School of Art and Design, Barton Peveril College, Eastleigh

Travel Plan

December 2022

Barton Peveril College

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

TRAVEL PLAN

CONTROLLED DOCUMENT

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1. INTRODUCTION

1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Barton Peveril Sixth Form College to provide a suitable update to their existing Travel Plan (July 2021). This updated Travel Plan is required as a result of planning application to support the construction of a new block to accommodate the School of Art and Design at the college. The site location is shown within **Figure 1**, with a site layout attached within **Appendix A**.

Figure 1: Site Location

1.2 Barton Peveril 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 area 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 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 19% increase in the number of students between now and 2028.

1.5 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.

1.6 This Travel Plan has been developed in accordance with the existing Travel Plan prepared by Stantec in July 2021 which at the time supported a planning application for a new teaching building which has been granted consent and is currently under construction.

1.7 In addition, the production of this Travel Plan meets the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credits related to TRA01: Transport Assessment and Travel Plan and TRA02: Sustainable Transport Measures (2018 guidance).

Purpose of the Travel Plan

1.8 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.

1.9 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 Sixth Form College) and the Local Authorities (Hampshire County Council and Eastleigh Borough Council). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

1.10 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. A TP must be Transparent, Realistic, Achievable, Committed, Enforceable and Sustainable (TRACES), as outlined in Hampshire County Council's Environment Department "A Guide to Development Related Travel Plans" guidance. 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

1.11 This TP will follow the following structure:

- Chapter 2 – Travel Plan Policy
- Chapter 3 – Local Accessibility
- Chapter 4 – Proposed Development
- Chapter 5 – Indicative Baseline and Targets
- Chapter 6 – Travel Plan Strategy
- Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

2.1 This TP has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF);
- Hampshire Local Transport Plan 3 (2011-2031) (LTP3)
- Hampshire Draft Local Transport Plan 4 (LTP4)
- Eastleigh Borough Local Plan (2016-2036)
- Eastleigh Public Transport and Cycling Strategy (2016 – 2036)
- Eastleigh Draft Walking and Cycling Strategy (2022)

National Planning Policy Framework (NPPF)

2.2 The NPPF (July 2021) 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 seeks to deliver sustainable transport objectives and is 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, so that: *a) The potential impacts of development on transport networks can be addressed;* *b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;* *c) Opportunities to promote walking, cycling and public transport use are identified and pursued;* *d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and* *e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.* ***(NPPF Para.104)***
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.105)***
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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed. ***(NPPF Para. 113)***

Hampshire Local Transport Plan 3

2.3 The LTP3 sets out Hampshire's Transport Strategy and identifies a range of policy objectives, with those most relevant to this TP stated below:

Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors; *(Policy Objective 4)*
Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being. *(Policy Objective 12)*

Draft Hampshire Local Transport Plan 4

2.4 Hampshire County Council are currently in the process of updating LTP3. A draft of the updated Local Transport Plan, LTP4, has been reviewed, with relevant policies outlined below:

Promotes community-led place and transport improvements and enables residents to make greater use of local services and facilities. *(Policy C5)*
Sets out the need for raising awareness of alternative travel options and behaviour change initiatives (e.g. travel planning), in addition to developing transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private car. *(Policy C6)*
Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips. *(Policy PT2)*

Eastleigh Borough Local Plan 2016-2036

2.5 Eastleigh Borough Council recently updated their Local Plan and was formally adopted in April 2022. This document has also been reviewed with the relevant policy shown below.

To be sustainable, new development in the Borough should: a. meet community needs without compromising the identity of the Borough or its individual settlements, or the ability of future generations to meet their own needs; b. enhance social equality by ensuring equal and easy access to a range of community facilities and services and by promoting the development of employment, education and skills training opportunities; c. maintain and help to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adverse impact on south Hampshire's city, town and other centres, the quality of the local environment or local transport networks; d. have regard to the potential impacts of climate change, and the need to limit greenhouse gas emissions including through carbon sequestration and by promoting measures to design buildings and spaces which are adaptable to predicted climate change, and restrict development in areas at risk from flooding, minimise energy use and encourage the generation of renewable energy, and by minimising emissions from motorised transport, industrial activity and domestic uses; e. minimise the need to travel longer distances and, where travel is necessary, prioritise more sustainable forms of transport, such as active travel, other alternatives to car use, or a combination of active travel and other alternatives to car use; f. avoid impacts on the Hamble and Itchen catchments and associated flora and fauna species by preserving water quality and flows from development and safeguarding potential yield of local water resources used for public water supplies having regard to the impacts of abstraction; g. seek opportunities to optimise density of new development and redevelopments; h. use resources wisely and minimise the generation of waste in the construction, occupation and use of buildings;

i. maintain local environmental quality, including avoiding damage to, and where possible enhancing, the existing valued urban and rural environments in the Borough and heritage assets; j. have regard to the purposes of the South Downs National Park, including regarding its status as an International Dark Night Skies reserve; and k. maintain, enhance, extend and connect the natural habitats within and landscape value of the Borough, extending natural habitats into new and existing development to achieve an environmental net gain. *(Strategic Policy 1)*

Eastleigh Public Transport and Cycling Strategy (2016 – 2036) (May 2019)

2.6 As part of the local plan adoption process, a Public Transport and Cycling Strategy was also produced by EBC to support the Local Plan. Details of this document which are relevant to the proposed development are shown below.

