

# REPORT

## Transport Assessment

Wellington Way, Waterloooville

Client: CPI Wellington Way 2 Ltd

Reference: PB8382-RHD-ZZ-XX-R-Z-0003

Status: P01/S3

Date: 03/05/2019

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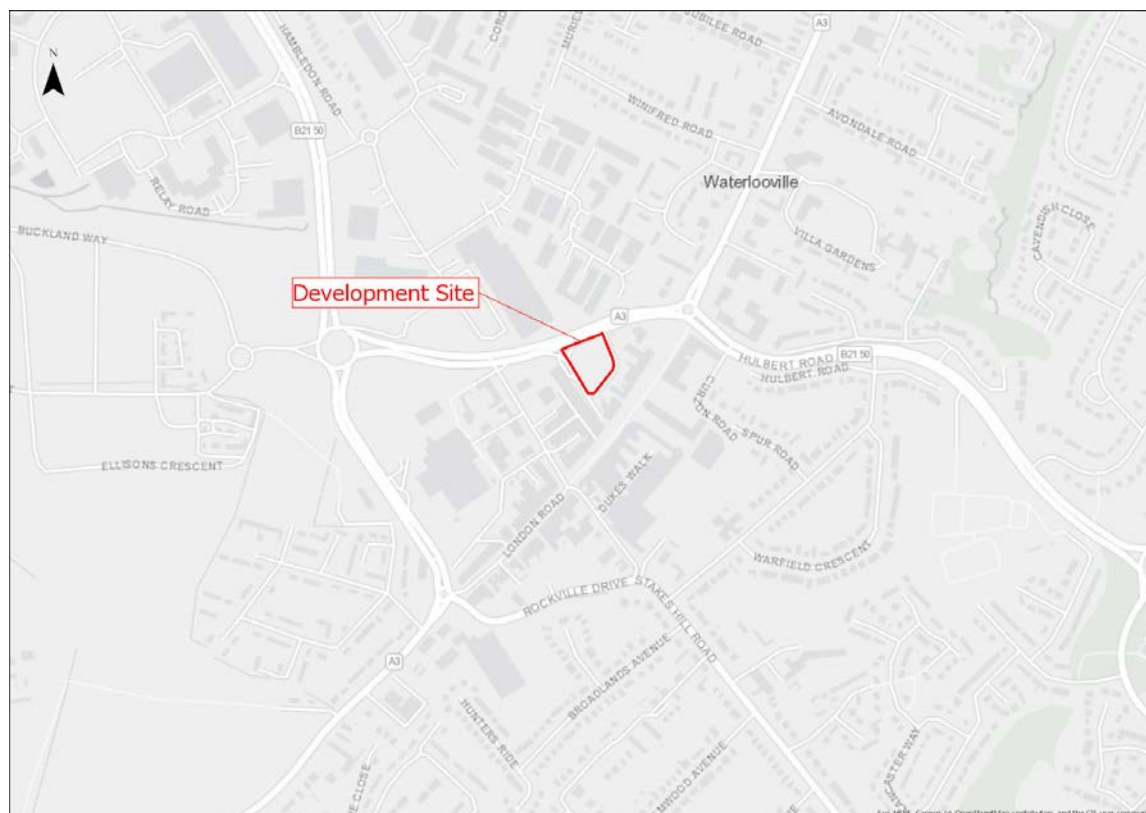
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# 1 Introduction

## 1.1 Preface

- 1.1.1 This Transport Assessment (TA) has been prepared by Royal HaskoningDHV (RHDHV) on behalf of CPI Wellington Way 2 Ltd. The TA has been prepared in association with a planning application for the construction of a new multi-storey car park at the Wellington Way car park, Wellington Way, Waterlooville, Hampshire, PO7 7ED (the site).
- 1.1.2 The proposed development would create additional car parking to support Waterlooville town centre. The proposals would also provide residential permit parking for a proposed residential development of 264 No. 1 bed/studio apartments at Wellington Way, Waterlooville (planning application ref: APP/18/00234).
- 1.1.3 The site is located on Wellington Way within Waterlooville town centre and to the south of the A3 Maurepas Way. The site currently contains the Wellington Way car park. A site location plan is provided in **Insert 1.1**.

### Insert 1.1: Site Location Plan



- 1.1.4 This TA considers the proposed development in the context of national, regional and local planning policy and guidance.

## 1.2 Existing Development

- 1.2.1 The site currently consists of the at grade Wellington Way car park. The Wellington Way car park

currently provides 126 car parking spaces, including three parking bays for disabled badge holders, 25 permit parking bays and 98 pay and display car parking bays. Only 113 of the existing spaces comply with current geometric design standards.

- 1.2.2 Vehicular access to the car park is provided from Wellington Way. The entrance to the car park is located to the north-west corner of the site and the exit to the south-east corner of the site. The exit operates as a priority controlled junction onto Wellington Way.
- 1.2.3 Pedestrian access is provided to the south-west corner of the site and provides a pedestrian route towards WaterlooVille town centre from the car park.

### 1.3 Planning Application APP/18/00234

- 1.3.1 Planning application APP/18/00234 proposes the following redevelopment:

*“Demolition of existing shopping parade and redevelopment of the site to provide a nine storey building consisting of 264 No. 1 bed/studio build to rent apartments and associated amenity facilities, an A2 unit (Financial and Professional Services) together with associated parking and landscaping.”*

- 1.3.2 Through the planning process, queries were raised regarding the parking strategy for the proposed apartments. Whilst 17 parking spaces are proposed on the apartment site, most were to be allocated for disabled badge holders or car club vehicles. Residual parking demand was to be catered for through access to permits to use town centre car parks.
- 1.3.3 The application for a decked car park at Wellington Way provides additional town centre car parking capacity. It is intended that any off-site demand for parking associated with the proposed apartments (application no. 18/00234) is provided at Wellington Way. The level of demand for off-site parking would be monitored as part of the Travel Plan for the apartments.

