

**Proposed 64-bed Care Home
on land adjoining**

**Helmsley House, Bartons Road
Havant PO9 5NB**

TRANSPORT ASSESSMENT



Brackley Investments Ltd

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CONTENTS

1. Introduction
2. Policy Background
- 3 Location and Description of the Site
4. Existing Transport infrastructure
5. Proposed development
6. Future Traffic flows
7. Impact of the proposed development
- 8 Mitigation
9. Conclusions

FIGURES

- | | |
|-----------|---|
| Figure 1 | Site location and context |
| Figure 2 | Existing site layout |
| Figure 3 | Local highway network |
| Figure 4 | Bus route map |
| Figure 5 | 2020 AM and PM peak traffic flows on Bartons Road |
| Figure 6 | Proposed site layout |
| Figure 7 | Incremental traffic from fully developed Site H.25 (AM and PM peak) |
| Figure 8 | tracking analysis of ambulance within site |
| Figure 9 | Committed development traffic AM and PM peaks |
| Figure 10 | 2025 'Base' traffic flows AM and PM peaks |
| Figure 11 | 2025 Base traffic + all Committed development (AM and PM peaks) |
| Figure 12 | 2025 traffic + All committed development + proposed development (AM and PM peaks) |

1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by The Richard Parker Consultancy Ltd on behalf of Brackley Investments Ltd to accompany a planning application for the construction of a 64 bed Care Home on land in the south-east corner of the Helmsley House site. This whole site is identified in the emerging Havant Local Plan as Policy H.25 and is considered suitable for '*up to 15 dwellings*', however pre-application enquiries of Havant BC indicate that the principle of this type development [*ie a Care Home*] would be supported.
- 1.2 It is proposed that all vehicle access to the site would be taken off a short west-facing spur off the new access road into the Bellway /Brookvale residential development of 175 dwellings currently under construction on a site immediately south of Helmsley House. The standard and layout of this access road and its junction with Bartons Road were agreed with HCC as part of the overall approval for this site in December 2016 (the application reference was APP/15/01435) and therefore Brackley has no control over the timing, standard or adoption process of this access, however there is a legal agreement in place between the landowners, Bellway and Brackley Investments to permit the construction of a spur road to serve a Care Home and some residential units off the west side of their new access road approximately 80m south of the junction with Bartons Road. The layout and standard of the new ghost-island junction off Bartons Road were agreed by Bellway and HCC in December 2016 and although the access road has been constructed, the junction with Bartons Road is in an embryonic form. It is unlikely given the relatively small volume of traffic to and from a Care Home and around 15 additional houses to warrant any change to that junction that was considered suitable to serve 175 new dwellings, although that will be assessed later in this report.
- 1.3 Pre-application enquiries have been made on planning matters to Havant Borough Council (HBC) and on highway and transport matters to Hampshire County Council (HCC) in the lead up to the submission of the application. The response received from both authorities are described in the following section.
- 1.4 The application site is currently a derelict former garden curtilage and is surrounded by existing and new residential development. Apart from the 175 dwellings currently under construction by Bellway on land abutting the southern boundary (a site now known as Brookvale) there are recent approvals for housing on the north side of Bartons Road; including a Linden Homes development for 55 dwellings (accessed off Harrison Way and now complete) and a recent (2019) approval for 72 dwellings on a site immediately to the west of the crematorium (the site known as Camp Field). Longer term plans being



considered by Havant BC include a major development further south on a site known as the Southleigh .Strategic site.

- 1.5 This Transport Assessment (TA) contains details of the relevant planning and transport policies, along with details of the existing transport infrastructure including road safety, bus services, cycle routes and pedestrian facilities, proximity to local services and estimates of the expected traffic this site will generate. The impact of this traffic on the local transport infrastructure is also assessed and the need for any mitigation considered. Because of the relatively small scale of this development it was agreed with HCC that no Travel Plan would be required for this site.
- 1.6 This report should be read in conjunction with the other reports and detailed design drawings submitted with the application.