Routing of services will be designed to reflect density of development and to provide bus services within a reasonable walking distance to residential areas. *(Public Transport 1.3)*
Reliable and punctual service with journey times that are competitive to private car use through the use of priority measures including dedicated infrastructure and traffic management technology *(Public Transport 1.4)*
In addition to physical cycling infrastructure a range of measures to promote and encourage cycling will be required. Training is an essential component of encouraging more people to ride as it can give people the confidence and competence to ride, as well as the awareness to ride more safely. Education should be provided for both cyclists and other road users to help build confidence, awareness and encourage safe cycling and driving practices. *(Walking and Cycling 2.5)*

Eastleigh Draft Walking and Cycling Strategy (2022)

2.7 EBC are currently preparing a Walking and Cycling Strategy (2022-2030) which is available in dradt format. Policies within this document which have been considered in relation to the proposed development are summarised below.

To increase the safety of walking and cycling and tackle negative attitudes and behaviours towards people travelling on foot or by cycle *(Safer Walking and Cycling)*
Build a positive culture of walking and cycling and inspire more people *(Inspire and Motivate)*
Support people who choose to walk or cycle to make their journey quickly, reliably and safely and confident to use on the local network. *(Inspire and Motivate)*
Improve the integration of walking and cycling with other sustainable transport modes to ensure realistic alternatives to the car are available (Providing and Improving the Walking and Cycling Network)

2.8 This TP has been written in accordance with the above 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. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

3.1 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**.

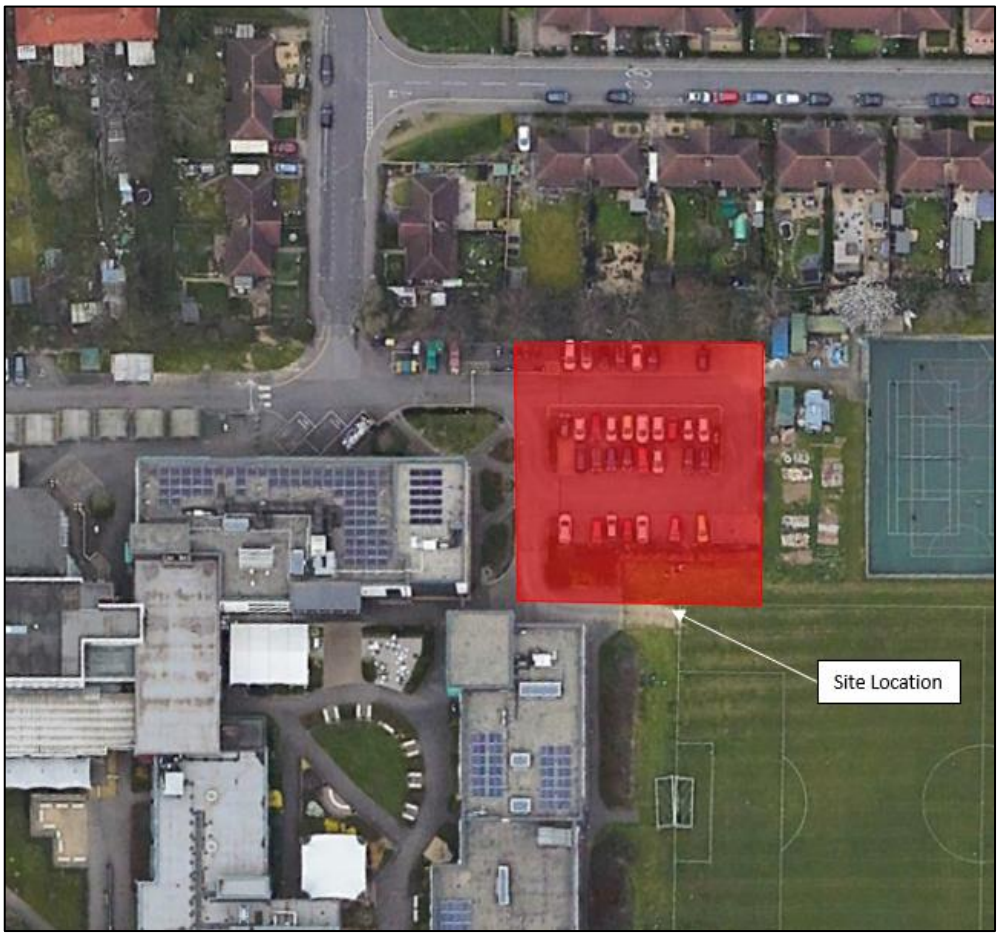


Figure 2: Site Surroundings

Local Road Network

Tennyson Road

3.2 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 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. 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

3.3 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

3.4 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.

