

Winchester College Campus Review

Transport, Access and Parking

Prepared by	MJH Associates Southampton SO16 3QR	Prepared for	Winchester College College Street Winchester SO23 9NA
Telephone	023 8034 4017		
Fax	023 8034 4917		
Email	mikehenry@mjhassociates.co.uk		

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1.0 Introduction

- 1.1 This transport review, carried out as part of the preparation of the Campus Development Framework (CDF) deals with access and parking issues relating to Winchester College.
- 1.2 The College campus occupies a site centred on Kingsgate Street extending southwards from Winchester town centre south of the Cathedral Inner Close. The school educates about 700 pupils, nearly all of whom live during term time in one of eleven boarding houses spread around the College campus.
- 1.3 The College employs about 85 academic staff most of whom reside either in the boarding houses or in accommodation provided on campus by the College. In addition, the College employs about 100 academic support staff, and around a further 350 full and part time bursary support staff who deal with the administration and maintenance of the College. A few of the support staff have accommodation in the boarding houses, but the substantial majority live locally and are not resident in College owned accommodation within the campus.
- 1.4 Therefore as well as being an educational establishment of national and international repute the College is also a significant local employer generating travel and parking demands within an environmentally sensitive area of the town that is heavily constrained by its historic fabric and layout.
- 1.5 The two objectives of the review have been to examine the College's present transport impact on the locality of the southern part of Winchester and then to consider how future aspirations to improve College facilities, particularly where these involve opening them to wider public use, may affect such matters.
- 1.6 The primary intention of most of the development opportunities dealt with in the emerging CDF is aimed at enabling the College to maintain its core educational objectives, and there are no current proposals either to expand the school roll or to increase staff numbers. Therefore under those policies, proposals to develop College academic and support facilities would modernise or replace existing buildings without creating material increase in traffic generation.
- 1.7 It is however intended that this modernisation provides the College with flexibility in the future to allow for changes in admission and education policies that may alter pupil and staffing numbers.
- 1.8 Additionally, a few possible development opportunities under consideration, either on land surplus to College requirements or on sites currently underutilised, may result in small additional traffic generation. These will be considered on their merits as necessary in accordance with the local authority's criteria for transport assessments parking standards and travel plans.

2.0 Existing Situation

The College Campus

- 2.1 The College campus centred on Kingsgate Street forms part of the southern edge to Winchester town centre, encompassing an area immediately to the south of the Cathedral Inner Close. It is bounded broadly by St. Cross Road to the west and the water meadows of the River Itchen to the east. The original historic core of the College is centred on Chamber Court off College Street; with the rest of the academic and administrative buildings now stretching mainly southwards and westwards along Kingsgate Street and Kingsgate Road. Aside from this core area, there are three outlying College boarding houses to the west of St Cross Road; as well as College sites and the College Boatyard on the Itchen Navigation to the east, served from College Walk and Domun Road
- 2.2 There is a network of lightly trafficked roads running through the campus area serving all of the College academic, residential, and administrative buildings. Since the severance of vehicular access between College Walk and College Street to prevent extraneous traffic movements, all vehicular access to and from the College campus, with the exception of New Hall and the College Boathouse is served from connections onto St Cross Road, which forms the main radial route into the city from the south. Access to New Hall and the Boathouse are from College Walk via the Wharf Hill/Chesil Street junction.
- 2.3 Academic staff accommodation, ranging from detached family houses to small apartments, is located predominantly along both sides of Kingsgate Street and Kingsgate Road. The other locations for staff housing are on the southern section of Culver Road, which runs parallel to, and immediately to the west of, Kingsgate Street, and on College Street.
- 2.4 Most of the boarding houses for College pupils are dispersed along College Street, Kingsgate Street, Roman Road, and St Michael's Road, all to the east of St Cross Road, However three boarding houses are located on Beaufort Road and Edgar Road to the west of St. Cross Road, requiring pupils to cross this busy road as they walk throughout the day between the College and their lodgings.
- 2.5 The streets within St. Cross that run through the College campus areas are all predominantly residential and are used only for access within St. Cross. There are essentially no through routes that carry extraneous traffic. As such traffic is very light; counts taken by the City Council in July 2008 indicate an average daily flow on Kingsgate Road, the busiest of the streets affecting the College Campus, of only about 1,600 vehicles. The speed of these vehicles was also measured as being relatively low, averaging about 22 mph. These

measurements were taken immediately to the south of the College access to its Maintenance and PE centre. Traffic flow measurements taken at the same time just to the north of these accesses indicates comparable speeds but traffic volumes about 12% lower.

