



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

Tele: 0845 603 5638 (General Enquiries)
0845 603 5633 (Roads and Transport)
0845 603 5634 (Recycling Waste & Planning)

Textphone 0845 603 5625

Fax 01962 847055

www.hants.gov.uk

Head of Planning

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

Enquiries to	Chris Hirst	My reference	6-3-13-214
Direct Line	01962 846877	Your reference	APP/20/01221
Date	8 th March 2021	Email	Chris.Hirst@hants.gov.uk

For the attention of D Haywood

Land to the west of B&Q, Purbrook Way, Havant

Erection of retail foodstore with associated car parking, access, landscaping and engineering works.

Thank you for consultation on the above planning application. The applicant has submitted a Transport Assessment (TA) to address the transport implications of the proposed development. Following an initial review of the TA, the Highway Authority held a meeting with the applicant on 11th February 2021 to discuss matters noted within the document. The following response is provided following a review of the TA.

Development Proposals

Planning approval is sought for a 1,899sqm GFA Lidl store. The proposed development is located to the west of the Purbrook Way/Hulbert Road roundabout (Asda Roundabout), in-between the roundabout with the A3(M) and the B&Q store off Purbrook Way (A3(M) Junction 4 southbound on-slip roundabout). The site is served via a private access road making the northern arm of the roundabout and currently serves the B&Q store only.

The aforementioned Purbrook Way/Hulbert Road roundabout is located to the east of the site which serves the wider Bedhampton/Leigh Park area. Purbrook Way continues to the west onwards towards the Widley and Purbrook areas.

Site Accessibility

Walking and Cycle Access

Pedestrian and cycle connectivity to the site is currently provided on the

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

northern side of Purbrook Way via a shared use path. The shared use facilities head westbound along Purbrook Way up to the junction with College Road where it crosses to the southern side and connects with facilities onwards to Waterlooville and eastbound towards the Purbrook Way/Hulbert Road roundabout. There is no footway provision available on the southern side of Purbrook Way or on the private access road leading to B&Q.

Pedestrian connectivity into the site is proposed via a new link to be constructed from Purbrook Way. The pedestrian link is proposed to connect to the southern side of the car park which in-turn connects to the store entrance. As noted above, no pedestrian facilities are proposed along the private access road to the site, meaning the new link is the only way for pedestrians to access the development.

Given the current lack of pedestrian and cycle facilities and connections into the site, the Highway Authority have requested that the applicant widens the new pedestrian connection from Purbrook Way to 3m, therefore facilitating shared use access for pedestrian and cyclists. The applicant has acknowledged the need for cycle connectivity into the site and will provide additional information detailing the shared use facility. It is noted at this stage that the 1:15 alignment of the footway/cycleway is too steep and must be reconsidered alongside LTN 1/20. Given the difference in levels, a pedestrian barrier may need to be erected for safety. The applicant will also need to consider whether the OWC team at HCC will need to assess the culvert shown underneath the proposed pedestrian/cycle access. Where the pedestrian/cycle link joins the existing shared use path on Purbrook Way, the applicant will need to provide visibility splays for cyclists and demonstrate at this stage that this can be achieved.

Pedestrian and cycle access from the west will require the northern arm of the aforementioned A3(M) Junction 4 roundabout to be crossed via the existing dropped kerb facilities. It is noted that the northbound pedestrian/cyclist visibility splay at the crossing on the eastern side of Purbrook Way is constrained by the existing vegetation and also by the B&Q sign. The proposed development will exacerbate both traffic flow and pedestrian/cycle movements at the junction, increasing the chance of conflict for pedestrians/cyclists trying to cross the roundabout. The applicant should therefore ensure that the visibility splays are kept clear for pedestrians and cyclists to cross safely and maintained in perpetuity. This will involve the removal of the existing vegetation and relocation of the sign which currently obstructs the visibility splays. The applicant should demonstrate the achievable visibility splays in accordance with HCC TG3 and LTN 1/20 and set out pedestrian and cycle improvements at the crossing to ensure safe access across the roundabout for sustainable modes of transport.

Bus

The nearest bus stops to the site are available circa 100m on Purbrook Way. The stops currently benefit from sheltered waiting facilities and a timetable which provide services to Havant and Portsmouth every 30 minutes and wider destinations such as Petersfield every hour. This is considered acceptable.