Local Facilities

3.5 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 1.**

Amenity	Distance from Wider College Access	Walking Time (80m per minute)	Cycle Time (250m per minute)
Dosanjh Convenience Store	650m	8-9 minutes	2-3 minutes
Texaco Garage (Cash Point)	1000m	12-13 minutes	4 minutes
Swan Centre Shopping Centre	1250m	15-16 minutes	5 minutes
Eastleigh Town Centre	1600m	20 minutes	6-7 minutes
Southampton Airport Parkway Railway Station	1800m	22-23 minutes	7-8 minutes
Eastleigh Railway Station	2000m	25 minutes	8 minutes

Table 1: Local Amenities and Facilities

3.6 **Table 1** 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 is accessible via a 20 minute walk or a 6-7 minute cycle which provides access to several amenities associated with a typical town centre location.

Pedestrian Network

3.7 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.

3.8 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.

3.9 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.

3.10 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.

3.11 This provision acts to assist pedestrians with varying degrees of disability / visual impairment.

Cycle Network

3.12 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. 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 20mh 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.

3.13 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.

3.14 The local area is served well 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.

Figure 3: EBC Cycle Route Map in the Vicinity of the site

3.15 **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.

3.16 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 4**.

Figure 4: National Cycle Network

3.17 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 proposed School of Art and Design. Further cycle storage points are found across the site.

3.18 These cycle storage areas are secure and covered 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 Provision

Bus Network

3.19 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.

3.20 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.

3.21 In addition to the Chestnut Avenue bus stops, local routes are provided on Derby Road to the north of the proposed development.

3.22 The College is committed to the Travel Plan and invests heavily into ensuring bus travel is a feasible option for students to arrive to college. Within the most recent 4-year period the college spent £2.1 million pounds on subsiding bus services for students equating to £525,000 per year.

3.23 **Table 2** provides a summary of the dedicated college services and routes which have benefited from the college subsidies. 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

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

3.25 In addition to the dedicated college 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

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

3.27 Both bus service operators, Bluestar and Xelabus, have confirmed that all buses serving the College are accessible for wheelchair users.

Rail Network

3.28 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. The railway station has step free access to the trains for wheelchair users.

3.29 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.

3.30 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, CCTV coverage and step-free access.

3.31 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 Assessment

3.32 A public transport Accessibility Index (AI) assessment has been undertaken in accordance with BREEAM (2018) requirements included as part of TRA 01 and TRA 02.

3.33 The site has an AI of 8.76, with the full outputs attached at **Appendix B**. This means that the site meets the requirements for the associated BREEAM credits.

3.34 The accessibility calculations are discussed further in the accompanying Transport Statement submitted under separate cover.

Summary

3.35 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. PROPOSED DEVELOPMENT

4.1 This TP supports a full application for the new 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 19% increase in the number of students between now and 2028. This equates to an anticipated increase of 912 students.

Car Parking

4.2 The development proposals include the removal of 46 parking spaces with these spaces not to be relocated on site. A detailed review of parking demand undertaken by the College is summarised within the supporting TS. The conclusions of this review were that the College will extend the permit scheme for the existing 'park and stride' scheme at Places Leisure to staff who currently park at the site location, (which will be replaced by the School of Art and Design). Constructive discussions with Places Leisure are ongoing and following the completion of the business school it is intended that the agreement will be replaced with a new 3-year deal for 34 spaces, as opposed to 50 spaces. The lease is likely to be secured for a 3-year period which allows time for the Travel Plan measures to take affect and reduce car use for staff travelling to the campus. The proposals therefore ensure there is no overspill of parking onto the local road network whilst also retaining the sustainable transport ambitions.

4.3 Further details on the car parking arrangements can be found within the accompanying Transport Statement. It is confirmed that car parking on site is for staff only.

Cycle Parking

4.4 Additional cycle parking will be provided on site in-line with the expected increase in student numbers up to 2028. As part of the new School of Art and Design, 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 need for further cycle parking spaces will be reviewed through the Travel Plan monitoring.

Access Arrangements

4.5 Vehicular, pedestrian and cycle access arrangements are to remain as existing with no new accesses proposed as part of the development. Within the site zebra crossing are provided to prioritise pedestrian (and cycle) movements. It is also important to note at the main access from Chestnut Avenue pedestrian/cyclist accesses are separated from the main vehicular access point.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 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

5.2 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

5.3 Meeting these objectives will ensure the site operates to 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

5.4 To establish the existing travel habits of students and staff at the college, a travel survey was undertaken in November 2020 and supported the Stantec July 2021 Travel Plan. The results of this survey have been used to form the baseline travel modal splits of the college which the targets are determined from.

5.5 This survey was distributed to all students and members of staff to identify existing travel patterns generated by the college and identify opportunities for a shift to sustainable travel. In total 1281 students and 136 members of staff responded to the survey. This led to a response rate of 59% of students and 45% of staff. These response rates are considered to be a large enough sample to generate existing travel patterns at the college.

