

RPS

**MANOR ROAD DISCOUNT
FOOD STORE**

HAYLING ISLAND

TRANSPORT ASSESSMENT



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FOOD STORE**

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TRANSPORT ASSESSMENT

15 June 2017

Our Ref: JE/AN/adf/sjs/JNY9067-01G

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CONTENTS

1	INTRODUCTION	1
2	TRANSPORT POLICY.....	2
3	EXISTING SITUATION	9
4	DEVELOPMENT PROPOSALS.....	13
5	TRIP GENERATION	14
6	TRAFFIC IMPACT ASSESSMENT	19
7	SUMMARY AND CONCLUSIONS	22

FIGURES

FIGURE 1 – SITE LOCATION PLAN

FIGURE 2 – LOCAL SUPERMARKET LOCATION

APPENDICES

APPENDIX A – SITE LAYOUT

APPENDIX B – HAYLING ISLAND CYCLE MAP

APPENDIX C – BUS ROUTE MAP

APPENDIX D – SWEPH PATH ANALYSIS

APPENDIX E – TRICS OUTPUT

1 INTRODUCTION

Background

- 1.1 This Transport Assessment (TA) has been prepared by RPS Transport on behalf of Lidl UK GmbH (the 'Client'). The TA is produced in support of planning application for a new discount food store of 1,340m² sales area, together with other ancillary areas (846m²) within the building for storage, bakery, freezer and utilities. Within the site, provision will be made for 126 car parking spaces and 19 cycles spaces. The proposed site layout is attached at **Appendix A**.
- 1.2 The site is located at Manor Road, Hayling Island, Hampshire. Manor Road links to the A3023 to the east and West Lane to the west. West Lane links to the A3202 to the north, and further north to Langstone Road. The site is within the administrative boundary of Havant Borough Council (HBC); Hampshire is the County Council (HCC).
- 1.3 A site location plan is attached at **Figure 1**.

Pre-application Consultation

- 1.4 Due to timescales, pre-application consultations with Hampshire County Council were unable to take place. However, previous applications submitted to HCC by Lidl have been reviewed to utilise previous methodologies. Discussion is anticipated following submission of the TA to agree upon any necessary planning obligations and conditions.

Report Structure

- 1.5 The report has been prepared in accordance with the Planning Practice Guidance (PPG) – 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014). The remainder of this report is structured as follows:
- 1.6 This TA will be structured as follows:
- Section 2: Policy Review;
 - Section 3: Baseline Transport Conditions;
 - Section 4: Development Proposals;
 - Section 5: Trip Generation;
 - Section 6: Impact Assessment; and
 - Section 7: Summary and Conclusions.

2 TRANSPORT POLICY

Introduction

2.1 This section summarises the relevant national and local transport and land use policy documents relevant to the development proposals. These documents include:

- National Planning Policy Framework (NPPF, 2012);
- National Planning Policy Guidance (NPPG, 2014);
- Hampshire County Council Local Transport Plan 2011-2031;
- Havant Borough Council Transport Statement (2012); and
- Havant Borough Council Local Plan - Core Strategy.

National Policy

National Planning Policy Framework (NPPF, 2012)

2.2 The National Planning Policy Framework (NPPF) was adopted in March 2012. The NPPF replaced existing national planning policy guidance and statements, including PPG13 and PPS3, with a single more concise document. The NPPF aims to enable local people and their accountable councils to produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

2.3 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. In terms of transport the objectives outlined in NPPF are:

- **"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. (Paragraph 29)**
- **Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. (Paragraph 30)."**

2.4 When determining planning applications, Paragraph 32 of the NPPF states decisions should take account of:

- **"The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;**
- **Safe and suitable access to the site can be achieved for all people; and**
- **Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or**

refused on transport grounds where the residual cumulative impacts of development are severe.”

- 2.5 Whilst the NPPF provides no definition of what a ‘severe’ impact would be, it is clear that *de minimis* impacts are not a reason for preventing development from coming forward for transport reasons.
- 2.6 Paragraph 35 of the NPPF emphasises the importance of protecting and exploiting opportunities for the use of sustainable transport modes for the movement of goods or people.
- 2.7 The NPPF states that in setting local parking standards local authorities should consider the accessibility of a development alongside the type, mix and use of the development as well as looking at local car ownership and the overall need to reduce the use of high emission vehicles when determining planning applications.

National Planning Policy Guidance (NPPG, 2014)

- 2.8 The National Planning Practice Guidance (NPPG) was published in March 2014, offering updated and revised guidance on planning where necessary. The online version allows stakeholders to be informed in real time when future amendments to individual policies are made, thereby ensuring that the most up-to-date guidance documents are available. The NPPG provides additional guidance to supplement the planning policies contained in the NPPF.

Local Policy

Hampshire County Council Local Transport Plan 2011-2031

- 2.9 Hampshire County Council’s Local Transport Plan (LTP) was approved in February 2011.
- 2.10 The LTP is written in two parts:
- 20-year Strategy, which sets out a long-term vision for how the transport network of Hampshire will be developed over the next 20 years; and
 - Three-year Implementation Plan setting out planned expenditure on transport over the period April 2013 to March 2016.
- 2.11 The LTP builds on previous local transport plans and seeks to make improvements to the transport system which will benefit people living and working in Hampshire.
- 2.12 Hampshire’s transport strategy as set out in this Local Transport Plan (LTP) will help the County Council to make progress on its corporate priorities of developing and supporting stronger safer communities, maximising wellbeing and enhancing quality of place, and on its Sustainable Community Strategy. It will also help realise our vision of “***safe, efficient and reliable ways to get around a prospering and sustainable Hampshire***”.
- 2.13 The Transport Plan sets out three main transport priorities for Hampshire over the next 20 years, and fourteen further policy objectives, structured under five broad themes:
- Supporting the economy through resilient highways;
 - Management of traffic;

- The role of public transport;
- Quality of life and place; and
- Transport and growth areas.