Rail

The nearest rail station to the site is located within Bedhampton which is over 2km away from the proposed site. Rail travel does therefore not represent an alternative mode of travel to the store given the distance set out above.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been gathered from Hampshire Constabulary for a five-year period spanning up to 31/12/2019. The Highway Authority note that the data is now over a year out of date and therefore recent accidents may have been missed off the analysis. However, the latest injury accident data has been checked internally for the most recent information available back to 2016 for the Purbrook Way/Hulbert Road roundabout. Between June 2016 and April 2020, 12 collisions were identified across the roundabout. The junction has therefore been identified by the Highway Authority as requiring safety improvement works to reduce the number of observed accidents.

The Highway Authority disagrees with the assumption made within the TA that the causation factors behind the accidents were largely human factors i.e. driver error and that no measures are therefore required in order to prevent further accidents at the junction. The level of accidents at this location suggests that there may be highway safety improvements required to improve driver safety. The recent accident data reaffirms this position by identifying accident clusters across at the Purbrook Way toucan crossing and the Purbrook Way/Hulbert Road roundabout itself.

The Highway Authority are yet to agree the proposed development's trip generation, distribution and trip reassignment. Until this is established the Highway Authority are not able to determine whether the proposed development will exacerbate the existing accident trend at the roundabout as a result of the associated additional traffic.

The Highway Authority will explore this matter further with the applicant once the trip rates and distribution have been agreed.

Vehicular Access

Vehicular access to the store is proposed to the western side of the site via a new priority junction onto the private access road. The proposed access arrangement is detailed in drawing number B/LIDLPUROBROOKWAY.1/01 Rev C.

Following a review of this drawing, the Highway Authority wish to make the following comments:

The proposed access is not perpendicular to the existing main road that serves B&Q. The skewed alignment will require a slightly wider access and differing radii to accommodate safe access egressing manoeuvres. This will also increase the likelihood of conflicts in the vicinity of the public highway. It is also noted that the proposed retaining wall is very close to the visibility splay and must be designed outside of required visibility, the current proximity means there is a risk during construction that the actual alignment means that the retaining wall obstructs achievable visibility.

The proposals affect an existing road restraint system that connects to the highway's road restraint system. This barrier is important for public safety and any changes/alterations must be evaluated using risk assessment tool and guidance in the appropriate standards. Please refer to: Design & Maintenance Guidance for Local Authority Roads Provision of Road Restraint Systems on Local Authority Roads. (2011). This information needs to be provided to demonstrate that an acceptable solution for the amendments of the barrier can be achieved.

Existing entry visibility to the roundabout is substandard with trees, vehicle restraint systems and signs all obstructing required views. Full roundabout entry visibility will need to be provided based on measured speeds to ensure safe access to the highway.

As previously mentioned, no pedestrian facilities are provided through the car park. The single point of pedestrian access is proposed directly from Purbrook Way which connects to the store's entrance.

Parking

In their capacity as local parking authority, Havant Borough Council should determine whether the proposed quantum of parking meets the adopted parking standards. It is noted that the applicant has undertaken a parking accumulation survey for Havant Borough Council to comment specifically on.

A total of 132 spaces are proposed on-site. It is noted that the parking bay dimensions are provided above the adopted parking standards, whilst the number of bays is provided in line with Havant's adopted parking SPD. The Highway Authority are satisfied that the parking provision is sufficient, however there is concern that drivers will stop on Purbrook Way to access the site rather than utilise the car park, especially given the location of the pedestrian/cycle access to the site. A contribution would therefore be required to implement a TRO on Purbrook Way if necessary, to prevent any such parking.

Trip Generation Assessment

To assess the trip generation from the proposed store, the applicant has utilised the TRICS database to analyse discount food stores at edge of town locations. It is noted that a total of 4 sites were identified when calculating the following trip rates:

- TRICS AM Peak Hour (two-way): 3.769.
- TRICS PM Peak Hour (two-way): 9.306.
- TRICS Sat Peak Hour (two-way): 12.029.

To robustly test the trip rates identified through the TRICS assessment, trip rates have also been derived from a recently opened Lidl store in Whiteley. The store is representative of the proposed stores' location in Purbrook and therefore is a valid comparator. To calculate the trip rates, ANPR data was obtained from October 2019 which is recognised as a pre-Covid neutral month. Utilising the ANPR data resulted in the following trip rates:

- ANPR AM Peak Hour (two-way): 4.384.
- ANPR PM Peak Hour (two-way): 9.438.

- ANPR Sat Peak Hour (two-way): 12.047.

