



PALK ROAD, HAVANT

Walking, Cycling and Horse-Riding Assessment and Review

September 2023

Bellway Homes Ltd

**RESIDENTIAL DEVELOPMENT
PALK ROAD
HAVANT**

WALKING, CYCLING AND HORSE-RIDING ASSESSMENT AND REVIEW

CONTROLLED DOCUMENT

<i>Document No:</i>	043.0035/WCHAR/3	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
2	30.11.22	JM	Updates to address Client Comments	MS
3	20.09.23	CID	Updates to address HCC Comments	JAM

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1. INTRODUCTION

- 1.1 This Walking, Cycling and Horse-riding Assessment and Review (WCHAR) has been prepared by Paul Basham Associates on behalf of Bellway Homes Ltd to support a live full planning application for the redevelopment of a brownfield site to include the provision of 90 residential dwellings (including 27 affordable units) (C3 use), parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road’.
- 1.2 The site location is shown below in **Figure 1**, with an indicative masterplan included in **Appendix A**.

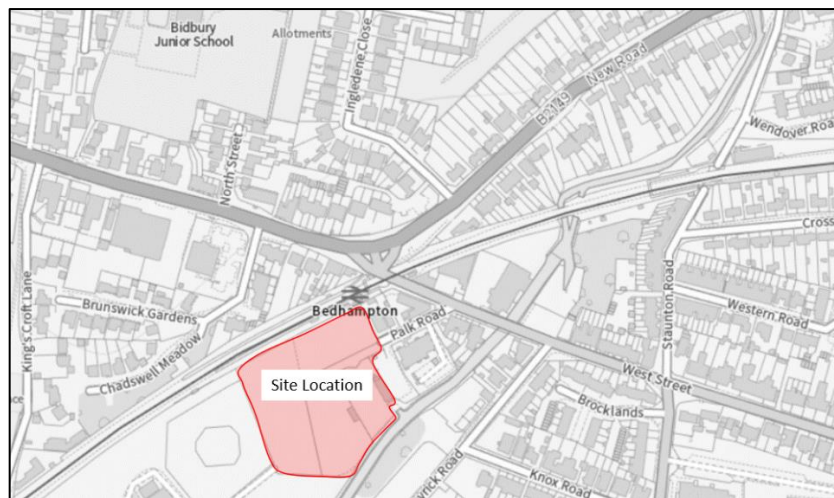


Figure 1: Site Location

- 1.3 The application was submitted in December 2022 and validated in January 2023 under planning application reference APP/22/01231. To support the planning application, Paul Basham Associates provided a Transport Assessment (TA), Travel Plan (TP) and Walking, Cycling and Horse-Riding Assessment Review (WCHAR) in accordance with the pre-application advice provided by Hampshire County Council (HCC) as the local highway authority. Highway comments prepared by HCC were provided in May 2023 (dated 10th May 2023) (**Appendix B**) which included the request to update the WCHAR.
- 1.4 This WCHAR has been updated to respond to HCC’s comments which can be summarised as follows:
- Additional Bidbury Schools route
 - Consider a pedestrian crossing point to the west of Bedhampton Train Station
 - Footways and condition on Palk Road
 - Consider a pedestrian crossing point to the east of Bedhampton Train Station
 - Routes towards Havant Town Centre
 - Routes to Solent Retail Park via Brockhampton Road

- 1.5 This WCHAR has been prepared in accordance with guidance set out in Hampshire County Council's (HCC) Technical Guidance Note 19 (TG19).

Proposed Highway Scheme

- 1.6 To assess the suitability of the local road network for walking, cycling and horse-riding, consideration must be given to the land uses and proposed highway works being implemented as part of the development proposals.

Development Proposals

- 1.7 The proposed development is a full application for the redevelopment of a brownfield site to include the provision of 90 residential dwellings (including 27 affordable units) (C3 use), parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road, as per the existing site's arrangements. The existing carriageway width at the site boundary will be maintained at circa 7m and would then narrow to c5m as the road continues into the site, in line with Manual for Streets (MfS) principles.
- 1.8 It is noted that the full length of Palk Road is currently unregistered, and therefore, whilst the client has no formal rights over its use, access has been granted for the existing site for Portsmouth Water, for which the client seeks to maintain.
- 1.9 Palk Road benefits from a footway flanking the southern side of the carriageway, with a northern footway also provided (albeit with a circa 20m section not currently provided). It has been confirmed that the gates on the southern side of Palk Road immediately adjacent to the access are to be replaced such that they can no longer swing out and open into the carriageway and therefore there will be no further obstruction. In addition, the applicant is proposing to provide a dropped kerb tactile paving crossing across this access to aid pedestrian movements to and from the site which is shown in **Appendix C**. Given the works being provided on the southern side it is not considered necessary to provide further works on the northern side, given the works secure a continuous pedestrian route.
- 1.10 Furthermore, to encourage pedestrians to travel on the southern side of Palk Road there will be no continuous footway on the northern side of the internal spine road and instead an internal north to south crossing point is proposed to force pedestrians to travel on the southern footway along Palk Road.
- 1.11 HCC comments identify the missing tactile paving at the existing dropped kerb crossing at the Palk Road/West Street junction. This will be provided as part of the development and is shown in **Appendix C**.

- 1.12 The full proposals to deliver pedestrian/cycle infrastructure in the wider vicinity of the site will be explored further within this report.

Multi-Modal Trip Generation

- 1.13 To consider the local pedestrian, cycling and equestrian infrastructure it is also important to understand the likely use resulting from the proposed development. The multi-modal trip generation assessment completed within the Transport Assessment has therefore outlined within this WCHAR, within **Table 1**. It is noted that HCC through their comments on the application did not raise concern with the rates or subsequent generation but instead clarified that the number of pedestrian trips would increase to accommodate those who would need to initially walk to access public transport.

TRICS (v7.9.1)		AM Peak Period (08:00-09:00)		PM Peak Period (17:00-18:00)		12-Hour Flows
		Arrivals	Departures	Arrivals	Departures	
Pedestrian	Trip Rate (per unit)	0.026	0.136	0.106	0.050	1.364
	Trip Generation (90 units)	2	12	10	5	123
Cycle	Trip Rate (per unit)	0.001	0.019	0.011	0.007	0.116
	Trip Generation (90 units)	0	2	1	1	10
Bus	Trip Rate (per unit)	0.000	0.029	0.029	0.004	0.252
	Trip Generation (90 units)	0	3	3	0	23
Train	Trip Rate (per unit)	0.000	0.032	0.013	0.000	0.129
	Trip Generation (90 units)	0	3	1	0	12
Total		22		21		168

Table 1: Proposed Multi-Modal Trip Generation

- 1.14 This assessment therefore suggests that the development could expect to result in 158 daily pedestrian movements (accounting for all public transport trips) and 10 daily cycle movements. Such values are important when considering opportunities for improvements and how these may be secured, funded or delivered.

Further Details of Walking, Cycling and Horse-riding Infrastructure

Walking

- 1.15 Internally, pedestrian footways will be present on both sides of the access road, which, where appropriate, will tie into the wider pedestrian infrastructure along West Street and New Road.

- 1.16 Regarding Public Rights of Way (PRoW), there are several footpaths within proximity to the site, including recreational routes (Wayfarers) as well as links to local facilities including local schools. The routes are shown in **Figure 2**.

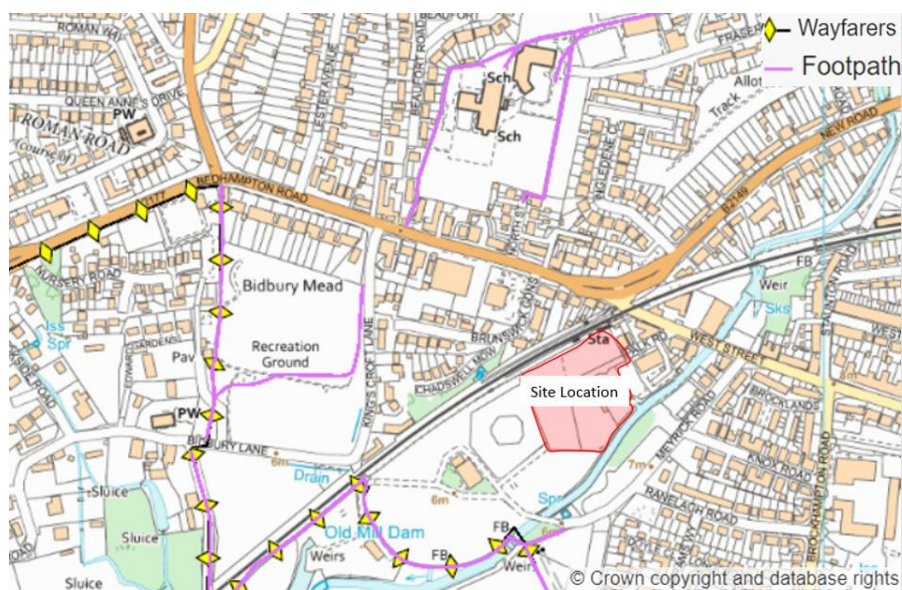


Figure 2: Public Rights of Way Map (Source: HCC)

Cycling

- 1.17 It is noted that Havant Borough Council (HBC) are working with HCC and Sustrans to replace their existing cycling and walking strategy with a Local Cycling and Walking Infrastructure Plan (LCWIP). The draft version of this document was produced in September 2021. Where appropriate, this report has been considered throughout this WCHAR.
- 1.18 The topography of the area and low vehicle speeds within the vicinity of the site make the roads attractive to cycle on.
- 1.19 To the east and south of the site, there is a variety of cycle infrastructure in the form of shared footway/cycleways and National Cycle Route (NCN) 22. NCN 22 provides a connection to Havant Railway Station. To the north of the site, New Road is an advisory cycle route which connects to further cycle routes within Havant. The route is not signposted, however, at the junction with Stockheath Lane, cycle markings are present along the eastbound carriageway of New Road, beyond which is a cycle marking directing cyclists off the carriageway and onto the shared footway/cycleway along the northern side of New Road.
- 1.20 HBC's Route 276 from Bedhampton Station to Eastern Road is a secondary route which connects Bedhampton Station to Havant College and Havant Station. The LCWIP identifies that the existing route currently has no formal cycle infrastructure, and the roads are fast, with little protection for cyclists. This therefore provides an opportunity and requirement to improve the route. Whilst a contribution

(as referenced within the highways comments) to improvements to this route could be agreeable, this would need to be considered against other contributions and off-site highway works being requested by HCC.

- 1.21 Proposals set out within the LCWIP include the provision of segregated cycle lanes along New Road and advanced stop lines at traffic lights also along New Road to make the route more attractive for cyclists. In addition, consideration is also being given through the LCWIP to implement segregated cycle lanes (if possible) or upgrading the New Road/Petersfield Road roundabout and on-road cycle lanes along the extent of Elmleigh Road.
- 1.22 It is likely that this route would be used by residents of the development site, and therefore it is important to understand the plans and ensure the development takes cycle routes into consideration.

Visually and mobility impaired access

- 1.23 The design and the location of the site has been considered for both visually and mobility impaired users. This report will also give consideration (and commentary where appropriate) to the following:
- Soft gradients in close proximity of the site access:
 - Provision of tactile paving at crossing points: and
 - Provision of dropped kerbs at appropriate points.

Equestrian Facilities

- 1.24 The site does not currently facilitate any equestrian use, nor was any use observed on West Street or New Road in the vicinity of the site. Given the low demand for equestrian facilities, no specific provision for equestrian use is proposed to be delivered as through this development.

Scope of Assessment

- 1.25 The extent of the assessment required within this report has been discussed and agreed with HCC highway officers through pre-application discussions and subsequent email correspondence. Specifically, the area assessed is summarised below:
- The full route between the site and Havant Town Centre
 - The route between the site and Harts Farm Way and Solent Road
 - The opportunity to connect the site with the proposed development off Meyrick Road (application reference: APP/22/00669).
 - The route between the site and the Bidbury Schools as well as Havant and South Downs College.

2. BASELINE CONDITIONS

Review of Policies and Strategies

2.1 The following documents have been considered as part of the development proposals and this assessment:

- National Planning Policy Framework (NPPF) (July 2021);
- Hampshire County Council's Draft Local Transport Plan (LTP4);
- Hampshire County Council's Local Transport Plan 3 (2011-2031);
- Hampshire County Council's Walking Strategy (2016);
- Hampshire County Council's Cycling Strategy (2015);
- Havant Borough Council Draft LCWIP (2021); and
- Havant Borough Council Core Strategy (2011);

Collision data

- 2.2 Personal Injury Accident (PIA) data has been acquired from Hampshire Constabulary for the latest available 5-year period to assess and consider the existing safety situation on the local road network. The scope of the PIA assessment was agreed through the pre-application process with HCC Highways, who confirmed the scope should be extended to include the West Street/Brockhampton Road junction and the Brockhampton Road/Solent Road/Marples Way roundabout.
- 2.3 The report obtained from Hampshire Constabulary details all the accidents recorded between 1st December 2016 to 30th November 2021. Whilst it is noted that the report is almost one year out of date, this is all that is available from Hampshire Constabulary at this time.
- 2.4 The patterns displayed in the data are assessed regarding proximity, frequency and severity of incidents that have occurred to enable in-depth consideration, with consideration given to PIAs that involve pedestrians, cyclists and those riding horses.
- 2.5 The area reviewed, and the location of the personal injury accidents is shown in **Figure 3**, whilst full details are attached at **Appendix D**.



Figure 3: Collision Data Plot

2.6 There has been a total of 15 accidents over the five-year period from December 2016 to November 2021, 6 of which were serious in severity and 9 which were slight in severity. Of the 15 accidents, 5 involved pedal cyclists and one involved a pedestrian. There were no reported injuries associated with equestrian use.

2.7 **Tables 2 and 3** summarise the cycle and pedestrian related incidents to enable a review of any trends.

Cycle Related Personal Injury Accidents				
Location	Date/Time	Severity	Description	Likely Cause
Brunswick Gardens (junction with Bedhampton Road)	09:00 20/07/2017	Slight	Cyclist turned right onto Bedhampton Road in front of vehicle.	Failure to look properly
West Street	20:30 29/08/2017	Serious	Van overtakes pedal cycle but collides and pushes cyclist into parked vehicle.	Loss of control and not leaving enough room when passing
Brockhampton Way (junction with Solent Road)	06:35 13/04/2018	Slight	Cyclist turns right at the roundabout when car enters from Brockhampton Way and collides with the cyclist.	Failure to look properly
Bedhampton Road	14:31 27/04/2019	Serious	Cyclist on pavement loses control and drops into road, colliding with car travelling the same way and a car waiting on the central hatching.	Failure to look properly and reckless driving
New Road (junction with James Road)	14:25 21/04/2020	Slight	Car travelling on James Road turns right onto New Road, failing to see cyclist and collides.	Failure to look properly

Table 2: Cycle Related Personal Injury Accidents

2.8 A review of **Table 2** confirms that whilst two 'serious' and three 'slight' cycle related injuries occurred, during the survey period, there are no patterns present to suggest highway design issues.

Pedestrian Related Personal Injury Accidents				
Location	Date/Time	Severity	Description	Likely Cause
B2177 Bedhampton Road (junction with Brunswick Gardens)	23:41 22/04/2017	Serious	Vehicle collides with intoxicated pedestrian.	Impaired by alcohol

Table 3: Pedestrian Related Personal Injury Accidents

2.9 A review of **Table 3** confirms that one serious pedestrian related injury occurred during the survey period, which occurred late in the evening. The pedestrian was intoxicated and therefore there are no patterns to suggest a highway design issue.

Public Transport Services and Interchange Information

2.10 The closest bus stops to the development are the 'Brunswick Gardens' bus stops. These stops are located along Bedhampton Road circa 360m - 410m west of the development. Both bus stops comprise a bus pole, a sheltered seating area and on-carriageway markings. The services available in the vicinity of the site are summarise in **Table 4**.

Service	Destination	Monday-Friday	Saturday	Sunday
23	Southsea – Leigh Park	Every 10 minutes First Bus: 05:45 Last Bus: 23:45	Every 12 minutes First Bus: 06:20 Last Bus: 23:45	Every 30 minutes First Bus: 07:25 Last Bus: 23:25
30	Havant – Hayling Island	Every 30 minutes First Bus: 06:00 Last Bus: 21:00	Every 30 minutes First Bus: 05:55 Last Bus: 21:00	Every hour First Bus: 08:05 Last Bus: 19:35
654*	Hambledon – Havant College	Once a day in each direction First Bus: 08:05 Last Bus: 16:40	N/A	N/A
737	Petersfield - Havant	Once a day in each direction First Bus: 08:50 Last Bus: 16:40	N/A	N/A
SD4*	Bishops Waltham – Havant College	Once a day in each direction First Bus: 08:05 Last Bus: 17:25	N/A	N/A
SD5*	Gosport – Havant College	Once a day in each direction First Bus: 07:53 Last Bus: 16:40	N/A	N/A

Table 4: Bus Routes
(*Education only service)

- 2.11 The frequency of bus services in the vicinity of the site presents an excellent opportunity to promote bus travel and create a sustainable development.
- 2.12 The closest train station to the site is Bedhampton. The station is located 240m (3-minute walk / 1 minute cycle) from the centre of the site. There is sheltered cycle parking for 20 bicycles.
- 2.13 There are regular services towards Portsmouth and Southsea (14-minute journey time), Littlehampton (43-minute journey time) and London Waterloo (1-hour 30-minute journey time). The services also provide connections to local stations including Hilsea, Fratton, Havant, Rowlands Castle, Petersfield, Warblington and Emsworth. The frequency of the services and the variety of destinations make travel by rail suitable for both commuter and leisure travel.
- 2.14 Havant Railway Station is located c.1.4km west of the site. Services towards London Victoria, Brighton and Southampton Central can be accessed from this station, as well as the other services which also operate through Bedhampton Station.

Trip Generators

- 2.15 The site is located approximately 1km west of the main urban retail high street of Havant Town Centre, which provides a range of local facilities, outlined in **Table 5**. The distances provided have been calculated from the centre of the site (as per HCC's request).

Facility	Distance (from centre of site)	Walking Time (80m per minute)	Cycle Time (250m per minute)
Bedhampton Railway Station	240m	3 minutes	1 minute
Brunswick Gardens Bus Stop (Eastbound)	360m	4 ½ minutes	1 minute
Brunswick Gardens Bus Stop (Westbound)	410m	5 minutes	1 ½ minutes
Bedhampton Community Centre	410m	5 minutes	1 ½ minutes
Convenience Store	560m	6 ½ minutes	2 minutes
Aldi	910m	11 minutes	3 minutes
High Street	1km	12 minutes	3 ½ minutes
Bedhampton Post Office	1.1km	12 ½ minutes	3 ½ minutes
Bidbury Infant School	1.1km	13 minutes	3 ½ minutes
Bidbury Junior School	1.1km	13 minutes	3 ½ minutes
Havant Park	1.2km	13 minutes	3 ½ minutes
The Meridian Centre	1.3km	15 ½ minutes	4 ½ minutes
Havant Railway Station	1.4km	18 minutes	5 minutes

Table 5: Local Amenities and Facilities

- 2.16 **Table 5** demonstrates that there are many facilities within a reasonable walking distance to the site, including Railway Stations, convenience stores, schools and retail areas.
- 2.17 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is 1.37km (page 6). With almost all the local amenities identified in **Table 4** coming well within this threshold, it provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.
- 2.18 Manual for Streets (MfS) and CIHT also describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). Therefore, the location of the site in relation to local facilities fits the description of a 'Walkable Neighbourhood' which is set out in more detail in the Travel Plan.
- 2.19 The location of the site therefore presents an excellent opportunity to encourage local journeys by walking, cycling and public transport.

Site Visit

- 2.20 A site visit has been undertaken during daylight hours on 6th September 2022 and an additional site visit to ensure the routes requested by HCC were accommodated for was undertaken during daylight hours on 12th July 2023. The site visit included walking the key routes that prospective residents would be most likely to use to access local services, within 1.5km of the site. The weather during the site visit was dry and fine. The walkover route undertaken during the site visit is shown in **Figure 4** below.