<u>Student Travel Patters</u>

5.6 The baseline modal splits assigned to the students are presented in **Table 4**.

Mode of Travel	Indicative Baseline
College Bus	67%
Car (Including Car Sharing)	16%
Walk	8%
Train	5%
Cycle	4%
Total	**100%**

Table 4: Indicative Student Baseline Splits Based on Surveys

5.7 **Table 4** shows that the overwhelming majority of students arrive at college by bus. In addition, 16% travel by car, 5% travel by rail and 12% (8% walking and 4% cycling) by active modes.

5.8 The survey did not specify if car trips consisted of students being dropped by parents or students who drove and parked, or indeed any which car share with fellow students.

5.9 The previous Stantec July 2021 Travel Plan iteration stated that observations at the college stated that of the 16% total recorded car use, 10 percentage points were students being dropped off by parents with the other 6 percentage points being a mix of students driving their own car and students car sharing.

5.10 Within the previous Travel Plan it was also noted that this survey was undertaken during a period in which COVID-19 restrictions were enforced in Eastleigh and the surrounding areas. This may have influenced the results and caused higher than usual car usage due to safety concerns with public transport and parents being more available to drop students to college.

5.11 There is also a seasonal impact on the number of students driving, as identified in the previous Travel Plan prepared for the College. At the start of the academic year less students drive but as more students pass their driving test more students, perhaps as high as 6%, drive their own car. This then drops back down to as low as 1% when the academic year begins and second year students leave college.

Staff Travel Patterns

5.12 The baseline modal splits assigned to the staff are presented in **Table 5**.

Mode of Travel	Indicative Baseline
Car (Including Car Sharing)	73%
Cycle	12%
Walk	8%
Car Share	4%
Train	1%
Bus	1%
Dedicate College Bus	0%
Total	**100%**

Table 5: Indicative Staff Baseline Splits Based on Surveys

5.13 **Table 5** shows that 77% of staff currently travel to the college by car with the remaining 23% travelling by sustainable modes. Walking and cycling offer the highest modal shares whilst bus, train and car sharing are all below 5%.

5.14 In addition, staff were asked how they would most likely travel to college if they were to change travel mode. This confirmed that 27% of the 73% of staff who currently travel to the college by car would prefer to use a different mode of travel. Cycling was identified as the most preferable travel mode, with walking second and car sharing third. When asked why staff use their current mode of travel the top three responses cited convenience, time and a lack of alternatives. Such information is used to develop the Travel Plan measures and associated TP targets.

5.15 Further to the above, a Travel Plan Annual Review Meeting was conducted on 25th November 2022 to review the previous year's work of Travel Plan Coordination. The meeting was attended by Vice Principals of the College, local councillors, the Student Progress Advisor and Governor and a Sustainable Transport Planner from EBC. A summary of the October 2022 travel survey results include:

- Bus, train and walking percentages for staff modal splits are increasing
- Cycling percentages for staff remain similar
- An increase in staff car sharing has been seen
- Student public transport use has increased

5.16 This annual review highlighted the following future actions:

- How to maintain and increase staff car sharing
- How to further encourage staff to cycle
- How to engage with students about why driving is inappropriate

Travel Plan Targets

5.17 To enable the progression and assessment of the success of the Travel Plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.

5.18 In support of this Travel Plan an overall target to decrease the proportion of journeys made by private vehicles by 5% is proposed. This should be met over a 5-year period. A 5% target has been chosen against the November 2020 baseline data for both staff and students and also matches that proposed within the Stantec July 2021 Travel Plan for consistency. A breakdown of the proposed targets per mode and for staff and students respectively are shown in **Tables 6** and **7** and match those proposed within the Stantec July 2021 Travel Plan which were agreed through the 2021 planning application.

Mode of Travel	Indicative Baseline	End of Year 3	End of Year 5
College Bus	67%	69%	70%
Car (Including Car Sharing)	16%	13%	11%
Walk	8%	8%	8%
Train	5%	5%	6%
Cycle	4%	5%	5%

Table 6: Student Targets Based on Survey Data

Mode of Travel	Indicative Baseline	End of Year 3	End of Year 5
Car (Including Car Sharing)	73%	70%	68%
Cycle	12%	13%	13%
Walk	8%	9%	9%
Car Share	4%	5%	6%
Train	1%	1%	1%
Bus	1%	2%	3%

Table 7: Staff Targets Based on Survey Data

5.19 **Tables 6** and **7** show the travel plan modal splits for both staff and students. The 5-percentage point target is consistent with the target outlined in the previous iteration of the travel plan.

6. TRAVEL PLAN STRATEGY

6.1 A Travel Plan is a useful tool produced to encourage students and staff to use alternative modes of transport to private vehicle journeys. The following provides a summary of the measures available to target users of the development site.

6.2 The measures identified have been informed by the Stantec Travel Plan (July 2021) and the current Travel Plan measures being implemented by the College. A Travel Plan Annual Review Meeting was conducted on 25th November 2022 to review the previous year's work of Travel Plan Coordination. The meeting was attended by Vice Principals of the College, local councillors, the Student Progress Advisor and Governor and a Sustainable Transport Planner from EBC. Where relevant, this Travel Plan will reference any changes/additions proposed within this meeting, following the last 12 months of implementation.