### 1.4 Report Structure

- 1.4.1 This TA provides an assessment of the impacts of the proposed development on the local highway network. This TA is structured as follows:
  - **Section 2** provides a summary of the national, regional and local planning policy relevant to the development proposals.
  - **Section 3** provides a summary of the existing situation in the vicinity of the site.
  - **Section 4** describes the development proposals, including site access and proposed parking arrangements.
  - **Section 5** identifies the proposed development’s anticipated trip generation and anticipated impact on the local highway network.
  - **Section 6** provides a summary and conclusion to this document.

## 2 Policy

### 2.1 Preface

- 2.1.1 This section provides a review of the relevant national, regional and local policy requirements relevant to the proposed development.

### 2.2 National Policy

#### *National Planning Policy Framework*

- 2.2.1 The revised National Planning Policy Framework (NPPF) was published in February 2019 by the 'Ministry of Housing, Communities and Local Government' and is the primary source of national planning guidance in England.

- 2.2.2 The NPPF contains the Government's strategies for economic, social and environmental planning policies in England and it is designed to be a single, tightly focused document.

- 2.2.3 At the heart of the NPPF is a "*presumption in favour of sustainable development*", which for decision making is set out in paragraph 11:

*"c) approving development proposals that accord with an up-to-date development plan without delay; or*

*d) where there are no relevant development plan policies or the policies which are most important for determining the application are out-of-date, granting permission unless:*

*i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

*ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in this Framework taken as a whole."*

- 2.2.4 Under the heading 'Promoting Sustainable Transport' paragraphs, 102 and 103 of the NPPF requires the planning system to actively manage patterns of growth in order to address the potential impacts of development on transport networks.

- 2.2.5 Paragraph 109 of the NPPF states 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.*"

- 2.2.6 Paragraph 111 of the NPPF states that "*all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*"

- 2.2.7 This TA assesses the likely impacts of the proposed development on the surrounding transport infrastructure.

- 2.2.8 As the proposed development is a car park it is not appropriate to produce a Travel Plan for the site. However, it is noted that a Travel Plan has been prepared for the residential planning application APP/18/00234 to reduce the demand for car parking at source.

***National Planning Practice Guidance (Transport evidence bases in plan making and decision taking)***

- 2.2.9 The NPPG identifies key contents of a TA, including:
- *‘the planning context of the development proposal;*
  - *road trip generation and trip distribution methodologies and/or assumptions about the development proposal; and*
  - *measures to promote sustainable travel.’*
- 2.2.10 This TA accords with the requirements of the NPPG.

## **2.3 Regional Policy**

### **Hampshire Local Transport Plan 2011-2031 (April 2013)**

- 2.3.1 The Hampshire Local Transport Plan (LTP) sets out a strategy for achieving Hampshire County Council's (HCC) vision for transport within Hampshire. The HCC vision for transport is to create *‘safe, efficient and reliable ways to get around a prospering and sustainable Hampshire’*.
- 2.3.2 The LTP has three main priorities which are:
- *“To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.”*
  - *“Provide a safe, well maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the country on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction.”*
  - *“Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods.”*
- 2.3.3 The transport strategy set out within the LTP has been subdivided into local regions, with the site falling within the South Hampshire Joint Strategy area. The vision for South Hampshire is to create *‘A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment’*.
- 2.3.4 Policy A of the South Hampshire Strategy states the following:
- “To develop transport improvements that support sustainable economic growth and development within South Hampshire.”*
- 2.3.5 The development proposals seek to provide new car parking to support economic growth and development within Waterlooville town centre. The development proposals are therefore in line with Policy A of the South Hampshire Strategy.

## 2.4 Local Policy

### *Havant Borough Core Strategy*

2.4.1 The Havant Borough Core Strategy sets out Havant Borough Council's (HBC) policies with regards to new development within the borough.

2.4.2 Policy CS20 of the core strategy outlines the approach to transport and access to new developments. The policy states:

*"Development will be permitted that:*

- 1. Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.*
- 2. Does not increase congestion and promotes better use of existing transport networks.*
- 3. Improves accessibility to goods, service and employment and promotes equality in the transport system.*
- 4. Provides transport management measures to ensure the safe and efficient operation of the strategic local road network.*
- 5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.*
- 6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate."*

2.4.3 The core strategy sets out a strategic plan for Waterloooville town centre, which includes the provision of *'replacement and new car parking to ensure the viability of the town centre'*. The development proposals are thus in accordance with the core strategy.