2. POLICY BACKGROUND

2.1 There are three main sources of Planning Policy applicable to this development, being; i) National Policy as set out in the National Planning Policy Framework (NPPF) including its various revisions, ii) local planning policy as set out in the Havant Core Strategy adopted by HBC in March 2011 and the policies of the Emerging Local Plan and iii) the policies set out in the Hampshire Local Transport Plan 2011-2031. These policies are familiar to all and they will not be repeated in full in this document, but just referred to.

i) National Policy

2.2 This is set out in the National Planning Policy Framework (NPPF) as revised in February 2019 (a minor amendment to the NPPF was made in June 2019 to remove one section referring to mineral exploration and extraction and these modifications are not relevant to this application). The main thrust of the NPPF is to encourage sustainable development and this is referred to generally in paragraphs 9, 102, 103 and 104a. More specific transport advice is set out in paragraphs 108, 109 and 110 where it advises that all developments *should have safe and suitable access; that developments that have an unacceptable impact on road safety or the road network should be refused and that all developments should be designed to cater for pedestrians, cyclists, those with disabilities, and generally engender a safe and secure environment for the non-motorist.*

ii) Local Policy

2.3 This comprises the Core Strategy adopted by HBC in March 2011 and the Emerging Local Plan that was due to have its Examination in Public in Spring 2020 but this has been delayed.

2.4 Various policies are relevant including the allocation of the Helmsley House site H25, as *suitable for residential development of about 15 dwellings* subject to various constraints including a TPO on some trees on the site and access. The Emerging Local Plan also continues the theme of *requiring sustainable development; the need for development to mitigate the impact of travel; and the need to provide for pedestrians and cyclists.*

2.5 Various planning policies applicable to Retirement and Social Housing are also relevant to the development but not to the Transport issues.

2.6 In their Pre-application consultation response HBC advised that *The development is not supported by the adopted Local Plan, but a draft allocation for residential development of the site exists in the Pre-Submission Local Plan. In addition, that plan sets out general support for specialist accommodation to meet growing needs. It is considered that the principle of this development is supported, subject to addressing a variety of general standards and requirements as set by national and local policy outlined in this response, as well as those particularly highlighted for this site in emerging policy H25 Helmsley House (where relevant to this part of that wider site). These should be taken into*

account and satisfactorily addressed in developing up the scheme prior to making an application. (our underlining)

iii) **HCC Transport Policy**

2.7 The HCC Local Transport Plan continues the theme of ensuring sustainable travel and their Companion Document to Manual for Streets also gives design and layout advice. .

2.8 In their Pre-application consultation response HCC requested that the TA contained details of all the usual details of the development; ie, traffic generation and its expected impact on the adjoining road network; , road safety; non –car facilities, access and the site layout and parking. They also advised a Travel Plan would not be necessary.

3. LOCATION AND DESCRIPTION OF THE SITE

Site location and description

- 3.1 The Helmsley House site is located towards the north-east corner of the Borough on the south side of Bartons Road. It lies some 4km north-east of the town centre and on the eastern boundary of extensive residential areas. To the north of the site is the recently approved 72-unit Camp Field housing development which shares an access off Bartons Road with the existing 'Oaks' Crematorium. The site location and its context with the various committed schemes is shown in Figure 1
- 3.2 The site is enclosed by the current Bellway / Brookvale housing development of 175 dwellings, with the new access creating a junction with Bartons Road immediately east of the Helmsley House site. This road continues south alongside the Helmsley House site and then turns westwards into the new housing development. A Cooperation Agreement has been entered into between the various interested parties (the landowners; Bellway and Brackley) which will permit Brackley to construct an access off the west side of this road to serve the Care Home and future new housing on the H.25 site. The new Brookvale access has been constructed with a 6.1m carriageway and footways along either side. At present around 40 dwellings on the Brookvale site are occupied.
- 3.3 Some 250m east of the site, Bartons Road has a junction with Eastleigh Road and 100m beyond that there is a major staggered priority junction with the B2148 Horndean Road. West of the site Bartons Road provides access to some residential development, Dobbies Garden Centre before passing over the railway line and into Leigh Park before eventually joining the B2149 Petersfield Road at a traffic signal controlled junction.