Measures Package

6.3 In addition to dedicated bus services and cycle parking on site, the following section proposes a package of soft measures to be implemented and refined by the Travel Plan Coordinator (TPC) over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets, the previous Stantec TP and the local and national policy.

6.4 The measures set out in this section are outlined to help achieve a 5-percentage point modal shift, which will help reduce greenhouse gas emissions. These measures have been identified through iterations to the Travel Plan and the dialog with Eastleigh Borough Council to date.

Action Plan

6.5 The Action Plan summarises the proposed actions taken to implement the measures of this Travel Plan. It outlines who is responsible, the timescales and how the impact of the measure will be monitored. The Action Plan reflects the discussions within this recent Annual Travel Plan Monitoring and review meeting The Action Plan is shown in **Table 8**.

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, Travel Welcome Packs and social media.	TPC	Ongoing	Annual travel survey
Explore opportunities to negotiate a discount between the college and local bicycle shops for cycle and equipment purchases for students	TPC	Annual	End of Year Report/Meeting
Ensure appropriate levels of cycle parking are provided on site	TPC	Ongoing	Cycle Parking Surveys
Promote Cycle to Work scheme amongst staff	TPC	Ongoing	End of Year Report/Meeting
Monitor the security of Cycle Parking	Barton Peveril College/TPC	Ongoing	Report number of thefts in annual travel 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	Ongoing	Annual travel survey
Continue to subsidise bus passes for students	TPC	Annual	Annual travel survey
Continue to liaise with local bus operators (Xelabus and Bluestar) about future increases in bus demand	TPC	Ongoing	Annual travel survey
Continue to promote the 16-17 Saver Card which provides half price rail fares for students	TPC	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	Ongoing	Annual travel survey

Prepare a Car Parking Management Plan	TPC	One off	Parking surveys
Non-Transport Measures			
Produce a Welcome Travel Pack for new students and staff	TPC	Updated and issued annually to new staff and students	End of Year Report/Meeting
Continue to promote travel planning on social media wherever possible	TPC	Ongoing	Annual travel survey
Annual meeting with a local residents representation for consultation on Travel Plan related matters	TPC	Annual	Annual meeting
Set up a Travel Plan User Group to include staff and student representatives	TPC	Ongoing	Biannual meetings
Offer personal travel planning advice	TPC	Ongoing	Annual Travel Survey

Table 8: Action Plan

6.6 **Table 8** summarises the Action Plan associated as part of this Travel Plan with the measures then discussed in more detail in the remainder of this chapter.

Key Stages: Five Years Following Occupation of the New School of Art and Design

6.7 It is proposed that this iteration of the Barton Peveril TP would become fully active upon occupation of the new School of Art and Design and would remain active until the publication of the next iteration of the Travel Plan or for 5 full years, whichever is earlier.

6.8 During these five years, the Action Plan would evolve to reflect the needs of the students and staff as identified by the TPC. Such measures would be determined by the TPC, Barton Peveril College, EBC, HCC 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.

Modal Measures: Walking and Cycling

6.9 This TP has summarised the local walking and cycling networks and the facilities which this TP would promote to students and staff. These will be detailed to students and staff in their Welcome Travel Pack (as discussed later in the report).

6.10 The accessibility review and baseline modal splits indicate that walking is a key travel mode for existing residents/staff in the area due to well-lit, wide footways and a number of facilities and amenities within reasonable proximity to the college.

6.11 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.

6.12 The TPC and college would also look to engage students in conversations about how we can overcome barriers to cycling to college.

6.13 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 to 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.

6.14 The TPC would review the on-site cycle storage facilities for demand and condition to ensure there is enough capacity and the facilities remain secure and sheltered. The TPC should also liaise with EBC regarding the Travel Hub plans at Parkway Railway Station and the option to include a docking station on the College site.

6.15 The TPC will also explore opportunities to allow access to shower and changing facilities and the implementation of a bike sharing initiative. This would be similar to the Beryl bike scheme introduced in the neighbouring local authority, Southampton, with a docking station located at the College.

Modal Measures: Public Transport

6.16 The baseline modal splits indicate that only 1% of the existing staff currently travel to work by bus or train and therefore it is considered that there is an opportunity to promote public transport as a form of travel.

6.17 Maximising staff use of public transport would be supported through highlighting the costs and benefits in comparison to single occupancy vehicle use. This would be done through the Travel Welcome Pack, email communication to staff and the personalised Travel Planning service offered to staff.

6.18 Student and staff would also be made aware of the local bus service routes and timetables to help make an informed decision about travel. This can be completed on the intranet and opening evening for

prospective students and their parents. Email communication for staff regarding any potential bus ticket discounts to be offered.

6.19 The 16-17 rail card which provides half price rail fares for students will be promoted.

6.20 The TPC will promote rail services from Eastleigh and Southampton Airport Parking Railway Station accessible by a c.20 minute walk from the college location. The TPC will also explore the opportunity to provide shuttle bus options between the College and the local Railway Stations.

6.21 The TPC will also monitor the Government's £2 bus fare cap announced in September 2022. This will then be promoted to students who are not entitled to a subsided dedicated college service.

