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Enquiries To Sophie Osborne

Direct Line 0370 779 5232

Date 12 October 2022

My reference 047231

Your reference APP/22/00669

Email havantdc@hants.gov.uk

Dear Sirs,

Land at Kingscroft Farm adjacent to Ridgway and, Marples Way, Havant

Outline planning application with all matters reserved (except for access) for the development of up to 140 residential dwellings (C3 Use), with access from Meyrick Road, the provision of open space, landscaping and other associated works including demolition of existing buildings on site.

Thank you for your consultation on the above outline planning application. The Highway Authority have considered the information provided within the Transport Assessment (hereafter, TA) and the comments regarding the proposed development are set out below.

Policy Status

It is understood that the site is allocated for development within the adopted Havant Borough Council Local Plan under policy BD19. The allocation is for 12,000m² of employment floorspace with reference to the development of manufacturing and/or warehousing units. It is noted that development of circa 140 residential dwellings differs from the current allocation within the adopted local plan. The TA, which supports this application, provides a summary of all the relevant transport planning policies.

Pre-Application Advice

The applicant engaged in pre-application discussions with the Highway Authority. The majority of the advice given related to trip generation and distribution as well as junction assessments and modelling. It is noted that the applicant states that the site access

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arrangements were agreed at the pre-application stage, however this is not the case. It was agreed that the applicant sought in principle comments which were provided on the access arrangements. As such, comments regarding the suitability of the proposals will be provided within this response.

Site Location

The proposed development is accessed via a continuation of Meyrick Road. The site is bound to the west by the Hermitage Stream, to the south by industrial buildings and to the east residential dwellings and industrial units.

Sustainable Access

Walking and Cycling:

The southern section of Meyrick Road adjacent to the site access, south of the Knox Road junction currently lacks formal pedestrian facilities. As part of a package of site access improvements further explored throughout this response, the applicant is proposing to provide a 2.0m footway along the eastern side of the carriageway. This footway is to tie in with the existing footway present along the southern side of Knox Road and Ranelagh Road. North of the priority junction with Knox Road, circa 1.5m street lit footways flank both sides of Meyrick Road which tie into 2.0m street lit footways along both sides of the carriageway at West Street.

To the west, a continuous footway extends over the level crossing tying into existing infrastructure along Bedhampton Road. It is noted that tactile paving is not present at the Palk Road/West Street junction. A footbridge is also present allowing pedestrians to cross when the level barriers are down. Network Rail should be engaged with in relation to any scope of works for improvements to crossing the railway line on West Lane for Pedestrians and Cyclists.

To the east, footways are present along both sides of West Street. It is however understood that the footway along the southern side of West Street reduces to substandard width beyond the Meyrick Road junction and in some places no footway is present. The applicant should provide a crossing facility with dropped kerbs and tactile paving to allow pedestrians to cross West Street onto the northern side of the carriageway where a more appropriate continuous footway is present to access Havant Town Centre.

Slightly further afield, Brockhampton Road provides pedestrian connections to leisure and employment facilities and can be accessed either via Renelagh Road or Knox Road. The width of the footways along Brockhampton Road should be confirmed.

Public Right of Way (PRoW) route 35 currently runs through the centre of the site connecting to PRoW route 34 to the northwest and Marples Way Industrial Estate to the southeast. Consultations should be undertaken with the Hampshire Countryside Services team to agree a suitable diversion that can be accommodated by the proposed development. The route of the PRoW will need to be confirmed at the outline

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stage so as to ensure appropriate landing and integration of the PRow with the wider adopted highway network. The wider requirements and integration of the PRow within the site to provide walking and cycling access permeability both through and within the site should also be agreed with all parties.

Regarding cycle connections, the applicant states that local roads in the vicinity of the development including West Street and Bedhampton Road are appropriate for on-street cycling. Whilst the Highway Authority accept that those roads in immediate vicinity of the site (Meyrick Road; Knox Road; Renelagh Road) are conducive to on-road cycling, it is not however agreed that the other roads noted are appropriate due to flow and the constrained nature of the routes along West Street, Bedhampton Road and Brockhampton Road.

