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1.0 Introduction

1.1 This Highways Technical Note has been prepared on behalf of Parkway Dental Care in support of a proposed extension of their existing dental practice located at 100 Bedhampton Road, Havant PO9 3EZ (herein referred to as 'the site').

1.2 The site is located approximately 1.3 kilometres west of Havant town centre. The site benefits from close proximity to the A27 to the south and the A3(M) to the west.

1.3 The site is currently a dental clinic with access provided from Lester Avenue. There is a pre-existing patient car park provided at the front of the site and a staff car park provided to the rear of the site. The staff car park includes tandem parking provisions and is managed by the dental practice. There is currently provision for circa 8 patient car parking spaces for patients in an informal arrangement.

1.4 The proposal seeks to increase the number of consultation rooms from 5 to 7. Staff numbers will also increase by 5.

1.5 This Highways Technical Note will consider the highways and transportation impact of the development. The remainder of this Technical Note will explore the pre-existing conditions of the site and the accessibility of it as well the impact of the development upon parking demand.

2.0 Baseline Conditions

Overview

2.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

Site Details

2.2 The site is located on the western side of Lester Avenue and is located next to the junction with Bedhampton Road. The surrounding area can be classified as residential. The site location is shown below in Figure 2.1.

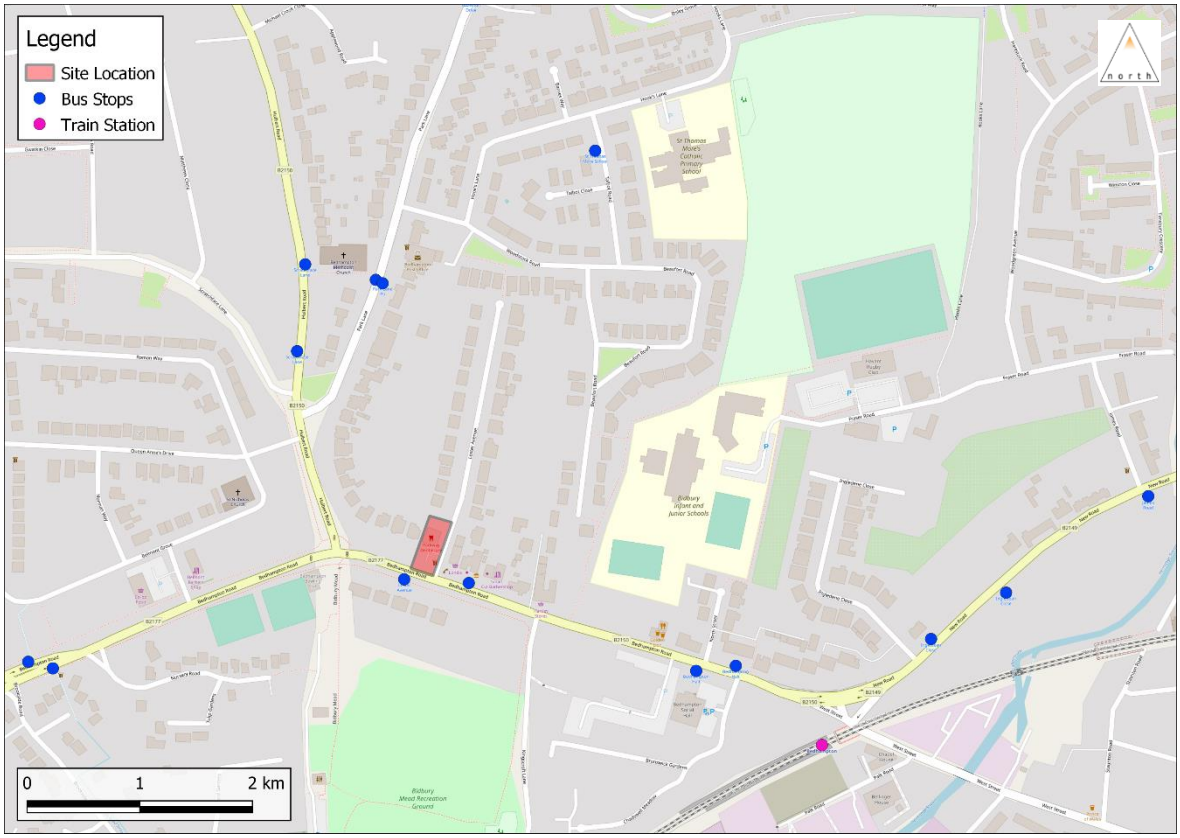

Figure 2.1: Site Location

2.3 Lester Avenue is a single carriageway, cul-de-sac road subject to a 30mph speed limit. Lester Avenue is a residential road with unrestricted on-street parking. There is a restricted bay opposite the site on Lester Avenue allowing short-stay parking.

