



To: **Hampshire County Council**
From: **Iceni Projects**
Date: **January 2017**
Title: **Langstone Gate, Havant – Construction of coffee unit**

Introduction

1. This Transport Note (TN) has been prepared by Iceni Projects on behalf of Seaward Properties to address the comments provided by Hampshire County Council (HCC) on the Transport Assessment (TA) for the above site, submitted in October 2016. Specifically this TN is intended to provide a response to each of the points outlined in the letter from Holly Drury dated 29th November 2016.
2. The majority of the headings used within the HCC have been maintained for ease of reference within this TN.

Trip Generation and Distribution

3. It is acknowledged that proposed trip generation and distribution (including the designation of pass-by and diverted trips) is accepted.

The HCC note however suggests that existing flows have not been included within the assessment. The existing flows for the current use were recorded during the traffic surveys and therefore have been included within all calculations. Furthermore, an assessment of car parking demand and capacity was included within the TA which demonstrated that the existing car park would have capacity to accommodate current parking demand for the office use after loss of car parking spaces.

Traffic Growth

4. It is acknowledged that application of traffic growth and traffic flows associated with committed development is accepted.

Site Access

5. The details of the site access were incorrectly provided within the application submission. It is not intended to include any modifications to the existing car park access as previously shown. The existing access currently accommodates HGV movements associated with servicing and deliveries to the existing office use of the site. As such it is expected that any servicing and delivery movements to the proposed Starbucks use could be accommodated by the existing junction. It could also be conditioned as part of any planning permission that servicing and deliveries be restricted to outside of peak hours.

Swept path analysis of the existing site access junction has been undertaken and is shown on drawing **16-T084_04** appended to this note.

The HCC note raises concerns with the proximity of the existing site access junction and park Road/Solent Road junction. These concerns relate specifically to the perceived difficulty for vehicles turning right out of the site access towards the junction when there are instances of queuing on the Solent Road approach, and the associated safety risk this would entail.

In response to this, Icení has proposed modifications to the Solent Road approach to improve both the existing situation at the junction, and mitigate any potential impact which the development proposals would have on its operation. It is proposed to introduce 'Keep Clear' markings opposite the proposed site entrance to ensure that vehicles could exit the existing site access and join Solent Road on the approach to the junction without the potential to block vehicles travelling west on Solent Road. In conjunction with this it is also intended to modify the approach to the junction on Solent Road to extend the two-lane approach to the junction so that any impact of the proposed modifications on the capacity of the junction would be negligible. The 'Keep Clear' marking would represent a loss of stacking space on the junction approach of 14m (2 x 7m lanes) and would be replaced by 14m of additional right turn lane at the junction, meaning no net loss in stacking space at the junction.

This improvement scheme is considered to represent an improvement over the existing situation and address any safety concerns associated with the proposed scheme.

The proposed improvement scheme is shown on drawing **16-T084_03** appended to this note.

Junction Assessment - General

6. Queue length surveys were undertaken at all junctions and were used to calibrate the traffic modelling undertaken within the TA. These are appended to this TN

Junction Assessment - Site Access

7. There no significant queues observed (maximum recorded queue of 1 vehicle) at the site access during the traffic surveys.

Junction Assessment – Solent Road / Selbourne Road

8. The junction operates well within capacity during both the AM and PM peak hours. The junction is acknowledged to operate in excess of capacity during the existing and future base scenarios during the Saturday peak hour. However, the increase in RFC from 1.53 to 1.58, and associated maximum queue length of 52 to 56 vehicles is considered well within usual daily traffic variations and falls well short of being considered to represent a severe impact.

Junction Assessment – Solent Road / Brockhampton Lane

9. The junction is acknowledged to operate within capacity.

Junction Assessment – Solent Road / Brockhampton Road / Marples Way

10. The junction operates within capacity during both the PM and Saturday peak hours. The junction modelling shows a maximum RFC of 1.00 in the AM peak for the 2021 plus development scenario. However, this should be considered in the context of an increase from an RFC of 0.95 in the 2021 Base, where the predicted queuing increases by 3 vehicles from 9 to 12 PCUs. This increase in RFC, and associated increase in maximum queue length is considered well within usual daily traffic variations and falls well short of being considered to represent a severe impact.