Site description

- 3.4 The Helmsley House site extends to some 2.2 hectares and it is proposed to construct the Care Home in the south-east corner of the site occupying some 0.55 hectares of the site (the application site will be slightly larger as it will include the access road which will also serve the future housing).. This part of the site is currently a derelict former garden curtilage with a few mature trees around the boundary. The site is generally level with a slight gradient down towards the south.
- 3.5 There are two existing accesses to Helmsley House itself, although the western one was closed some years ago because of reduced visibility. Helmsley House is divided up into a number of separate apartments. No changes are proposed to this building and it is not considered further in this report. The part of the H.25 site to be developed for the Care Home is identified on Figure 2.

4. EXISTING TRANSPORT INFRASTRUCTURE

Local highway network

- 4.1 The local highway network is shown in Figure 3. Bartons Road is a wide single carriageway road which varies between 7.5 - 8m wide. It is a distributor road that runs west to east connecting the B2149 Petersfield Road some 1.25km to the west of the application site that gives access to Havant town centre with the B2148 Comely Hill / Horndean Road some 350m to the east of the site that gives access to the centre of Emsworth. Both these roads ultimately connect to the A27 some 1½ km to the south which is the major east-west strategic road (and a Trunk Road) in the area.
- 4.2 In the vicinity of the Helmsley House site the speed restriction along Bartons Road is 40 mph although further west, beyond the railway line it reduces to 30 mph.
- 4.3 Travelling eastwards from the traffic signal controlled junction with the B2149 Petersfield Road, Bartons Road passes to the south side of Leigh Park, through a staggered priority junction with New Lane (to the south) and Wakefords Way to the north. It passes over the railway line and through a series of minor junctions with the Dobbies Garden Centre and the new Linden Homes development to the north (Harrison Way). After passing the Helmsley House access, there is the existing ghost island junction that serves the crematorium on the north side and a simple priority junction into the Bellway / Brookvale housing site under construction on the south side. Ultimately this Bellway access will also be revised and upgraded to create a ghost –island staggered priority junction, linking in with that to the crematorium and Camp Field..
- 4.4 Continuing eastwards, Bartons Road forms a ghost island priority junction with Eastleigh Road, which runs south linking into Southleigh Road providing access to Warblington Railway station south of the site. Beyond this junction, there is a private access into the Spire private hospital on the north side before Bartons Road forms a staggered priority crossroads with Comely Hill (B2148) running north, Emsworth Common Road to the east and Horndean Road (B2148) heading south towards Emsworth centre.

Non-car facilities

a) walking and cycling

- 4.5 In the vicinity of the application site, Bartons Road has very wide verges along both sides and the southern verge includes a 1.8m wide footway along the whole of its length from Eastleigh Road into Leigh Park. Further west there have been further recent improvements to the footways as part of the recent house building by the Linden Homes and a commitment to provide further footways from the Camp Field development.

- 4.6 The Bellway / Brookvale development will also undertake improvements along the southern side of Bartons Road with a new link from their site emerging adjacent to Dobbies Garden Centre, some widening of the existing footway alongside Bartons Road and a commitment to provide a pedestrian link from the southern edge of the Brookvale development towards Southleigh Road.
- 4.7 Various other minor improvements will be made through S.106 commitments from the Camp Field development and the Bellway / Brookvale development to provide the opportunity for connections to be made to the proposed site from the wider pedestrian and cycle network. These provide safe pedestrian and cycle access to the nearby bus stops and local facilities. The Havant Cycle brochure also considers the roads in the vicinity of the application site as suitable for on-road cycling.
- b) public transport**
- 4.8 The section of Bartons Road east of the railway is poorly served by buses with the Stagecoach No 20 / 21 service which runs along Bartons Road (west) and Wakefords Way being the closest with bus stops at the junction of these two roads, some 600m from the site. These services run at a frequency of two services per hour each way during daytimes Monday to Saturday. These services give access to Havant, Farlington, the Queen Alexandra Hospital and Portsmouth
- 4.9 The First Bus No. 27 route passes along Southleigh Road 600m south of the site but only provides an irregular 4 times per day service between Rowlands Castle and Havant.
- 4.10 The current bus route map for the northern part of Havant is included at Figure 4. It is likely that with the growth of the residential areas surrounding Helmsley House, the bus routes will be reassessed and the services along Bartons Road east of the railway line improved.
- 4.11 Warblington railway station lies 1½ km south of the site. This is a convenient distance for cycling and will be within a 25 minute walk of the site when the footway link out of the southern edge of Brookvale is completed. This station lies on the Havant -Chichester line and is served by a once per hour stopping service between Portsmouth, Chichester and Littlehampton, with additional trains in the peak hour.
- 4.12 Havant railway station lies just over 2km from the site and therefore is also a convenient distance by cycle. This station has an excellent train service with 4 trains per hour each way on the Portsmouth – Chichester -Brighton line and 2 trains per hour each way on the Portsmouth – Guildford – London (Waterloo) line. Again there are enhanced services in peak periods.