2.4 Bedhampton Road is a two-way, single carriageway road subject to a 30mph speed limit. Bedhampton Road is also predominately residential in nature. There are double yellow line parking restrictions upon Bedhampton Road as well as designated on-street bays with time restrictions enforced. These restrictions range from 30 minutes to 2 hours.

Accessibility by Non-Car Modes

2.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport including:

- *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot … but beyond that distance cars are the dominant modes"* (Planning for Walking, 2015).
- *"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles"* (Planning for Cycling, 2014).

2.6 The NPPF recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".* Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to 800m) walking distance of residential areas which residents may access comfortably on foot".*

2.7 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2022 also noted that *"83% of all trips under one mile were walks",* making it the most frequent mode of travel for very short distances.

Accessibility on Foot

2.8 Bedhampton Road has continuously lit footways on both sides with dropped kerbs and tactile paving, to assist crossing, present at the junction with Lester Avenue. Approximately 20 metres east of the site, there is a pedestrian refuge crossing island with level access to assist in crossing. Approximately 60 metres west of the site, there are signalised pelican crossings with dropped kerbs and tactile paving.

2.9 The footway provisions ensure that the site is accessible by foot.

Accessibility by Cycle

2.10 There are no dedicated on-road cycle facilities provided upon Bedhampton Road however, it is considered that the local highway network is suitable for cycling due to the relatively low speed limit and the flat topography of the area.

2.11 The site is located within close proximity, approximately 65 metres east, of the Havant Borough Cycle Network which provides a cycle route within the wider Havant Area. There are also a selection of National Cycle Routes (NCR) within close proximity of the site. Those closest are the NCR2, NCR22, and NCR222.

Accessibility by Bus

2.12 As shown on Figure 2.1, the closest bus stop to the site, the Lester Avenue stop, is located directly opposite. A summary of the local bus services running from the stop is provided below in Table 2.1.

Service	Route	Approximate Service Frequency		
		Mon-Fri	Sat	Sun
23	Leigh Park – Havant – Bedhampton – Cosham – North End – Portsmouth - Southsea	1 every 10 minutes	1 every 12 minutes	1 every 15 minutes
31	Purbrook – Bedhampton – Havant – Langstone – Stoke Victoria – Mengham – Beachlands – West Town	1 every 30 minutes	1 every 30 minutes	1 every hour

Table 2.1: Local Bus Services

2.13 Table 2.1 highlights the frequency and accessibility of local bus services. Whilst there are only 2 standard bus services operating from Lester Avenue, the frequency of them ensures that the site is accessible by bus. These services also connect to other hubs which will provide onward travel via bus or rail services.

Accessibility by Rail

2.14 The closest railway station to the site is Bedhampton railway station located approximately 400 metres east of the site, equivalent to a 6-mintue walk or 2-minute cycle.

2.15 Bedhampton railway station benefits from 20 sheltered cycle parking spaces covered by CCTV. A summary of the rail services operating from Bedhampton railway station is shown below in Table 2.2.

Service	Destinations Served	Approximate Service Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
London Waterloo	Bedhampton – Havant – Rowlands Castle – Petersfield – Liss – Liphook – Haslemere – Godalming – Farncombe – Guildford – Woking – London Waterloo	1 every hour	1 every hour	1 every hour
Portsmouth Harbour	Bedhampton – Hilsea – Fratton – Portsmouth & Southsea – Portsmouth Harbour	1 every hour	1 every hour	1 every hour
Portsmouth & Southsea	Bedhampton – Hilsea – Fratton – Portsmouth & Southsea	1 every hour	1 every hour	1 every hour
Littlehampton	Bedhampton – Havant – Warblington – Emsworth – Southbourne – Nutbourne – Bosham – Fishbourne (West Sussex) – Chichester – Barnham – Ford - Littlehampton	1 every hour	1 every hour	1 every hour

Table 2.2: Direct Rail Services

2.16 Table 2.2 demonstrates the direct rail services accessible from Bedhampton railway station. Table 2.2 emphasises that there are services to the surrounding local area as well as towards transport hubs enabling onward travel to a variety of other locations ensuring that the site is accessible by rail.

