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<i>Date</i>	14 th May 2021	<i>Email</i>	Chris.hirst@hants.gov.uk

For the attention of Ms L Wells

Dear Madam

Land West of Hulbert Road, Havant - Outline planning application with all matters reserved except access for the development of up to 120 dwellings and associated improved site access, landscaping, footpaths, SuDS and other associated works on land to the west of Hulbert Road, Havant.

Thank you for re-consulting the Highway Authority on the above planning application. The Highway Authority initially issued a response dated 2nd September 2020 following a review of the Transport Assessment (TA) which requested further information from the applicant.

Discussions have subsequently taken place between the Highway Authority and the applicant around the additional information required, culminating in the submission of two follow up Technical Notes (TN01 and TN02) and a revised Framework Travel Plan (FTP). Following a review of these documents, the Highway Authority wish to make the following comments.

Site Accessibility

The Highway Authority stated within its previous response that the CIHT 'Providing for Journeys on Foot' document should be referred to when considering the 2km maximum distance that a pedestrian is prepared to walk. The applicant has noted this requirement within TN01.

The original TA tabulated facilities nearby to the site and noted their approximate distance. The facilities noted within the TA are all located to the south of the site which requires pedestrians and cyclists to cross the Hulbert Road/Purbrook Way roundabout by utilising the new shared use path

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

proposed to the south of the development. As identified below, there is an emerging vulnerable user accident record at the roundabout which is discussed in further detail under the Personal Injury Accident Data section of the response.

Proposed Pedestrian and Cycle Improvements

To improve the accessibility of the site, the applicant is proposing to provide a new 3m wide shared use facility to the south of the site and a 2m wide footway to the north along Hulbert Road. These proposals are outlined in drawing numbers SK02 Rev B and SK03 Rev B. It is understood that the footway to the north cannot be provided any wider than 2m given the constraints to the west of the carriageway. With regards to the new 3m wide shared use path to the south, the applicant was requested to consider the proposed infrastructure alongside LTN 1/20; however, it is noted that the follow up transport work has not undertaken this assessment.

It is unclear from the information provided to-date how the proposed footway/cycleway works impact on the trees along Hulbert Road. Whilst it is noted that the applicant has supplied a tree survey plan which sets out the location of trees on the western side of Hulbert Road and indicates their quality, further information has not been provided to understand which trees will be retained or lost to implement the aforementioned works.

The applicant should therefore clarify whether an Arboricultural Report has been undertaken inline with 'Trees, Landscaping & Ecology' (HCC TG15) which should provide an assessment in accordance with BS5937. Any highway trees lost to facilitate the works will require the payment of a CAVAT compensation fee. The potential tree loss will need to be balanced against the benefits of providing the new infrastructure to ultimately facilitate the proposed development, which would inform the local planning authority's consideration of the application.

Furthermore, the drawings do not detail the location of any proposed street lighting along Hulbert Road. This point must also be addressed, as previously requested by the Highway Authority as the impact of street lighting would also be of consideration to the local planning authority.

Personal Injury Accident Data

The applicant has obtained PIA data from Hampshire Constabulary for the most recent 5-year period. The data identified 25 accidents at the roundabout across the study period, 2 of which were on the Hulbert Road approach to the Hulbert Road/Purbrook Way roundabout whilst the remaining accidents were located along Hulbert Road and the rest of the roundabout.

The Hulbert Road/Purbrook Way roundabout has been identified by HCC's Safety Engineering Team as requiring safety improvements to reduce the number of observed accidents for vulnerable road users. Since the roundabout was upgraded in 2016, 13 accidents involving vulnerable road

users has been identified, all between the ages of 10-19. As the only walking route from the site to the schools, school children from the site would also be required to walk or cycle across the roundabout.

Furthermore, the proposed development assigns 85% of its vehicular trips south towards the roundabout, which equates to an additional 51 trips in the AM peak hour and 49 in the PM peak through the Hulbert Road arm of the junction which could increase the risk of conflict between motorists and vulnerable road users when crossing the roundabout.

Given the volume of accidents at this location and the potential for the proposed development to exacerbate the safety concerns via the additional junction movements, the Highway Authority require a contribution towards safety improvement schemes at the roundabout. Further discussions will be required with the applicant to agree a contribution value sufficient to mitigate the identified safety concerns.

Site Access

Within the Highway Authority's original response, further information was sought from the applicant regarding the requirement for a right turn lane into the site, including:

- Radii and dimensions of the new access;
- Tracking drawings for a family car, refuse vehicle and pantechnicon;
- Highway boundary annotated on the plans and a topographical survey provided to confirm the visibility splays are achievable;
- Arboriculture report to address the impact of the tree loss; and
- A Stage 1 Road Safety Audit.

Within TN01, updated site access proposals were presented in drawing number A096474-SK01 Rev B. The revised access arrangement featured a priority junction only, although no supporting commentary was provided as to why the right turn lane had been removed from the design. Whilst the applicant has not provided justification behind the amended junction form, the Highway Authority agree that a priority junction is an appropriate form of access into the site based on the current clear accident record along Hulbert Road and the traffic flow requirements under CD 123, subject to measures to address the points raised by the safety auditor and to reduce speeds along the road, as noted below.