2.14 Policy Objective 2 states that Hampshire will work with district authorities to agree coherent policy approaches to parking, including supporting targeted investment in 'park and ride' to provide an efficient and environmentally sustainable alternative means of access to town centres, with small-scale or informal park and ride arrangements being considered as well as major schemes.

2.15 Policy Objective 12 states that Hampshire will invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

2.16 The whole of Havant borough lies within the South Hampshire sub-region. The transport strategy for South Hampshire is set out in Chapter 7 of the LTP and is called the South Hampshire Joint Strategy (SHJS). The SHJS has been developed by the three Local Transport Authorities of Hampshire County Council, Portsmouth City Council and Southampton City Council working together as Transport for South Hampshire (TfSH).

2.17 The SHJS will guide the development of transport networks in the sub-region until 2031 and contains the transport Vision for South Hampshire which 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.”

2.18 It contains fourteen theme-based which will be used as a basis for the core policy objectives for each of the Borough Transport Statements that are located within in the South Hampshire sub-region and are part of the HCC administrative area. TfSH leads on addressing existing and future transport requirements in the sub-region, and has produced a number of strategies relevant to the management of transport in Havant including a 'Reduce' Strategy (2009) and a Freight Strategy (2009). The TfSH principle of 'Reduce, Manage, and Invest' is clarified in the SHJS.

2.19 The challenges set out in the LTP SHJS for the Highway Authorities, HBC and our partners in delivering this transport vision for Havant are:

- Securing funding to deliver the identified transport improvements;
- Ensuring the timely delivery of the transport infrastructure to support housing and employment growth and regeneration opportunities;
- Maintaining the existing transport network and its resilience to the effects of extreme weather events;

- Widening travel choice to offer people reasonable alternatives to the private car for everyday journeys, and reducing the need to travel, moving towards a low carbon economy;
- Managing the existing highway network to ensure that journey time reliability is maintained and improved to help support economic competitiveness, regeneration and growth; and
- Mitigating the adverse impacts of transport activity on people and habitats.

Havant Borough Council Transport Statement (2012)

- 2.20 Each of Hampshire's district and borough councils have produced their own Transport Statement; Havant Borough Council's Transport Statement was adopted in 2012.
- 2.21 This report sets out the transport objectives and delivery priorities for the Havant Borough Council (HBC) area. The Transport Statement provides:
- A local transport policy framework for the Borough;
 - A framework to assist with the prioritisation of transport investment;
 - To assist in transport and land use planning decisions associated with new development proposals;
 - Infrastructure planning in support of HBC's Community Infrastructure Levy (CIL) Draft Charging Schedule as well as any future infrastructure delivery planning work in the Borough. The Charging Schedule is programmed to be adopted by February 2013; and
 - Guidance on the application of the Transport Contributions Policy (TCP) in the interim period until the CIL Charging Schedule is adopted.
- 2.22 The Statement is a Hampshire County Council document and has been developed in consultation with Havant Borough Council. The Statement covers the period up to 2026, which conforms with the timeframes of planned development, as outlined in the Havant LDF Core Strategy (adopted March 2011).
- 2.23 In particular, the priorities and proposals outlined in this Transport Statement look to:
- Promote sustainable economic growth by maintaining a safe and efficient highway network, reducing casualties and tackling congestion on the transport network;
 - Improve access to jobs, facilities and services by all types of transport;
 - Facilitate and enable new development to come forward; and
 - Reduce carbon emissions and minimise the impacts of transport on the environment.
- 2.24 In summary, the main transport challenges facing the Borough can be seen as:
- Improving transport accessibility, particularly to the main employment locations, town centres, and local services and facilities;

- Avoiding traffic congestion in the future including finding ways to mitigate the travel impacts arising from new developments;
- Improving connections to Hayling Island which has only one road onto and off the island and experiences seasonal congestion and peak hour congestion from daily out commuting;
- Realising the potential for walking and cycling through the development of the Havant Active Travel Study;
- Continuing to improve the condition of the local highway network, following the considerable disruption of recent harsh winters; and
- Helping to facilitate lower-carbon transport choices so as to provide a better alternative to the car.

Havant Borough Council Local Plan - Core Strategy

- 2.25 Havant Borough Council has worked with the local community and its partners to produce the Havant Borough Local Development Framework (HBLDF). The HBLDF guides the future development of the borough up to 2026 and will affect everyone who lives, works or visits the borough. The Havant Borough Core Strategy is one of the documents within the HBLDF. The HBLDF is made up of a collection of planning documents and the Core Strategy is the principal document setting out the broad detail and direction of development in the borough.
- 2.26 The Core Strategy sets out the thresholds for parking standards, transport assessments and site travel plans. The parking standards apply to developments of all sizes. However, for larger developments a transport assessment and a company or site travel plan will be required. For development proposing Retail land use above 1000m² a Transport Assessment and is required and a company or site travel plan will be required for stores over 500m².
- 2.27 Policy DM14 Car and Cycle Parking states that a development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.
- 2.28 The Parking Standards set out within the Core Strategy state the following for Food Retail:

Table 2.1: Car and Cycle Parking

Parking Type		Required
Car Parking Standard (Maximum) 2,186m ²		1 space per 14m ² covered areas
Cycle Parking Standard (Minimum)	Long Stay	Greater of 1 space per 6 staff 1 per 300m ² GEA
	Short Stay	1 stand/ 200m ² GEA

- 2.29 The Core Strategy states that:

“Hayling Island is surrounded by a variety of nature designations including some of national and international importance. The majority of the island is open countryside and farmland with a concentration of urban development to the south. The coastline and harbours are attractive features but they also present unique challenges for the future of this part of Havant Borough.

Hayling Island include that access on and off the island presents a challenge and this has been highlighted by the residents of Hayling Island. For this reason (although tourism is promoted on Hayling Island as one of the key objectives specific to that area) tourism provision will not be concentrated solely on Hayling Island, with further opportunities for tourism available elsewhere in the borough.”

