff the Extras Cycle Scheme which allows staff to utilise salary sacrifice to purchase bicycles and cycle equipment whilst also receiving a 15% discount. Presentations to staff about Cycle to Work scheme (an initiative begun as part of the Art and Design Travel Plan) will continue through presentations. To incentivise walking and cycling the TPC will investigate the option of discounts at local stores to maximise potential for students to habituate walking and cycling as part of healthy lifestyle practices.
- 5.12 The TPC will promote free health apps including (but not limited to) Better Points, NHS Better Health, Map My Walk, Strava and Footpath Route Planner to help encourage active travel.

Modal Measures: Public Transport

- 5.13 The baseline modal splits indicate that whilst 74% of existing students currently travel to the college by bus (college or public), only 3% of staff travel by bus and therefore it is considered that the development provides an opportunity to promote bus travel as an alternative mode, with a particular focus on staff travel.
- 5.14 The attractiveness of the bus services, particularly those from bus stops on Chestnut Avenue and Derby Road would be supported and promoted through tailored promotions, alongside the extensive dedicated college bus network, which will also be promoted, especially to new students.
- 5.15 Maximising staff use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through regular college communications.
- 5.16 The TPC will promote rail services from both Eastleigh and Southampton Airport Parkway stations as well as the potential link-trip afforded by the 2, 5 and 24 bus service which operates between the college and Eastleigh Railway station. The range of railcard opportunities will also be promoted,

including the 16-17 Saver, the 16-25 Railcard and the Network Railcard.

Modal Measures: Car Sharing

- 5.17 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing staff interaction and creating a sense of community.
- 5.18 Liftshare is a well-established scheme and would be promoted to staff via the Travel Information section of the college website, to help them find potential lift sharing partners in their local area and on site. The TPC will also look to promote the savings brought about through car sharing and will work with the college towards supporting car sharing opportunities between interested colleagues.

Personalised Travel Planning

- 5.19 Upon starting their new job, staff will be offered free personalised Travel Planning advice. This will be provided by the TPC and will inform staff on how they can travel to work more sustainably in support of achieving the longer-term targets for the site. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication – Webpage and Social Media Updates and Newsletter

- 5.20 To ensure the ongoing promotion of the Travel Plan to staff, over its life a number of marketing and communication elements would be implemented.
- 5.21 The TPC and the College will work together to continue to promote sustainable and car-free forms of transport for students, via the travel Information on Barton Peveril's website (barton-peveril.ac.uk/getting-to-barton-peveril/). Work will continue to occur throughout the TP to update this where necessary, taking into account any changes to local transport provision, and a similar approach will be taken regarding promotion on social media, including the College's Instagram.
- 5.22 The TPC would also share regular transport information to students and staff for the three years of the Travel Plan, providing staff/students with updated sustainable travel information, details of relevant national events and offer personalised travel planning information. These will be emailed out to students and staff to maximise engagement with these items.

Local Area and Other Site Users

- 5.23 The TP will promote the local area's facilities whilst actively engaging with any other local active Travel Plans, providing an opportunity for a 'joined up working' approach to maximise resources and share best practice.

- 5.24 The College will continue with its engagement with Bluestar and other local bus companies regarding day-to-day operations as well as any possible changes to bus services or bus routing as required.

Visitors and Deliveries

- 5.25 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the site. Staff positive sustainable travel experiences should have a knock-on effect to visitors.

6. ACTION PLAN

- 6.1 An Action Plan has been provided which outlines the work proposed to deliver the Travel Plan, throughout its three-year life. **Table 8** details the Action Plan for this TP.

Measure	Responsibility	Timescale	Monitoring
Walking and Cycling			
Promotion of walking and cycling routes to the college/online cycle platforms/national travel initiatives/cycle training courses via college intranet, social media and regular email promotions.	TPC/College	Ongoing	Annual travel survey
Promote Cycle to Work scheme amongst staff	TPC/College	Ongoing	End of Year Report
Public Transport			
Continue to provide public transport information on the intranet and on notice boards in main communal areas. Promote the use of online travel planning toolkits including myjourneyhampshire.com and traveline.info	TPC/College	Ongoing	Annual travel survey
Continue to subsidise bus passes for students	TPC/College	Annual	Annual travel survey
Continue to liaise with local bus operators and Bluestar about future increases in bus demand	TPC/College	Ongoing	Annual travel survey
Continue to promote the 16-17 Saver Card which provides half price rail fares for students	TPC/College	Ongoing	Annual travel survey
Car Use			
Continue to provide information about lift sharing within staff areas, www.liftshare.com and increase awareness of travel to work options	TPC/College	Ongoing	Annual travel survey
Non-Transport Measures			
Produce a Travel Information for new students and staff	TPC/College	Updated and issued annually to new staff and students	End of Year Report
Continue to promote travel planning on social media wherever possible	TPC/College	Ongoing	End of Year Report

Production regular travel plan related information	TPC/College	Annual	End of Year Report
Offer personal travel planning advice	TPC/College	Ongoing	End of Year Report

Table 8: Action Plan

Travel Plan Coordinator

- 6.2 The Travel Plan Coordinator (TPC) position is currently managed by the College on a part-time basis, over the life of the TP which is anticipated to be three years following the work to implement the new car parking and cycle parking spaces.
- 6.3 Paul Basham Associates also produce the Annual Monitoring Reports on behalf of the College, to support their ongoing TPC delivery.
- 6.4 The role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support:
 - Liaising with public transport operators, local interest groups, HCC:
 - Designing and implementing an effective marketing strategy and raising awareness:
 - Acting as the point of call for all TP enquiries: and
 - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys (delivered by Paul Basham Associates)

7. IMPLEMENTATION AND MONITORING

Implementation

- 7.1 The Travel Plan would be secured through a future Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by HCC. Given the presence of an existing 5-year TP already in Year 4 of operation on the site, this TP is proposed to run for three years as opposed to the usual five.
- 7.2 The current Travel Plan Coordination year runs from April – March, however, to support this application this would be revised to run from September – August and therefore would result in an extension of c. 1.5 years to the work that is currently being undertaken by the TPC, as part of the existing 5 year TP obligations.

Surveys and Feedback

- 7.3 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:
- Collect a representative and informative data account in accordance with the development timescales:
 - Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
 - Adoption of the TP by staff and visitors beyond the TP's active period: and
 - The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

- 7.4 This TP's approach to monitoring acknowledges the above requirements and the strategy set out within the existing Art and Design School and builds on this approach.
- 7.5 The resultant monitoring structure for the TP is therefore set out within **Table 9** and summarised in the subsequent paragraphs.

End of Year 1	End of Year 2	End of Year 3
Staff and Student Surveys	Staff and Student Surveys	Staff and Student Surveys

Table 9: Monitoring Strategy

- 7.6 A student and staff questionnaire is proposed to be undertaken during each year of the TPC work. It is

proposed that the survey will be completed electronically, although postal surveys may also be used. Example surveys as used as part of the TPC work related to the Art and Design School can be seen in **Appendix C**.