Notwithstanding the above, the Highway Authority have aspirations to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way via the Solent Road and Brockhampton Road roundabout. This connects the existing facilities on Harts Farm Way and the Park Road North/West Street junction. This route has onward linkage potential to this site and consideration should be given as to how the development can aid delivery of this key cycle connection. The Highway Authority would welcome a discussion with the applicant on this point.

NCN Route 22 runs close to the site with access via Brockhampton Road. NCN Route 22 provides cycle connections to Portsmouth and the wider cycle network. In addition to the NCN Route 22, a shared footway/cycleway is present along the western side of Park Road South providing cycle connections towards Hayling Island to connect with NCN Route 2.

The applicant has undertaken a WCHAR in accordance with Hampshire County Council Technical Guidance TG19. The WCHAR study area covers the following walking and cycling routes:

- Route 1: to Bedhampton Station;
- Route 1A: to Bidbury Infant and Junior Schools and Havant Rugby Club;
- Route 2: to Havant Leisure Centre;
- Route 3: to Havant Town Centre (High Street);
- Route 3A: to Havant Railway Station;
- Route 4: to Solent Retail Park; and
- Route 5: to the nearby business parks to the south of the A27 Havant Bypass

Whilst the majority of routes are agreed it is not thought that future residents of the site would utilise route 2 to Havant Leisure Centre. The current route would not be suitable

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for cyclists due to the nature of the footbridge. Additionally, whilst the route is street lit, it is believed that a safer alternative route could be utilised via New Road and continuing via the route laid out within the WCHAR from Staunton Road onwards. This route is also deemed to be more accessible for cyclists with off-carriageway cycle provision present along the northern side New Road east of the junction with Barncroft Way until the signalised crossing point east of this junction.

The applicant has noted a number of walking specific opportunities for improvement for the assessed walking routes above which are noted within the TA but laid out below for ease:

1. Tactile paving to be provided at Palk Road / West Street junction;
2. Tactile paving and bollard to be provided at the informal crossing facility along New Road adjacent to Ingledene Close;
3. Crossing facility with dropped kerbs and tactile paving across West Street;
4. East/West crossing facility between Solent Road and Marples Way; and
5. Crossing facility at Ridgway/Marples Way junction

It is noted that some of these improvements overcome the deficits currently noted above within this response. However, the Highway Authority are aware of a number of other deficits in pedestrian infrastructure that would require improvements, particularly on the routes to Bidbury Infant and Junior Schools. It is noted that the route via North Street would be the most direct route. Whilst upgrading the informal crossing would be welcomed, it would be against the desire lines of those residents accessing Bidbury schools. The applicant should explore the scope to provide a refuge crossing island with tactile paving along Bedhampton Road within the vicinity of North Street.

The current crossing point at Brockhampton Lane to Solent Retail Park forces pedestrians to go against desire lines. The Highway Authority as part of the improvement works along Solent Road have an aspiration to provide an inline crossing point at this location improving pedestrian and cyclist connectivity to Solent Retail Park. As part of this package of improvement works, the Highway Authority would welcome a discussion with the applicant.

In addition to improvements noted above, the WCHAR has failed to pick up a lack of tactile paving and improvement works at a number of crossing points along the assessed routes. The Highway Authority would welcome a discussion with the applicant on these deficits in infrastructure so as to establish a package of pedestrian and cycle improvement to support the application.

Within the Havant LCWIP, the route to Havant Town Centre via Bedhampton Road and West Street is identified as a key route for walking and cycling. This application should

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consider opportunities for improvements to this route, especially if this site is to be within the Bidbury School catchment area. This should be confirmed with the Children's Services team. The Highway Authority note that upon receipt of the WCHAR, no improvements have been proposed along this route except a crossing facility for pedestrians and further improvements, as well as cycle improvements should be considered. It is believed that those in the northern parcel of the site, it would be more direct for Meyrick Road and West Street to be utilised to access Havant Town Centre and Train Station.