### 3 Existing Situation

#### 3.1 Pedestrian Connections

- 3.1.1 The Wellington Way car park is served by two pedestrian accesses providing routes towards the town centre and the Wellington Way shopping centre.
- 3.1.2 A pedestrian access is provided at the southern corner of the car park. The access is provided in the form of a pedestrian footway from the car park onto Wellington Way, with bollards located to the centre of the footway to restrict vehicular access. The access provides the primary route between the car park and Waterloooville high street.
- 3.1.3 From the southern access, pedestrians are required to cross Wellington Way and proceed along the service road, associated with the shops on Waterloooville high street. The service road is provided with a footway to the western side of the carriageway and connects to a pedestrian link, which connects directly to the high street.
- 3.1.4 The pedestrian link is located between two buildings containing retail units. The link is approximately 20 metres (m) long and is lit.
- 3.1.5 A second pedestrian access is provided along the western frontage of the site onto Wellington Way. The access is provided in the form of a pedestrian footway, with bollards located in the centre to restrict vehicular access. From the access point, pedestrians are required to cross Wellington Way to reach the pedestrian footway provided alongside the western side of the footway.
- 3.1.6 A pedestrian link is located directly opposite the western access on Wellington Way, which provides access to the Wellington Way shopping precinct. This contains an Iceland supermarket, a number of retail units and provides a secondary route from the car park to Waterloooville high street. The pedestrian link runs through the Wellington Way precinct and is approximately 100m in length. Street lighting is provided along the entire length of the pedestrian link.
- 3.1.7 Wellington Way is provided with a footway along the southern and western side of the carriageway. The footway along Wellington Way caters for pedestrian trips to and from the site and the surrounding development. The footway along Wellington Way is provided with street lighting.
- 3.1.8 Waterloooville high street is a pedestrianised street, which provides access to a large number of retail units located within Waterloooville town centre.

#### 3.2 Local Highway Network

##### *Wellington Way*

- 3.2.1 Wellington Way is a single carriageway, one-way road, varying from one to two traffic lanes along its route. Wellington Way is accessed from the A3 Maurepas Way via a slip road, located to the north-east of the site. Wellington Way routes along the eastern, southern and western sides of the site. Wellington Way reconnects with the A3 Maurepas Way to the north west of the

site in the form of a priority-controlled junction.

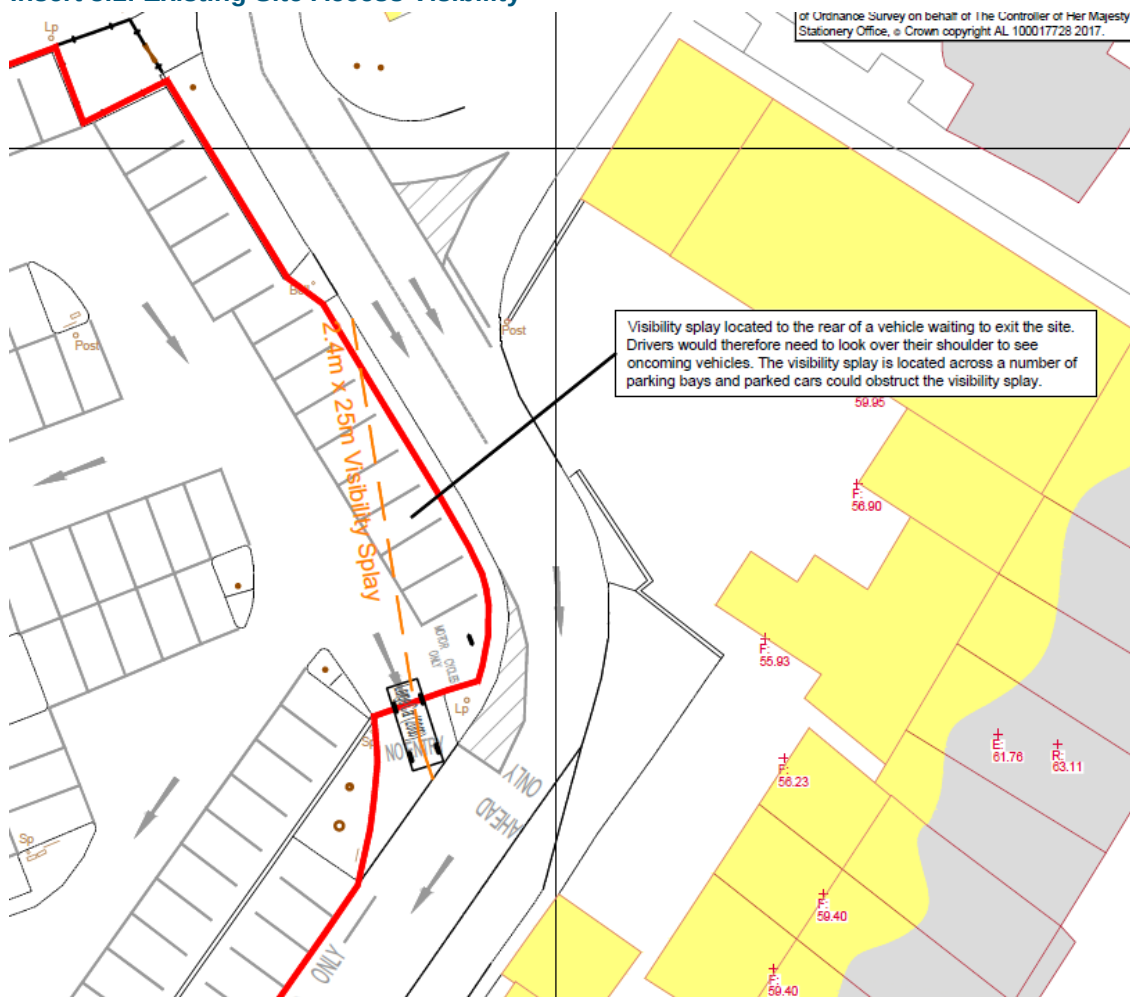
- 3.2.2 Wellington Way provides a vehicular route to the site from the wider highway network and serves as an access for delivery and servicing vehicles for a number of retail units located in Waterloooville town centre.
- 3.2.3 On-street parking is restricted along the entire length of Wellington Way by the presence of double yellow lines located to both sides of the carriageway. A loading bay is provided on the western side of the carriageway, to the west of the site.

