

Land North of Solent Road, Havant: Highways Statement

Ref: TW/BB/ITB200083-002A TN
Date: 29 July 2024

SECTION 1 Introduction

- 1.1.1** A planning application for the development of 1,848sqm (GIA) of new office space and various industrial units on land to the North of Solent Road in Havant was submitted by Portsmouth Water in May 2021 (Ref: APP/21/00601). In April 2023, the application was amended to seek permission for the new office space only (removing the industrial units) and was supported through the submission of a revised Transport Assessment and Travel Plan¹ (prepared by Mode Transport Planning).
- 1.1.2** In response to comments received from Hampshire County Council (HCC)² in October 2023, a Transport Assessment Addendum was submitted in December 2023 and a further response received from HCC in March 2024. The full consultation response is contained at **Appendix A**.
- 1.1.3** Portsmouth Water has now instructed i-Transport LLP to address the remaining comments raised by HCC in their latest response. To agree an approach to address the matters raised, a meeting was held with HCC on 10th May 2024. A summary of the matters agreed at the meeting, along with the subsequent remaining actions, is provided in **Table 1.1**.

Table 1.1: HCC Meeting Summary and Actions

Matter	Action
Traffic impacts on Solent Road / Park Road South	None required – HCC confirmed that it does not require any additional assessment.
Travel Plan	None required – the Travel Plan (as previously submitted) is acceptable.
Site Access Arrangements	<i>HCC confirmed that the site access works are agreed in principle but would need to be refined through Road Safety Audit. No further tracking assessments are needed.</i> Agreed actions: • Include statement on operation of gates as part of the access arrangements.

¹ Mode Transport Planning Doc Ref: 230410 and 231221 respectively.

² In their role as the Local Highway Authority

Matter	Action
Internal Network	<i>HCC confirmed that no additional traffic calming is required beyond that shown.</i> Agreed actions: • Include statement on the gradients on approach to the internal zebra crossing.
Solent Road Active Travel Improvement	<i>HCC confirmed that the general principles of the scheme are agreed, subject to a Stage 1 Road Safety Audit and the minor amendments set out below.</i> Agreed actions: • Amend design to include cycle transition at Brockhampton Lane. • Demonstrate cycle visibility splays at minor arms. • Provide cost appraisal of the highway works • Confirm refuse vehicle tracking at the Brockhampton Lane / Solent Road junction with Waste provider (HCC to engage HBC). • Commission a Stage 1 Road Safety Audit and provide a Designer Response.
Solent Road Mitigation	<i>HCC is seeking a financial contribution towards improvements of the Solent Road and Brockhampton Road corridors, to enhance access to Harts Farm Way. HCC has costed these works at £1.5m and is seeking a proportionate contribution to the scheme.</i> Agreed actions: • Financial contributions to be discussed in a separate meeting following the issuing of the S278 costings of the highway works.

1.1.4 This report provides the additional information and clarification requested by HCC on the agreed actions, as summarised in **Table 1.1** and discussed at the meeting held on 10th May 2024.

SECTION 2 Site Access Design and Section 278 Highway Works

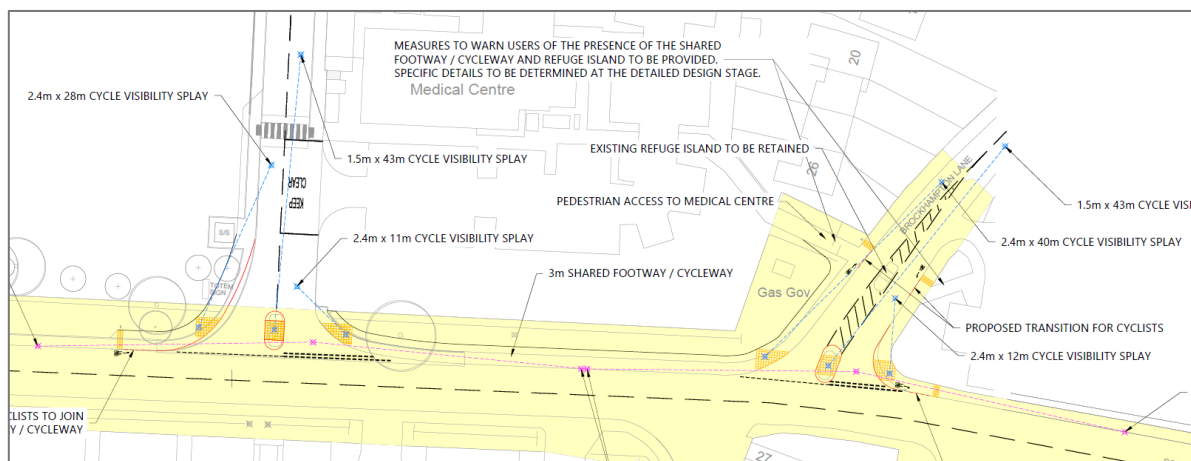
2.1 Site Access and Solent Road Active Travel Improvements

2.1.1 In response to HCC's latest comments, the design for the proposed active travel improvements along the northern side of Solent Road has been amended to include:

- 1 Cycle transitions at Brockhampton Lane, including the relocation of the proposed corduroy hazard warning paving to the east of the Brockhampton Lane / Solent Road priority junction.
- 2 Demonstration of achievable visibility for cyclists at each of the proposed crossing points.

2.1.2 The revised design is shown on i-Transport drawing no. **ITB200083-GA-001B**, an extract of which is presented as **Image 2.1**.

Image 2.1: Site Access and Solent Road Active Travel Improvements – Revised Design



Source: Extract of i-Transport drawing no. ITB200083-GA-001B

Cycle Visibility Splays

Site Access

- 2.1.3** The following cycle visibility splays are achievable at the proposed pedestrian/cycle crossing points at the site access junction:
- 2.4m x 28m – at the western uncontrolled crossing point.
 - 2.4m x 43m – at the proposed refuge island crossing.
 - 2.4m x 11m – at the proposed eastern uncontrolled crossing point.
- 2.1.4** The site access junction and access road have been designed to a 20mph design speed, adherence to which will be reinforced through traffic calming features in the form of raised zebra crossings.
- 2.1.5** The achievable cycle visibility splays at the western crossing point, as well as at the refuge island crossing point at the access, are in excess of that required for a 20mph design speed (25m) and are acceptable on this basis. Significant visibility is achieved to Solent Road itself to see oncoming vehicles.
- 2.1.6** It is acknowledged that the achievable cycle visibility at the eastern crossing point is limited due to third-party land constraints. However, the access road provides access only to the proposed development and the existing Bosmore Medical Centre car park, with approaching vehicles slowing to negotiate the Solent Road junction, and therefore in practice approach speeds to the junction with Solent Road will be significantly below the 20mph design speed.
- 2.1.7** This ensures that the achievable cycle visibility is appropriate and will not result in any significant impacts to highway safety. This is confirmed through the findings of the Stage 1 Road Safety Audit (summarised within this report), which did not raise any issues with the length of achievable cycle visibility splays at the site access junction.

Brockhampton Lane / Solent Road Junction

2.1.8 The following cycle visibility splays are achievable at the proposed pedestrian/cycle crossing points at the Brockhampton Lane / Solent Road junction:

- 2.4m x 40m – at the western uncontrolled crossing point.
- 2.4m x 43m – at the proposed refuge island crossing.
- 2.4m x 12m – at the proposed eastern uncontrolled crossing point.

2.1.9 Visibility is good at the refuge island and the western crossing location respectively.

2.1.10 The achievable cycle visibility at the eastern crossing point is limited due to third-party land constraints. However, Brockhampton Lane provides access only to the Solent Retail Park car park and residential properties, with the road closed to through traffic by the presence of a modal filter to the northeast. Vehicles approaching southbound will be slowing to access Solent Road and traffic flows are light.

2.1.11 This again ensures that the achievable cycle visibility splays are appropriate and will not result in any significant impacts to highway safety. This is confirmed through the findings of the Stage 1 Road Safety Audit (summarised within this report), which did not raise any issues with the length of achievable cycle visibility splays at the Brockhampton Lane junction.

