

Sent via Email

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Ref: APP/19/01101

Date: 16th January 2020

Dear Mrs Haywood,

**Land East of College Road, Crookhorn - Portsmouth City Council (PCC)
Highways Authority consultation response**

I write to you in our capacity as Local Highway Authority for Portsmouth having been made aware of the ongoing consultation regarding the proposed development at College Road, Crookhorn. I am somewhat disappointed to have been missed as a statutory consultee considering the potential implications of the proposed development upon part of Portsmouth's highway network, specifically the junction of Portsdown Hill Road & Crookhorn Lane.

Transport Assessment findings

For your reference, I have previously held pre-application discussions with Paul Basham Associates, the Transport Consultants acting on behalf of the applicant, with respect to the possible impact of the proposed development upon the road junction at Portsdown Hill Road/Crookhorn Lane.

The work undertaken by the applicant has indicated that the junction is predicted to be operating over its capacity in each of the peak hours during the expected opening year of 2029; this is before development traffic is introduced to the network. Once the development traffic is introduced, the operation of the junction is expected to be negatively impacted with significant additional queues and delay introduced.

I note that the application is intended to be a phased scheme, with just 130 dwellings proposed within Phase 1, with the remaining 650 dwellings included within an outline application. It is not clear whether the intended forecast year relates to the 130 dwellings in Phase 1 or the full 780 dwellings proposed. Applying the trip rates and

distribution formulated in the Transport Assessment to the quantum of development proposed in Phase 1 results in 15 & 16 additional vehicle movements through the junction during the AM & PM peaks respectively. I am mindful of the inspectors appeal decision 3200241 which found where *'the current residential cumulative impacts from existing traffic on the network is severe, without any further traffic any additional traffic on the surrounding network, even of a modest scale, would cumulatively worsen the situation at the junctions that are already over capacity and would exacerbate the congestion and associated highway safety issues currently experiences at peak times.'* In that case the inspector found that even an increase traffic in the region of only 0.5 trips in each of the peak AM and PM periods was sufficient to justify the refusal of the application.

Assuming the modelling results for the 2019 baseline year are sound the Portsdown Hill Road/Crookhorn Lane junction already operates above capacity in the peak hour(s), any additional traffic introduced to an already over-saturated junction can (and has) been deemed severe by the Planning Inspectorate (decision 3200241) and as such suitable mitigation should be made. Where suitable mitigation cannot be made the application should be refused.

Mitigation options

It was proposed during pre-application discussions that a traffic signal junction would be required to provide the capacity to allow the junction to work effectively. A design and associated Linsig model have been submitted to demonstrate feasibility of this option albeit this option would require significant refinement were it to be progressed. The modelling results indicate very little Practical Reserve Capacity within the junction should the traffic distribution assumptions made in the TA be incorrect and more than 21% of vehicles from the development route through the junction.

Moreover, it was (and is) the opinion of PCC that this junction treatment is inconsistent with the rural nature of the environment and the junction strategy employed elsewhere on the route with all other major junctions along the Portsdown Hill route being either priority junctions or roundabouts. It is therefore inconsistent with the advice given in TD9/93 para 7.32 and its replacement CD109 which establishes in table A.1 that such junctions on this road type should be roundabouts. Traffic signals would also represent a significant maintenance liability to the council both in terms of energy costs but also for routine maintenance and repairs. Therefore, whilst signalling the junction could provide the capacity needed, this junction treatment should be a last resort.

As an alternative, PCC have suggested that a roundabout would present a more suitable option reflecting DfT guidance and be in keeping with the remainder of the route. Further, it would allow for more balanced priority across the arms of the junction throughout the day and significantly reduce, if not remove, any future maintenance liability placed upon the Council. Modelling of this option was produced during the pre-application stage showing that this option could work in terms of junction capacity however this does not appear to have been presented within the application submission.

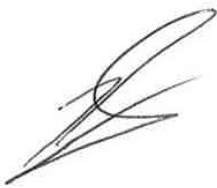
This solution would require a small amount of land-take to the north; land owned by PCC and that could be available for this use if needed. The third-party land required is cited by the applicant as one of the key reasons why the roundabout option should not be pursued. Another reason is the lack of deflection; whilst there is not adequate deflection for Westbound traffic in the presented design, a later design not included within this submission that included a two lane entry on Portsdown Hill Road (WB) could likely achieve the required deflection with a change to single lane entry.

It is my opinion that the roundabout option has not been adequately explored within the Transport Assessment with the supplied drawing having been superseded by a newer design that like the modelling, has not been included within the submission. Further modelling should be presented to prove (or otherwise) the feasibility of a roundabout junction with single-lane entry on the westbound arm based upon the design presented to PCC during the pre-application stage. As it stands, the modelling results for the two mitigation options (Signals and roundabout) show the roundabout to have greater reserve capacity and is considered by PCC to be a better option in terms of performance, consistency of route and whole life cost to the council.

I submit these comments without prejudice, and remain open to further consideration and discussion to reach an acceptable outcome although the signal arrangement currently proposed would attract a recommendation of refusal by PCC as the LHA for this section of highway for the reasons outlined above.

Please do not hesitate to contact me should you wish to discuss any part of this letter further.

Yours sincerely



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