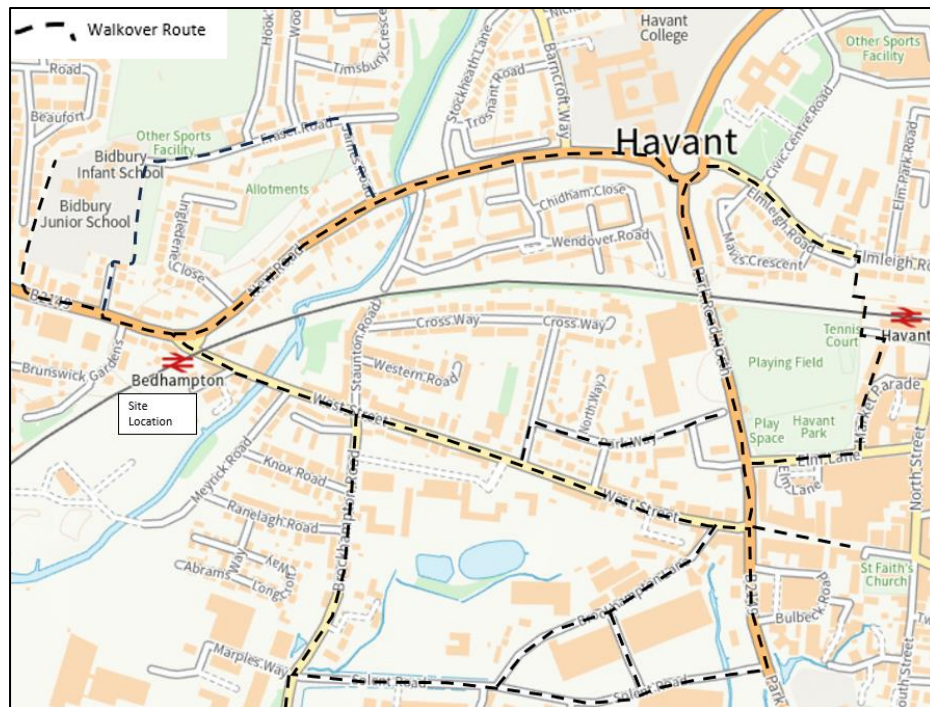


Figure 4: Walkover Route

- 2.21 The level of use and condition of each route was recorded during the site visit and potential improvements, repairs and connections were noted. The primary findings of the site visit were:
- No evidence of horse riders within the study area or immediate surroundings.
 - One cyclist was observed using the pedestrian crossing on the B2149 Bedhampton Road, to cross to the northern side of the road and travel westbound (**Photograph 1**), two cyclists were observed travelling along westbound along the B2149 New Road (**Photographs 2 and 3**), three cyclists travelling northbound along the pedestrian/cycle route on Barncroft Way (**Photographs 4 & 5**) and a cyclist travelling towards Park Road North from Central Retail Park (**Photograph 6**).
 - Multiple pedestrian movements were observed along New Road (**Photograph 7**), Elm Lane to Havant Bus Station (**Photographs 8**) and Park Road South (**Photograph 9**); and
 - Passengers were also observed waiting at local bus stops although there are no photographs to support this.



Photograph 1: Cyclist crossing
Bedhampton Road



Photograph 2: Cyclist on New Road
travelling west



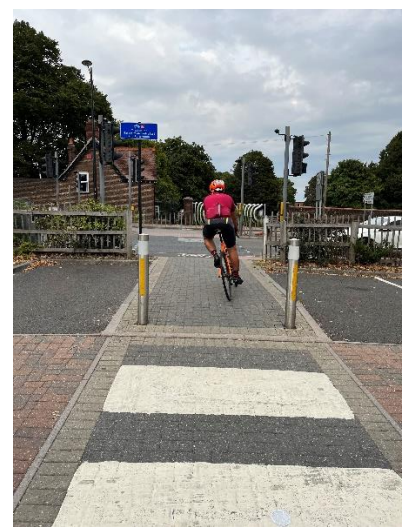
Photograph 3: Cyclist on New Road
travelling west



Photograph 4: Cyclists along the
shared footway/cycleway on Barncroft
Way



Photograph 5: Cyclist along the shared
footway/cycleway on Barncroft Way



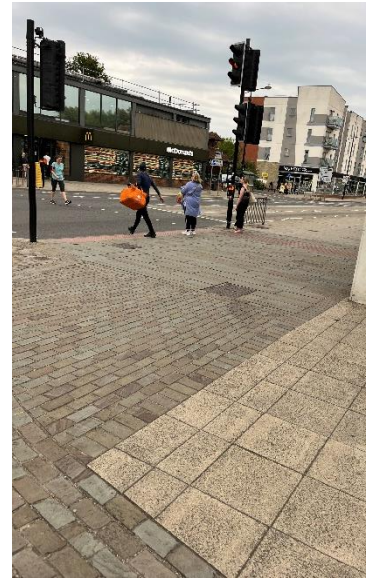
Photograph 6: Cyclist travelling to Park
Road North from Central Retail Park



Photograph 7: Pedestrians crossing New Road



Photograph 8: Pedestrian movement towards Havant Bus Station



Photograph 9: Pedestrian along Park Street South

Consultation with Key Stakeholders

- 2.22 Multiple meetings have taken place with key stakeholders through the pre-application process. This includes pre-application discussions with HCC and HBC and attendance at the Development Consultation Forum (DCF).

3. EXISTING WALKING, CYCLING AND EQUESTRIAN FACILITIES – PALK ROAD

- 3.1 Palk Road runs on an east-west alignment in the vicinity of the site and includes pedestrian infrastructure on both sides of the road for the majority of its length. As aforementioned, the footway on the northern side of Palk Road has a short section (circa 20m) where no footway is provided. However, it is not considered necessary to provide further works on the northern side, as on the southern side of Palk Road immediately adjacent to the access, gates are to be replaced such that they can no longer swing out and open into the carriageway and therefore there will be no further obstruction. In addition, the applicant is proposing to provide a dropped kerb tactile paving crossing across this access to aid pedestrian movements. The internal layout will also provide a north to south crossing where the northern footway within the site will no longer extend up to the site's eastern boundary. This will therefore encourage residents to walk along the southern side of Palk Road only.
- 3.2 **Photograph 10** shows the junction of Palk Road with West Street and the footway along the southern side of Palk Road. **Photograph 11** shows the dropped kerbs at the Palk Road/West Street junction for pedestrians to cross the road.



Photograph 10: Vehicular access onto Palk Road and footway along eastern side of the road



Photograph 11: Dropped kerbs at Palk Road junction

- 3.3 Visibility is sufficient from this junction (which is assessed further within the accompanying TA). However, HCC suggested that tactile paving should be provided to improve the existing dropped kerb pedestrian crossing point. As aforementioned, this will be provided as part of the development and is shown in **Appendix C**, which is also set out in the ATA to support this application.

- 3.4 It is therefore considered that the only improvement required at Palk Road is to provide a dropped kerb and tactile paving crossing point at the access immediately adjacent to the eastern site boundary and to provide tactile paving at the existing Palk Road/West Street junction, further reinforcing the opportunities for all non-motorised users in this location.
- 3.5 Reference is made to PROW connections by HCC, however, as referenced within the original TA due to land ownership boundaries it is not possible to offer any connections into these PROW routes. This includes the connections into the adjacent site on Meyrick Road. The ability to deliver the connection into the Meyrick Road application was indeed considered within the TA, however, the original conclusion still stands such that the land to facilitate this connection is not within Bellway Homes's ownership and this cannot therefore be secured or delivered. Planning conditions and obligations can and should only be secured where there is realistic opportunity that the applicant can sufficiently meet or discharge. There are suitable alternative links available and as such this route is not considered necessary.

4. WESTERN ROUTE TOWARDS LOCAL SCHOOLS

- 4.1 As aforementioned, the scope of the assessment needs to take into consideration the route to Bedhampton Railway Station, the bus stops and the Bidbury schools.
- 4.2 West Street runs on a northwest to southeast alignment from Bedhampton Road to Park Road South in Havant Town Centre and provides access to Bedhampton railway station, the local bus stops and the local infant and junior schools to the west (**Figure 5**). An overview of the route assessed is demonstrated in **Figure 5**.

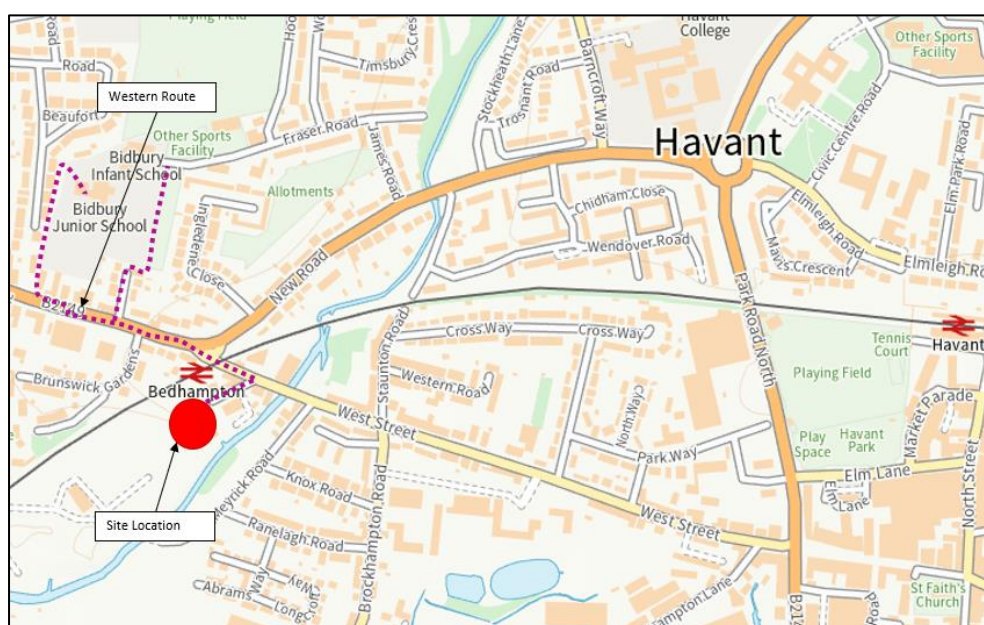
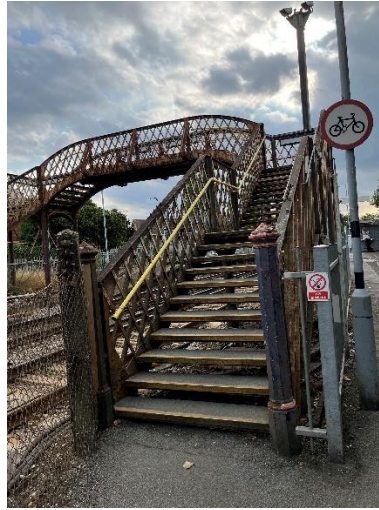


Figure 5: Western Walkover Route

- 4.3 Palk Road links to West Street, which provides a footway west towards Bedhampton rail station (**Photograph 12**). A railway bridge is provided across the railway line to allow pedestrians to access the other platform and along the southern side of Bedhampton Road (**Photograph 13**) when the level crossing is in operation. A virtual footway is also provided on the northern and southern sides of the West Street carriageway across the level crossing for use when appropriate (**Photograph 14**). This route provides step-free access for pedestrians and cyclists to both the other platform within the station, and for onward journeys along West Street/Bedhampton Road.



Photograph 12: West Street footway to Bedhampton rail station



Photograph 13: Railway bridge within station



Photograph 14: Pedestrian route along West Street across railway line

4.4 It is noted that HCC's comments reference the potential for cycle gully's over this footbridge, however, Network Rail have not raised any objection to the development. The proposed development is also likely to generate 10 cycle trips a day (see **Table 1**) and as such this is not considered an opportunity at this stage.

4.5 Beyond the railway line, pedestrians can continue along the footway on the southern side of Bedhampton Road to reach 'Brunswick Gardens' westbound bus stop. However, to reach the eastbound bus stop and Bidbury Schools pedestrians must cross to the northern footway. A signalised pedestrian crossing point (**Photograph 15**) is provided c200m from the junction with West Street, however, it is evident from HCC comments that pedestrians cross informally utilising the extended central reservations (**Photograph 16**) opposite the Bedhampton Road/West Street junction.



Photograph 15: Signalised Crossing Point along Bedhampton Road



Photograph 16: Central Reservations along Bedhampton Road

- 4.6 Once on the northern footway on Bedhampton Road, pedestrians continue west and then head north along North Street (**Photograph 17**) and can then walk along PRoW footpath 108/507/1 (**Photographs 18-20**) to reach the Bidbury Schools.



Photograph 17: Footways Along North Street



Photograph 18: Entrance to PRoW Footpath 108/507/1



Photograph 19: Conditions of PRoW Footpath 108/507/1



Photograph 20: Conditions of PRoW Footpath 108/507/1

- 4.7 The footways along Bedhampton Road and North Street are of sufficient width and are in sufficient condition to be used by pedestrians, those with pushchairs and those with mobility issues, as per their existing use for school users.

- 4.8 The entrance to PRoW Footpath 108/507/1 is not noticeable and extra signage for the route would help to promote the route. There are railings present before the corner (**Photograph 19**) which helps to slow people down and ensure less conflict with people walking the opposite direction, however, this can make it difficult to navigate for people with pushchairs and mobility issues. In addition, the vegetation is overgrown onto the footpath, narrowing the width and should therefore be cut back to ensure the route is safer and more attractive to use. The surfacing of the rest of the route is sufficient and of suitable width for people to pass one another.
- 4.9 In addition, immediately adjacent to the signalised crossing, on the northern side of Bedhampton Road, is Public Footpath 108/40/3 (**Photographs 21-22**) which also provides a route towards Bidbury Infant, Bidbury Junior School and Havant Rugby Club.



Photograph 21: Footpath 108/40/3 entrance



Photograph 22: Footpath 108/40/3 route north to local schools

- 4.10 This route along Footpath 108/40/3 is well surfaced and is suitable for those with pushchairs and mobility issues as no railings or obstructions are present. Therefore, this is a suitable alternative route to PRoW Footpath 108/507/1 to reach the Bidbury Schools.
- 4.11 As crossing Bedhampton Road at the central reservation is a key route to Bidbury Schools, an indicative refuge island crossing point has been designed to ensure such a crossing could be deliverable in accordance with standards along Bedhampton Road, which is shown in **Appendix E**. We would therefore suggest a proportionate contribution is offered to support the delivery of this crossing point considered against the use of other developments in the area. The remainder of this route is considered suitable and therefore, no other improvements are suggested.

5. EASTERN ROUTE TOWARDS HAVANT TOWN CENTRE

- 5.1 The route between the site and Havant Town Centre (and associated retail parks) have also been assessed, as requested by HCC highway officers through the pre-application stage. The routes assessed in this section are demonstrated in **Figure 6** below.

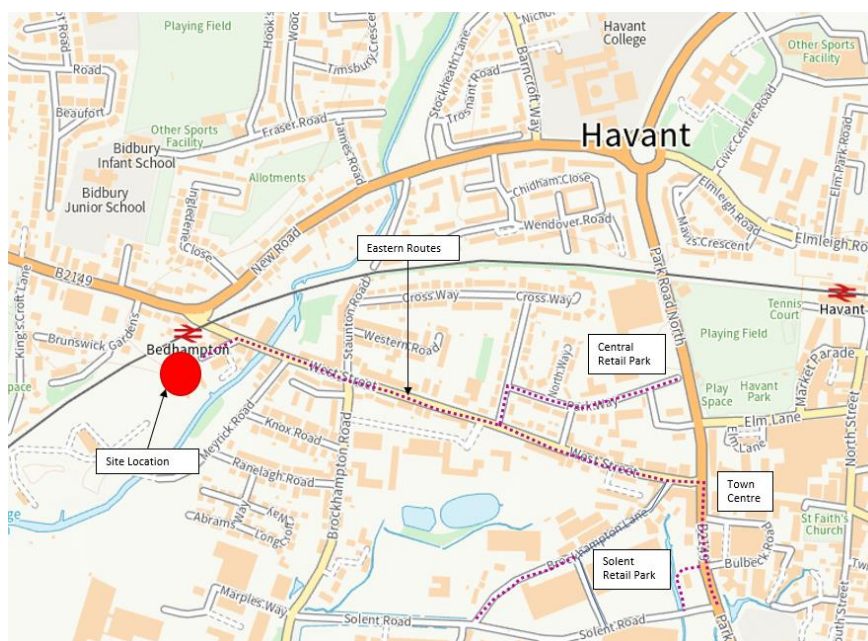


Figure 6: Eastern Walkover Route

- 5.2 Continuous footways are provided on both sides of West Street in immediate proximity of the junction of Palk Road; however, the widths fluctuate (between approximately 1m and 2m) in places along the southern side of the carriageway (**Photograph 21**). Beyond the Meyrick Road/West Street junction, where the southern footway narrows significantly, pedestrians can utilise the northern footway which is a continuous suitable width towards Havant Town Centre (**Photograph 22**).
- 5.3 A review of a pedestrian crossing on West Street was completed as part of the initial Transport Assessment however, HCC had concerns with this. HCC therefore suggested (within their comments) that a potential crossing point (dropped kerbs and tactile paving) could be provided between West Street and Meyrick Road, towards which the proposed development could pay a proportionate monetary contribution, however, due to the presences of on-street parking on both the northern and southern sides of West Street, visibility splays are unachievable without the splays passing through the parking bays. Therefore, a crossing point has been shown to the west of the Palk Road/West Street junction which can be designed to standards and is set out within the ATA to enable pedestrians to cross to the northern side of West Street. A crossing in this location only results in a minor 10-15m extra travel distance and therefore would not be enough of a detour to deter residents from the proposed development using such a crossing. This design is shown in **Appendix F**.



Photograph 23: Narrow southern footway along West Street



Photograph 24: Northern footway along West Street

- 5.4 The crossing points along West Street to the east of Palk Road benefit from dropped kerbs, with most crossings lacking in tactile paving. It is therefore considered that the proposed development could provide a monetary contribution towards the delivery of tactile paving at crossing points along West Street. Visibility at each junction was assessed and considered appropriate, except for the Brockhampton Lane/West Street junction.
- 5.5 At present, the existing southern West Street footway terminates at the Brockhampton Lane junction and as such, visibility across the junction is restricted. However, as aforementioned, it is proposed that a north/south crossing facility could be provided between West Street and Meyrick Road which would result in pedestrians already walking on the northern footway at the Brockhampton Lane/West Street junction.
- 5.6 The West Street/Brockhampton Lane junction would not be used by the proposed development given the lack of continuous footway provision on the southern side of West Street and therefore all development pedestrian traffic would use the northern footway avoiding this junction. Therefore, no improvements are proposed to this junction.

- 5.7 Notwithstanding this, the arrangement of the West Street/Brockhampton Lane junction is such that a suitable crossing point with tactile paving lined up correctly could not be provided without removing the on-street parking on West Street. This is due to the location of where the footway terminates on the western side not lining up with the footway on the eastern side. The footway on the eastern side would need to be built out into the carriageway affecting on-street parking and vehicle tracking for those entering/existing Brockhampton Lane.
- 5.8 The route east along West Street has been considered further however as a suitable pedestrian crossing is to be provided to allow pedestrians to travel on the existing footway along the northern side of West Street and it is concluded the northern route is sufficient and no further improvements are proposed. As the HCC comments state, there are sections of West Street where there is no footway present on the southern side of the carriageway and the carriageway is not wide enough to provide a footway and retain two-way vehicular traffic. Given there are suitable alternatives with improvements being offered by the development, further works are not considered necessary to support the development.
- 5.9 At the junction of West Street with Park Road South, West Street has a raised table, with dropped kerbs and tactile paving, to facilitate pedestrians crossing West Street to access to the shared footway/cycleway along Park Road South (**Photograph 25**). On the southern side of the West Street/Park Road South junction, a toucan crossing is present with dropped kerbs, tactile paving and pedestrian guard railing. The toucan crossing facilitates pedestrians and cyclists crossing Park Road South (**Photograph 26**).
- 5.10 To the east of Park Road South, West Street continues as a pedestrianised street, providing access to the food and retail outlets in Havant Town Centre. 'No cycling' signage is displayed at the start of the pedestrianised street, to prevent cyclists from cycling down the street (**Photograph 27**) and a pedestrian wayfinding map and directional signs are also present (**Photograph 28**).



Photograph 25: West Street crossing point



Photograph 26: Toucan Crossing



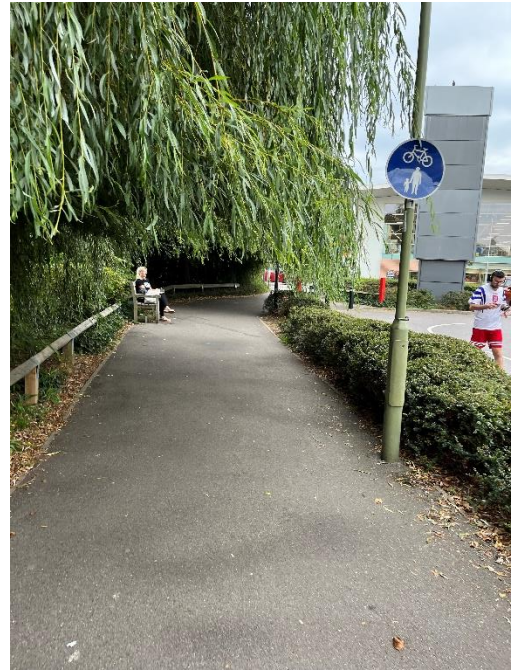
Photograph 27: No Cycling signage



Photograph 28: Pedestrian Wayfinding Map on West Street

Park Road South towards Solent Retail Park

- 5.11 Residents wishing to travel to Solent Retail Park could continue south along Park Road South, via the shared footway/cycleway. Residents can either continue south onto Solent Road via the footway along Park Road South, or turn right, before the Burger King onto the shared footway/cycleway cut through, which provides an off-road route for pedestrians and cyclists between Solent Road and Park Road South (Photographs 29 and 30).