2.17 The accessibility to local stations ensures that staff, who potentially live further from the site, can commute to the site by rail. Likewise, patients can also make use of both rail and bus services to access the site.

Personal Injury Accident Data

2.18 A review of the personal injury collision (PIC) data has been carried out using the *Crashmap* online tool for the most recent 5-year period. A review of the data shows that no collisions were reported at the access of the site surrounding the junction between Lester Avenue and Bedhampton Road. This demonstrates that there is no pre-existing issue with the local highway.

Summary

2.19 The above review demonstrates that the site is accessible by sustainable transport methods which have the potential to reduce the reliance upon the private car.

3.0 Development Proposals

3.1 The following section provides details of how the site is to be developed. The proposals seek consent to increase the number of consultation rooms within the practice from 5 to 7. There would also be an increase in staff numbers, with 5 additional FTE staff employed on site.

Access

3.2 The vehicular access to the site is achieved via a vehicle crossover from Lester Avenue. This access also acts as a pedestrian access. The other pedestrian access to the site is achieved via a pedestrian gate from Bedhampton Road into the patient car park.

3.3 These access arrangements will continue to be used as part of the proposed development with no alterations proposed.

Car Parking

3.4 The site currently has two car parks, one of which is designated for staff use and the other for patients. The staff car park is managed by the dental practice and utilises tandem parking to ensure that staff members park on-site rather than on-street.

3.5 The patient car park currently has provision for 8 car parking spaces, although the bays are not marked out and can differ in capacity depending upon how patients park. As such, often only 5 or 6 vehicles can park on site.

3.6 The proposed development will seek to formally mark out the patient car parking spaces to improve efficient. This will include a total of 8 spaces, of which 1 will be a designated accessible bay.

Cycle Parking

3.7 There is currently no cycle parking provided within the site. It is proposed that 3 Sheffield stands will be provided generating capacity for 6 cycles to park at any one time. This will cater for patients, with a further secure stand to the rear of the site for staff.

4.0 Car Parking Assessment

Overview

4.1 This section will assess the impact of the proposed development upon the car parking demand at the site. There will first be a focus placed upon the provisions available before a shift towards the staff and patient car parking demands and the impact the proposed extension could have upon parking demand.

Existing On-Site Provision

4.2 The site currently has staff parking available. Staff parking isn't based around designated bays but is managed by the dental practice with tandem parking encouraged so as to maximise the number of vehicles able to park at any one time and mitigate the impact had upon the local highway.

4.3 Due to the staff car park being managed by the dental practice, there is no requirement for it to include designated bays.

4.4 The patient car park currently accommodates 8 car parking spaces. It is proposed that this provision will remain, however by marking out bays the car park is expected to operate more efficiently.

Off-Site Provision

4.5 Lester Avenue is a residential cul-de-sac with limited parking restrictions. At the southern end of Lester Avenue there is a designated parking layby with a 30-minute restriction placed upon between 08:00-18:00 between Monday – Saturday. On-street parking can occur unrestricted along Lester Avenue although, as Lester Avenue is a residential cul-de-sac, this is discouraged.

4.6 Bedhampton Road has double yellow line restrictions placed upon large sections however there are on-street parking bays provided along Bedhampton Road. The majority of these have a 30-minute parking restriction placed upon them.

4.7 There is a section of on-street parking provided on Bedhampton Road which has a 2-hour parking restriction placed upon it. These spaces are located approximately 200 metres east of the site, equivalent to a 3-minute walk.

4.8 There is a free car park located to the north of Bidbury Lane next to Bedhampton Mariners Cricket Club. This car park is located approximately 350 metres south of the site equivalent to a 4-minute walk.

Staff Parking Demand

4.9 Data has been collected surrounding the full-time equivalent (FTE) of the staff currently working at the site. The collected data shows that there is a 13.1 FTE score for the current staff.