Junction Assessment – Solent Road / Park Road South

11. It is acknowledged by HCC that the Saturday peak hour is considered to represent the most congested period at the junction, and the associated impact of the proposed development in the 2021 base is shown to be 4% (increase in Degree of Saturation (DoS) from 94% to 98%). The increase in associated maximum queuing is shown to be 3 vehicles. Again it is considered that increase in DoS, and associated increase in maximum queue length is considered well within usual daily traffic variations and falls well short of being considered to represent a severe impact.
12. As stated earlier in this note, Icení has proposed modifications to the Solent Road approach to improve both the existing situation at the junction, and mitigate any potential impact which the development proposals would have on its operation. It is proposed to introduce 'Keep Clear' markings opposite the proposed site entrance to ensure that vehicles could exit the existing site access and join Solent Road on the approach to the junction without the potential to block

vehicles travelling west on Solent Road. In conjunction with this it is also intended to modify the approach to the junction on Solent Road to extend the two-lane approach to the junction so that any impact of the proposed modifications on the capacity of the junction would be negligible.

13. These proposals are shown in drawing 16-T084_03, and the junction has been remodelled to assess any impact these proposals will have. The associated impact of the proposed development in the 2021 base is shown to be 4.2% (increase in DoS) from 94% to 98.2%). The increase in associated maximum queuing continues to be shown as 3 vehicles. It is considered that there is minimal increase in DoS compared to the previous assessment and as such, the proposed junction amendments will have little impact on the its operation. The associated increase in maximum queue length is also considered well within usual daily traffic variations and falls well short of being considered to represent a severe impact.
14. HCC references the potential impact of the development on the A27 and therefore requirement to consult Highways England (HE). It is our understanding that HE has raised no concerns with the development.