- 2.6 Other residential roads that traverse the campus area such as College Street, Romans Road Norman Road and Culver Road have not been surveyed but there is no evidence to suggest that they do not function safely and adequately for residential and College access.
- 2.7 In addition to the public road network, pedestrian and cycle movement for pupils and staff between the College buildings in St. Cross is also facilitated by a network of private footpaths and routes on College land that mean that all parts of the Campus to the east of St. Cross Road are readily and safely accessible from one another, generally within 5 minutes walking time.
- 2.8 However the busy St. Cross Road severs the main core of the Campus to the east from three College boarding houses on Beaufort Road and Edgar Road to the west, requiring boarders to use an uncontrolled zebra crossing for their journeys to and from the more central campus locations. Safety at this crossing has been reported by the College authorities as being problematical over the years. Further work is needed therefore to reassess and update the scale of this reported problem, so that if necessary a case for enhanced crossing arrangements and/or additional traffic calming measures along St. Cross Road can be put forward.
- 2.9 Much of the campus lies within relatively easy walking distance of all the main shopping, leisure and social amenities available within the centre of Winchester. For the most part, the site is also within a convenient walking distance from the existing and proposed the main bus stations and is within easy reach of the main line railway station. In terms of HCC parking policies therefore much of the Campus area is considered a “highly accessible location”. The eastern and southernmost areas of the campus, notably including the area around New Hall, although still within the City are arguably exceptions to this general conclusion.
- 2.10 The four closest bus routes to the College all pass along St. Cross Road and Southgate Street into and out of the City centre. Because of the limitation of access and circulation for large vehicles around St. Cross it would clearly not be feasible to divert or extend any of these routes into the campus areas of St. Cross.

College Travel Patterns

- 2.11 Pupils of the College walk each day to and from their boarding houses to their classrooms and other facilities on the College campus. None are permitted to bring cars to the College during term time.
- 2.12 The academic staff being resident on campus also has no requirement to commute to its workplace.
- 2.13 Academic and bursary support staff are encouraged by College recruitment policy to live within half an hour of travel from the College. A July 2008 survey of this staff indicated that 70% of them live in Winchester or the settlements immediately adjacent to it; and that more than 90% of this staff lives within 8 miles of the College. Of those surveyed, 40% reported their daily journey to work as taking 15 minutes or less. A further 50% reported that their journeys from home as being within half an hour of the College.
- 2.14 Although about a third of full time bursary support staff work have conventional working hours between 0900 hrs and 1700 hrs, a substantial minority of nearly 40% of the support staff surveyed start their working day before 0800 day and about half of them leave work either before 1600 hrs or after 1800 hrs. By way of example of the extended working day for some bursary staff, boarding house kitchen staff are rostered to start work at 0700 hrs in the morning and finish at 07 00 hrs in the evening.
- 2.15 Two thirds of the support staff who commute to work does so by car. About 20% of that number report that they routinely or occasionally shared lifts with one another. About 24% of the staff either walk or cycle to work, and 5% travel by bus. No one however reported that they routinely travel by train to work or that they use the park and ride facilities at Bar End.

3.0 College Parking

Parking policy context

- 3.1 Current guidance on national parking policies are given in PPS 3 (Housing) and PPG13 (Transport). These documents have formed the basis of the local policies set out in Hampshire County Council's "Parking Strategy: Policies and Proposals, (2002)". Parking policies with specific regard to the centre of Winchester are explained in chapter 10 of The Winchester District Local Plan adopted in 2006.
- 3.2 The thrust of all these documents is to reduce parking provision for new developments with the avowed aims being to encourage more use of public transport cycling and walking, to place less reliance on car usage, and in particular, to discourage long term parking in urban centres by commuters.
- 3.3 Although these policies expect reduced levels of maximum permissible parking standards to apply across the board, even greater reductions are expected for sites that are both well served by public transport as well as lying close to public amenities for shopping leisure and community needs.