c) road safety

- 4.13 The road safety record of the section of Bartons Road during the last 5 years for which data is available have been identified using both ThamesValley/Hampshire Police Traffweb site and Crashmap website. Both sources use the same data but cover slightly different periods (the former 1/7/2014 until 30/6/2019) and the latter the full calendar years of 2015 -2019 inclusive. Only personal injury accidents are record on the police database.
- 4.14 These data sources identify that along the 1km section of Bartons Road between New Lane and Horndean Road there have been injury accidents at only three locations, namely; the New Lane junction; outside Helmsley House and at the Horndean Road junction. During these five years there have been no recorded injury accidents at the junction with Wakefords Way, the various turnings into the garden / retail centre, the housing sites and crematorium on the north side of Bartons Road or at the Eastleigh Road junction. These recorded accidents were all 'slight' injury accidents are summarised in the flowing table.

Table 1 Personal Injury Accidents on eastern section of Bartons Road 2015 -2019

1	junction of New Lane with Bartons Road	i) 6 June 2015 ii) 5 August 2015 iii) 19 October 2015 iv) 8 February 2019	slight slight slight slight
2	Bartons Road outside Helmsley House	i) 23 April 2018	slight
3	junction of Horndean Road with Bartons Road	i) 16 June 2016 ii) 23 July 2016 iii) 9 December 2016 iv) 10 October 2018	slight slight slight slight

- 4.15 Whilst the number of accidents at the two New Lane and Horndean Road junctions are to be regretted, it is noticeable that they occurred in clusters, namely 2015 in the case of the New Lane junction and 2016 in the case of Horndean Road which indicates there may have been some other external influence. These clusters have not recurred and so there would not appear to be any inherent deficiency in the road network at these locations. The single accident outside Helmsley House occurred at 1.54 pm on a Monday when an eastbound vehicle slowed to turn into Helmsley House and was struck in the rear by another car. This was an isolated incident and does not demonstrate any fundamental safety issue with the existing access.

d) existing traffic flows

- 4.16 With the existing Coronavirus restrictions in place it is not possible to undertake any traffic counts, indeed the advice on the HCC website is that any counts undertaken since mid-March 2020 are unreliable and not representative of the 'normal' situation that occurred prior to this date. In the Scoping Report we suggested that the most recent relevant traffic count data that was in the public domain was the data used in the Camp Field Transport

Assessment. The data collected was a combination of ATC and manual turning count data collected in March 2018 and related to the AM and PM peak hours. .

- 4.17 This data has been increased by a nominal 2% to reflect growth between 2018 and 2020, although DfT figures suggest that during this period there has been less than 0.2% growth over the last 3 years they have published data¹. These nominal 2020 flows for the AM and PM peak along Bartons Road are shown in Figure 5.

e) Local facilities

- 4.18 Being located on the eastern boundary of a large residential area the site is a 25 minute walk from local shops and facilities, with neighbourhood shops (the Coop and Londis) and other facilities both about 1 ½km away in Leigh Park. The Dobbies garden centre which is less than 500m away has a café.