Refuse Servicing Arrangements – Brockhampton Lane

2.1.12 The proposed active travel improvements along Solent Road include the upgrading of the existing traffic island at the Brockhampton Lane / Solent Road junction to a pedestrian/cyclist refuge island crossing, increasing the size of the island to accommodate cyclists.

2.1.13 Servicing for Brockhampton Lane requires access to/from Solent Road and therefore vehicle tracking analysis was requested by HCC to demonstrate that the active travel improvements would not adversely impact servicing.

2.1.14 Refuse vehicle tracking of the existing Brockhampton Lane / Solent Road junction was undertaken by Mode Transport Planning with the analysis demonstrating that a large refuse vehicle currently overruns the footway on the western side of the carriageway to access Brockhampton Lane. This is an existing situation that will not be exacerbated by the active travel improvements proposed as part of the development proposals.

2.1.15 This vehicle tracking analysis has been reviewed and reproduced by i-Transport as drawing no. **ITB200083-GA-002**, an extract of which is presented as **Image 2.2**.

Image 2.2: Refuse Vehicle Tracking Analysis – Brockhampton Lane



Source: Extract of drawing no. ITB200083-GA-002

- 2.1.16 HCC has subsequently held a meeting with Havant Borough Council's servicing team, who have confirmed that the proposed improvements will not have implications on their ability to service Brockhampton Lane effectively. Confirmation of this correspondence is contained at **Appendix B**.

Ordinary Watercourse Consent (OWC)

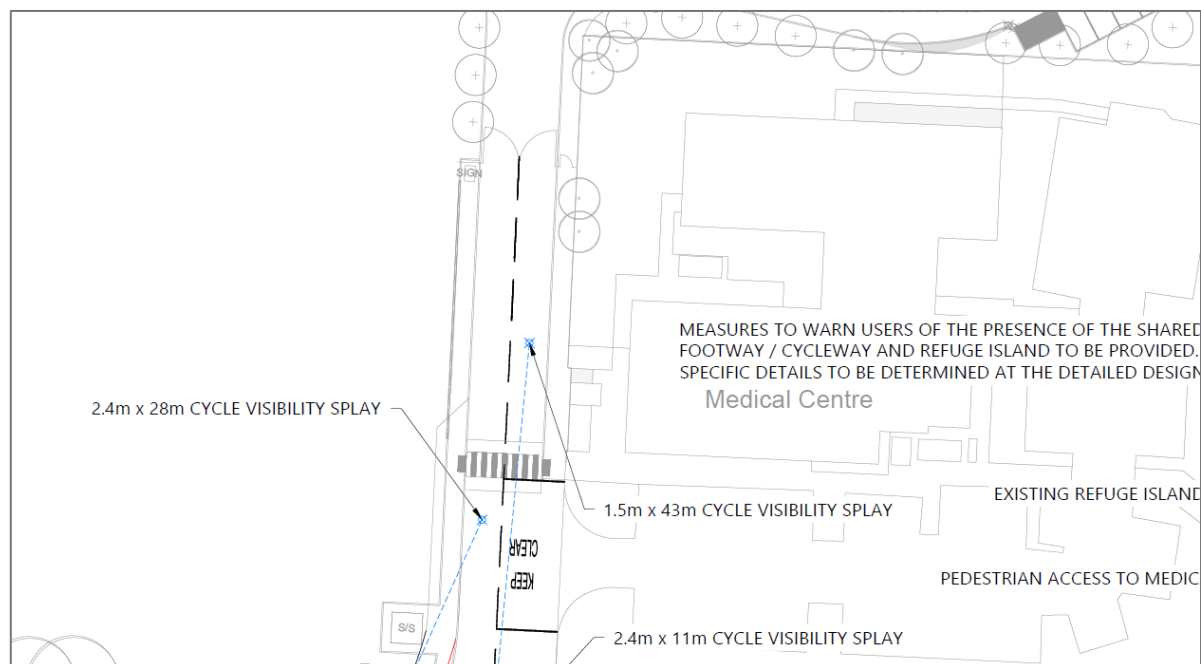
- 2.1.17 The existing access to the site, which is to be upgraded as part of the development proposals, routes over a culvert and ditch on the northern side of Solent Road. As such, it is understood that OWC consent will be required to extend the culvert to achieve the access.
- 2.1.18 It has been confirmed through discussions with HCC that OWC consent will be required prior to development starting. HCC intends to propose a condition that requires the Section 278 agreement for the proposed site access works to be entered into prior to commencement and the highway works delivered prior to occupation. This will necessitate achieving OWC consent at that stage.

2.2 Internal Network

Gates

- 2.2.1 The development proposals include a set of gates that will be set back c. 65m from the site access junction with Solent Road. The gates will provide security to the new development complex. The proposed gates are shown on **Image 2.3**.

Image 2.3: Proposed Gated – Development Access Road



Source: Extract of i-Transport drawing no. ITB200083-GA-001B

- 2.2.2 The proposed gates will remain open during the operational hours of the development (i.e. 07:30 – 19:00) to ensure that there will be no potential for the blocking back of vehicles towards the Bosmore Medical Centre access, or indeed the site access junction onto Solent Road.

Traffic Calming Features

- 2.2.3 To achieve a design speed of 20mph, the development access road will include a raised zebra crossing.
- 2.2.4 Whilst the detail of these traffic calming features will be determined at the detailed design stage, it can be confirmed that the internal access road will be designed to ensure a maximum gradient of 1:20 will be achieved on approach to the raised zebra crossings (as agreed with HCC).

2.3 Stage 1 Road Safety Audit

- 2.3.1 An independent Stage 1 Road Safety Audit of the proposed access and active travel improvements has been undertaken (by Fenley Road Safety) and all matters raised through the Audit have been addressed. A Design Team response is provided in accordance with Appendix F format of DMRB GG119 provided at **Appendix C**. In response to the audit:

- The design has been amended to retain the existing pedestrian refuge island crossing adjacent to the Solent Road Retail Park and Bosmore Medical Centre on Brockhampton Lane. This would be additional to the upgrading of the existing traffic island at Solent Road which provides for the Solent Road desire line.

- If deemed necessary at the detailed design stage, measures could be introduced to visually narrow the access road carriageway on approach to the bellmouth of the site access junction onto Solent Road.
- It has been confirmed that any necessary adjustments to the ditch on the northern side of Solent Road (including any existing vegetation/trees) will be determined and specified at the detailed design stage.
- Cycle on and off slips have been introduced where appropriate onto Solent Road.
- It has been confirmed that appropriate measures (such as bollards or hazard warning paving) will be introduced to warn users of the presence of the shared footway/cycleway and refuge island crossing at the pedestrian links to the Bosmore Medical Centre and Solent Retail Park respectively. The details of the measures will be specified and determined at the detailed design stage.

