



Kingscroft Farm, Havant

Transport Assessment Addendum

Client: Foreman Homes Ltd

i-Transport Ref: TW/BB/SPH ITB15443-007D

Date: 15 December 2023

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Quality Management

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ITB15443-GA-007	Swept Path Analysis (Site Access) – Large Car
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ITB15443-GA-009	Potential Pedestrian Crossing – West Street
ITB15443-GA-010	Potential Pedestrian / Cyclist Improvements to Brockhampton Road / Solent Road / Marples Way
ITB15443-GA-012	Swept Path Analysis (Site Access) – Refuse Vehicle
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SECTION 1 Introduction

1.1 Overview

- 1.1.1 Foreman Homes has appointed i-Transport LLP to provide transport and highways advice in relation to an outline planning application for a residential development on Land at Kingscroft Farm, Havant. The site is presently allocated for employment use within the adopted Havant Borough Council Local Plan, under Policy HB2 as Site BD19 – Kingscroft Farm.

1.2 Planning History

- 1.2.1 A planning application for 140 dwellings was submitted on 30th June 2022 (*Ref: APP/22/00669*). The planning application was supported through the submission of a Transport Assessment and Travel Plan (prepared by i-Transport), which has been subject to detailed scrutiny by Hampshire County Council (HCC), in their role as the Local Highway Authority (LHA).
- 1.2.2 A consultation response was received from HCC on 12th October 2022, which raised a number of comments on the submitted Transport Assessment and Travel Plan respectively. The full consultation response is contained at **Appendix A**, whilst a summary of the comments raised by HCC is presented in **Table 1.1**.

Table 1.1: HCC Comments

HCC Comments	
Site Access Information and Tracking	• Provide HCC with a more detailed review of the Parking Beat survey results on Meyrick Road; • Demonstrate the extent of visibility at the site access junction and Portsmouth Water access; • Provide pedestrian visibility splays at the proposed pedestrian crossings; • Liaise with Portsmouth Water and provide HCC with further information on the retained uses on their land and typical traffic flow profile; • Liaise with FH to seek confirmation on whether the internal roads / access road are to be offered for adoption; • Liaise with FH to confirm the control of land at Ranelagh Road and revert back to HCC and Case Officer; • Undertake further tracking of the main access road with a super large refuse vehicle, car and fire tender; and • Prepare a Road Safety Audit Brief and commission a Stage One Road Safety Audit of the site access proposals.

HCC Comments	
<i>NMU Improvements Review</i>	• Undertake a site visit to review the missing crossing facilities at side roads along key walking routes from the site; • Confirm the widths of footways along Brockhampton Road (to be measured whilst on site); • Consider the opportunities to provide a pedestrian crossing on West Street to facilitate access to the better standard footways on the northern side of the carriageway; • Liaise with HCC to confirm the cycle crossing provisions along Park Road South; and • Obtain and review updated Personal Injury Accident data for the study area for the latest five-year period;
<i>Scheme Concepts for Solent Road, Brockhampton Road and Marples Way</i>	• Prepare schematic options for potential cycling improvements on Solent Road and Brockhampton Road and at the Brockhampton Road / Solent Road roundabout junction; • Review and prepare a plan showing a pedestrian crossing improvement on New Road to North Street.
<i>Junction Geometry Drawings</i>	• Prepare geometric drawings of the junctions modelled within the Transport Assessment and supply these to HCC.
<i>Level Crossing Assessment</i>	• Issue the full Level Crossing Survey Data to HCC for their review; • Analyse the proposed development traffic impacts at the West Street Level Crossing; and • Assess the potential for diversion / re-assignment of traffic to avoid the Level Crossing.
<i>Travel Plan Update</i>	• Review HCC's comments on the Travel Plan and update in a revised document.

Source: HCC Consultation Response (Dated 12th October 2022)

1.2.3 A subsequent meeting was held with HCC on 1st November 2022, where the comments raised were discussed in greater detail. An agreed set of actions were established following the meeting, and the agreed Meeting Record is contained at **Appendix B**.

1.2.4 The purpose of this Transport Assessment Addendum is to provide a response to the comments raised by HCC within their consultation response and provide the additional information.

1.2.5 It should be noted that, following the submission of the Transport Assessment, the application has subsequently been amended to reduce the number of dwellings at the site to up to 120.

1.3 Further Updates to TAA

1.3.1 Following the submission of the TAA to HCC on 28th June 2023, further discussions have been held with HCC at a meeting 8th August 2023 and on 6th October 2023, and further dialogue with HCC has continued in the lead up to preparing this updated submission.

1.3.2 Through these discussions, HCC raised some additional comments on the contents of the TAA. A further update has therefore been made to the TAA to address these comments, and provide the additional information requested.

1.4 Report Structure

1.4.1 The remainder of this report is therefore structured as follows:

- **Section 2:** Existing Conditions and Sustainability Review;
- **Section 3:** Site Access Information and Vehicle Tracking;
- **Section 4:** Pedestrian and Cycle Improvements – Brockhampton Road / Solent Road / Marples Way;
- **Section 5:** Traffic Impacts; and
- **Section 6:** Summary and Conclusions.

SECTION 2 Existing Conditions and Sustainability Review

2.1.1 This section of the TAA responds to the comments raised by HCC in relation to the existing conditions within the vicinity of the site and its sustainability. Specifically, this includes updates to the NMU Audit and an analysis of recent updated personal injury accident data.

2.2 Parking Beat Survey Results – Meyrick Road

2.2.1 To understand the existing on-street parking issues on local residential streets, a parking beat survey was undertaken during night-time periods on 22-23 September 2020, in line with the Lambeth methodology. The parking beat survey included the length of Meyrick Road (As well as Knox Road, Ranelagh Road and other residential streets surrounding).

2.2.2 A summary of the results of the parking beat survey for Meyrick Road is presented in **Table 2.1**, whilst the full parking beat survey results are contained at **Appendix C**.

Table 2.1: Summary of Meyrick Road Parking Beat Survey Results

Survey Date	Capacity	Vehicles Recorded	Stress (%)
Tuesday 22 nd September	23	9	39%
Wednesday 23 rd September		9	39%

Source: MHC Traffic Surveys

2.2.3 The results of the parking beat survey indicate that Meyrick Road currently experiences a moderate amount of car parking stress. Across the duration of the surveys, 9 vehicles were recorded to be parked on Meyrick Road, against a capacity for 23 vehicles.

2.2.4 Parking was recorded to occur predominately on the eastern side of Meyrick Road, where the lengths of double yellow line parking restrictions are shorter (commencing prior to the junction onto West Street), and where parking is lawfully permitted.

2.2.5 During the duration of the survey, no instances of parking in contravention to the on-street parking restrictions were recorded and no instances of double parking were recorded. It was noted that no on-street parking was recorded along Meyrick Road to the south of the Knox Road junction, and so significant capacity remained along these lengths of Meyrick Road.

2.2.6 The results of the parking beat survey therefore indicate that two-way working for vehicles is maintained along the majority of the Meyrick Road. Where vehicles are parked on-street, this will necessitate one-way working for short lengths. However, this is not uncommon for residential streets in urban environments, and this indeed already occurs on a number of local residential streets within the vicinity of the site, i.e. Staunton Road, Western Road and Cross Way.

2.2.7 Moreover, the proposed development will provide on-site car and cycle parking in accordance with the adopted local standards. As such, it is not envisaged that any vehicle parking associated with the development will overspill onto Meyrick Road and thereby will not result in any additional on-street parking in any event, albeit the development would increase traffic flows.

2.2.8 Through engagement with HCC, the applicant is willing to provide a contribution to enable future parking controls in the area to be used to regulate parking and traffic flows, if/when required by HCC. A contribution of £15k is to be sought by HCC, and this should be secured by an appropriately worded Condition to be secured within any Section 106 Package.

2.3 **Personal Injury Accident Data**

2.3.1 The submitted TA presented Personal Injury Accident (PIA) data for the most recently available five-year period at the time of drafting the report (1st July 2016 to 30th June 2021).

2.3.2 However, it is acknowledged that some significant time has passed following the submission of the application. At the request of HCC, updated PIA data has been obtained from Hampshire Constabulary for the five-year period (1st July 2017 to 30th June 2022). In addition, the latest information from Crashmap covering the period from June 2022 has also been reviewed.

2.3.3 A total of 9 accidents occurred across the study area in the most recently available five-year period. The PIA data is summarised below, whilst the full details are contained at **Appendix D**.

West Street

2.3.4 A slight incident occurred when a car travelling along Meyrick Road stopped at the Meyrick Road / West Street junction due to waiting traffic queueing on West Street. The vehicle subsequently turned left onto West Street and collided with a motorcyclist filtering through traffic along the centre of the road. Causation factors included driver error, with both vehicles failing to look properly whilst manoeuvring.

2.3.5 A serious incident occurred when a van travelling along West Street attempted to overtake a cyclist causing them to hit a parked vehicle. The van failed stop at the site of the incident and causation factors included driver error in passing too close to a cyclist.

2.3.6 A slight incident occurred when a cyclist travelling south-east along West Street collided with an unknown vehicle also traveling south-east. No causation factors were given.

Brockhampton Road

- 2.3.7 A slight incident occurred when a car travelling south along Brockhampton Road entered the Brockhampton Road / Solent Road roundabout and collided with a cyclist turning right onto Solent Road. Causation factors included driver error, with the car driver deemed to have failed to look properly.
- 2.3.8 A slight incident occurred when a car travelling south along Brockhampton Road collided with the offside of a vehicle travelling the north.
- 2.3.9 A slight incident also occurred when a vehicle travelling north along Brockhampton Road collided with the rear of a stationary vehicle in front that was waiting to turn onto West Street.

New Road / Bedhampton Road

- 2.3.10 A serious incident occurred when a motorcyclist travelling east on New Road failed to stop in response to a vehicle braking in front. The motorcyclist subsequently lost control of their vehicle and fell. Causation factors included a slippery road surface due to adverse weather conditions.
- 2.3.11 A serious incident occurred when a cyclist travelling north-west along the footway lost control and entered the carriageway, colliding with a car also travelling north-west which in turn collided with a car waiting on the central hatching on the carriageway. Causation factors included the cyclist being careless and failing to look properly.
- 2.3.12 A fatal incident unfortunately occurred when a vehicle travelling along New Road collided with an elderly pedestrian that was crossing the carriageway from the driver's nearside. Causation factors included the pedestrian crossing between parked vehicles, where they were subsequently obscured from view from passing vehicles.

Summary

- 2.3.13 The number of accidents is not atypical of roads and junctions within urban areas. There is not a common pattern or trend in the accidents on any of the roads or junctions within the vicinity of the site, including those related with non-motorised users.
- 2.3.14 Whilst any accident is regrettable, it is not considered that there are any underlying road safety issues with the local highway network that will be exacerbated by the proposed development at the application site. The conclusions of the updated PIA analysis therefore remain the same as those drawn within the submitted Transport Assessment.

2.4 WCHAR (NMU) Update

2.4.1 Following HCC's consultation response, the WCHAR submitted with the TA has been updated to address the comments raised. This has been informed by a further site visit undertaken on 13 January 2023. The updated WCHAR is provided at **Appendix E**.

2.4.2 As per the comments received, the route to Havant Leisure Centre has been updated to show the alternative route via New Road. In addition, HCC requested confirmation of the width of Brockhampton Road footways. On site these widths were measured to be 1.8m, which is deemed to be sufficient to meet the existing and future pedestrian demand.

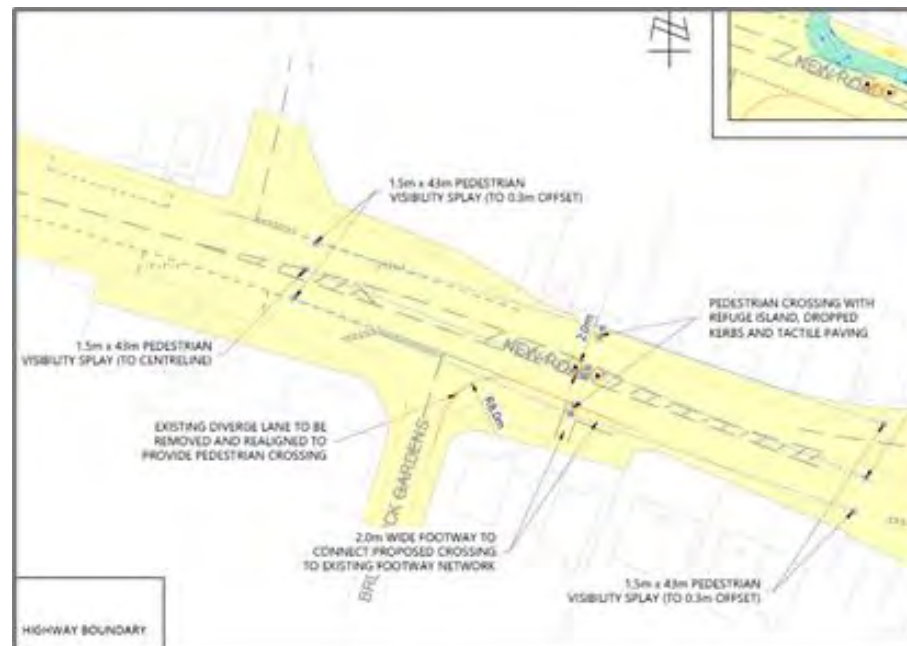
2.4.3 Whilst HCC accepted that the improvements identified in the submitted TA and WCHAR would overcome some of the deficiencies in local pedestrian/cycle infrastructure, the highway authority identified some additional deficiencies that they consider require improvement. These were discussed at the meeting held with HCC on 1st November 2022 and included:

- The need to consider the potential for cycle improvements along Solent Road, leading east from the Brockhampton Road roundabout;
- The need for a crossing point on West Street, to facilitate ease of access to the better standard footways on the northern side of the carriageway;
- The need to review missing crossing facilities at additional side roads within the vicinity;
- The need to consider a crossing improvement on New Road to North Street.

2.4.4 The following pedestrian/cycle infrastructure improvements have been identified (these improvements are in addition to those previously identified within the NMU):

- i. A new pedestrian refuge island crossing with dropped kerbs and tactile paving across Bedhampton Road, immediately to the east of Brunswick Gardens, as illustrated in **Drawing No. ITB15443-GA-008**, an extract of which is included as **Image 2.1**.

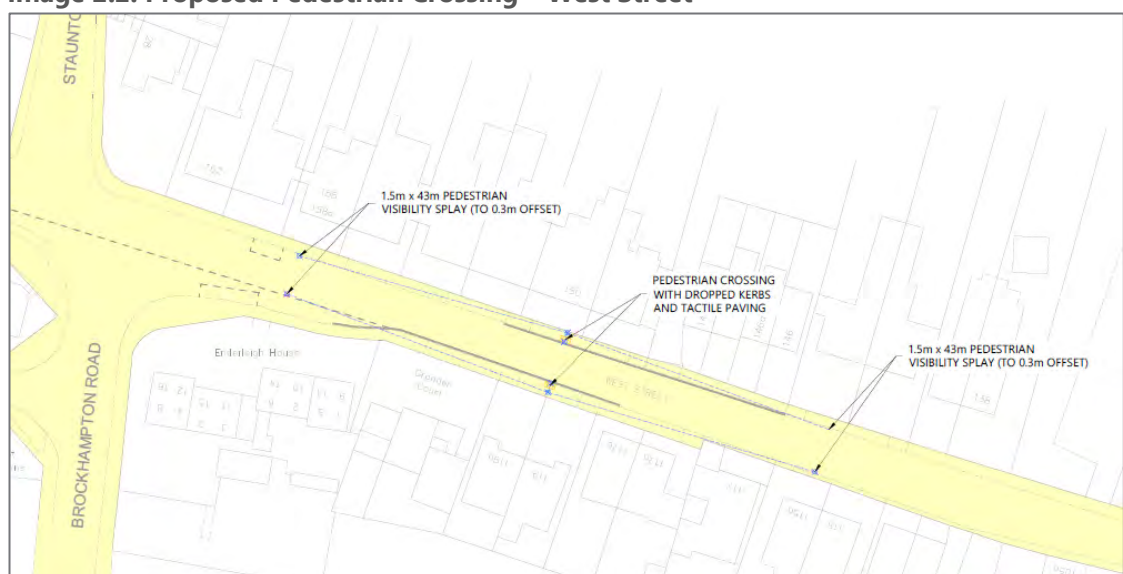
Image 2.1: Proposed Pedestrian Refuge Island Crossing – Bedhampton Road



2.4.5 The scheme will be delivered through the removal of the redundant diverge lane to Brunswick Gardens, and will improve pedestrian accessibility to North Street, and subsequently Bidbury Infant and Junior School from the site.

- ii. A new pedestrian crossing on West Street, with dropped kerbs and tactile paving, to the east of Bedhampton Road. The drawing is provided as **Drawing No. ITB15443-GA-009**, an extract of which is presented as **Image 2.2**.

Image 2.2: Proposed Pedestrian Crossing – West Street



Source: Extract of i-Transport drawing no. ITB15443-GA-009

2.4.6 Whilst not on the primary desire line for pedestrians at the site, the scheme will nonetheless improve the wider pedestrian accessibility to Havant Town Centre for both residents at the site and residents of the wider local area. The crossing has been positioned to avoid impeding access to any existing vehicle crossovers/driveways, as well as to avoid the existing lay-by and ambulance parking provided to the east of the junction with Bedhampton Road.

iii. A number of additional dropped kerb crossings at nearby side roads have been identified to be without tactile paving. In addition to the above pedestrian infrastructure improvements, and those already identified within the NMU, it is proposed that the following existing crossings be upgraded to include tactile paving. These crossings are:

- a. Pedestrian crossing at Ridgeway/Marples Way junction
- b. Refuge island crossing along New Road adjacent to Ingledene Close
- c. Pedestrian crossing at Palk Road / West Street junction
- d. Pedestrian crossing at West Street / Meyrick Road junction
- e. Pedestrian crossing at West Street / Bedhampton Road junction

iv. In addition, a number of schematic options to improve pedestrian/cycle infrastructure at the Brockhampton Road / Solent Road roundabout have been prepared. The schemes are set out in detail in Section 4 of this TAA.

2.4.7 It is noted that HCC are specifically seeking to secure the following improvements listed above for delivery as part of a Section 278 Agreement and the applicant is willing to accept this:

- 1 Refuge Island crossing at Brunswick Gardens (Point i above);
- 2 Refuge island crossing along New Road, in the vicinity of Ingledene Close (Point iii, sub point 'b' above);
- 3 A new pedestrian crossing on West Street (Point ii above); and
- 4 Pedestrian and cycle infrastructure improvements on Ridgeway (Point iv above and detailed in Section 4.2 of TAA).

2.4.8 The applicant is also willing to provide a financial contribution to deliver the remaining improvement schemes, including those identified within the WCHAR, as part of any Section 106 package associated with the proposed development. The level of contribution will need to satisfy the CIL Regulation tests and be proportionate to the impact of the development, taking account of the improvements it is already delivering.

2.5 Travel Plan

- 2.5.1 As requested by HCC, the Travel Plan has been updated to respond to the comments raised within their consultation response. The updated Travel Plan (report no. **ITB15443-005C**) has been submitted as a separate document alongside this Transport Assessment Addendum.
- 2.5.2 At the most recent meeting held with HCC on 8th August 2023, HCC confirmed that the updated Travel Plan is acceptable, and no further amendments are required.