- 7.7 HCC have requested that a 50% response rate is achieved with any questionnaire to provide statistically significant data. Given that this TP is based on existing TPC surveys for students and staff which received a response rate of 70% and 63% respectively, it is reasonable to assume that any future surveys will have a response rate higher than 50%, suggesting that this form of monitoring will be sufficient to gain an accurate representation of student and staff travel patterns. The surveys should be completed during a neutral monitoring period and repeated at the same time every year (as appropriate). This is especially important for the student survey as evidence from the college suggests the number of students driving varies through the year due to students turning 17 and/or passing their driving test for instance.
- 7.8 The results of the survey will be available for students and staff to view within newsletters and could be detailed on the College's social media when appropriate.
- 7.9 An annual monitoring/progress report will be produced and submitted to HCC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

Overcoming Barriers to Success

- 7.10 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with HCC/EBC's TPO will ensure that mismanagement does not occur.
- 7.11 Through annual student and staff surveys and the subsequent monitoring reports, the TPC will work with HCC to ensure that sufficient progress has been made, and if necessary, would explore potential remedial measures.

Community Embedding and Handover

- 7.12 Following the successful completion of the TP's 3-year strategy, the site should be operating more sustainably than if a TP were not implemented. Through liaison with staff over the course of the TP it is hoped that champions would stand out and be able to continue promoting the ideals of the TP etc.

- 7.13 Local engagement and a gradual handover is embedded within the proposed TP strategy and should form a key subject in annual liaison with HCC TPO as the TP draws to an end.

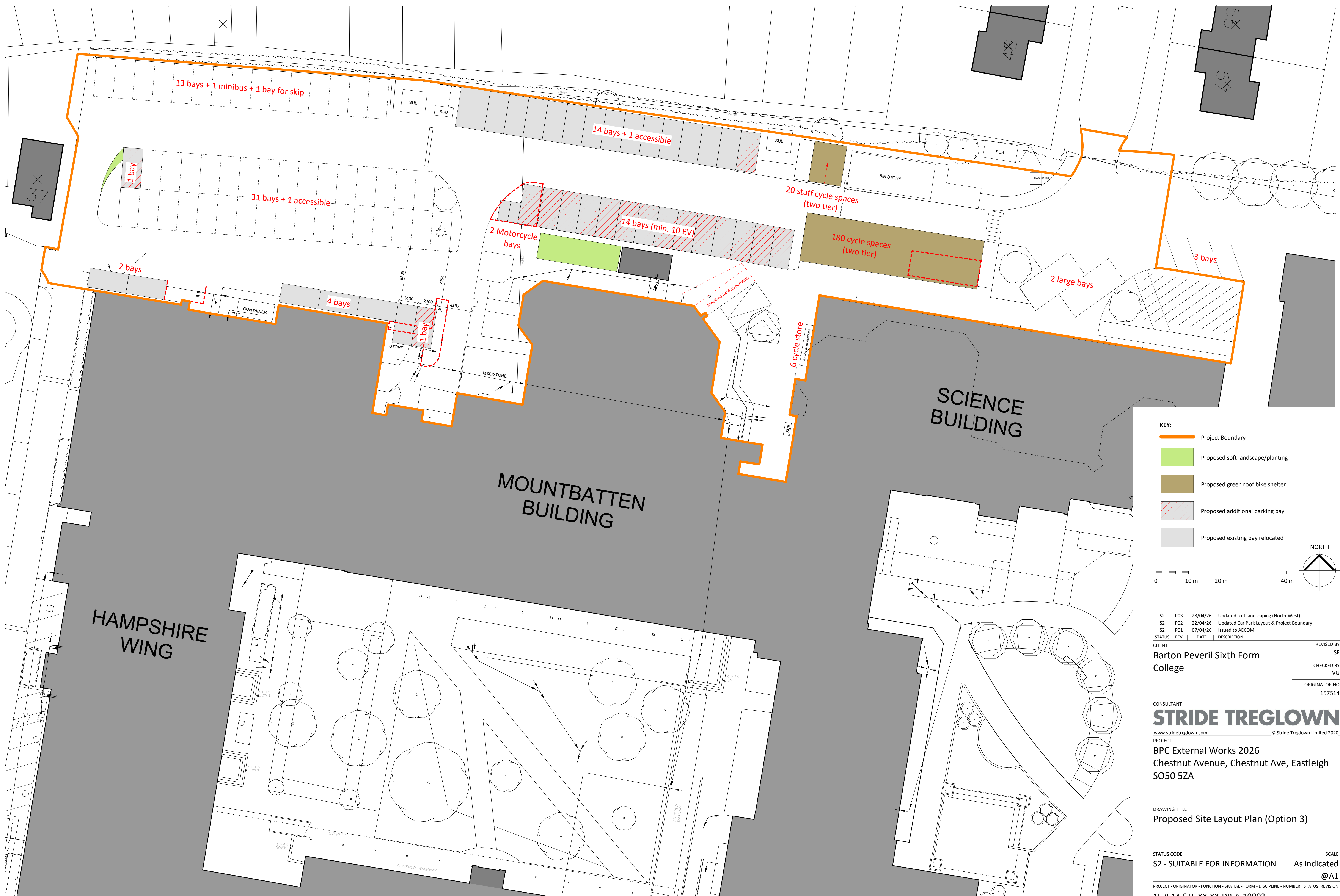
8. SUMMARY AND CONCLUSIONS

- 8.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Barton Peveril College to support a full application for the provision of 17 additional car parking spaces and replacement cycle parking spaces at the existing Barton Peveril College in Eastleigh, Hampshire. The site itself is situated within Barton Peveril College and the 17 onsite parking spaces are proposed to support the end of a 34-car parking space lease arrangement with Places Leisure Eastleigh.
- 8.2 There is extensive planning history on the site. In September 2021, permission was granted for a new three-storey Business School building (application reference: F/21/90116), resulting in the loss of 61 on-site parking spaces, partially mitigated through reconfiguration within the site and the leasing of 50 off-site spaces at Places Eastleigh. In March 2023, approval was granted for a two-storey Art and Design School building (application reference: F/22/94434), constructed on the footprint of a former 46-space car park with no on-site parking replacement, relying instead on the existing off-site parking strategy supported by an approved Transport Statement and Travel Plan, albeit a reduced quantum of 34 spaces was leased from Places Leisure Eastleigh. With the three-year lease now coming to an end, the current proposal seeks to discontinue the off-site parking arrangement and instead provide 17 new on-site parking spaces within the existing campus footprint.
- 8.3 The College benefits from a wide range of on-site amenities, with additional facilities within walking distance and Eastleigh Town Centre approximately 1.6km to the northeast. The site has strong sustainable transport links, including good pedestrian and cycle infrastructure along Chestnut Avenue and Tennyson Road, which serves as the main access. Public transport provision is strong, with dedicated school bus services across Hampshire, frequent local bus routes, and access to nearby railway stations, including Eastleigh Station. Overall connectivity is high, reflected by the DfT connectivity tool ranking the site in the mid to high sixties.
- 8.4 This TP has been prepared inline with relevant national and local policy and guidance and also seeks to reflect the existing TP which was produced to support the Art and Design School planning submission and therefore utilises many of this TP's current measures. Given the presence of an existing 5-year TP, which is currently in Year 4 and therefore already in operation on the site, this TP is proposed to run for three years as opposed to the usual five, which will add a further 1.5 years to the current TPC work.
- 8.5 The overall aim of the TP is to support the sustainable operation of the college by reducing the need for private car trips through highlighting and promoting the use of more sustainable travel methods. The monitoring of the pre-existing TP on site has provided accurate baseline figures of which the

targets have been based on. The targets for students is a 5-percentage point reduction in car use from 11% to 6% and a corresponding 5% increase in non-car use, whilst for staff, it is a 5 percentage point reduction in car use from 78% to 73% over the three-year lifetime of this TP.