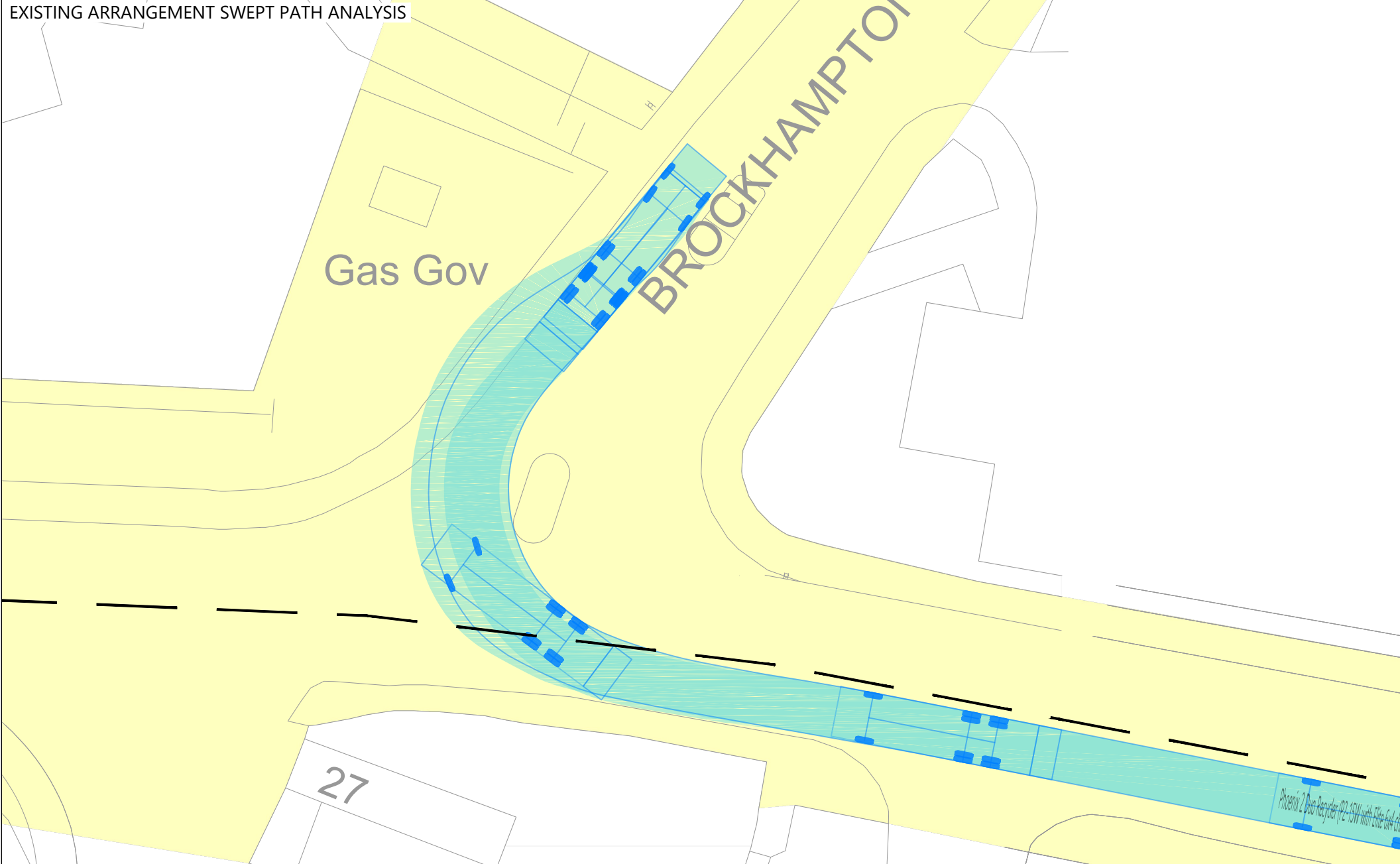
2.3.2 On this basis, the RSA does not raise any unresolved safety concerns.

SECTION 3 Section 106 Contributions

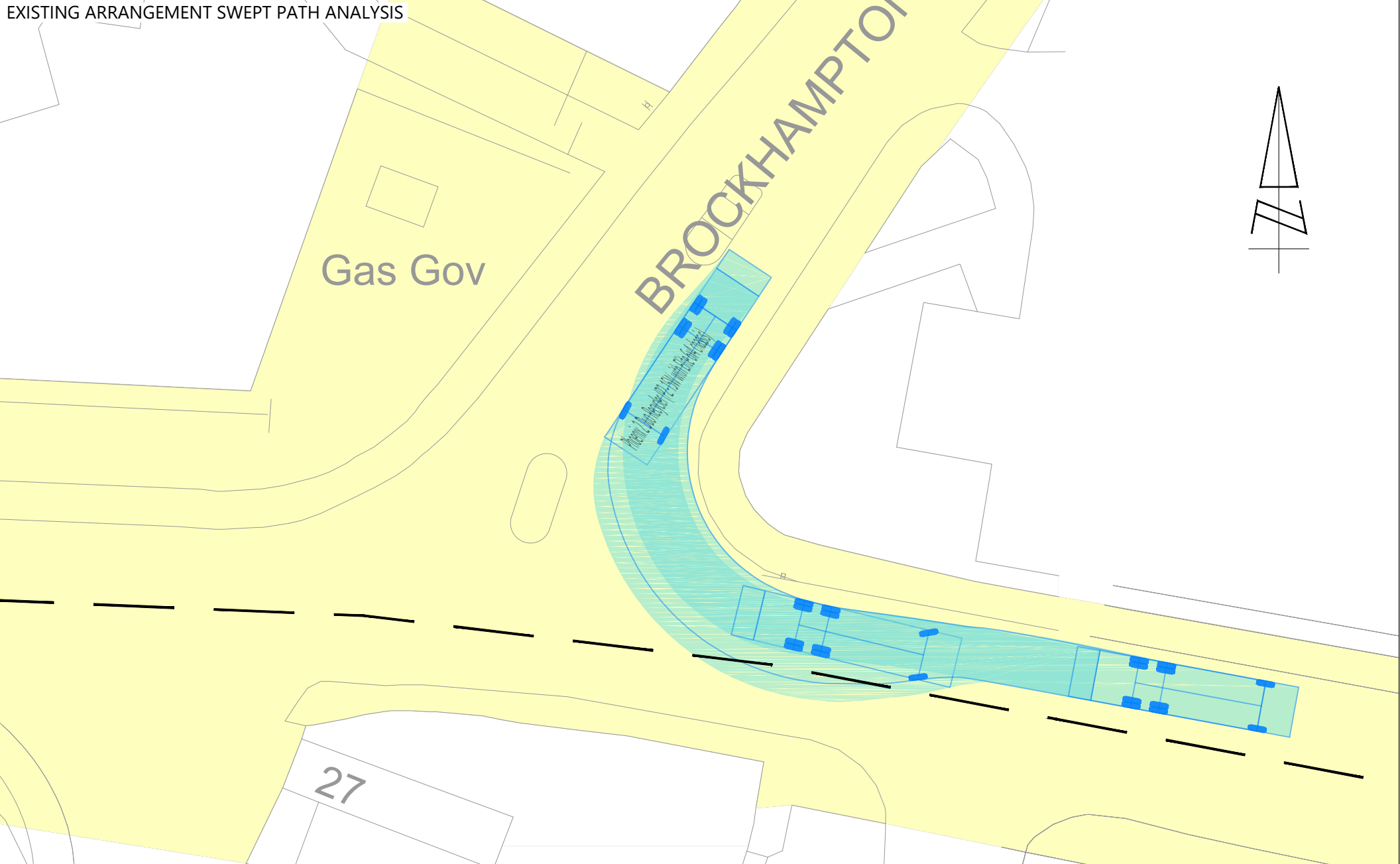
3.1.1 The applicant is prepared to provide a fair and proportionate contribution towards the delivery of the improvement scheme at the Brockhampton Road / Solent Road / Marples Way roundabout. This would supplement the improvements being delivered directly by the applicant on Solent Road / Brockhampton Road to improve active travel provision. Discussions will be concluded with HCC on an appropriate contribution which will thereafter be secured within the Section 106 Agreement.