SECTION 3 Site Access Information and Vehicle Tracking

3.1.1 This section of the TAA responds to the comments raised by HCC in relation to the proposed site access arrangements. Specifically, this includes additional information with regards to visibility splays at the proposed site access junction and retained Portsmouth Water access, swept path analysis and pedestrian visibility splays.

3.1.2 In addition, following separate discussions held with HCC, this section of the TAA also provides information on the treatment of existing PROW no. 35 which routes through the site and the treatment of Ranelagh Road.

3.2 Site Access and Retained Portsmouth Water Access Visibility

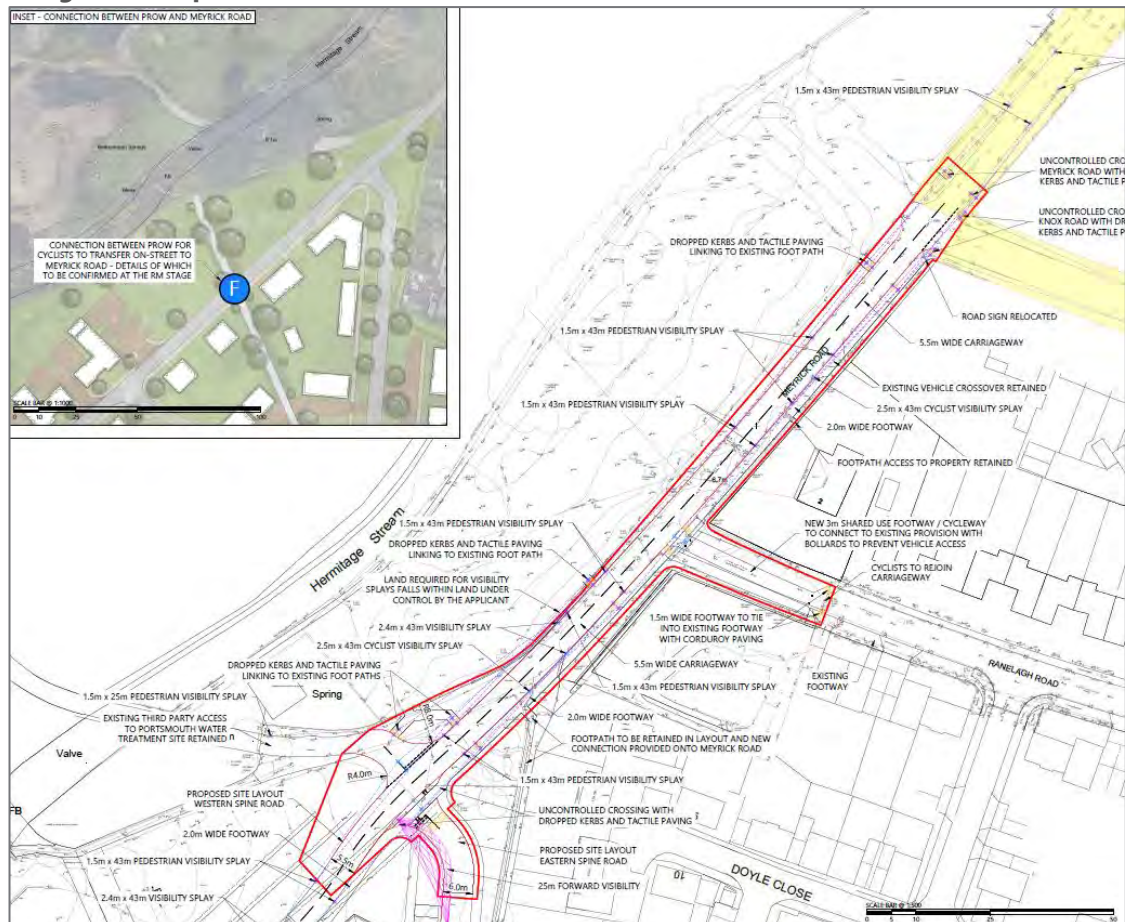
3.2.1 In accordance with the requests made within HCC's consultation response, the drawings showing the proposals for the site access junction and the retained Portsmouth Water access have been updated to include visibility splays in either direction along Meyrick Road. As agreed at the meetings held with HCC on 1st November 2022, visibility splays in accordance with a 30mph design speed (2.4m x 43m) have been provided.

3.2.2 Further modifications to the drawing have also been made following the outcomes of an independent Stage 1 Road Safety Audit (the details of which are summarised in Paragraph 3.7) and the most recent meeting held with HCC on 8th August 2023, including:

- The first access junction within the site has been converted to a Copenhagen-style junction, to prioritise pedestrian movements.
- The treatment of Ranelagh Road has been amended to introduce a modal filter from Meyrick Road.
- Pedestrian visibility splays have been provided at all crossing points.
- Forward visibility has been provided on approach to the bend at the first access junction.
- Additional swept path analysis has been undertaken – further details on this are provided in Paragraph 3.4.
- An inset has been provided on the access drawing, which clearly shows the location of Point F on the PROW No. 35 Improvement Principles Plan. The details of Point F will be confirmed at the Reserved Matters stage.

3.2.3 The updated drawing is presented as i-Transport drawing no. **ITB15443-GA-0011**, an extract of which is presented as **Image 3.1**.

Image 3.1: Proposed Site Access – Extract



Source: Extract of i-Transport drawing no. ITB15443-GA-001I

3.2.4 The updated drawing indicates that 2.4m x 43m visibility splays are readily achievable in either direction along Meyrick Road at both the proposed site access junction and the retained Portsmouth Water access, within land which the applicant controls. There are therefore no concerns with visibility at either of the junctions.

3.2.5 The retained access to the Water Treatment Works on the northern side of Meyrick Road has been designed in collaboration with Portsmouth Water, who are in full support of the proposals. This is confirmed in a formal response provided by Portsmouth Water, which is contained at **Appendix F**.

3.3 Pedestrian Visibility Splays

3.3.1 In addition to the above, the development access proposals have also been updated to include pedestrian visibility splays at all proposed dropped kerb pedestrian crossings. The updated drawing is also presented as i-Transport drawing no. **ITB15443-GA-001I**.

- 3.3.2 The updated drawing indicates that 1.5m x 43m pedestrian visibility splays are achievable where required at the proposed off-site dropped kerb pedestrian crossings. The visibility splays are achievable within land which the applicant controls, or which forms part of the public highway and there are therefore no concerns with pedestrian visibility.

3.4 Forward Visibility

- 3.4.1 In accordance with HCC requests, a 25m forward visibility splay has been provided to the first access junction onto the site access road and this is also shown on i-Transport drawing no. **ITB15443-GA-001I**.

3.5 Treatment of Ranelagh Road

- 3.5.1 Through recent discussions, HCC have confirmed that they will support improvements at the Ranelagh Road junction with Meyrick Road. However, any proposed improvements will need to be pedestrian/cycle focussed and involve the closure of the Ranelagh Road junction for vehicular traffic. HCC confirmed the works can be achieved under s228 of the Highways Act.

- 3.5.2 As such, the proposed improvement scheme at Ranelagh Road has been revised to introduce a modal filter from Meyrick Road comprising:

- A 3m wide shared use footway/cycleway along the initial length of Ranelagh Road.
- Bollards at either end of the shared footway/cycleway to prevent vehicular access.

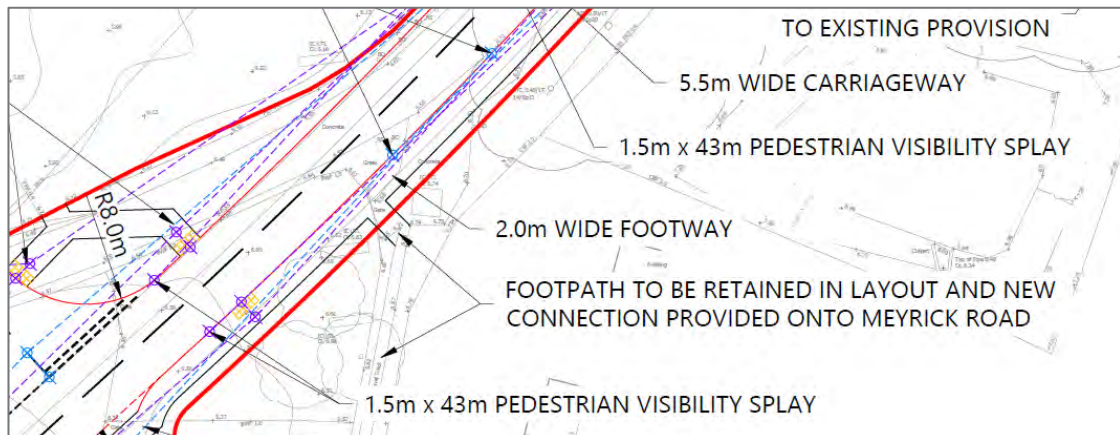
- 3.5.3 The design for the modal filter is shown on i-Transport drawing no. **ITB15443-GA-001I**.

3.6 Existing Footpath Connection to Marples Way

- 3.6.1 There is an existing gravel footpath that runs between Meyrick Road and Marples Way along the eastern perimeter of the site, which is not a public right of way. This existing gravel path is to be retained in the layout and incorporated in the wider design proposals, details of which will be provided at the RM stage.

- 3.6.2 The site access arrangements, as shown on i-Transport drawing no. **ITB15443-GA-001I**, include a new connection between this existing gravel path and the newly proposed footway on the eastern side of Meyrick Road. An extract of this connection is shown on **Image 3.2**.

Image 3.2: New Footpath Connection onto Meyrick Road



Source: Extract of i-Transport drawing no. ITB15443-GA-001I

3.7 Swept Path Analysis – Site Access and Retained Portsmouth Water Access

3.7.1 As requested by HCC, swept path analysis of the proposed site access arrangements and the retained Portsmouth Water access have been updated. The following swept path analysis has been undertaken for the proposed site access junction:

- Super large refuse vehicle – **ITB15443-GA-012**;
- Fire appliance – **ITB15443-GA-0013**;
- Dot Com vehicle (Box Van) – **ITB15443-GA-014**; and
- Large car – **ITB15443-GA-007**.

3.7.2 The swept path analysis demonstrates that all vehicles that are likely to regularly require access to the site can do so without issue. Moreover, the design of the proposed site access is such that two large cars are able to enter/egress the site simultaneously.

3.7.3 In accordance with HCC requests at a meeting on 8th August 2023, the swept path analysis for the refuse vehicle, fire tender and Dot Com vehicle (box van) indicate clearly where such vehicles are able to pass a large car safely.

3.7.4 Swept path analysis has been undertaken for the retained Portsmouth Water access:

- A large tipper – **ITB15443-GA-003A**; and
- A max-legal articulated vehicle – **ITB15443-GA-004A**

3.7.5 The swept path analysis demonstrates that the largest vehicles that will require access to the Portsmouth Water site are able to do so safely and effectively.

3.8 Treatment of Public Footpath No. 35

3.8.1 Public Footpath No. 35 currently runs in a northwest-southeast alignment through the site and forms part of the Wayfarers Walk long distance route in Havant.

3.8.2 Following separate discussions held with HCC Highways and the Hampshire Countryside Planning teams, it has been agreed that the appropriate treatment of the PROW be secured by a detailed Condition, which sets out a number of parameters/improvement principles related to:

- The alignment of the PROW through the site;
- The setting of the PROW within the site;
- The surfacing of the route;
- The rights for users i.e. walking and cycling; and
- The connections through the site onto the wider highway network at Marples Way.

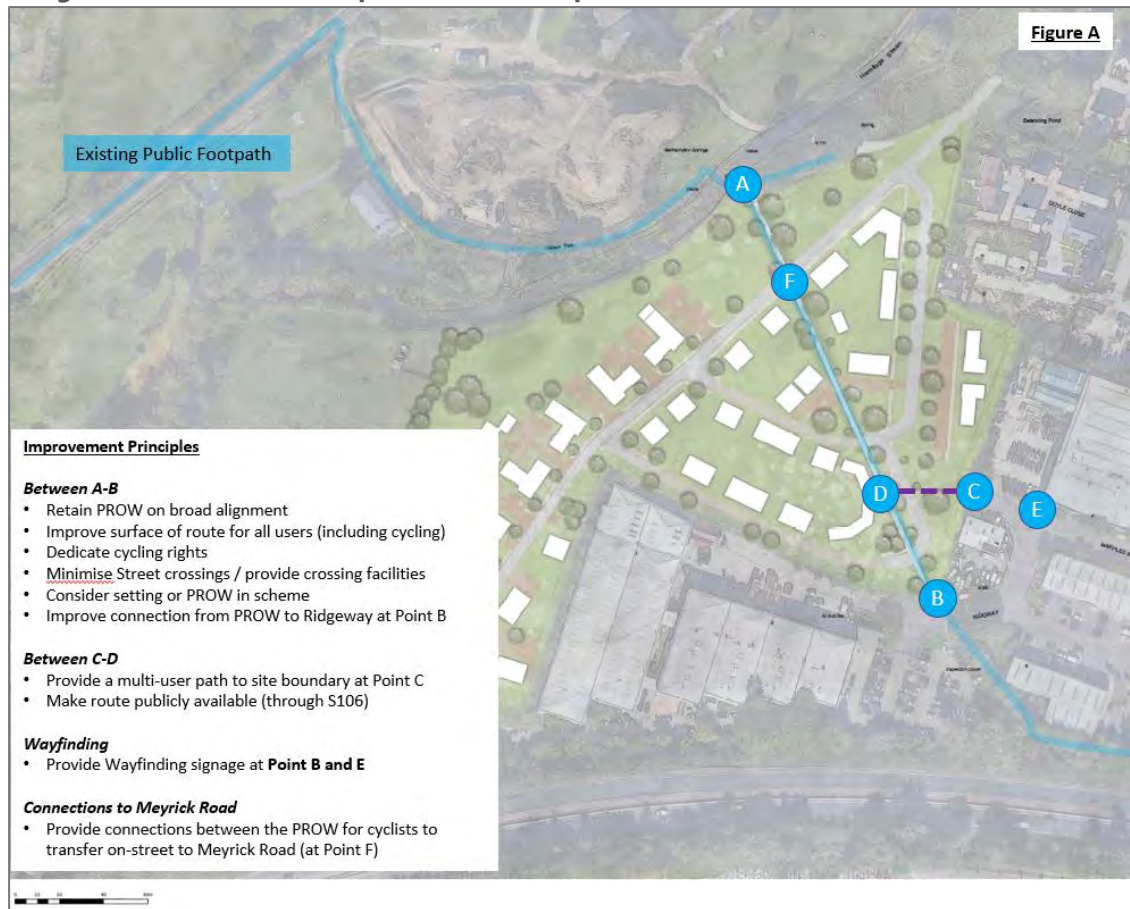
3.8.3 Draft wording for the proposed Condition is set out below, whilst a diagram setting out the improvement principles for the PROW is contained at **Appendix G** (as Figure A), an extract of which is presented as **Image 3.3**.

“The development shall deliver a scheme of improvements to the existing Public Footpath FP35 as shown in principle on Figure A and comprising the following key principles:

- ***Between Points A-B the Public Right of Way will be retained on its broad alignment, with its surface and width (to 3.0m) improved for utility use (pedestrians and cyclists) and cycle rights will be dedicated. The treatment of the Public Right of Way through the scheme will be carefully considered to ensure that the path retains an open and rural feel detached where possible from streets and set in landscaped buffers, with path crossings of streets minimised.***
- ***At Point B – An improvement of the connection between the path at Point B and the Ridgeway will be delivered.***
- ***Between Points C-D – a new multi-user path will be delivered to connect to the boundary of the Site at Point C. The path will be made available for public use by pedestrians and cyclists.***
- ***At Points B and E, wayfinding will be provided.***
- ***Between the PROW and Meyrick Road at Point F, measures will be provided to connect and transition cyclists to on-street cycling.***

These improvements will be delivered in accordance with a works programme to be agreed in writing with the Local Planning Authority (in consultation with Hampshire County Council) prior to the commencement of construction on the Site.”

Image 3.3: PROW No. 35 Improvement Principles Plan



Source: Extract of Figure A (Contained at Appendix G)

3.9 Road Safety Audit

3.9.1 An independent Stage One Road Safety Audit of the proposed site access arrangements has been undertaken and all matters raised through the Audit have been addressed. A Design Team Response is provided in accordance with Appendix F format GG119 and as **Appendix H**. In response to the audit:

- The proposed treatment of Ranelagh Road has been revised to introduce a modal filter from Meyrick Road, comprising a 3m wide shared footway/cycleway with bollards at either end to prevent vehicular access.
- Connections and uncontrolled crossings have been identified to link to existing footpaths that front onto the northern side of Meyrick Road.
- The proposed footway levels have been amended such that the footway crossfall on the southern side of Meyrick Road is appropriate for all users and a drainage channel provided to ensure surface water does not drain into private land.

3.9.2 A number of matters raised through the audit relate to matters of detail design and will be addressed as part of the Section 278 Agreement.

3.10 **Adoption Status**

- 3.10.1 Following discussions with HCC, the applicant has confirmed that Meyrick Road, the proposed site access road and any internal site roads will be offered for adoption as part of the public highway. The final details will be agreed as part of the S38 process post any planning permission.

SECTION 4 Pedestrian and Cycle Improvements – Brockhampton Road / Solent Road / Marples Way

4.1.1 This section of the TAA presents schematic options for pedestrian/cycle improvements at the Brockhampton Road / Solent Road roundabout junction, as well as along Marples Way and Solent Road respectively. The applicant proposes to make a contribution to these works.

4.2 Schematic Improvement Options

4.2.1 In line with the comments raised by HCC in their consultation response, as well as the discussions during meetings held with HCC on 1st November 2022 and 7th March 2023, schematic options to improve the existing pedestrian/cycle infrastructure within the vicinity of the site have been considered.

4.2.2 Specifically, options to improve the existing Brockhampton Road / Solent Road roundabout junction, as well as existing provision along Marples Way and Solent Road respectively.