6.22 The College has reiterated its commitment to contributing to the student bus services through the provision of subsidised student bus tickets through the lifetime of this Travel Plan. Furthermore, as a result of the increase in student numbers during the lifetime of this Travel Plan, the College will liaise closely with Bluestar and Xelabus to incorporate middle of the day bus services. This will alleviate pressure on the evening peak hour bus services.

Modal Measures: Car Sharing

6.23 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.

6.24 Liftshare is a well-established scheme and would be promoted to staff through the Travel Welcome Pack, to help them find potential lift sharing partners in the local area. The TPC will also look to promote the savings brought about through car sharing.

6.25 Presentations to staff on the benefits of carsharing will facilitate dialog between staff which live close to each other to arrange car sharing and this should be promoted annually. The TPC will also explore incentives for staff who regularly car share such as allocating spaces on site to staff who have car shared on their morning commute to the office.

Modal Measures: Sustainable Private Vehicle Use

6.26 On occasions when staff single occupancy vehicle use is unavoidable opportunities to promote sustainable driving practices would be promoted.

6.27 It is understood that Barton Peveril is exploring the opportunity to convert some of the existing parking spaces into spaces with electric vehicle charging capabilities. A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles.

6.28 Electric vehicles now have significant ranges, with some vehicles achieving at least 300 miles before needing to be recharged. In addition, manufacturers are confident in the batteries that they are now offering 8-year warranties on some models.

6.29 Hybrid vehicles combine both electric motors with a standard combustion engine providing a normal driving scenario with the addition of an electric provision. Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC.

6.30 The TPC will explore the option of incorporating a Car Parking Management Plan to encompass all parking spaces available to the college (on site and at Places Leisure). This could include a permit system based on employee commuting habits and could potentially include the leasing of spaces to staff to further disincentivise the use of the private car.

6.31 The relocation of the 46 spaces away from the College site at Places Leisure itself will help to force down parking demand and reduce the attractiveness of car travel, as less staff will be able to park directly on-site or on the surrounding road network.

Personalised Travel Planning

6.32 Upon moving into their new job, new staff will be offered free personalised Travel Planning advice as part of their Welcome Pack. This will be provided by the TPC and will inform staff on how they can travel to destinations 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 – Social Media

6.33 To ensure the ongoing promotion of the Travel Plan to students and staff over its life a number of marketing and communication elements would be implemented.

6.34 The Barton Peveril Instagram and twitter pages, provides students and staff with up-to-date information and latest changes to travel services, news and events.

6.35 The TPC would also produce materials to posted on these social media channels with updated sustainable travel information, details of any national events and offer personalised travel planning information.

6.36 It is anticipated that as the Travel Plan is operational, staff and students who are especially passionate about the College's modal shift would emerge and volunteer to assist the TPC in the implementation of the TP and encourage others to alter their travel habits.

Local Area and Other Site Users

6.37 Engagement with any other local active residential Travel Plans would provide an opportunity for a 'joined up working' approach to maximise resources and share best practice.

6.38 The college regularly engages with the local bus service operators regarding day-to-issues as well as possible revisions to bus services when required.

Visitors and Deliveries

6.39 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. Student and staffs positive sustainable travel experiences should have a knock-on effect to visitors.

Funding

6.40 The actions and measures identified within this Travel Plan will be funded by Barton Peveril College and the Vice Principal (Planning and Resources) will undertake the role of the Travel Plan Coordinator.

Ongoing Expenses

6.41 As previously mentioned, the college already invests a significant amount into the dedicated bus services to the college for its students. This is a significant investment for the college which has undoubtedly contributed to the success of the Travel Plan to date. The college is committed to continuing to invest in the bus services for students in the future.

Physical Measures

6.42 As part of the development proposals additional cycle parking pods will be provided on site. This will provide between 40 – 80 additional cycle parking spaces. These will require ID cards for students to access to ensure that the parking is secure during the day.

Travel Plan Delivery and Management

6.43 This refers to the costs linked to the delivery of the travel plan and staff resources. This will be managed internally by the college.

7. IMPLEMENTATION AND MONITORING

Travel Plan Coordinator

7.1 This section covers the implementation and monitoring of the development. The TPC position would be part-time over the life of the TP which at this stage is anticipated five years of full implementation, beginning on occupation of the new School of Art and Design.

7.2 The TPC role will be undertaken by BPC internally by the Vice Principal (Planning and Resources), supported by administrative/support staff where necessary. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met.

7.3 More specifically, the role of the TPC requires:

- Overseeing the development and implementation of the TP and maintaining support:
- Liaising with students and staff about the Travel Plan and its progress:
- Liaising with public transport operators, local interest groups, EBC and HCC
- Designing and implementing an effective marketing strategy and raising awareness:
- Organising travel-based events:
- Providing personalised travel planning when requested:
- 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.

Surveys and Feedback

7.4 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: and
- The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

7.5 This TP's approach to monitoring acknowledges the above requirements and based on our experience of being TPC's on a number of education sites and sites within Hampshire and also reflects that agreed within the July 2021 Stantec Travel Plan.