- 2.30 The importance of tourism on Hayling Island is further supported through the identification of south Hayling Island as an area for focused regeneration. Redevelopment and regeneration here will update tourism facilities and improve the tourism offer while remaining sympathetic to the character of Hayling Island.
- 2.31 Policy CS3 Skills and Employability Planning permission will be granted for development proposals that:
- Raise skill levels and increase employability;
 - Tackle skill shortages in existing and potential business clusters and sectors particularly advanced manufacturing and marine businesses;
 - Promote skills provision in emerging growth sectors such as sustainable construction methods;
 - Promote skills provision on strategic sites particularly with regard to construction skills;
 - Address barriers to employment for economically inactive people; and
 - Provide childcare facilities within or in close proximity to employment sites.
- 2.32 Policy CS20 Transport and Access Strategy Development will be permitted that:
- Is consistent with and contributes to the implementation of the ‘Reduce, Manage and Invest’ strategy;
 - Does not increase congestion and promotes better use of existing transport networks;
 - Improves accessibility to goods, services and employment and promotes equality in the transport system;
 - Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network;
 - Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users;
 - 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. assesses the non-transport infrastructure requirements to support the proposed new development. The South East Regional Partnership Board has produced a number of guides, including one on transport infrastructure. Havant Borough Core Strategy March 2011 110 A3(M) Havant rail station; and

- Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm / Leigh Park.

3 EXISTING SITUATION

- 3.1 This section considers the current use of the existing sites and their location in relation to employment areas, schools, entertainment and recreational uses etc. and transport links.

Site Description and Location

- 3.2 Hayling Island is located to the south of Havant and Langstone and is linked via the A3023. It is located to the east of Portsmouth and the west of Chichester Harbour. The upper third of Hayling Island is mostly undeveloped land. The south of Hayling Island is mainly seasonal land-use due to tourism and residential development.
- 3.3 The existing site is currently open grass land located to the south of the A3023 Manor Road, approximately 6km to the south of road linking Hayling Island and Langstone. To the east of the site is Church Road, and further east is an area of residential development. To the west of the site is The Oven Camp Site, this also creates the southern boundary to the proposed development. To the north of the site is open farm land and buildings.
- 3.4 The site location is included in **Figure 1**.

Local Highway Network

- 3.5 The proposed development site is situated to the south of the A3023 Manor Road which links to the Church Road roundabout to the east, this routes north as Havant Road to the Langstone Road, which is the road which joins Hayling Island over Bridge Lake over to Langstone. Manor Road is a single carriageway road restricted to a 40mph speed limit.
- 3.6 Church Road, which is restricted to a 30mph speed limit, routes south, along the eastern boundary of the site, to the south of the island. Manor Road also routes south from the site to the south of the island. Both link to Southwood Road which routes to the along the southern edge of the island to the east and to Sea Front which routes along the southern edge, to the west of the island.
- 3.7 Recent traffic counts were recorded by an Automatic Traffic Counter (ATC) on Manor Road between Wednesday 16 November and Tuesday 22 November 2016. A summary of the results is included in **Table 3.1** below.

Table 3.1 Automatic Traffic Count Results

Direction	5 day Average	7 day Average	Percentage
Eastbound	3180	3074	51%
Westbound	3056	2919	49%

- 3.8 As **Table 3.1** shows, on average 51% of movements are made eastbound and 49% of movements are made westbound on Manor Road. During the evening peak hour and Saturday peak hour 59% of movements are made Eastbound and 41% of movements are made Westbound; this distribution percentage was applied when assessing the site access junction.

Pedestrian and Cycle Access

- 3.9 Encouraging walking is a key aim of central and local Government policies, in order to improve health outcomes, reduce greenhouse gas emissions and reduce congestion. Paragraph 2.3 of the Design Manual for Roads and Bridges (DMRB) TD91/05 'Provision for Non-Motorised Users' states:

“Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances.”

- 3.10 There is an established network of footways within the vicinity of the site which in width between 1.8 and two metres. There is a footway along the southern side of Manor Road from the roundabout with Church Road to the east of the site and to the residential areas to the south west.
- 3.11 To facilitate the safe movement of pedestrians across local roads, there are central refuges with dropped kerbs and tactile paving that provide informal crossing points; these are provided at appropriate locations along local roads. At other junctions dropped kerbs and tactile paving facilitate the safe movement of pedestrians across local roads. Street lighting is provided at regular intervals along the local roads, including Manor Road.
- 3.12 Locally, to the development site and covering developed land on Hayling Island are residential areas and holiday parks for tourists. The residential areas along the sea front in the south west of Hayling Island are within two miles of the proposed development, and the majority of residential areas to the south east, covering most of Selsmore, are within two miles of the proposed development. This is within the walking distance considered 'normal' by the DMRB as set out above. It is therefore considered that the majority of residents of Hayling Island could reach the proposed development within two miles.
- 3.13 Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to three miles (4.8 kilometres) for regular journeys in urban areas, and five miles (8km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design). The local area is typically flat and therefore topography is not considered to be an impediment to cycling within the vicinity of the site.
- 3.14 The site benefits from being located near to suggested cycle routes, as illustrated within the Cycle Map of Hayling Island, attached at **Appendix B**. The routes link to Langstone in the north to the sea front in the south.

Public Transport

Bus

- 3.15 There are bus stops located approximately 260 metres to the east of the site next to Mill Rythe School and also bus stops located approximately 230 metres to the west next to The Oven Campsite. These are both serviced by bus services 30 and 31; the frequencies for these services are outlined in **Table 3.2** below.

Table 3.2: Local Bus Service Frequency

Bus Service	Bus Stops	Route	First Service	AM Peak	Inter-peak	PM Peak	Last Service	Sat	Sun
30 / 31	Mill Rythe School / The Oven Campsite	Havant – West Town – Beachlands – Eastoke – Mengham – Havant	05.35	3 per hour	4 per hour	4 per hour	22:11	2 - 4 per hour	2 per hour

- 3.16 The 30 / 31 bus service routes through the south of Hayling Island, past the site and onto Langstone to the north; this is illustrated in the map attached at **Appendix C**. This offers local residents a direct and regular link to and from their home to the development site. The location of these bus stops is included in **Figure 1**.