Photographs 29 & 30 Off-road shared footway/cycleway route between Park Road South and Solent Road

- 5.12 Advisory cycle signage is provided where appropriate on the route, thus providing clear directions for cyclists in the area.

Boundary Walk/Park Way

- 5.13 West Street also connects to Boundary Way and Park Way, which provides pedestrian access to the Central Retail Park. Boundary Way has footways on both sides of the carriageway which provides a connection between West Street and Park Way.
- 5.14 Park Way runs west from Central Retail Park and is a lightly trafficked mixed use road servicing both residential and commercial land uses. The road has footways on both sides of the road (**Photograph 31**) and is likely to be used by residents to access Central Retail Park, from West Street. At the mini roundabout into Central Retail Park from Park Way, there are crossing points on all arms with dropped kerbs and tactile paving (**Photograph 32**) All crossing points along Park Way have dropped kerbs, however no tactile paving is present beyond the mini roundabout crossing points.



Photograph 31: Western footway along Park Road



Photograph 32: Crossing point on mini-roundabout to Central Retail Park

Brockhampton Lane

- 5.15 Brockhampton Lane runs northeast to southwest from West Street to Solent Road, providing a connection to Solent Retail Park, The Tanneries Industrial Estate and The Bosmere Medical Practice.
- 5.16 A footway is provided on the southern side of the road, leading to Selbourne Road and into Solent Retail Park. At crossing points dropped kerbs and tactile paving is provided for easy pedestrian access. Selbourne Road provides footways on both sides of the road and forms an access to Solent Retail Park. At the mini-roundabout within Solent Retail Park, there are dropped kerbs and tactile paving on all arms of the roundabout to facilitate pedestrian movements (**Photograph 33**). Pedestrian guard railing is also present along the northern arm of Selbourne Road, to guide pedestrians to a safe point to cross the road.



Photograph 33: Crossing point at mini-roundabout within Solent Retail Park

5.17 Brockhampton Lane continues southwest to link to Solent Road. Dropped kerbs and tactile paving are provided at the vehicular exit point from Solent Retail Park onto Brockhampton Lane. A pedestrian access is also provided into Solent Retail Park from the eastern side of Brockhampton Lane. At this point, an uncontrolled crossing point with dropped kerbs and tactile paving provides a pedestrian link between the retail park and The Bosmere Medical Practice (**Photographs 34 & 35**).



Photograph 34: Crossing point across Bedhampton Lane



Photograph 35: Link to Bosmere Medical Practice

5.18 Within HCC's comments on the WCHAR reference is made to the existing crossing point forcing pedestrians to travel against a desire line and an aspiration provide an inline crossing point with discussions about this provision being held with another proposed development to date. The highway authority have therefore requested contributions towards this improvement should funding from other developments not be available.

- 5.19 Whilst a suitable contribution towards works along Solent Road to provide an inline crossing point could be agreeable, these would need to be considered against the other contributions and off-site highway infrastructure works also being sought for this 90-unit brownfield development as well as the distance of these routes which are not in close proximity of the proposed development. As aforementioned, it is unlikely residents of the proposed development would utilise Solent Road and the crossing point mentioned and therefore this must be considered when the overall contribution values are being considered.
- 5.20 The route along Solent Road and towards the facilities by TESCO is assessed further in **Section 7** of this report.
- 5.21 It is recognised that the Highway Authority aspire to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way via Solent Road and the Brockhampton Road roundabout. HCC's comments reference that this connection would connect the site with existing facilities on Harts Farm Way and the Park Road North/West Street junction.
- 5.22 It is not agreed that works to improve Brockhampton Lane or Solent Road would be utilised by the proposed development when accessing Harts Farm Way. Instead, residents of the proposed development would use Brockhampton Road from its junction with West Street to Harts Farm Way. Therefore, only a small portion of the HCC desired route between the Brockhampton Road/Solent Road/Marples Way roundabout and the Brockhampton Road/Brookside/Southmoor Lane/Harts Farm Way roundabout would be utilised, a circa 250m stretch, out of a total 980m based on HCC's desired route. Therefore, this route has not been considered in detail as pedestrians or cyclists from the proposed development would not use this route. Given that only a small portion of the route would be used by residents, a fair and reasonable contribution seems sensible as the developer would be unable to agree to delivering an aspired route HCC want to see delivered which would not be used by the residents as this would not pass the necessary planning tests being necessary or reasonable scale. It should also be noted that it is not the responsibility of the proposed development to independently solve existing deficits in infrastructure, particularly along routes which would not be used by the development.

6. NORTHERN ROUTE VIA NEW ROAD

- 6.1 To the north of the site, New Road provides access to Havant & South Downs College, as well as Havant railway station (via Elmleigh Road) and Havant Town Centre (via the footbridge over the railway line from Elmleigh Road). An assessment of these routes, which are demonstrated in **Figure 7**, have therefore been undertaken.

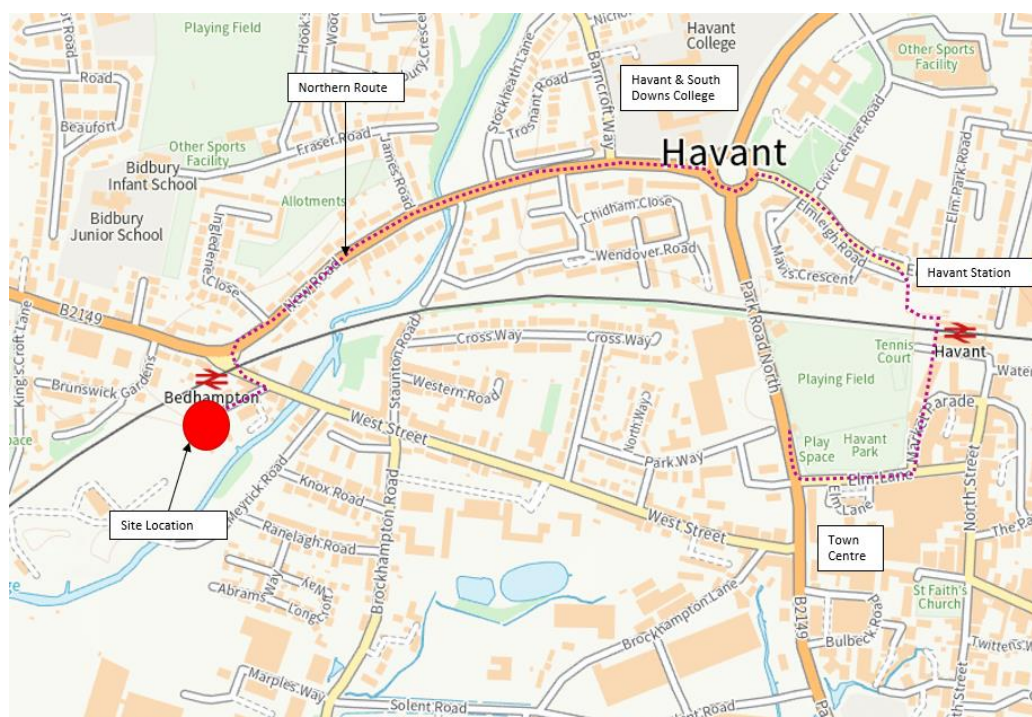


Figure 7: Northern Walkover Route

- 6.2 Residents would be required to cross West Street to utilise the northern footway, which subsequently leads onto the eastern New Road footway. At present, there is no crossing facility along West Street to the west of Palk Road to enable this to occur, and as such, it is suggested that the proposed development could contribute towards the implementation of dropped kerb crossing between Palk Road and Meyrick Road. Whilst it is noted that this would be slightly off the desire line, this would provide a safe opportunity and would therefore provide a betterment to the existing locale.
- 6.3 In addition, it is important to note that when the level crossing is in use, pedestrians and cyclists would be able to safely cross onto the northern West Street footway and continue their journey onwards along the eastern side of New Road.

- 6.4 Along New Road itself, an informal pedestrian crossing point is provided to the immediate east of the New Road/West Street junction, which provides dropped kerbs and a pedestrian refuge island for pedestrians to cross onto the northern footway through the carriageway splitter island. An additional informal crossing point is located approximately 350m to the east, which provides dropped kerbs, tactile paving and a pedestrian refuge island (**Photographs 36 and 37**). Footways are provided along both sides of the road for its entire length and all crossing points have dropped kerbs as a minimum.
- 6.5 As shown in **Photograph 38**, the footway along the northern side of New Road, becomes a shared footway/cycleway beyond the junction with Chidham Drive. Cyclists travelling eastbound are advised to join the shared footway/cycleway via a road marking pointing to the off-road route. Along this route, dropped kerbs, tactile paving and a pedestrian/cyclist refuge island is present at the Barncroft Way junction to assist pedestrians and cyclists going towards Havant & South Downs College (**Photograph 39**).



Photographs 36 and 37: Crossing points along New Road



Photograph 38: Footway/cycleway along northern side of New Road



Photograph 39: Crossing point at Barncroft Way

- 6.6 The shared footway/ cycleway along the northern side of New Road continues for the duration to the toucan crossing adjacent to the Havant & South Downs College access on New Road. This crossing is a staggered crossing to allow pedestrians and cyclists to cross New Road safely. The shared footway/cycleway continues along the southern side of New Road beyond the toucan crossing, allowing a connection to the shared footway/cycleways along Park Road North.
- 6.7 Dropped kerbs and tactile paving, with a pedestrian refuge island are present on the Park Road North and Elmleigh Road arms of the four-arm New Road/Petersfield Road/Elmleigh Road/Park Road North roundabout. The Park Road North crossing point also has bollards to highlight the crossing point (**Photographs 40 and 41**). The Petersfield Road arm has a staggered signalised pedestrian crossing and guard railing and New Road has an informal crossing point with a pedestrian refuge island, dropped kerbs and 'Look left/Look right' road markings, as well as the toucan crossing mentioned earlier.



Photograph 40: Park Road North crossing point



Photograph 41: Elmleigh Road crossing point

6.8 Continuing east, New Road becomes Elmleigh Road and provides footways on both sides of the road and all crossing points have dropped kerbs, with most having tactile paving (**Photograph 42**). On the westbound carriageway, approaching the New Road/Petersfield Road/Elmleigh Road/Park Road North roundabout junction, is an on-road cycle lane for approximately 25m leading round to Park Road North. This facilitates cyclists navigating the roundabout junction and provides a safe link to the shared footway/cycleways and crossing points beyond the junction (**Photograph 43**)



Photograph 42: Elmleigh crossing point



Photograph 43: On-road cycle lane at roundabout junction

- 6.9 A footbridge over the railway line links Elmleigh Road and Havant Rail Station onto North Street (Photograph 44). Directional signs are present on the bridge to guide pedestrians to local destinations as shown in Photograph 45. The bridge is step-free allowing easy access for pedestrians with mobility issues and for parents with pushchairs. Cycling is prohibited and so cyclists are required to walk their bicycles over the bridge. On the southern side of the station, ramped and stepped access is provided, together with directional signs, to facilitate the route towards the town centre (Photographs 46 and 47).



Photograph 44: Footbridge over rail line



Photograph 45: Direction sign on rail bridge



Photograph 46: Ramped access to station



Photograph 47: Stepped access to town centre

Market Parade/Elm Lane towards Havant Bus Station

- 6.10 From Havant railway station, heading south, Market Parade begins as a pedestrianised area, which is host to a parade of food and retail outlets, as well as a Post Office (**Photograph 48**). **Photographs 49 - 53** show an overview from the route southbound from Havant rail station to the town centre and Havant Bus Station, via Elm Lane. These photos highlight the signage, toucan crossing, dropped kerbs and tactile paving and access to Havant Park and Havant Bus station.



Photograph 48: Market Parade pedestrianised area



Photograph 49: Pedestrian directional sign



Photograph 50: Toucan crossing on Elm Lane



Photograph 51: Access to Havant Park



Photograph 52: Elm Lane access to Havant Bus Station



Photograph 53: Pedestrian route round to Havant Bus Station

Havant Park

- 6.11 **Photographs 54 - 59** highlight the shared footway/cycleway through Havant Park and underpass to Central Retail Park. The underpass is lit providing a safe and user-friendly access under Park Road North to access Central Retail Park. The underpass also forms part of NCN Route 22. Cycle signage is present at the retail park directing cyclists to a safe route around the car park and pedestrian signage shows directions to the town centre and local sports clubs. Throughout the retail park are pedestrian walkways to provide a safe route around the retail park car park and towards the shared footway/cycleway along Park Road North.



Photograph 54: Havant Park shared pedestrian/cycleway



Photograph 55: Underpass from Havant Park



Photograph 56: Cycle signage at Central Retail Park



Photograph 57: Pedestrian Signage towards underpass



Photograph 58: Pedestrian walkways



Photograph 59: Wayfinding signs at Park Road North Access

- 6.12 Visibility has been assessed at each junction and has been considered acceptable with no improvements required.

7. SOUTHERN ROUTE UTILISING BROCKHAMPTON ROAD

- 7.1 As requested by HCC highway officers through the pre-application discussions, the route between the site and Solent Road has been assessed via Brockhampton Road. As the section of West Street between the site and Brockhampton Road has been assessed earlier in this report, this section assesses Brockhampton Road and Solent Road only. The route covered is demonstrated in **Figure 8**.

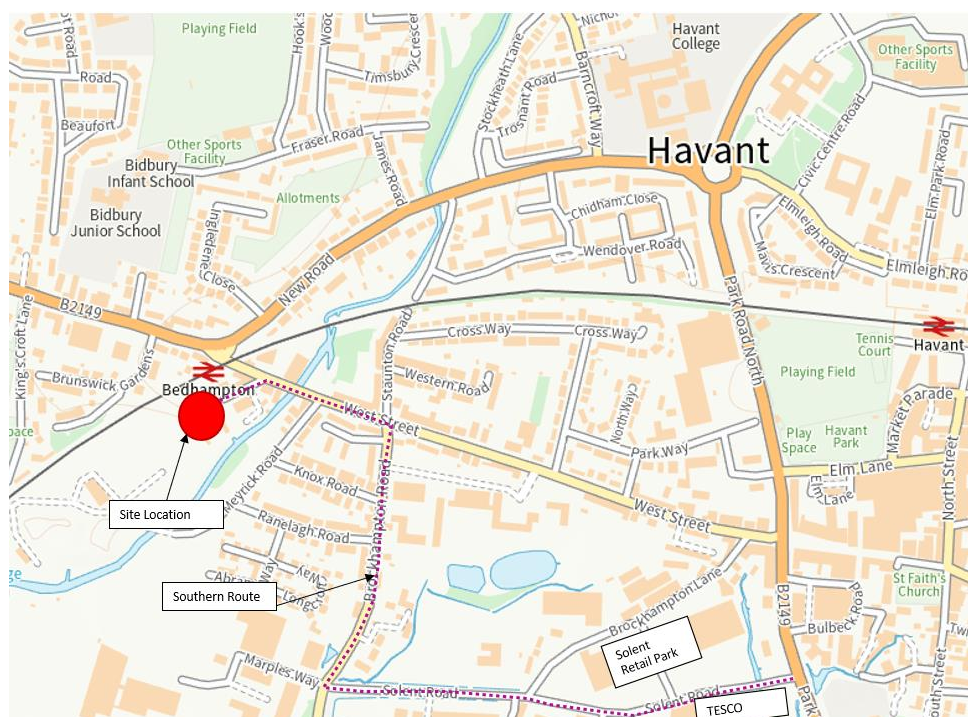


Figure 8: Southern Walkover Route

Brockhampton Road

- 7.2 Brockhampton Road runs north-south from the West Street/Brockhampton Road/Staunton Road crossroads to the Brockhampton Road/Solent Road/Marples Way roundabout. Brockhampton Road has footways on both sides of the road with dropped kerb and tactile paving crossing points on all junctions along the western side of Brockhampton Road as well as the route being of a sufficient width and well lit. On the eastern side of Brockhampton Road all side junctions are also supported by both dropped kerbs and tactile paving except the access to Portsmouth Waster which is supported by dropped kerbs only. It is expected that residents of the development would most likely travel on the western side of Brockhampton Road and therefore no works are proposed at the Portsmouth Water access. Conditions of Brockhampton Road are demonstrated in **Photographs 60** and **61**.



Photograph 60: Footway along eastern side of Brockhampton Road



Photograph 61: Crossing point along Brockhampton Road

- 7.3 At the Brockhampton Road/Solent Road/Marple's Way roundabout there are no pedestrian or cyclist crossing points on any arms, except the Marple's Way arm which has a dropped kerb crossing point. It is appreciated that the existing infrastructure is minimal, but it is understood that HCC are seeking to improve the routes in this area. As such, it is considered that a proportionate monetary contribution could be made to provide dropped kerb crossing facilities.
- 7.4 Brockhampton Road continues south of the Brockhampton Road/Solent Road/Marple's Way roundabout junction, which again has footways on both sides of the road. Stepped access is provided along the western side of Brockhampton Road leading to Kingscroft Business Park.
- 7.5 South of the bridge over the A27, cyclists are advised to join the shared footway/cycleway along the western side of Brockhampton Road. The footway along the eastern side of Brockhampton Road continues as a footway to the Harts Farm Way/Brockhampton Road/Brookside Road roundabout junction, where it then becomes a shared footway/cycleway. All arms of this roundabout have uncontrolled crossing points with dropped kerbs, tactile paving and pedestrian refuge island, providing a good pedestrian link to the major employment area along Harts Farm Way.
- 7.6 The southern side of Harts Farm Way is a shared footway/cycleway which leads round onto the western side of Southmoor Lane. Cyclists can use the shared footway/cycleway along Brockhampton Lane and crossing points across Brookside Road and Southmoor Lane to access Harts Farm Way, which forms part of NCN Route 22. The northern side of Harts Farm Way has a short section of shared footway/cycleway for approximately 30m to the Harts Farm Way/Brockhampton Road/Brookside Road roundabout junction.

- 7.7 It is recognised that the Highway Authority aspire to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way via Solent Road and the Brockhampton Road roundabout. HCC's comments reference that this connection would connect the site with existing facilities on Harts Farm Way and the Park Road North/West Street junction.
- 7.8 It is not agreed that works to improve Brockhampton Lane or Solent Road would be utilised by the proposed development when accessing Harts Farm Way. Instead, residents of the proposed development would use Brockhampton Road from its junction with West Street to Harts Farm Way. Therefore, only a small portion of the HCC desired route between the Brockhampton Road/Solent Road/Marples Way roundabout and the Brockhampton Road/Brookside/Southmoor Lane/Harts Farm Way roundabout would be utilised, a circa 250m stretch, out of a total 980m based on HCC's desired route. Given that only a small portion of the route would be used by residents, a fair and reasonable contribution seems sensible as the developer would be unable to agree to delivering an aspired route HCC want to see delivered which would not be used by the residents as this would not pass the necessary planning tests being necessary or reasonable in scale. It should also be noted that it is not the responsibility of the proposed development to independently solve existing deficits in infrastructure, particularly along routes which would not be used by the development. Any contribution would need to be considered against other contributions and off-site highway works being requested.

Solent Road

- 7.9 Solent Road has footways along both sides of the road, which vary in width. The width of the footways are suitable along the entire stretch of the road. At the junction with Park Road South, there is a staggered signalised pedestrian crossing facility and at various points along the Solent Retail Park frontage, there are uncontrolled pedestrian crossing points with dropped kerbs, tactile paving and 'Look left/Look right' road markings' (**Photograph 62**).
- 7.10 At the point where the shared footway/cycleway comes out onto Solent Road, the uncontrolled crossing provides a link to the shared footway/cycleway on the southern side of Solent Road towards the A27 (**Photograph 63**). The crossing point shown in **Photograph 62** provides direct, easy access to the TESCO superstore from the north.



Photograph 62: Uncontrolled crossing point along Solent Road



Photograph 63: Shared footway/cycleway heading south from Solent Road

- 7.11 Along the northern side of Solent Road, there are various pedestrian cut throughs into Solent Retail Park. These cut throughs are located adjacent crossing points for easy access, as shown in **Photographs 64 and 65**.



Photograph 64: Pedestrian Access to Solent Retail Park



Photograph 65: Pedestrian access to Solent Retail Park

- 7.12 Approximately 65m west of the Selbourne Road junction along Solent Road, is another staggered pedestrian crossing facility, which provides access across Solent Road into the TESCO superstore carpark and to the staggered crossing facility across the TESCO access junction (**Photographs 66 and 67**). These crossings allow pedestrians to continue west along Solent Road on the southern footway. The crossings have dropped kerbs, tactile paving and pedestrian guard railing.



Photograph 66: Staggered crossing across Solent Road



Photograph 67: Staggered crossing across TESCO access

- 7.13 Beyond Solent Retail Park, the footways along Solent Road continue west and at crossing points there are dropped kerbs and tactile paving. An additional uncontrolled crossing point is located along Solent Road, approximately 60m east of the roundabout junction with Solent Road/Brockhampton Road and Marples Way. The crossing has dropped kerbs and tactile paving, which facilitates pedestrian movements north-south across the junction from Solent Road.
- 7.14 All arms of the roundabout junction are lined with vehicle safety barriers on the corners and therefore a crossing point closer to the roundabout junction is not possible. The southern footway along Solent Road narrows at the point where the vehicle safety barrier is located towards Brockhampton Road. **Photographs 68 - 71** show the pedestrian infrastructure along Solent Road heading west from Solent Retail Park.