DRAWINGS

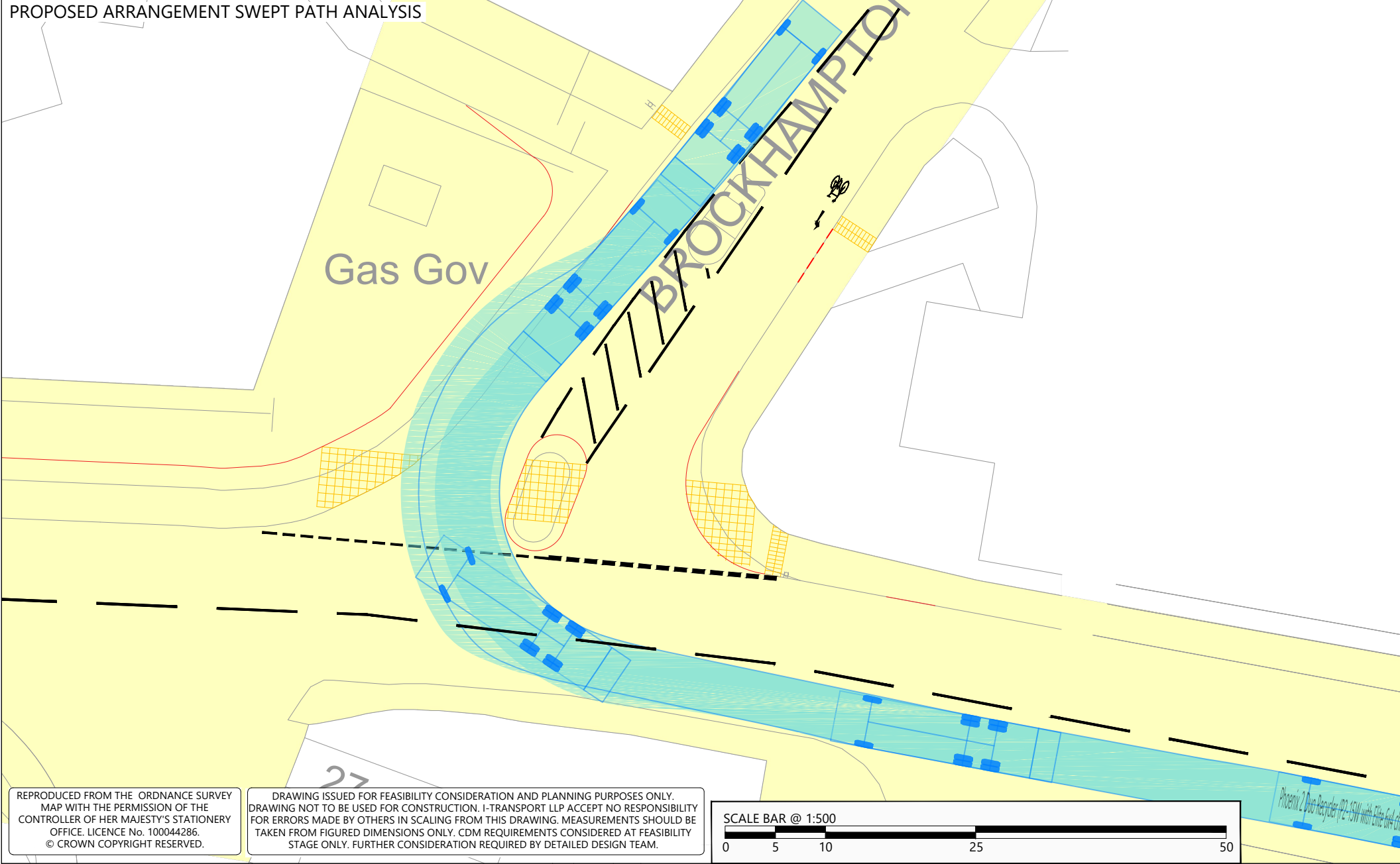
EXISTING ARRANGEMENT SWEEP PATH ANALYSIS



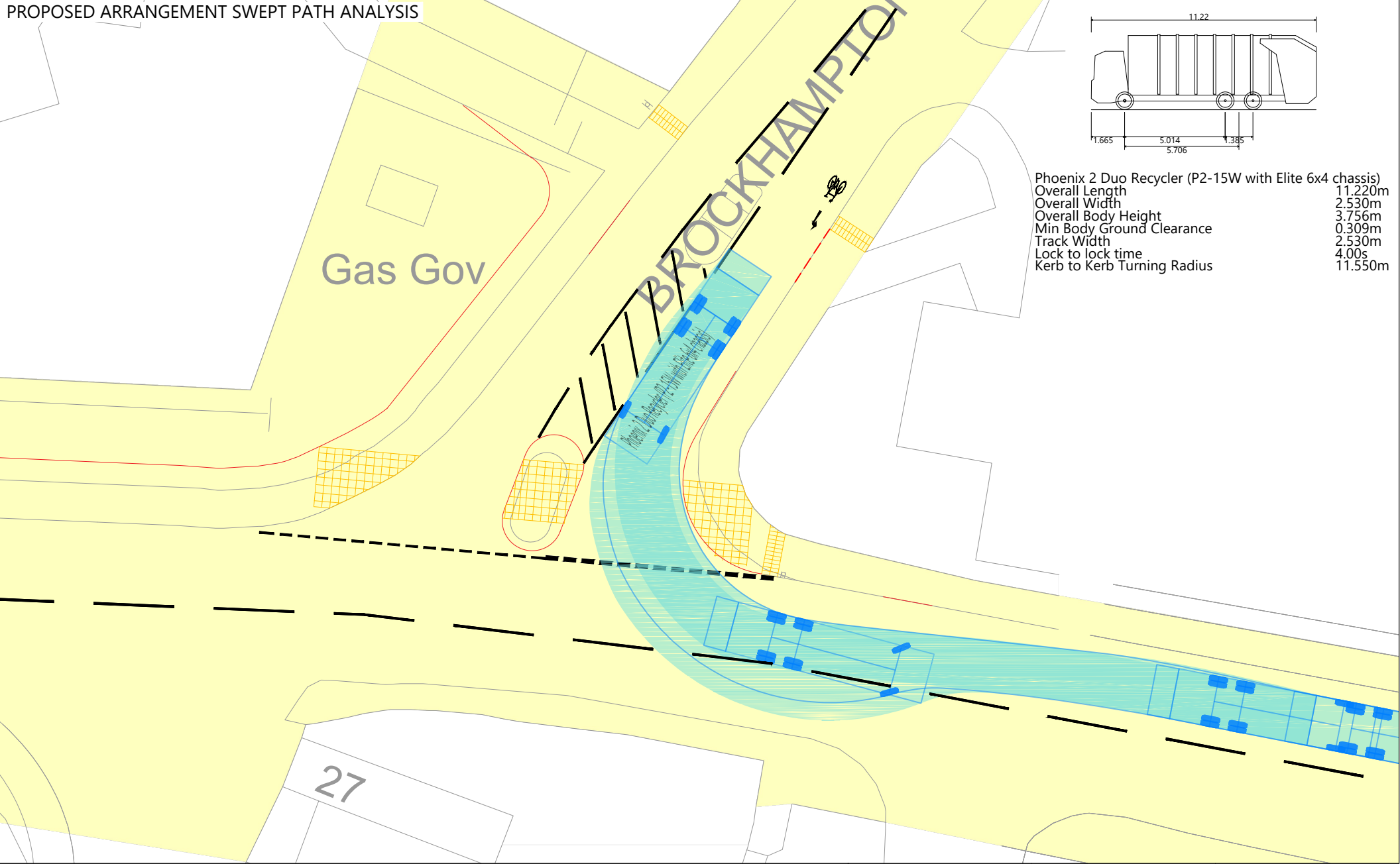
EXISTING ARRANGEMENT SWEEP PATH ANALYSIS



PROPOSED ARRANGEMENT SWEEP PATH ANALYSIS



PROPOSED ARRANGEMENT SWEEP PATH ANALYSIS



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

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SCALE BAR @ 1:500
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Basingstoke, Hampshire, RG21 4EB
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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE: BROCKHAMPTON LANE - REFUSE VEHICLE SWEEP PATH ALAYSIS		DRAWN: JMc	CHECKED: BB	APPROVED: TW
PROJECT: NORTH OF SOLENT ROAD		PROJECT No: ITB2000083	SCALE @ A2: 1:250	DATE: 22.05.24
CLIENT: PORTSMOUTH WATER		DRAWING No: ITB2000083-GA-002		

APPENDIX A. HCC CONSULTATION RESPONSE

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line

Date 26 March 2024

My reference 052000

Your reference APP/21/00601

Email havantdc@hants.gov.uk

Dear Mr Eaves,

Land north of Solent Road (adjacent to Bosmere Medical Centre) Havant

Proposed Portsmouth Water Headquarters building (Use Class E(g)(i) use); widened access onto Solent Road; and associated access, car parking, landscaping and works; including the felling of 7No. trees the subject of TPO No.1801 in order to improve the access and allow for the development.

Thank you for your re-consultation on the above full planning application. In response to previous comments raised by the Highway Authority dated 18 October 2023 and following direct discussions with the applicant, a Transport Assessment Addendum (hereafter, TAA), has been submitted.

The information provided within the TAA has not addressed all outstanding matters. Notwithstanding the above, the Highway Authority have reviewed the TAA and have the following comments to make. Reference to outstanding matters is discussed within this response where appropriate.

Policy Status

The applicant should be made aware that Hampshire County Council's Local Transport Plan 4 has been adopted in February 2024 which provides a new set of guiding principles that will be relevant when determining this application.