Rail

- 3.17 There is no railway line on Hayling Island. The nearest is located at Havant, approximately 7.2km to the north of the site. The Railway Station can be accessed via bus services 30 / 31 within a 24 minute bus journey. A summary of the services provided from this station is included in **Table 3.3** below.

Table 3.3: Local Rail Service Frequency

	First Service	AM Peak	Inter-peak	PM Peak	Last Service	Sat	Sun
Southampton Central	04:40	1	2	3	23:19	2	2
London Waterloo	04:46	3	2 - 3	3	23:40	3	3
Brighton	06:10	2	2	1	23:03	2 - 3	4
Portsmouth Harbour	07:10	3	4	4	00:36	5	4

- 3.18 The station provides 92 cycle storage spaces and currently 178 car parking spaces; a new decked car parking is currently being built and will provide over 600 spaces. The station provides a ticket office, refreshment facilities, toilets and waiting rooms.

Baseline Travel Characteristics

- 3.19 The 2011 Census Travel to Work data has been extracted for the Hayling East and Hayling West Wards that covers the proposed development site. The Census statistics for the Wards and the average is included in **Table 3.4** below.

Table 3.4: Modal Split

Mode of Travel	2011 Census Travel to Work Data		
	Hayling West	Hayling East	Average
Car / Van Driver	77%	75%	76%
Car / Van Passenger	4%	5%	4%
On foot	7%	10%	8%
Bicycle	3%	3%	3%
Train / Underground	3%	2%	3%
Bus / Coach	3%	3%	3%
Taxi	0%	0%	0%

Mode of Travel	2011 Census Travel to Work Data		
	Hayling West	Hayling East	Average
Motorcycle	1%	1%	1%
Other	1%	1%	1%
Total	100%	100%	100%

Source: Census (2011)

3.20 **Table 2.6** shows on average 76% of people travel to work via single occupancy vehicle (SOV), approximately 6% travel via public transport and 11% walk or cycle.

3.21 This may be considered as an accurate representation for those during the peak hours which may be visiting the store as part of a linked trip on the way to or from work, however for those travelling not in the peak hours or on the weekend, the Census Journey to Work modal split may not be appropriate.

3.22 During the inter-peak hours and the weekends that the journey to work modal split may not be representative for the mode of travel, it is considered that the proportion of car drivers may be higher.

Local Foodstores

3.23 There are a number of supermarkets on Hayling Island including Co-operative, Tesco Express and Sainsbury's Local. The proposed development is for a Discount Food Store, which is not currently available for residents of Hayling Island. The nearest discount food store is in Havant, therefore this proposed development would decrease journey time for local residents.

3.24 The location of these stores in relation to the site is included on **Figure 2**.

4 DEVELOPMENT PROPOSALS

Scheme Quantum and Site Layout

- 4.1 The proposals include the development of a discount food store, located on land to the south of Manor Road; the existing site is open fields. The proposed development will cover approximately 1,340m² sales area, together with other ancillary areas (846m²) within the building for storage, bakery, freezer and utilities.
- 4.2 The Masterplan for the development is attached at **Appendix A**.

Access Arrangements

- 4.3 A new site accessed is proposed onto the Manor Road. The site access layout including the visibility splays and swept path analysis is attached in **Appendix D**.
- 4.4 The new site access is located approximately 130 metres to the west of the Manor Road / Church Road roundabout.
- 4.5 A separate pedestrian access is proposed to the north east of the site onto the current footway on Manor Road / Church Road.

Opening Times

- 4.6 The proposed discount store will be open seven days a week. Staff will arrive at the store before it opens and will leave after the store has closed. The store will be open during the times set out in **Table 4.1** below.

Table 4.1: Store Opening Times

Day	Opening Times
Monday – Friday	07:00 – 22:00
Saturday	07:00 – 22:00
Sunday	10:00 – 16:00

Parking Provision and Demand

- 4.7 The development is proposing 126 car parking spaces, of which 10 will be accessible parking spaces and eight will be available for Parent and Child parking only. The development will also provide 19 cycle storage spaces.

Delivery Arrangements

- 4.8 Deliveries to the site will be made by the proposed site access; the deliveries will be via HGVs.
- 4.9 Lidl stores only have two or three HGV deliveries per day. The HGV delivers frozen, chilled and ambient goods, and transports waste and recycling on the return trip. The drawing attached in **Appendix D** demonstrates that the swept paths of an articulated delivery vehicle can safely and conveniently enter, deliver and leave the site in forward gear.

5 TRIP GENERATION

Introduction

- 5.1 This section describes the methodology for predicting the trip generation for the proposed discount food store as well as the likely traffic growth on the local road network and the committed developments in the local area.

Existing Trip Generation

- 5.2 There is currently no development on the existing site, therefore there is no existing trip generation from the site.

Proposed Foodstore Trip Generation

- 5.3 The trip rates and trip generation set out below were previously agreed with Hampshire County Council for a proposed Lidl discount foodstore in Ringwood. The methodology has been applied for the purposes of this assessment also.
- 5.4 In order to determine the trip generating potential of the proposed Lidl discount foodstore, the latest version of the TRICS database (Version 7.1.3) category Retail – Discount Food Stores (01/C) was examined. The TRICS data as shown in **Appendix E** provides trip rates for the weekday (based upon the stores' retail areas). TRICS enables one to determine the potential vehicular trip generation at the discount foodstore coincidental with network commuter peak periods.
- 5.5 The weekday peak period trip rates (vehicles) determined from TRICS and the corresponding trip generation for the proposed Manor Road foodstore (factored to reflect the 1,340m² Retail Area) is tabulated below in **Table 5.1**.

