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<i>Date</i>	21 st September 2018	<i>Email</i>	Holly.drury@hants.gov.uk

For attention of David Eaves

Mixed use development comprising up to 100 new homes, including up to 40% affordable, 2860sqm of employment floorspace and improved access onto New Lane and Martin Road. On-site parking for residential and employment uses will be provided. (full details to be submitted at a later stage).

Thank you for the opportunity to comment on the above application. Following initial comments made by HCC Highways in June 2018 regarding this application and the accompanying Transport Assessment, the applicant has submitted a response in the form of a Highways Technical Note (Technical Note 01 – WYG Environment Transport Planning – July 2018). The following comments relate to this additional technical note.

Trip Generation and Distribution

Following concerns raised within our previous response with regards to trip rates presented for the affordable housing element of the scheme being too low, the applicant has now re-assessed this element by utilising the same trip rates as presented for houses in private ownership. This is considered acceptable.

Initial concerns were raised with regards to the methodology utilised for trip distribution being based upon existing turning proportions at junctions that are not currently dominated by residential development and that in turn would not reflect the required degree of accuracy.

In line with this, the submitted Technical Note provides details of a sensitivity test based upon the likely turning proportions and destinations of newly

created residential traffic on the highway network of interest utilising 2011 census travel data from the Mid-layer Super Output Area (MSOA).

With regards to residential and workplace distribution “Havant 009” has been applied for trip origin with all MSA’s for destination purposes whilst extrapolating the top 30 workplace and residence destinations. This approach is considered acceptable and is considered to be fully representative in this regard.

The proposed desirable routes have been plotted using route planning software and journey stages recorded with traffic calculated into percentages and applied to turning proportions at all junctions contained within the highway network of interest; again, this approach is considered acceptable and sufficiently robust.

As a result, trips have been assigned to the network using the above methodology and for the more robust residential trip rates associated with the affordable housing element.

Pedestrian and Cycle Infrastructure

HCC raised initial concerns that the submitted masterplan illustrated a path to be provided to link with the southern side of Bartons Road opposite the path linking to Sharp Copse Primary School on the northern side of Bartons Road and that the applicant should be providing suitable crossing for pedestrians and cyclists in this location in order to cater for increased movement as a result of the proposed development.

The applicant has submitted a proposed infrastructure improvement scheme comprising the widening of the existing footway along the northern site boundary to 3m for a shared pedestrian/cycle route, the provision of an enlarged pedestrian refuge island across Martin Road by the junction with Bartons Road, a new refuge island on New Lane for pedestrian/cyclists, the widening of the crossing point on Bartons Road in the vicinity of Prospect Lane, providing the link from the site to Sharps Copse Primary School, and the provision of a new crossing point on Bartons Road adjacent to the existing bus stop.

Whilst the general principle of what is shown is considered to be inline with our previous comments there are a few matters which need to be addressed within the proposals.

- It is not clear how cyclists re-join the carriageway at New Road. The existing refuge is below standard to facilitate this movement and would need to be made wider to accommodate pedestrians and cyclists. This should be included within the proposals to tie the works in to the improvements secured from the Land South of Bartons Road site.
- A new refuse island is proposed on New Lane. No dimensions are provided for this refuge and its width should be confirmed. The need for this additional refuge island crossing is not clear and is not sited on the main desire line. Shared use access to the existing access on New Lane should also be provided to complete connectivity to the site.

- The footway on the western side of New Lane is currently too narrow to accommodate a shared use facility. This should be widened and may require some dedication of land from the internal layout to achieve a continuation of the 3m route, particularly at the very northern end of New Lane.
- Annotations should be included for pedestrian and cycle signage as required including wayfinding.
- The crossing proposed on Bartons Road at the Prospect Lane junction could not be considered acceptable especially considering its need to cater for a route to school. The proposed location involves pedestrians and cyclists crossing two lanes of westbound traffic. The central refuge island is also of insufficient width. Consideration should be given to the upgrading of the existing puffin crossing and connections to Prospect Lane via this route.
- It is not clear how cyclist's re-join the carriageway at Martins Road. This should be clarified on the drawing.
- The footway cycleway is proposed to be widened at the eastern side of Martins Road but not on the west. This provides no landing area for cyclists to dismount and should be provided.