7.6 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	End of Year 4	End of Year 5
Student/Staff Travel Survey	Student/Staff Travel Survey	Student/Staff Travel Survey	Student/Staff Travel Survey	Student/Staff Travel Survey

Table 9: Monitoring Strategy

7.7 A staff and student travel survey is proposed to be undertaken annually. It is proposed that the survey will be primarily completed electronically, however, paper surveys given out at college may also be used.

7.8 The results of the survey will be available for students and staff to view on the college's social media and also included within Welcome Travel Packs.

7.9 An annual progress report will be prepared 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. This report can take the form of meeting minutes should an annual progress meeting be held. The meeting minutes should be kept as a record of the Travel Plan progress.

Overcoming Barriers to Success

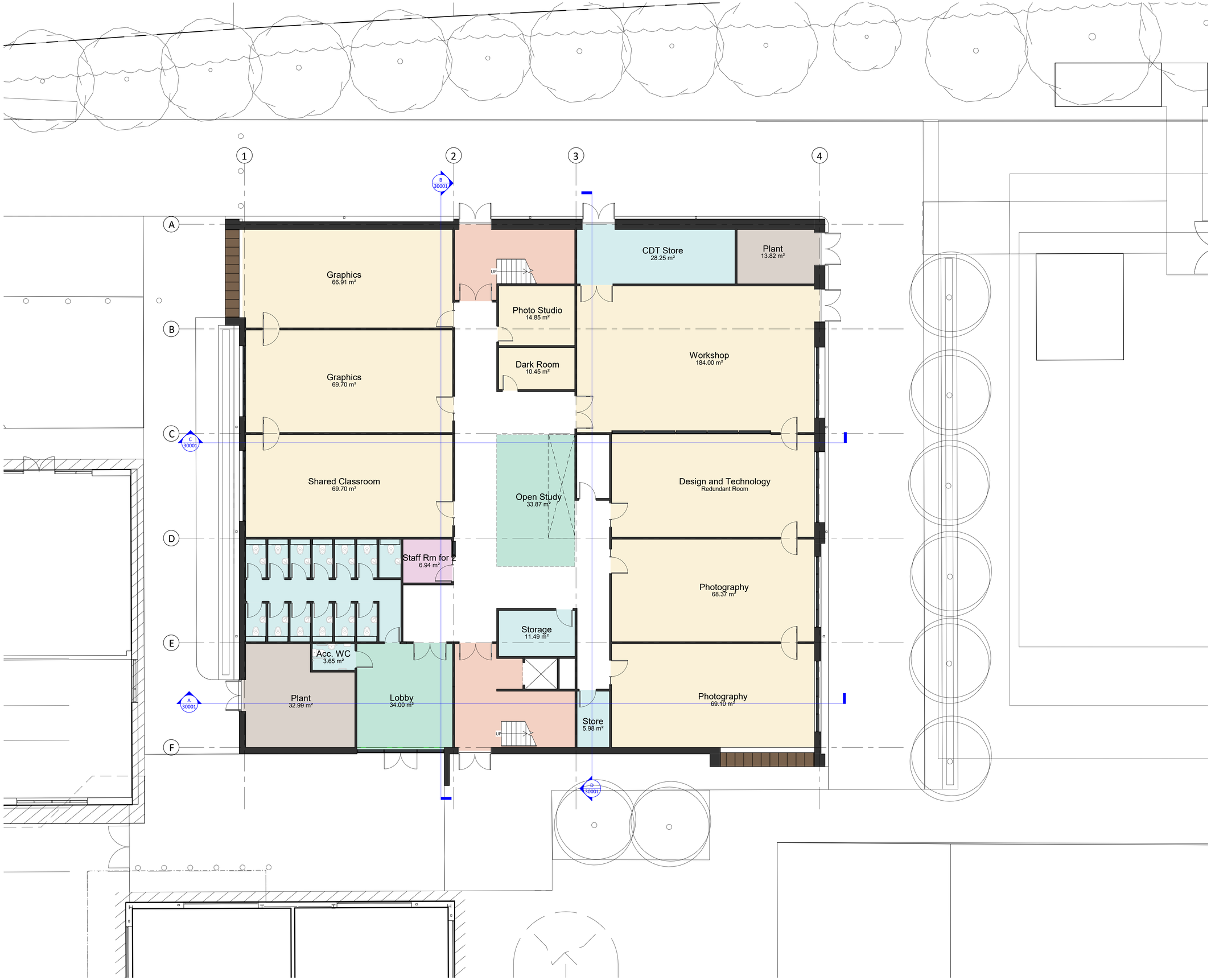
7.10 Mismanagement can become a potential barrier to the successful implementation of TP's. Whilst the TPC is responsible for the overarching management of the TP, ongoing co-ordination with EBC and HCC's Travel Plan Officer will ensure that mismanagement does not occur.

7.11 If the five-year target is not achieved, the requirement for remedial measures would be explored with HCC and would reflect the level of work already undertaken on the site.

Community Embedding and Handover

7.12 It is expected that due to the size and nature of the college, a TP would constantly be in operation at the site. Therefore, a traditional community embedding and handover would not take place.