Present parking considerations

- 3.4 The College provides parking for its staff (both residential and non residential) and visitors principally in nine locations throughout the campus, as given in **Table 1**. Some staff accommodation also benefits from residential on street parking permission from the City Council to the same extent as other private residential properties in the parking controlled areas of Winchester. The table excludes parking provision at the boarding houses and temporary overspill parking that can be provided from time to time for special events at the College.

TABLE 1 College Parking Spaces

	Location	Parking Spaces
1	Domum Road (College Walk)	10
2	New Hall (College Walk)	30
3	Music Hall (Kingsgate Street)	23
4	Art School (Kingsgate Road)	24
5	Science School (Kingsgate Road)	20
6	PE Centre Mill (Kingsgate Road)	35
7	Outer Court (College Street)	11
8	Halifax Passage	3 + 6 Garages
9	Culver Road/Culver Mews	1+ 24 Car Ports 11 Garages

3.5 The availability of parking in and around the College campus is heavily constrained particularly in the historic core along Kingsgate Street and College Street. On street parking on Kingsgate Street and College Street is controlled by parking regulations either to prevent it altogether where it could form an obstruction on the narrow streets, or is generally limited to residents' parking only. The few public on street parking spaces available are limited to short term parking.

3.6 Staff resident in College-owned houses that front onto the highway apply to the City Council for resident parking permits in the usual way. Other staff, resident in College accommodation, is provided with parking space within the College grounds at the discretion of the Bursar's office. Support staff, particularly those who work unsocial hours and who commute by car to work are also permitted to park with the grounds of the College in designated zones controlled and monitored by the Bursar's office. A small amount of parking is reserved for visitors to the College.

- 3.7 It is not possible to assess robustly actual parking provision within the College against usual Hampshire County Council (HCC) parking standards by land uses because its policies do not cover many of the activities undertaken by the College. However, the available evidence from the College's day to day management of parking demand is that, although constantly under pressure to provide more, the College is able to provide just enough parking to contain essential parking needs for staff and visitors without over provision.
- 3.8 Although there is demand to increase the parking stock of the College, given the thrust of current local and national policies to apply maximum car parking standards very stringently, particularly in and around conservation areas, as well as an aim to discourage commuting to work by car, it is considered extremely unlikely that it would be permissible for parking capacity serving present College uses to be increased beyond the existing provision. Therefore, the future redevelopment of College facilities should not aspire to provide additional parking for College work place use.
- 3.9 On the other hand, although the achievement of travel plan targets (see section 5) might enable a few work place parking spaces to be given up, in general terms it is a conclusion of this review of parking that redevelopment proposals should not inadvertently worsen the existing provision by building over existing parking spaces without ensuring their replacement elsewhere.
- 3.10 New or expanded development on the campus will provide specific parking for the development in accordance with relevant parking standards current at the time of making the proposals.
- 3.11 Additionally, although the College is able to make temporarily provision for visitor parking to specific events at the College a case for extra parking may be justified where it can be shown that more permanent visitor parking is needed to accommodate wider community use of College facilities.

Parking at the PE Centre

- 3.12 A high concentration of College parking already occurs in and around the existing PE Centre, accessed off Kingsgate Road. Extension of the PE centre will inevitably require this parking to be reorganised, and on the principle of at least maintaining the existing provision, new parking area sites will have to be found to replace the spaces lost under new buildings.
- 3.13 It is not possible at this stage to make specific recommendations as to the scale or location of this new parking, but it is apparent from the extent of the area surrounding the PE centre under consideration in this CDF that in principle sufficient scope exists in this locality to relocate parking satisfactorily on

College land with access retained onto Kingsgate Road, or with new access onto Norman Road.