Site Access

The applicant has agreed that the three site access junctions proposed will be retained in the existing locations with any reserved matters applications coming forward inline with HCC's initial concerns.

Swept path analysis vehicle tracking has been provided by the applicant for the illustrative proposed accesses for both the required size refuse vehicle and max legal 16.5m articulated HGV. The drawings provided are not sufficient to provide a full review. The carriageway markings should be shown so it can be clearly seen whether vehicles overhang or encroach onto on-coming lanes. It is noted that the tracking provided in drawing A090070-182-SPA01 does show the vehicle over-hanging the footway. This would not be considered acceptable.

No speed survey data has been provided. As previously outlined this will be required in order to agree suitability of access arrangements in the vicinity of the existing site accesses with regards specifically to visibility splays. Visibility splays have been shown at 43m as set out with Manual for Streets (MFS) guidance however as per HCC's Technical Guidance Note TG3 speed survey data is required to support MFS assumptions.

It should be noted that the existing site access onto New Lane should also be rationalised within any future design work to form a more traditional junction form.

Highway Impact Assessment

Initial concerns were raised with regards to the methodology utilised for assessing the development's impact upon the highway network in that

required committed development in the form of APP/15/01435 and APP/14/00863 had not been included. As a result an additional two junctions should be operationally modelled and assessed:

- Bartons Road/Comley Hill/Emsworth Common Road
- Bartons Road/B2149 Petersfield Road.

Modelling was also requested for the following three scenarios:

- Existing 2018 Base Year
- 2023 Base + Committed Development
- 2023 Base + Committed Development + Proposed Development

All junctions have been modelled using industry standard software. Modelling has been undertaken for both the AM and PM peaks of the above scenarios. Initial comments by HCC requested clarification for the disparity between PM network peak hours utilised (1600-1700hrs) and those referred to within the “Trip Generation” estimates. The applicant has conformed that the network peak hours have been identified from the turning count data as 1600-1700hrs and the peak development trip generation occurs between 1700-1800hrs and in order to provide a robust assessment the peak development trips have been added to the peak network hours. This approach is considered sufficiently robust and acceptable in this regard.

The above committed developments have now been included with data taken directly from the Transport Assessments associated with those approved applications.

Bartons Road/Martin Road/Prospect Lane

During the 2017 Base year, the operational assessment demonstrates that the junction operates well within its theoretical capacity limits with a maximum RFC (Ratio of Flow to Capacity) of 0.22 in the AM peak hour.

During the 2023 Base + Committed scenario, the operational assessment demonstrates that the junction is expected to continue to operate well within its theoretical capacity limits with a maximum RFC of 0.25 in the AM peak hour.

During the 2023 Base + Committed + Development scenario, the operational assessment demonstrates that the junction is expected to continue to operate well within its theoretical capacity limits with a maximum RFC of 0.26 in the AM peak hour.

No mitigation as a result of this development is therefore required at this junction.

Bartons Road/New Lane

During the 2017 Base year, the operational assessment demonstrates that the junction operates well within its theoretical capacity limits with a maximum RFC of 0.54 in the PM peak hour.

During the 2023 Base + Committed scenario, the operational assessment demonstrates that the junction is expected to continue to operate well within its theoretical capacity limits with a maximum RFC of 0.62 in the PM peak hour.

During the 2023 Base + Committed + Development scenario, the operational assessment demonstrates that the junction is expected to continue to operate well within its theoretical capacity limits with a maximum RFC of 0.66 in the PM peak hour.

No mitigation as a direct result of this development is therefore required at this junction.

Site Access/Martin Road

During the 2023 Base + Committed + Development scenario, the operational assessment demonstrates that the junction is expected to operate well within its theoretical capacity limits with a maximum RFC of 0.08 during the AM peak hour

Site Access/New Lane

During the 2023 Base + Committed + Development scenario, the operational assessment demonstrates that the junction is expected to operate well within its theoretical capacity limits with a maximum RFC of 0.11 in the AM peak hour.