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.

NORTH

0 5 10 m

GA Key

- Admin
- Circulation Core
- Plant
- Social
- Teaching
- WC/Storage

STATUS	REV	DATE	DESCRIPTION
PL	PL01	16/12/2022	Planning Issue

CLIENT
Barton Peveril College

REVISED BY
VG

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
PL : Authorized and accepted

SCALE
1 : 100@A1

DRAWING USAGE: *Planning Issue*

PROJECT - ORIGINATOR - VOLUME - LEVEL - TYPE - ROLE - CLASS. - NUMBER
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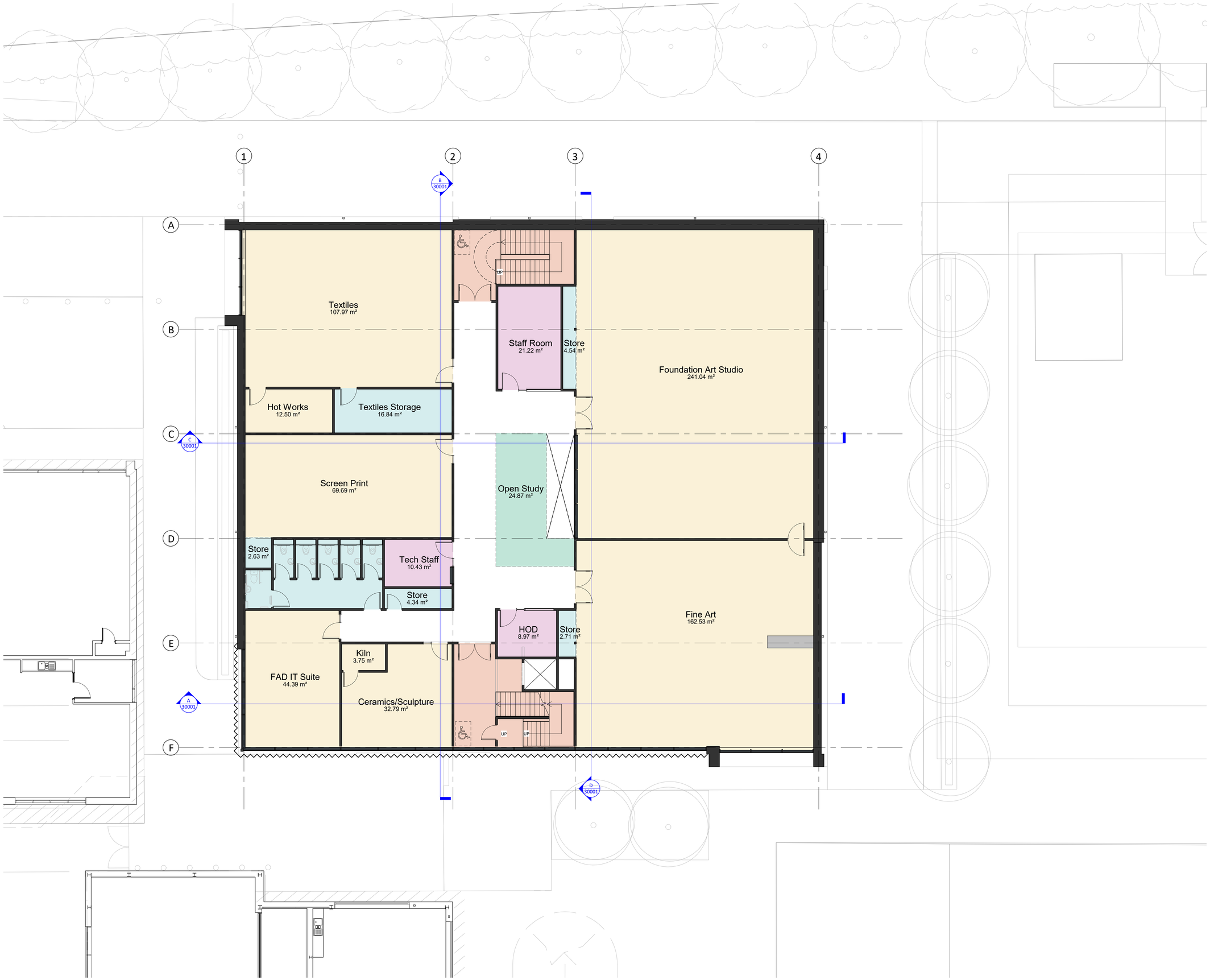
STATUS _ REVISION
PL_PL01



Proposed First Floor General Arrangement Plan
1 : 100

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All construction information should be taken from figured dimensions only.

NORTH

0 5 10 m

GA Key

- Admin
- Circulation Core
- Social
- Teaching
- WC/Storage

STATUS	REV	DATE	DESCRIPTION
PL	PL01	16/12/2022	Planning Issue

CLIENT
Barton Peveril College

REVISED BY
VG

CHECKED BY
TR

ORIGINATOR NO
155652

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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

BREEAM 2018 Tra01/02 Accessibility Index calculator

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

Building type: Sixth Form

No. nodes required: 3

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