¹ DfT Traffic Statistics by Local Authority area indicate that the total veh.km in Hampshire over the last 3 years was 9.756x10⁹ in 2016, 9.867 x10⁹ in 2017 and 9.772 x10⁹ in 2018, an increase of just 0.16% over 3 years

5. PROPOSED DEVELOPMENT

Description

- 5.1 The application seeks approval for a 64-bed Care Home, landscaped grounds, parking and circulation space and a short section of access road on a 0.55 hectare site immediately south-east of the existing Helmsley House. All access (vehicles and pedestrians) will be taken of the currently un-adopted road leading into the Bellway / Brookvale housing development, so there will be no new access out onto the existing public highway (ie Bartons Road).. The proposed site layout is shown in Figure 6
- 5.2 The applicants, Brackley Investments have broad experience of providing similar Care Home developments and the design of this scheme is based on their experience gained elsewhere in the country. The development would be a 2-storey building providing 24 hour nursing, personal and dementia care for a wide range of acuities. The facilities would follow the best practice 'household' model whereby guests reside in 8 bedroom wings of accommodation and would be both self-contained and secure, with on-site services providing hair salon, café, gym, cinema together with various lounge and dining areas, balconies and terraces all within landscaped grounds. The facility is focussed on end-of-life care with the average age of entrants being 85 and the average stay around 18 months. Most residents have reduced mental and physical abilities and so only leave the premises when accompanied by a member of staff or their guests.
- 5.3 A simple priority junction will be constructed off the new Bellway /Brookvale access some 90m south of the junction with Bartons Road. Visibility out of this access road in either direction will amount to 2.4m x 43m and with corner radii of 7.5m . A legal agreement is in place to permit the construction of this access off the Bellway / Brookvale access
- 5.4 The 6.0 wide spur road will run across the northern edge of the Care Home with a further short spur leading into the Care Home site. The access road will ultimately provide access to the new houses on the remainder of the H.25 site when they get built. It is not proposed to offer this access road for adoption, although it will be constructed to adoptable standards. There will be 29 parking spaces for the Care Home with a number for the mobility impaired.. Footways will be provided on either side of the spur road and these will link in with designated crossing points, the internal pedestrian paths and the footways alongside the Bellway /Brookvale access. .

Expected traffic generation

- 5.5. The vehicular trip rates associated with the proposed Care Home are derived from a variety of sources including the TRICS database for sites in the Care Home Elderly residential category with similar characteristics in terms of location and size and data used recently by

developers of comparable sites, including a number of site by this developer. Three of these sites are in Hampshire and the estimates used were all accepted by the highway authority. The comparable data is set out in the following table.

Table 2: Comparable trip generation data from recent Care Home applications

location	source	AM peak (vehs /bed)			PM peak (vehs/bed)			All day (vehs /bed)		
		In	Out	Total	In	Out	Total	In	Out	Total
Bredoncare, Otterbourne	TRICS	0.093	0.147	0.240	0.067	0.093	0.160	1.279	1.335	2.614
LifeCare, Grove Place, Nursling	TRICS	-	-	0.21	-	-	0.18	-	-	2.25
Brackley - Hamble	Brackley	0.068	0.068	0.136	0.083	0.113	0.196	1.013	1.053	2.066
Brackley- Littlehampton	Brackley	0.074	0.074	0.148	0.066	0.099	0.165	0.991	1.033	2.024
Brackley - South Cerney	Brackley	0.156	0.078	0.234	0.047	0.140	0.188	-	-	-
average	-	0.097	0.092	0.194	0.065	0.111	0.178	1.092	1.140	2.238

note : trips / resident and trips / bed are interchangeable as all bedrooms are single occupancy.

- 5.6. The Helmsley House catchment will have a lower car-ownership than that of most of the above sites. Therefore it is proposed to adopt the following trip rates for the Care Home.