Photograph 68: Crossing point across Bosmere Medical Practice entrance



Photograph 69: Crossing point along Solent Road at Solent Road/Brockhampton Road/Marples Way roundabout junction.



Photograph 70: Northern footway along Solent Road leading to Brockhampton Road



Photograph 71: Vehicle safety barriers at Solent Road/Brockhampton Road/Marples Way roundabout junction

7.15 Visibility has been assessed at each junction and has been considered acceptable.

7.16 In terms of upgrading cycle infrastructure along Solent Road, a suitable contribution towards works along Solent Road to provide an inline crossing point and works to upgrade the LCWIP Route 276 could be agreeable, however, these would need to be considered against the other contributions and off-site highway infrastructure works also being sought for this 90-unit brownfield development as well as the distance of these routes which are not in close proximity of the proposed development. As aforementioned, it is unlikely residents of the proposed development would utilise Solent Road and the crossing point mentioned and therefore this must be considered when the overall contribution values are being considered.

8. EQUESTRIAN FACILITIES

- 8.1 No equestrian facilities were observed on the local highway network within the study area and so it is considered that no improvements would need to be delivered through the proposed development.

9. COMMENTS AND CONNECTION TO MEYRICK ROAD DEVELOPMENT

- 9.1 Through the pre-application discussions, it was noted that an assessment should be undertaken to consider connections to the proposed development at Meyrick Road. An application was submitted in June 2022 for *'Outline planning application with all matters reserved (except for access) for the development of up to 140 residential dwellings (C3 Use), with access from Meyrick Road, the provision of open space, landscaping and other associated works including demolition of existing buildings on site. | Land at Kingscroft Farm adjacent to Ridgway and, Marples Way, Havant'* (application reference: APP/22/00669).
- 9.2 Highway comments (dated 12th October 2022) received as part of the application identified several improvements to be considered and/or delivered as a result of the development. The full comments are attached as **Appendix F**, but for ease, a summary of the comments is provided below.
- A new 2m wide footway along the eastern side of Meyrick Road will be provided to tie into the existing footway on the southern side of Knox Road
 - No tactile paving is present at the Palk Road/West Street junction
 - To the east, the applicant should provide a crossing facility with dropped kerbs and tactile paving to allow pedestrians to cross West Street onto the northern side of the carriageway
 - PRow route 35 currently runs through the site and discussions should be had with Hampshire Countryside Services to agree a suitable diversion
- 9.3 A WCHAR was also submitted as part of the application, for which the assessment identified the following improvements required:
- Tactile paving to be provided at the Palk Road/West Street junction
 - Tactile paving and bollard to be provided at the informal crossing facility along New Road adjacent to Ingledene Close
 - Crossing facility with dropped kerbs and tactile paving along West Street
 - East/West crossing facility between Solent Road and Marples Way
 - Crossing facility at Ridgway/Marples Way junction.
- 9.4 With regards to the improvements identified in paragraph 8.3, it is suggested that the proposed development could pay a proportionate contribution towards the improvements at the West Street/Palk Road junction, informal crossing along New Road, crossing facilities along West Street and the crossing at Solent Road/Marples Way if deemed necessary by the local planning authority.

- 9.5 It is however, not suggested that contributions would be made to the Ridgway/Marples Way improvements, given that it is unlikely any residents associated with the proposed development would utilise this route. Therefore, improvements towards this area are not necessary in the context of the proposed development.
- 9.6 The highway comments identified that the proposed improvements would contribute to overcoming some deficits in pedestrian and cycle infrastructure, but additional consideration is needed for the route to the Bidbury Schools as it is considered that the route via North Street would be the most direct route. HCC highway officers have requested that a refuge island should be explored along Bedhampton Road in the vicinity of North Street.
- 9.7 Through this WCHAR, it has been demonstrated that a signalised crossing facility is already present along Bedhampton Road, circa 125m west of North Street and directly adjacent to the PRoW, which also provides access to the schools. It is therefore not considered that an additional crossing facility would be required.
- 9.8 It is also noted that the highway comments do not agree with the comment that no cycle improvements are required. The comments identify a deficit in the cycle infrastructure between Brockhampton Lane and Harts Farm Way which requires improvement, and that consideration should be given to extend the shared footway/cycleway along the northern side of New Road, increasing off-carriageway cycle provision for those wishing to access the Leisure Centre. It is unlikely that a significant number of residents associated with the proposed development would utilise the route between Brockhampton Lane and Harts Farm Way given the location of the site.
- 9.9 It is therefore not considered that the development should contribute towards improvements along the Brockhampton Lane part of the route but would pay a proportionate contribution towards improvements along Harts Farm Way and Brockhampton Road between the Brookside/Harts Farm Way roundabout and the Brockhampton Road/Solent Road/Marples Way roundabout.
- 9.10 The findings of the WCHAR prepared to support the Meyrick Road development (APP/22/00669) are like those presented through this report.

10. OPPORTUNITIES FOR IMPROVEMENT

- 10.1 The opportunities highlighted below are relevant to the highway scheme and should be considered by the wider design team throughout the progression of the scheme design, as well as any other additional opportunities which may arise through the ongoing development.

General Opportunities
Opportunity 1: Upgrades to crossing points within the vicinity of the site to include tactile paving, including along Palk Road, the Palk Road/West Street junction and to the west of the Palk Road/West Street junction. It is suggested that contributions towards improvements would be secured as opposed to work (apart from those on Palk Road themselves), given that the Meyrick Road development would also utilise this route.
Strategic Opportunities
Opportunity 2: Havant Borough Council Draft Local Cycling and Walking Infrastructure Plan (LCWIP) references strategic opportunities for cyclists. In particular, Bedhampton rail station to Eastern Road (Route 276) is listed as a key corridor where enhanced provision would be supported. Proposals include the provision of segregated cycle lanes and advanced stop lines at traffic lights to make the route more friendly for cyclists. A contribution could be secured towards improvements to this route, but this needs to be considered against wider contributions being sought for the proposed development.
Opportunity 3: The Havant Borough Council Draft LCWIP Appendix A shows an aspiration for an off-road cycle link from West Street leading south to link to Solent Road and along Brockhampton Lane to link to the existing cycle infrastructure along Harts Farm Way. Any contribution would need to be considered against other contributions and off-site highway works being requested by HCC and the necessity and useability of this route by proposed residents as detailed within this WCHAR.
Pedestrian Specific Opportunities
Opportunity 4: As mentioned in Opportunity 1, the provision of a crossing point with dropped kerbs and tactile paving along Palk Road, the Palk Road/West Street junction and to the west of the Palk Road/West Street junction to access Bidbury Schools.
Opportunity 5: The provision of a contribution towards providing a pedestrian crossing point along Bedhampton Road towards Bidbury Schools, when considered against wider contributions being sought.
Opportunity 6: Contribution towards upgrading informal crossing along New Road in the vicinity of Ingledene Close, could be agreeable when considered against wider contributions being sought.
Cyclist Specific Opportunities: Contributions to improvements in the vicinity of Harts Farm Way/Brockhampton Road and LCWIP Route 276 could be agreeable when considered against wider contributions being sought.
Equestrian Specific Opportunities: None Required

Table 6: Opportunities for Improvements

11. WALKING, CYCLING AND HORSE-RIDING ASSESSMENT STATEMENT

- 11.1 As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Assessment Report has been compiled in accordance with HCCs Technical Guidance Note 19 (TG19) and GG119, thus contains the appropriate information for the wider design team. The Walking, Cycling & Horse-Riding Assessment was undertaken by the following Assessment and Review Team:

Walking, Cycling & Horse-Riding Assessor

Caroline Duff

Transport Planner

Paul Basham Associates

Signed: C. Duff

Date: September 2023

- 11.2 As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process. I confirm that in my professional opinion the appointed Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG119.

Design Team Leader

Jessica Miller

BSc (Hons), MSc,

Principal Transport Planner

Paul Basham Associates

Signed: J. Miller

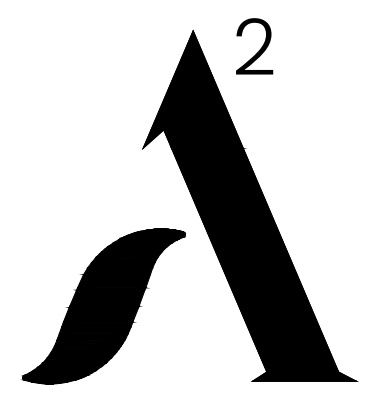
Date: September 2023

Appendix A



PORTSMOUTH WATER PROPOSED UNDERGROUND SHAF AND ASSOCIATED PIPES (PURSUANT TO OUTLINE PERMISSION APP/20/08991/OUT - HAVANT THICKET RESERVOIR PROJECT)

SITE PLAN LEGEND	
	Application Boundary Line
	Existing Water Pipe
	Existing Surface Water Sewer
	Existing Trees
	Existing Trees Removed
	Proposed Trees / Planting (See ACD landscape plan for details)
	Apartment Reference
	Plot Number
	Parking Space
	Cycle Hoops
	Main Entrance
	Secondary Entrance
	Refuse Store
	Cycle Store
	Storey Heights
	Pergola



ARCHITECTURE & DEVELOPMENT

WEBSITE: www.A2AD.co.uk

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TELEPHONE: 01489 290035

ADDRESS: Elan House
5a Little Park Farm Road
Fareham PO15 5SJ

CLIENT:

Bellway Homes (Wessex)

PROJECT:

Land Off Palk Road,
Bedhampton, Havant
PO9 1NL

DRAWING:

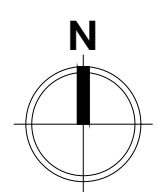
Proposed Site Layout

STATUS:

Planning

Do not scale for any other purpose than stated in title, use annotated dimensions only. All dimensions to be checked on site & any discrepancies/errors to be reported to A2 before work commences. This drawing is to be read in conjunction with all other relevant materials.

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REV: DATE:

SCALE: DATE: DRAWN BY:

1:500@A2 NOV | 2022 SA

REFERENCE: SHEET NO: REVISION:

21085 101 -

Appendix B

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 Holly Drury
Direct Line 0370 779 3193
Date 10 May 2023

My reference 048724
Your reference APP/22/01231
Email havantdc@hants.gov.uk

Dear Ms Miszewska,

Land at, Palk Road, Havant

Redevelopment of a brownfield site to include the provision of 4No. Apartment blocks comprising of 90No. residential dwellings (including 27 affordable units) (Use class C3 residential), parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road

Thank you for your consultation on the above full planning application. The Highway Authority have considered the information providing within the Transport Assessment (reference 043.0035/TA/2), hereafter TA. Comments regarding the proposed development are set out below.

Policy Status

The application site was allocated in the now withdrawn Havant Borough Council emerging local plan under policy reference H26 and within the adopted local plan under policy reference H19. The Highway Authority note that policy H19 does not cover the whole area proposed within this site red line and only refers to the northern parcel of the site, whereas this planning application covers a wider development area.

Policy H19 within the adopted local plan suggests that the allocation has the capacity to provide residential development for circa 21 dwellings. It is noted that the number of proposed dwellings exceeds the allocation number. Specifically in relation to the H19 allocation, and the highway matters, the policy requires:

- Utilisation of the existing access point at Palk Road;

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- Transport Assessment considering the existing industrial traffic along Palk Road and how this will be accommodated with residential use; and
- Assess the impact of possible increase in pedestrian and/or vehicular usage on the Bedhampton Level Crossing

Whilst residential use was accepted in policy terms for the site, the level of additional proposed dwellings will give rise to additional demand of the Palk Road access and therefore, it is likely that there will be a requirement for additional highway measures over what was stated within the policy. The quantum of development proposed within this application immediately raises concerns on the suitability of Palk Road to cater safely for the associated movements.

The TA, which supports this planning application provides a summary of the relevant transport planning policies.

Site History

The TA sets out the extensive planning history that this site has been subject to. The land has a complicated history with several temporary approvals and refusals. It is noted that these temporary permissions have been due to highway safety concerns of the access point to the site. The TA refers to a current planning consent for B2 and B8 use under planning reference APP/19/00078. It is noted that the decision notice makes reference to personal planning consent for the benefit of Premier Pallet Supplies only, with the site reverting back to B8 use once no longer in occupation by Premier Pallet. The B8 use under planning reference (APP/15/00447) is restricted to Portsmouth Water use only due to concerns with the access arrangements.

It is however considered by the Highway Authority that the extant use for the site cannot be discounted or considered against to benefit the assessment for the site, considering the proposed use is substantially different to the previous planning consents and heavily restricted.

Pre-application advice

The applicant has engaged with the Highway Authority on a number of occasions. In the most recent pre-application engagement (August 2022), the Highway Authority raised a number of concerns regarding the access arrangement. Further information was requested regarding the junction modelling, trip generation and distribution.

It is noted that since the pre-application discussions have taken place the quantum of development has reduced from 92 to 90 dwellings. This quantum change is not significant enough to alter the views raised within the Pre-App response.

Site Location

The proposed development is adjacent to a residential development along Palk Road, where the site is proposed to be accessed from. The site is bound by a railway line to the north and is located circa 160m south of the West Street level crossing. Currently,

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the site is used from B8 storage with a track road in situ to access the area from Palk Road.

Sustainable Access

Walking and Cycling:

The applicant has undertaken a WCHAR assessment in accordance with Hampshire County Council Technical Guidance TG19. The WCHAR study area covers the following walking and cycling routes and highlights a number of opportunities for improvements to existing infrastructure:

- Existing conditions along Palk Road;
- Western Route towards local school;
- Eastern Route towards Havant Town Centre, Central Retail Park and Solent Retail Park;
- Northern Route via New Road towards Havant and South Downs College, Havant Station and Havant Town Centre;
- Southern Route via Brockhampton Road towards Solent Retail Park

Whilst most routes are agreed, the current routing to Bidbury Infant and Junior schools reviewed would not be considered the most direct route for future residents and should be reconsidered based on the information further within this response.

The TA states that footways flank both sides of the carriageway along Palk Road, however, this is not an accurate representation of the position. The Highway Authority are aware of a circa 20m stretch along the northern side of Palk Road from the proposed site access where no formal footway facilities are present. Additionally, there is a section on the southern side which is obstructed by private gates which open out onto the carriageway, with no formal footway facilities. Therefore, there are no appropriate footway connections into the proposed site. The WCHAR refers to the fact that there is no requirement to upgrade this northern stretch considering a continuous footway is present along the southern side of Palk Road. This is not agreed, and the applicant should provide a continuous footway in this location.

At the Palk Road/West Street junction a dropped kerb crossing is present however tactile paving is missing. This should be provided. As mentioned during pre-application discussions, the applicant has proposed a crossing point in the vicinity of the Palk Road/West Street junction as shown on drawing 043.0035.003 to overcome the deficits in crossing provision along West Street. The proposed crossing is not regarded to be in the most appropriate location considering this will require the extension of the existing TRO along West Street, the removal of 3 existing parking spaces in front of No1 Brook Villas and removal of the existing guard rail. The Highway Authority are not satisfied that the TRO process would likely be successful in this location which is discussed further within this response. Further consideration should therefore be given to the

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location of this crossing point. It is envisaged that a more appropriate location would be in the vicinity of the Meyrick Road/West Street junction.

To the west of Palk Road, the footway extends over the level crossing as a 'virtual footway' tying into the existing infrastructure along Bedhampton Road. A footbridge is also present allowing pedestrians and pedal cyclists (by carrying their bike) to cross whilst the level crossing is in use. No cycle gully is provided on the footbridge and discussions should be had with Network Rail on whether this is a feasible improvement.

It is noted that the Network Rail response to the application has not specifically engaged on pedestrian and cycle accessibility at the crossing and their views should be sought on these matters.

To the east, footways flank both sides of West Street to access Havant Town Centre. However, the footways along the southern side of the carriageway reduce to substandard width beyond the Meyrick Road/West Street junction, and in some places no footway is present. Tactile paving is also missing from the majority of the crossing points along this route. Within the Havant LCWIP, the route to Havant Town Centre via Bedhampton Road and West Street is identified as a key route for walking and cycling. It was requested during pre-application discussions that consideration was given to improve this route, particularly considering this site is within the Bidbury School catchment area. No improvements have been noted within the TA or the WCHAR, except provision of tactile paving where this is lacking and informal crossing points along West Street. At the West Street/Brockhampton Lane junction, the footway terminates with no suitable crossing facilities present and no tactile paving in this vicinity, which is not identified in the WCHAR. The applicant should explore the scope to improve the footway connections within the vicinity of this junction.

As noted previously within this response, the routing to Bidbury Infant and Junior schools is not agreed and therefore the existing crossing provision identified within the WCHAR is unlikely to be adequate as it does not account for desire lines. From on-site observations, it is noted that pedestrians cross informally utilising the extended central reservations opposite the Bedhampton Road/West Street junction. The Highway Authority aspire to provide a refuge crossing with tactile paving in the vicinity of this junction and North Street to provide a safer crossing point for future residents of the site. The Highway Authority would welcome a discussion with the applicant on this point.

A number of Public Right of Way (PRoW) footpaths run in close proximity of the site providing connections to local facilities including local schools, as well as a longer distance recreational route (the Wayfarers Walk). As noted further within this response, the applicant should explore the scope to connect the site onto the PRoW to increase pedestrian and cycle permeability to local facilities and recreational routes.

Regarding cycling, National Cycle Network (NCN) Route 22 runs near the site with access via West Street or Brockhampton Road. NCN 22 provides cycle connections to Portsmouth and the wider cycle network. Despite not being mentioned within the TA, a

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shared footway/cycleway is present along the western side of Park Road South providing cycle connections towards Hayling Island to connect with NCN Route 2.

The applicant was made aware at the pre-application stage that the Highway Authority aspire to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way via Solent Road and the Brockhampton Lane roundabout. This would connect the site with existing facilities on Harts Farm Way and the Park Road North/West Street junction. This has not been covered adequately in the application, however, the WCHAR and TA refer to providing proportionate monetary contributions towards works that are being discussed to be delivered as part of the adjacent Kingscroft Farm application, should this receive planning consent. A scheme is yet to be identified for the Kingscroft Farm application and delivery mechanisms have not been agreed. It should not be assumed that works are to be delivered via a proportionate monetary contribution.

The WCHAR does not identify that the current crossing point at Brockhampton Lane to Solent Retail Park forces pedestrians to go against desire lines. The Highway Authority as part of the improvement works along Solent Road have an aspiration to provide an inline crossing point at this location improving pedestrian and cyclist connectivity to Solent Retail Park. The Highway Authority are in discussions with the applicant as part of the Bosmere Medical Centre site (planning reference APP/21/00601) to have this come forward as part of the off-site highway works for their development. Should this site not come forward, the Highway Authority would seek to use contributions provided from this site to put towards this crossing point to improve pedestrian and cycle connections to a key employment and leisure facility as part of a wider package of improvement works along the Solent Road corridor.

Within the Havant LCWIP, Route 276 from Bedhampton Railway Station to Eastern Road has been identified as a secondary route that currently has no formal cycle infrastructure. Considering this route is a key walking and cycling connection to employment and local facilities, there is opportunity for improvements to the existing infrastructure. Further consideration should be given by the applicant towards cycle improvements along this route through s106 provisions.

It was requested during pre-application discussions that the applicant should consider pedestrian and cycle connectivity to tie in with the adjacent site on Meyrick Road (planning reference APP/22/000669) to increase permeability between the two sites. This did not mean a comparison between the two WCHARs to compare improvements proposed for both developments but to provide a physical connection between the two sites over the Hermitage Stream and linking into the PRoW should this be possible. It is noted that the TA refers to the fact that this connection is not possible due to a strip of third-party land between the two site boundaries. It is requested that this connection is still pursued, and relevant conversations should be had with the third-party landowner for public rights to pass and repass to improve pedestrian and cycle permeability between the two developments should either come forward.

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It is agreed that no provision needs to be made towards equestrian facilities within the study area of the WCHAR.

Buses:

The nearest bus stops to the development are on Bedhampton Road, circa 360m and 410m eastbound and westbound, respectively, with both stops subject to sheltered seating and timetable information. Bus Services 23 and 20 provided regular connections to Southsea, Leigh Park, Havant and Hayling Island, with service 737 providing one connection a day to Petersfield on weekdays. School services 654, SD5 and SD7 also run from these stops providing one service every weekday at typical school pick up and drop off times.

The distance of the bus stops from the site are considered acceptable. As noted within the response The Highway Authority aspire to provide a refuge crossing with tactile paving in the vicinity of the Bedhampton Road/West Street junction and North Street. This would also benefit those residents intending to access the eastbound bus stops.

Rail:

Bedhampton Railway Station, the closest station to the site, is located circa 220m north of the proposed development. The station provides 2 services an hour to Portsmouth and Southsea, and 1 service an hour to London Waterloo and Littlehampton.