- 8.6 Key measures include delivering the improved and secure cycle parking, promotional activities such as emails, social media and webpage updates, personalised travel planning, and clear travel information provided through updated website content and regular communications.
- 8.7 The College's existing Travel Plan Coordinator (TPC), supported by Paul Basham Associates, will oversee delivery, monitoring and refinement of measures over a three-year active period following completion of the car park. Throughout the three-year lifetime of this TP, the TPC will promote walking, cycling, public transport, car sharing and active travel initiatives through incentives, partnerships, campaigns and engagement with transport providers, while also extending sustainable travel principles to visitors and deliveries. This TP includes an Action Plan, detailing the exact measures to be implemented to support the TP.
- 8.8 Monitoring will take place at the end of each year via student and staff surveys, in an identical approach to the Art and Design School TP, which was deemed acceptable by Hampshire County Council (HCC) in 2023. Within three months of each survey, an annual monitoring report will be submitted for review and sign off by HCC Travel Planning Officers (TPOs).
- 8.9 The TPC would work alongside Barton Peveril College, HCC, Eastleigh Borough Council, students and staff and the developer to ensure that accurate and achievable targets are proposed and met, where possible, with the progress of the TP and its relevant targets under review regularly, with any changes to be discussed within the annual monitoring reports.
- 8.10 We therefore trust that this TP is deemed acceptable by HCC and EBC TPOs.

Appendix A



Appendix B

3. SURVEY RESULTS

- 3.1 Two separate surveys were issued to college site users in Autumn 2025; one for students and one for staff.
- 3.2 The surveys were primarily completed electronically, however, some paper surveys were also distributed to ensure the survey was accessible to all.

Student Survey

- 3.3 The student survey received 3,339 responses, out of approximately 4,800 students, which equates to a response rate of 70%. This high response rate provides a detailed overview of the travel habits of students attending Barton Peveril College, and the data collected is considered representative of the students in attendance.

How do you usually travel to college?

- 3.4 To establish the main mode of travel utilised by students commuting to the college, students were asked 'How do you usually travel to college?'. The results are presented in **Figure 12**.

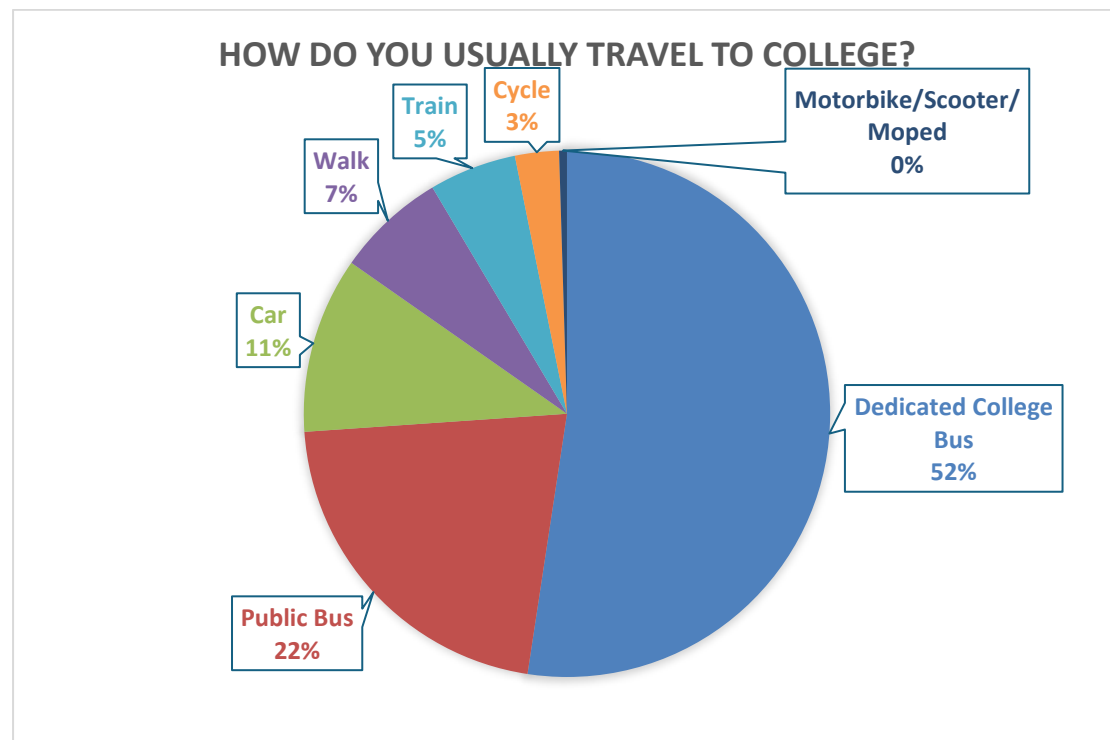


Figure 12: Student Main Method of Travel to College

- 3.5 As shown in **Figure 12**, the main mode utilised by respondents is the dedicated college bus services (52%), followed by public buses (22%), which means that in total bus use accounts for 74% of all respondents' main travel modes. Travel by car was significantly lower, at 11%, showing the reliance upon sustainable travel modes rather than private car. Walking accounted for 7% of the student's method of travel to college, followed by 5% by train and 3% by cycle.
- 3.6 Less than 1% of respondents stated that they used a different method of travel to those above, which comprised 16 students commuting by motorbike, scooter or moped.
- 3.7 In total 89% of students that completed the survey were recorded to travel to college via sustainable or active travel modes.

Which bus services do you use to travel to college?

- 3.8 A range of buses, both college dedicated and public, facilitate access to the college. Students were asked to state which services they use to commute to college, with a range of services listed for students to select, in addition to the option to add alternative services that were not included on the list. The range of bus services and associated number of student users is shown in **Figure 13**.
- 3.9 It is noted that 4,063 responses were received and are subsequently summarised below, thus reflecting that students utilise different bus services depending on their needs for day. For example, students commuting to the college from parts of Chandlers Ford can utilise 3 services, dependent on the time of day they need to arrive at or depart the college, with the 621, 623, and 628 serving the area.