Parking for New Hall

- 3.14 Special parking considerations apply to New Hall at the eastern edge of the campus. The existing facility has a capacity of about 470 seats, which may as part of the CDF be reduced to 300-400 seats, but has adjacent parking limited to only around 25-30 cars. There is no concern over this provision when New Hall is used exclusively by College staff and pupils. However the site is not well located in relation to public car parks in the centre of the City or at the Chesil Street car parks off Wharf Hill, and therefore it requires some additional provision close by to support even its occasional use either by College visitors or as a more general public venue. Present Hampshire County Council (HCC) parking standards state a requirement for one parking space per 5 fixed seats for facilities such as New Hall, indicating a present shortfall of around 65-70 spaces.
- 3.15 In the past, when needed occasionally as a venue for external events, overspill parking is understood to have been arranged on an area of the fields of St Elizabeth Mead immediately to the south of the hall, but the landscape study carried out for the CDF recommends on environmental grounds that this area should be reinstated to grassland and that it no longer considers it suitable for even temporary car parking use. Whilst therefore the Hall may continue to function as a venue dedicated exclusively to College use in a manner that does not generate visitor traffic, the significant lack of parking provision will seriously impede any aspirations to offer greater public use of an improved or even reduced facility on the site.
- 3.16 Although beyond the brief of this review to formally identify a suitable site for additional New Hall parking, two obvious and convenient locations would either be on the playing field on the corner of College Walk, or on the College's existing all-weather tennis courts immediately to the north east of New Hall.
- 3.17 The former site is understood to be leased presently by the College to the Pilgrims' School. This site already is occupied in part for overspill school parking and additional spaces could be provided by converting the remaining field to an all-weather playing surface. With regard to the latter site on the College tennis courts, access to a new parking area could be easily taken off College Walk from an existing access without impact upon the historic walling that surrounds the campus in this locality.

4.0 Access Issues

General

- 4.1 At this stage, none of the development proposals within the main campus area, considered in outline for the present review are regarded of sufficient scale to warrant off site road or junction improvements to the existing road network. All of the developments individually are relatively modest in scale but even when taken collectively are considered extremely unlikely to make material change to the volume or nature of traffic flow on the adjacent road network. Those proposals that result in a net increase of traffic movements will be subject to HCC policies in respect of contribution payments to general transport infrastructure.
- 4.2 Access considerations with regard to the main area under consideration in the CDF are given as follows.

Development North of Antrim House

- 4.3 Proposals to develop College facilities on the site immediately to the north of Antrim House (The College medical centre) should share the existing vehicular access of Antrim House onto St Cross Road. The proposals should be designed to allow all vehicles to turn within the curtilage of the site so that they can turn onto St Cross Road in forward gear. For safer and more convenient movement within the campus additional pedestrian and cyclist access should be provided to the rear of the development across or around Kingsgate Park.

Development elsewhere within the Main Area of the Campus

- 4.4 In the context of traffic and highway considerations all of the residential roads to the east of St Cross Road running through the campus including Norman Road, Culver Road, Romans Road, and Kingsgate Road are in principle suitable for small scale additional development with direct frontage access designed in accordance with the standards and recommendation of the Government publication "Manual for Streets".
- 4.5 The outlying College sites on Edgar road and Beaufort Road to the west of St Cross Road are located in similar predominantly residential areas, and as such are considered suitable in traffic and highway terms for comparable

redevelopment. In all of these areas new or improved accesses may impact adversely upon existing resident parking provision, which given the problems of parking constraint in the area will need to be considered sensitively at the detailed design stage.

Development of Blackbridge Yard

- 4.6 The Blackbridge Yard site, as well as other college sites on Domum Road, relies on vehicular access along College Walk, which for vehicles is effectively a cul-de-sac with one junction onto the wider road network at the Wharf Hill and Chesil Street t-junction. This junction is substandard and has limited ability to carry additional traffic movements, particularly by heavy goods vehicles.
- 4.7 Nevertheless this review considers that modest additional residential traffic can potentially be accommodated at the junction without material detriment to operational requirements or impairing road safety.

5.0 Travel Plan Issues

General

- 5.1 Present central and local government policies relating to transport and planning are geared heavily towards promoting measures that reduce the need to travel, especially by car. In pursuit of that aim the Government wants to help raise awareness of the impacts of travel decisions and promote the widespread use of travel plans amongst businesses, schools, hospitals and other organisations.
- 5.2 The travel survey, referred to in section 2 of this report, of the staff that travel daily to the College indicates that it does so at present in a commendably sustainable manner. Whilst therefore there is no evidence at present to suggest a pressing need for such a travel plan, and indeed no obligation at present for the College to prepare it, nevertheless the CDF provides the stimulus to the College, especially if it aspires to best practice as an employer, to do more to formalise its policies on promoting sustainable staff travel.
- 5.3 It would do by developing a College Travel Plan that would not only focus staff awareness on the matter but would also help to maintain or and improve the existing sustainability of staff travel patterns.
- 5.4 In any event future planning applications by the College for new or expanded facilities are likely to trigger a demand for those applications to be accompanied by a suitable travel plan. Such plans are best developed in cooperation with the staff affected so that realistic and achievable goals can be set and monitored in the long term. Consultations and staff involvement will take time and considerable commitment by the College if the process is to be successfully concluded and for those reasons alone it may be advisable to pre-empt the eventual demand for a travel plan by at least preparing the ground for one sooner rather than later.
- 5.5 Government policies on this and specifically on travel plans are set out concisely in Planning Policy guidance PPG 13 entitled 'Transport', as follows