Brockhampton Road / Solent Road Roundabout

4.2.3 A number of design iterations were considered to improve the existing Brockhampton Road / Solent Road roundabout, including:

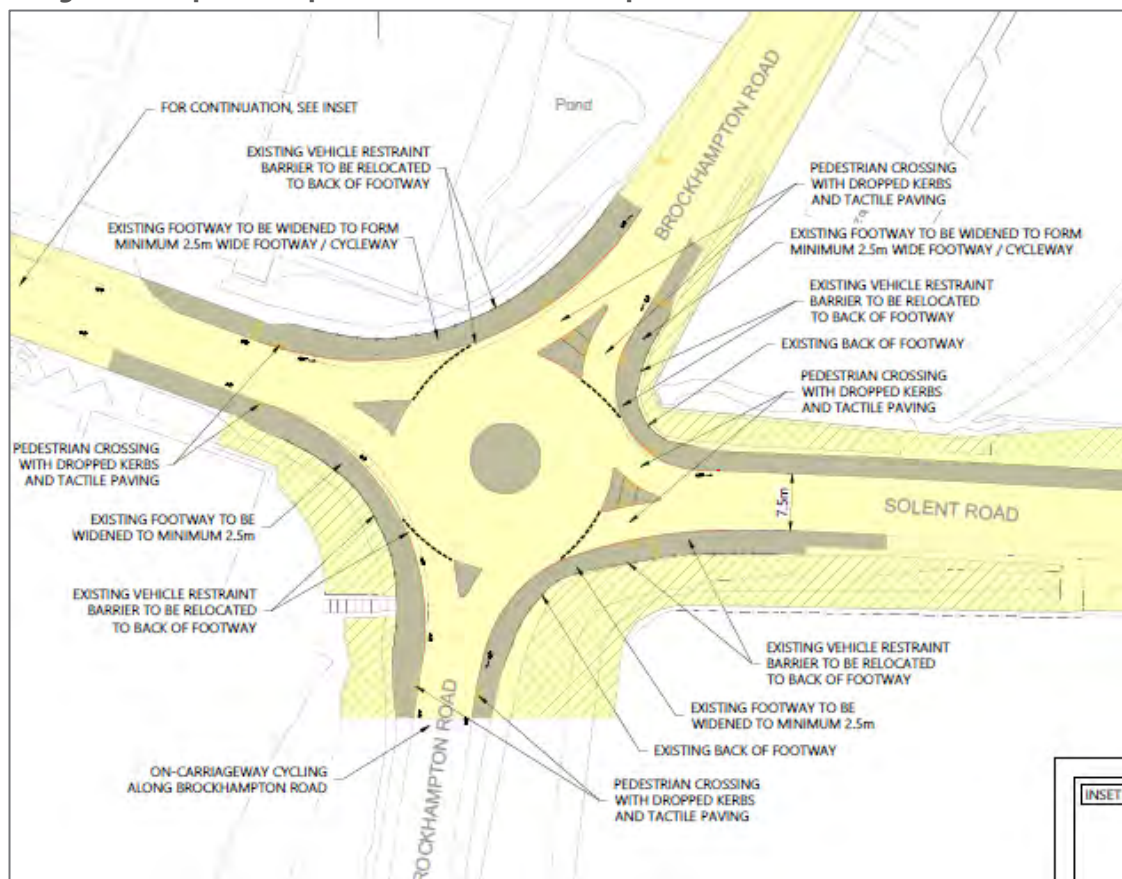
- An option to provide a design that complies fully with the principles of LTN 1/20, i.e. a 'dutch' style roundabout with protected cycle lanes outside the main circulatory carriageway of the roundabout;
- An option to provide on-carriageway cycle lanes within the main circulatory carriageway of the roundabout; and
- Options to provide shared, off-carriageway, facilities for pedestrians and cyclists around each arm of the roundabout.

4.2.4 Due to topographical constraints within the vicinity of the roundabout, including: steep vertical gradients adjacent to each arm of the roundabout, the presence of ditches and existing vehicle restraint barriers, and the extent of highway land, there is insufficient space to provide a scheme that complies fully with the principles of LTN 1/20, i.e. one that provides protected space for cyclists around the entire junction. The option to provide on-carriageway cycle lanes within the main circulatory carriageway of the roundabout was discounted due to it being heavily discouraged within LTN 1/20¹.

¹ Ref: Paragraph 10.7.7 of LTN 1/20 "Cycle lanes on the outside of the circulatory carriageway should not be used, even on compact and mini-roundabouts, since cycle lanes offer no physical protection..."

4.2.5 As such, an option to upgrade the existing footways around each arm of the roundabout junction to provide shared facilities for both pedestrians and cyclists has been prepared. The schematic option is presented as i-Transport drawing no. **ITB15443-GA-010**, an extract of which is presented as **Image 4.1**.

Image 4.1: Proposed Improvements to Brockhampton Road / Solent Road Roundabout



Source: Extract of i-Transport drawing no. ITB15443-GA-010

4.2.6 The design proposes:

- Tightened approaches to the junction to provide a more 'compact' roundabout design that provides additional space to deliver improved pedestrian and cycle facilities and to improve on-street cycling conditions at the roundabout;
- Dropped kerb pedestrian crossings across each arm of the roundabout, including refuge island crossings for pedestrians and cyclists across the northern and eastern arms;
- Widened footways on the north-western, north-eastern and south-western arms of the junction to accommodate shared footway/cycleways with minimum widths of 2.5m, tying in to the proposals for a shared footway/cycleway along the northern side of Solent Road (leading east from the roundabout);

- On-carriageway cycle markings on the southern, western and northern approaches to the junction to guide cyclists onto the shared footway/cycleways provided around the junction; and
- On-carriageway cycle markings along Marples Way.

4.2.7 The widened shared use footway/cycleways have been incorporated through the tightening of the various approaches to the roundabout to provide a more 'compact' design, as well as the relocation of the existing vehicle restraint barriers to the rear of the widened footways.

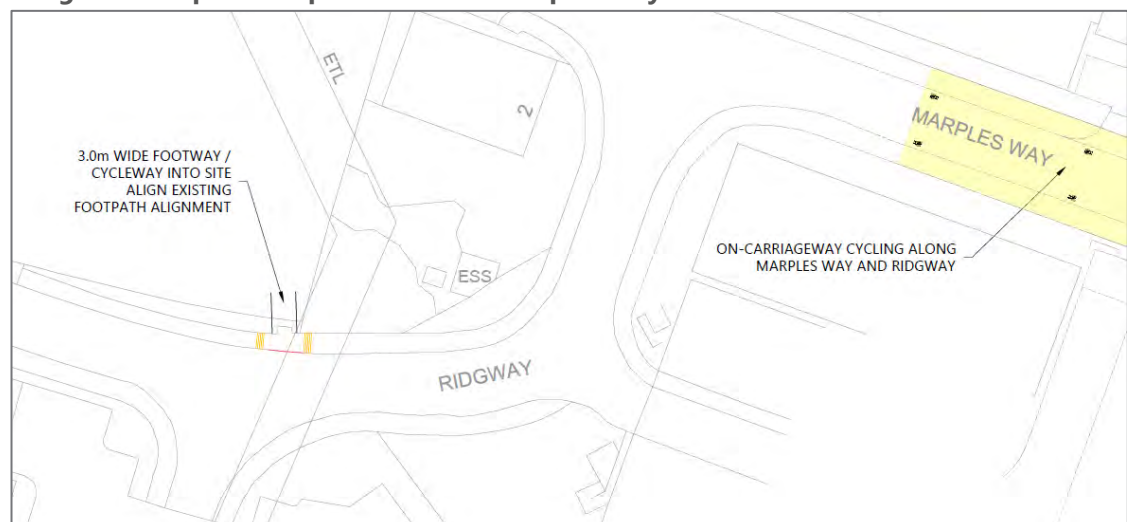
4.2.8 Guidance set out within Paragraph 10.7.29 of LTN 1/20 suggests that compact roundabouts are generally suitable for cycling where total junction throughput equates to less than circa 8,000 PCUs/day. Applying a typical Annual Average Daily Traffic (AADT) uplift factor of circa 4.0-5.0 to the forecast 2028 'with development' traffic flows at the roundabout (*ref TF15 and TF16 of the submitted Transport Assessment*) indicates that typical daily throughput at the junction in the future year will be broadly in line with this guidance. The 'compact' design of the roundabout is therefore an appropriate solution considering the design and land constraints.

4.2.9 Overall, the proposals comprise a significant betterment to the existing facilities for pedestrians and cyclists at the roundabout and will provide benefits to both future residents and wider users of the local highway network. The applicant is prepared to contribute towards the delivery of this improvement, proportionate to its impact.

Marples Way

4.2.10 A schematic improvement scheme for Marples Way has been prepared and is shown as an inset on i-Transport drawing no. **ITB15443-GA-010**, an extract of which is presented as **Image 4.2**.

Image 4.2: Proposed Improvements to Marples Way



Source: Extract of i-Transport drawing no. ITB15443-GA-010

4.2.11 The improvement scheme comprises:

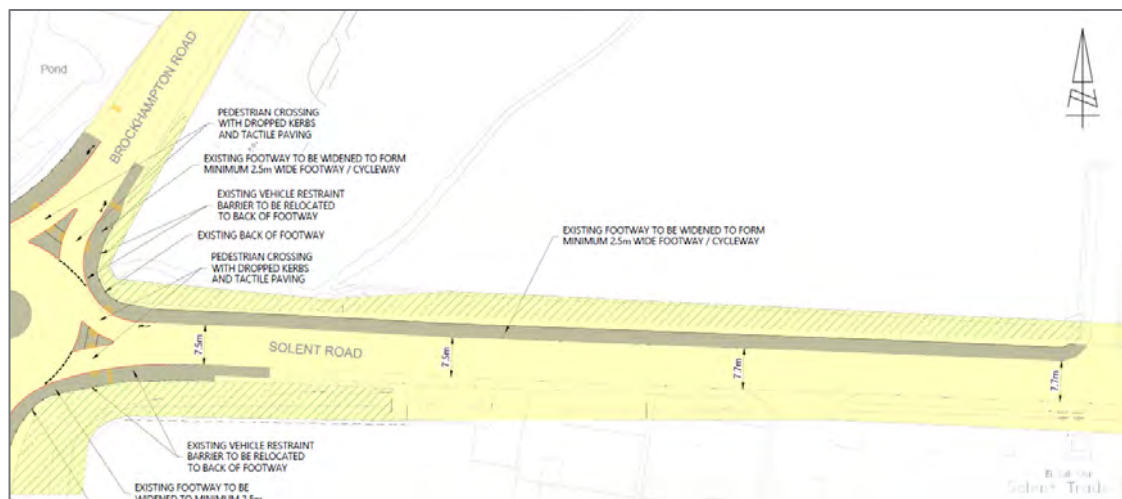
- A 3.0m wide shared footway/cycleway along the alignment of existing Public Footpath No. 35, which routes through the application site and is to be improved by the development proposals at the site (*Ref: Section 3*), equipped with dropped kerbs to provide access onto the carriageway at Ridgway for cyclists;
- On-carriageway cycle markings for cyclists along Marples Way, leading towards the western arm of the Brockhampton Road / Solent Road Roundabout; and
- Wayfinding signage along Marples Way for users.

4.2.12 The vehicular traffic flows along Marples Way fall below 100 vehicles per hour during the busiest hours of the day (*ref: TF15 and TF16 of the submitted Transport Assessment*) and therefore Marples Way is considered to be well within the criteria for mixed traffic (where on-carriageway cycling is suitable) as specified in Figure 4.1 of LTN 1/20.

Solent Road

4.2.13 In line with discussions held with HCC, a schematic improvement scheme for pedestrians and cyclists has also been prepared along Solent Road. The design is shown on i-Transport drawing no. **ITB15443-GA-010**, an extract of which is presented as **Image 4.3**.

Image 4.3: Proposed Improvements to Solent Road



Source: Extract of i-Transport drawing no. ITB15443-GA-010

4.2.14 The improvement scheme comprises the widening of the existing footway on the northern side of Solent Road to provide a footway/cycleway with a minimum width of 2.5m. Options to deliver a minimum shared footway/cycleway width of 3.0m were explored, however were not considered to be feasible due to:

- Topographical constraints, in the form of steep gradients and a ditch adjacent to the northern side of the carriageway, reducing the available width to deliver a wider path; and
- The frequent use of Solent Road by HGVs, preventing the opportunity to deliver a wider path by reducing the available carriageway width on Solent Road– due to the potential impacts on the ability for two max-legal HGVs to pass one another safely.

4.2.15 The shared footway/cycleway will route along the length of Solent Road before tying into the upgraded access proposals associated with the newly proposed development on land adjacent to Bosmore Medical Centre.

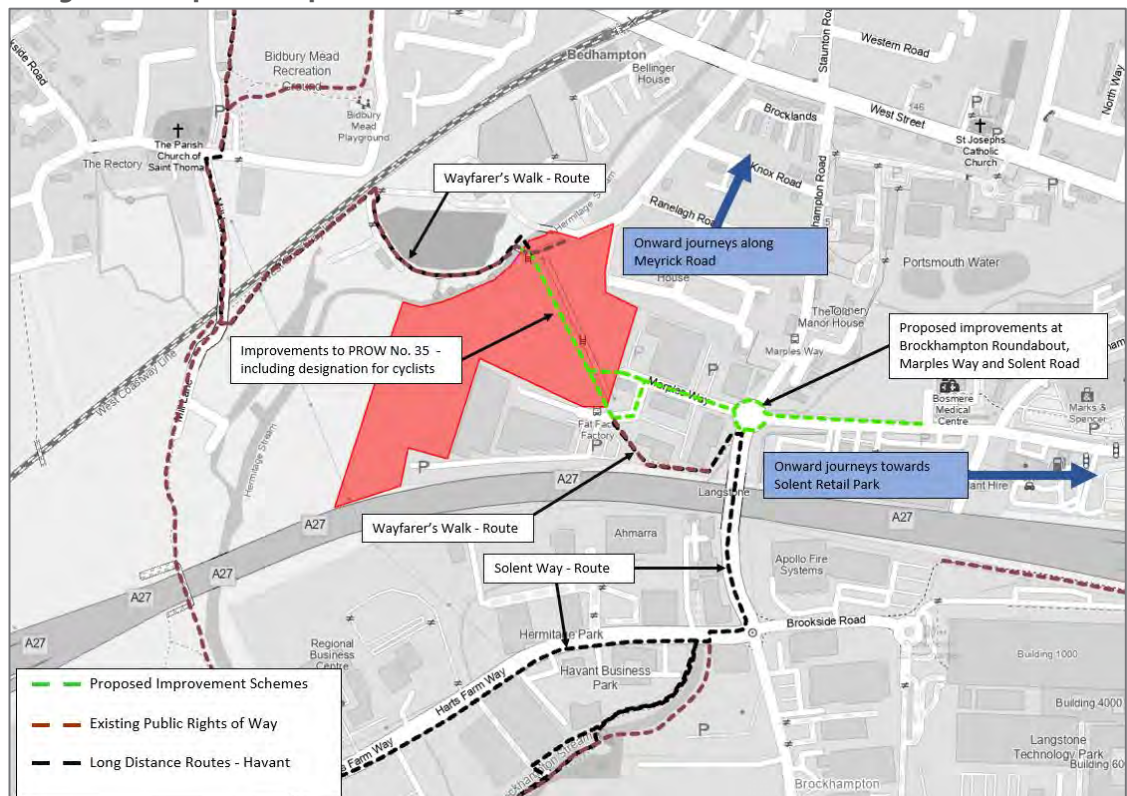
4.3 Scheme Integration and Wider Context

4.3.1 When considered in conjunction with the proposed improvements to the treatment of PROW No. 35 through the site (*Ref: Section 3*), the proposals will deliver a comprehensive improvement scheme to pedestrian and cyclist infrastructure within the vicinity of the site.

4.3.2 The improvement scheme will provide genuine opportunities for alternative routes towards long distance routes within Havant, including Wayfarer's Walk and Solent Way, as well as towards the Solent Retail Park and Havant Town Centre through the site.

4.3.3 The integration of the proposed improvement scheme with the wider long-distance routes through Havant are shown in **Image 4.4**.

Image 4.4: Proposed Improvement Schemes – Wider Context



SECTION 5 Traffic Impacts

- 5.1.1 This section of the TAA responds to the comments raised by HCC in relation to the likely traffic impacts of the proposed development.
- 5.1.2 Specifically, this includes a more detailed assessment of the current operation of the West Street level crossing as well as the likely development traffic impacts on its operation and more detailed information on the existing use of the Portsmouth Water site.
- 5.1.3 It is pertinent to note that the analysis presented within this section of the TAA is based upon an assessment of 140 units at the site. Following the submission of the Transport Assessment, the application has been amended to reduce the number of units to 120. The assessments presented within this Section of the TAA are therefore highly robust, and the development traffic impacts are likely to be materially lower in reality.

5.2 Portsmouth Water Site

- 5.2.1 Within their consultation response, HCC requested that additional information be provided with regards to the existing Portsmouth Water site on the western side of Meyrick Road. Specifically, HCC requested a more detailed understanding of:
- The current operation of the Portsmouth Water site, and its retained uses; and
 - The typical traffic flow profile across the network peak periods, and a typical weekday.
- 5.2.2 Discussions have therefore been held with Portsmouth Water, who have provided a formal response on the use and operation of their existing site. The full response is contained at **Appendix I**, and can be summarised as follows:
- The existing gated Portsmouth Water site at the southern extent of Meyrick Road is a *Water Treatment Works*. A recycling tip is also located on the site; however is no longer in operation;
 - During a typical weekday, the Water Treatment Works generates one or two vehicle movements across a 24-hour period – typically vans and cars, although there is occasional lorry access for the movement of materials;
 - The vehicle movements usually occur outside of the traditional morning and evening peak periods, and are associated with water sampling, deliveries or general maintenance; and
 - The existing Water Treatment Works will be one of the strategic treatment sites for the new reservoir at Havant Thicket. However, this will have no material impact on the frequency or volume of vehicle movements generated by the site in the long term.

- 5.2.3 Overall, the existing Portsmouth Water site generates very little traffic, particularly during the busiest periods of the day. As such, no further assessment that takes specific account of vehicle movements to/from the Portsmouth Water site is required.

5.3 West Street Level Crossing – Observed Operation

- 5.3.1 In line with requests made by HCC, more detailed information on the existing operation of the West Street Level Crossing is provided within the following paragraphs.

Level Crossing Survey and Existing Operation

- 5.3.2 To establish the baseline traffic conditions at the nearby West Street level crossing, a level crossing survey was commissioned in September 2020, in agreement with HCC. The survey was undertaken on the same day as the Manual Classified Count (MCC) surveys commissioned at other junctions on the network (see Paragraph 3.7 of the submitted TA) and observed the operation of the level crossing between the hours of 0700-1000 and 1600-1900 respectively.
- 5.3.3 The observed operation of the level crossing during the morning and evening peak periods is summarised in **Table 5.1**. The full level crossing survey results are contained at **Appendix J**.

Table 5.1: Observed Level Crossing Operation – West Street

Crossing	Approach	Morning Peak (0800-0900)		Evening Peak (1700-1800)	
		Average Queue	Maximum Queue	Average Queue	Maximum Queue
West Street	East	4	9	7	16
	West	1	3	1	3

Source: MHC Traffic Surveys

- 5.3.4 The results of the level crossing survey indicate that the level crossing currently operates with ample spare capacity – i.e. all vehicles clear the level crossing the next time the barrier is opened.
- 5.3.5 A maximum queue of 16 vehicles was recorded on the eastern approach to the level crossing (from West Street), which equates to a queue length of circa 90-95m during the evening peak hour. The junction of Palk Road with West Street is located some 40m back from the level-crossing stop line and therefore the maximum recorded queue from the eastern approach to the level crossing will extend back to this junction when it occurs.
- 5.3.6 However, it is pertinent to note that a queue length extending back to the Palk Road junction was observed only three times during the peak hour and therefore is an infrequent occurrence. Moreover, the junction has appropriate mitigation measures in the form of keep clear road markings to notify drivers not to block the entry/egress of vehicles onto Palk Road.

5.3.7 A maximum queue length of 3 vehicles was recorded on the western approach to the level crossing during the morning and evening peak hours respectively. A queue of such a length is able to comfortably be accommodated within the advanced stop lines provided for left-turning and right-turning vehicles onto West Street, as well as within the length of the right-turn lane on Bedhampton Road. As such, no incidences of queueing vehicles blocking back onto New Road / Bedhampton Road were recorded during the duration of the survey.