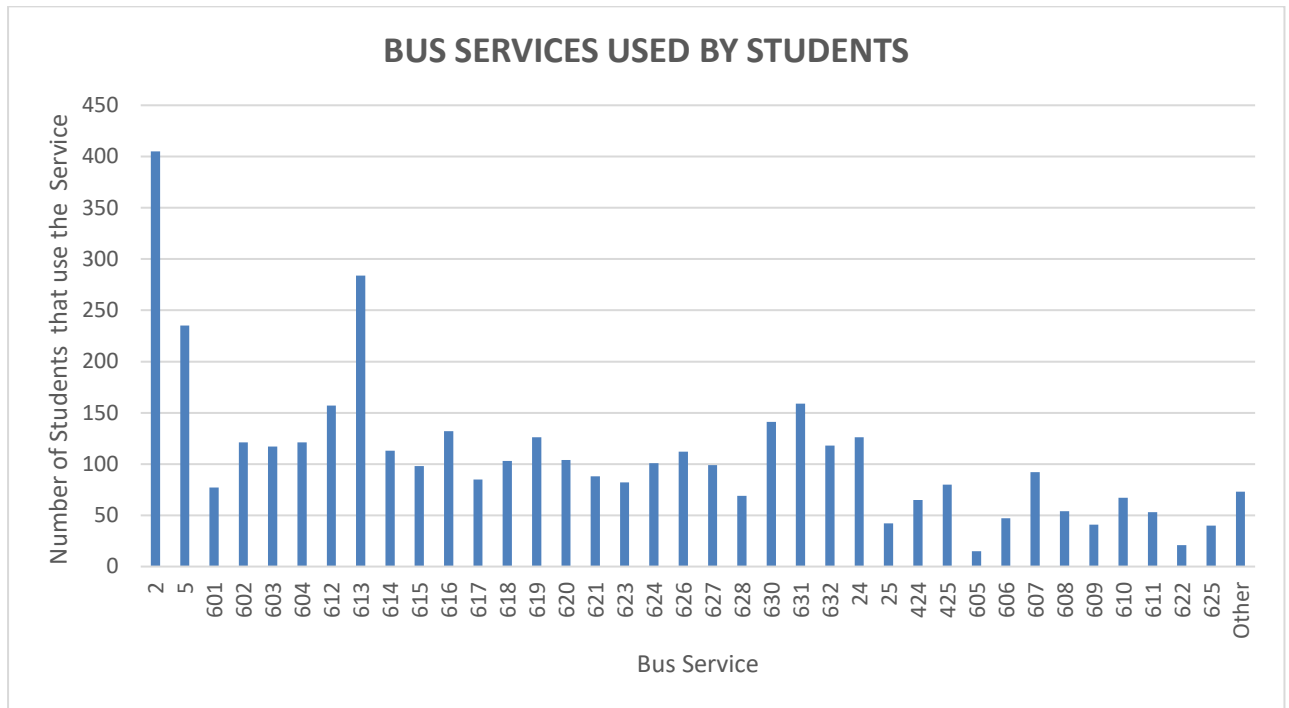


Figure 13: Summary of Bus Services Used by Students

3.10 As seen in **Figure 13**, 37 bus services received more than 10 mentions within the survey responses. The most utilised service is identified as the Bluestar 2 with 405 responses, followed by the Bluestar 613 service with 284 responses. These services operate between Southampton and Fair Oak (Bluestar 2) and Nursling and Millbrook to Barton Peveril (Bluestar 613).

3.11 Any service that received less than 10 responses, was included in the 'other' category. This included the 3, 17, U6C/U6H and U1A/U1C bus services. In total 59 bus services were identified across the survey responses, demonstrating the breadth of bus services utilised by students commuting to the college.

How would you most like to travel to college?

3.12 Students were also asked how they would most like to travel to college, with results presented in **Figure 14**.

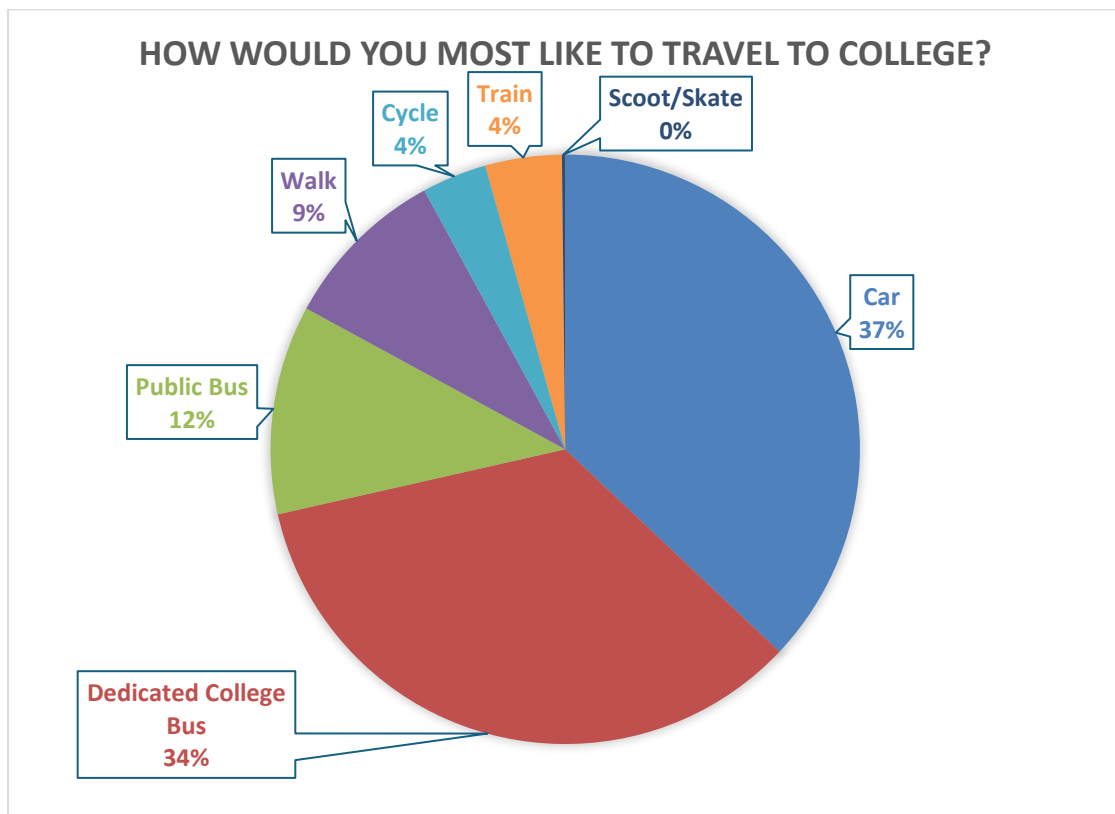


Figure 14: How Students Would Most Like to Travel to College

- 3.13 **Figure 14** demonstrated that there is a preference for travelling to college by car (37%), which presents a significant shift to the 11% of respondents actually travelling to school by car. This preference is considered reflective of the ages (16-18) of students at the college, with learning to drive and the associated freedom often a key aspiration for many students.
- 3.14 Nonetheless, the driving age of 17, limits the ability for students to learn and pass their driving test whilst at college, particularly during their first year, thus the aspirations are not considered likely to be reflected in the actual travel modes recorded in future surveys.
- 3.15 Furthermore, it is noted that bus use remains high at 44%, comprising 12% public bus and 34% dedicated college bus use. Thereby, indicating the accessibility and convenience of the bus services available to students.
- 3.16 Similar to the main mode of travel splits presented in **Figure 14**, 9% of students would most like to travel by foot, 4% by train and 4% by cycle.