Conclusions

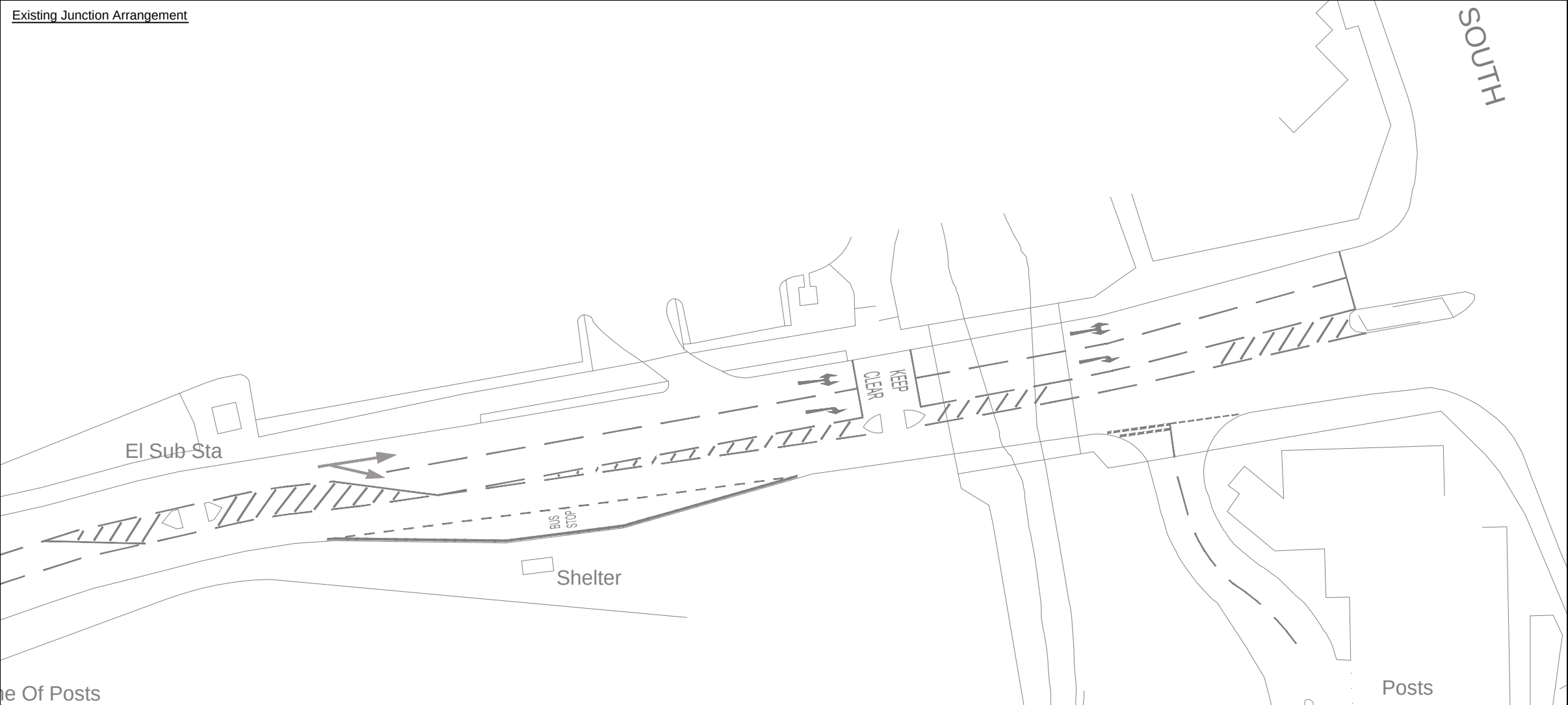
15. This TN and appended information is considered to adequately address the concerns detailed within the HCC comments on the application for a Starbucks unit at Langstone Gate.
 - The existing site access arrangements will remain unchanged and are considered fit for purpose to serve the proposed development. This is demonstrated by the swept path analysis.
 - The outstanding traffic flow information regarding the site access was included within the TA and associated calculations, and for completeness, the queue survey data has also been included within this note.
 - The proposed improvement scheme on Solent Road represents an improvement over the existing situation.
 - The traffic modelling shows that the whilst some of the junctions within the study area experience congestion at peak times, there impact of the limited additional trips associated with the proposed development falls well short of being considered as severe.