Table 3: Proposed Care Home generation rates

location	AM peak (vehs /bed)			PM peak (vehs/bed)			All day (vehs /bed)		
	In	Out	Total	In	Out	Total	In	Out	Total
Brackley Invst – Helmsley	0.100	0.100	0.200	0.066	0.099	0.165	1.100	1.100	2.200

- 5.7 The site is allocated for housing and the planning advice is that the remainder of the site could accommodate 17 dwellings , with 7 in the north-east corner adjacent to The Laurels and 10 on the land south of the existing Helmsley House. All would be accessed off the proposed spur road off the Bellway / Brookvale access road with the existing access off Bartons Road into Helmsley House serving the apartments within the existing building as at present. . The proposed trip rates for the 17 dwellings are those agreed with HCC on the recent Camp Field application, which in turn were those used on the Bellway /Brookvale site known as 'Land South of Bartons Road' application

Table 4: Proposed residential trip rates

vehicles per dwelling	AM peak (vehs /bed)			PM peak (vehs/bed)			All day (vehs /bed)		
	In	Out	Total	In	Out	Total	In	Out	Total
remainder of H.25 site	0.147	0.410	0.557	0.369	0.208	0.577	2.433	2.530	4.963

- 5.8 Based on these trip rates, the expected weekday traffic generated by the 64-bed Care Home and the rest of the H.25 site is set out below. It should be noted that the existing Helmsley House is assumed to remain and would continue to use their existing access.

Table 5: Expected weekday traffic generation from a wholly developed H.25 site

Helmsley House H.25 site	AM peak (vehicles)			PM peak (vehicles)			All day (vehicles)		
	In	Out	Total	In	Out	Total	In	Out	Total
64-bed Care Home	6.4	6.4	12.8	4.2	6.4	10.6	70	70	140
17 new dwellings	2.5	7.0	9.5	6.2	3.5	9.7	41	41	82
total	8.9	13.4	22.3	10.4	9.9	20.3	111	111	222

- 5.9 Therefore with a fully developed H.25 site there will be an additional 22 vehicles in the AM peak hour turning on or off Bartons Road. In the PM peak hour there would be some 20 additional vehicles turning on or off Bartons Road. These incremental flows are less than the previous (but now withdrawn) guidance on Transport Assessment that suggested that an appropriate starting point for a TA might be 30 two-way peak hour trips.
- 5.10 This application is only for the 64-bed Care Home, so the impact of the current proposal will be about 60% of the numbers quoted, however for the purpose of assessing the adequacy of the junctions and the overall impact the fully developed H.25 site has been assessed.

Trip distribution

- 5.11 All traffic from the H.25 site will turn out of the access road northwards along the new Bellway/Brookvale access to join Bartons Road. In line with the assumptions used on the 'Land south of Bartons Road' TA and that for Camp Field TA the residential traffic will split 55% / 45% east /west along Bartons Road, whilst the Care Home traffic with its dependence on local staff will probably have a 50% / 50% split east /west along Bartons Road. Therefore, in the AM peak period there will be an additional 11 per hour on Bartons Road west of the access and an additional 12 vehicles per hour east of the access. In the PM peak the corresponding figures are 10 vehicles per hour west and 11 vehicles per hour east of the access respectively.
- 5.12 The peak hour incremental flows resulting from a fully developed H.25 site are shown on Figure 7.

Layout and Parking

- 5.13 The proposed layout of the Care Home is shown on Figure 6. This shows the network of footways within the site and pedestrian routes linking it to the adjoining highway network. There will be secure and covered cycle storage on site as well as some 29 parking spaces with a number of disabled spaces. Figure 8 shows the tracking of an ambulance entering the site and reversing up to the building.

6. FUTURE TRAFFIC FLOWS

- 6.1 It was agreed during the Pre-App consultation that the impact of the development would be tested for an forecast 2025 situation. The current circumstances means that the likely traffic growth in peak hours in the future is even more unknown than usual and so a cautious approach based on the DfT TEMPRO forecasts would be adopted. Given the expected change in peak –hour travelling habits in the future this is likely to be much higher than necessary.
- 6.2 Paragraph 4.17 above described how the estimated 2020 flows were derived based on the 2018 counts undertaken as part of the Camp Field application