Staff Survey

- 3.17 The staff survey received 200 responses, out of approximately 315 members of staff, which equates to a response rate of 63%. This high response rate provides a detailed overview of the travel habits of staff commuting to Barton Peveril College, and the data collected is considered representative of the staff.

How do you usually travel to college?

- 3.18 To establish the main mode of travel utilised by staff commuting to the college, staff were asked 'How do you usually travel to college?'. The results are presented in **Figure 15**.

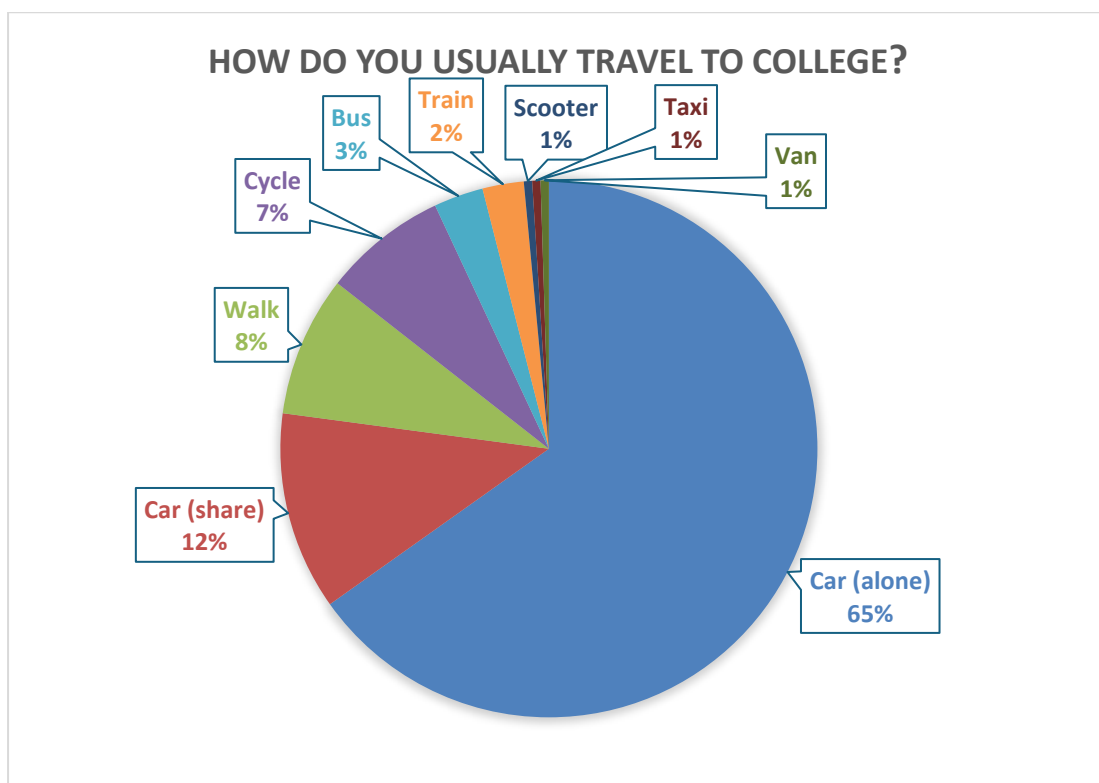


Figure 15: Staff Main Method of Travel to College

- 3.19 As shown in **Figure 15**, the main mode utilised by respondents is car alone (65%), followed by car share (12%). Car share comprises staff that share as the driver, the passenger and those that take it in turns to drive.

- 3.20 Active travel modes are well utilised, with 8% of staff walking to the college and 7% cycling, which equates to a combined modal split (15%) greater than car sharing.
- 3.21 Public transport is used less with 3% of staff travelling by bus and 2% by train. The survey also recorded 1% splits for scooter, taxi and van use.
- 3.22 In total 34% of staff that completed the survey were recorded to travel to college via sustainable or active travel modes, including car share (car alone and van excluded).

Please tell us why you use your main mode of travel?

- 3.23 To understand the reasoning behind staff travel habits, staff were asked to state why they chose the method of travel that they currently use. The results are presented in **Figure 16**.

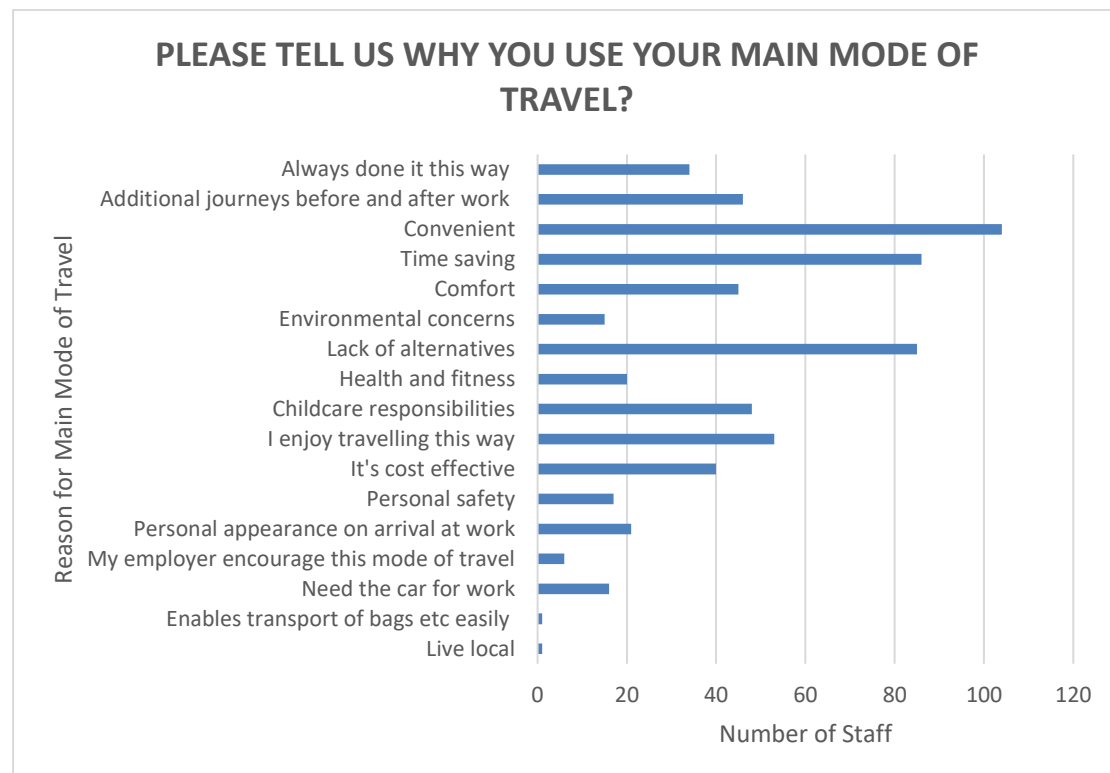


Figure 16: Reasoning for Staff Main Travel Modes

- 3.24 The main reasons staff opt for their main travel mode, as presented in **Figure 16**, is convenience, comfort and lack of alternatives.