Paul Cranley

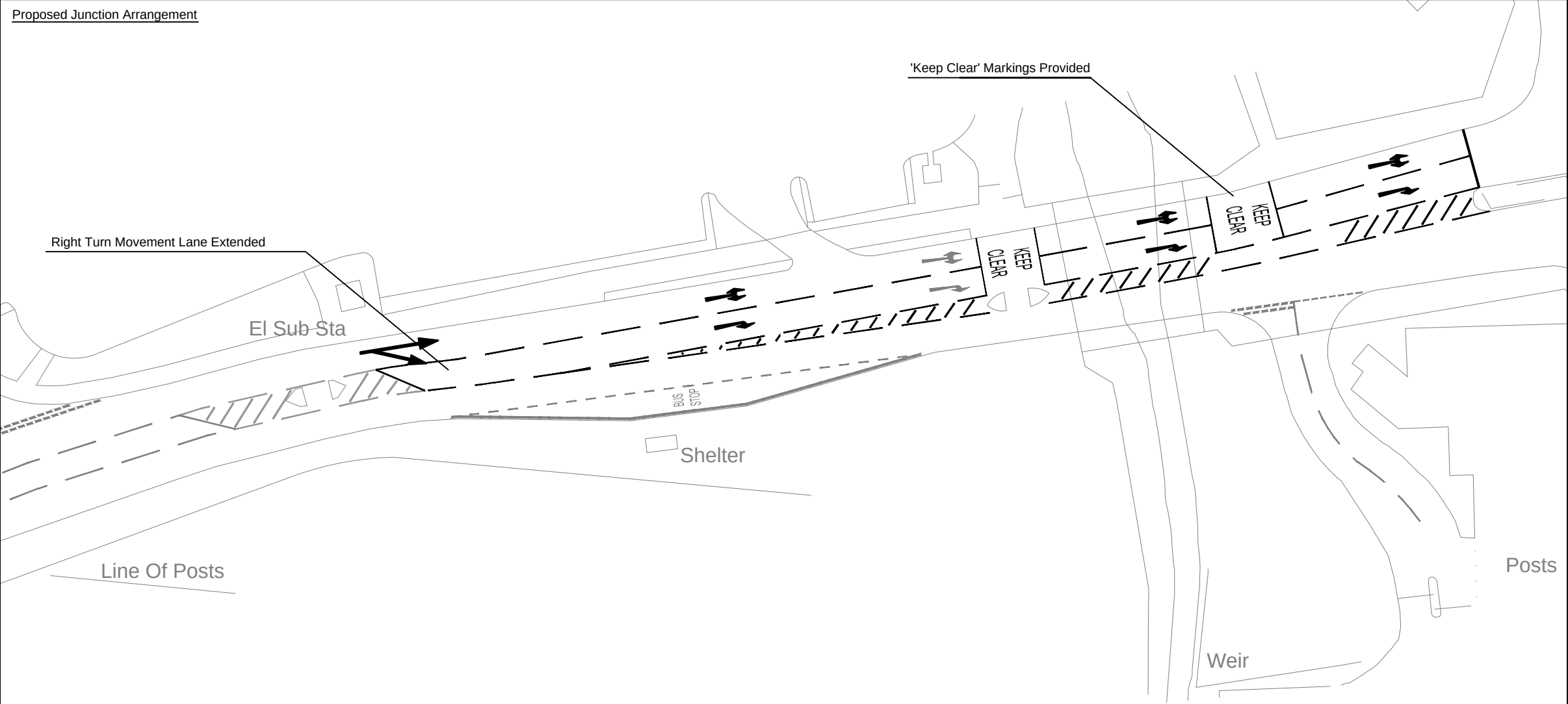
Iceni Projects Ltd

January 2017

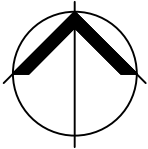
Existing Junction Arrangement



Proposed Junction Arrangement



Notes;
1.Based upon the Ordnance Survey's (1:1250) Map with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved.



Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com



Client

Seaward Properties Ltd

Project

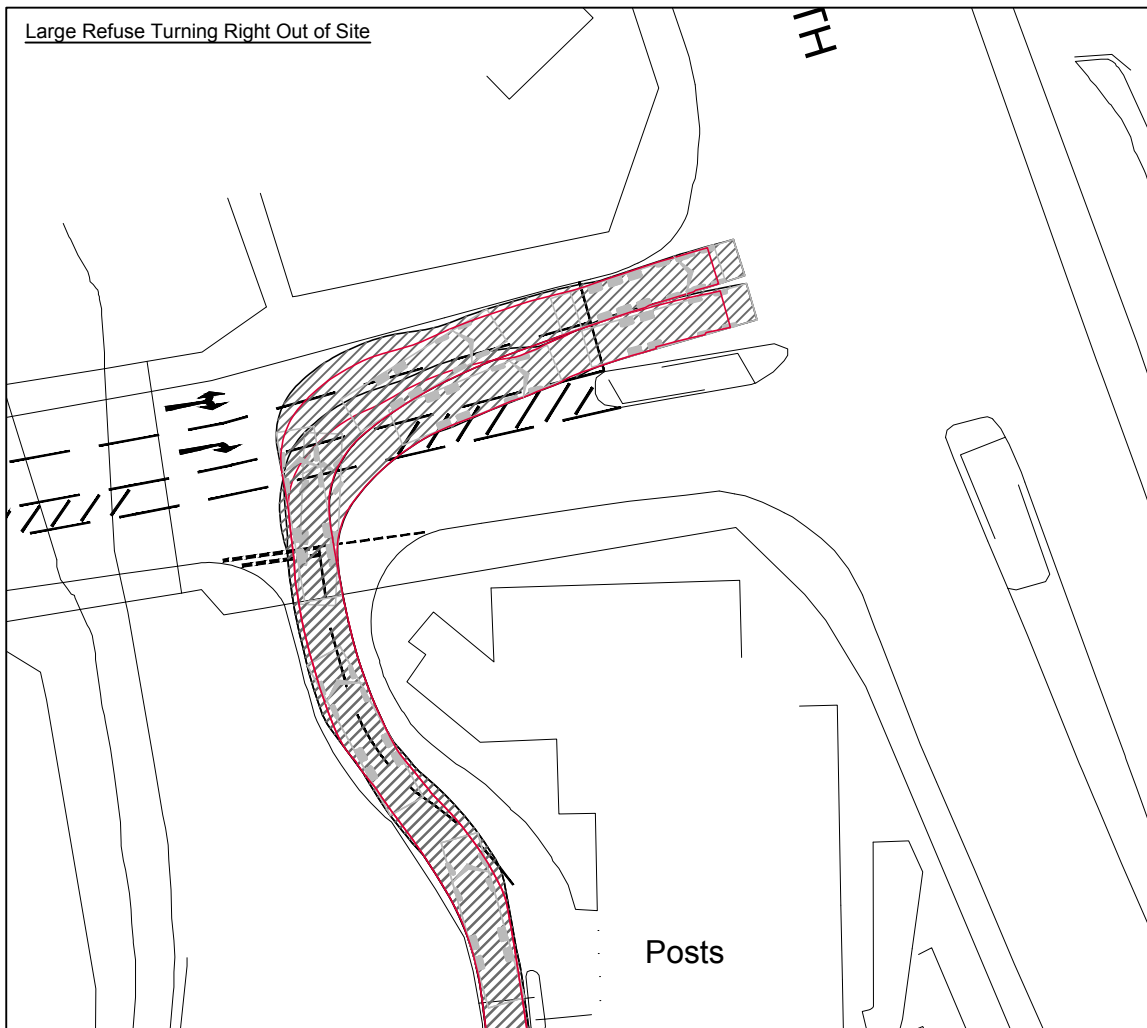
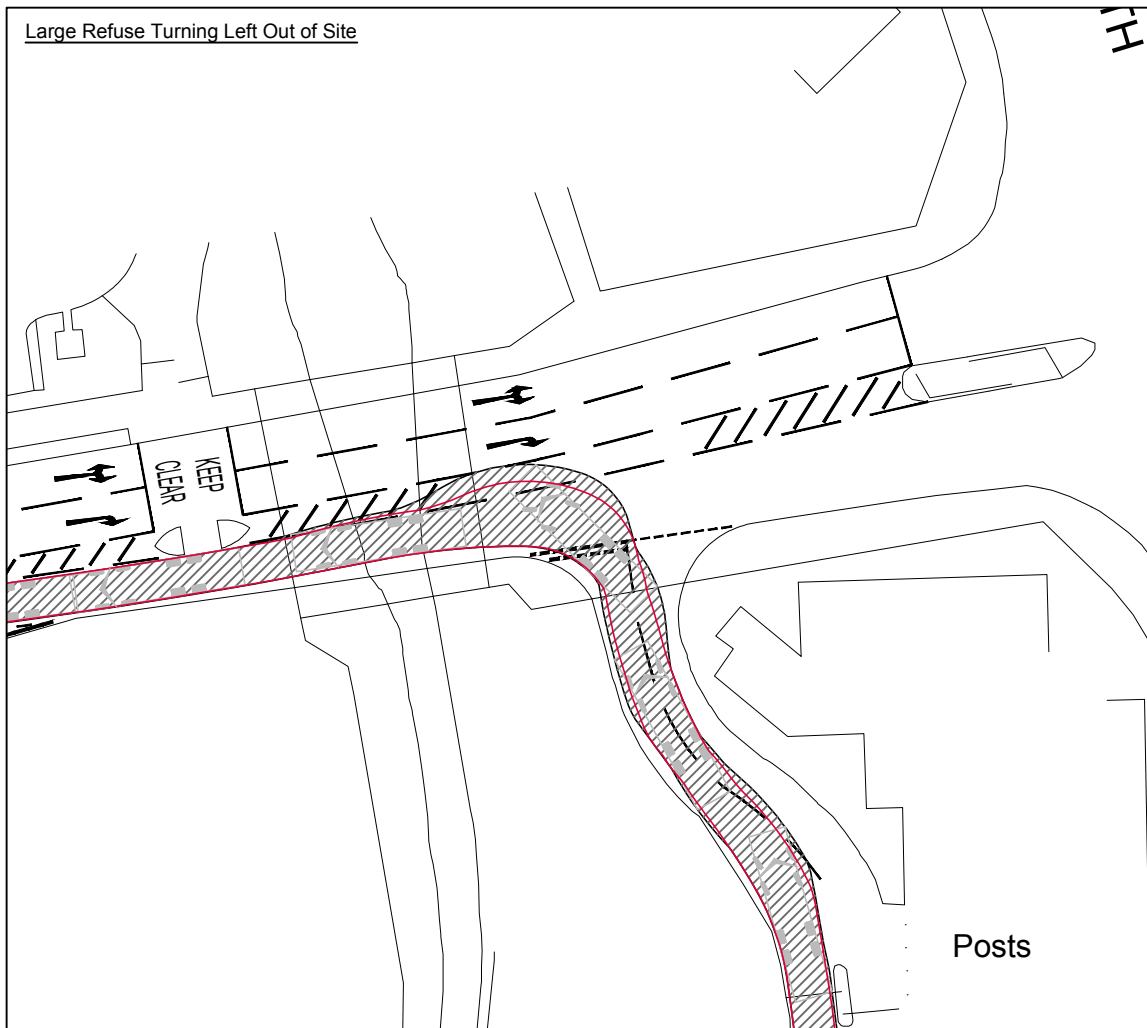
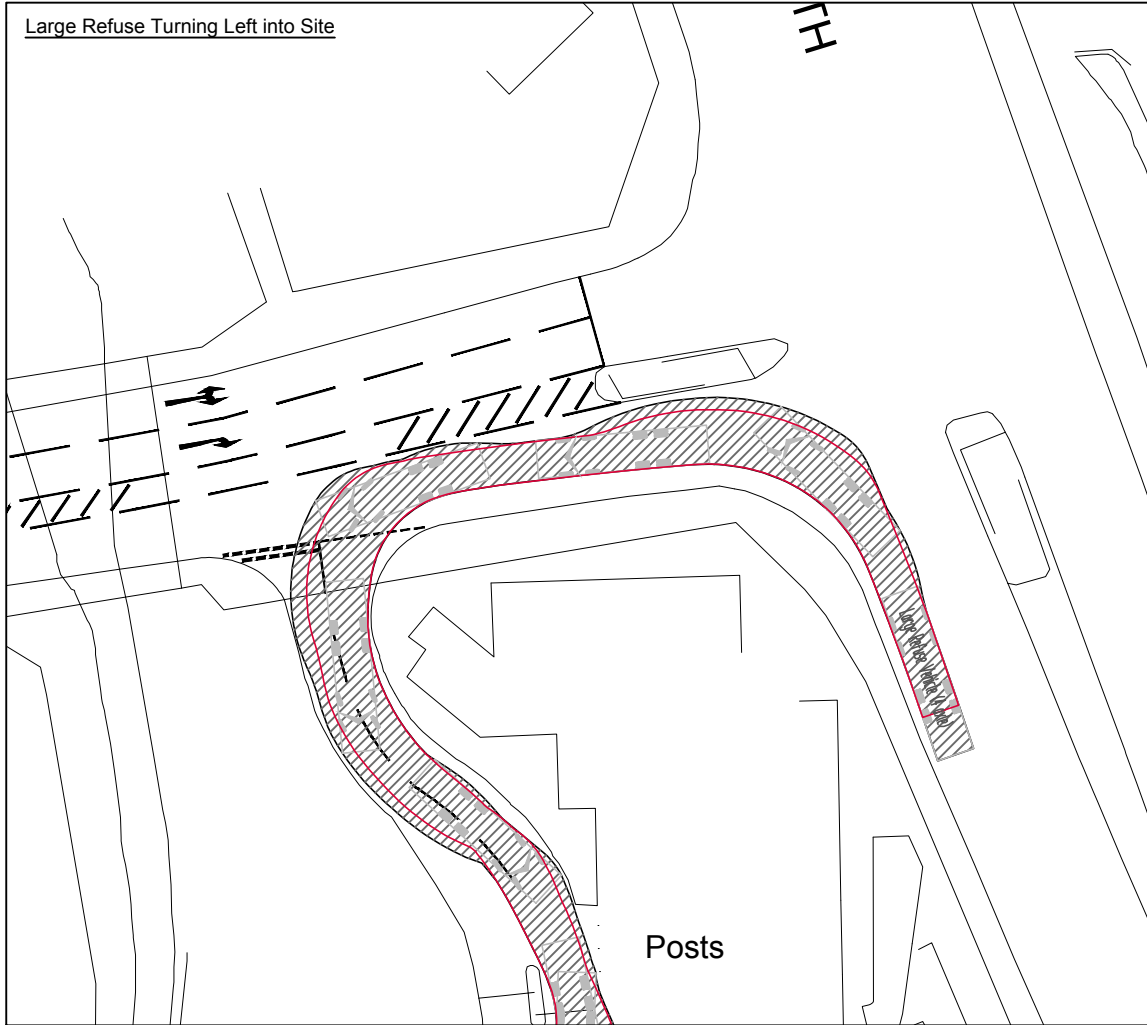