Despite being located further away (circa 1.4km east of the proposed site), it is anticipated that Havant Railway Station will be a more attractive station for residents providing more regular services to the above locations as well as direct services to Portsmouth Harbour, Brighton and Southampton Central.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period between December 2016 to November 2021. It is noted that this data is over a year out of date, and thus is not consider acceptable. However, the Highway Authority have undertaken an internal review of more recent data and are aware of 4 additional accidents that have occurred between November 2021 and September 2022: 1 slight, 2 serious and 1 fatal. As the Highway Authority have undertaken their own internal review, the applicant does not need to obtain any further data sets, however these additional accidents will be taken into consideration within this response.

The scope of the PIA data was agreed at the pre-application stage. In total 19 PIA's, considering the additional accidents noted above, were recorded over the study period (8 'serious', 10 'slight' and 1 fatal).

The Highway Authority are aware that the fatal accident that occurred in August 2022 was at a location where the pedestrian crossing facilities cross New Road in the vicinity of the Ingledne Close. The WCHAR identified that the existing informal crossing point along New Road could be upgraded into a formal crossing facility to make it clear to pedestrians and vehicular users that this is a crossing point. It is requested that the

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applicant explores the scope to provide a formal crossing point in this location to overcome the current deficits considering this route is an identified walking route for future residents of the site to access Havant and South Downs College, Havant Leisure Centre and Havant Railway Station.

Local Facilities

The TA provides a review of the local facilities and services available to the proposed development. As requested at the pre-application stage the applicant has measured the distances to facilities from the centre of the site to provide a more accurate distance for residents. It is noted that the assessment has not been undertaken using CIHT (2000) *'Providing for Journeys on Foot'* guidance as requested at the pre-application stage. However, the Highway Authority have undertaken their own assessment with the requested guidance. A handful of local facilities to the site are located within the acceptable walking and cycling distances, with the majority located within the preferred maximum.

It should be noted that Havant Park, The Meridian Centre and Havant Railway Centre are located outside of the preferred maximum walking distances. However, the walking and cycling improvements as laid out within the response will increase the attractiveness of travelling to these facilities reducing the reliance on the private car.

Site Access

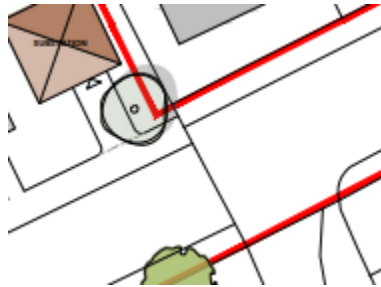
Access to the development is proposed to be a continuation of Palk Road as per the existing arrangement into the site. The existing carriageway width is circa 7.0 metres; however, Palk Road is not a consistent width, and this assessment has not taken into consideration parked cars that frequently occur on both sides of the carriageway. The operational carriageway width is therefore a concern considering the occurrence of on-carriageway parking and variable width. Concerns with the operation of Palk Road with the addition of development traffic is discussed further within this response. Within the development the carriageway width is proposed to be circa 5.0 metres as it enters the site, before narrowing further to 4.8-5.0 metres further within the site.

As requested at the pre-application stage, visibility splays should be provided at the accesses along Palk Road in close proximity to the extended Palk Road site access to ensure these accesses remain safe and suitable. This point is still outstanding and should be addressed.

Additionally, it was requested that consideration should be given to the existing on-street parking which is present along Palk Road. It is not agreed that no additional assessments need to be undertaken. The Highway Authority have concerns that the on-street parking along Palk Road could cause access and egress issues for the new residents due to on-street parking and the variable width meaning a two-way flow is not present. Further consideration should be given to the on-street parking in regard to the access arrangement.

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It is noted that the existing Palk Road 'informal' footway and the proposed footway do not tie in. As shown below, part of the footway within the internal road network currently shows to be tying in with the carriageway of Palk Road. This is unacceptable and should be revised.



The Highway Authority are aware that Palk Road sits on unregistered land. The TA makes reference to the fact that the applicant is reviewing options to address this to secure future maintenance of Palk Road, this should also allow for the upgrading of the walking and cycling infrastructure and amendments to access arrangements for 3rd Party land to enable integration of the proposed access into the existing Palk Road alignment. Confirmation of these arrangements should be provided.

Palk Road/West Street Visibility:

Visibility splays for the Palk Road/West Street junction are shown in drawing 043.0035.002. It is not agreed that visibility is unobstructed in each direction. The existing on-street parking and the pedestrian barrier along West Street in the vicinity of the Palk Road junction does impact the achievable visibility for vehicles existing the junction. It is noted that the visibility has not been assessed based on the HCC TG3 guidance. It is requested that a speed survey is undertaken to confirm the visibility requirements at the Palk Road junction to ensure that appropriate visibility can be achieved in accordance with recorded speeds.

Whilst it is noted Manual for Streets refers to the fact that parking in visibility splays is quite common, visibility splays should not be permanently obstructed by parking spaces that are regularly utilised, however the nature of these parking spaces means they are regularly occupied and therefore achievable visibility in the primary direction will be regularly obstructed.

Thus, the achievable visibility is reliant on a TRO to remove existing long-established parking spaces for residents along West Street, which is subject to its own statutory process. The applicant should consider appropriate mitigation to mitigate against the impact of parking loss for these residents which is further discussed within this response.

Palk Road/West Street Junction:

The Highway Authority have concerns with the geometry of the Palk Road/West Street

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junction and the operation of the junction considering the intensification of use with the addition of development traffic. Tracking should be provided at the Palk Road/West Street junction for a delivery vehicle and car to ensure that this regular movement can be operated in a safe and suitable manner.

Internal Road Network

The applicant is not intending to offer the internal road network up for adoption by Hampshire County Council. Whilst this is the case, it is advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in

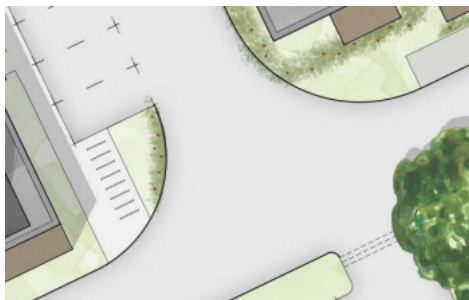
<https://www.hants.gov.uk/transport/developers/constructionstandards>, and that an appropriate Private Management Plan is put in place to deal with any future issues.

Additionally, developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link:

<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

Whilst the internals are to remain private, the Highway Authority still have a responsibility to ensure a safe and suitable layout is provided. The Highway Authority therefore have reviewed the internal road network and have the following comments to make.

No visibility splays have been provided for the internal road network. Forward visibility splays should also be provided for bends at a minimum of 25m for a 20mph design speed. It is noted that the location of hedge planting and the corner of apartment block A would currently block any achievable visibility as shown below and the layout should be revised.



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The raised crossing point within the site has no ramp details and these should be provided for comments on their suitability.

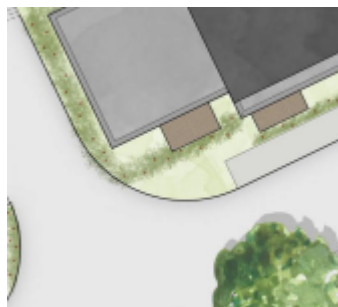


Aside from the raised crossing point, no further crossing facilities have been provided throughout the site. Adequate crossing points should be provided throughout the internals with dropped kerbs and tactile paving. Visibility splays should also be submitted in accordance with HCC TG3 and Manual for Streets to assess their suitability.

There are several buildouts (as shown below) throughout the internal road network. These should be minimised or removed entirely as they can be struck by vehicles if they are not clearly marked by vertical reflective markers.



The footway width for the internal network has not been provided and should be confirmed. It is noted that the footway running in front of apartment block A terminates with no obvious footway connection for where pedestrians are expected to go. Further consideration should be given to the layout in this location regarding pedestrian connections.



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The applicant should be made aware that measures should be put in place to avoid tree roots and hedges damaging the footways and the carriageway.

Refuse/Servicing:

Refuse collection is to take place within the development. Each block of flats is to have a bin storage/collection area as shown in drawing 101. Swept path analysis for an 11.20m 'super large' refuse vehicle is shown in drawing 043.0035.004 Rev A. Drawing 043.0035.005 Rev A shows tracking for a fire tender. It is noted that tracking has been undertaken at 5mph which is not agreed to be an appropriate tracking speed. All tracking should be undertaken at 10mph.

It is noted that the refuse vehicle and fire tender are to access the apartment blocks in line with the appropriate distances as laid out within Manual for Streets.

Tracking should be provided for a refuse past a car throughout the development at a tracking speed of 10mph. Given the proposed road width and given the nature of the site it is accepted that a refuse vehicle will not be able to pass a car for the full extent of the internal layout, however there should be sufficient opportunity within the site for the vehicles to pass and this is demonstrated through the provision of the requested tracking.

It was requested at the pre-application stage that the refuse team should be consulted to ensure that there are no existing access issues along Palk Road which the Highway Authority should be aware of, which remains outstanding.

Parking Provision

Car Parking:

The applicant is proposing 113 parking spaces in total, of which 81 are to be unallocated, 15 would be allocated with 17 visitor parking spaces. It is noted that this is a shortfall of the requirement as laid out within Havant Borough Council's Parking Supplementary Planning Document (dated September 2019) of 12 unallocated spaces and 7 visitor spaces.

To support this shortfall in parking, the applicant has reviewed 2011 census data to assess the levels of car ownership for residents in flats in the Havant 014 and 018 wards. The data suggests that 51% of households who live in flats do not own a car a van, 41% own 1 car/van and 8% own 2 or more cars/vans.

It is noted that Havant's Parking SPD refers to the fact that a shortfall in parking may be accepted if the site is in an accessible location and the level of parking does not result in displacement of parking pressure into nearby residential roads.

Whilst parking is a matter for Havant Borough Council to comment on as the Local Parking Authority, the Highway Authority have concerns that an under provision in parking will put pressure on a constrained internal road network, Palk Road, and the wider highway network. As mentioned previously, and at the pre-application stage, the

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Highway Authority already have concerns with the presence of on-street parking along Palk Road and the impact this will have on the access proposals. Thus, this shortfall in parking is not agreed and the applicant should provide further parking on site.

The internal network design does not accommodate any additional on-street parking. Additionally, roads in the vicinity are also unable to accommodate further parking demand, which encourages parking on the highway in unsuitable locations. Additional provision on site should be considered to be provided to accommodate for the loss of parking for dwellings along West Street should the TRO be implemented successfully to provide improved visibility at the Palk Road/West Street junction. The applicant should also consider providing parking for residents within the development to accommodate the existing parking along Palk Road should additional parking restrictions be the solution for managing the concerns in relation to operational safety.

Havant Borough Council will determine if the shortfall in parking is acceptable, in their role as parking authority. The Highway Authority also have the following comments to make on the parking layout. The visitor parking bays that extend into the carriageway are unacceptable and could be a safety issue. If they are to remain, road markings may need to be installed for vehicles to remain within. It is recommended that the layout of these visitor parking bays is revised.

Whilst tracking for car parking spaces is shown in drawing 043.0035.006 Rev A, there are concerns that end spaces are tight for vehicle users to navigate in and out of. Dimensions of parking spaces should be provided for both the standard and parallel parking spaces. The aisle width in between parking spaces should also be confirmed to ensure there is appropriate space for vehicle users to manoeuvre into the parking spaces.

Clarification is requested as to what kerbs or measures are going to be put in place to prevent vehicles from driving over the partition as shown below:



It is noted that Electric Vehicle charging infrastructure is to be provided to serve each dwelling and is agreed.

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Disabled Parking:

The applicant is providing 5 disabled parking spaces in accordance with Havant Borough Council's Parking SPD. This is noted and agreed. Disabled parking spaces should be clearly annotated on the site layout plan and dimensions should be confirmed to ensure they are compliant with the standards.

Cycle Parking:

The applicant is proposing to provide 146 cycle storage spaces in line with Havant Borough Council's Parking Supplementary Planning Document dated July 2016. Cycle parking is to be provided within secure covered areas within each of the apartment blocks.

29 visitor cycle spaces are also to be provided. Clarification is requested as to whether this provision accounted for within the cycle parking arrangements for residents within the secure cycle parking within the apartment blocks, or whether alternative storage areas are provided for visitors.

Stage One Road Safety Audit (RSA1)

The TA makes reference to the fact that the Stage One Road Safety Audit (RSA1) will be submitted to the Highway Authority once this has been undertaken. All comments on the site access and internal road network at this time are subject to the findings of the RSA1. The Highway Authority reserve the right to make further comments on the site access proposals and internal network upon receipt of the RSA1.

Materials

Material details do not show construction depths, and these should be provided for consideration to ensure that the proposed materials tie in with the existing infrastructure along Palk Road appropriately.

Drainage

No detailed drainage plans have been submitted for this site. Details regarding the drainage can be secured through an appropriate planning condition to be provided prior to commencement. The proposed drainage will need to ensure it does not impact with highway drainage.

Levels

No levels plan has been submitted for this site. The final ground levels plan should be secured through an appropriate planning condition to be provided prior to commencement to ensure that levels do not create concerns for highway safety through inappropriate gradients and/or adverse cambers as well as ensuring that the tie in arrangements with Palk Road can be achieved appropriately.

Trip Generation

The applicant has undertaken a trip generation assessment using the TRICS database for private flats. Considering the proposed development is solely for flats, this

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parameter is considered acceptable. As agreed at the pre-application stage, the agreed vehicular trip rates and trip generation for the development are as follows:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		12-Hour Flows
	Arr.	Dept.	Arr.	Dept.	
Trip Rate (per unit)	0.057	0.182	0.168	0.085	2.200
Trip Generation (90 units)	5	16	15	8	198
Total	21		23		

Multi-modal trip generation:

The applicant has utilised the same parameters for vehicular trip generation using the TRICS database to analyse the proposed multimodal trip generation. As noted above, WCHAR has been undertaken to assess the suitability of the local road network to accommodate the additional 168 walking and cycling trips a day as a result of the development (assumed that access to bus and rail services would be or should be on foot given the location of these facilities). The applicant has identified a number of deficits in the infrastructure that require improvements a package of measures is yet to be fully set out and agreed.

Traffic Distribution/Assignment

The applicant has estimated traffic distribution based on the 2011 'Travel to Work' Census Data for Havant 014. The following majority of the distribution on the wider highway network is as follows:

- Havant – 30.6%
- Portsmouth – 11.0%
- Chichester – 10.9%
- Waterloooville – 8.9%; and
- Cosham – 8.1%

At the pre-application stage, whilst the method for calculating trip distribution based on census data was agreed, it was not agreed that the distribution would be the same when the level crossing is in use. It is anticipated that when the level barriers are down, residents would access the A27/A3(M) via Harts Farm Way to the southeast as this would be regarded as the quickest route. Thus, estimated trip distribution has been provided for when the level barriers are not in use, based on census data, and when they are in use. Estimated traffic distribution within the AM and PM peak periods is therefore as follows:

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Direction		% Distribution (level crossing not in use)	Trips	% Distribution (level crossing in use)	Trips
East (right out of Palk Road)	AM Peak	59.4%	10	87.5%	14
	PM Peak		5		7
West (left out of Palk Road)	AM Peak	40.6%	7	12.5%	2
	PM Peak		3		1

The assessment laid out above suggests that vehicle trips turning right out of Palk Road increases by 28% when the level barriers are in use which equates to an additional 4 vehicular trips in the AM and PM peak. Further assessment work at the Bedhampton Level Crossing is noted further within this response.

The Highway Authority are content with the trip distribution as laid out above and that the trip generation will not have any significant off-site highway impacts beyond the Palk Road/West Street junction due to the quantum of development and in the majority of cases, a suitable alternative route can be established without the need to turn left when the level crossing is in use. It is understood that the route future residents choose to take will be down to personal choice and for some locations, residents will still choose to turn left out of Palk Road when the level crossing is in use.

Whilst this is the case, this does not override the concerns of the Highway Authority regarding the operation of the Palk Road/West Street junction, and whether the junction (and Palk Road itself) can support the increase in capacity of traffic when the level crossing is in use.

Traffic Flow Data and Surveys

To establish baseline traffic flows on the local road network, camera surveys were undertaken at the following agreed junctions:

- Palk Road/West Street;
- West Street/Bedhampton Road;
- Park Road South/Solent Road;
- Brockhampton Road/Solent Road/Marples Way; and
- Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way

From the assessment undertaken it was identified that each junction was subject to different AM and PM peak periods. However, for robustness, the peak hours of

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08:00-09:00 and 16:15-17:15 have been utilised for modelling and traffic distribution to cover the busiest periods as identified within the above assessment. This is agreed.

TEMPRO Growth Factors:

TEMPRO growth factors have been applied to provide the 2027 baseline traffic flows to assess the capacity at the Palk Road/West Street junction. The utilised growth factors are as follows:

AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
1.0593	1.0587

Committed Developments:

As requested at the pre-application stage, despite not being allocated or having planning consent, the adjacent proposed development “Land at Kingscroft Farm” (planning reference APP/22/00669) has been included as a committed development.

Junction Assessments

To identify the highway impact of the development proposals, junction assessments have been undertaken for the following scenarios:

- 2022 Baseline;
- 2027 Baseline;
- 2027 + Committed Development; and
- 2027 + Committed Development + Proposed Development

It was initially requested at the pre-application stage that the following junctions should be modelled:

- Palk Road/West Street junction;
- West Street/Bedhampton Road junction;
- Bedhampton Level Crossing;
- Park Road South/Solent Road junction;
- Brockhampton Road/Solent Road/Marples Way roundabout; and
- Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way roundabout

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However, following further pre-application discussions it was agreed that only the Palk Road/West Street junction needed to be modelled given the low percentage impact of the proposed development traffic on local junctions.

Palk Road/West Street junction:

The applicant modelled the Palk Road/West Street junction using Junctions 9 modelling software. The maximum RFC value for the Baseline 2027 + Committed Development + Proposed Development scenario was 0.01 suggesting that the junction can operate well within capacity including the addition of the development traffic.

Further junction assessments have been undertaken to assess how the junction will operate when the level crossing is in use. It has been assessed that the maximum RFC value for the Baseline 2027 + Committed Development + Proposed Development scenario when the level crossing is down was 0.04, again suggesting that the junction can operate well within capacity.

Whilst according to modelling the junction seems to operate within capacity, the Highway Authority have concerns that the modelling has not considered the parking obstructions, general alignment, reduced visibility and the consequential reduced carriageway widths along Palk Road when taking into consideration the additional development traffic.

The traffic generated by the development would lead to 17 trips turning out and 5 trips turning into Palk Road within the AM peak and 8 trips turning out and 15 trips turning into Palk Road within the PM peak. This would lead to a greater quantum of queuing vehicles along Palk Road, in addition to the existing traffic should vehicles not be able to turn out due to queueing vehicles on West Street when the level crossing is in use.

It was suggested at the pre-application stage that the existing 'keep clear' box at the Palk Road/West Street junction was upgraded to a yellow box. The Highway Authority have however discussed this with the Traffic Management team, and it is suggested that the existing Keep Clear marking should be retained and extended across the full width of Palk Road. It is noted that this would benefit from re-painting which the applicant should provide as part of their development proposals.

Bedhampton Level Crossing Assessment:

The junction capacity assessments discussed above do not take into consideration the proximity of the Palk Road/West Street Junction being circa 50m west of the Bedhampton Level Crossing. Thus, queue lengths are not representative of when the level crossing is operational.

As requested during pre-application discussions, further assessment work has been undertaken at the Bedhampton Level Crossing. The applicant has carried out a queue length survey for the level crossing which was undertaken during peak hours on

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Tuesday 5th July 2022 to assess how the addition of any development traffic may affect the operation of this junction.

The full results are noted within the TA, however for ease, the longest recorded queues and time in which the barriers were in operation are shown below for both the AM and PM peak periods:

	Time Barrier in Operation	Longest Westbound Queue	Longest Eastbound Queue
AM Peak (08:00-09:00)	9 minutes and 35 seconds	12	16
PM Peak (17:00-18:00)	3 minutes and 53 seconds	15	
	3 minutes and 40 seconds		13

In addition to the longest recorded times, and queue lengths, the total time the barrier is in operation is circa 34 minutes in the AM peak and circa 30 minutes in the PM peak. The TA also suggests that in some cases the barriers are only up for a minute before they go down again, with the queue not always able to clear. When this is the case, it is likely queuing vehicles along Palk Road may not be able to egress, providing operational concerns of Palk Road itself and its junction with West Street. The geometry of Palk Road in addition to the parking obstructions and carriageway widths would mean that vehicle users would not be able to turn into or turn out of Palk Road should a vehicle be waiting at the junction, providing operational highway concerns due to frustration caused by the delays.

Due to the proximity of Palk Road and the level crossing, queuing vehicles can block the access easily when the level crossing is in operation. It is anticipated circa 5 vehicles queuing would impact the operation of Palk Road, and most queue lengths recorded were in excess of this.