### ***A3 Maurepas Way***

- 3.2.4 The A3 Maurepas Way is a dual carriageway, two-way road, subject to a 40mph speed limit. Two lanes of traffic are provided in each direction.
- 3.2.5 The A3 Maurepas Way provides a route heading south from the site towards Cosham and Portsmouth and a route heading north from the site towards Horndean, where it connects with the A3(M). The A3(M) can also be accessed from the site via Hulbert Road.
- 3.2.6 The A3 Maurepas Way connects with Hambledon Road and Houghton Avenue to the west of the site, in the form of a four-arm roundabout. To the east of the site, the A3 Maurepas Way connects with the B2150 Hulbert Road in the form of a three-armed roundabout.
- 3.2.7 Parking along the A3 Maurepas Way in the vicinity of the site is restricted by the presence of double yellow lines.
- 3.2.8 Limited pedestrian footways are provided along the A3 Maurepas Way, reflecting its primarily vehicular movement function.

## **3.3 Site Access**

- 3.3.1 Vehicular access to the site is currently provided from Wellington Way. Access into the existing car park is provided to the north-west corner of the site. The car park exit is provided in the form of a priority-controlled give-way junction, located in the south-east corner of the site.
- 3.3.2 Visibility at the existing car park exit point is poor. The exit junction is located at a 90-degree bend on Wellington Way, and as such any vehicles travelling along Wellington Way, approach from the rear of a vehicle waiting to leave the car park. Drivers exiting the car park are, therefore, required to look over their shoulder to see approaching traffic on Wellington Way. This is illustrated in **Insert 3.1**.

**Insert 3.1: Existing Site Access Visibility**

- 3.3.3 The poor visibility at the exit junction is likely to result in a risk of collisions occurring at the junction. The visibility splays at the existing access are presented on the plan provided in **Appendix A**.

### 3.4 Review of Collision Data

- 3.4.1 In order to establish whether there are any inherent safety concerns on the local highway network in the vicinity of the site, a review of collision data has been undertaken. Data was obtained from the CrashMap website ([www.crashmap.co.uk](http://www.crashmap.co.uk)), for the most recently available five year period (1<sup>st</sup> January 2014-31<sup>st</sup> December 2018). The collision study area and data reports obtained from CrashMap are contained in **Appendix B**.
- 3.4.2 A review of the available data reveals that within the five year period, there was a total of 15 recorded personal injury collisions (PICs). Of the 15 PICs, two were recorded as resulting in serious injury and 13 were recorded as resulting in slight injury. No fatalities were recorded within the study area.
- 3.4.3 A total of three PIC clusters have been identified within the study area. The PIC clusters are summarised in **Table 3.1**.

**Table 3.1: PIC Clusters**

| Location                                      | Slight | Serious | Fatal | Total |
|-----------------------------------------------|--------|---------|-------|-------|
| A3 Maurepas Way/Hambledon Road Roundabout     | 5      | 2       | 0     | 7     |
| A3 Maurepas Way/Hambledon Road Junction       | 2      | 0       | 0     | 2     |
| A3 Maurepas Way/B1250 Hulbert Road Roundabout | 6      | 0       | 0     | 5     |
| Total                                         | 13     | 2       | 0     | 15    |

***A3 Maurepas Way/Hambledon Road Roundabout***

3.4.4 A total of seven PICs were recorded at the A3 Maurepas Way/Hambledon Road Roundabout, with five slight PICs and two serious PICs. The PICs can be summarised as follows:

- Two out of seven PICs were recorded when it was raining.
- Three out of seven PICs occurred when the road surface was wet.
- Four out of seven PICs occurred in the hours of darkness.
- Four out of seven PICs involved a collision between a car and a cyclist.
- Two out of seven PICs involved a collision between a car and a motorcycle.

3.4.5 A large proportion of collisions recorded involved cyclists and motorcyclists. A detailed review of the collisions involving cyclists and motorcyclists has found that all collisions occurred during the highway network peak hours and involved the car driver pulling away whilst the cyclist or motorcyclist was proceeding along the carriageway normally.

3.4.6 Two serious collisions were recorded at the A3 Maurepas Way/Hambledon Roundabout. One involved a collision between a cyclist and a car pulling away and one involved a collision between a motorcyclist and a car pulling away. Both serious collisions were similar and consistent with the collision trends observed at the roundabout.

3.4.7 Although there is a clear trend in collisions at the roundabout, the causation of the collisions can be attributed to road user behaviour, with drivers in queuing traffic not checking for cyclists/motorcyclist passing as they pull away. Any additional traffic caused by the proposed development would not be anticipated to exacerbate the trend in collisions.

***A3 Maurepas Way/Hambledon Road Junction***

3.4.8 A total of two slight collisions were recorded at the A3 Maurepas Way/Hambledon Road junction. Both collisions occurred when the weather was fine, the road surface dry and during the hours of darkness. One collision involved a collision between a pedestrian and a car and one involved a collision between two cars.

3.4.9 There is no clear trend in collisions at the A3 Maurepas Way/Hambledon Road junction and as such, it is not anticipated that the proposed development would have an impact on highway safety at the junction.

***A3 Maurepas Way/Hulbert Road Roundabout***

3.4.10 A total of six slight PICs were recorded at the A3 Maurepas Way/Hulbert Road roundabout. The

PICs can be summarised as follows:

- Five out of six PICs occurred when the weather was fine.
- Five out of six PICs occurred when the road surface was dry.
- Two out of six PICs occurred during the hours of darkness.
- Two out of six PICs involved a collision between a car and a cyclist.
- One out of six PICs involved a collision between a car and a motorcyclist.