How would you like to travel to college?

3.25 Staff were then asked how they'd like to travel to the college site if they could change their mode. Staff responses are summarised in **Figure 17**.

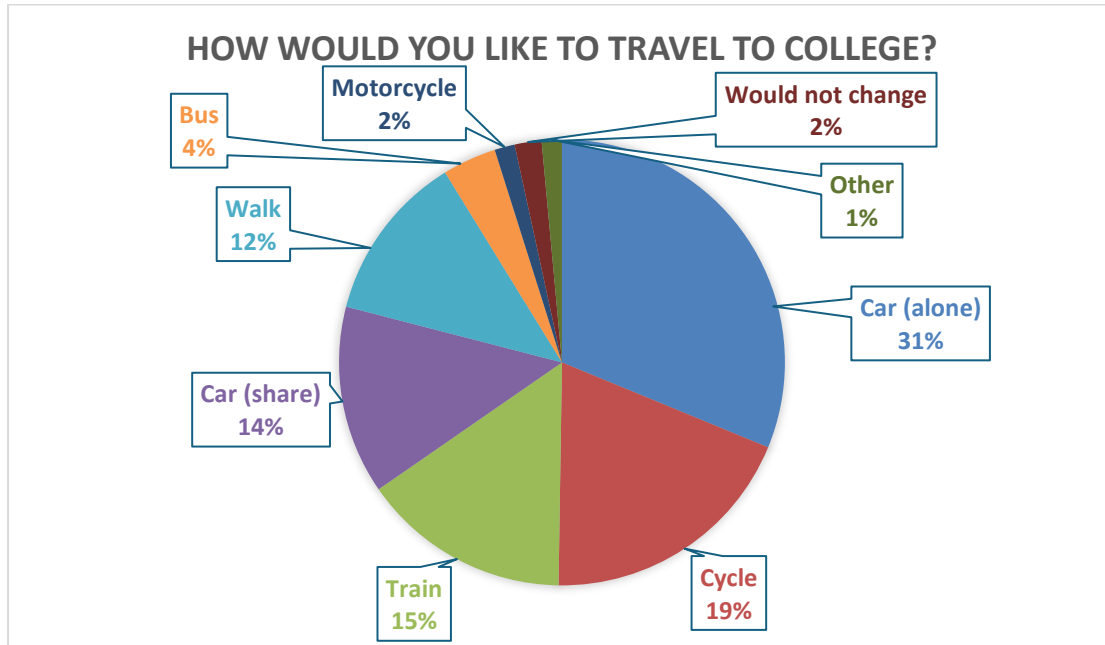


Figure 17: How Staff Would Most Like to Travel to College

3.26 The survey data shows that whilst the majority of staff would like to travel by car (39%), this is significantly below the number that currently do travel by this mode (65%).

3.27 A significant difference is identified between the number of staff that currently cycle to work (7%) and the number that would prefer to travel by this mode (19%), thus presenting the opportunity to further promote and incentivise cycling. Similarly, 15% of respondents selected that they would like to travel to the college by train in comparison to the 2% that currently utilise this mode. Again, further information can be provided to encourage use of this sustainable mode.

3.28 It is noted that 1% of respondents stated something 'other', which included:

- Ferry
- People carrying drone
- Electric vehicle

Barriers/Incentives to Sustainable Travel

- 3.29 To establish the key reasons for staff not utilising sustainable travel and what aspects could encourage them to adopt alternative travel methods, staff were asked three questions, each relating to a different sustainable mode: bus, walking, and cycling.
- 3.30 In relation to bus travel, staff were asked ‘What barriers do you face in travelling to work by bus?’. The responses are summarised in **Figure 18**.

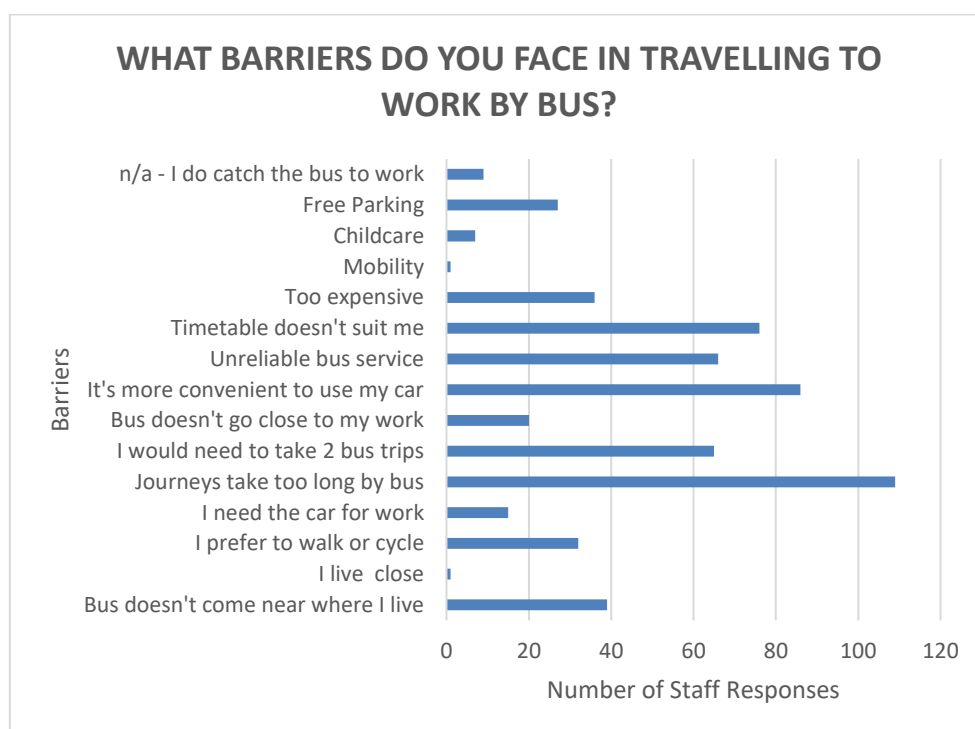


Figure 18: Barriers to Bus Travel – Staff

- 3.31 The main barrier faced by staff to bus travel is that bus journeys take too long, followed by their local buses not going close to the college and bus services being unreliable. Therefore, the college could consider highlighting any new or improved bus services, which could potentially improve the accessibility of local bus services, presenting the bus as a realistic and suitable alternative travel mode. In addition, the promotion of apps, such as the Bluestar App, which provides real time location information to your phone may assist with reliability concerns.
- 3.32 This question was followed by ‘Would any of the following encourage you to walk to work more often?’ and the results are presented in **Figure 19**.