Table 5.1: Proposed Discount Food Store Trip Rate (100m²) and Trip Generation (1,340m²)

Time Period	Trip Rate			Trips		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
07:00 - 08:00	0.435	0.087	0.522	6	1	7
08:00 - 09:00	1.383	0.878	2.261	19	12	31
09:00 - 10:00	2.897	2.041	4.938	39	27	66
10:00 - 11:00	4.763	4.324	9.087	64	58	122
11:00 - 12:00	4.763	4.478	9.241	64	60	124
12:00 - 13:00	4.346	4.456	8.802	58	60	118
13:00 - 14:00	3.929	4.258	8.187	53	57	110
14:00 - 15:00	5.334	5.07	10.404	71	68	139
15:00 - 16:00	4.675	4.982	9.657	63	67	130
16:00 - 17:00	4.17	4.456	8.626	56	60	116
17:00 - 18:00	4.851	5.224	10.075	65	70	135
18:00 - 19:00	3.512	3.863	7.375	47	52	99
19:00 - 20:00	2.019	2.634	4.653	27	35	62
20:00 - 21:00	0.127	0.382	0.509	2	5	7
Daily	47.204	47.133	94.337	633	632	1264

- 5.6 Trip generation, as shown in **Table 5.1** above, to and from the store during the morning peak period will be low. It is therefore proposed to examine the effects of the higher weekday evening peak period trip generation (135 two-way movements) upon the local highway network.

- 5.7 The TRICS database currently does not provide any survey data for a discount foodstore on a Saturday. However, traffic counts undertaken on a Saturday at a Lidl store in Wokingham (1,286m² Retail Area) can provide a reasonable estimate. The corresponding trip rates per 100m² of Retail Area and the proposed 1,340m² floor area are included in **Table 5.2** below.

Table 5.2: Saturday Trip Rates and Trip Generation

Time Period	Trip Rate (100m ²)			Trip Generation (1,340m ²)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
11:00 - 12:00	6.065	6.687	12.752	81	90	171
12:00 - 13:00	7.232	6.221	13.453	97	83	180
13:00 - 14:00	4.743	5.521	10.264	64	74	138
14:00 - 15:00	5.521	4.976	10.497	74	67	141

- 5.8 The above trip rates would suggest a potential Saturday trip generation at the proposed Manor Road foodstore (1,340 m² Retail Area) of around 171 -180 two-way movements at midday and circa. 138 -141 mid-afternoon. These would coincide with higher Saturday volumes of passing traffic on the A3023 than are currently experienced during the weekday peaks; it is assumed therefore that capacity assessments will also be undertaken during the Saturday peak hour (11:00-12:00).

- 5.9 The Guidance on Transport assessment (DfT, 2007) notes that different types of vehicular trips are likely to be generated as a result of development, in particular in connection with retail development:

- **New Trips** – these are trips that do not appear anywhere on the network prior to the opening of the development;
- **Pass-by (non-diverted) Trips** – trips already present on the road network directly adjacent to the point of access to the site, which will turn into the site;
- **Linked Trips** – trips with multiple destinations either within the development site or within the local area;
- **Diverted Trips** – trips already present on the road network but not on the road(s) from which the site access taken. This involves travellers making a diversion from the route normally or previously taken; and
- **Primary Transferred Trips** – these are trips that are already present on the local road network, travelling to similar existing sites in the locality and will have the potential to transfer their destination to the proposed development.

- 5.10 There are a number of sources of information relating to foodstores / supermarkets and to the proportion of trips which are likely to already be on the road network:

1. Before & After Study of New Superstores MacIver and Dickinson, Napier University; and
2. TRICS Research Report 95/2 – Pass-by and diverted Traffic.

- 5.11 Research has shown that people are unlikely, in any significant numbers, to go shopping for food more frequently because a new store opens. Accordingly, it is reasonable to assume that the majority of the Lidl related trips predicted for the proposed store at Manor Road would already be present on the road network. In terms of new trips a figure of 16% has previously been assumed reasonable and robust and has been applied to several other Lidl schemes, consented and/or built (Portchester, Wokingham, Maidenhead and Sevenoaks).
- 5.12 One can anticipate that the presence of the proposed Lidl store on the Manor Road will attract pass-by / linked trips from residents of Hayling Island, when returning from employment on the mainland during the weekday evening and for other purposes during the Saturday peak. The volume would vary by each weekday and hour. For previously consented schemes, an indicative figure of 15% has represented a pass-by type of trip, this percentage may be much higher in practice.
- 5.13 The remaining trips (69%) will be Primary Transfer trips. These represent the trips that will already be on the network but will be drawn away from existing stores; the majority being those located on the mainland. It is predicted that approximately 80% of residents currently travel to the mainland to shop at other foodstores and it is likely that a high proportion of these will transfer to proposed foodstore; this will lead to a reduction in trips on the A3023 to the north. It is also acknowledged that some of these transfer trips will lead to trips on certain parts of the immediate local network where they would have not been before, including Manor Road, and therefore might be regarded as “new” to that location.
- 5.14 The proposed Lidl store could (based on the TRICS data as shown in **Table 5.1**) attract some 135 movements (two-way) during the evening weekday peak hour and 180 two-way movements during the Saturday peak hour. Of these one could anticipate the following splits, as shown in **Table 5.3** below.

Table 5.3: Percentage Split for Type of Trips

Type of Trip	Percentage (%)	Two-way Trip Generation	
		Evening Peak	Saturday Peak
New Trips	16%	22	29
Pass-by*	15%	20	27
Transfer*	69%	93	124
Peak Hour Total	100%	135	180

*Indicative split - actual percentages of existing trips (split between pass-by and transfer trips) may be higher / lower respectively.

Trip Distribution

- 5.15 Based on the results in **Table 5.3** it is assumed that 22 two-way trips will be completely new to the network. It is assumed that residents of Hayling Island will be the main customer to the proposed discount store. The distribution along Manor Road has been based on the proportion of residents in the Hayling West (46%) and Hayling East (54%) ward; those living in Hayling West will arrive at the store travelling eastbound on Manor Road and those living in Hayling East will arrive at the store travelling westbound on Manor Road, the opposite will apply for departing the store.