Solent Road – Proposed Pedestrian and Cycle Improvements

S278 Works:

Drawing J32-5257-PS-016 shows the pedestrian and cycle improvements. As these works connect the development access into the existing on carriageway cycle route at Brockhampton Lane and the facilities to the east, it has been agreed that this is to be provided as part of a S278 works for the site. The Highway Authority engaged in direct

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informal discussions in June 2022 regarding the proposals. Several concerns were raised, and these do not appear to have been addressed.

The original request for offsite highway works was to provide LTN1/20 compliant provision for cyclists along Solent Road to the Brockhampton Road/Solent Road roundabout due to the aspiration to connect Solent Road with the existing cycle infrastructure on Harts Farm Way. Since then, the Kingscroft application (APP/22/00669) has proposed a scheme for the provision around the Brockhampton Roundabout connect to this site, through the provision of shared use infrastructure. Given the scale of the various developments within the area the Highway Authority require pooling of S106 funding/S278 works from these sites to deliver the full Solent Road to Harts Farm Way scheme.

This site is proposing to deliver through S278 a 3.0m shared use footway/cycleway from the west of the site access to a location east of the Brockhampton Lane refuge crossing. A cycle slip is provided on the western side to allow cyclists to access and egress the shared use path in the absence of the wider Solent Road scheme coming forward. However, once the complete scheme is provided, cyclists will be able to stay on the northern side of Solent Road utilising the shared use path.

Before the shared use route crosses Brockhampton Lane, it should be extended north to tie in with the shared use path to access the medical centre and providing cyclists with an appropriate location to re-join the carriageway. Similarly, after cyclists have crossed Bedhampton Lane, appropriate facilities will need to be provided which allow cyclists to re-join Solent Road to the east of the junction. The junction radius may need to be amended to allow a larger landing area on the eastern side of the crossing and suitable space for cyclist to join the route or rejoin the carriageway.

The current proposals shown do not provide cyclists with a continuous route into the site access road itself and does not provide any facilities to access and egress the carriageway safely. This is not considered acceptable for achieving the aims of the scheme.

To address these issues, the shared use path should extend into the site and drop cyclists on carriageway at a safe location along the access road. The route should also extend across Brockhampton Lane before cyclists are dropped on carriageway at a point east of the junction. The required amendments will integrate the path and the wider network and would provide cyclists with the necessary facilities to access the route when approaching on carriageway.

Should constraints within the highway boundary limit the ability to provide cycle provision at an appropriate width across Brockhampton Lane, a pedestrian crossing incorporating the above comments for cyclists should be considered. If the crossing at this time cannot support cycle movements an island with suitable width should still be provided to allow future connection should the opportunity arise and creating a more attractive area for pedestrians to wait. It would also provide a safe area should cyclists

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chose to use it to then rejoin Solent Road from the Brockhampton Lane give way junction.

The proposed works should be subject to a Stage One Road Safety Audit (RSA1) and supported with a designer's response ahead of an approval being granted. All comments raised above are subject to the findings of the RSA1 and the Highway Authority reserve the right to make further comments on receipt of the RSA1.

All crossing points along this route should be supported by cyclist visibility splays in accordance with LTN 1/20 and HCC TG3.

S106 Contribution:

The Highway Authority have frequently raised the importance of mitigating the off-site impact of the development on the Solent Road corridor considering the addition of the proposed development trips on this constrained part of the network. Whilst it is acknowledged improvements are to be provided as part of the site access works, the need for a financial contribution towards the wider Solent Road corridor in addition to the S278 works to mitigate against the impact of the development were discussed with the applicant directly. Whilst the Highway Authority are content that the additional extents of the scheme to the west of the site should be delivered through S106 funding to ensure a coherent delivery of the scheme the issues arising from the development on Solent Road itself remain a concern, which the current extents of the S278 works would not aid in mitigating appropriately. The S278 improvements serve to directly access the development from the existing cycle routes.

Solent Road is not conducive to on-carriageway cycling due to the traffic flows present. Considering 81.3% of people to this site and forecast to drive to work (56 and 58 trips in the AM and PM peaks respectively and 451 daily vehicular trips), it is imperative that adequate improvements are made towards sustainable infrastructure improvements to encourage travel to work via sustainable modes. Modal shift from these vehicle users is necessary to reduce the reduction in the private car to ensure compliance with LTP4. Alternatively, provision which enables existing journeys to be undertaken by sustainable modes can offset the additional vehicle demand generated by this development and in particular at the Solent Road junction with Park Road North/South.

The works set out by the Kingscroft development have been costed at £1.5 million. The Highway Authority will require a proportionate contribution towards the cost of these works to mitigate against the impact of any future development which has an impact on the Solent Road Corridor. A contribution towards these works is considered directly related to the development due to the impact the additional development trips have on a congested part of the network and signalised junction which is discussed further within this response.

The impact on the Solent Road corridor is having to be considered holistically alongside this site, the Kingscroft Farm and Palk Road application, all which lead to existing trips on this already congested part of the network. Financial contributions are therefore

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necessary from these sites to cover the cost of these works. The Highway Authority welcome engagement on the cumulative impacts in order to ensure contribution requirements are fair and reasonable.

Site Access

The Highway Authority previously requested confirmation of the discussions held with the OWC team regarding the culvert and the implications the site access works may have on this. The applicant has been made aware that additional OWC consent may be required and is yet to confirm that the site access works have been deemed acceptable. In the absence of agreement with OWC on this matter the site access works would need to be a prior to commencement obligation to ensure that safe and suitable access into the site can be achieved.

The provision of a shared use crossing point across the site access has required amendments to the proposed refuge island. The applicant has therefore provided revised tracking for a 16.5m articulated vehicle and rigid truck navigating the site access as shown within drawing J32-5257-AT-A01 and J32-5257-AT-A02 respectively. It is unclear if the proposed use required articulated vehicles to access the site beyond the construction period. The applicant should provide clarity on this point.

The tracking speeds should be confirmed and should be undertaken at a realistic speed. Ideally, HGVs should be tracked at 10mph. Tracking speeds should be confirmed on all drawings.

All turning movements should be considered and these are not currently all provided and therefore the drawings should be revised. Additionally, the centre line should be placed on the drawing to ensure that movements can be contained within the correct side of the carriageway.

The TAA outlines the operation of the pedestrian gates however the interest of the Highway Authority lies with the vehicular gates. As previously requested, no commentary has been provided on the operation of the vehicular gates which should be outlined for consideration. The applicant should ensure that the provision of gates does not lead to any blocking back onto the highway or across the Bosmere medical practice access.

Internal Road Network

Pedestrian Routeing:

Drawing J32-5257-PS-016 confirms the termination of the footway on the western side of the access road adjacent to the zebra crossing. This is agreed. Visibility splays are still outstanding and should be provided in accordance with HCC TG3. Additionally, footway widths should be confirmed to ensure compliance with HCC TG10 (minimum width of 2.0m).

Speed Reducing Features:

No further commentary has been provided on speed reducing features throughout the

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internal access road. As previously raised, the 25.0m forward visibility provided is not agreed until appropriate methods to reduce the speeds along the access road have been evidenced.

The virtual road humps previously shown were not considered to be an acceptable measure to reduce vehicle speeds sufficiently. It was requested that a gradual raise of the crossing to 50mm above the carriageway level and 1:20 ramps would be a satisfactory method to reduce speeds. Additional speed reducing measures will also be required past the gates into the offices before the bend to further reduce vehicle speeds. A variety of speed reduction measures should be used making vehicle users feel that they are in a space prioritised for pedestrians. The same method of the raised hump (without the addition of the crossing point could be utilised as an example). These matters are outstanding, and it is requested that further details are provided.

Bosmere Medical Centre Access:

The stop line on the northern side of the zebra crossing adjacent to the medical centre has been removed and 'Keep Clear' markings have been provided in its place as shown within drawing J32-5257-PS-016. This is agreed.

Internal HGV Use:

Drawing J32-5257-AT-A04 shows a 16.5m articulated vehicle manoeuvring within the proposed office car park. The manoeuvre relies on the whole of the eastern car park, with the TAA suggesting that this servicing is to be undertaken out of hours. The servicing of the offices via an articulated vehicle out of hours should be secured through an appropriate planning condition to ensure the movement can be undertaken. Under no circumstances should any reversing of HGVs occur on the carriageway.