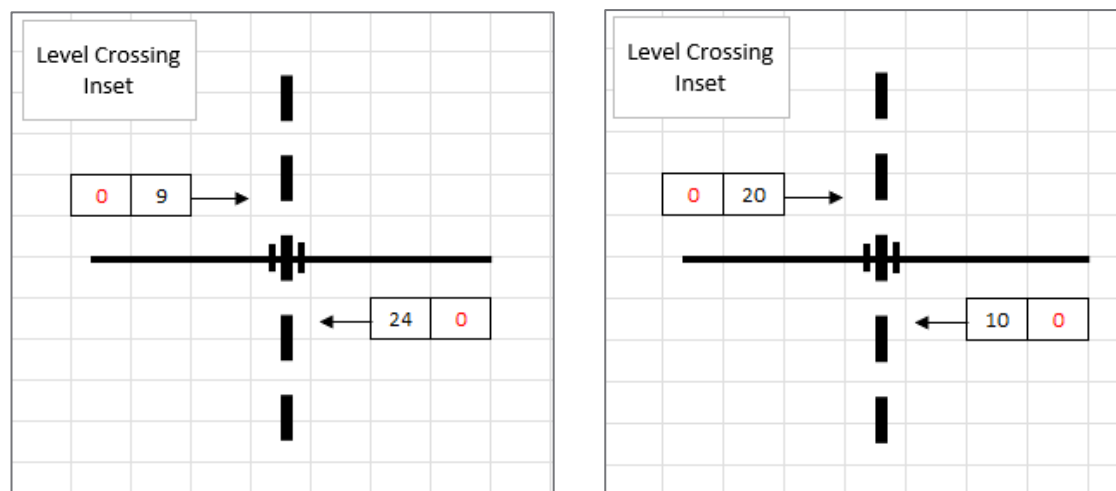
5.3.8 Overall, the results of the level crossing survey indicate that there are no existing concerns with the operation of the level crossing that require further investigation.

5.4 West Street Level Crossing – Proposed Development Traffic Impacts

5.4.1 Notwithstanding the above, at the request of HCC, consideration has been given to the impact of the proposed development traffic on the operation of the West Street level crossing.

5.4.2 The quantum of development traffic that is forecast to route through the West Street level crossing is presented on **TF11** and **TF12** of the submitted Transport Assessment for the morning and evening peak periods respectively. An extract of the proposed development traffic flows through the West Street Level Crossing is presented as **Image 5.1**, again noting this relates to a larger development scheme of 140 dwellings, not the 120 now proposed.

Image 5.1: Development Generated Traffic Flows (West Street Level Crossing)



Source: Extract of TF11 and TF12 of the submitted Transport Assessment

Note: Left-most image comprises the development generated traffic flows in the morning peak hour, the right-most image comprises the development generated traffic flows in the evening peak hour.

5.4.3 A summary of the proposed development traffic impacts at the level crossing is presented in **Table 5.2**.

Table 5.2: Development Traffic Impacts – West Street Level Crossing

Approach	2028 Future Year (without Development)	2028 Future Year (with Development)	Development Traffic Impact	
	Traffic Flows		Development Flows	Percentage Impact
Morning Peak (0800-0900)				
East	103	127	24	23%
West	126	135	9	7%
Two-way	229	262	33	14%
Evening Peak (1700-1800)				
East	175	185	10	6%
West	132	153	20	15%
Two-way	307	338	30	10%

Source: Consultant's Calculations

- 5.4.4** The proposed development is forecast to generate up to 33 two-way vehicle movements through the West Street level crossing during the highway network peak periods. The eastern approach to the level crossing will accommodate the greatest volume of development traffic, with circa 24 movements forecast across the morning peak hour. This broadly equates to a development traffic impact of 23%.
- 5.4.5** A maximum of 24 development traffic movements at either approach to the level crossing equates to broadly one additional vehicle every 2-3 minutes during the peak hour. With reference to the West Street Level Crossing survey data (**Appendix J**), this is a modest increase in vehicle movements at the level crossing and will equate to broadly one to two additional vehicles in the queue at the eastern approach to the level crossing during each cycle.
- 5.4.6** The level crossing currently operates with ample spare capacity, i.e. all vehicles clear the level crossing upon barrier opening, and this will not change with the addition of the development generated traffic. On this basis, the proposed development will not cause any significant, let alone 'severe', impact on the operation of the level crossing.

5.5 West Street Level Crossing – Potential Redistributed Development Traffic

- 5.5.1 It is pertinent to note that the level crossing survey identified that the West Street level crossing currently operates with ample spare capacity during the network peak periods, and this existing operation will not be materially affected by the implementation of the proposed development at the application site (Section 5.4). It is therefore not considered likely that traffic will regularly redistribute to avoid the West Street level crossing, and certainly will not as a result of the implementation of the proposed development at the application site.
- 5.5.2 At the request of HCC, consideration has been given to the potential impact of development traffic redistributing to avoid the level crossing during the network peak periods. The agreed development traffic assignment has therefore been revisited, with development traffic previously forecast to be routing through the Level Crossing redistributed to alternative routes.
- 5.5.3 A summary of the key destinations that have seen routing revisions is provided in **Table 5.3**, whilst the revised development distribution calculations are contained in full at **Appendix K**.

Table 5.3: Summary of Trip Distribution – Revised to Avoid Level Crossing

Destination	Agreed Distribution Routes via Level Crossing?	Distribution Revised?
Havant	Yes	No (Local Destination)
Waterlooville	Yes	No (Local Destination)
Bedhampton	Yes	No (Local Destination)
Cosham (Portsmouth)	Yes	Yes
Chichester	No	-
Port Solent (Portsmouth)	Yes	Yes
Portsea / Central Portsmouth	Yes	Yes
Hilsea (Portsmouth)	No	-
Fareham	Yes	Yes
Tipner (Portsmouth)	No	-
Emsworth	No	-
Somerstown (Portsmouth)	Yes	Yes
Milton (Portsmouth)	No	-
Horndean	Yes	No (Local Destination)
Hayling Island	No	-
Petersfield	No	-
Walderton	Yes	Yes
Denmead	Yes	Yes
Southampton	Yes	Yes
Old Portsmouth (Portsmouth)	No	-
Gosport	Yes	Yes

Destination	Agreed Distribution Routes via Level Crossing?	Distribution Revised?
Whiteley	No	-
Swanwick	No	-
Other	Yes	Yes

Source: Consultant's Calculations

- 5.5.4 It is evident that the majority of destinations that have seen amendments to their routing choices are wider/more strategic locations to the west of Havant that utilise the A27 Havant Bypass. This is due to the fact that drivers have a greater range of routing options to such destinations, including a route to the Havant Bypass via the West Street level crossing.
- 5.5.5 The revised distribution assessment redistributes this more strategic traffic away from the level crossing, with access onto the A27 Havant Bypass for these wider destinations therefore solely being achieved to the south via Brockhampton Road and Harts Farm Way.
- 5.5.6 There are the following local destinations which are accessed via routes using the level crossing:
- Havant;
 - Waterlooville;
 - Bedhampton; and
 - Horndean.
- 5.5.7 However, journey times to these local destinations are short and therefore any redistribution of traffic to avoid the level crossing would significantly increase overall journey time. As such, the routing options for these destinations have not been adjusted.
- 5.5.8 The revised development traffic assignment, modified to account for the redistribution of traffic to avoid the West Street level crossing, has been compared with the agreed development traffic distribution in **Table 5.4**.

Table 5.4: Development Traffic Assignment – Level Crossing Redistribution

Decision Points	Route Choice	Percentage of Routing (Agreed Distribution)	Level Crossing Redistribution
1 (Site Access)	Ranelagh Road (East)	45.3%	61.6%
	West Street (West)	44.2%	27.4%
	West Street (East)	10.5%	11.0%
Total			
2	Brockhampton Road (South)	45.3%	61.6%
	Bedhampton Road (West)	32.6%	16.4%
	West Street (East)	10.5%	11.0%
	Bedhampton Road (East)	11.6%	11.0%

Decision Points	Route Choice	Percentage of Routing (Agreed Distribution)	Level Crossing Redistribution
Total			
3	Brockhampton Road (South)	34.8%	49.7%
	Solent Road (East)	10.5%	11.9%
	Park Road (North)	10.5%	11.0%
Total			
4	Harts Farm Way (West)	31.8%	46.7%
	Park Road (South)	10.5%	11.9%
	Southmoor Lane	3.0%	3.0%
Total			

Source: Consultant's Calculations

5.5.9 As set out in **Table 5.4** and the calculations in **Appendix K**, the rerouting of traffic to avoid the level crossing would broadly result in a 15% uplift in vehicular traffic flows along Brockhampton Way and subsequently through the following junctions within the agreed study area:

- Brockhampton Road / Solent Road / Marples Way roundabout; and
- Brockhampton Road / Brookside / Harts Farm Way roundabout.

5.5.10 Junction capacity analysis for the two junctions was presented in Section 6.7 of the submitted Transport Assessment. This analysis has been updated to assess the impacts of the redistribution of development traffic to avoid the level crossing. The updated assessments for the 2028 future year scenario are summarised in **Table 5.5** and **Table 5.6** respectively, whilst the full modelling output reports are contained at **Appendix L**.

Table 5.5: Brockhampton Road / Solent Road / Marples Way Roundabout

Approach	Morning Peak (0800-0900)			Evening Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s/veh)	RC	Queue (veh)	Delay (s/veh)
2028 'with development'						
Brockhampton Road (N)	0.26	0	5	0.17	0	5
Solent Road	0.32	1	4	0.30	0	4
Brockhampton Road (S)	0.34	1	6	0.40	1	6
Marples Way	0.04	0	5	0.13	0	5

Source: Table 6.12 of submitted Transport Assessment and Consultant's Calculations

Table 5.6: Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way

Approach	Morning Peak (0800-0900)			Evening Peak (1700-1800)		
	RFC	Queue (veh)	Delay (s/veh)	RC	Queue (veh)	Delay (s/veh)
2028 'with development'						
Brockhampton Road (N)	0.34	1	5	0.31	0	4
Brookside Road	0.16	0	9	0.22	0	8
Southmoor Lane	0.14	0	3	0.28	0	4
Harts Farm Way	0.50	1	6	0.29	0	5

Source: Table 6.13 of submitted Transport Assessment and Consultant's Calculations

5.5.11 The results of the updated junction capacity analysis indicate that the potential rerouting of circa 15% of development traffic to the south of the site to avoid the West Street level crossing (whilst considered to be unlikely) will not result in any material impact on the operation of these two junctions within the study area.

5.5.12 Both the Brockhampton Road / Solent Road and Brockhampton Road / Brookside Road roundabout junctions are forecast to operate with significant spare capacity in the 2028 future year, with RFC values not expected to exceed 0.50 in either the morning or evening peak periods and no material queueing or delay.

5.6 Knox Road Reassignment

5.6.1 The revised infrastructure proposals for Ranelagh Road would see vehicular access from Meyrick Road prevented, with access only to be provided for active modes of travel.

5.6.2 As a result of these improvements, it is recognised that development traffic that was previously forecast to utilise Ranelagh Road to access the wider highway network at Brockhampton Road would now be required to route via Knox Road.

5.6.3 The proposed development traffic distribution has therefore been reworked to accommodate this, with the revised development traffic generation shown on **TF17** and **TF18** during the morning and evening peak periods respectively.

5.6.4 It is clear that the revised development traffic distribution mirrors that which was previously shown via Ranelagh Road in the Transport Assessment (albeit now for a reduced quantum of homes) and was found to be acceptable by HCC. The relatively short diversion via Knox Road ensures that will be no changes in the level of development traffic that routes towards other local junctions on the highway network.

5.6.5 Notwithstanding the above, it is recognised that the proposed development would see approximately half of all development traffic utilise Knox Road to access Brockhampton Road. With reference to the development generated traffic flows on **TF17** and **TF18** respectively, this would equate to around 32 two-way vehicle movements during the busiest periods of the day or broadly one vehicle every 2 minutes.

5.6.6 Whilst this level of traffic generation is likely to be significant in the context of existing traffic flows, in absolute terms this is a modest level of traffic generation and Knox Road will remain very lightly trafficked with the proposed development in place. There are therefore no reasons to suggest that the forecast uplifts in traffic movements along Knox Road would lead to unacceptable impacts.

5.7 Impacts on the Rail Network

5.7.1 Further to the above, and at the request of Network Rail, the rail-specific impacts of the proposed development have been considered in greater detail. Network Rail's full consultation response is contained at **Appendix M**.

5.7.2 To determine the rail-specific impacts of the development proposals, multi-modal trip rates have been obtained from the TRICS database. The full multi-modal trip rates are contained at **Appendix N** and the total person trip rates are summarised in **Table 5.7**.

5.7.3 It is pertinent to note that, whilst the multi-modal TRICS trip rates present total vehicle trip rates that vary from those presented and agreed within the supporting Transport Assessment for the development proposals, the trip rates are lower. As such, the trip rates presented and agreed within the Transport Assessment are robust.

Table 5.7: Multi-Modal Trip Generation – Total Person Trips (140 homes)

	Morning Peak Period (0800-0900)			Evening Peak Hour (1700-1800)		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
Total Person Trips						
Trip Rate	0.184	0.746	0.930	0.517	0.244	0.761
Trips	26	104	130	72	34	107

Source: TRICS Database and Consultant's Calculations

5.7.4 To quantify the rail-specific impacts of the development proposals, the proportion of total person movements that are likely to use the rail network during the busiest periods of the day has been derived using Method of Travel to Work Data from the 2011 Census.

- 5.7.5 The data has been obtained for the St Faith's Ward, which encompasses the application site and surrounding local area, and is summarised in **Table 5.8**. The full Method of Travel to Work Data is contained at **Appendix O**.

Table 5.8: Method of Travel to Work Data (2011 Census)

Mode	Percentage
Train	8.4%
Bus	2.5%
Car Driver	67.3%
Car Passenger	4.4%
On Foot	12.0%
Cycle	3.6%
PTW	0.8%
Other	1.0%
Total	100.0%

Source: 2011 Census and Consultant's Calculations

- 5.7.6 The data from the 2011 Census indicates that the proportion of development generated movements that are likely to utilise the railway network is 8.4%.
- 5.7.7 When applied to the forecast total person trips during the busiest hours of the day, the development proposals are likely to generate a maximum of 11 two-way movements onto the railway network.
- 5.7.8 The nearby Bedhampton Railway Station is served by 8 trains an hour (4 in either direction), and so in real terms this equates to just over one additional rail passenger per service in either direction. This impact is immaterial and therefore will have no significant, let alone severe, impact on the operation of the local rail network.

5.8 Junction Geometry Drawings

- 5.8.1 As requested by HCC, the geometric parameters drawings for the junctions included within the study area are presented in **Appendix P**.

SECTION 6 Summary and Conclusions

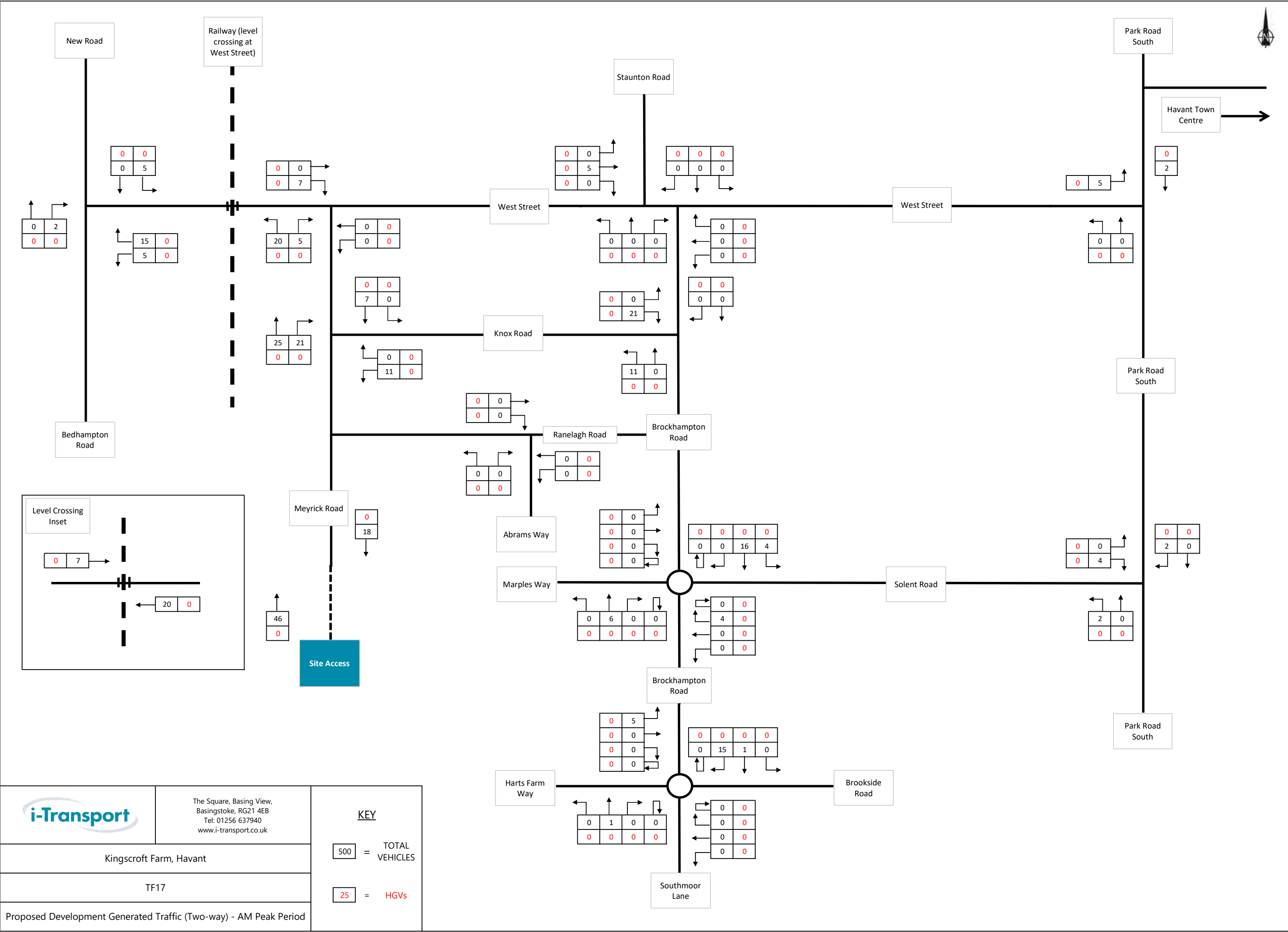
6.1 Summary

- 6.1.1 Foreman Homes has appointed i-Transport LLP to provide transport and highways advice in relation to an outline planning application for a residential development on Land at Kingscroft Farm, Havant. The site is presently allocated for employment use within the adopted Havant Borough Council Local Plan, under Policy HB2 as Site BD19 – Kingscroft Farm.
- 6.1.2 A planning application for 140 dwellings was submitted on 30th June 2022 (*Ref: APP/22/00669*). The planning application was supported through the submission of a Transport Assessment and Travel Plan (prepared by i-Transport), which has been subject to detailed scrutiny by Hampshire County Council (HCC), in their role as the Local Highway Authority (LHA).
- 6.1.3 A consultation response was received from HCC on 12th October 2022, which raised a number of comments on the submitted Transport Assessment and Travel Plan. Two subsequent meetings were held with HCC on 1st November 2022 and 8th August 2023 where the comments raised were discussed in greater detail.
- 6.1.4 The comments raised by HCC included matters related to:
- The proposed site access arrangements;
 - The WCHAR Audit;
 - The operation of the West Street Level Crossing; and
 - The potential to deliver off-site improvements for pedestrians and cyclists along Marples Way, Solent Road and at the Brockhampton Road / Solent Road Roundabout.