The ANPR provided trip rates greater than those assessed through TRICS. It is therefore agreed that the applicant adopts the ANPR trip rates to ensure that the trip generation from the proposed site is robustly assessed.

The trip generation has been further filtered by taking account of the variety of trip forms generated by the development. The applicant's TA identifies that trips have been broken down into the following categories:

- Primary Trips.
 - Primary Transferred Trips.
 - Primary New Trips.
- Secondary/Pass-by Trips.

The Highway Authority acknowledges that not all trips generated by the new food store will be new on the network but requires a robust assessment to understand the rationale behind the split of the trips noted above. This assessment is addressed under Trip Distribution below.

Trip Distribution

To calculate the trip distribution to the site, the location of existing Lidl stores has been examined to understand the likelihood of customers travelling to the existing or new store. The applicant concludes that customers will reside in Purbrook, Widley and Bedhampton. However, Appendix G of the TA shows an extended catchment area which encompasses Leigh Park. The Highway Authority consider that whilst Leigh Park is served by an existing Lidl store, there is likely to be a percentage of these customers who are located closer to the new store and also those who are attracted to the new facilities who should be accounted for in the distribution assessment. Confirmation is requested from the applicant that this is the case.

The applicant has indicated that 40% of customers to the new store are likely to be reassigned from the nearby ASDA store. In the absence of a Retail Impact Assessment for the development, the Highway Authority require further evidence to justify the 40% retail draw assumption. This figure seems high given the retail offer of a Lidl does not match that of an Asda and whilst it is likely some shoppers will switch stores; it is also likely that they will be required to visit both.

Similarly, a 20% pass-by trip assumption has been within the TA without supporting evidence to justify the figure. The Highway Authority request further justification from the applicant to confirm that the 20% pass-by assumption is not overly robust when considering new trip generation on the network.

The Highway Authority require the points above to be addressed before the percentage of new trips on the network and the overall site distribution can be agreed.

Highway Impact & Junction Modelling

To understand the baseline traffic conditions in the area, the applicant undertook manual classified turning counts in September 2020. The following junctions were surveyed:

- Purbrook Way / A3(M) Junction 4 southbound 4-arm roundabout;
- Purbrook Way/ A3(M) Junction 4 northbound 3-arm roundabout;
- Purbrook Way / Hulbert Road / B2150 signalised roundabout; and
- Purbrook Way / Stakes Road / Stakes Hill Road / Crookhorn Lane 4-arm roundabout.

Clarification is required from the applicant as to why the College Road/Purbrook Way signal junction was not assessed with the junctions mentioned above.

To review the robustness of the survey results, traffic surveys undertaken in 2016 in support of the Campdown development (APP/19/01101) were growthed to a 2020 baseline via TEMPRO. The 6% traffic growth assumption between 2016 – 2020 is considered acceptable.

It is noted that the September 2020 results were down 18% in the AM peak hour and 2% in the PM peak hour and are therefore considered the less robust data because of the impact of the Covid-19 pandemic. The applicant has therefore included a 20% uplift on the weekday morning peak flows and a 5% uplift on the weekday evening peak flows to account for the impact of the Covid-19 pandemic on traffic flows. No uplift is proposed on the Saturday peak hour data in line with DfT statistics.

The Highway Authority considers the use of the growthed TEMPRO data acceptable in this instance and should be used as the basis for carrying out junction modelling.

The following scenarios have been assessed for junction modelling within the TA across the AM, PM and Saturday peak hours:

- 2020 without development;
- 2020 with development;
- 2025 without development + committed development; and
- 2025 with development + committed development.

The scenarios above are considered acceptable for the purpose of assessing the impact of the development.

Junction Modelling

The applicant has undertaken modelling for the following junctions:

- Site Access;
- Purbrook Way/A3(M) Junction 4 Roundabouts; and
- Purbrook Way/Stakes Road/Stakes Hill Road/Crookhorn Lane Roundabout.

As noted above, the Highway Authority has requested that the applicant revisits their distribution and pass-by/primary transferred trip assumptions to

understand what impact the proposed development will have on the local highway network. Currently, the Highway Authority disagrees that the development will not have an impact on the Purbrook Way/Hulbert Road roundabout which will also need to be modelled once the trip rates and distribution have been agreed.

In the absence of an agreed trip rate assumption and distribution, the Highway Authority have not provided detailed comments on the model outputs. Detailed comments will follow once these matters have been agreed and the models updated accordingly.