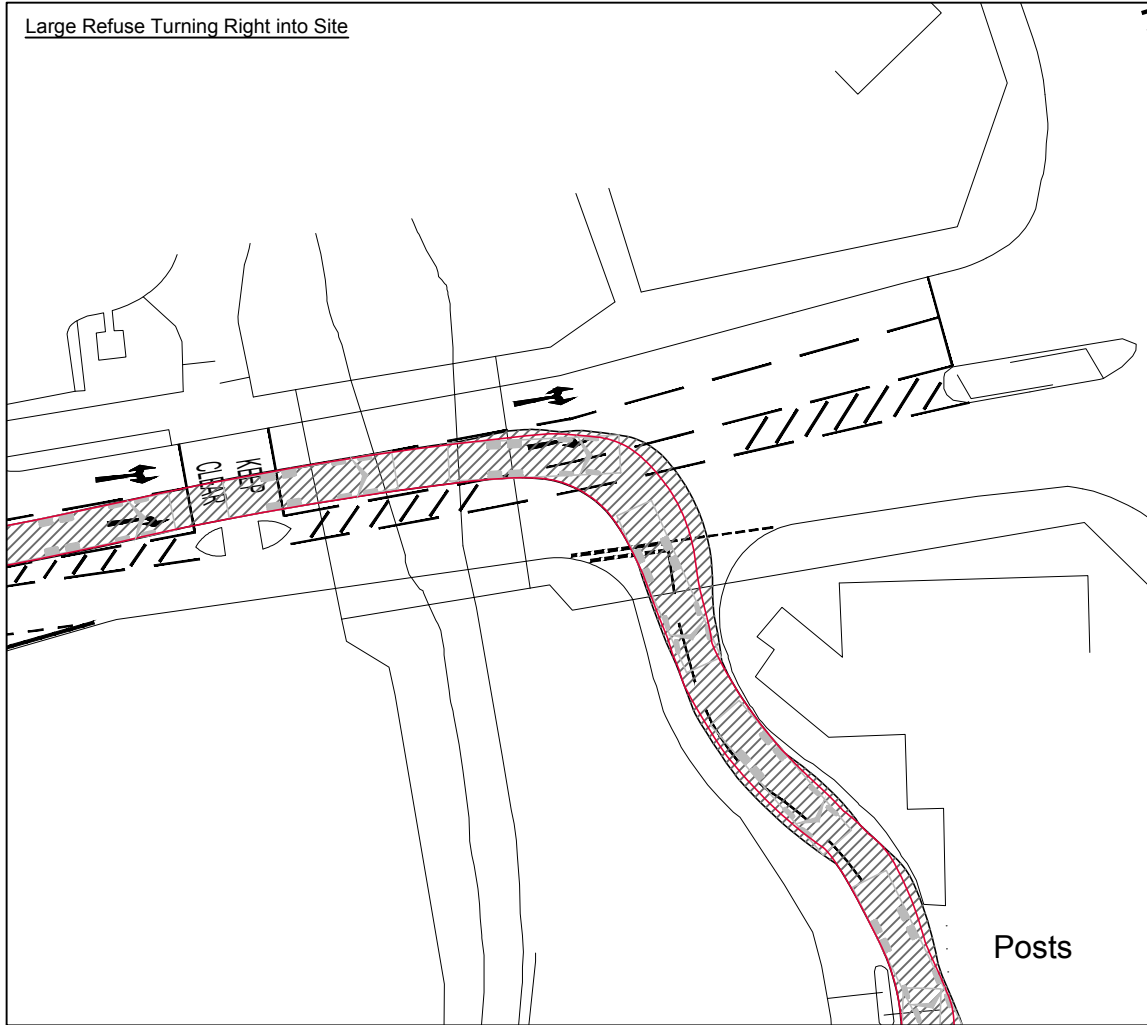
Drive-Thru Coffee Unit, Langstone Gate, Havant