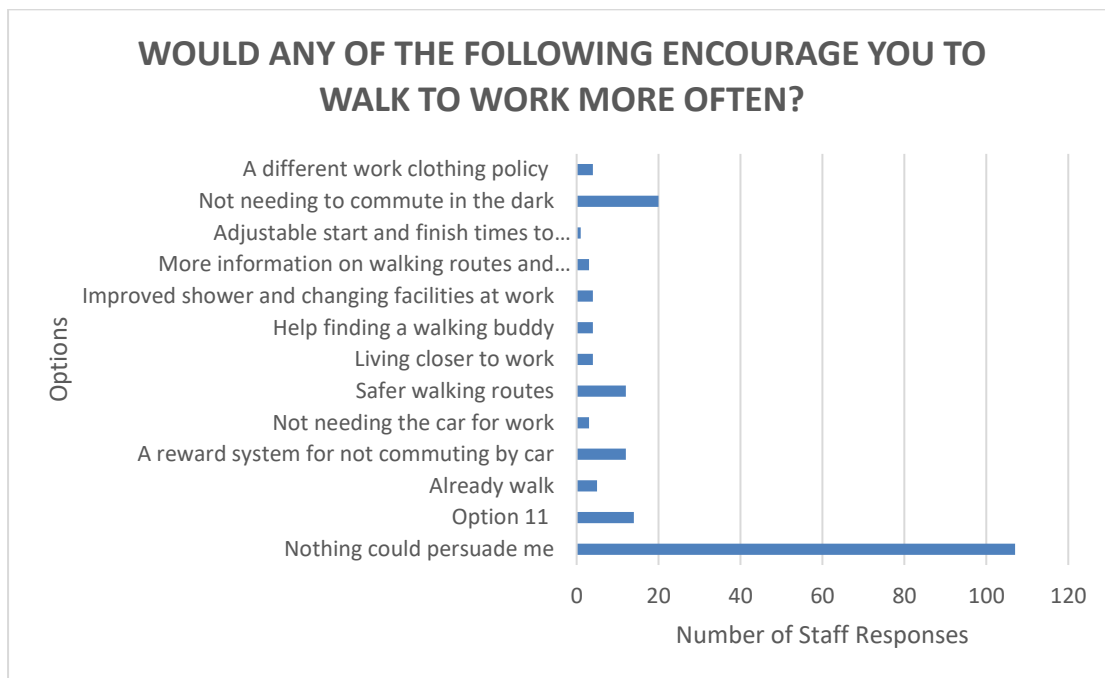


Figure 19: Ways to Encourage Walking to Work – Staff

3.33 As shown in **Figure 19**, most respondents stated that nothing could persuade them to alter their travel habits and walk to work. Nevertheless, 20 respondents said they would be more willing to walk if they did not need to commute in the dark, suggesting personal safety as a barrier to the active travel mode. This is followed by 12 respondents stating that safer walking routes would make walking more attractive.

3.34 Also receiving 12 responses, staff stated that a reward system for not commuting by car would encourage them to walk. This suggests that the existing rewards system in place, which enable staff that travel by non-car modes for a week to be able to claim 2 x free meals or 3 x free drinks, is not known. Therefore, further promotion of this reward system could encourage more staff to walk to work and will be noted by the College.

3.35 It is noted that 14 respondents selected 'Option 11' which is a fault in the survey rather than a formal response, thus has not been considered.

3.36 The same question was also posed to staff in relation to cycling to work, with the results summarised in **Figure 20**.

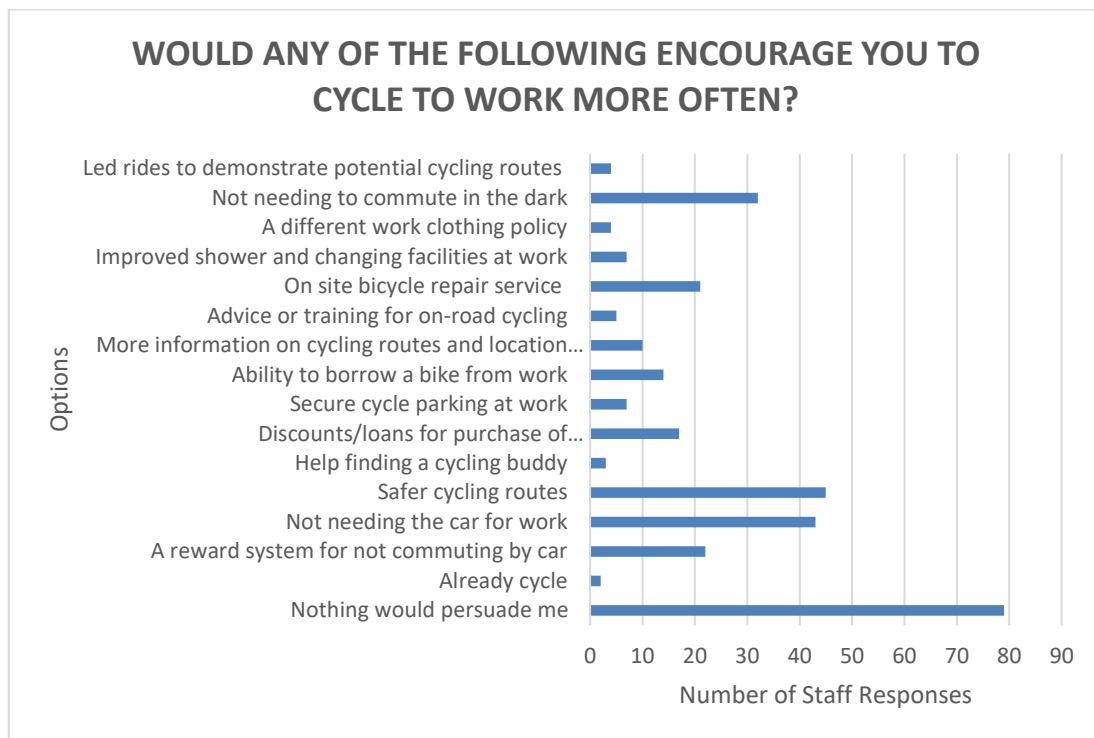


Figure 20: Ways to Encourage Cycling to Work – Staff

- 3.37 Similar to the results for walking, the main response was that nothing would persuade staff to cycle to work. A larger response rate was received for the subsequent options presented. A total of 45 staff said that safer cycling routes would encourage them to cycle to work, followed by 43 stating that not needing the car for work would make cycling more attractive. Again, not needing to commute in the dark was raised, with 32 members of staff selecting this option.
- 3.38 Staff were also asked if they were aware of the travel incentives offered by the college, with the results presented in **Figure 21**.