6.2 Conclusion

- 6.2.1 This Transport Assessment Addendum responds to the comments raised by HCC within their consultation response to the development proposals, and provides the additional information requested by HCC.
- 6.2.2 Confirmation is therefore requested from HCC that the additional information provided satisfies their outstanding queries, and therefore that a positive recommendation to the planning application can now be provided.

FIGURES

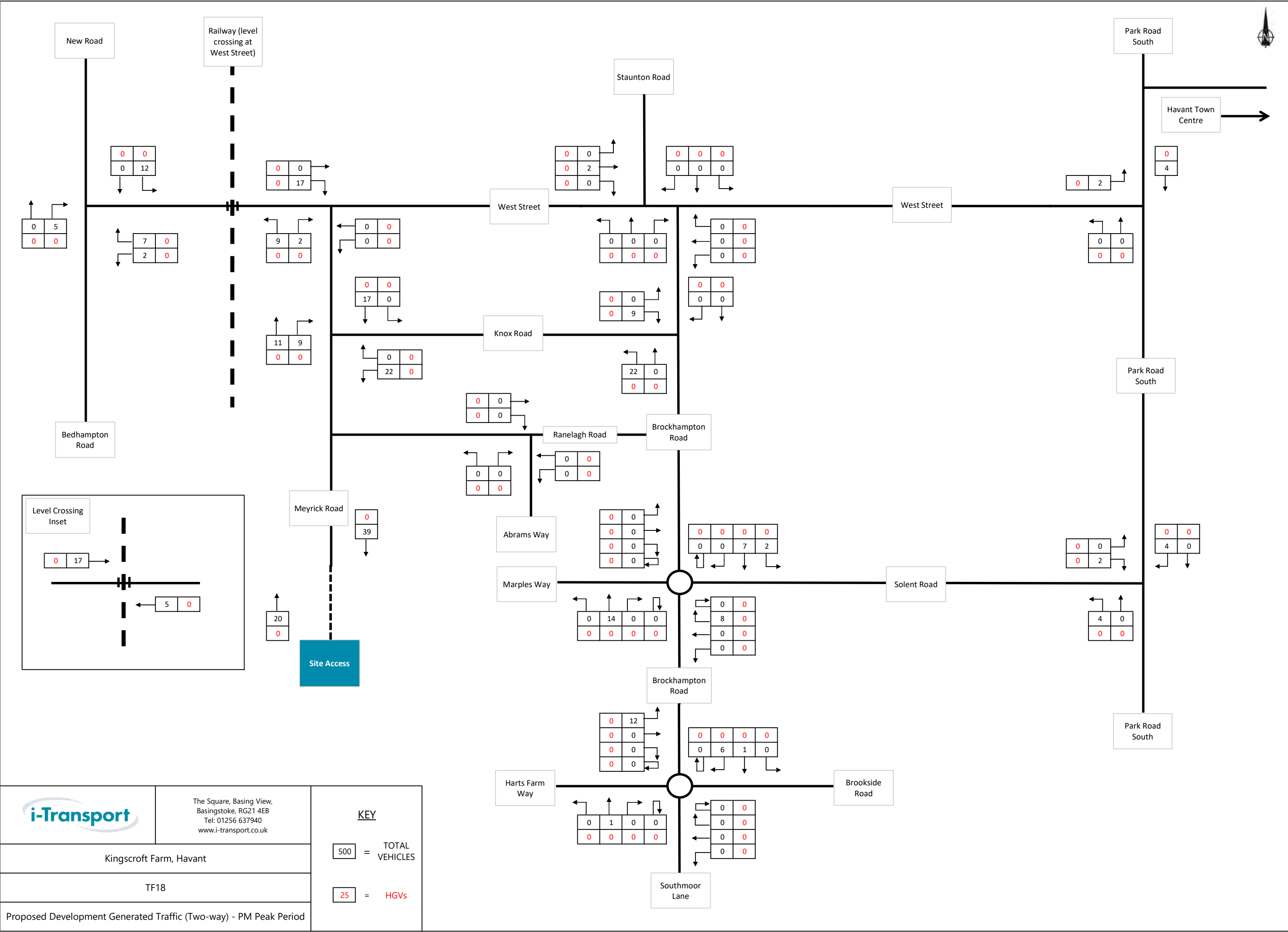


The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

Kingscroft Farm, Havant

TF17

Proposed Development Generated Traffic (Two-way) - AM Peak Period



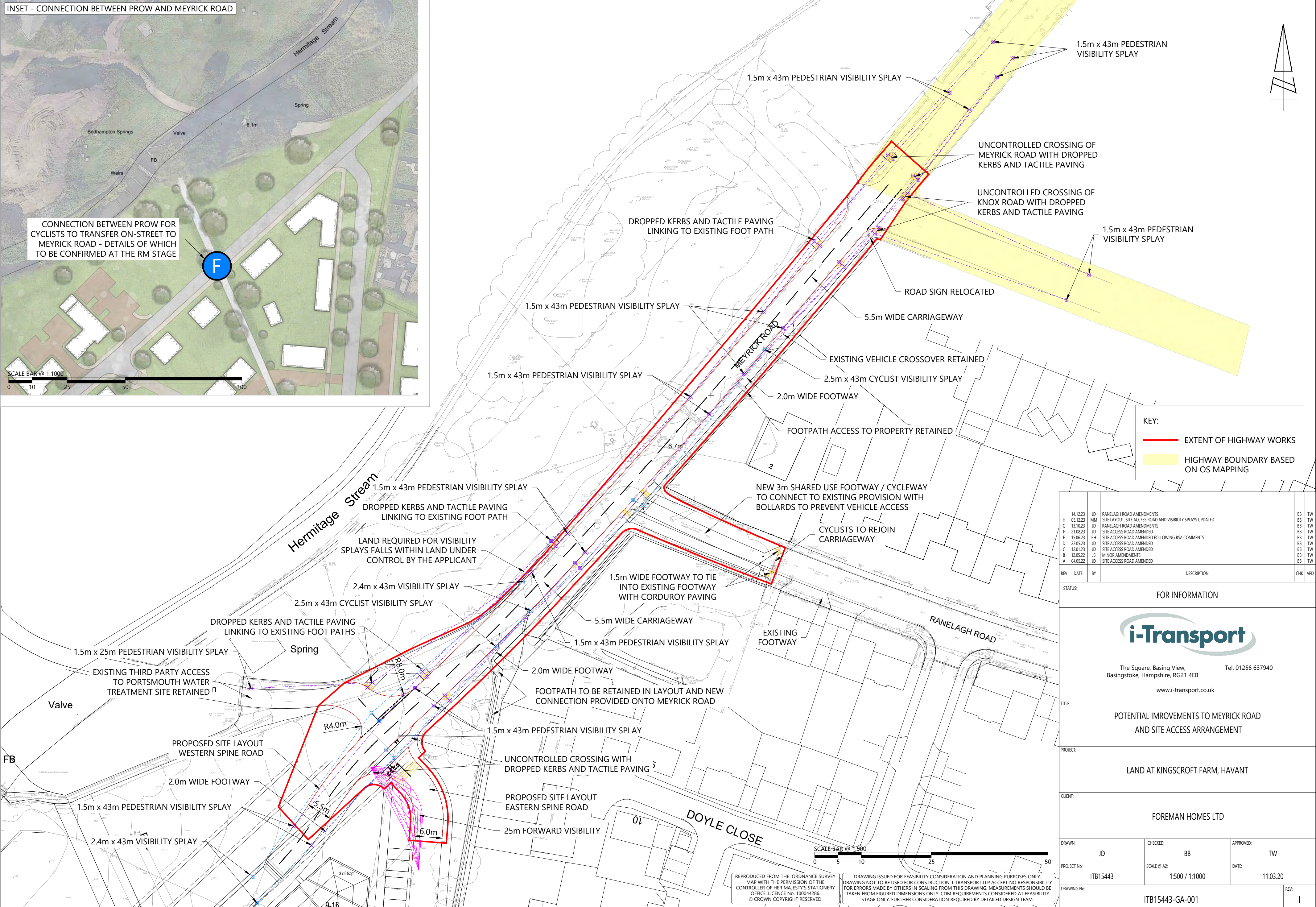
The Square, Basing View,
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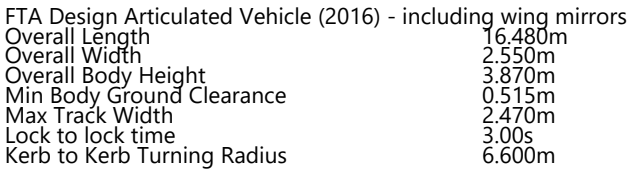
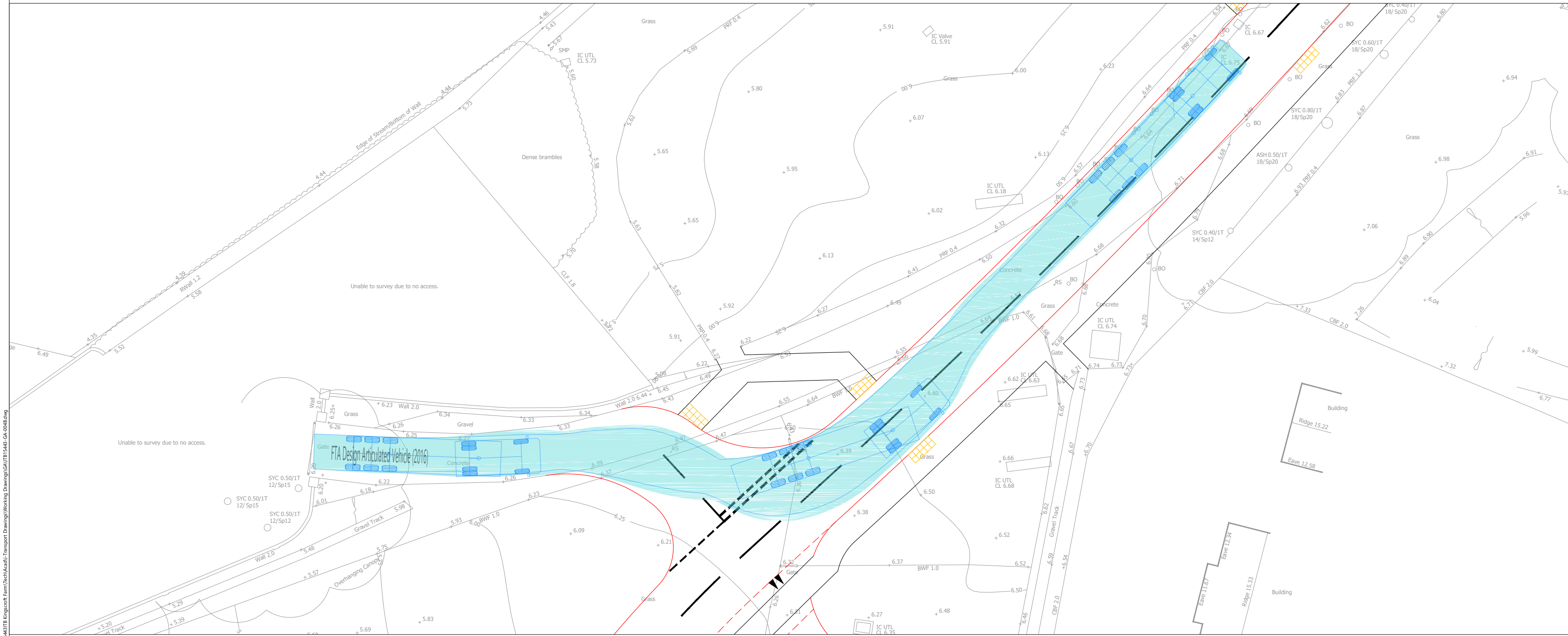
Kingscroft Farm, Havant

TF18

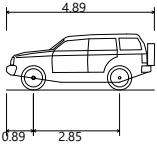
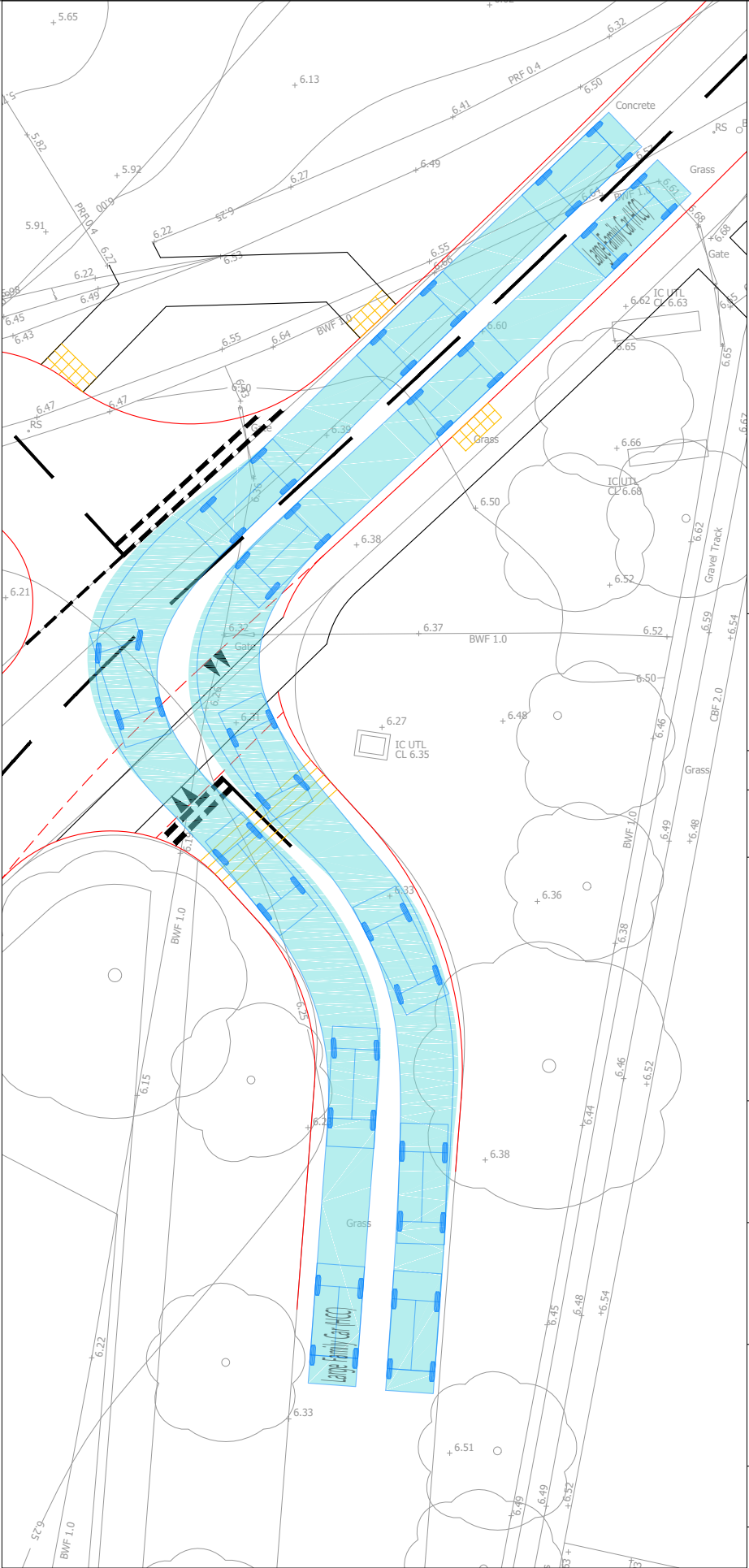
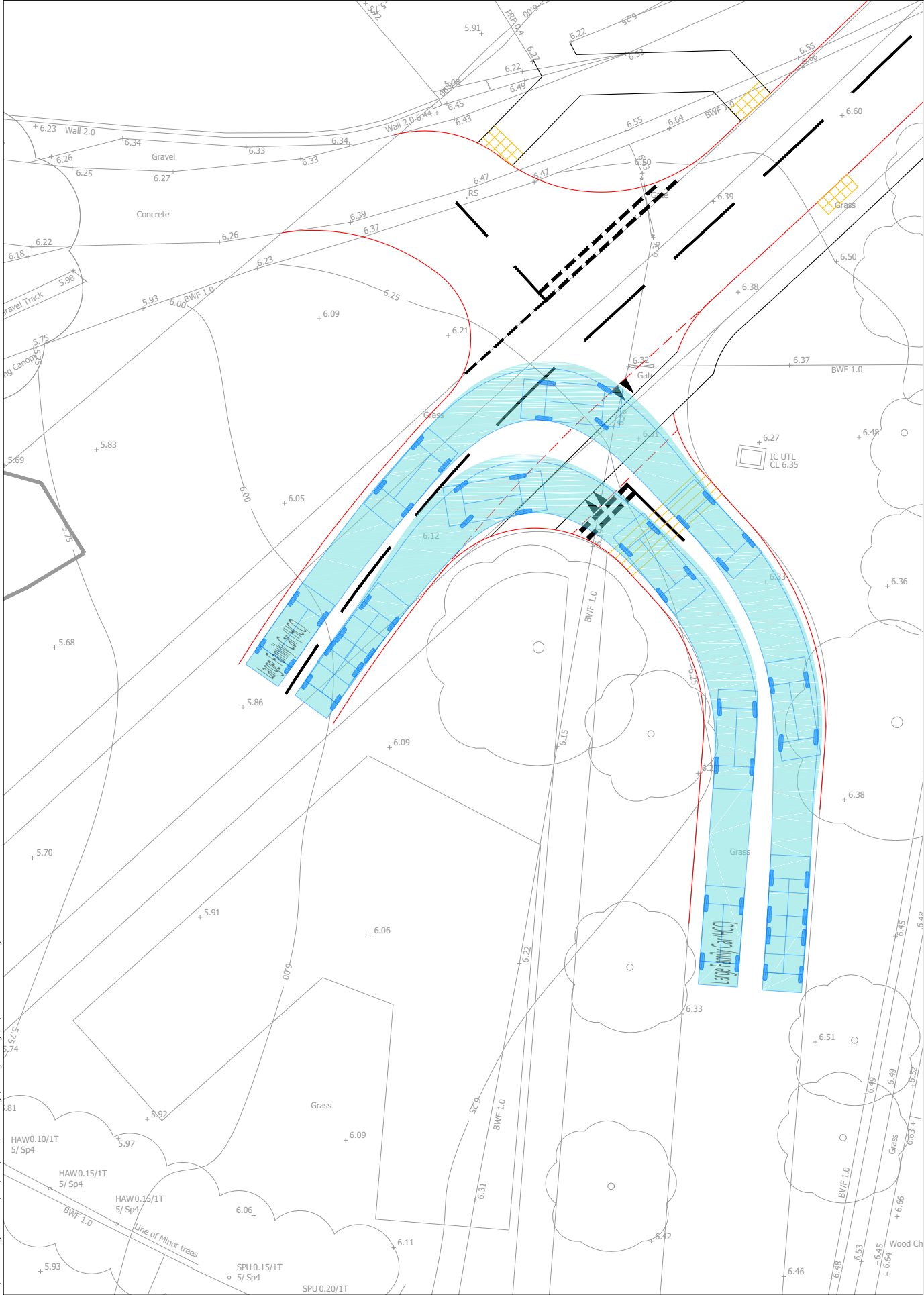
Proposed Development Generated Traffic (Two-way) - PM Peak Period