"The Government wants to help raise awareness of the impacts of travel decisions and promote the widespread use of travel plans amongst businesses, schools, hospitals and other organisations. Local authorities are expected to consider setting local targets for the adoption of travel plans by local businesses and other organisations and to set an example by adopting their own plans.

There is no standard format or content for travel plans, and they may have a variety of names (such as green transport plans, company travel plans and school travel plans). However, their relevance to planning lies in the delivery of sustainable transport objectives, including:

1. reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
2. reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
3. more environmentally friendly delivery and freight movements, including home delivery services.

The Government considers that travel plans should be submitted alongside planning applications which are likely to have significant transport implications, including those for:

1. all major developments comprising jobs, shopping, leisure and services
2. smaller developments comprising jobs, shopping, leisure and services which would generate significant amounts of travel in, or near to, air quality management areas, and in other locations where there are local initiatives or targets set out in the development plan or local transport plan for the reduction of road traffic, or the promotion of public transport, walking and cycling. This particularly applies to offices, industry, health and education uses;
3. new and expanded school facilities which should be accompanied by a school travel plan which promotes safe cycle and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities; and
4. where a travel plan would help address a particular local traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds. However, unacceptable development should never be permitted because of the existence of a travel plan.

Where travel plans are to be submitted alongside a planning application, they should be worked up in consultation with the local authority and local transport providers. They should have measurable outputs, which might relate to targets in the local transport plan, and should set out the arrangements for monitoring the progress of the plan, as well as the arrangements for enforcement, in the event that agreed objectives are not met. They might be designed for the applicant only, or be part of a wider initiative, possibly organised by the local authority, involving other developments in the area.

The weight to be given to a travel plan in a planning decision will be influenced by the extent to which it materially affects the acceptability of the development proposed and the degree to which it can be lawfully secured. Under certain circumstances some or all of a travel plan may be made binding either through conditions attached to a planning permission or through a related planning obligation. Conditions attached to a planning permission will be enforceable against any developer who implements that permission and any subsequent occupiers of the property. Planning obligations will be enforceable against the person who entered into the obligation and any person deriving title from that person.

6.0 Summary

College Travel Patterns

- 6.1 Being resident on the campus the boarders and academic staff of the College do not commute to their classrooms and workplaces and do not therefore create the usual traffic problems associated with “school runs” during the morning rush hour. None of the senior boarders are allowed to have cars at the College during term time.
- 6.2 The travel survey of the staff that travel daily to the College indicates that it does so in a commendably sustainable manner. As a consequence of College policy to encourage its staff to live within half an hour of the College, the majority live locally in Winchester or its surrounding districts and a significant minority of those surveyed report that they normally walk or cycle to work. The nature of the College employment means that staff come to and leave work over an extended 12 hour period from 0700 hrs in the morning onwards, with the benefit that commuting times, particularly in the afternoon, are not concentrated on the usual peak hours of the day. The extended working day makes commuting by public transport problematic for some staff involved in unsocial hour shifts

National and Local Transport Policy

- 6.3 Present central and local government policies relating to transport and planning are geared heavily towards promoting measures that reduce the need to travel, especially by car. In pursuit of that aim the Government wants to help raise awareness of the impacts of travel decisions and promote the widespread use of travel plans amongst businesses, schools, hospitals and other organisations. Whilst there is no obligation at present to do so, and furthermore no evidence at present to suggest a pressing need for it, nevertheless the CDF provides the stimulus to the College to formalise its policies on promoting sustainable staff travel. A College Travel Plan would not only focus staff awareness on the matter but would also help to maintain and improve the existing sustainability of staff travel patterns.