As noted previously within the trip distribution section, it is anticipated an additional 4 vehicles will turn right out of Palk Road in the peak periods when the level crossing is in use. However, should queuing vehicles be present along Palk Road, then vehicles will be unable to egress and turn right out or turn left in due to the constraints with the geometry of Palk Road.

These concerns as laid out above are further exacerbated when considering the total number of vehicles utilising Palk Road within the 2027 Baseline + Development + Committed Development scenario. Within the AM peak, the trip distribution suggests that 23 vehicles turn out and 17 turn in, with 12 turning out and 8 turning in within the

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PM peak. With free flow traffic only present over the level crossing for circa 26 minutes in the AM Peak and circa 30 minutes in the PM peak, this equates to approximately 2 and 1 vehicles per minute utilising the junction within the AM and PM peak respectively. Should the barrier be in operation for circa 10 minutes as recorded during the level crossing survey, due to staked vehicles along Palk Road, vehicles will be unable to access and egress due to the geometry of the junction, particularly when queuing vehicles are present along West Street. This may encourage unsafe manoeuvres and travelling on the wrong side of the carriageway.

Whilst it is understood there are currently no accidents at this junction, the addition of the development traffic intensifies the use of Palk Road and its junction with West Street during the peak hours. The Highway Authority have concerns as to how Palk Road and its junction will operate safely, prevent unsafe movements and a not create potential highway safety issue when taking into consideration queuing vehicles, the restricted visibility at the junction and the constraints with the geometry of Palk Road.

Further consideration should be given by the applicant on the operation of Palk Road and the Palk Road/West Street junction to override the potential operational highway safety concerns.

Percentage Impact Assessments:

As agreed at the pre-application stage, no further junction modelling is required, however, the applicant has provided a summary of the percentage impact at each of the previously requested junctions to be modelled, to assess the impact of the development traffic on the 2027 + Committed Development scenario.

It is noted that the maximum percentage impact is 1.06% and 0.85% at the Brockhampton Road / Solent Road Marples Way roundabout in the AM peak and PM peak respectively. The same assessment has been undertaken to consider the impact the level crossing in operation will have on the percentage impact at the aforementioned junctions. Taking this into account, the maximum percentage impacts are 1.59% and 1.38% in the AM and PM peak respectively at the Brockhampton Road / Solent Road / Marples Way roundabout.

Based on the above, it is agreed that the addition of the development traffic will have a minimal impact on the local road network and the operation of this junction. The Highway Authority are satisfied that no further junction modelling is required as part of this planning consent.

Travel Plan

This Full Travel Plan (TP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". Whilst the quality of this FTP is generally of good quality, it still requires some amendments before it can be approved.

Title Page – Control Sheet – Introduction:

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The document control sheet and introduction should contain the following additional information between them:

- Site postcode
- Type of Travel Plan (Framework/Full)
- Planning Reference
- Description of the site
- Site masterplan

Guidance – Section 2:

Section 2 should reference additional national and local policy documents relevant to the TP. These may include, but are not limited to (delete as applicable):

National

- Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements’ (2014)
- LTN 1/20 Cycle Infrastructure Design

Local

- LPA Clean Air Policy (where applicable)
- LPA Electric Vehicle SPD (where applicable)

Existing site conditions / site audit – Section 3:

Section 3 should include the following details:

- Site quantum
- Footways and cycleways, including:
 - Walking Isochrone Map
 - Cycling Isochrone Map
- Nearest (or relevant) train stations, including:
 - Provision; car parking, cycle parking (quantity and type), waiting areas, accessibility etc.
- Timetable

Site Audit – proposed layout – Section 4:

Section 4 should include the following details:

- Site quantum

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Measures – Section:

There are a few additional measures which should be considered for inclusion within this FTP. Some of these measures may be applicable only to residents or employees, or to both groups.

Walking

- Improvements to (and maintenance of) the walking network and signage
- Promotion of free health apps
- Co-ordinate with schools to organise walking to school events

Cycling

- Improvements to (and maintenance of) the cycle network and signage
- Formation of a Bicycle Users Group (BUG)
- Discounted cycle accessories event(s)
- Bike Drs – bike maintenance events (at least annually)

Public Transport

- This section does not need any amendments/additions

Marketing and Promotion

- Provision of information to all occupants, residents, visitors, and staff on how to access the site by means other than the car through a variety of methods, including
 - Notice boards
- Focus groups
- Use of internet to disseminate information and social media such as Twitter, Instagram, and Facebook
- Introduction of personalised journey planning scheme
- Run sustainable Travel Competition/Commuter challenge annually

Smart Working Measures

- Promote home delivery services
- Provide good quality broadband services

Management / TPC role – Section 7:

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Section 7 should include the following details will need to be supplied to HCC Travel Plan and Monitoring Team 3 months prior to 50% occupation @ TPtravelplans@hants.gov.uk:

- Name
- Job title
- Organisation
- Contact details, including:
 - Email address
 - Work address
 - Phone number
 - Website (where applicable)
- A concise breakdown of:
 - Start date (to be at least 3 months prior to 50% occupation to ensure uptake)

Travel Plan Survey Form – Appendix D:

The Travel Plan Survey Form should include a question to the residents about what measures would encourage them to change their mode of transport to a more sustainable method.

Conclusion/Summary:

A summary of the travel plan and key points from each section needs to be included at the end of the TP.

The FTP will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Recommendations

There is a substantial amount of further information required from the applicant before a formal recommendation can be made by the Highway Authority. If the Planning Authority wish to determine the application, then the Highway Authority should be requested to provide its reasons for refusal.

I trust the above is clear but please do not hesitate to contact Holly Drury on the above number/email should you require any further information.

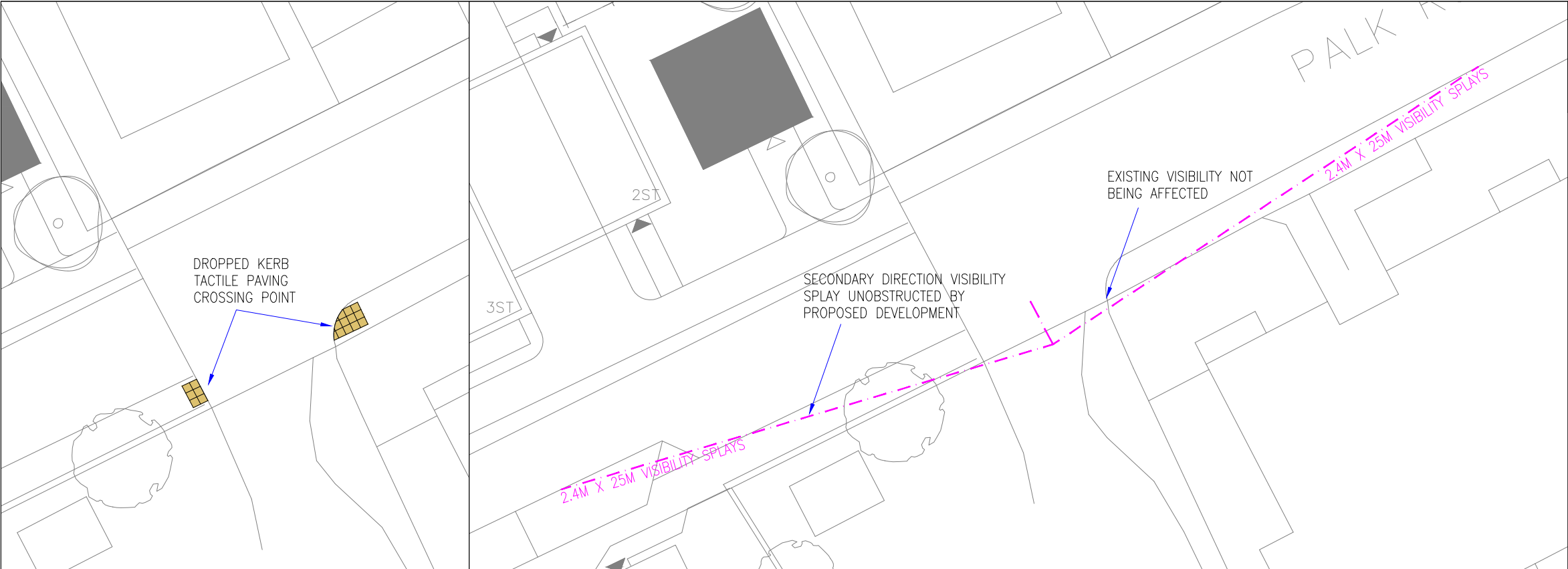
Director of Hampshire 2050
Gary Westbrook

Yours sincerely,

Gemma McCart
Team Leader – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook

Appendix C

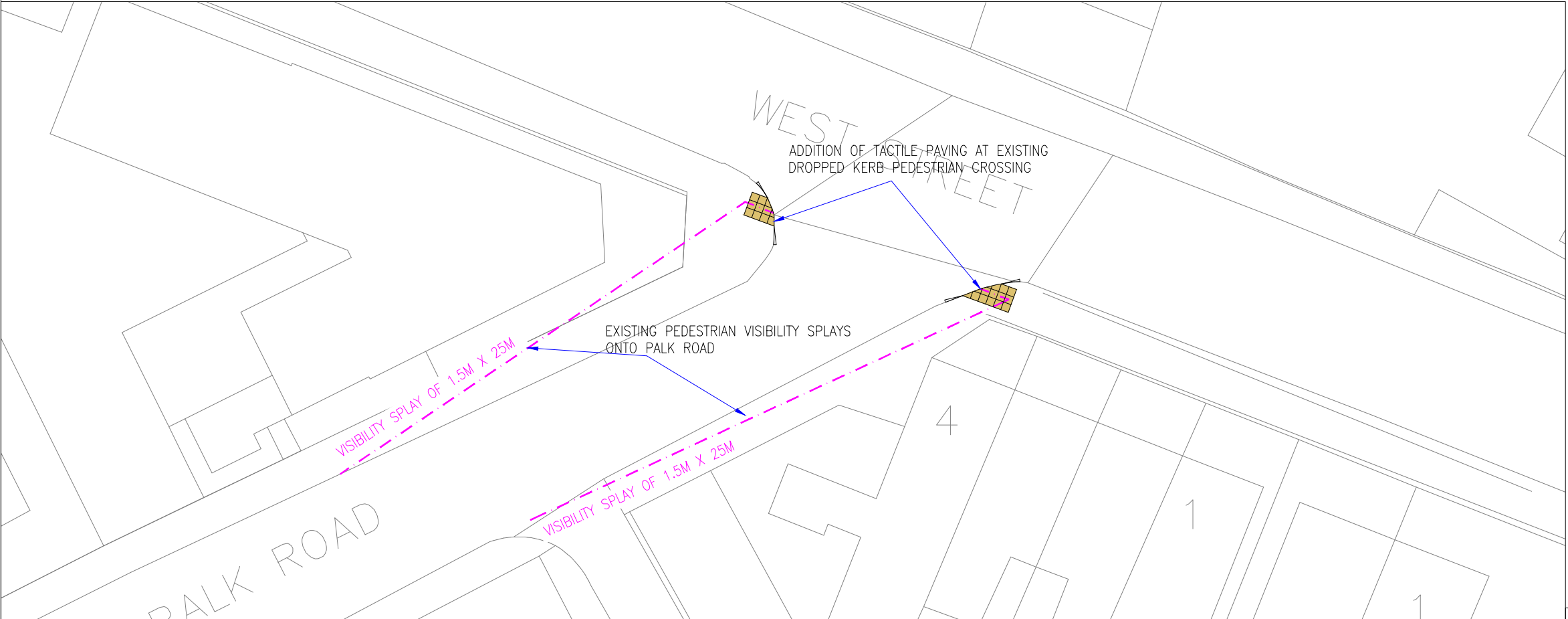


DROPPED KERB AND RETAINED ACCESS TO WEST OF PALK ROAD

VISIBILITY SPLAY FROM ADJACENT ACCESS, TO 20MPH

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ADDITION OF TACTLE PAVING AT EXISTING DROPPED KERB PEDESTRIAN CROSSING AND VISIBILITY SPLAYS AT PALK ROAD CROSSING TO 20MPH



Project Name
LAND AT PALK ROAD, HAVANT
Project Phase
PRELIMINARY

Title
PALK ROAD CROSSING POINTS AND VISIBILITY SPLAY ASSESSMENTS



Paul Basham Associates Ltd
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info@paulbashamassociates.com www.paulbashamassociates.com

Client



P01	FIRST ISSUE	25.07.23	JAM	MS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
25.07.23	JAM	MS	-	
PBA Project Number		Scale	(AT A3)	
043.0035		1:250		
PBA Drawing No:			Revision	
043.0035-0008			P01	

Appendix D

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

Selected Polygon:BACSSR0922113 - REPORT - PALK ROAD, HAVANT - P

44170150548 22/04/2017 Time 2341 Vehicles 1 Casualties 1 Serious
E:470687 N: 106585 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Impaired by alcohol	Casualty 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NW ALONG B2177 BEDHAMPTON ROAD COLLIDES WITH INTOXICATED CAS 1 (PEDESTRIAN) WHO STEPPED INTO ROAD IN FRONT OF VEH 1 FOR UNKNOWN REASON.

Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH BRUNSWICK GARDENS, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere N bound
Driver's nearside

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44170278520 20/07/2017 Time 0900 Vehicles 2 Casualties 1 Slight
E:470676 N: 106593 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 (CYCLE) TRAVELLING N ON BRUNSWICK GARDENS HAS TURNED R ONTO BEDHAMPTON ROAD IN
FRONT OF V2 WHO WAS TRAVELING E. A COLLISION OCCURRED.

Occurred on BRUNSWICK GARDENS AT JUNCTION WITH BEDHAMPTON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Unknown vehicle type Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44170304488 07/08/2017 Time 1620 Vehicles 2 Casualties 1 Slight
E:470908 N: 106493 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Exceeding speed limit	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 2	Possible
5th:			
6th:			

VEH 1 (VAN) TRAVELLING NE ALONG MEYRICK ROAD, STOPS AT JUNCTION DUE TO WAITING TRAFFIC
QUEUEING ON WEST STREET, TURNS LEFT AS VEH 2 (M/CYCLE) TRAVELLING NW ALONG WEST STREET
FILTERING ALONG CENTRE OF ROAD AND COLLIDES, THROWING THE RIDER OFF.

Occurred on WEST STREET AT JUNCTION WITH MEYRICK ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44170335171 29/08/2017 Time 2030 Vehicles 2 Casualties 1 Serious
E:470796 N: 106541 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible	
2nd: Loss of control	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING SE ALONG WEST STREET OVERTAKES VEH 1 (P/CYCLE) TRAVELLING IN
FRONT AND COLLIDES WITH VEH 1 PUSHING IT INTO A PARKED VEH. VEH 2 FAILED TO STOP.

Occurred on WEST STREET OUTSIDE CHAPEL HOUSE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Nearside Age of Driver 29 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Overtaking moving vehicle O/S
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44180135087 13/04/2018 Time 0635 Vehicles 2 Casualties 1 Slight
E:470928 N: 106093 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH2 (P/CYCLE) TRAVELLING N ALONG BROCKHAMPTON WAY, GOES RIGHT AROUND THE
ROUNDAABOUT TO ENTER SOLENT ROAD WHEN VEH1 (CAR) TRAVELLING S ALONG BROCKENHAMPTON
WAY ENTERS THE ROUNDAABOUT AND COLLIDES WITH VEH2.

Occurred on BROCKHAMPTON WAY, AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 46 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44180411316 01/11/2018 Time 2239 Vehicles 2 Casualties 1 Slight
E:470602 N: 106619 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 1	Very Likely	
2nd: Distraction in vehicle	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) PARKED OUTSIDE THE GOLDEN LION PH ON B2140 BEDHAMPTON ROAD FACING SE, BEGAN TO PERFORM A U-TURN. VEH2 (M/CYCLE) TRAVELLING SE ALONG B2149 BEDHAMPTON ROAD WHEN VEH1 PULLED INTO ACROSS ITS PATH.

Occurred on B2149 BEDHAMPTON ROAD, OUTSIDE THE GOLDEN LION PH, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car U-turn
Vehicle movement from Park to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 81 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle - unknown cc Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 35 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44190012164 11/01/2019 Time 0830 Vehicles 2 Casualties 1 Serious
E:470793 N: 106584 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E ALONG B2149 NEW ROAD WHEN VEHICLE IN FRONT STOPPED CAUSING THE RIDER TO BRAKE HEAVILY AND WHEEL SLIPPED OUT CAUSING THE RIDER TO FALL OFF. VEH 2 (CAR) PUTS AUTOMATIC CAR INTO WRONG GEAR AND RUNS OVER VEH 1.

Occurred on B2149 NEW ROAD OUTSIDE OF NUMBER 2, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44190144671 27/04/2019 Time 1431 Vehicles 3 Casualties 1 Serious
E:470717 N: 106573 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING NW ALONG B2177 BEDHAMPTON ROAD ON THE PAVEMENT, LOOKS OVER
SHOULDER LOSES CONTROL AND VEH 1 DROPS IN ROAD AND COLLIDES WITH VEH 2 (CAR) TRAVELLING
SAME WAY AND COLLIDES WITH VEH 3 (CAR) WAITING ON CENTRAL HATCHINGS

Occurred on B2177 BEDHAMPTON ROAD OUTSIDE OF NUMBER 11 TO 11A, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 81 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Vehicle Reference	3	Car	Turning right
Vehicle movement from	NW to S	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	25
Not hit and run	Breath test	Negative	Female
		Left hand drive:	No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44200103313 19/03/2020 Time 1405 Vehicles 2 Casualties 1 Slight
E:471000 N: 106368 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING S ALONG BROCKHAMPTON ROAD HAS COLLIDED TO OFFSIDE WITH VEH 2 (VAN) TRAVELLING N ALONG BROCKHAMPTON ROAD.

Occurred on BROCKHAMPTON ROAD, OUTSIDE THE PORTSMOUTH WATER COMPANY, NEAR THE JUNCTION WITH KNOX ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44200140578 21/04/2020 Time 1425 Vehicles 2 Casualties 1 Slight
E:471031 N: 106758 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG JAMES ROAD TURNS RIGHT INTO NEW ROAD FAILING TO SEE VEH 2 (P/CYCLE) TRAVELLING SW ALONG NEW ROAD AND COLLIDES.

Occurred on B2149 NEW ROAD AT JUNCTION WITH JAMES ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 63 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44200362295 18/09/2020 Time 0740 Vehicles 2 Casualties 1 Slight
E:470489 N: 106645 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH2 (VAN) TRAVELLING SE ALONG B2149 BEDHAMPTON ROAD STARTS TO INDICATE LEFT. VEH1 (M/CYCLE) TRAVELLING SE BEHIND, ASSUMES VEH2 WILL TURN LEFT INTO KINGS CROFT LANE, SO STARTS TO OVERTAKE BUT VEH2 IS PERFORMING A U-TURN AT THE JUNCTION, SWINGS OUT AND HI
Occurred on B2149 BEDHAMPTON ROAD AT JUNCTION WITH KINGS CROFT LANE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Overtaking moving vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under U-turn
Vehicle movement from SE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

44200387404 06/10/2020 Time 1340 Vehicles 1 Casualties 1 Serious
E:470670 N: 106595 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E ALONG B2149 BEDHAMPTON ROAD HAD TO BRAKE HARD DUE TO A
BUS PULLING OUT OF A BUS STOP, CAUSING RIDER TO FALL OFF.

Occurred on B2149 BEDHAMPTON ROAD AT JUNCTION WITH BRUNSWICK GARDENS, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44210115448 27/02/2021 Time 1120 Vehicles 2 Casualties 1 Slight
E:471004 N: 106451 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH2 (CAR) TRAVELLING N ALONG BROCKHAMPTON ROAD COLLIDED WITH THE REAR OF VEH1 (CAR)
TRAVELLING N IN FRONT, STATIONARY WAITING TO TURN LEFT ONTO WEST STREET.

Occurred on BROCKHAMPTON ROAD AT JUNCTION WITH WEST STREET, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44210181370 11/05/2021 Time 1514 Vehicles 2 Casualties 2 Slight
E:470903 N: 106678 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG NEW ROAD COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING NE IN FRONT.