DRAWINGS





B A	14.12.23 23.03.23	JD JD	SITE ACCESS ROAD AMENDED SITE ACCESS ROAD AMENDED		BB BB	TW TW
REV	DATE	BY	DESCRIPTION			CHK APD
STATUS: FOR INFORMATION						
 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk Tel: 01256 637940						
TITLE: SWEPT PATH ANALYSIS - 16.5m ARTICULATED VEHICLE						
PROJECT: LAND AT KINGSCROFT FARM, HAVANT						
CLIENT: FOREMAN HOMES LTD						
DRAWN: JB		CHECKED: BB		APPROVED: TW		
PROJECT No: ITB15443		SCALE @ A2: 1:250		DATE: 23.05.22		
DRAWING No: ITB15443-GA-004						REV: B



Large Family Car (HCC)
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.850m
Min Body Ground Clearance 0.256m
Track Width 1.940m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

A	14.12.23	JD	SITE ACCESS ROAD AMENDED	BB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

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Tel: 01256 637940

www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - LARGE FAMILY CAR

PROJECT: LAND AT KINGSCROFT FARM, HAVANT

CLIENT: FOREMAN HOMES LTD

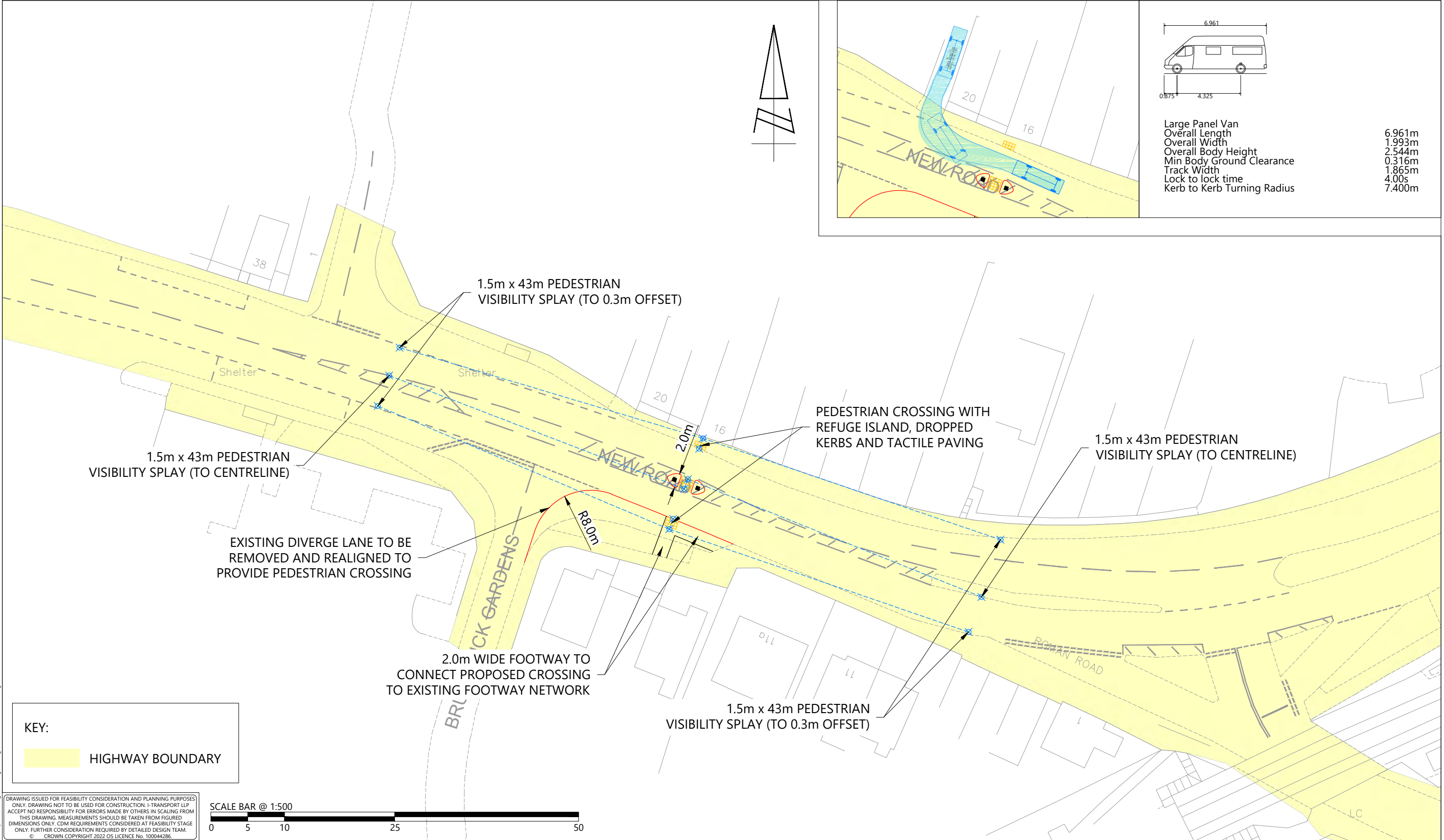
DRAWN: JD	CHECKED: BB	APPROVED: TW
PROJECT No: ITB15443	SCALE @ A3: 1:500	DATE: 12.01.23

DRAWING No: ITB15443-GA-007

REV: A

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KEY:

HIGHWAY BOUNDARY

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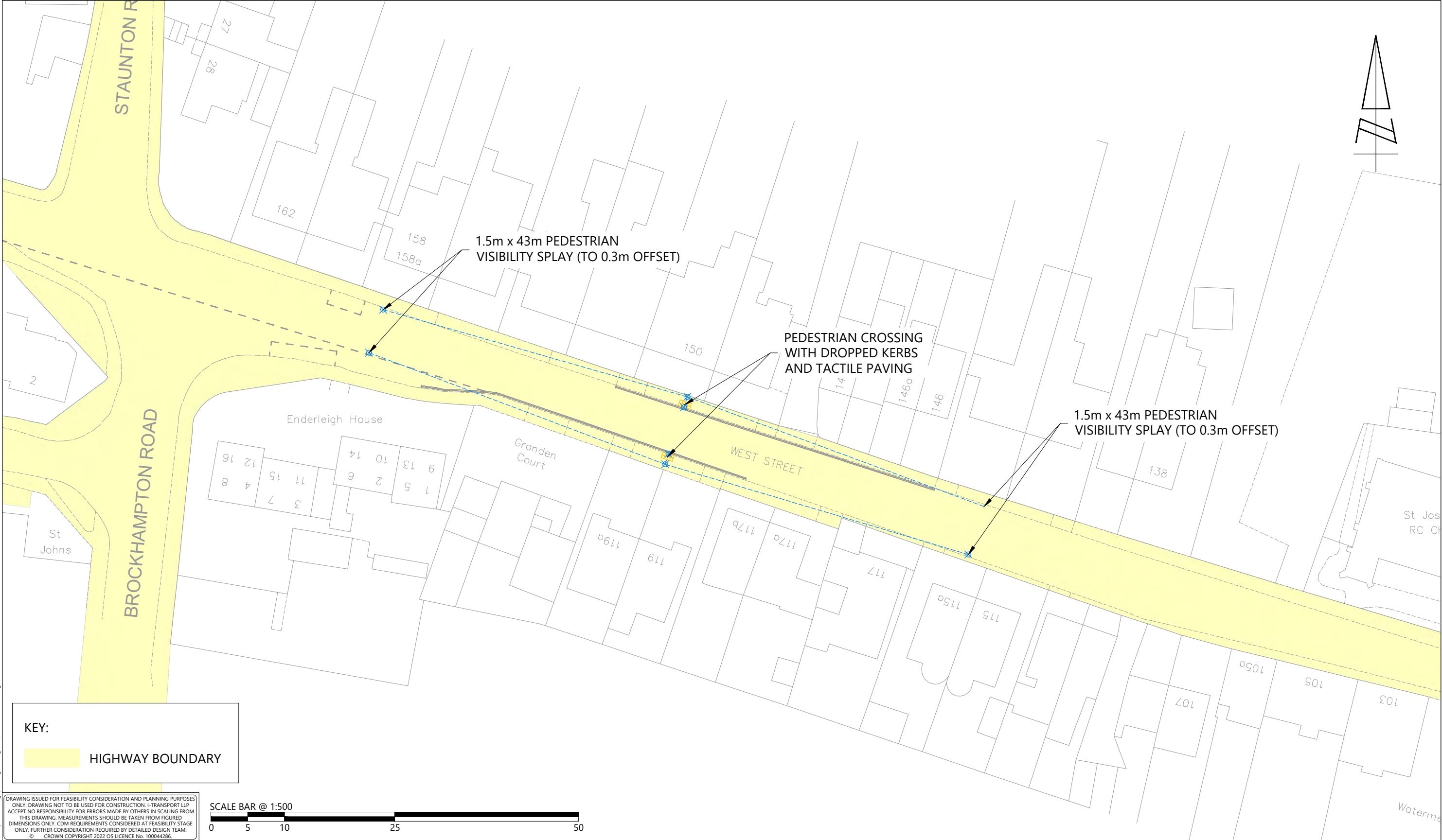
Tel: 01256 637940

REV	DATE	BY	DESCRIPTION	CHK	APD
			FOR INFORMATION		

TITLE: POTENTIAL PEDESTRIAN CROSSING - BEDHAMPTON ROAD	
PROJECT: LAND AT KINGSCROFT FARM, HAVANT	CLIENT: FOREMAN HOMES LTD

DRAWN: JD	CHECKED: BB	APPROVED: TW
PROJECT No: ITB15443	SCALE @ A3: 1:500	DATE: 19.01.23
DRAWING No: ITB15443-GA-008		REV: -

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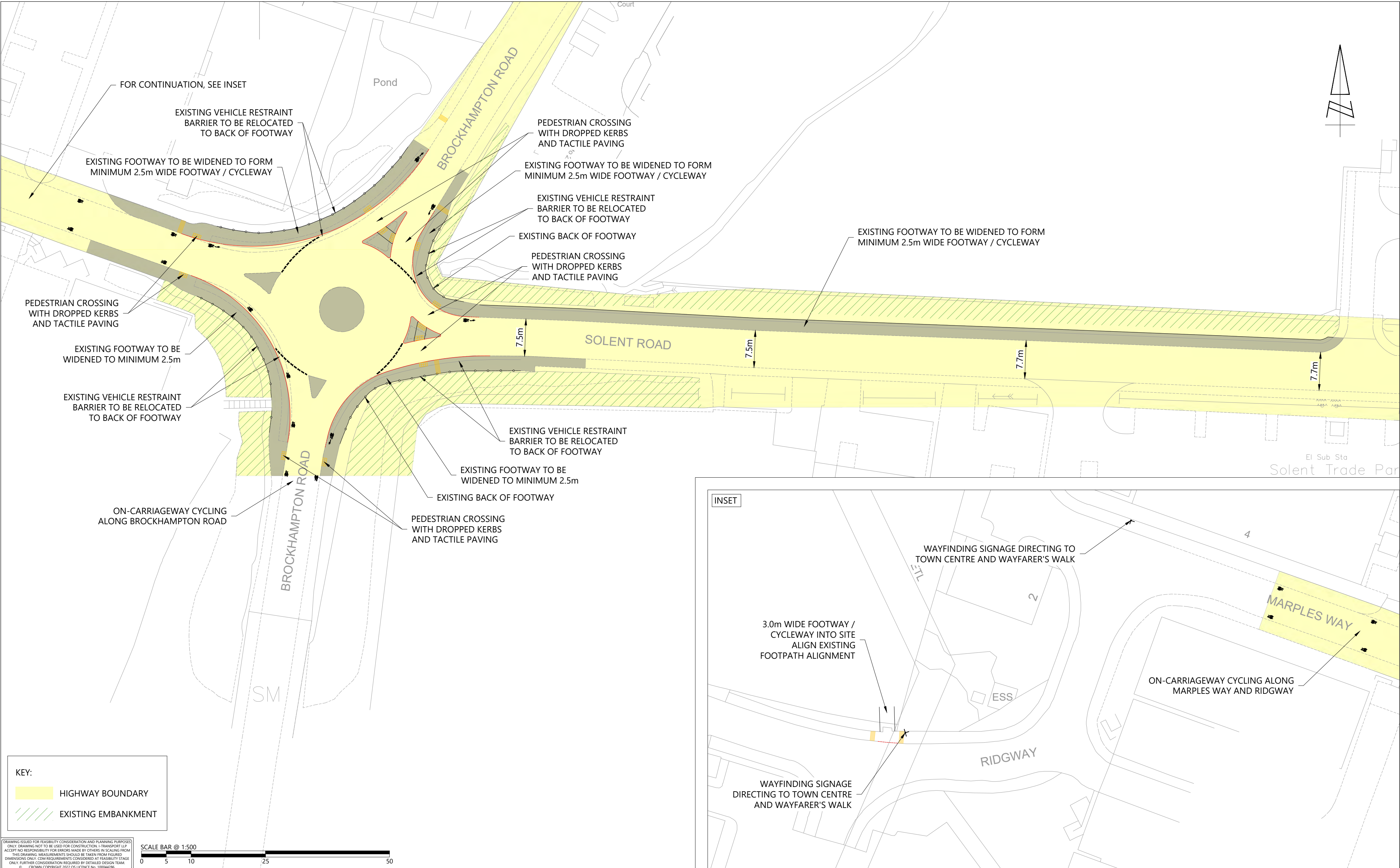
HIGHWAY BOUNDARY

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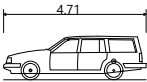
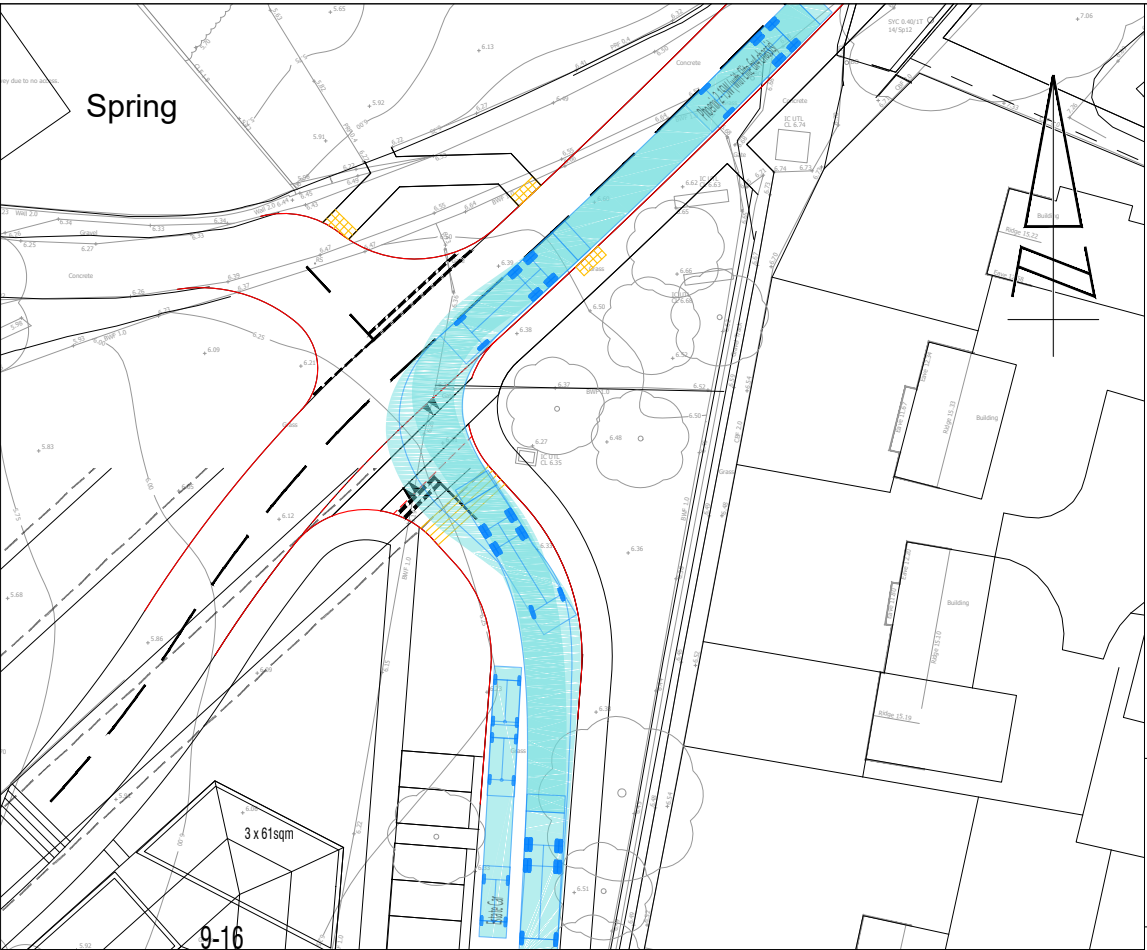
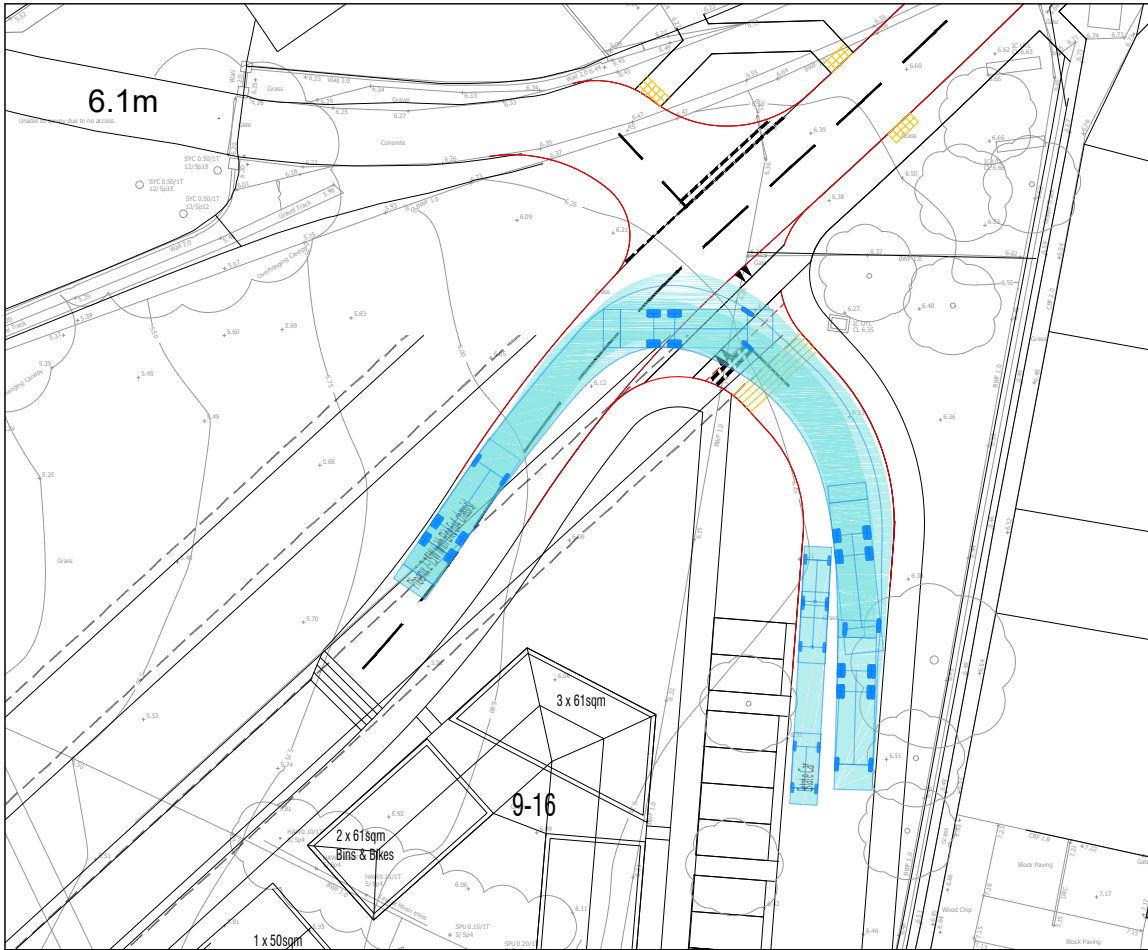


