

1. The traffic and transport appraisal of the redevelopment proposals has followed Best Practice transport planning guidance. As part of this, the scope and method of appraisal was agreed prior to application submission with the local highway authority, Hampshire County Council (HCC) and the strategic highway authority, Highways England (HE), who locally are responsible for the operation of the A27. All technical matters have been agreed with both HCC and HE. The application has been supported by a Transport Assessment Report, a Travel Plan and subsequent Technical Notes.
2. Base traffic levels have been established via a series of traffic counts. It is recognised that the site is not fully occupied at present, and this has been allowed for in the traffic forecasting.
3. Site traffic forecast patterns have been prepared for the proposals and compared against the traffic patterns from the full occupation of the current site layout for daily and peak hour operation. This demonstrates that overall there will be a modest reduction in site traffic both daily (3-4% less) and during the peak periods (around 5% less).
4. Vehicular traffic will continue to access the site via the existing junctions to the west (via Brookside Road) and to the east via Langstone Road.
5. The proposals re-distribute the pattern of development footprint within the site, with more located to the west of the site. The internal road layout is also changed and this again provides easier access to more of the car parking within the site from the west. This is a desirable feature, since it is appreciated that there is concern regarding future operation of Langstone Road.
6. This emphasis on vehicular movement to the west is re-enforced in two further ways. Firstly, all new development HGV traffic will route to the west. Only the main existing office units (Buildings 6000 and 7000) will be serviced by HGV's to the east. Being offices, these attract very limited numbers of HGVs. Overall there will be a reduction in net terms to the east, with an increase resulting to the west.
7. Secondly, car traffic during the morning peak (0730-0900 hours) will be subject to internal barrier control on the site road network at two locations, such that 543 parking spaces will

only be accessible from the west. The total number of parking spaces across the site increases from 1854 to 1881, a 1% increase.

8. The site access junctions have been modelled to test their performance in 2024 in line with Best Practice. This demonstrates that each will operate satisfactorily without causing downstream queuing.
9. The proposed transport package has been agreed with the County (and the Borough). This comprises:
 - An on-site traffic management strategy as set out above, restricting HGV access from the east to all parts of the site except office buildings 6000 and 7000; and prohibiting vehicular access to just under 30% of the car park during the morning peak period (0730-0900 hours) from the east (Langstone Road).

Purpose: to restrict usage of Langstone Road access.

- Contribution of £67,500 to enhance Public Footpath 51. This would deliver a high quality, well-draining surface to allow the route from the LTP access road to the A27 underpass to be used conveniently and safely by cyclists routing between Hayling Island and Havant Town Centre (avoiding the need to route via the A27 roundabout).
- Contribution of £25,000 towards real time information and the relocation of the northbound bus shelter near the site on Langstone Road, moving it to the south of the access junction.
- Lengthening of the right turn lane markings into the site access road from Langstone Road and associated signing. This has been agreed with HCC as mitigation works following detailed review of the recognised instances of morning peak hour U-turning within resident accesses to the south of the site.
- Implementation of a Travel Plan to discourage single occupancy car use by employees within the redevelopment site. The Travel Plan includes a series of initiatives from which individual businesses on the site select the measures which



will be most effective to their individual operation. The applicant is providing funding to oversee and manage this process. HCC monitor the success of this, allowing refinement to be made over time to maximise the benefit.

- Enhanced pedestrian and cycling route facilities within the Technology Park encouraging both existing and future Park occupants to walk or cycle.
- The sustainable credentials of the proposals are enhanced by the addition of electric charging points across the development and extensive safe covered cycle parking in accordance with local standards.