3.4.11 There is no clear trend in collisions at the A3 Maurepas Way/Hulbert Road junction and as such, it is not anticipated that the proposed development would have an impact on highway safety at the junction.

### **3.5 Summary**

3.5.1 The site is considered to be accessible on foot. WaterlooVille town centre and high street are within a short walk of the site, via dedicated pedestrian routes. The site is currently provided with two forms of pedestrian access.

3.5.2 The site is located on Wellington Way, which is a single carriageway, one-way road.

3.5.3 The site is accessed from Wellington Way with a vehicular entrance located to the north-west corner of the site. A vehicular exit is provided in the form of a priority-controlled junction located to the south-east corner of the site. The exit junction currently has poor visibility, requiring drivers exiting to look behind their vehicles to see oncoming traffic.

3.5.4 A review of collision data has indicated that there is a trend in collisions involving cyclists at the A3 Maurepas Way/Hambledon Road roundabout. It is not, however, anticipated that the proposed development would exacerbate the existing collision trends.

## **4 Proposed Development**

### **4.1 Development Overview**

4.1.1 The development proposals consist of the construction of a multi-storey car park across three floors, to provide a total of 263 car parking spaces. The proposed car parking would replace the existing car parking that supports WaterlooVille town centre. It would also accommodate residential permit parking for the mixed-use development comprising 264 No. 1 bed/studio apartments at Wellington Way (planning application ref: APP/18/00234).

4.1.2 The proposed development layout is shown on the plans provided in **Appendix C**.

### **4.2 Parking Provision**

4.2.1 The proposed multi-storey car park would provide a total of 263 car parking spaces, of which eight would be accessible parking bays and a further eight parent and child bays. The multi-storey car park would be spread across three floors as follows:

- Ground Floor – 95 parking spaces including eight accessible spaces;
- First Floor – 83 parking spaces including eight parent and child spaces;
- Second Floor – 85 parking spaces.

4.2.2 The proposed car park would result in a net increase of 137 spaces. If required, all the additional spaces could be utilised for residential permit parking. From the evidence presented for planning application ref: APP/18/00234, it is anticipated that there could be demand for up to 84 residential parking permits. The residual additional car parking spaces would support the regeneration and development of WaterlooVille town centre.

4.2.3 The provision of eight dedicated accessible parking bays is considered to be suitable. Accessible parking for the proposed residential development would be provided on-site in association with the proposals submitted with planning application App/18/00234. As such, the residential development would not require any additional accessible parking bays within the multi-storey car park. The provision of eight accessible bays as part of the 126 town centre parking bays, would equate to a provision of 6%. This is a significant increase when compared to the existing car park, which contains three accessible bays (2% of the total provision).

4.2.4 The existing car park contains 25 business permit parking bays, which are accessed directly from Wellington Way, are to be retained as part of the development proposals.

4.2.5 A variable message signage management system (VMS) would be implemented within the car park to indicate where parking spaces are available to drivers. The system would indicate to drivers as to where spaces are available, therefore, removing the need to route along a car park aisle to find a space.

### **4.3 Access**

4.3.1 A new vehicular entrance to the car park is proposed to be provided to the south-east corner of the site, in the location where the existing exit point is currently provided. The entrance would

include a slip lane from Wellington Way; however, no entry barriers are proposed and thus it is not expected that vehicular queues would form at the entrance.

- 4.3.2 A new vehicular exit is to be provided in the form of a priority-controlled junction onto Wellington Way. The exit would be provided in the north-west corner of the development, in the location of the existing vehicular entrance.
- 4.3.3 The proposed switch in access points would facilitate improved visibility at the exit point, with the new exit junction positioned perpendicular to the carriageway. The improved visibility would help to reduce the potential risk of collisions occurring. Visibility splays at the proposed site exit are shown in **Appendix D**. Furthermore, vehicles using the car park would no longer be required to route along the southern section of Wellington Way when entering and exiting the site. This would reduce traffic flows along this section of Wellington Way, providing benefit to pedestrians walking between the car park and Waterlooville town centre.
- 4.3.4 Vehicle swept path analysis demonstrating how a large car would enter and exit the site is provided in **Appendix E**.
- 4.3.5 Both of the existing pedestrian accesses to the car park are to be removed and a new single point of pedestrian access is to be provided on the sites western frontage onto Wellington Way.
- 4.3.6 The location of the proposed new pedestrian access would encourage pedestrians to use the existing footway along Wellington Way, which improves pedestrian safety when compared to the existing pedestrian access arrangements. The existing southern pedestrian access is located at a point where pedestrians are not able to cross to use the pedestrian footway along Wellington Way. Pedestrians are instead encouraged to walk along the carriageway to reach the pedestrian link to the high street.
- 4.3.7 Access to the first and second floors would be provided via a lift core, provided with a lift and separate staircase, located adjacent to the proposed pedestrian access.
- 4.3.8 Residents of the proposed residential development (planning application ref: APP/18/00234) would access the proposed car park via the covered pedestrian link located adjacent to the existing Iceland supermarket and the footway located on Wellington Way.
- 4.3.9 The car park has been designed with consideration for future expansion. A modular structural grid offers the ability to add up to three additional storeys providing circa 80 spaces per floor, whilst remaining operational. This offers an opportunity to allow future regeneration of the nearby Wellington Way Shopping Centre and town centre whilst meeting the parking demand.