Occurred on NEW ROAD, OUTSIDE NO.21, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 77 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 77 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 17 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

44210316907 09/08/2021 Time 2306 Vehicles 2 Casualties 1 Serious
E:470890 N: 106665 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to look properly	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E TO W ON NEW ROAD COLLIDES WITH VEH 2 (CAR) WHICH IS
CONDUCTING A 3 POINT TURN IN CARRIAGEWAY E TO E
Occurred on OUTSIDE 21 NEW ROAD BEDHAMPTON

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/12/2016 and 30/11/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request
 ("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
 PAUL BASHAM")

Notes:

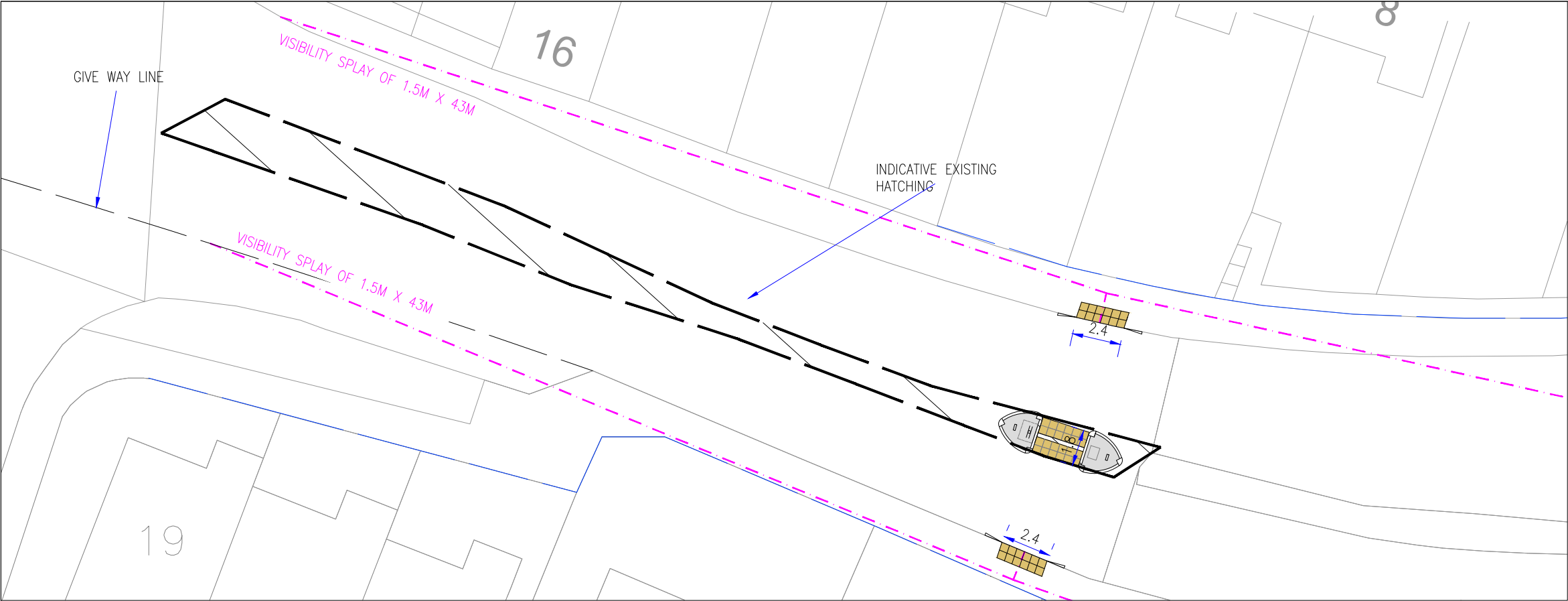
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	3	4
2-wheeled motor vehicles	0	3	3	6
Pedal cycles	0	2	3	5
Horses & other	0	0	1	1
Total	0	6	9	15

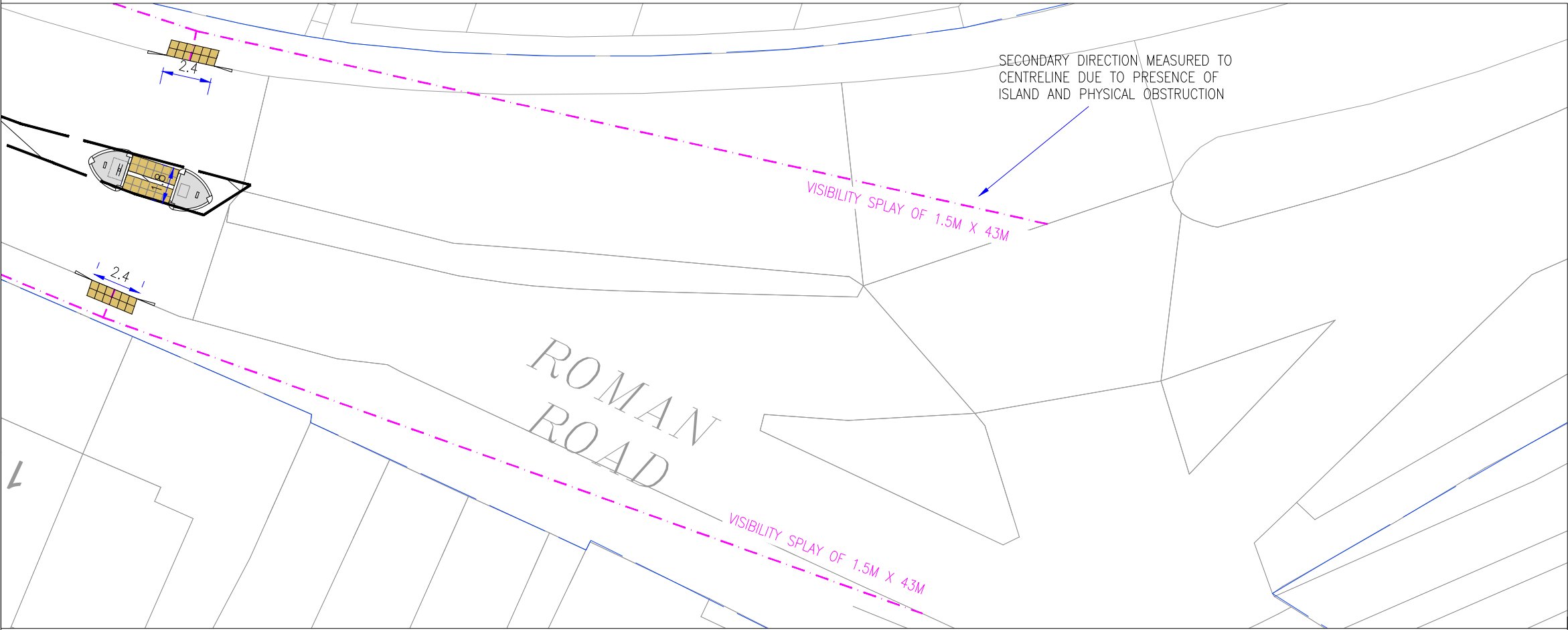
Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	3	3
Passenger	0	0	2	2
Motorcycle rider	0	3	2	5
Cyclist	0	2	3	5
Pedestrian	0	1	0	1
Other	0	0	0	0
Total	0	6	10	16

Appendix E



VISIBILITY SPLAYS TO THE WEST



VISIBILITY SPLAYS TO THE EAST

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6. VISIBILITY SPLAYS ARE IN LINE WITH MFS AND HCC TG3 GUIDANCE FOR 30MPH SPEED LIMIT ROADS AND TO EXISTING CONSTRAINTS WHERE NECESSARY.

KEY

— INDICATIVE HIGHWAY BOUNDARY



Project Name	Title
LAND AT PALK ROAD, HAVANT	PEDESTRIAN CROSSING IN PROXIMITY OF BIDBURY SCHOOLS
Project Phase	
PRELIMINARY	

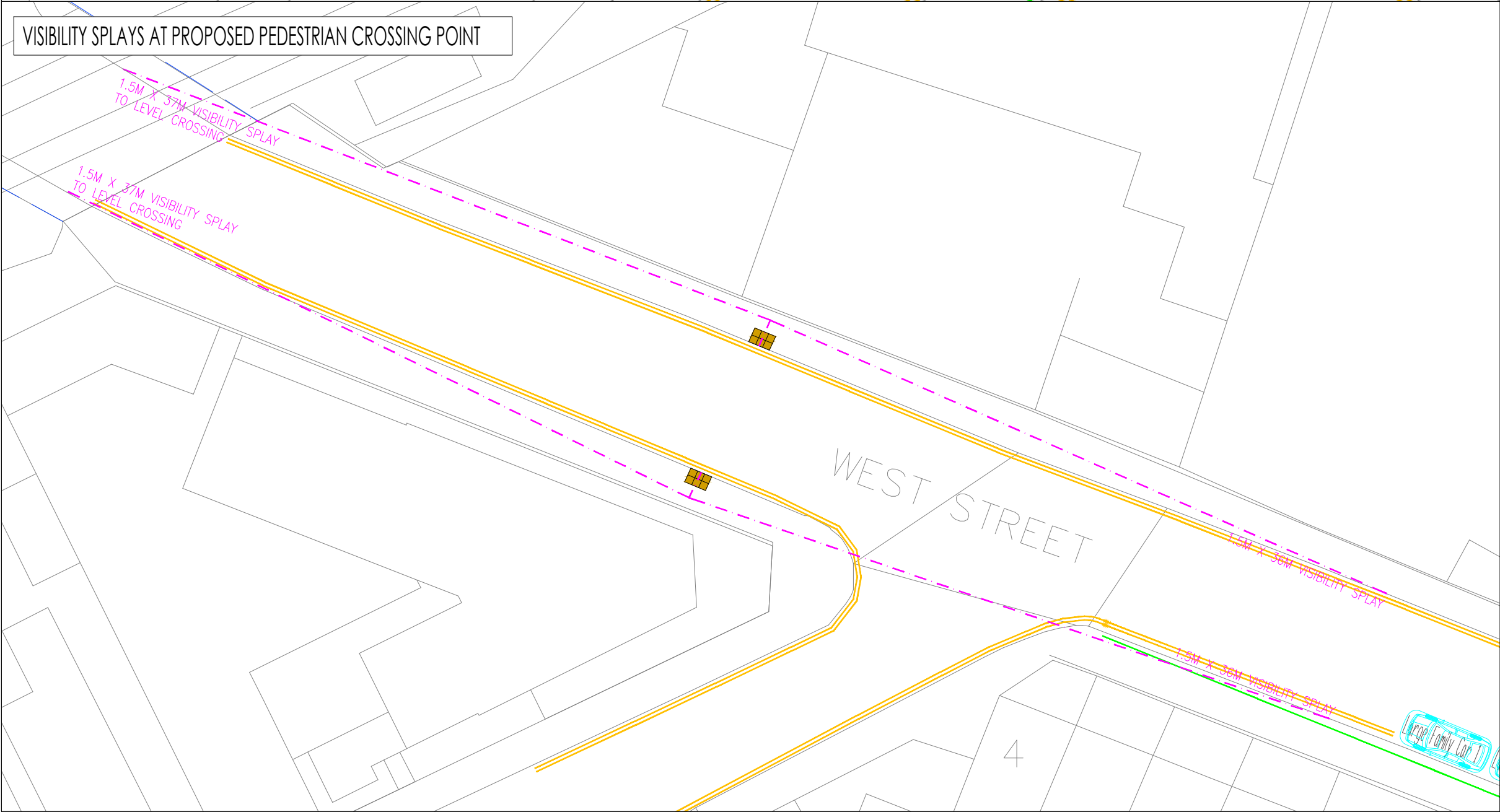
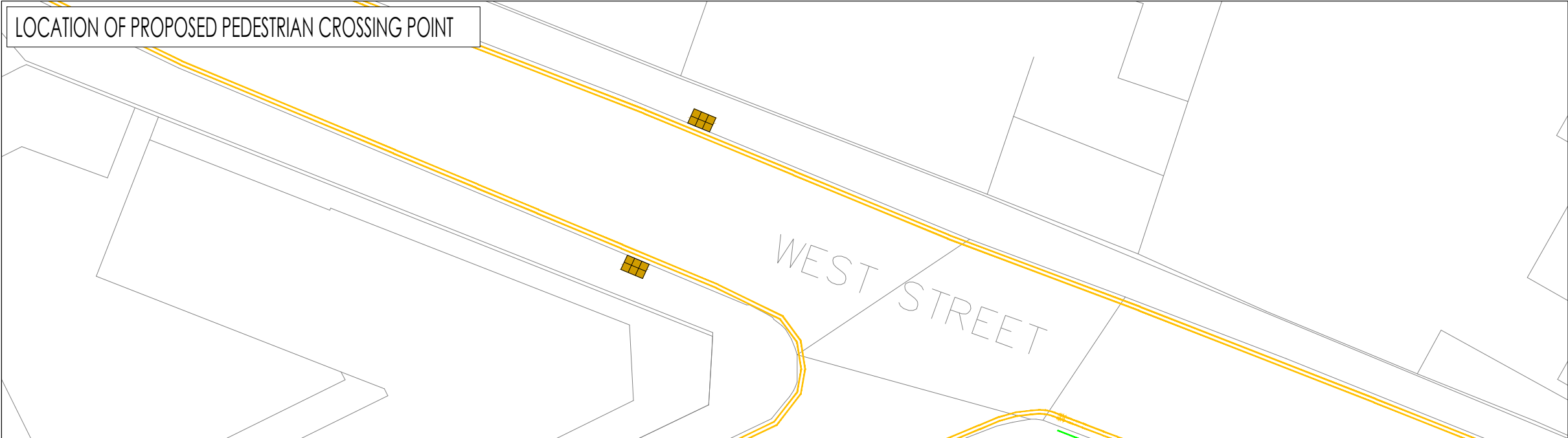
Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com

Client
Bellway

Rev	Description	Drawn By	Approved By	Suitability Code
Date Created	10.07.23	CID	JAM	-
PBA Project Number	043.0035	Scale	1:250	(AT A3)
PBA Drawing No:	043.0035-0011	Revision	P01	

P01	FIRST ISSUE	25.07.23	CID	JAM
Rev	Description	Date	By	App'd
Date Created	10.07.23	Drawn By	CID	Approved By
PBA Project Number	043.0035	Scale	1:250	(AT A3)
PBA Drawing No:	043.0035-0011	Revision	P01	

Appendix F



GENERAL NOTES

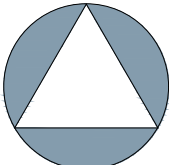
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VISIBILITY SPLAYS

VISIBILITY SPLAYS ARE BASED ON RECORDED 85TH PERCENTILE SPEEDS OF 27.1MPH EASTBOUND AND AND 26.5MPH WESTBOUND RESULTING IN SPLAY LENGTHS OF 36M TO THE EAST AND 37M TO THE WEST.

KEY

- EXISTING BARRIER
- INDICATIVE DOUBLE YELLOW LINES



NORTH

A	REVIEW OF HCC COMMENTS	15.09.23	JAM	TAF
Rev	Description	Date	By	Chkd

Project Name LAND AT PALK ROAD HAVANT	Title PEDESTRIAN VISIBILITY SPLAYS AND PEDESTRIAN CROSSING DESIGN WEST STREET	 Paul Basham Associates Ltd The Botley, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	 Client	Checked By JM	Checked Date 26.10.22	Scale 1:250 (AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By CD	Drawn Date 26.10.22	Client Drawing No. -	PBA Drawing No. 043.0035.003	Revision A

Appendix G

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

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 12 October 2022

My reference 047231

Your reference APP/22/00669

Email havantdc@hants.gov.uk

Dear Sirs,

Land at Kingscroft Farm adjacent to Ridgway and, Marples Way, Havant

Outline planning application with all matters reserved (except for access) for the development of up to 140 residential dwellings (C3 Use), with access from Meyrick Road, the provision of open space, landscaping and other associated works including demolition of existing buildings on site.

Thank you for your consultation on the above outline planning application. The Highway Authority have considered the information provided within the Transport Assessment (hereafter, TA) and the comments regarding the proposed development are set out below.

Policy Status

It is understood that the site is allocated for development within the adopted Havant Borough Council Local Plan under policy BD19. The allocation is for 12,000m² of employment floorspace with reference to the development of manufacturing and/or warehousing units. It is noted that development of circa 140 residential dwellings differs from the current allocation within the adopted local plan. The TA, which supports this application, provides a summary of all the relevant transport planning policies.

Pre-Application Advice

The applicant engaged in pre-application discussions with the Highway Authority. The majority of the advice given related to trip generation and distribution as well as junction assessments and modelling. It is noted that the applicant states that the site access

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arrangements were agreed at the pre-application stage, however this is not the case. It was agreed that the applicant sought in principle comments which were provided on the access arrangements. As such, comments regarding the suitability of the proposals will be provided within this response.

Site Location

The proposed development is accessed via a continuation of Meyrick Road. The site is bound to the west by the Hermitage Stream, to the south by industrial buildings and to the east residential dwellings and industrial units.

Sustainable Access

Walking and Cycling:

The southern section of Meyrick Road adjacent to the site access, south of the Knox Road junction currently lacks formal pedestrian facilities. As part of a package of site access improvements further explored throughout this response, the applicant is proposing to provide a 2.0m footway along the eastern side of the carriageway. This footway is to tie in with the existing footway present along the southern side of Knox Road and Ranelagh Road. North of the priority junction with Knox Road, circa 1.5m street lit footways flank both sides of Meyrick Road which tie into 2.0m street lit footways along both sides of the carriageway at West Street.

To the west, a continuous footway extends over the level crossing tying into existing infrastructure along Bedhampton Road. It is noted that tactile paving is not present at the Palk Road/West Street junction. A footbridge is also present allowing pedestrians to cross when the level barriers are down. Network Rail should be engaged with in relation to any scope of works for improvements to crossing the railway line on West Lane for Pedestrians and Cyclists.

To the east, footways are present along both sides of West Street. It is however understood that the footway along the southern side of West Street reduces to substandard width beyond the Meyrick Road junction and in some places no footway is present. The applicant should provide a crossing facility with dropped kerbs and tactile paving to allow pedestrians to cross West Street onto the northern side of the carriageway where a more appropriate continuous footway is present to access Havant Town Centre.

Slightly further afield, Brockhampton Road provides pedestrian connections to leisure and employment facilities and can be accessed either via Renelagh Road or Knox Road. The width of the footways along Brockhampton Road should be confirmed.

Public Right of Way (PRoW) route 35 currently runs through the centre of the site connecting to PRoW route 34 to the northwest and Marples Way Industrial Estate to the southeast. Consultations should be undertaken with the Hampshire Countryside Services team to agree a suitable diversion that can be accommodated by the proposed development. The route of the PRoW will need to be confirmed at the outline

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stage so as to ensure appropriate landing and integration of the PRow with the wider adopted highway network. The wider requirements and integration of the PRow within the site to provide walking and cycling access permeability both through and within the site should also be agreed with all parties.

Regarding cycle connections, the applicant states that local roads in the vicinity of the development including West Street and Bedhampton Road are appropriate for on-street cycling. Whilst the Highway Authority accept that those roads in immediate vicinity of the site (Meyrick Road; Knox Road; Renelagh Road) are conducive to on-road cycling, it is not however agreed that the other roads noted are appropriate due to flow and the constrained nature of the routes along West Street, Bedhampton Road and Brockhampton Road.

Notwithstanding the above, the Highway Authority have aspirations to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way via the Solent Road and Brockhampton Road roundabout. This connects the existing facilities on Harts Farm Way and the Park Road North/West Street junction. This route has onward linkage potential to this site and consideration should be given as to how the development can aid delivery of this key cycle connection. The Highway Authority would welcome a discussion with the applicant on this point.

NCN Route 22 runs close to the site with access via Brockhampton Road. NCN Route 22 provides cycle connections to Portsmouth and the wider cycle network. In addition to the NCN Route 22, a shared footway/cycleway is present along the western side of Park Road South providing cycle connections towards Hayling Island to connect with NCN Route 2.

The applicant has undertaken a WCHAR in accordance with Hampshire County Council Technical Guidance TG19. The WCHAR study area covers the following walking and cycling routes:

- Route 1: to Bedhampton Station;
- Route 1A: to Bidbury Infant and Junior Schools and Havant Rugby Club;
- Route 2: to Havant Leisure Centre;
- Route 3: to Havant Town Centre (High Street);
- Route 3A: to Havant Railway Station;
- Route 4: to Solent Retail Park; and
- Route 5: to the nearby business parks to the south of the A27 Havant Bypass

Whilst the majority of routes are agreed it is not thought that future residents of the site would utilise route 2 to Havant Leisure Centre. The current route would not be suitable

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for cyclists due to the nature of the footbridge. Additionally, whilst the route is street lit, it is believed that a safer alternative route could be utilised via New Road and continuing via the route laid out within the WCHAR from Staunton Road onwards. This route is also deemed to be more accessible for cyclists with off-carriageway cycle provision present along the northern side New Road east of the junction with Barncroft Way until the signalised crossing point east of this junction.

The applicant has noted a number of walking specific opportunities for improvement for the assessed walking routes above which are noted within the TA but laid out below for ease:

1. Tactile paving to be provided at Palk Road / West Street junction;
2. Tactile paving and bollard to be provided at the informal crossing facility along New Road adjacent to Ingledene Close;
3. Crossing facility with dropped kerbs and tactile paving across West Street;
4. East/West crossing facility between Solent Road and Marples Way; and
5. Crossing facility at Ridgway/Marples Way junction

It is noted that some of these improvements overcome the deficits currently noted above within this response. However, the Highway Authority are aware of a number of other deficits in pedestrian infrastructure that would require improvements, particularly on the routes to Bidbury Infant and Junior Schools. It is noted that the route via North Street would be the most direct route. Whilst upgrading the informal crossing would be welcomed, it would be against the desire lines of those residents accessing Bidbury schools. The applicant should explore the scope to provide a refuge crossing island with tactile paving along Bedhampton Road within the vicinity of North Street.