- 5.16 For the pass-by trips during the evening peak hour (20 two-way movements) it has been assumed that these will be travelling from the north, as it will be residents of Hayling Island travelling from their employment on the mainland. As the majority of the population resides in the south of Hayling Island, it is assumed that these trips will continue south from the site. During the Saturday peak hour, it is assumed that all of these trips will be travelling from the south of the island, to the site and onto the mainland.
- 5.17 The proposed Lidl store would be the largest store on the Island and only the second of more than 400m² in size. The size of the store will provide a consistency in the type and level of stock and reduce the need to travel further afield.
- 5.18 It is accepted that Primary Transfer trips, are trips drawn from other food stores. The majority of these stores are located to the north of the site on the mainland; these trips would have involved travelling via the A3023 and would lead to a reduction in trips. It is assumed that trips that transfer to Lidl, in preference to other destinations, will add to traffic flows on the Manor Road as they will be new to that location. This presents a robust worst case scenario.
- 5.19 The reassignment pattern of these trips will be influenced by conditions on the network in any given hour on any day. For this assessment, the distribution of these trips will be based on the proportion of residents in the Hayling West and East wards, as set out for new trips above.
- 5.20 The proposed trip generation for the Evening Peak hour is set out in **Table 5.4** below.

Table 5.4: Peak Hour Trip Generation and Distribution

Type of Trip	Two-way Trip Generation	Manor Road Eastbound			Manor Road Westbound		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
Weekday Evening							
New Trips	22	5	5	10	6	6	12
Pass-by/Drop-in	20	0	10	10	10	0	10
Primary Transfer	93	21	21	43	25	25	50
Total	135	26	37	63	41	31	72
Type of Trip	Two-way Trip Generation	Manor Road Eastbound			Manor Road Westbound		
		Arrive	Depart	Two-way	Arrive	Depart	Two-way
Saturday Peak							
New Trips	29	7	7	13	8	8	16
Pass-by/Drop-in	27	14	0	14	0	14	14
Primary Transfer	126	29	29	57	34	34	67
Total	182	49	35	84	41	55	96

Assessment Years and Traffic Growth

- 5.21 In line with the Guidance on Transport Assessment it is proposed to consider an assessment year of five years after the date of registration of the planning application. At the time of preparing the report, this was assumed to be December 2016 making the future assessment year 2021.
- 5.22 Background traffic growth on the local road network has been considered based upon the National Transport Model (NTM) and TEMPRO. The resulting background traffic growth rates from the survey year of 2016 to future year of 2021 are:
- Weekday PM Peak Hour - 1.082008; and
 - Saturday Peak Hour - 1.079729.

Committed Development

- 5.23 It has been considered that applying NTM / Temprow growth for the next 5 years (to 2021) will adequately cover any other local growth on the A3023 adjacent to the development site.

6 TRAFFIC IMPACT ASSESSMENT

Introduction

- 6.1 This section will assess the traffic and highway impacts arising from the development proposals including the traffic flow changes and junction analysis.

Transfer Vehicle Trips

- 6.2 As set out in **Table 5.3** and **Table 5.4**, it is predicted that there will be a transfer in vehicle trips from other foodstores to the proposed foodstore. There are foodstores located in Havant, to the north of Hayling Island. These trips would have previously travelled via the A3023 to the north of the Island and through the A27 Havant Bypass / A320 Langstone Road / Park Road South Roundabout. It is predicted that there will be a reduction in 93 vehicle trips during the weekday evening and 126 vehicle trips during the Saturday peak hour.

Operating Capacity Assessment

- 6.3 To assess the traffic impact of the proposed development (where it will be greatest), an operational capacity analysis has been undertaken for the adjacent Manor Road / Church Road Roundabout. The junction has been assessed using the computer software package Junctions 9. A summary of the results are shown in **Table 6.1** below.

Table 6.1: Manor Road / Church Road Roundabout Junction Assessment

Arm	2016 Base Weekday Evening		
	Queue (Veh)	Delay (s)	RFC
Manor Road	0.1	2.88	0.12
Havant Road	1.2	4.02	0.54
Church Road	0.3	2.76	0.23
2016 Base Saturday Peak			
Manor Road	0.4	4.22	0.29
Havant Road	0.7	3.28	0.43
Church Road	0.8	3.72	0.43
2021 Base Weekday Evening			
Manor Road	0.2	2.85	0.13
Havant Road	1.4	4.53	0.59
Church Road	0.3	2.86	0.25
2021 Base Saturday Peak			
Manor Road	0.5	4.60	0.32
Havant Road	0.9	3.51	0.46
Church Road	0.9	4.04	0.47
2021 Weekday Evening + Development			
Manor Road	0.2	3.04	0.17

Arm	2016 Base Weekday Evening		
	Queue (Veh)	Delay (s)	RFC
Havant Road	1.5	4.78	0.61
Church Road	0.3	2.93	0.26
2021 Saturday Peak + Development			
Manor Road	0.6	4.94	0.37
Havant Road	1.0	3.69	0.49
Church Road	0.9	4.22	0.48

- 6.4 **Table 6.1** above shows that for all scenarios there are no issues with capacity or queuing at the roundabout and that the junctions would operate well within capacity.

Table 6.2: Manor Road / Proposed Site Access Junction Assessment

	2021 Weekday Evening + Development		
	Queue (Veh)	Delay (s)	RFC
Site Access to Manor Road	0.1	6.80	0.13
Manor Road (West) to Site	0.1	5.59	0.07
2021 Saturday Peak + Development			
Site Access to Manor Road	0.2	7.41	0.17
Manor Road (West) to Site	0.2	5.06	0.11

- 6.5 **Table 6.2** above shows there are no issues with capacity and queuing at the proposed site access junction.