4.10 The proposed extension is going to create an increase in staff as well as having 3 staff members return from maternity leave. This will increase the FTE to 18.15. This leads to an increase of 5.05 FTE staff.

4.11 2021 Census data for the E02006822 ward, the ward the site is located within, for travel to work data has been analysed to understand the likely travel habits for staff at the site. The modal split for the data is shown below in Table 4.1.

Method of Travel	Modal Split (%)
Train	2
Bus, Minibus, or Coach	3
Taxi	1
Motorcycle, scooter, or moped	1
Driving a car or van	75
Passenger in a car or van	7
Bicycle	3
On foot	8
Other	1

Table 4.1: Travel to Work Method for the E02006822 Ward

4.12 Table 4.1 demonstrates that 75% of the population living within the ward the site is located, drive to work in a private car.

4.13 As a result of this Census data, the increase of 5 FTE staff is predicted to generate an additional parking demand of 4 cars.

4.14 To allow for this increase in staff vehicles as a part of the proposed development, the staff car park will continue to be managed by the dental practice to ensure that staff parking occurs on-site. This will be able to occur due to the limited increase of car parking demand and because it is unlikely that all staff will ever all be present at the site ensuring that the demand will actually be lower than predicted.

4.15 As noted previously, cycle parking will be provided on site for staff in a secure location. This will aid in encouraging some staff to travel by bike. Furthermore, additional information will be provided within the staff area providing staff with information on safe walk/cycle routes, as well as bus and rail timetable information. This will help in reminding staff that alternative modes to the private car exist.

4.16 Staff will also be encouraged to car share where possible.

Patient Parking Demand

4.17 In order to understand the parking demand for patients, a travel survey was completed. A copy of the travel survey questionnaire is provided within **Appendix A**.

Travel Survey

4.18 The data collected has been aggregated to generate a modal split for patients arriving at the dental surgery. This is provided within Table 4.2 below.

Mode of Travel	Modal Split (%)
Walk	1.9
Cycle	0
Bus	1.9
Train	0
Driving (on own)	64.1
Driving (with passengers)	15.1
By Car (as passenger)	15.1
By Taxi	1.9

Table 4.2: Existing Patient Mode Choice

4.19 Typically, it would be expected that more people would walk or cycle to the dentist due to dental practices typically generating their patient base from the local environs. However, the survey was completed within November 2023 meaning that there is potential that the weather conditions had an influence upon the survey data. This does mean that it has generated a worst-case scenario but it is important to recognise that on days with warmer weather, people would typically be more inclined to access the site via active travel methods.

4.20 The data shows that of the 51 people who answered Question 4 ('If you normally drive, where do you park?'), 50 utilise the on-site parking whilst 1 person utilised off-site parking. This equates to 98% of patients utilising the on-site provision demonstrating that it is sufficient for the current demand.

4.21 Of the 4 people who answered Question 4 ('Which, if any, of the following would you like to see happen / would encourage you to travel more often as modes?'), 3 answered that improved cycle parking would encourage them to cycle more. This equates to 6% of the total respondents. A 6% increase in cycling, and subsequent 6% decrease in use of the private car would lead to an extra 3 people cycling and 3 less vehicle trips to the site.

Existing Demand Analysis

4.22 Table 4.2 demonstrates that 64.1% of patients drove alone on the day of the survey. Table 4.2 also demonstrates that 15.1% of patients drove with passengers with another 15.1% responding that they were driven as passengers. It can be assumed with reasonable certainty that these responses are linked and can be associated to 1 vehicle.

4.23 It can be assumed that a typical dental appointment lasts 30 minutes. The dental practice currently has 5 consultation rooms. On the basis of this information, the number of patients able to be seen during a day is 95. On the day of the survey, the practice had 94 patients with only 53 responding to the survey. This ties in with one patient every 30 minutes on average.

4.24 To generate a worst-case parking demand for the site, the data within Table 3.2 has been placed upon the patient capacity of 95 so as to understand the parking demand for the site.

4.25 This generates a parking demand, throughout the day, of 76 cars. This is an hourly total of 8 cars requiring car parking spaces. As a result, the existing parking demand is sufficient for the site, which supports the comments from patients that 98% park on-site.