 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk									TITLE: POTENTIAL PEDESTRIAN CROSSING - WEST STREET			DRAWN: JD	CHECKED: BB	APPROVED: TW	
			REV	DATE	BY	DESCRIPTION		CHK				APD	PROJECT No: ITB15443	SCALE @ A3: 1:500	DATE: 19.01.23
			STATUS: FOR INFORMATION						PROJECT: LAND AT KINGSCROFT FARM, HAVANT			CLIENT: FOREMAN HOMES LTD			DRAWING No: ITB15443-GA-009

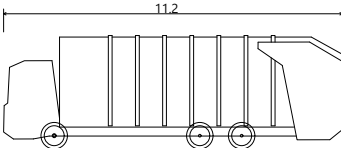
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 The Square, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk				TITLE: POTENTIAL PEDESTRIAN / CYCLIST IMPROVEMENTS TO BROCKHAMPTON ROAD / SOLENT ROAD ROUNDABOUT				DRAWN: JD		CHECKED: BB		APPROVED: TW	
REV: DATE: BY: DESCRIPTION: CHK: APD:				PROJECT:				PROJECT No: ITB15443		SCALE @ A2: 1:500		DATE: 19.01.23	
STATUS: FOR INFORMATION				CLIENT: FOREMAN HOMES LTD				DRAWING No: ITB15443-GA-010		REV: -			



Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



Phoenix 2-15W (with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

REV	DATE	BY	DESCRIPTION	CHK	APD
A	05.12.23	MM	UPDATES TO SITE LAYOUT, SITE ACCESS AND SWEEP PATHS	BB	TW

STATUS: FOR INFORMATION



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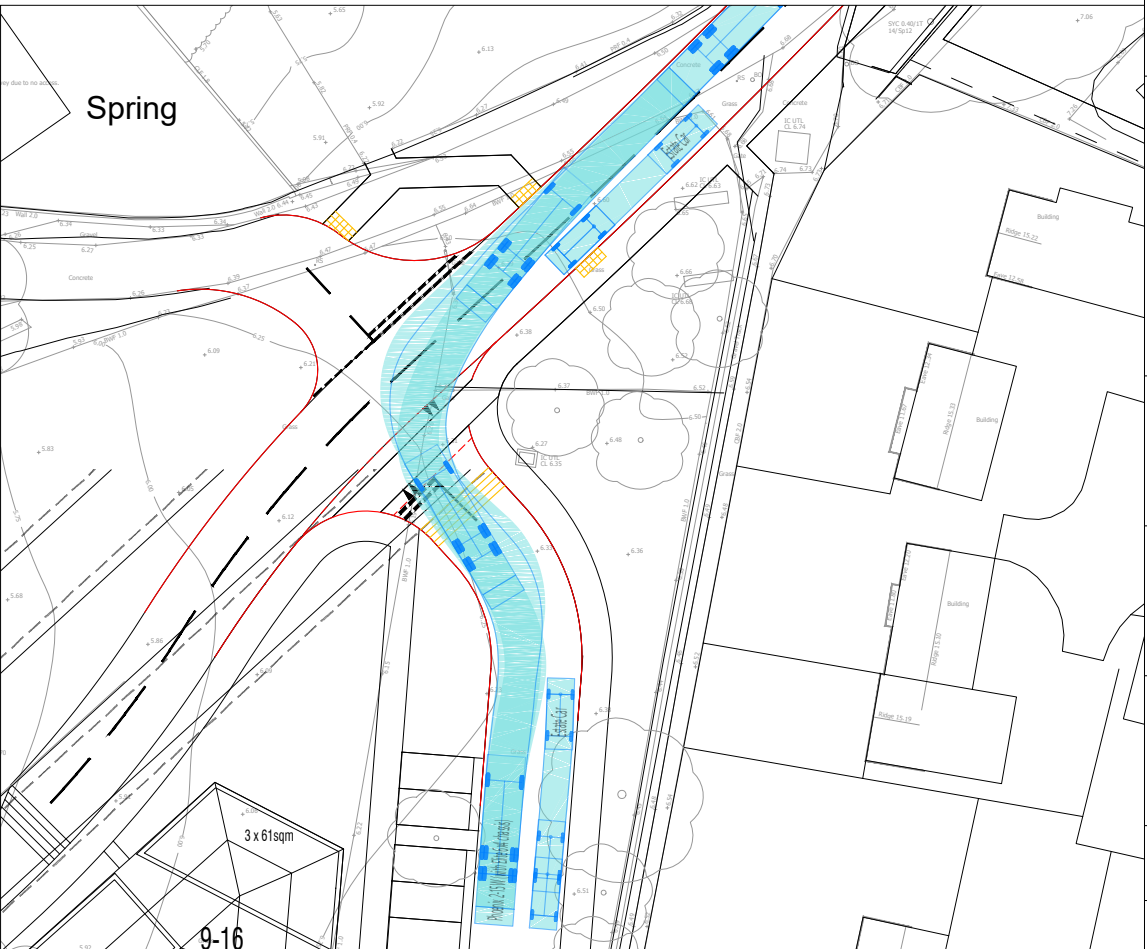
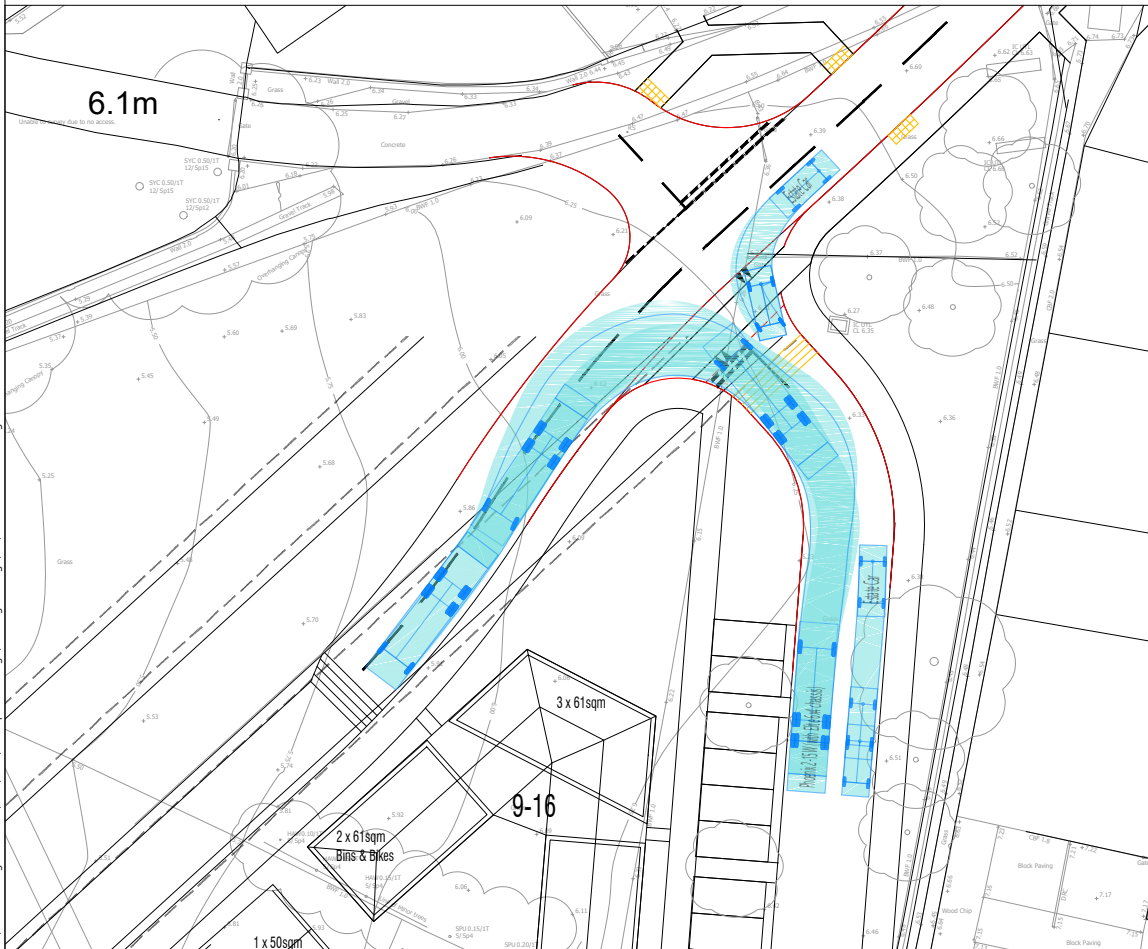
TITLE:
SWEPT PATH ANALYSIS - REFUSE VEHICLE & ESTATE CAR

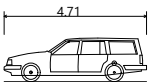
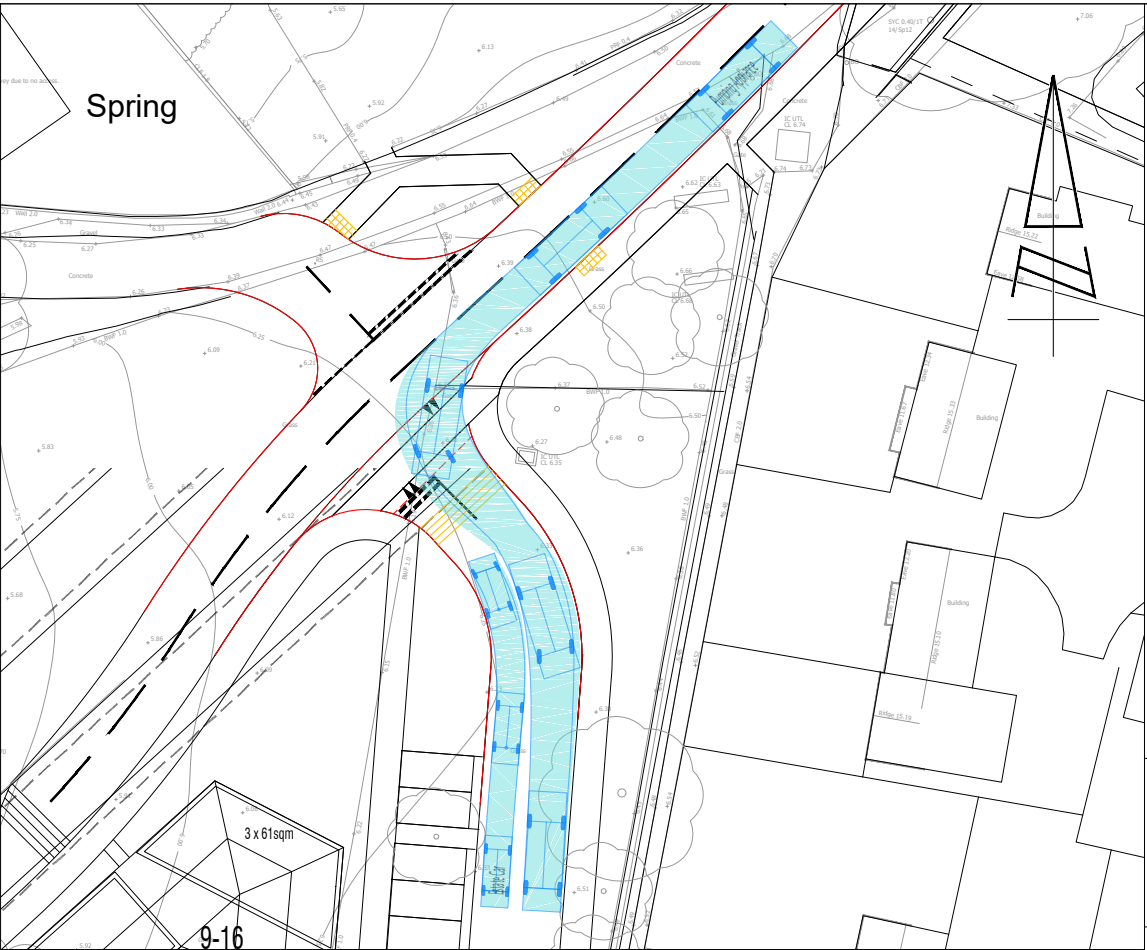
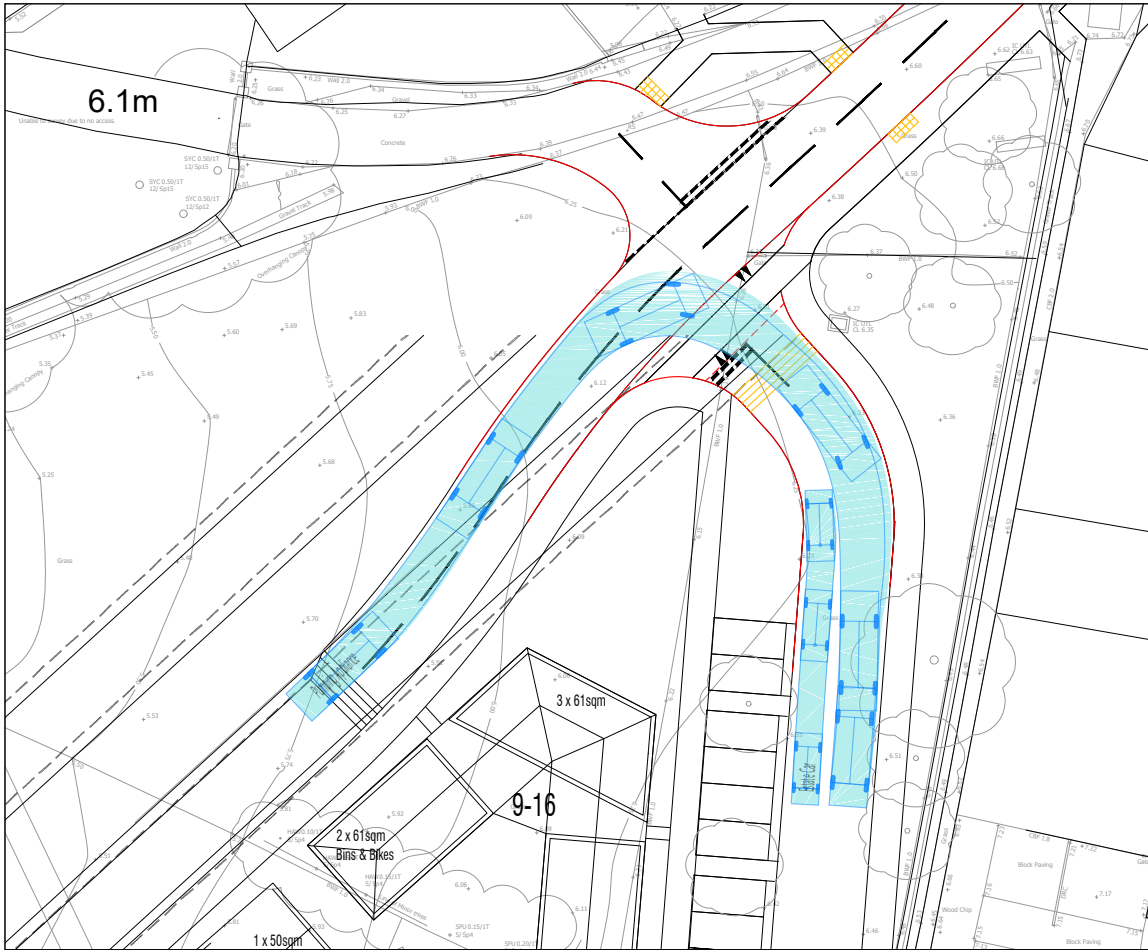
PROJECT:
LAND AT KINGSCROFT FARM, HAVANT

CLIENT:
FOREMAN HOMES LTD

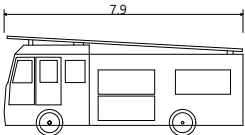
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PROJECT No: ITB15443	SCALE @ A3: 1:500	DATE: 21.08.23

DRAWING No: ITB15443-GA-012
REV: A





Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.350m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

A	05.12.23	MM	UPDATES TO SITE LAYOUT, SITE ACCESS AND SWEEP PATHS	BB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