Parking Provision

Parking Management:

The applicant has included a measure within the travel plan under the responsibility of the travel plan co-ordinator to ensure that future employees of the site do not park within the Bosmere Medical Centre. The travel plan co-ordinator will ensure that all staff are aware that they should only park within the designated car park for this office space. This management measure is agreed.

EV Charging Provision:

It is noted that Havant Borough Council's Parking SPD does not provide specific EV charging requirements for office developments. The Highway Authority understand however, that other districts are suggesting 20% of the total parking provision to be equipped with EV chargers. The applicant is however proposing 20% (20 spaces) of the overall parking provision to be equipped with EV charging facilities which equates to this 20% proposed elsewhere across the County. The Parking Authority should confirm agreement to the level of provision.

The management of these spaces to ensure that they are appropriately utilised will be the responsibility of the applicant to ensure that no overspill parking occurs on the

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highway network. This should be considered in addition to the Travel Plan measures to ensure that staff parking only occurs within the office car park.

Junction Assessments

The applicant has revised the modelling to include the following TEMPRO growth rates:

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
2020-2026	1.0565	1.0547

The scenarios where future year flows were utilised have been revised which are as follows:

- 2026 future year
- 2026 future year + committed development
- 2026 future year + committed development + development

The following junctions which have been modelled by Junctions 9 and their associated maximum RFC values for the 2026 future year + committed development + development scenario are as follows:

Junction	RFC
Site Access/Solent Road	0.22
Solent Road / Brockhampton Road / Marples Road roundabout	0.54
Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout	0.64

In theory the junctions can operate within capacity for the 2026 future year + committed development + development scenario. Notwithstanding the above, improvements to be made to encourage sustainable travel and reduce the reliance on the private car are still necessary in order to ensure a genuine choice of modes is available on the corridor.

Solent Road/Park Road South signalised junction

The Solent Road / Park Road South signalised junction has been re-modelled using LinSig considering the revised TEMPRO growth rates. The TA notes that adjustments have been made to the signal timings in future year models with the development traffic to 'better balance' the traffic signal stages. Therefore, no results are shown identifying the impact of the development on the junction.

The Highway Authority previously raised the unacceptability of the amending the cycle times to up to 150 seconds as a form of mitigation, particularly considering that these signals are linked with the Havant SCOOT region which operates a maximum cycle time of 120 seconds and therefore all modelling should be consistent.

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Increasing the cycle time to manipulate the result with the development is not acceptable. All previous comments raised on the model build still stand and therefore the modelling is not agreed.

Notwithstanding the above, the Highway Authority consider that no further modelling of this junction needs to be provided by the applicant. Despite amendments to the cycle time, the modelling results suggest that within the AM Peak period, the Degrees of Saturation exceeds 100% on the Park Road South, Park Road North and Solent Road arm suggesting that the junction is operating over theoretical design capacity.

Considering the complexities of this signalised junction and its relationship with the Havant SCOOT region, the Highway Authority consider it is appropriate for additional modelling considerations to be undertaken by the Highway Authority taking into account the cumulative impact of the 3 development sites.

The Highway Authority through the recent Transforming Cities Fund identified a capacity improvements scheme for Langstone Roundabout which sought to ease traffic through the Solent Road junction. This element of the scheme was to extend the northbound 3rd lane of the junction back to the Langstone roundabout exit. Increasing this left turn capacity from Park Road South means some additional green time can be applied to Solent Road. Similar extents of works have been implemented on the Park Road South approach to Langstone Roundabout recently costing a figure like that of the identified sustainable travel works. The Highway Authority wish to determine through revised modelling work whether these improvements would be sufficient to mitigate the cumulative impacts should the Highway Authority wish to prioritise capacity improvements with any secured funding. Alternatively sustainable travel improvements rather than capacity improvements could be a more appropriate form of mitigation for this development in order to achieve modal shift in accordance with LTP4.

Given the accident history, proposed private car use from this development, distribution towards the signals and operational capacity of this junction, improvements to the sustainable travel infrastructure along the Solent Road corridor are vital and directly related to the development to mitigate against any additional vehicular trips through this junction. Therefore, a contribution towards the wider Solent Road works in addition to the S278 works being provided is key to offset the vehicular impact on this already constrained junction and provide an opportunity for modal shift.

Travel Plan

The Highway Authority have reviewed the revised travel plan and are satisfied that the required amendments have been made. This travel plan is therefore agreed and will be secured through a S106 agreement should this site receive planning consent along with approval and monitoring fee requirements.

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Recommendations

Having regard to the above the Highway Authority require the further information requested before a formal recommendation can be made.

Yours sincerely,

Sophie Osborne
Transport Planner – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook

APPENDIX B. HCC CONFIRMATION OF HAVANT
REFUSE TEAM CONSULTATION

Ben Burrows

From: Osborne, Sophie <Sophie.Osborne@hants.gov.uk>
Sent: 10 June 2024 14:38
To: Tim Wall
Cc: Drury, Holly; Ben Burrows
Subject: RE: Solent Road

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Hi Tim/Ben,

Hope you are both well. Is there any progress on the costings for the Brockhampton Lane improvements please?

To update you, I have since met with the refuse team at Havant. They raised no concerns with the proposed improvements to Brockhampton Lane and were content that this would not have any implications on their service.

I think I have now responded on all my actions after we met last month but please let me know if you need anything else from me.

Kind regards,

Sophie

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050

From: Tim Wall <tim.wall@i-transport.co.uk>
Sent: Friday, May 24, 2024 9:47 AM
To: Osborne, Sophie <Sophie.Osborne@hants.gov.uk>
Cc: Drury, Holly <holly.drury@hants.gov.uk>; Ben Burrows <ben.burrows@i-transport.co.uk>
Subject: RE: Solent Road

Caution: This is an external email and could contain malicious content. Do not open any links or attachments if you were not expecting them. If the e-mail looks suspicious, please report via the 'Report Phishing' Button found on your toolbar.

That's great thanks Sophie.

Kind regards
Tim

Tim Wall
Partner
for i-Transport LLP

APPENDIX C. STAGE 1 ROAD SAFETY AUDIT AND DESIGNER RESPONSE

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design;
Design Organisation Response to items raised; and
Auditors View of Design Organisation Response.



Proposed Highway Works at the existing
Priority Accesses that serve the Bosmere
Medical Centre and Brockhampton Lane
Solent Road
Havant

Client:
i-Transport

Client reference:
ITB200083

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Report Status 4

Job no	RSA-24-040	Issue no	4	Date	June 2024
Prepared by	JJF	Verified by	LA	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-24/RSA-24-040-4				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	June 2024
Document reference and revision:	RSA-24-040-4
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Hampshire County Council
Design Organisation:	i-Transport
Project Sponsor:	Portsmouth Water

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			4 th June 2024
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	LA	JJF	17 th June 2024
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			17 th June 2024
3	Design Organisation Response incorporated	Ben Burrows on behalf of i-Transport			24 th June 2024
4	Auditor's View of Design Organisation Response	JJF			25 th June 2024

Contents:

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3.0	Items Raised in any previous Road Safety Audits	4
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
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Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Documents and Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of highway works at two existing simple priority junctions along Solent Road in Havant. The proposals include the widening of the existing access that currently serves the Bosmere Medical Centre only and the extension to serve a proposed commercial development. As part of the works, the existing footway along the northern side of Solent Road. The works at the existing Brockhampton Lane junction, consists of the widening and upgrade of the existing footways in proximity as well as the widening of the existing splitter island to form a refuge with the removal of the existing refuge island. The proposals are to be undertaken as part of a proposed office development on land to the rear of the Bosmere Medical Centre and have been subject to a previous Stage 1 Road Safety Audit by others.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 This Road Safety Audit was undertaken during May and June 2024 in accordance with the Road Safety Audit Brief provided on the 28th May 2024 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Portsmouth Water. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that street lighting will be provided and that items such as surface water drainage, existing and proposed signage and utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119 and have been approved by Hampshire County Council to undertake Road Safety Audits of all stages within the County. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highway RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Lisa Allen *MSc, BEng(Hons), MCIHT, MSoRSA, National Highways RSA Certificate of Competency*
Road Safety / Highway Engineer