The revised access proposal featured a 10m wide access radii, supported by visibility splays of 2.4m x 160m. Tracking into and out of the new access was also presented for a family car, pantechnicon and refuse vehicle in drawing number A096474-SK04. The junction geometries and vehicle tracking has been reviewed for the priority junction. Whilst it is noted that the revised geometry improves the manoeuvring of these vehicles, there are minor changes to the design which could be made to provide further improvements.

It is considered that the minor amendments can be made during the Section 278 design check process.

Whilst some of the information requested within the original response had been provided, TN01 did not include a Stage 1 Road Safety Audit. Subsequently, TN02 was produced by the applicant which provided an RSA1 and designer's response that encompasses both the proposed access and the new footway/cycleway provision along Hulbert Road.

RSA Issue 3.2 highlights the conspicuousness of the site access and raises the potential for accidents occurring given the lack of driver awareness of the new access. Street lighting, traffic signage and alternative, more prominent access forms are suggested as recommended solutions to this issue. Within the Designer's Response to the RSA, reference is made to drawing number SK05 which demonstrates the visibility available for vehicles turning right into the site. This drawing should be provided for review.

Speed Reduction Measures

The applicant's original TA identified 85th percentile speeds of 49.2mph northbound and southbound along Hulbert Road. The Highway Authority raised concern that the presence of a new junction could create a new safety concern on the highway without suitable mitigation.

Following discussions with the applicant regarding speed reduction measures on Hulbert Road, it has been agreed that the development will implement new signage and street lighting to both reduce speeds and raise awareness of the new junction. The Highway Authority will require plans detailing locations for both of these measures (the latter of which was identified within the previous response) to confirm their deliverability and to agree the delivery mechanism to ensure that the comments raised by the safety auditor can be suitably addressed.

Trip Generation

The applicant has re-run the TRICS assessment to understand the vehicular trip generation when assuming a 'houses privately owned' search only. The assessment resulted in two-way trip rates of 0.497 in the AM peak hour and 0.487 in the PM Peak hour, corresponding to an additional 60 and 58 two-way movements in the respective peak hours.

Following the revised TRICS assessment, the trip rates are considered acceptable for considering the proposed development's impact on the network.

Traffic Distribution

A revised traffic distribution assessment has been undertaken in TN01 to utilise MSOA data for census locations Havant 018A and Havant 018B. This dataset is considered more comparable for residential traffic distribution

instead of the existing traffic flow data given the current lack of residential housing along Hulbert Road.

Utilising the census data, 15% of the traffic is predicted to route northbound to the Dunsbury Park roundabout (equating to 9 trips in both peak periods) whilst the other 85% (equating to 51 and 49 trips in the respective peak periods) will head southbound to route via the ASDA roundabout. The Highway Authority agrees that the updated assessment is likely to be more reflective of the distribution from the site and is therefore suitable for assessing the development's impact.

Junction Modelling

Within the Highway Authority's previous response, junction modelling was requested for the ASDA and Dunsbury roundabouts. Given the revised trip distribution, it was agreed that modelling was required for the ASDA roundabout only.

TN02 has subsequently provided model outputs for the ASDA roundabout under the following scenarios:

- 2026 Baseline.
- 2026 Baseline + Development.

Whilst 2026 is considered acceptable as a future year development scenario, it is currently unclear how the baseline data has been growthed. This information should be provided to confirm that the growthed flows are suitable for use in a future year scenario. The applicant is also required to provide the outputs for the 2021 base year as a comparison against the future operation of the roundabout.

Each 'arm' of the model outputs is represented with a number instead of naming the approach and movement. The table should be updated to clearly identify which output relates to which approach to the roundabout.

It is also unclear whether committed development has been assumed within the model. The flows associated with the Land East of College Road (Campdown) development should be factored into the model for a sensitivity test. The site is allocated in HBC's emerging local plan and is currently subject to a live planning application.

Framework Travel Plan

Whilst a number of the issues raised within the Highway Authority's previous response on the FTP have now been addressed, there are still issues outstanding. The following information is therefore required before the FTP can be considered acceptable:

- A paragraph explaining the role of the Section 106 agreement including the value of the Travel Plan Cash Deposit.
- Commitment to pay HCC's monitoring and approval fees.

- Commitment to provide a Travel Plan Cash Deposit of equal value to travel plan measures.
- Section 3.1 states that the target is a 10% reduction in Single Occupancy Vehicles but Section 6 (paragraph 6.3) states that the target is 5%. This should be amended to 10%.
- In relation to the proposed costs and measures, a voucher for sustainable travel should be offered to all residents as a part of the Travel Information Pack and included accordingly in the costs.

Recommendation

The Highway Authority requires further information on the following points before a recommendation can be made:

- Further details regarding the offsite pedestrian and cycle improvements;
- Provision of an arboricultural report;
- Discussions with the Highway Authority regarding mitigation at the Asda Roundabout;
- Provision of drawing number SK05;
- Further details on speed reduction measures on Hulbert Road;
- Updated junction modelling for the Asda roundabout; and
- Updates to the Travel Plan.

I trust that the above is clear. Should you have any queries please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Ben Clifton – Transport Team Leader