## **4.4 Residential Scheme APP/18/00234 Parking Permits**

- 4.4.1 It is proposed that residents of the nearby proposed 264 unit development, located approximately 35m to the west of the site would be able to obtain parking permits, enabling them to park within the proposed car park.
- 4.4.2 It is proposed that up to 137 parking permits would be made available to residents of the nearby development.
- 4.4.3 To justify the proposed level of parking permits, a review of 2011 Census data for car ownership

in the local area has been undertaken. The review indicates that there were 176 no. one habitable room dwellings identified within the 2011 Census for Havant borough as a whole. These units equated to less than 0.3% of the total housing stock. The vast majority of the one habitable room dwellings (151) were classed as rented, which is just under 1% of the total rented housing stock (15,627 dwellings) within Havant borough. A summary of the Census data is included as **Appendix F**.

- 4.4.4 It is not possible from Census data to ascertain where these one habitable room apartments are located within Havant, or how many are in Waterlooville. However, it is reasonable to expect the proposed residential development has similar and most likely better access to public transport and other local services than the existing one habitable room dwellings.
- 4.4.5 Car ownership for the 151 no. one habitable room dwellings were recorded as 58 vehicles, equating to a **0.384** car ownership ratio. It is considered that this is a very robust car ownership ratio to assume for the proposed development because the proposed development is:
- Located in a town centre location, with a variety of facilities available on the doorstep;
  - Within close proximity of public transport services;
  - Dedicated cycle parking facilities will be provided on site; and
  - The development will appeal to occupants bought into a lifestyle without a car.
- 4.4.6 It is therefore suggested that an unmitigated car ownership ratio of **0.384** is very much a worst case and that a 0.3 ratio is more likely in practice.
- 4.4.7 Application of the 0.384 car ownership ratio to the 264 units suggests an unmitigated parking demand of **101** cars.
- 4.4.8 A total of 17 car parking spaces are to be provided on site associated with the mixed-use development proposals. The remaining anticipated parking demand (84 vehicles) would be accommodated within the new multi-storey car park. This forecast level of demand is considerably below the additional 137 parking spaces made available by the proposed decked car park.

## 4.5 Summary

- 4.5.1 The development proposals consist of the construction of a multi-storey car park across three floors, to provide a total of 263 car parking spaces. The proposed car parking would replace the existing surface car park. The additional spaces created would accommodate residential permit parking for the mixed-use development comprising 264 No. 1 bed/studio apartments at Wellington Way (planning application ref: APP/18/00234). Any residual additional space would be available for town centre users.
- 4.5.2 When compared to the existing, the entrance and exit points to the car park would be reversed to provide better visibility at the exit point onto Wellington Way.
- 4.5.3 The existing pedestrian accesses would be removed and a new pedestrian access onto Wellington Way would be created from the sites western frontage.

- 4.5.4 The scheme has been designed to accommodate further levels of car parking if this is required at a later stage to facilitate further regeneration of the town centre.

## 5 Trip Attraction, Generation and Highway Impact

### 5.1 Existing Car Park Trip Attraction

- 5.1.1 Data has been supplied by Havant Borough Council with regard to the number of ticket sales per day at the existing Wellington Way car park. It was found that during peak periods up to 4.2 sales per day, per parking space, would be expected.
- 5.1.2 As the existing car park has a total of 126 car parking spaces, it is anticipated that there could be up to 529 (4.2 sales/day x 126 car parking spaces) ticket sales per day, resulting in 1,058 two way vehicular trips per day.

### 5.2 Proposed Multi-Storey Car Park Trip Attraction

- 5.2.1 On the basis of the anticipated uptake of 84 residential parking permits, the proposed multi-storey car park would result in a net increase of 53 car parking spaces available to the general public, as outlined within **Section 4.2**.
- 5.2.2 Allowing for an increase of 53 car parking spaces results in a total of 179 car parking spaces available to the general public. Assuming that the multi-storey car park would produce the same trip rate as the existing car park, this would result in an anticipated 752 ticket sales per day. This equates to 1,504 two-way trips per day.

### 5.3 Proposed Residential Parking Trip Generation

- 5.3.1 The TRICS database was interrogated in order to identify similar sites to the proposed residential development. **Table 5.1** provides a summary of sites located within the TRICS database that were identified to have similar attributes to the proposed development.

**Table 5.1: TRICS Sites**

| TRICS Reference | Description      | Town/City  | Location            | Dwellings | Parking | Selected |
|-----------------|------------------|------------|---------------------|-----------|---------|----------|
| CB-03-C-01      | Block of Flats   | Carlisle   | Town Centre         | 40        | 43      | No       |
| GM-03-C-02      | Block of Flats   | Manchester | Town Centre         | 154       | 100     | Yes      |
| GM-03-C-03      | Block of Flats   | Manchester | Town Centre         | 20        | 14      | No       |
| ES-03-D-06      | Flats and Houses | Brighton   | Suburban Area       | 15        |         |          |
| HC-03-D-04      | Block of Flats   | Winchester | Edge of Town Centre | 23        |         |          |
| MS-03-D-01      | Block of Flats   | Liverpool  | Suburban Area       | 38        |         |          |

- 5.3.2 It is noted that none of these sites are identical to the proposed residential development; however, it is expected that the daily number of trips per resident is likely to be consistent. As such, the average person trip rates for each site have been calculated and are presented within **Table 5.2**.