Bartons Road/Comley Hill/Emsworth Common Roa

During the 2017 Base year, the operational assessment demonstrates that the junction currently operates above its theoretical capacity limits with a maximum RFC of 1.11 with an associated MaxQ of 30.3 PCUS occurring on the Bartons Road (right turn) arm of the junction during the AM peak hour. During the 2023 Base + Committed scenario, the operational assessment demonstrates that the junction is expected to continue to operate above its theoretical capacity limits with a maximum RFC of 1.26 with an associated MaxQ of 59.9 PCUS occurring on the Bartons Road (right turn) arm of the junction during the AM peak hour.

During the 2023 Base + Committed + Development scenario, the operational assessment demonstrates that the junction is expected to continue to operate above its theoretical capacity limits with a maximum RFC of 1.29 with an associated MaxQ of 64.9 PCUS occurring on the Bartons Road (right turn) arm of the junction during the AM peak hour.

Given that the development proposals are a change of use application it is considered that the cumulative impact of additional traffic through this junction is likely to be less than that forecast. Details of current movements from the site through the junction have not been outlined and there has been no netting off of any existing trips. Given that the forecast level of vehicle movements resulting from the assessment within the TN results in an additional vehicle less than every 3 minutes and that no netting off has been undertaken it is not

considered that the development could be deemed to be having a significant impact. Additional improvements at the junction are therefore not required.

It should also be noted that it is not clear from the technical note whether the improvements secured through the Land South of Bartons Road works have been assessed. These improvements increase the length of 2 lane approach to Horndean Road from Bartons Road and therefore provide some improvement to the junction performance above the existing road layout.

Bartons Road/B2149 Petersfield Road

Development impact at this junction has been previously assessed for the application known as Land South of Bartons Road. This demonstrated a junction in 2020 which was close to capacity in the 2020 AM peak. This contradicts the results outlined within this applications TA which seem to demonstrate that the junction would be operating well within capacity in 2023.

The base survey data suggests little growth in traffic since 2015 when compared with the more recent data of 2017 although it does note a shift in the network peak. This does not explain however the modelled improvement in the junction performance. There are a number of elements within the model which require alteration before it can be agreed that the outputs reflect an accurate model. These are as follows:

- Petersfield Road south right turn movement should be modelled as a fully signalled right turn.
- Bartons Road has a left turn filter signal not a fully signalled phase
- Interstage times should be changed to match those on street:
 - Stage 3-1 = 9 seconds
 - Stage 1-2 = 9 seconds
 - Stage 2-3 = 7 seconds
- Petersfield Road north does not have a left turn filter signal on street so should be removed from the model.
- Lane 1/1 (Petersfield Road north left turn lane) lane length should be 2 PCU's not 4 PCU's
- Lane 2/1 (Bartons Road left turn lane) lane length should be 3 PCUs not 5 PCUs
- Lane 3/2 lane width should be 3.25m not 3.63m; the turning radius should be 12m not 21m. Additionally this is not a nearside lane. Amending these factors would correct the saturation flow calculation.
- Lane 3/2 should be modelled as a long lane to clearly identify the queue and delay for this movement

Until these alterations to the modelling have been undertaken the highway authority is not able to confirm the impact of the development and whether mitigation measures are required.

Travel Plan

The amended Framework Travel Plan (FTP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of

travel plans – “A guide to development related travel plans”. Whilst the overall quality of the FTP is now very good, there are a couple of minor points that still need addressing before this travel plan can be approved for the proposed development.

The introduction section should include a reference to the developer’s policies on travel plans and sustainable travel. Subsection 1.6 should include information on the type of dwellings and commercial space found on page 5 of the Planning Statement for this development.

Further travel plan measures should be considered in order to encourage cycling, such as: cycle to work schemes, Bicycle User Groups (for both residents and employees), and pool bikes with mileage allowances for cycle use.

Subsection 3.32 should specify the time period and value of the bus vouchers proposed for residents and employees.

These amendments should be made to the FTP so it can be considered acceptable for submission in conjunction with the proposed site and secured against the s106 agreement for the development.

Recommendation

The additional information provided has been reviewed and elements of the proposals require further information and amendment before a positive recommendation can be given. These elements relate to the following:

- Sustainable travel connectivity from the site
- Site access
- Travel plan
- Modelling of the Bartons Road/Petersfield Road signalised junction

I trust that the above is clear but please contact Holly Drury on the above number should you need further information.

Yours faithfully

Ben Clifton
Team Leader – Highways Development Planning