Travel Plan

This Full Travel Plan 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 Travel Plan is generally good, it still requires some amendments before it can be approved.

Background

The Policy Section should be expanded to further reference national and local policy documents relevant to the TP. These may include, but are not limited to:

- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)
- IHT's 'Guidelines for Providing Journeys on Foot' (2000)
- CIHT's 'Buses in Urban Developments' (2018)
- DfT's Manual for Streets (2007)
- Hampshire's Local Transport Plan 2011-2031 (2013)
- Hampshire County Council's 'A Guide to Development Related Travel Plans' (2009)
- Hampshire County Council's Parking Standards
- LPA Parking SPD (where applicable)
- LPA Clean Air Policy (where applicable)
- LPA Local Plan (where applicable)
- LPA Electric Vehicle SPD (where applicable)
- Neighbourhood Plans (where applicable)

Consultation and Partnerships

The Travel Plan should contain evidence of preliminary liaisons with local cycle shops and public transport operators to scope the possibility of arranging for discounts on equipment and services respectively. These communications can then form the basis for further negotiations between these companies and the Travel Plan Coordinator (TPC).

Targets

The proposed targets are set out in Section 7 of the Travel Plan. An overall target of an 8% reduction in Single Occupancy Car Use over a five-year period is proposed. This should be amended to a minimum of 10% over 5 years to be in line with the County Council's guidelines.

Measures

It would be useful to include the following measures;

Walking:

- Promotion of safe local walking routes including the provision of route maps
- Improvements to (and maintenance of) the walking network and signage
- Promotion of free health apps

Cycling:

- Improvements to (and maintenance of) the cycle network
- Provision of cycle route maps and improvements to signage
- Bike Service Stations (staff and visitors)

Public Transport:

- Employers can consider provision of interest free loans to purchase season tickets (up to £5000 can be provided without tax implications)
- Guaranteed ride home for staff in emergency situations

Car Park Management

- Allocate priority parking space to car sharers

An action plan should be included in the appendix which details each measure to be conducted as part of the Travel Plan (including resources to be allocated to the TPC role). The action plan should be similar in layout to the example table below. A cost estimate for these items must be included which is used to approximate a Travel Plan Cash Deposit (see "Delivery and Enforcement").

Objective	Action	Start Date	Due Date	Responsibility	Mode affected	Cost Estimate

Table 1 - Example Action Plan

Roles and Responsibilities

Section 5 should include firmer details with regards to the Travel Plan Coordinator. The end user is known and therefore there should be further details as set out below;

- Job title
- Organisation
- Proposed start date of Travel Plan Coordinator
- Time to be spent per week on the Travel Plan
- Number of weeks per year to be working on the Travel Plan
- Cost per hour
- End date (cannot be earlier than before the end of the Travel Plan)
- Overall cost

Monitoring

A monitoring timetable should be included in Section 8 which sets out the level of report for each year. A baseline should be undertaken in Year 1 with a yearly monitoring report. The Travel Plan should have a minimum duration of 5 years.

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

There are currently no measures in place to encourage members of staff to complete a questionnaire survey. Entry into a prize draw could be offered to those who complete a survey, although it should be noted that the prize should not be travel-related (e.g., bus tickets, cycle vouchers, etc).

Delivery and Enforcement

There should be a reference in the document to a means for enforcing the Travel Plan. Typically, this is accomplished through a Section 106 agreement. A commitment to pay HCC's monitoring and approval fees should be included in Section 10.

Sanctions should be in place in the event that the commitments stated in the Travel Plan are not met. This includes any remedial measures which could be implemented if the targets are not met, e.g., personalised transport planning.

Recommendation

The Highway Authority require the following information:

- Further information regarding the proposed pedestrian access into the site;
- An updated plan which confirms the new pedestrian access will be widened to a minimum of 3m to accommodate cyclists, addressing all of the comments raised above;
- Updated analysis of the PIA data;
- Updated drawings for the site access;
- Clarification regarding the pass-by and primary transferred trip assumptions made in the TA;
- Clarification regarding the approach taken when assessing the traffic distribution;
- Updated model outputs once the trip rates and distribution have been agreed;
- Consideration towards the modelling of the Purbrook Way/Hulbert Road roundabout; and
- Updates to the Travel Plan.

If the Planning Authority are minded to determine the application ahead of the additional information being provided please contact me for our recommendation.

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,

Gemma McCart – Transport Team Leader