**Table 5.2: Person Trip Rate (per dwelling) Comparison**

| Site                       | AM PEAK HOUR (08:00-09:00) |              | PM PEAK HOUR (17:00-18:00) |              | DAILY TRIPS (07:00-19:00) |              |
|----------------------------|----------------------------|--------------|----------------------------|--------------|---------------------------|--------------|
|                            | IN                         | OUT          | IN                         | OUT          | IN                        | OUT          |
| CB-03-C-01<br>(Carlisle)   | 0.125                      | 0.428        | 0.352                      | 0.428        | 2.257                     | 2.602        |
| GM-03-C-02<br>(Manchester) | 0.026                      | 0.462        | 0.063                      | 0.185        | 2.450                     | 2.405        |
| GM-03-C-03<br>(Manchester) | 0.015                      | 0.401        | 0.901                      | 0.201        | 3.102                     | 3.200        |
| ES-03-D-06<br>(Brighton)   | 0.133                      | 0.600        | 0.600                      | 0.133        | 5.199                     | 5.334        |
| HC-03-D-04<br>(Winchester) | 0.087                      | 0.043        | 0.130                      | 0.087        | 1.040                     | 0.954        |
| MS-03-D-01<br>(Liverpool)  | 0.293                      | 0.146        | 0.020                      | 0.137        | 1.894                     | 2.115        |
| <b>Average</b>             | <b>0.113</b>               | <b>0.347</b> | <b>0.344</b>               | <b>0.195</b> | <b>2.657</b>              | <b>2.768</b> |

- 5.3.3 Whilst no information is available within TRICS regarding the size of the surveyed units, it is reasonable to expect that on average they would be larger than those within the proposed residential development. As such, taking the average trip rate calculated is a robust assessment.
- 5.3.4 The TRICS data has also been reviewed in terms of modal share, especially car usage. This analysis is summarised in **Table 5.3**, which shows the variation in car modal share by hour and direction of travel. It should be noted that the modal share includes car passengers.

**Table 5.3: Car Modal Share**

| Hour beginning | Inbound | Outbound |
|----------------|---------|----------|
| 0700           | 64%     | 36%      |
| 0800           | 59%     | 20%      |
| 0900           | 27%     | 12%      |
| 1000           | 44%     | 29%      |
| 1100           | 30%     | 35%      |
| 1200           | 30%     | 27%      |
| 1300           | 33%     | 33%      |
| 1400           | 34%     | 30%      |
| 1500           | 13%     | 26%      |

|                |            |            |
|----------------|------------|------------|
| 1600           | 29%        | 27%        |
| 1700           | 20%        | 43%        |
| 1800           | 28%        | 34%        |
| <b>Average</b> | <b>29%</b> | <b>28%</b> |

5.3.5 From **Table 5.3** it is apparent that the average car modal share is 29%, however, this varies by time of day and direction of travel. Reviewing the modal share for peak hour travel it is clear that morning outbound and evening inbound trips have lower car usage, likely reflecting the increased use of public transport and other sustainable modes for commuting trips. Likewise, inbound trips in the morning have higher car usage, likely reflecting residents working overnight shifts.

5.3.6 The 2011 Census Journey to Work data has been reviewed for the local area, with the modal share shown as **Table 5.4**. It is noted that the Census data reflects that the majority of the Waterloo ward comprises much larger housing stock, further away from public transport and other facilities than the development site. Based on the proposed parking provision and TRICS evidence, it is expected that car usage at the development site will be considerably lower. As a robust assumption, the average 29% car modal share calculated from TRICS has been used. The proposed modal share is also presented in **Table 5.4**.

**Table 5.4: Modal Share**

| Mode                 | 2011 Census | Proposed |
|----------------------|-------------|----------|
| Vehicles             | 68%         | 20%      |
| Passenger            | 7%          | 9%       |
| Motorcycle           | 1%          | 1%       |
| Taxi                 | 1%          | -        |
| Other Goods Vehicles | -           | -        |
| Public Transport     | 8%          | 25%      |
| Pedestrians          | 12%         | 30%      |
| Cycles               | 3%          | 15%      |
| All Modes            | 100%        | 100%     |

5.3.7 Utilising the person trip rate calculated in **Table 5.2**, and the modal share presented in **Table 5.4**, it is then possible to calculate the likely trips generated by the development. This is shown in **Table 5.5** for the 264 dwellings.

**Table 5.5: Trip Generation (264 dwellings)**

| Mode              | AM PEAK HOUR<br>(08:00-09:00) |      | PM PEAK HOUR<br>(17:00-18:00) |      | DAILY TRIPS<br>(07:00-19:00) |      |
|-------------------|-------------------------------|------|-------------------------------|------|------------------------------|------|
|                   | Arr.                          | Dep. | Arr.                          | Dep. | Arr.                         | Dep. |
| Vehicles          | 6                             | 18   | 18                            | 10   | 140                          | 146  |
| Vehicle Passenger | 3                             | 8    | 8                             | 5    | 63                           | 66   |
| Motorcycle        | 0                             | 1    | 1                             | 1    | 7                            | 7    |
| Public Transport  | 7                             | 23   | 23                            | 13   | 175                          | 183  |
| Pedestrians       | 9                             | 27   | 27                            | 15   | 210                          | 219  |
| Cycles            | 4                             | 14   | 14                            | 8    | 105                          | 110  |
| All Modes         | 30                            | 92   | 91                            | 51   | 701                          | 731  |

- 5.3.8 The trip generation assessment indicates that the development will potentially generate a total of 286 daily two-way vehicle trips. This is considered to be a very robust forecast, not taking into consideration the small unit sizes and facilities within the proposed development.

## 5.4 Total Proposed Development Trips

- 5.4.1 The total number of daily vehicular trips to and from the proposed multi-storey car park is the sum of the anticipated trips associated with the car parking available to the general public and the car parking associated with the residents of the proposed development. This equates to a total of 1,790 two-way vehicular trips per day.