The current crossing point at Brockhampton Lane to Solent Retail Park forces pedestrians to go against desire lines. The Highway Authority as part of the improvement works along Solent Road have an aspiration to provide an inline crossing point at this location improving pedestrian and cyclist connectivity to Solent Retail Park. As part of this package of improvement works, the Highway Authority would welcome a discussion with the applicant.

In addition to improvements noted above, the WCHAR has failed to pick up a lack of tactile paving and improvement works at a number of crossing points along the assessed routes. The Highway Authority would welcome a discussion with the applicant on these deficits in infrastructure so as to establish a package of pedestrian and cycle improvement to support the application.

Within the Havant LCWIP, the route to Havant Town Centre via Bedhampton Road and West Street is identified as a key route for walking and cycling. This application should

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consider opportunities for improvements to this route, especially if this site is to be within the Bidbury School catchment area. This should be confirmed with the Children's Services team. The Highway Authority note that upon receipt of the WCHAR, no improvements have been proposed along this route except a crossing facility for pedestrians and further improvements, as well as cycle improvements should be considered. It is believed that those in the northern parcel of the site, it would be more direct for Meyrick Road and West Street to be utilised to access Havant Town Centre and Train Station.

The WCHAR does not pick up any cycling means for improvements. This is not agreed. As noted above, the Highway Authority note a deficit in the cycle infrastructure between Brockhampton Lane and Harts Farm Way which requires improvement. Additionally, the applicant should explore the scope to extend the shared use footway/cycleway along the northern side of New Road to the west increased the off-carriageway cycle provision for those wishing to access the Leisure Centre.

Buses:

The closest bus stops to the site are located circa 650m along Bedhampton Road adjacent to Brunswick Gardens, with both stops subject to sheltered seating and timetable information.

Bus services 23 and 20 provide regular connections to Southsea, Leigh Park, Havant and Hayling Island, with service 737 providing one connection a day to Petersfield on weekdays. School services 654 and SD5 also run from these stops providing one service every weekday at typical school pick up and drop off times.

Rail:

Bedhampton is the closest railway station, located circa 550m north of the proposed development. Bedhampton station provides services to London Waterloo, Portsmouth & Southsea, Chichester and Petersfield.

Havant train station is also located approx. 1.5km from the site providing more frequent connections to those locations access via Bedhampton station as well as a direct service to Southampton Central, Brighton and Portsmouth Harbour. It is thought that the frequency of services from Havant station is likely to be a more attractive option to residents. The above section notes walking and cycling improvements to Havant station.

Local Facilities

The TA provides a review of local facilities and services available to the proposed development. It is noted that the assessment of walking and cycling distances to these local facilities have not been based on CIHT's (2000) 'Providing for Journeys on Foot' document. The assessment of walking and cycling distances to local facilities should be undertaken using these guidelines.

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Baseline Traffic Conditions

As agreed at the pre-application stage a number of surveys have been undertaken to understand baseline traffic conditions on the local highway network within the vicinity of the site.

MCC Survey:

The TA outlines the junctions a MCC survey has been undertaken at, with surveys undertaken between the 21st – 25th September 2020. As agreed during pre-application discussions a Covid-19 uplift has been derived by comparing this data set with the same week in 2019, from the Park Road South / Solent Road signalised junction.

The results showed traffic flows in September 2020 were circa 19% and 13% lower in the morning and evening peak periods respectively. Traffic flows have therefore been adjusted by 19% and 13% taking into consideration the Covid-19 uplift. Table 3.4 within the TA outlines the observed two-way traffic flows for the local roads within the vicinity of the site inclusive of the agreed Covid-19 uplift. For ease this is replicated below:

Local Road	Two-way Traffic Flows (2020)	
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Meyrick Road	19	23
Renelagh Road	38	55
West Street	221	299
Staunton Road	53	70
Brockhampton Road	290	315
New Road	1392	1373
Bedhampton Road	1537	1579
Solent Road	1088	1384
Harts Farm Way	809	818
Southmoor Lane	433	374
Park Road South	1700	1796

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Level Crossing Survey:

The observed queue lengths for existing conditions at the West Street level crossing were recorded as follows:

Approach	Morning Peak		Evening Peak	
	Average Queue	Max Queue	Average Queue	Max Queue
East	4	9	7	16
West	1	3	1	3

It is not clear during what time period and what time of year these queue lengths were observed and this should be clarified. Notwithstanding the above, the Highway Authority are however aware that the maximum queue lengths in the peak hours from a westerly direction exceed 3 within the morning peak hours and evening peak hours. The number of queuing vehicles at certain points are not contained within the right turn lane along Bedhampton Road causing congestion on the highway.

As noted further within this response, the heavy reliance on the level crossing to access the wider network (44.2%), the applicant should undertake further work to understand the impact the proposed development trips will have on the safe operation of the local road network compared to the existing situation. Queuing activity over a daily period along with the average and maximum length of time that the barriers are down should be provided. It was noted that when the crossing barriers were down for an extended period of time this was where congestion occurred for the western approach.

The TA is incorrect when stating that the Palk Road/West Street junction is located 135m back from the crossing stop line, it is in fact closer. As such, a queue length of 90-95m during the peak hour has the potential to block this junction during the evening peak if the keep clear markings are not adhered too.

Parking Beat Survey:

A parking survey was undertaken on local residential streets in line with the Lambeth methodology during night-time periods on the 22nd and 23rd September 2020.

The results of the parking survey indicated the majority of roads currently experienced low car parking stress, however roads in direct vicinity of the proposed development experienced high parking stress. These are as follows:

- Knox Road (86-96%);
- West Street (89-94%); and

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- Ranelagh Road (105-111%)

Following the results of the survey, the applicant ensures the proposed development will be subject to sufficient on-site car parking to minimise the likelihood of on-carriageway parking in the above roads. This point will be addressed at the reserved matters stage and further explored within this response.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period from July 2016-June 2021. It is noted that this data is over a year out of date, thus, the most recent 5-year period data set should be obtained for consideration by the Highway Authority. The use of Hampshire Constabulary data and the study area is accepted.

Site Access

Drawing ITB15443-GA-001 Rev B shows the access proposals for this development. Vehicular, pedestrian and cycle access are to be taken from Meyrick Road through the extension of the existing carriageway that runs south of the existing priority junction with Knox Road.

It is noted that within the vicinity of the site Meyrick Road is under private ownership by Portsmouth Water and does not form part of the adopted highway. No narrative has been provided on whether the applicant is offering the site access arrangements up for adoption. Narrative should also be provided on the ownership of Ranelagh Road considering the improvements proposed at the Meyrick Road / Ranelagh Road junction. The Highway Authority would expect Meyrick Avenue from the junction of Knox Road to the new access to be offered for adoption at the very minimum to undertake the proposed improvement works.

The existing carriageway is to be widened to 5.5m. The width of the existing carriageway of Meyrick Road should be provided. The Highway Authority note that despite the findings of the parking beat survey, high levels of on-carriageway parking are present along Meyrick Road meaning a two-way flow of traffic is not achievable. Considering this is to be the main access road into the proposed development further consideration should be given towards the on-street parking situation along Meyrick Road to allow a two-way flow of traffic. The Highway Authority welcome engagement with the applicant on this point.

As part of the access proposals, a 30.0m stretch of Ranelagh Road (east of the priority junction with Meyrick Road) is to be upgraded to 5.5m along with a 2.0m footway connecting into the existing provision to the east.

During pre-application discussions it was requested that visibility splays were to be provided at the proposed access point in accordance with HCC TG3 to assess their suitability. This should include the reconfigured Portsmouth Water access. These have not been submitted and should be provided.

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Dropped kerbs with tactile paving are proposed at Meyrick Road and the Knox Road and Ranelagh Road bellmouths. It is noted that pedestrian visibility splays have not been provided for the proposed crossing points. These should be submitted for consideration.

Vehicular access to the adjacent Portsmouth Water Land is to be maintained via a realigned priority junction. It has been confirmed that the access is occasionally utilised by articulated vehicles, with swept path analysis of a 16.5m articulated vehicle shown in drawing ITB15443-GA-004 Rev A. Clarification is requested as to whether this is to be a bellmouth or a vehicle. The TA is vague when suggesting the number of vehicle movements expected to be undertaken at the Portsmouth Water access and should be clarified. The proposed realignment of the access should also be agreed with Portsmouth Water. The junction stagger is currently unacceptable and should be redesigned to increase the stagger distances between both accesses. Revised tracking should also be provided for consideration.

Refuse/Servicing:

As requested during pre-application stage, tracking has not been provided for 11.20m 'super large' refuse vehicle and fire tender navigating the proposed accesses past a car. This should be submitted for consideration.

As noted above, revised tracking of a 16.5m articulated vehicle will be required following the reconfiguration of the proposed junction form.

Stage One Road Safety Audit (RSA1)

It was requested during pre-application discussions that a Stage One Road Safety Audit (RSA1) should be provided for the site access proposals. It is noted that the applicant states this will be provided as part of future reserved matters applications. Considering this outline application is to secure the site access proposals, an RSA1 should be submitted of the site access for consideration at the outline planning stage.

The applicant is reminded that an RSA1 will be required to be undertaken for the internal road network as part of any future reserved matters applications.

Parking Provision

The applicant states that car and cycle parking will be provided in accordance with Havant Borough Council's Parking Supplementary Planning Document to be addressed within a future reserved matters application. The Highway Authority will be satisfied subject to suitable provision in accordance with the standards being provided. This should also include electric vehicle charging provision. TRO funding may be required to address the risk of parking on the surrounding highway network.

Internal Road Network

An illustrative site layout has been provided as shown in drawing 18.099.22 Rev E. The layout of the site is to be determined through a reserved matters application, as such no

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comments have been provided at this stage. Refuse and servicing arrangements are also to be confirmed at this stage.

It is noted that the applicant is intending to build the primary roads to adoptable standards, however it is not clear if the applicant is intending to offer the internal roads up for adoption by the Highway Authority. The Highway Authority strongly support the applicant offering the internal roads up for adoption.

Trip Generation

Site Allocation:

The applicant has provided a trip generation assessment for the B2/B8 use as allocated within the adopted local plan. It is noted that these trips have not formed part of the trip generation assessment for the proposed development, with all proposed trip generation related to the development regarded as a new trip on the network. This is agreed.

Proposed Development:

The applicant has undertaken a trip generation assessment using the TRICS database. Whilst the development is proposed to be a mix of private and affordable dwellings, private housing trip rates have been provided to ensure a robust assessment. This is agreed.

The calculated trip rates and trip generation for the development are shown below:

Time Period	Trip Rate (per 1 dwelling)			Trip Generation (140 dwellings)		
	Arr.	Dept.	Total	Arr.	Dept.	Total
AM Peak (08:00-09:00)	0.152	0.387	0.539	21	54	75
PM Peak (17:00-18:00)	0.328	0.165	0.493	46	23	69
Daily (07:00-19:00)	2.471	2.578	5.049	346	360	707

Traffic Distribution/Assignment

The proposed journey purpose generated during the peak hours has been derived using the 2018 National Travel Survey. The proportion of peak hour trips are shown below:

Trip Purpose	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Commuting/Business	37.6%	43.9%
All Other Journey Purposes	62.4%	56.1%

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The applicant has used Journey to Work data for the Havant 014 MSOA to understand where future residents are likely to travel too. It is noted within the TA, that the main travel demands from the site based on this data are:

- Havant (25.0%);
- Bedhampton (4.10%); and
- Portsmouth (25.09%)

It is also noted that a large proportion of development trips (11.10%) will head towards Waterlooville which has not been considered as part of the traffic assignment assessment, however it is believed residents travelling towards Waterlooville would cross the level crossing at West Street and travel west along Bedhampton Road as noted below.

The proposed traffic assignment for development traffic based on the travel demands are as follows:

Decision Points	Route Choice	Percentage of Routing
1 (Site Access)	Renelagh Road (East)	45.3%
	West Street (West)	44.2%
	West Street (East)	10.5%
2	Brockhampton Road (South)	45.3%
	Bedhampton Road (West)	32.6%
	West Street (East)	10.5%
	Bedhampton Road (East)	11.6%
3	Brockhampton Road (South)	34.8%
	Solent Road (East)	10.5%
	Park Road North	10.5%
4	Harts Farm Way (West)	31.8%
	Park Road South	10.5%

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	Southmoor Lane	3.0%
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Following extensive discussions during the pre-application stage regarding the distribution, the Highway Authority are able to agree this methodology and the proposed distribution for the development traffic.

Traffic Growth:

As noted further within this response, the scenarios for junction assessments are not agreed. As such, TEMPRO growth rates should be applied accordingly for 2022 baseline and 2027 future year scenario.

Committed Developments:

As agreed during pre-application discussions, development traffic flows for Langstone Technology Park (planning reference APP/19/00703) have been included. The committed development traffic flows have been distributed throughout the wider study area in accordance with turning proportions noted during the 2020 traffic surveys.

Junction Assessments

Junction assessments have been carried out at the following junctions as agreed during pre-application discussions:

- Meyrick Road / West Street priority junction;
- New Road / West Street / Bedhampton priority junction;
- Brockhampton Road / Solent Road / Marples Way four-arm roundabout; and
- Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way four-arm roundabout

Whilst the approach was agreed at the pre-application stage, the scenarios modelled are however not agreed considering this planning application has been submitted 2-years after the pre-application advice. As such the Highway Authority require the above junctions to be modelled for the following scenarios:

- 2022 baseline;
- 2027 baseline;
- 2027 future year baseline + committed development; and
- 2027 future year baseline + committed development + development

Traffic distribution diagrams should also be revised based on these above scenarios to understand the impact development traffic will have on the existing situation.

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The Highway Authority have therefore not reviewed the modelling in detail. However, request that a plan be provided detailing the geometric measurements at each of the junctions that have been modelled.

It's noted that the Solent Road/Park Road South junction is not proposed to be modelled due to the volume of traffic forecast to go through the junction. Whilst this is not disputed it should be noted that the junction is already subject to congestion and delay and therefore measures to minimise further congestion and delay along the Solent Road corridor would be supported in aiding model shift and reducing the overall impact of the development proposed.

A27 / Havant Bypass (Teardrop Junction):

It was agreed during pre-application discussions that modelling of the teardrop would not be required however a percentage impact assessment of the proposed traffic impacts should be undertaken.

To analyse the impact of the proposed development traffic on this junction, the applicant has compared the baseline traffic survey data for Harts Farm Way with the forecast volume of development traffic routing along this part of the network. The site is forecast to generate a total of 27 trips in the AM and 25 in the PM peak through the junction. This equates to an increase of less than 1% of traffic. The junction is already constrained and subject to peak hour queues and delay. Whilst the Highway Authority acknowledge that the increases itself does not warrant junction specific mitigation it does support the need for meaningful measures to reduce trips along Harts Farm Way through improvements that offer real opportunities for model shift.

Travel Plan

This Framework Travel Plan (FTP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". Whilst the quality of this FTP is generally good, it still requires some amendments before it can be approved.

Title Page – Control Sheet – Introduction:

The document control sheet and introduction should contain the following additional information between them:

- Site postcode
- Drafting officer (full name)
- Consultant approving officer (initial and signature)
- Developer's view on travel planning / statement from the developer supporting the contents of the travel plan

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- Planning Reference

Guidance:

A section needs to be included which should reference additional national and local policy documents relevant to the TP. These may include, but are not limited to (delete as applicable):

National

- IHT's 'Guidelines for Providing Journeys on Foot' (2000)
- CIHT's 'Buses in Urban Developments' (2018)
- LTN 1/20 Cycle Infrastructure Design

Regional

- Hampshire County Council's Parking Standards
- Hampshire's Local Transport Plan 2011-2031 (2013)

Local

- LPA Clean Air Policy (where applicable)
- Neighbourhood Plans (where applicable)

This section should also reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Foreman Homes Ltd would suffice.

Site Audit – proposed layout – Section 2:

Section 2 is satisfactory for a Framework Travel Plan but the Full Travel Plan should include the following details:

- Car parking, including
 - Quantum
 - Location
 - Type
- Cycle parking, including
 - Quantum
 - Location

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- Type
- Internal Highways design including
 - Roads
 - Footways
 - Cycleways
 - Guidelines used to inform them

Targets and Monitoring - Sections 5 and 9:

Section 5 – Targets should include

- SMART (Specific, Measurable, Achievable, Realistic, Timebound) target setting
- A minimum 10% reduction in SOV rather than the 5% currently mentioned

Section 9 – Monitoring should include the following details:

- Monitoring timetable as laid out below:

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of report	To be submitted one year after occupation. This will include the baseline survey results found in the updated Full Travel Plan and a monitoring report.	Monitoring Report	Full Surveys - Monitoring Report	Monitoring Report	Full Surveys - Monitoring Report

- Snapshot surveys to be conducted for years where a full survey will not be carried out.
- Recognition that HCC requires a 35% response rate for questionnaire surveys.
- Measures to ensure that this response rate is met, e.g., a voucher for supermarket or online retailer.
- Alternative method of survey if 35% response rate not achieved, e.g., ATCs/TRICS.

A minimum 35% response rate must be attained in order for travel questionnaire surveys to be considered statistically significant; commitment to this figure should be included in this section. If this cannot be achieved, then discussions should be had with HCC regarding carrying out TRICS SAM or ATC surveys.

There are currently insufficient measures in place to encourage members of staff to complete a questionnaire survey. Entry into a prize draw could be offered to those who

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complete a survey, although it should be noted that the prize should **not** be travel-related (e.g., bus tickets, cycle vouchers, etc).

Measures – Section 7:

There are a few additional measures which should be considered for inclusion within this Travel Plan.

Walking

- Co-ordinate with schools to organise walking to school events
- Promotion of free health apps

Cycling

- Formation of a Bicycle Users Group (BUG)
- Bike maintenance event e.g. Bike Dr, minimum annually

Public Transport

- Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives

Marketing and Promotion

- Hold events
- Focus groups
- Introduction of personalised journey planning scheme

Management / TPC role – Section 8:

The Full Travel Plan will need to include the following additional details in relation to the Travel Plan Co-ordinator role, to be acceptable

- Name (cannot be generic at the Full TP stage, such as a consultancy name)
- Job title
- Organisation
- Contact details, including:
 - Email address
 - Work address
 - Phone number

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- Website (where applicable)
- A concise breakdown of:
 - Start date (to be at least 3 months prior to occupation to ensure uptake)
 - Time spent on travel plan per week
 - Number of weeks per year to be working on the travel plan
 - Cost per hour
 - End date (cannot be before the end of the travel plan, unless another TPC is to be employed)
 - Overall cost

Action plan – Section 8:

This section is acceptable. However, it should be noted that the Travel Plan Cash Deposit will not include the Monitoring and Evaluation fees. The £3,000 fee will need to be paid to HCC annually.

Enforcement:

There needs to be a section relating to Enforcement that should include the following detail:

- Paragraph explaining the role of the Section 106 agreement including the value of the Travel Plan Cash Deposit (where applicable)
- Commitment to pay HCC's [monitoring and approval](#) fees
- Commitment to provide a Travel Plan Cash Deposit of equal value to travel plan measures
- Sanctions in the event of non-compliance

Conclusion/Summary:

There needs to be a section which includes a summary of the travel plan and key points from each section. The FTP will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Recommendations

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

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- Engagement with Network Rail regarding improvements to crossing the railway line for pedestrians and cyclists;
- Applicant should engage in consultation with the Hampshire Countryside Services team to agree a suitable diversion for PRow route 35;
- Discussions with the applicant regarding deficits in pedestrian and cycle infrastructure noted within the response to establish a package of pedestrian and cycle improvements to support the application;
- Distances to local facilities and services should be based on CIHT's (2000) 'Providing for Journeys on Foot' document;
- Further work on the West Street level crossing as laid out within the response;
- PIA data for the most recent 5-year period using the study area within the TA;
- Clarification regarding whether the applicant is offering the site access arrangement for adoption;
- Narrative should be provided on the ownership of Renelagh Road considering the improvements proposed at the Renelagh Road / Meyrick Road junction;
- Width of existing carriageway along Meyrick Road should be confirmed;
- Further consideration should be given to the parking situation along Meyrick Road to allow a two-way flow of traffic;
- Visibility splays should be provided at the proposed access point and reconfigured Portsmouth Water office in accordance with HCC TG3;
- Pedestrian intervisibility splays should be provided at the proposed crossing points;
- Number of movements at the Portsmouth Water access should be clarified;
- Portsmouth Eater access should be redesigned as the junction stagger is currently unacceptable – revised tracking of the 16.5m articulated vehicle should be provided once this has been revised;
- Tracking should be provided for an 11.20m 'super large' refuse vehicle and fire tender navigating proposed access past a car;
- Stage One Road Safety Audit (RSA1) should be provided for the access proposals;

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- Junction assessments should be revised for the scenarios and junctions laid out above;
- TEMPRO growth rates for the scenarios laid out above should be provided;
- Geometric plan should be provided for the detailed measurements at each of the junctions that have been modelled for consideration; and
- Amendments to the travel plan

I trust that the above is clear but please do not hesitate to contact Sophie Osborne should you require any further information.

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning

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