Car Parking

- 6.4 The availability of parking in and around the College campus is heavily constrained particularly in the historic core along Kingsgate Street and College Street. Nevertheless the College seeks to manage and control parking by its staff and visitors to allocated spaces or zones within the Campus balancing the various needs of, staff and their families who are resident within the College,

those who seek work place parking, visitors, and Friends of the College who are permitted the use of some of the College facilities. The available evidence is that although constantly under pressure to provide more, the College is able to provide just enough parking to contain essential parking needs without over provision. Ambitious travel plan targets may enable a few work place parking spaces to be given up but in general terms it is recognised as important that not only does new or expanded development on the campus provide specific parking for the development in accordance with the local authority's relevant standards but also that the proposals do not inadvertently worsen the existing provision by building over existing parking spaces.

- 6.5 Equally however, given the thrust of current local and national policies to apply maximum car parking standards very stringently, particularly in and around conservation areas, the future redevelopment of college facilities should not aspire to provide additional parking for College work place use. A case for extra parking could however be justified where it can be shown that more visitor parking is needed to accommodate wider community use of College facilities.
- 6.6 A high concentration of College parking already occurs in and around the existing PE Centre, accessed off Kingsgate Road. Extension of the PE centre will inevitably require parking to be reorganised, and on the principle of at least maintaining the existing provision, new parking area sites will have to be found to replace the spaces lost under new buildings.
- 6.7 Special parking considerations apply to New Hall at the eastern edge of the campus. The existing facility has a capacity of about 470 seats, which may as part of the CDF be reduced to 300-400 seats, but has adjacent parking limited to only around 25-30 cars. The site is not well located in relation to public car parks in the centre of the City or at the Chesil Street car parks off Wharf Hill, and therefore it requires some additional provision close by to support even its occasional use either by College visitors or as a more general public venue. Present Hampshire County Council (HCC) parking standards state a requirement for one parking space per 5 fixed seats for facilities such as New Hall, indicating a present shortfall of around 65-70 spaces, or 30-50 spaces for a possible reduced facility. In the past, when needed occasionally as a venue for external events, overspill parking is understood to have been arranged on an area of the fields of St Elizabeth Mead immediately to the south of the hall, but the Landscape study recommends that this area should be reinstated to grassland and is no longer considered suitable on environmental grounds for even temporary car parking use. Whilst therefore the Hall may continue to function as a venue dedicated exclusively to College use in a manner that does not generate visitor traffic, the significant lack of parking provision will seriously impede any aspirations to offer greater public use of an improved or even reduced facility on the site.

- 6.8 Although beyond the brief of this review to formally identify a suitable site, two obvious and convenient locations for such parking would either be on the playing field on the corner of College Walk, or on the College's existing all-weather tennis courts immediately to the north east of New Hall. The former site is understood to be leased presently by the College to the Pilgrims' School. This site already is occupied in part for overspill school parking and additional land could be provided by converting the remaining field to an all-weather playing surface. Access to the College tennis courts can be easily taken off the existing access from College Walk without impact upon the historic walling that surrounds the campus in this locality.

Pedestrian Movement

- 6.9 The network of public roads within the campus combined with private paths across College grounds assist the easy movement and access between the various academic facilities boarding houses and school buildings of the college. The absence of extraneous traffic through the campus as well as layout constraints on the narrow streets around the core of the College mean that vehicles do not generally predominate over pedestrians and cyclists.
- 6.10 The exception however occurs with the busy St. Cross Road that severs the main areas of the campus to the east from three College boarding houses on Edgar Road, Compton Road and St Cross Road to the west. Boarders in these locations have to use an uncontrolled zebra crossing for their journeys to and from the more central campus locations. Safety at this crossing has been reported by the College authorities as being problematical over the years, and although it may be possible to justify a case for enhanced crossing control arrangements and/or additional traffic calming measures along St. Cross Road it would be clearly desirable to avoid or mitigate the potential conflict altogether through the potential relocation of at least one of the boarding houses to the west of St Cross Road onto land to the east alongside Antrim House.

Vehicular Access

- 6.11 At this stage, none of the development proposals within the main campus area, considered in outline for the present review are regarded of sufficient scale to warrant off site road or junction improvements to the existing road network. All of the developments individually are relatively modest in scale but even when taken collectively are considered extremely unlikely to make material change to the volume or nature of traffic flow on the adjacent road network. Those proposals that result in a net increase of traffic movements will be subject to HCC policies in respect of contribution payments to general transport infrastructure.