Committed development

- 6.3 The traffic counts undertaken in March 2018 included some traffic from the Linden site 400m to the west (now known as Harrison Way) but clearly nothing from the Bellway /Brookvale ('Land South of Bartons Road') site or the Camp Field development. Although the Camp Field application was only for 72 dwellings (ie that part that lay within Havant BC), HCC requested that the analysis included the full development of 150 dwellings encompassing that part of the site to the north that lay within East Hampshire DC.
- 6.4 Therefore the traffic from these committed schemes has to be added into any 2025 traffic estimates to reflect the likely traffic at that time. Figure 9 sets out the cumulative committed traffic in the AM and PM peaks arising from;
- i) the remainder of the Linden Homes /Harrison Way development
 - ii) 175 dwellings on the Bellway / Brookvale development#
 - iii) 150 dwellings on the Camp Field site

2025 Estimated traffic

- 6.5 The DfT provides a software based tool forecasting tool (TEMPRO) for estimating future growth in local area based on the national planning forecasts set out in the National Transport Model.
- 6.6 Applying the Havant-wide land-use and demographic estimates into TEMPRO for an urban situation and for principal roads only for growth between 2020 and 2025 provides the following estimates.

Table 6: TEMPRO growth estimates

classification	period	AM growth	PM growth
urban + principal roads	2020 -2025	1.0644	1.0620

- 6.7 These forecasts were factored in to the 2020 'Existing ' flows (see Figure 5) to give the 2025 'Base' traffic flows (ie Figure 10). The total committed traffic set out in Figure 9 was then added to these to give the best estimate of the 2025 future traffic situation (ie Figure 11). Finally the incremental traffic from a fully developed H.25 site was added to Figure 11 to give the 2025 With All Development estimates (see Figure 12.).

7. IMPACT OF THE PROPOSED DEVELOPMENT

7.1 The impact of the proposed development has been assessed based on a number of different considerations, namely impact on the network, specific impact on junctions and likely affect on road safety.

a) impact on existing traffic operation

7.2 The full development of the H.25 Helmsley House site will add some 22 vehicle per hour to the highway network in the AM peak hour and some 20 vehicles per hour to the network in the PM peak. As these vehicles will turn in both directions along Bartons Road the highest increment will be 12 vehicles per hour on Bartons Road east of the access in the AM peak hour, ie approximately 1 additional vehicle every 5 minutes. In the PM peak the increment will be 11 vehicles per hour.

7.3 In 2025 Bartons Road with all the committed development will have a 2-way flow of some 1356 vehicles per hour (AM peak) and 1379 vehicle per hour in the PM peak, so the H.25 development of a Care Home and housing will add less than 1% to the expected 2025 flows. West of the access the incremental impact on Bartons Road will be even less.

7.4 The advice in paragraph 109 of the NPPF is that *'development should be refused where the residual cumulative impacts on the road network would be severe'* so it is clear that the addition of these small increments which are less than 1% and less than the daily variation of traffic flow, will have no noticeable effect on existing travel conditions.

7.5 Further away from the site the traffic will dissipate further onto other surrounding roads resulting in an even smaller incremental effect. .

b) impact on junctions

7.6 It was agreed in the Pre-App consultation that only the junction of the Bellway /Brookvale access road with Bartons Road would need to be assessed.

7.7 The effect on capacity and queuing at this junction has been assessed using the standard DfT /TRL PICADY priority junction analysis for the 2025 AM and PM peak situations with and without the H.25 development. This junction has been tested as a staggered cross-roads on Bartons Road as the crematorium /Camp Field access on the north side is only 40m east of the Bellway /Brookvale access. These results are set out in the Table 7.

Table 7: PICADY analysis of the Bartons Road / Bellway /Camp Field staggered junction

	2025 flows			
	with all committed development		with all committed development and H.25	
	rfc	queue	rfc	queue
AM peak				
Bartons Road (east)	0.066	0.1	0.066	0.1
Bellway /Brookvale access	0.290	0.4	0.345	0.5
Bartons Road (west)	0.029	0.0	0.038	0.0
Crematorium /Camp field access	0.358	0.5	0.363	0.6
PM peak				
Bartons Road (east)	0.095	0.1	0.096	0.1
Bellway /Brookvale access	0.155	0.2	0.191	0.2
Bartons Road (west)	0.086	0.1	0.098	0.1
Crematorium /Camp field access	0.187	0.2	0.188	0.2

