

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

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

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Ray Alborough
Direct Line 01962 847 316
Date 23 May 2019

My reference 024645
Your reference APP/19/00427
Email havantdc@hants.gov.uk

Dear ,

Land at Lower Road, Havant

Development of 50 new dwellings together with access, landscaping and open space

I refer to your recent consultation in respect of the above planning application. The Highway Authority's comments on the Transport Statement are :-

Existing Conditions

Walking and Cycling

Lower Road is a rural style road with limited footway provision. Across the site frontage there is currently no footway on the southern side of Lower Road and on the north side provision at its junction with Lodge Road and a short section leading in to and just around the sharp bend at the eastern end of the site. There is another section commencing about 50m. to the north all the way to Brookside Road. There is a link from Lodge Road to Bedhampton Road via. Footpath 107 which also connects the site to the wider provision in Bedhampton.

Lower Road makes up part of Havant Borough Council's formal cycle network, signposting cyclists westwards across Rusty Cutter Roundabout or south along Harts Farm Way. Given the lack of footway or other shared use path provision, cycling along Lower Road takes place within the carriageway.

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

Bus

The closest bus stop to the development sits c.550m to the north on Bedhampton Road. The facilities here consist of a bus shelter, flagpole and timetable which are considered sufficient for encouraging the uptake of bus travel from the site. Bus service 21 operates every 10-15 minutes, while service 23 operates every 15 minutes, providing journeys to Portsmouth, Southsea and Havant.

Rail

The nearest train station (Bedhampton Rail Station) is c.1000m northeast of the development, providing regular journeys to destinations further afield. While the station does not benefit from a car park, cycle parking spaces are provided, representing a potential method of travel to replace the private car.

Local Highway Network

Lower Road can accommodate two way vehicular traffic and is subject to a 30mph speed limit. Automatic Traffic Surveys have been undertaken by the applicant to establish vehicle speeds along the road in proximity of the site. The wet weather 85th percentile speeds were recorded as 20.6 mph heading eastbound and 18.2 mph westbound. Vehicular flow has been recorded as 60 two-way movements in the AM peak hour, and 58 in the PM peak hour. Pedestrian and cyclist movements along Lower Road have also been recorded, highlighting Sunday as the busiest day for pedestrians with 149 two-way movements and Friday for cyclists with 104 two-way movements across the day. This level of pedestrian and cycle movements indicates that Lower Road currently operates as a shared surface.

Lower Road terminates to the west of the site, providing vehicular access to approximately 30 dwellings. There is a shared use footpath/cycleway link to the Rusty Cutter Roundabout beyond the end of the carriageway.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been collected from Hampshire Constabulary for the period between 01/05/11 to 31/01/2018 covering Brookside Road, Lower Road and Lodge Road. No personal Injury Incidents on these roads were recorded across the study period, indicating that there are no existing highway safety issues in the area. The Highway Authority is therefore satisfied that there are no existing safety issues on these roads.

Traffic Impact

To ascertain the likely number of vehicular trips generated by this development, the TRICS database has been consulted to provide trip rates for the AM and PM peak hours. Based on the criteria selected, the total two way trips are identified as 0.518 in

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the AM peak and 0.517 in the PM peak, corresponding to vehicle trips of 26 in both the peak hours. The Highway Authority has carried out its own review of the likely number of trips from the development and confirm that the trip rates provided are acceptable.

The distribution of these vehicular trips has been split into commuting and business trips, with 46% of trips being for employment and 54% for other purposes (leisure, education, etc.). The distribution assumption for both of these categories has then been calculated. For commuting trips, National Census Journey to Work data has been used for output area Havant 018 MSOA. To understand other journey purpose trips, a gravity model has been by the applicant, focusing on destinations within a 35 minute drive. Combining the outputs for the above places Bedhampton/Havant as the highest trip attractor with 42.02% of all trips, followed by Portsmouth at 22.23% and Waterlooville/Horndean at 11.93%. These trips have been assigned onto the local road network in figures TF6 and TF7 and are considered acceptable.

Junction Modelling

Junction modelling has been undertaken at the following junctions:

- Site Access/Lower Road;
- Brookside Road/Bedhampton Road; and
- Bedhampton Road/Bedhampton Hill roundabout.

Within the modelling assessment, a 2017 base has been used to assess the operational performance of the junctions and 2019 with/without scenario used as a 'future year' to ascertain how development traffic will affect the operational performance of these junctions. Whilst this approach is considered acceptable in principle, we are in 2019, and this should be used as the base year within the modelling, rather than as a future scenario. A 5 year future scenario to 2024 should be assessed to gauge how the identified junctions operate following the assignment of development trips on the network. Additionally the Highway Authority require committed developments to be included, in this case the development to the west of A3(M) known as Forty Acre Farm will need to be taken into account. Detailed modelling comments cannot be provided until clarification is provided on these matters.