Car Park Capacity and Assessment

- 6.6 HCC's currently adopted parking standards are based on provision relating to the 'covered area', with 1 space per 14m² recommended (maximum) for food retail.
- 6.7 The proposed store has a gross internal floor area of 2,186m², which equates to a maximum of 157 car parking spaces when calculated using HCC's standards. The actual car parking provision will be 126 spaces and therefore the proposals generally accord with HCC's standards.
- 6.8 The proposed provision is similar to other Lidl stores operating in the County including:
- Portchester which has a sales area of 1,424m² and 101 car parking spaces;
 - Ringwood which has a sales area of 1,424m² and 107 car parking spaces;
 - Hythe which has a sales area of 1,377m² and 104 car parking spaces;
 - Waterlooville which has a sales area of 1,286m² and 100 car parking spaces; and
 - Blackwater which has a sales area of 1,555m² and 114 car parking spaces.

6.9 There are also two other Lidl store planning applications in the County which have been submitted, these being:

- Whiteley which has a proposed sales area of 1,424m² and 120 car parking spaces; and
- Fareham which has a proposed sales area of 1,528m² and 113 car parking spaces.

Sustainable Modes Assessment

6.10 This section examines the proposed development's impact on the sustainable modes of trains, buses, cycling and walking.

6.11 Based on the modal split for the ward, as shown in **Table 3.4** and the proposed vehicle trip generation analysis, as shown in **Table 5.3** and **Table 5.4**, the forecast sustainable mode evening peak hour trips generated by the development proposals has been calculated, this is included in **Table 6.3** below.

Table 6.3: Proposed Development's Sustainable Modes Evening Peak Hour Movements

Mode of Travel	Evening Peak Hour (17:00 -18:00)		
	In	Out	Two-way
Car / Van Driver	65	70	135
Car / Van Passenger	3	4	7
On Foot	7	7	14
Bicycle	3	3	5
Train / Underground	3	3	5
Bus / Coach	3	3	5
Taxi	0	0	0
Motorcycle	1	1	2
Other	1	1	2
Total	86	92	178

6.12 As **Table 6.3** shows there is likely to be a total person two-way trip generation during the evening Peak hour of 178. Of these 19 are likely to be via foot or cycle and 10 are likely to be via public transport. It is considered that the predicted cycling, walking and public transport trips can be accommodated on the local networks.