Note: rfc = ratio of flow to capacity queue = maximum vehicles

7.8 This analysis shows there is ample capacity at the junction in the future traffic situation with all committed development and the whole of the H.25 site developed. The effect of the additional H.25 site traffic is to marginally increase the demands on the Bellway /Brookvale access such that the rfc (ratio of flow to capacity) increase from 0.29 to 0.35 in the AM peak and from 0.16 to 0.19 in the PM peak with corresponding small increases in the expected queue lengths. It is standard practice with this analysis that only when this rfc exceeds 0.85 and queues start extending that further attention is required. Indeed in many urban area rfc's as high as 1.0 are now accepted. Clearly with the small effect on the rfc's there will be no noticeable effect on travelling conditions (ie queueing) at this junction.

c) Impact on Road Safety

7.9 Despite there being two time clusters of accidents in 2015 and 2016 at junctions at either end of Bartons Road these did not occur again suggesting there may have been some external influence (road works ??) or an inherent problem which was corrected. Apart from those accident there is no indication of any fundament issue with road safety along Bartons Road and the new junctions (the Bellway /Brookvale and the improved crematorium access) are designed to full modern standards which have been accepted by HCC.

7.10 The small increment in traffic from a fully developed H.25 site will not have any effect on the road safety situation.

d) non-car- modes of travel

7.11 There are various improvements to the pedestrian and cycle networks in the locality as a results of commitments through recent planning permissions. These include extending the pedestrian network south of the Bellway / Brookvale residential site through towards



Southleigh Road which will considerably shorten the walk or cycle towards Warblington railway station; another link from this development out of the north-west corner near the garden centre onto Bartons Road and extending the footway along the north side of Bartons Road

- 7.12 The proposed development will link into the footways along either side of the Bellway /Brookvale access as well as providing safe and secure cycle storage on site.

8. MITIGATION

- 8.1 Within the application site there will be a closely integrated network of footways and cycle facilities and adequate car parking and circulation space. These will link with the footways provided alongside the new Bellway /Brookvale access . This assessment has not identified any deficiencies in the local infrastructure that are in need of improvement. When the housing part of the H.25 development comes forward then it will contribute to local needs through the CIL contribution process.
- 8.2 Hence this application is not proposing any off-site mitigation.

9. CONCLUSIONS

- 9.1 This application seeks permission to construct a 64-bed Care home in the south-east corner of the H.25 site adjoining Helmsley House, Bartons Road, Havant. However this Transport Assessment has addressed the likely effect of the whole site being developed with the addition of some 17 dwellings to the Care Home. Both these developments would be served by a new short spur off the west side of the recently constructed Bellway /Brookvale access. There is a Cooperation Agreement in place between the all parties (the respective landowners; Bellway and Brackley) to permit the construction of this short spur off this new access road.
- 9.2 The existing Helmsley House (which is split into apartments) is unaffected and would continue to use its existing access out onto Bartons Road.
- 9.3 The analysis indicates that there will be a small increment of traffic onto the local highway network (at most some 22 vehicle per hour) from a fully developed H.25 site . This traffic distributes in either direction along Bartons Road and can comfortably be accommodated by the proposed spur road, the new Bellway /Brookvale access and its junction out onto Bartons Road. There would be a small increase in queue lengths at the junction in peak periods but nothing of any significance.
- 9.4 Because of the small increment in traffic there would be only a slight additional risk to road safety, and in any event there are no inherent road safety problems in the adjoining road network.
- 9.5 The site layout provides convenient pedestrian and cycle access and would have adequate parking and circulation space. The site would be linked to the existing footways and would also benefit from the future pedestrian connections to be provided by adjoining residential schemes.
- 9.6 There is no identified need for any transport mitigation due to the introduction of the Care Home.
- 9.7 The recently revised February 2019 NPPF advises at paragraph 108 that developments should have *"a safe and suitable access to the site can be achieved for all users"* and continues in the following paragraph that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*. Neither of these requirements are compromised by the proposed scheme.