Title

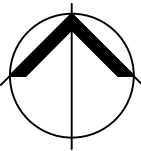
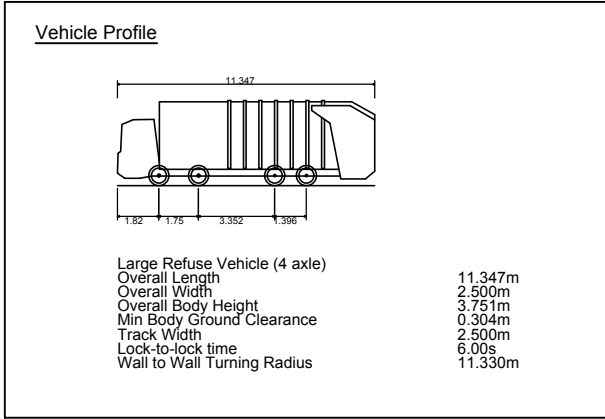
Proposed Signal Junction Amendments

Drawn By	Checked By	Approved By
MG	PC	PC
	11/01/2017	11/01/2017
Scale @ A3	Date	
1:500	11/01/2017	
Project No.	Drawing No.	Rev.
16-T084	03	-

Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.



Notes;
1. Based upon the Ordnance Survey's (1:1250) Map with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved.



iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com



Client

Seaward Properties Ltd

Project

Drive-Thru Coffee Unit, Langstone Gate, Havant

Title

Existing Refuse Swept Path Analysis

Drawn By	Checked By	Approved By
TG	MG	PC
	12/01/2017	12/01/2017
Scale @ A3	Date	
1:500	12/01/2017	
Project No.	Drawing No.	Rev.
16-T084	04	-

iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.