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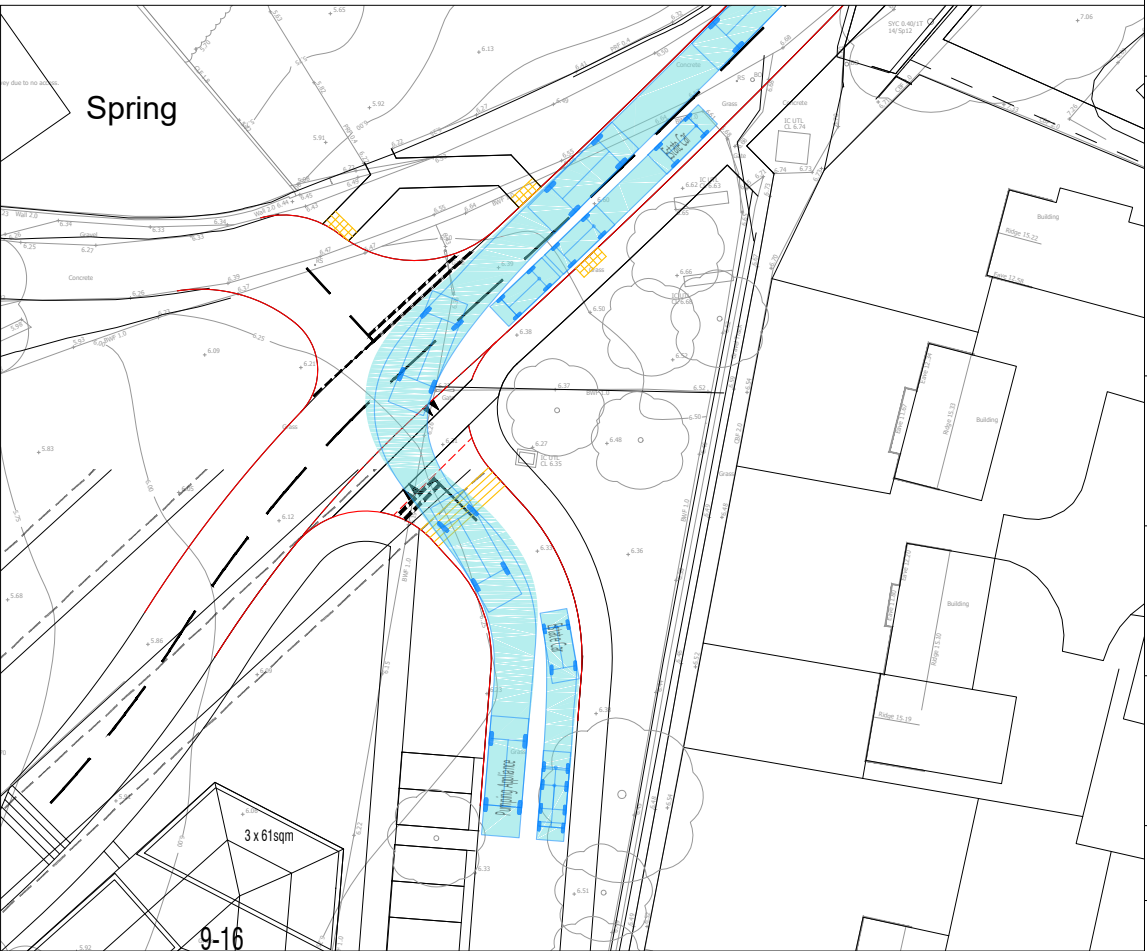
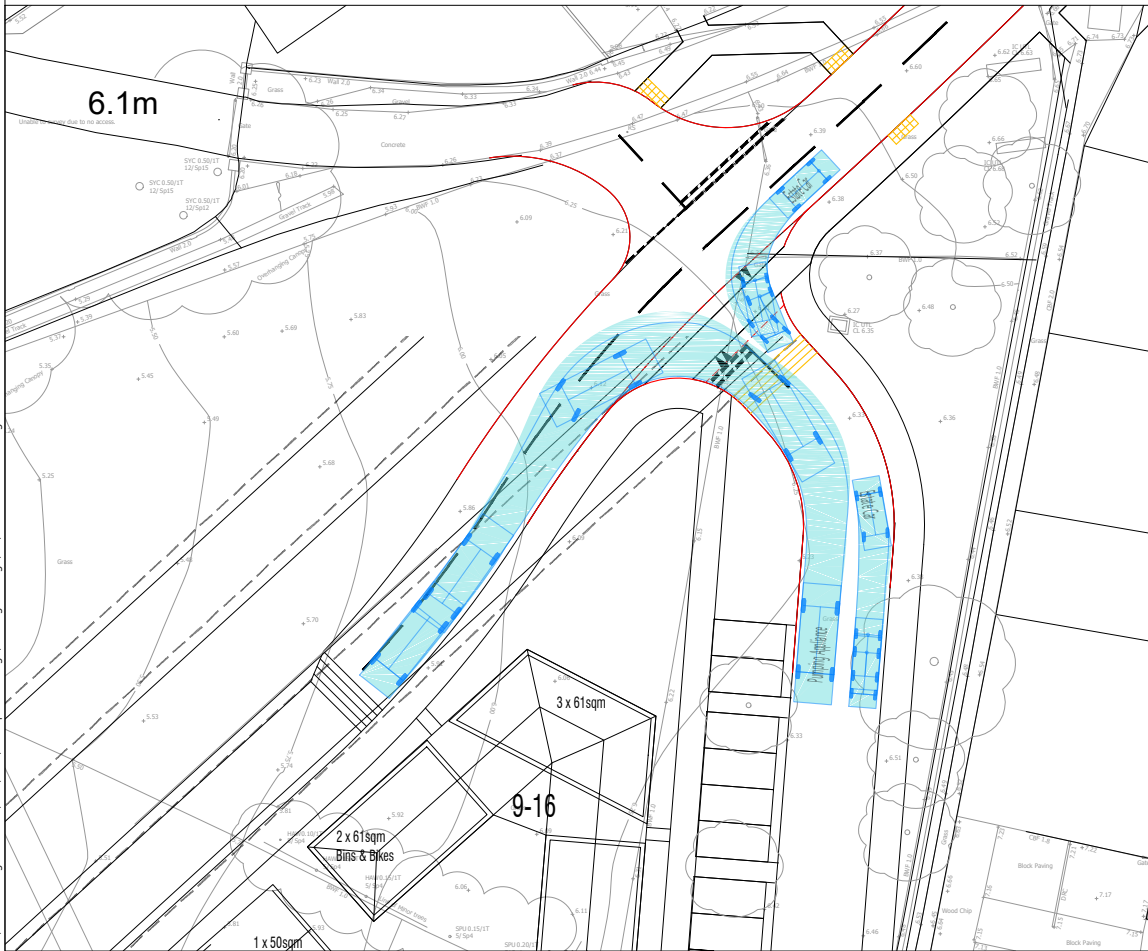
TITLE:
SWEEP PATH ANALYSIS - FIRE APPLIANCE & ESTATE CAR

PROJECT:
LAND AT KINGSCROFT FARM, HAVANT

CLIENT:
FOREMAN HOMES LTD

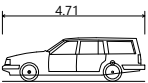
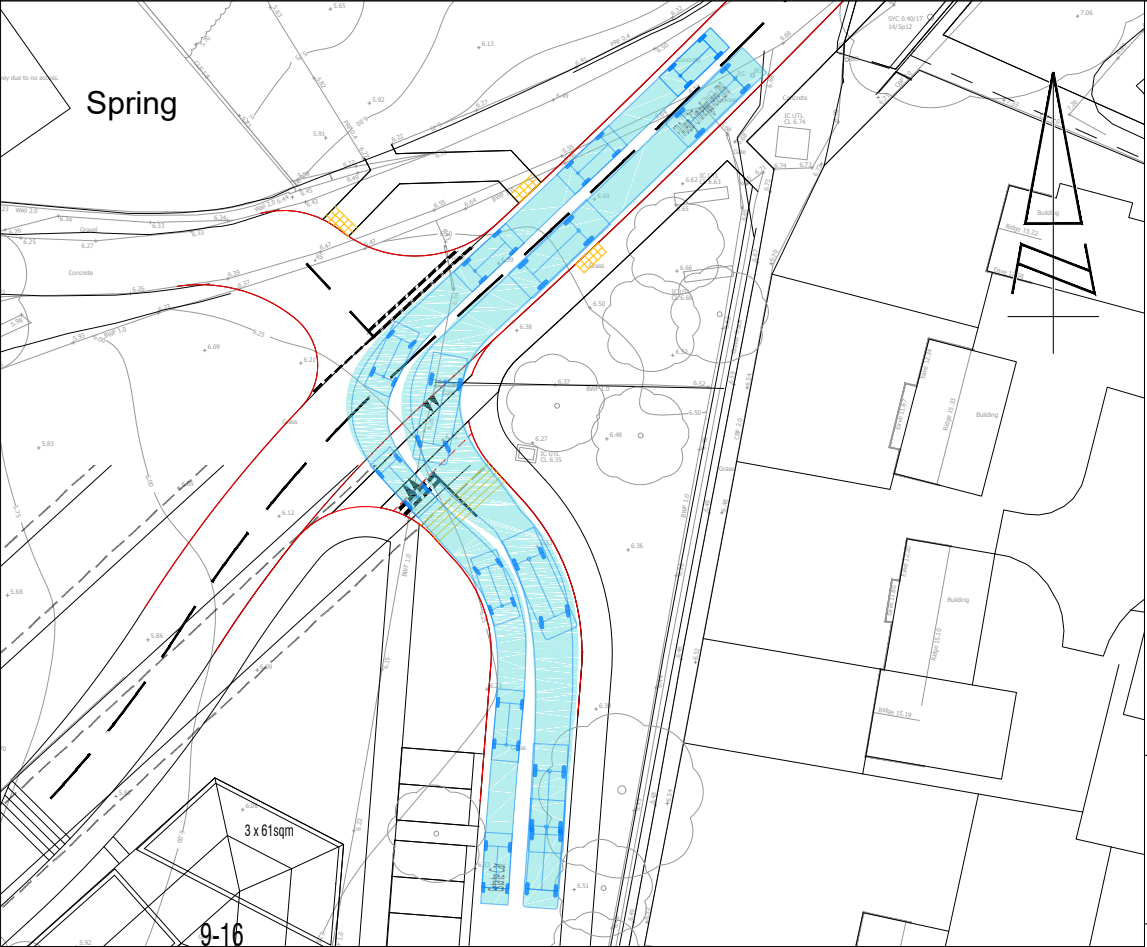
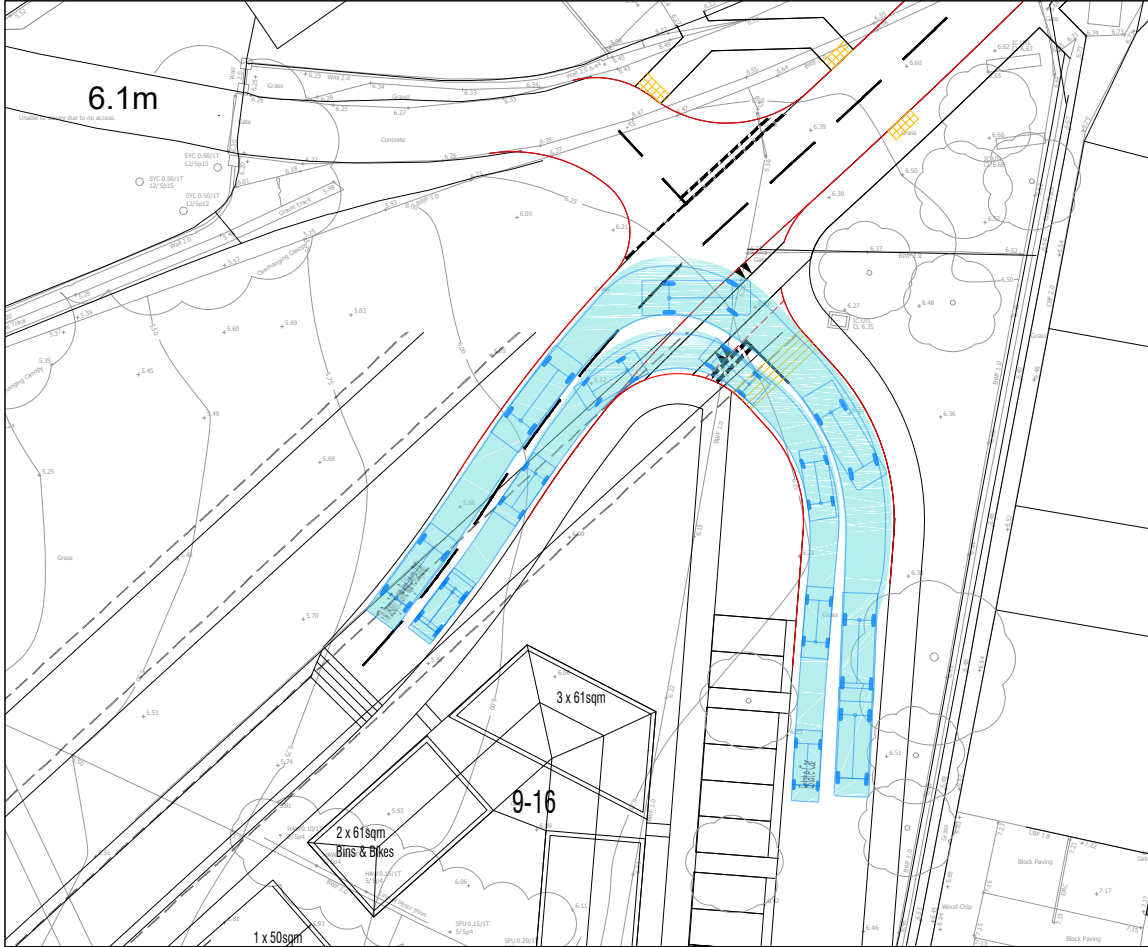
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PROJECT No: ITB15443	SCALE @ A3: 1:500	DATE: 21.08.23

DRAWING No: ITB15443-GA-013
REV: A

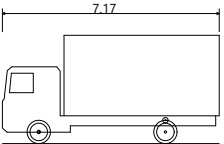


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Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



FTA Design 7.5 Tonne Rigid Vehicle (2016)
Overall Length 7.170m
Overall Width 2.300m
Overall Body Height 3.580m
Min Body Ground Clearance 0.375m
Track Width 2.120m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 7.000m

A	05.12.23	MM	UPDATES TO SITE LAYOUT, SITE ACCESS AND SWEEP PATHS	BB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



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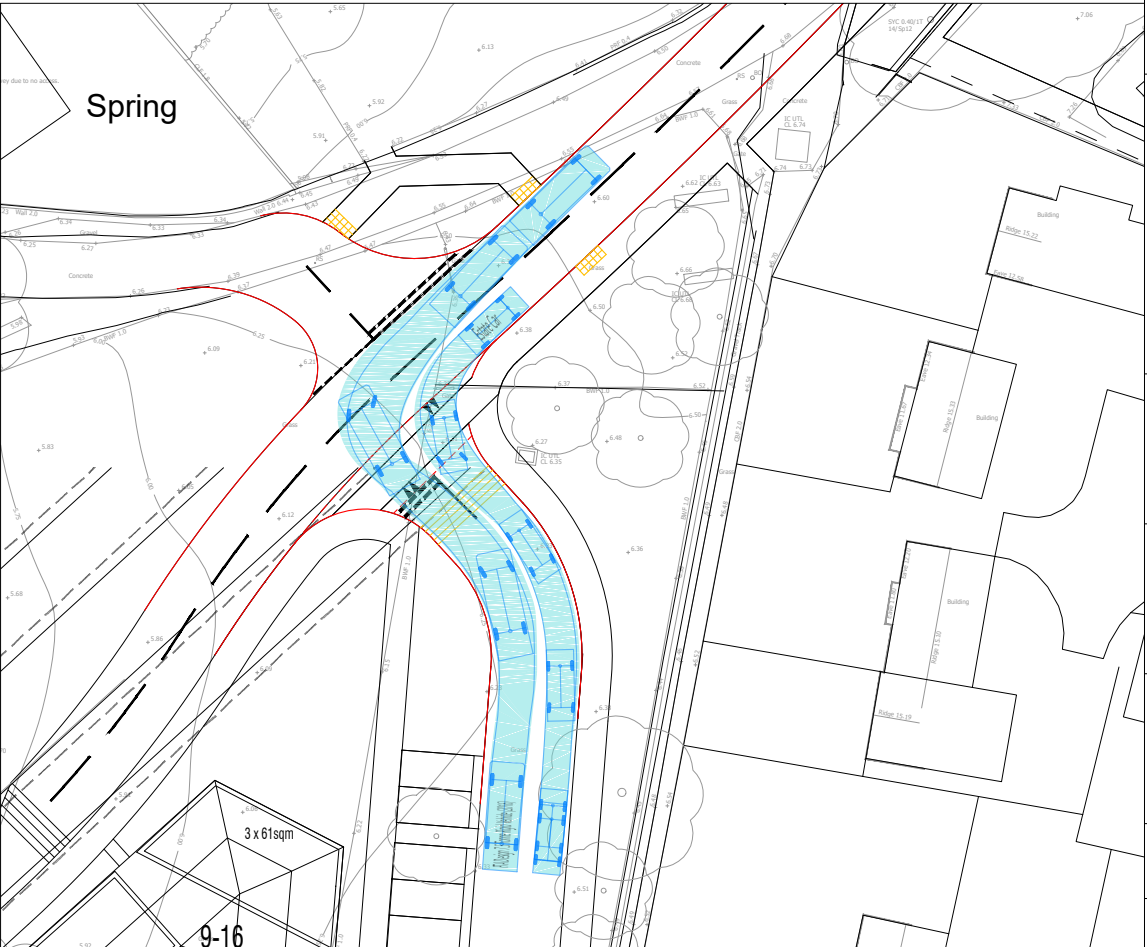
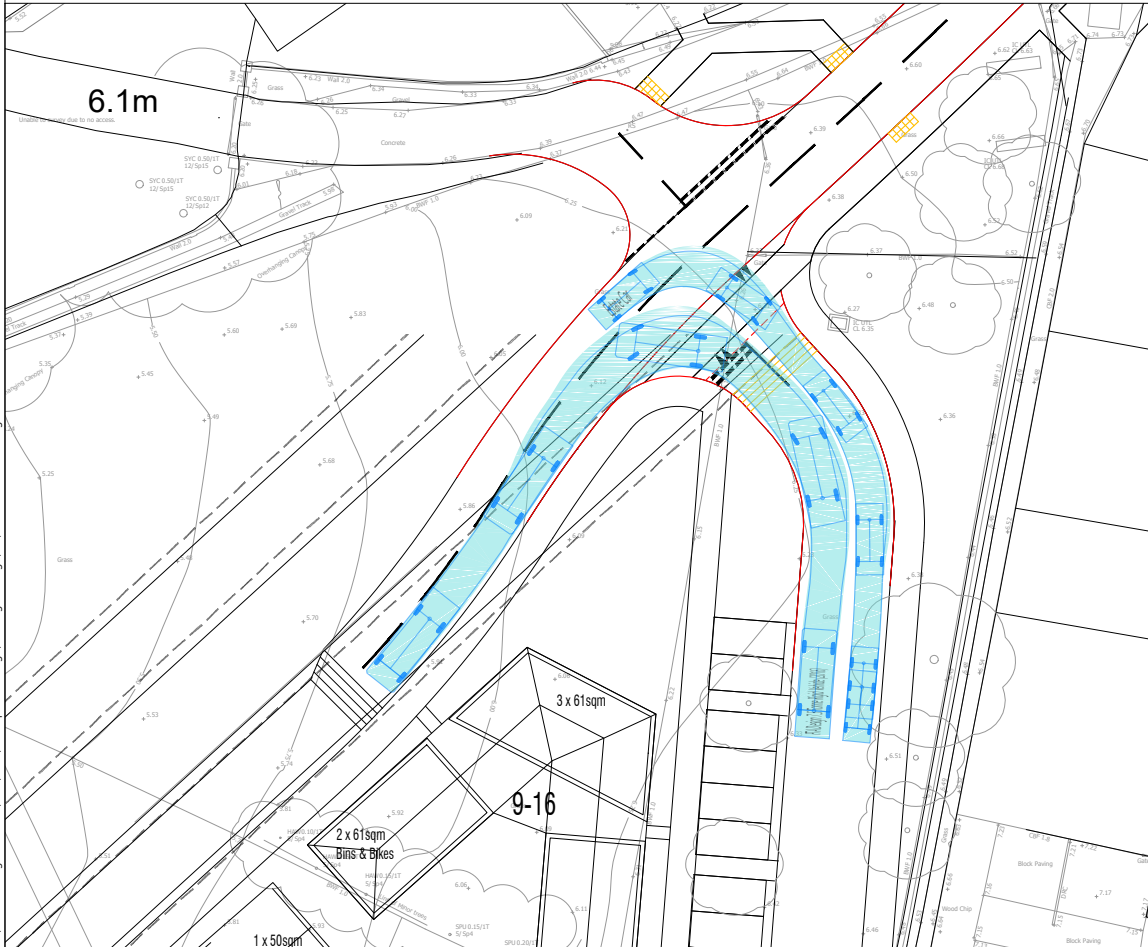
TITLE:
SWEPT PATH ANALYSIS - 7.5T BOX VAN & ESTATE CAR

PROJECT:
LAND AT KINGSCROFT FARM, HAVANT

CLIENT:
FOREMAN HOMES LTD

DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB15443	1:500	21.08.23

DRAWING No: ITB15443-GA-014
REV: A



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SCALE BAR @ 1:500
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