Site Access

Vehicular

Proposed vehicular access into the development was progressed through a Pre-Application Design Review with Hampshire County Council. Access into the site is proposed via a bellmouth access, as shown in drawing number ITB12174-GA-002. Visibility splays have been provided at 2.4m x 43m, commensurate with the 30mph speed limit. To reduce hedgerow loss along Lower Road, a 2m wide footway is provided internally in the site, heading west to connect to the existing footway provision at the junction between Lower Road and Lodge Road with a short connection forward

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of the frontage hedge to the existing post box. This will require the relocation of a street lighting column and a telegraph pole. A section of footway is provided along the site frontage to the east of the access, with tactile paving provided to cross pedestrians to the existing provision on the northern side of Lower Road. It is recommended to shorten this provision by a few metres to better align with lower kerbs on the north side of Lower Road.

The access has been tracked for a super large refuse vehicle, demonstrated in drawing number ITB12174-GA-006, showing the movement is tight based on the bellmouth radii. It should therefore be investigated whether the radii of the junction can be increased slightly to aid the movement of a refuse vehicle and other large vehicles in and out of the development. In addition tracking will be required to show how a super large refuse vehicle can turn in to and out of all road 2 including accessing and egressing Lower Road.

The application includes use of an existing agricultural access for construction purposes and how an articulated vehicle can enter and leave the site. The same should be provided for a large pantechicon vehicle which has different turning requirements.

A Stage 1 Road Safety Audit has been undertaken for the proposal. Comments were raised by the auditor and considered within the designers response which have been reflected in drawing number ITB12174-GA-002. A CTMP will be required prior to development of the site (for approval by the Highway Authority) to manage the movement of construction vehicles to and from the development and to address other issues such as preventing mud from being dragged onto the highway when egressing the site.

Pedestrian and Cycle Access

As mentioned, the frontage of the proposed development on Lower Road does not contain a footway. To address this matter, a 2m wide footway is proposed internal to the site, linking to the junction with Lodge Road to the west via tactile paving. The offer to provide signage towards Footpath 107 and Lodge Road is welcomed, additional signage to the west for pedestrians and cyclists may also be required and should be provided within the S278 design check submission.

Drawing number ITB12174-GA-002 details the footway connection to the east. This link is provided on the corner of Lower Road, linking to the existing footway provision on the northern side of the carriageway. North of this link, the footway terminates for 50m before recommencing on the approach to the junction with Brookside Road. The narrower carriageway at this location means a footway link cannot be provided across the missing section. However, traffic surveys have been carried out with 85th percentile speeds recorded at 21 mph and pedestrian forward visibility provided to 30m. It is therefore considered that the current safe operation of Lower Road as a shared surface

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across the absent section of footway is unlikely to be compromised by the additional vehicular trips generated by this development.

The distance to local facilities has been assessed from the development based on the criteria set out in the National Travel Survey 2014 which states 800 m. is a “comfortable walking distance”, 2 km. is a “reasonable” walking distance and 3.2 km. is a “maximum” walking distance. The Highway Authority does not accept the methodology for determining the likelihood of walking trips. Adopting 2 km. as a reasonable walking distance and 3.2 km. as a maximum regular walking distance is therefore not agreed.

The CIHT publication ‘Providing for journeys on foot’ states the preferred maximum walking distance is 2 km. for commuting and sight-seeing. Acceptable walking distances are also considered for a range of journey types within this document. This places a number of destinations highlighted in table 5.2 over the maximum distance that pedestrians are prepared to walk. This matter should be reassessed within the TA before further detailed comments on sustainable access to the site can be provided.

Site Layout

As mentioned above further tracking of a super large refuse vehicle is required at the entrance between Lowe Road and Road 2.

It is not clear if the applicant would wish the Highway Authority to adopt the on site roads and footways/paths. If that is the case and if it includes the SUDS then they will be required to only take water draining from the highway and not any roof or other private area. Either way additional space is recommended between the edge of the road and the top of the excavation for the SUDS.

There is a step in road 2 on the north side opposite plot 5, this should be replaced with a smooth transition between the two widths or the whole road kept at a single width.

An explanation of the double line just to the north of road 2, and adjacent to plot 15 would be appreciated.

The tracking drawing for a super large refuse vehicle in front of plot 10 would suggest the most southerly of the two trees shown is unlikely to last very long.

Allocation of all private parking spaces to individual plots is required.

The unallocated spaces (6 in number) are concentrated at the south west end of the site. The number is a matter for the Borough Council, but I recommend their width is increased to 2.5 m. and they are distributed more evenly throughout the site.

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There is a footpath shown looping through an area of Communal Open Space, the western link of which utilises a private drive serving plots 31 to 33. It is not recommended to have public rights over a shared private drive, but this is a matter for the Borough Council.

Recommendation

The Highway Authority are not currently in a position to provide a positive recommendation until the outstanding information and observations on the internal matters have been satisfactorily addressed and therefore at this time advise an objection on the grounds of :-

1. Inadequate information has been provided to enable the LPA to fully understand the implications of the proposed development on the local highway network.
2. Amendments are required to the layout to make it satisfactory to the LPA.

Yours sincerely,

Ray Alborough

Director of Economy, Transport and Environment
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