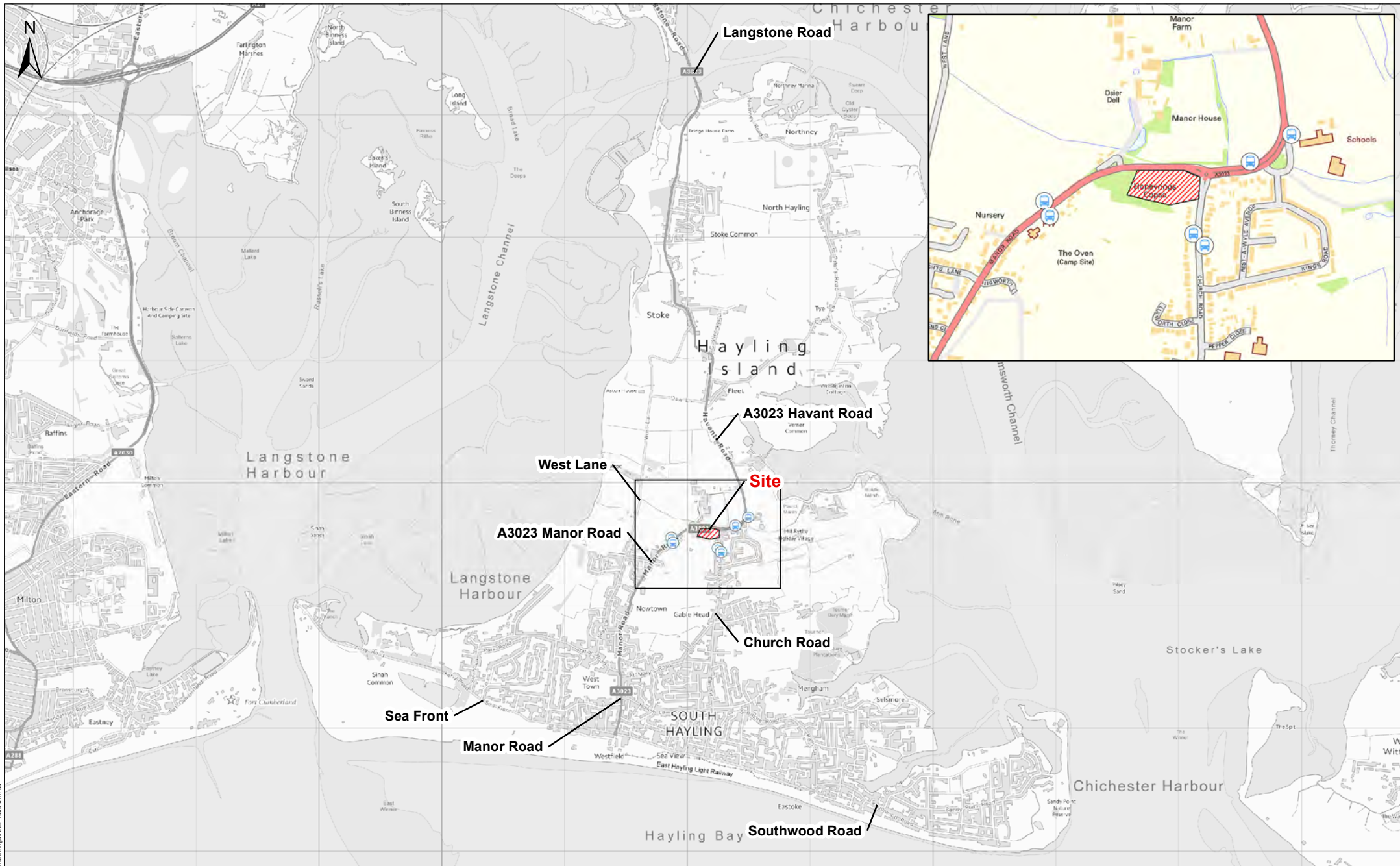
7 SUMMARY AND CONCLUSIONS

- 7.1 Whilst there are a number of small format supermarkets on Hayling Island including Co-operative, Tesco Express and Sainsbury's Local, the proposed development is for a Discount Food Store. This is not currently available for residents of Hayling Island, the nearest existing store of this type being in Havant.
- 7.2 Research has shown that people are unlikely, in any significant numbers, to go shopping for food more frequently because a new store opens. One can anticipate that the presence of the proposed Lidl store on the Manor Road will attract pass-by and drop-in trips.
- 7.3 Accordingly, it is reasonable to assume that the majority of trips predicted for the proposed store at Manor Road would already be present on the road network. The proposed development would be likely to decrease journey time for local residents and lead to a reduction in vehicles passing through the A27 / Langstone Road interchange.
- 7.4 It has been demonstrated that the location of the site would be accessible to local residents by all modes of travel.
- 7.5 The capacity of the adjacent roundabout junction has been checked using DfT approved software. It has been found that the junction would continue to operate well within capacity following the opening of the proposed Lidl store.
- 7.6 The proposed Lidl store at Hayling Island would not, therefore, lead to any unacceptable Highways impacts.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – Local Supermarket Location

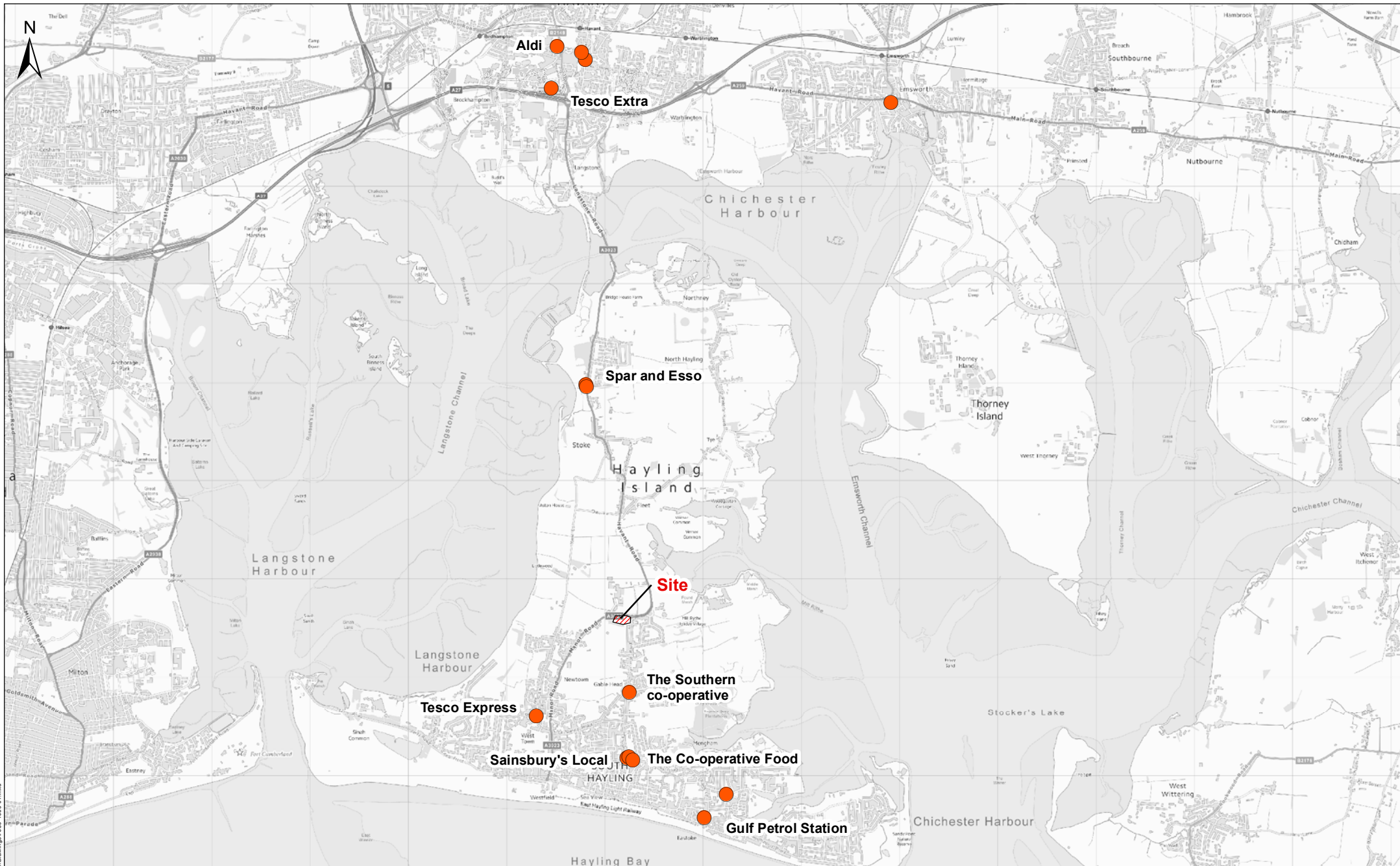


Bus Stops



Date: Dec 2016 Scale: NTS Rev: 1
 Drwg. No: JNY9067-01 Drawn: CR Checked: AN

Project: LIDL
 Title: SITE LOCATION AND HIGHWAY NETWORK
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● Supermarkets



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Project:
 LIDL

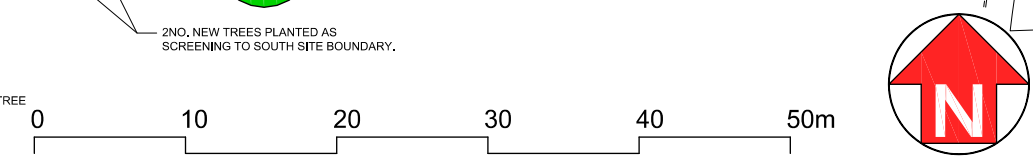
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 LOCATION OF SUPERMARKETS

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 2

Transport

APPENDICES

APPENDIX A – SITE LAYOUT



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APPENDIX B – HAYLING ISLAND CYCLE MAP