Proposed Development Analysis

4.26 The proposed development includes the provision of an additional 2 consultation rooms increasing the number available at the dental practice to 7.

4.27 Based on the same assumptions made for the current demand, the patient capacity for the dental practice with 7 consultation rooms is predicted to increase to 140 patients in a day. This generates a total number of car trips to the site as 90 creating an hourly demand of 10 cars.

4.28 This figure is greater than the proposed patient car park capacity however it is unlikely that the car park will ever be at capacity due to the interchangeable nature of dental appointments. Due to the focus on a worst-case scenario within this analysis, it has to be assumed that the demand will be greater than the provision. In any case, there would only be five cars on site for the majority of the hourly time period, with demand doubling up only at such time as the appointments start/finish. If a patient departs before the next patient arrives, then there would be no doubling up of parking demand.

4.29 The proposal includes the provision for 6 cycle parking spaces. The data discussed in Paragraph 4.21 demonstrates that there is a potential for a 6% increase in cycle trips and a 6% decrease in vehicle trips as a result of this inclusion.

4.30 This changes the number of cars accessing the site to 82 over the course of a day equivalent to 9 an hour. As discussed within Paragraph 4.20, the current demand shows that 98% of patients are able to park on-site emphasising that the existing provision is rarely at capacity. With a limited number of vehicular trips in any given hour likely to materialise, it is expected that the car park will continue to provide sufficient car parking for patients, especially when more formal marked bays are introduced.

Summary

4.31 The above review has demonstrated that the proposed increase in car parking demand at the site is likely to be minimal.

4.32 The increase in staff car parking demand will be managed within the existing staff car parking scheme which involves tandem parking and overarching management from the dental practice. This will ensure that staff won't be parking on-street.

4.33 The increase in patient car parking demand is predicted to increase above the capacity of the existing patient car park. The predicted demand is 1 space above that of the provision and it is unlikely that the there will ever be 10 cars at the site at any one time.

4.34 It should also be understood that dental practices have a local patient cliental which encourages sustainable transport choices. The travel survey was completed in November 2023 during a week of cold, wet weather. This discourages use of sustainable transport methods. Whilst this element will always exist, and acted to provide data within a worst-case scenario, the National Travel Survey 2022 states that *"83% of all trips under one mile were walks"* demonstrating that patients living within close proximity to the practice are likely to walk if conditions allow.

4.35 The following section sets out some mitigation strategies that can be utilised by the dental practice to encourage staff and patients to sustainable transport provisions when accessing the site.

5.0 Mitigation Strategies

Overview

5.1 This section will outline some potential mitigation strategies which will encourage staff and patients to utilise sustainable forms of transport when accessing the site to ease the pressure on the car parking provisions provided.

5.2 There is no requirement for this proposed development to have a Travel Plan associated to it, however, this section will utilise methods typically used within a Travel Plan to emphasise ways in which the dental practice could promote sustainable travel to the site and prevent car parking demand from exceeding provision. There is no requirement for the dental practice to do this as a result of this development but there is encouragement that promotion of sustainable travel will benefit the practice in general.

Walking

5.3 As highlighted within Section 2.0, the site is located within an area which is suitable for pedestrian accessibility. This ensures that staff and patients can access the dental practice by foot providing a healthy and economic alternative to the private car.

5.4 The patient cliental for dental clinics is typically very local therefore it can be expected that a large proportion of the patients will be able to walk. In order to encourage the take up of this option, the following actions could be employed:

- Promote and support 'Walking Buddies' involving staff members who walk a similar route;
- Promote the health benefits of walking;
- Promote advice and support regarding pedestrian safety; and,
- Promote sustainable walking schemes such as 'Walk to Work Week'.

Cycling

5.5 As part of the proposals, cycle parking spaces will be provided for staff and patients. The dental practice doesn't currently offer this provision and survey data emphasises that this provision would encourage some patients to cycle to the site.

5.6 For staff, a cycle to work scheme could be promoted to provide an incentive for staff to cycle to work including vouchers towards a new bike or equipment, prizes for staff members who cycle most often / furthest each month, and regular bike maintenance sessions / classes with Dr Bike.