- 2.5 The site visit associated with this Audit were undertaken during the early afternoon of 29th May between the hours of 13:15 and 14:00. The site visit involved walking and driving around the local highway network for a 45-minute period whilst observing local infrastructure and current traffic conditions. The weather during the site visit was mostly overcast with clear patches, the road surface was dry and visibility was good. A number of pedestrians and

cyclists were observed during the site visit to include pedestrians crossing the priority junction serving the Medical Centre as well as Brockhampton Lane utilising the existing refuge, when travelling between the pedestrian links associated with the retail development and Medical Centre. Vehicular traffic was also observed to include motorcycles, cars, public service vehicles, light and heavy goods vehicles. The traffic flow was moderate.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Design Organisation Response

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
Name: Ben Burrows
Position / Organisation: Associate, i-Transport
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.
- 2.10 Upon the request of the Design Organisation and following receipt of the Design Organisation Response with any associated drawings, the Road Safety Audit Team Leader has provided a further comment on the item raised. The "Auditor's View on the Design Organisation Response" is included within a row beneath each item, for clarity.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

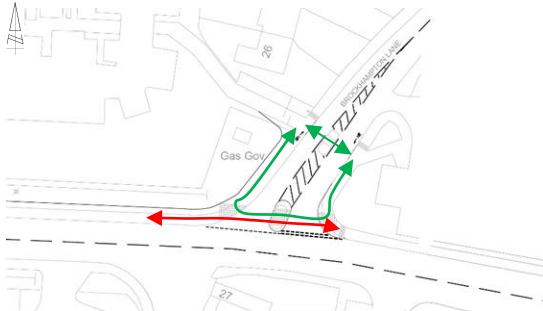
- 3.1 Fenley Road Safety Limited have been made aware that the scheme has been subject to a previous Stage 1 Road Safety Audit by others, in January 2021. In accordance with Hampshire County Council Policies, that document is out of date. This Stage 1 Road Safety Audit has therefore been undertaken to fully assesses each element of the current proposal.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	Brockhampton Lane
Summary:	Existing refuge island is to be removed introducing conflict areas
Acc Type:	Cyclist to pedestrian type collisions, trip fall and personal injury
Brockhampton Lane accommodates a pedestrian link both sides of the carriageway: eastern side allowing access to the adjacent Solent Retail Park and the western link serving Bosmere Medical Centre. An uncontrolled crossing is present that benefits from a refuge island is situated immediately adjacent to the links that allows level access across the carriageway. The proposals include works at Brockhampton Lane junction with Solent Road to provide a refuge island along the desire line of pedestrians travelling along the existing footway and remove the existing refuge adjacent to the links. Observations indicate that a desire line is present both at the existing refuge and at the junction with Solent Road with pedestrian to include the elderly, infirm, the visually / mobility impaired and pedestrians with buggies, frequently travelling between the links and utilising the existing refuge island as well as walking around the existing guard railing and splitter island. Whilst the provision of an uncontrolled pedestrian crossing at the junction of Brockhampton Lane and Solent Road is beneficial as a desire line does exist, the Audit Team have concerns that the removal of the existing Brockhampton Lane refuge is likely to result in pedestrians crossing the carriageway where no facilities are provided which could lead to pedestrian trips falls and personal injuries. Further, the removal of the existing refuge is likely to result in an increase in the footfall of vulnerable pedestrians to the south. Whilst shared footway cycleways offer cyclists a traffic free route, the provision of such a facility where high numbers of vulnerable pedestrians are observed, could lead to cyclist to pedestrian type collisions.	

RECOMMENDATION:

It is recommended that the existing refuge along Brockhampton Lane is retained and the shared footway cycleway commences / terminates south of the links.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 24th June 2024 following formal issue of this Stage 1 Road Safety Audit on the 17th June 2024

Accepted – the design has been amended to retain the existing refuge island along Brockhampton Lane to ensure the desire line between the Solent Retail Park and Bosmore Medical Practice is maintained. The revised design is shown on i-Transport drawing no. **ITB200083-GA-001B**.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2024

Confirmation that the existing refuge is to be retained, addresses the road safety concern raised at this stage.

A.2.2 PROBLEM

Location: Access to the Bosmere Medical Centre

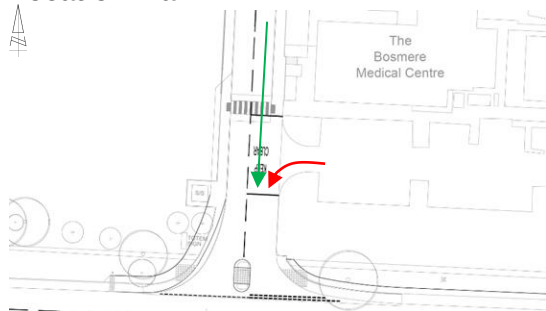
Summary: A vehicle may attempt to exit whilst southbound traffic approaches

Acc Type: Vehicle side / rear impact type collision

The existing Bosmere Medical Centre is served via a simple priority junction off an access road that currently terminates just to the north of the corner radius tangent and a crossing point that is marked as a zebra. The proposals include the continuation of the access road to serve a proposed office development. The existing access road is to be relocated circa 2.4 metres to the west in order to allow for a footway along the eastern side of the carriageway and the provision of adequate visibility from / to the priority junction associated with the Bosmere Medical Centre as well as crossing point. Whilst the relocation of the access road should be acceptable, the Audit Team have concerns that the existing geometric parameters of the priority junction associated with the Bosmere Medical Centre is to be retained with the width of the southbound lane extending to circa 6 metres. The 6 metre wide lane could be considered to accommodate two lanes of traffic and result in vehicles attempting to egress the Bosmere Medical Centre whilst a southbound vehicle approaches which could lead to side and rear impact type collisions.

RECOMMENDATION:

It is recommended that the bellmouth of the eastern channel line of the access road and bellmouth of the Bosmere Medical Centre are offset in line with the eastern channel line to the north.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 24th June 2024 following formal issue of this Stage 1 Road Safety Audit on the 17th June 2024

Noted – the road to the north of the Bosmore Medical Centre access includes a footway connection on its eastern side, meaning the carriageway is clear to users to be a single lane approach (3m in width). To the south of the Bosmore Medical Centre access the road widens to enable movement by larger vehicles. If deemed necessary at the detailed design stage, this section of the access road could be visually narrowed by including nearside hatching.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2024

Confirmation that the measures could be introduced to visually narrow the carriageway, addresses the road safety concern raised at this stage.

A.2.3 PROBLEM

Location: Solent Road

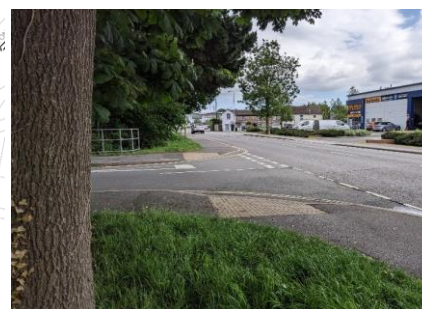
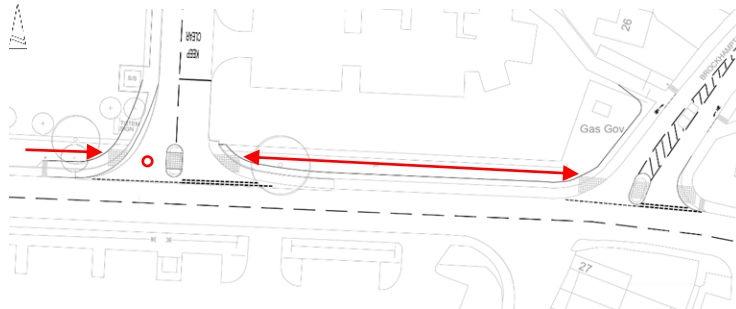
Summary: Trees as well as a ditch are present within the area of the proposed works

Acc Type: Trips falls and personal injuries

Solent Road benefits from a footway to the north of the carriageway beyond which a number of trees and a ditch are present. The proposals include the widening of the existing footway to the north of Solent Road to a 3.0 metre shared footway cycleway as well as works to widen an existing access road off the northern side of the carriageway that currently serves the Bosmere Medical Centre. The scheme drawing does not detail all existing trees or the ditch but illustrates that a number of trees will be situated immediately adjacent to the proposed facility. The Audit Team have concerns that the existing trees will be an obstruction as well as have a detrimental impact on the construction make-up of the proposed footway cycleway and embankments / sidewalls of the ditch which could result in failure leading to trips falls and personal injuries.