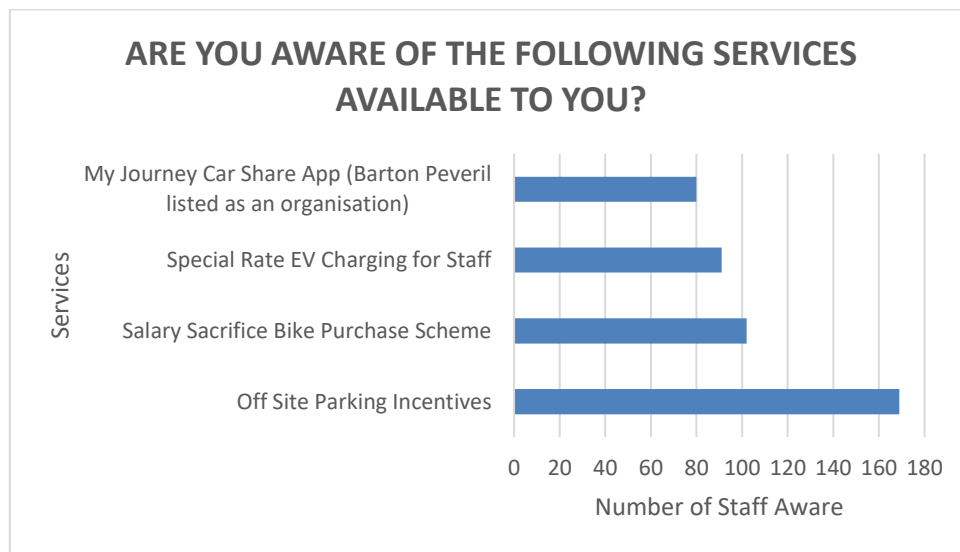


Figure 21: Staff Awareness of Travel Incentives

3.39 In total 169 respondents were aware of the off-site parking incentives (85%), 102 were aware of the salary sacrifice bike scheme (51%), 91 for the special rate EV charging for staff (46%), and 80 for the My Journey App (40%).

3.40 Therefore, the final TPC years will continue to promote these incentives to ensure a greater staff awareness and target a greater uptake to encourage the shift to sustainable transport modes.

Appendix C

Thank you for taking the time to complete our staff travel survey. This will help us (your Travel Plan Coordinator) understand your travel needs and should only take a few minutes.

If you have any questions regarding our work, the survey or relating to the travel voucher, please do not hesitate to get in touch!
You can send your completed survey to us via:

- ☐ **Post using the pre-paid envelope:** Paul Basham Associates, ###
- ☐ **Survey Monkey** at ####
- ☐ **QR code**

QR Code



SECTION A: YOUR JOURNEYS

1. Please tell us if you work full time or part time:

- ☐ Full time
- ☐ Part time

2. For the past 5 days please indicate (with a tick) how you travelled to work:

	Day 1	Day 2	Day 3	Day 4	Day 5
Bus					
Cycle					
Car Alone					
Car Share (passenger/ driver)					
Motorcycle/scooter					
Train					
Walk					
Other _____					

3. Please tell us why you choose to travel by your primary method of travel (most common method over 5 day period) (please tick all that are relevant)

- ☐ Journey time
- ☐ Reliability/ quicker than alternatives
- ☐ Health reason
- ☐ Cost
- ☐ Comfort/personal safety
- ☐ Environmentally friendly
- ☐ Other _____

4. Please paint a picture of your journey to work.

Start Postcode (First half) _____
 Time I leave start postcode: _____
 Time I arrive at work: _____
 Time I leave work: _____
 How far is the journey, one-way: _____

5. Please indicate how frequently you use an alternative form of travel to commute to work.

	Always	Sometimes	Rarely	Never
Bus				
Cycle				
Car Alone				
Car Share (passenger/ driver)				
Motorcycle				
Train				
Walk				
Other _____				

SECTION B: TRAVEL CHOICES

6. If you travel by car, why do you travel by car? (Please tick all that are relevant)

- ☐ 1. I don't own a car
- ☐ 2. Car essential to perform job
- ☐ 3. Reliability/ quicker than alternatives
- ☐ 4. Health reasons
- ☐ 5. Lack of alternatives
- ☐ 6. Cost
- ☐ 7. Comfort
- ☐ 8. Personal safety
- ☐ 9. Things to do on way home
- ☐ 10. Other (please specify)

7. Which of the above is the most important when travelling by car?

8. If you travel usually by car, how do you travel when your car is unavailable (i.e. is being serviced)

Please Turn Over

9. Which of the following would most encourage you to cycle (or cycle more if you already do so)? (Please specify up to 3)

- ☐ Better cycle storage
- ☐ Cycle training/safety courses
- ☐ More information on cycle routes
- ☐ Better cycle equipment/maintenance
- ☐ Nothing would encourage me to cycle more
- ☐ Other (please specify)

10. Which of the following would encourage you to travel by bus or train (or more if you do this already)? (Please specify up to 3)

- ☐ More direct routes
- ☐ More frequent/reliable services
- ☐ Better facilities at stops/station
- ☐ Increased safety measures
- ☐ Better connection from home to the station/bus stop
- ☐ Nothing would encourage me to use the bus/train more
- ☐ Other (please specify)

11. Which of the following would most encourage you to car share (or more if you already do so)? (Please specify up to 3)

- ☐ Car share scheme at work
- ☐ If I knew people to car share with
- ☐ More similar journeys
- ☐ If it did not affect my daily routine (e.g. when to leave)
- ☐ Nothing
- ☐ Other (please specify)

SECTION C: TRAVEL INCENTIVES

12. Did you get travel information when you joined the company?

- ☐ Yes
- ☐ No
- ☐ Unsure

13. Have you used the on-site cycling and/or electric charging facilities?

- ☐ Yes (I've used both)
- ☐ Yes (Cycle facilities only)
- ☐ Yes (Electric Charging only)
- ☐ No

14. Does your employer offer a salary sacrifice scheme? (i.e Cycle to Work Scheme)

- ☐ Yes
- ☐ No
- ☐ Unsure

15. What would be your preferred salary sacrifice scheme?

- ☐ Cycle to Work
- ☐ Train discount scheme
- ☐ Bus discount scheme
- ☐ Other

16. Is there anything else you would like to tell us about travel to/from work?

If you wish to discuss any part of this survey further please do not hesitate to contact us at: Paul Basham Associates, ###

Email: travelplan@paulbashamassociates.com

Thank you for your time, and we look forward to hearing from you!

Please note that this information is kept in accordance with Data Protection policy found at: <https://paulbashamassociates.com/privacy-cookie-policy/>.

Thank you