## 5.5 Net Vehicle Trips

- 5.5.1 By comparing the total number of trips associated with the proposed multi-storey car park to those of the existing car park, the net change in vehicular trips at the site can be calculated. It is anticipated that the proposed multi-storey car park would result in a net increase of 732 vehicular trips per day.

## 5.6 Highway Impact

- 5.6.1 The A3 Maurepas Way is located immediately adjacent to the site and connects directly to Wellington Way. The proposed development would, therefore, have a direct impact on the A3 Maurepas Way.
- 5.6.2 A Department for Transport (DfT) traffic count site is located on the A3 Maurepas Way immediately adjacent to the frontage of the site. The traffic count data indicates that in 2017 an average annual daily flow (AADF) of 31,097 vehicles was recorded. This equates to 31,600 PCU (passenger car units). The full traffic count data and PCU calculation can be seen in **Appendix G**.
- 5.6.3 The proposed development is anticipated to result in a net increase of 732 PCU per day on the

A3 Maurepas Way, which would result in a net increase of 2.31% in traffic. An increase in traffic flows of 2.31% is considered to be within the typical daily fluctuations in daily traffic flow volume that would normally be observed. It can, therefore, be concluded that the proposed development will not have a material impact on the operation of the local highway network.

## **5.7 Summary**

- 5.7.1 Trip rates associated with the existing car park have been determined from ticket sales data provided by Havant Borough Council. The data indicated that each parking space is likely to experience 4.2 sales per day.
- 5.7.2 The operation of the existing car park, consisting of 126 parking spaces, is considered to result in 1,058 daily two-way trips.
- 5.7.3 The operation of the proposed multi-storey car park is anticipated to result in 1,790 daily two-way vehicle trips. The proposed development is anticipated to result in a net increase of 732 daily two-way vehicular trips.
- 5.7.4 The net increase in vehicular trips would result in an increase of 2.31% in daily traffic flows along the A3 Maurepas Way. It can, therefore, be concluded that the proposed development would not result in a material impact on the local highway network.

## 6 Summary and Conclusions

### 6.1 Summary

- 6.1.1 This Transport Assessment (TA) has been prepared by Royal HaskoningDHV (RHDHV) on behalf of CPI Wellington Way 2 Ltd. The TA has been prepared in association with a planning application for the construction of a new multi-storey car park at the Wellington Way car park, Wellington Way, Waterlooville, Hampshire, PO7 7ED (the site).
- 6.1.2 The proposed development would create additional car parking, in the first instance to accommodate demand from the proposed development of 264 No. 1 bed/studio apartments at Wellington Way, Waterlooville (planning application ref: APP/18/00234). Any residual spaces would be made available to other town centre users.
- 6.1.3 The site is accessible on foot, with Waterlooville town centre and high street within a short walk, via dedicated pedestrian routes. The site is currently provided with two forms of pedestrian access.
- 6.1.4 The site is located on Wellington Way, a single carriageway, one-way road. The site is accessed from Wellington Way with a vehicular entrance located to the north-west corner of the site. A vehicular exit provided in the form of a priority-controlled junction is located to the south-east corner of the site. The exit junction currently has poor visibility, requiring drivers exiting to look over their shoulder behind their vehicles to see oncoming traffic.
- 6.1.5 A review of collision data has indicated that there is a trend in collisions involving cyclists and motorcyclists at the A3 Maurepas Way/Hambledon Road roundabout. It is not, however, anticipated that the proposed development would exacerbate the existing collision trends.
- 6.1.6 The development proposals consist of the construction of a multi-storey car park across three floors, to provide a total of 263 car parking spaces, including eight accessible spaces and eight parent and child spaces. A pedestrian lift and staircase would be provided. The proposed development would replace the existing 126 space surface car park on the site.
- 6.1.7 The existing pedestrian accesses would be removed and a new pedestrian access onto Wellington Way would be created from the western frontage of the site.
- 6.1.8 The entrance and exit points to the car park would be reversed to provide better visibility at the exit point onto Wellington Way. This would also reduce traffic movements past the pedestrian access point into the car park.
- 6.1.9 It is anticipated that there could be demand for up to 84 parking permits from future residents of the nearby residential development site.
- 6.1.10 Trip rates associated with the existing car park have been determined from ticket sales data provided by Havant Borough Council. The data indicated that each parking space is likely to experience 4.2 sales per day.
- 6.1.11 The existing car park, consisting of 126 parking spaces, is considered to result in 1,058 daily two-way trips.

- 6.1.12 The proposed multi-storey car park is anticipated to result in 1,790 daily two-way vehicle trips. The proposed development is anticipated to result in a net increase of 732 daily two-way vehicular trips.
- 6.1.13 The net increase in vehicular trips would result in an increase of 2.31% in daily traffic flows along the A3 Maurepas Way. It can, therefore, be concluded that the proposed development would not result in a material impact on the local highway network.

## 6.2 Conclusion

- 6.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and identifies that '*Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe*'. In accordance with the NPPF, it has been demonstrated that the travel demand of the proposed development does not represent a severe residual transport impact.
- 6.2.2 The development proposals have been demonstrated to be in accordance with all relevant national, regional and local planning policies.

## Appendix A – Existing Site Access Visibility Splay

## Appendix B – Collision Data and Study Area

## Appendix C – Proposed Development Layout

## Appendix D – Proposed Access Visibility Splay

## Appendix E – Vehicle Swept Path Analysis

## Appendix F – 2011 Census Data Summary

## Appendix G – DfT Traffic Count Data