RECOMMENDATION:

It is recommended that the trees are removed where required and the ditch is adjusted accordingly.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 24th June 2024 following formal issue of this Stage 1 Road Safety Audit on the 17th June 2024

Accepted – any necessary adjustments to the ditch and existing vegetation/trees will be determined and specified at the detailed design stage.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2024

Confirmation that the trees and ditch are to be assessed through the detail design, addresses the road safety concern raised at this stage.

A.3 JUNCTIONS

No Road Safety Concerns regarding JUNCTIONS have been raised at this stage

A.4 WALKING, CYCLING AND HORSE RIDING

A.4.1 PROBLEM

Location: Solent Road

Summary: Cyclists are required to bump up / down full height kerbs

Acc Type: Cyclist trip slip fall and personal injury

Solent Road is a wide two-way single carriageway road that benefits from a footway both sides of the carriageway. The proposals include the widening of the footway to the north of the carriageway between a point just west of the existing priority access associated with Bosmere Medical Centre and the tangent of the eastern corner radius of the Brockhampton Lane bellmouth. It is understood that queuing is observed along Solent Road and therefore the proposed shared facility will allow cyclists to bypass the queue, however, the existing footway to the east of Brockhampton Lane is narrow and the scheme drawing does not illustrate that cycle on and off-slips are to be provided. The Audit Team therefore has concerns that cyclists will be required to bump up and down full height kerbs to gain access to the proposed shared footway cycleway which could lead to falls and personal injuries.

RECOMMENDATION:

It is recommended that cycle on and off-slips are provided where appropriate and adequate width is available.

Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 24 th June 2024 following formal issue of this Stage 1 Road Safety Audit on the 17 th June 2024	
Accepted – the design has been amended to introduce cycle on and off slips where appropriate. The revised design is shown on i-Transport drawing no. ITB200083-GA-001B .	
AUDITOR’S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2024	
Confirmation that the scheme has been amended to accommodate on and off-slips, addresses the road safety concern raised at this stage.	
A.4.2	PROBLEM
Location:	Brockhampton Lane
Summary:	No measures are provided to highlight the change in characteristics from / to private pedestrian links
Acc Type:	Cyclist to pedestrian type collision
Brockhampton Lane is a short cul-de-sac that allows access to a small number of dwellings as well as egress, via barrier control, from Solent Retail Park and accommodates a footway both sides of the carriageway. A pedestrian link to both the Bosmere Medical Centre to the west and Retail Park to the east is accessible off the footways. The proposals include the provision of a shared footway cycleway both sides of Brockhampton Lane as well as along the northern side of Solent Road. The scheme drawing illustrates that corduroy hazard warning paving is to be provided where the proposed shared facility meets a footway, however, no measures are proposed at the links to the Retail Park or Medical Centre. The Audit Team have concerns that cyclists could continue along the pedestrian links and that pedestrians could enter the shared facilities unaware of the possibility of cyclists which could leads to cyclist to pedestrian type collisions.	
RECOMMENDATION:	
It is recommended that measures are provided to highlight the change in characteristics of a route.	

Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 24 th June 2024 following formal issue of this Stage 1 Road Safety Audit on the 17 th June 2024	
Accepted – the design has been amended to confirm that appropriate measures will be introduced to warn users of the presence of the shared footway/cycleway and refuge island crossing at the pedestrian links to the Bosmore Medical Centre and Solent Retail Park to the west and east of Brockhampton Lane respectively. The details of these measures will be specified at the detailed design stage but could include bollards or further hazard warning paving. The revised design is shown on i-Transport drawing no. ITB200083-GA-001B .	
AUDITOR’S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2024	
Confirmation that measures are to be introduced, addresses the road safety concern raised at this stage.	
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 25th June 2024

Audit Team Member

Name: **Lisa Allen** *BEng (Hons), MSc, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 17th June 2024

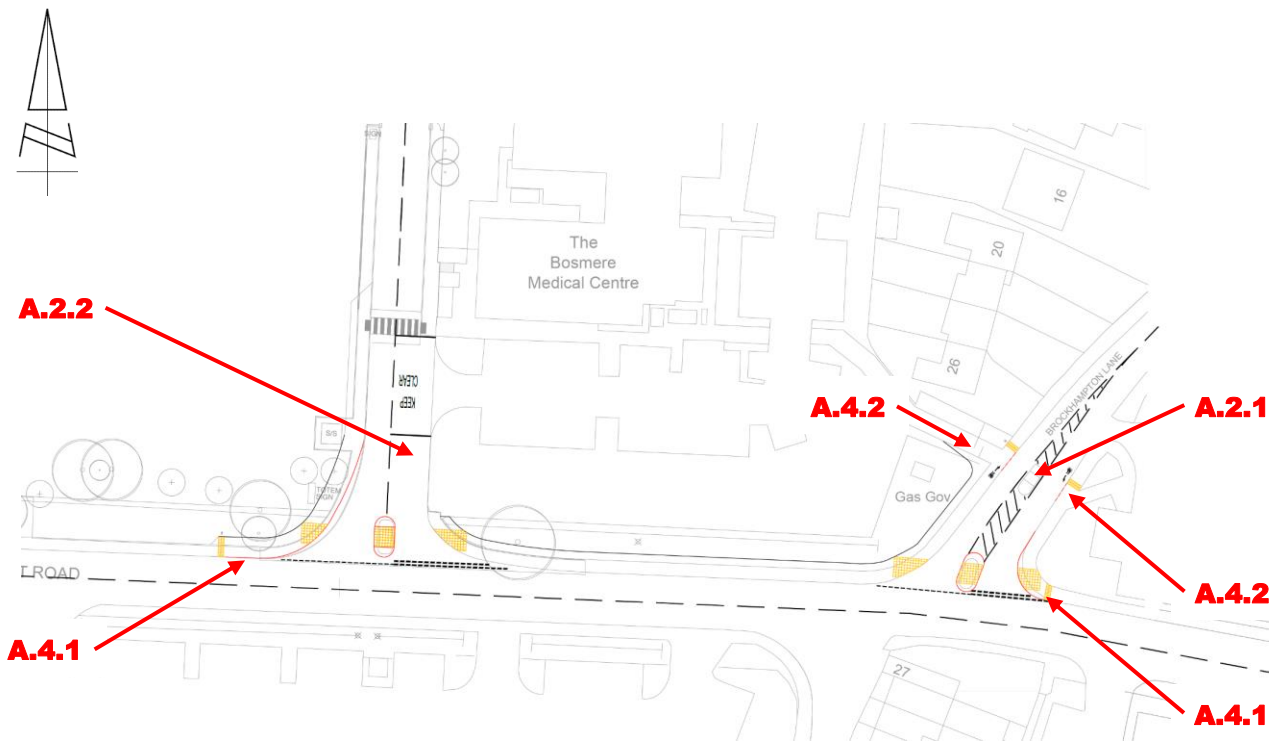
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 14 th May '24		Stage 1 Road Safety Audit Brief
	ITB15443-006		Stage 1 Road Safety Audit Brief
	VRP1253-01		Stage 1 Road Safety (Previous)
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB200083-GA-001	A	Proposed Vehicle Access and Cycle Improvement Scheme – Solent Road and Brockhampton Lane
	J32-5257-AT- A01	-	Swept Path Analysis Articulated Vehicle (16.5M)
	J32-5257-AT- A02	-	Swept Path Analysis Rigid Truck
	J32-5257-AT- A04	-	Swept Path Analysis Articulated Vehicle (16.5M)

Appendix A2

Item Location Plan



**Scheme
A.2.3**

Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB200083-GA-001	B	Proposed Vehicle Access and Cycle Improvement Scheme – Solent Road and Brockhampton Lane

fenley