5.7 Other measures could include the promotion of sustainable cycle schemes such as 'Cycle to Work Week'.

Car Sharing

5.8 Staff members that live in similar areas, or those who utilise the same routes to work, will be encouraged to car share to limit the demand for parking at the site and to reduce the number of trips made to the site by private car.

5.9 Incentives will be offered to staff to encourage the uptake of this provision.

Public Transport

5.10 In order to increase awareness of the potential for public transport to replace car journeys, information about local bus and rail services, along with network maps, will be provided to staff and patients.

5.11 For staff, incentives will be provided to encourage the utilisation of public transport. This will include the subsidising of bus / rail tickets. In the case of disruption to these networks, taxis could be provided for staff free of charge.

Off-Site Car Parking

5.12 Encouragement will be made to patients to utilise off-site car parking provisions available within an acceptable walking distance of the site. This encouragement will prevent patients from parking on-street upon Lester Avenue limiting the impact upon residents.

On-Site Noticeboards

5.13 Travel noticeboards could be provided within the reception, waiting rooms, and staff-only areas to display public transport, cycling, and walking information including maps of these networks. Copies of up-to-date bus timetables will also be provided and replenished, if necessary, by a designated member of staff in charge of promoting sustainability.

Website

5.14 The dental practice could include a 'Sustainable Modes of Travel' section on their website so that both staff and patients can look up relevant information in advance.

Summary

5.15 These suggestions for mitigation strategies that could be implemented by the dental practice would act to encourage sustainable transport methods to the site. These suggestions are linked to Section 2.0 which highlights the accessibility of the site in regards to sustainable transport methods.

6.0 Summary and Conclusion

6.1 This Highways Technical Note has been compiled on behalf of Parkway Dental Care in support of a proposed extension of Parkway Dentalcare, Havant. The proposal seeks consent for an extension of two additional consultation rooms within an existing dental practice.

6.2 In summary, this Technical Note has identified the following:

- That the sustainable transport infrastructure within the local area is sufficient to provide safe and accessible links between the site and the wider area;
- That the staff parking demand is predicted to increase by 4 vehicles and these will continue to park within the designated off-street staff car parking which is managed by the dental practice;
- That the parking demand for patients is predicted to increase by 2 cars an hour. Despite the increase, survey data has shown that there is sufficient availability of parking throughout the day and that it is not expected that the demand for car parking will occur all at once but will instead be spread as appointments change;
- That cycle parking spaces are proposed to be added which is shown in the survey data to encourage greater use of cycling to travel to the site reducing the demand of the private car;
- That there is local on-street parking infrastructure which is accessible within an acceptable walking distance of the site without a reliance on Lester Avenue; and,
- That there are mitigation strategies that can be implemented by the dental practice to encourage and incentivise the use of sustainable transport methods by staff and patients.

6.3 In view of the above, the proposed development is considered acceptable in transport terms and meets with local and national policy criteria. The acknowledgement of the limited parking availability within the site is offset by the mitigation strategies outlined within Section 5.0 as well as the wider demonstration of the accessibility of the site via sustainable methods. Therefore, there are no traffic or transport related reasons why the development should not be granted planning consent.

Appendix A

Travel Survey

Patient Travel Survey

Q1. Do you have a mobility impairment that affects your travel choices?

Yes	No
2	51

Q2. What is the main mode of travel that you use to get to and from the surgery? (*please select one response option*)

Answer Options	To surgery	From surgery
Walk	1	1
Cycle	0	0
By bus	1	1
By train	0	0
Driving (on own)	34	34
Driving (with passengers)	8	8
By car (as passenger)	8	8
By taxi	1	1

Q3. What is the primary motivation for using your regular main mode?

Answer Options	Response Count
It is safer than other forms of travel	0
It is faster than other forms of travel	29
It is cheaper than other forms of travel	0
For health and/or wellbeing reasons	2
There are no alternatives	4
The driver is already making the journey	6

Q4. If you normally drive, where do you park?

Answer Options	Location (if applicable)	Response Count
On-site car parking		50
On-site cycle parking		0
Off-site (car) - state location		1

Q5. Which, if any, of the following would you like to see happen / would encourage you to travel more often as modes

Answer Options	Response Count
Better on-site cycle parking	3
Better on-site motorcycle parking	1
Better walking/cycling networks	0
Better links to public transport	0

Additional comments