The WCHAR does not pick up any cycling means for improvements. This is not agreed. As noted above, the Highway Authority note a deficit in the cycle infrastructure between Brockhampton Lane and Harts Farm Way which requires improvement. Additionally, the applicant should explore the scope to extend the shared use footway/cycleway along the northern side of New Road to the west increased the off-carriageway cycle provision for those wishing to access the Leisure Centre.

Buses:

The closest bus stops to the site are located circa 650m along Bedhampton Road adjacent to Brunswick Gardens, with both stops subject to sheltered seating and timetable information.

Bus services 23 and 20 provide regular connections to Southsea, Leigh Park, Havant and Hayling Island, with service 737 providing one connection a day to Petersfield on weekdays. School services 654 and SD5 also run from these stops providing one service every weekday at typical school pick up and drop off times.

Rail:

Bedhampton is the closest railway station, located circa 550m north of the proposed development. Bedhampton station provides services to London Waterloo, Portsmouth & Southsea, Chichester and Petersfield.

Havant train station is also located approx. 1.5km from the site providing more frequent connections to those locations access via Bedhampton station as well as a direct service to Southampton Central, Brighton and Portsmouth Harbour. It is thought that the frequency of services from Havant station is likely to be a more attractive option to residents. The above section notes walking and cycling improvements to Havant station.

Local Facilities

The TA provides a review of local facilities and services available to the proposed development. It is noted that the assessment of walking and cycling distances to these local facilities have not been based on CIHT's (2000) 'Providing for Journeys on Foot' document. The assessment of walking and cycling distances to local facilities should be undertaken using these guidelines.

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Baseline Traffic Conditions

As agreed at the pre-application stage a number of surveys have been undertaken to understand baseline traffic conditions on the local highway network within the vicinity of the site.

MCC Survey:

The TA outlines the junctions a MCC survey has been undertaken at, with surveys undertaken between the 21st – 25th September 2020. As agreed during pre-application discussions a Covid-19 uplift has been derived by comparing this data set with the same week in 2019, from the Park Road South / Solent Road signalised junction.

The results showed traffic flows in September 2020 were circa 19% and 13% lower in the morning and evening peak periods respectively. Traffic flows have therefore been adjusted by 19% and 13% taking into consideration the Covid-19 uplift. Table 3.4 within the TA outlines the observed two-way traffic flows for the local roads within the vicinity of the site inclusive of the agreed Covid-19 uplift. For ease this is replicated below:

Local Road	Two-way Traffic Flows (2020)	
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Meyrick Road	19	23
Renelagh Road	38	55
West Street	221	299
Staunton Road	53	70
Brockhampton Road	290	315
New Road	1392	1373
Bedhampton Road	1537	1579
Solent Road	1088	1384
Harts Farm Way	809	818
Southmoor Lane	433	374
Park Road South	1700	1796

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Level Crossing Survey:

The observed queue lengths for existing conditions at the West Street level crossing were recorded as follows:

Approach	Morning Peak		Evening Peak	
	Average Queue	Max Queue	Average Queue	Max Queue
East	4	9	7	16
West	1	3	1	3

It is not clear during what time period and what time of year these queue lengths were observed and this should be clarified. Notwithstanding the above, the Highway Authority are however aware that the maximum queue lengths in the peak hours from a westerly direction exceed 3 within the morning peak hours and evening peak hours. The number of queuing vehicles at certain points are not contained within the right turn lane along Bedhampton Road causing congestion on the highway.

As noted further within this response, the heavy reliance on the level crossing to access the wider network (44.2%), the applicant should undertake further work to understand the impact the proposed development trips will have on the safe operation of the local road network compared to the existing situation. Queuing activity over a daily period along with the average and maximum length of time that the barriers are down should be provided. It was noted that when the crossing barriers were down for an extended period of time this was where congestion occurred for the western approach.

The TA is incorrect when stating that the Palk Road/West Street junction is located 135m back from the crossing stop line, it is in fact closer. As such, a queue length of 90-95m during the peak hour has the potential to block this junction during the evening peak if the keep clear markings are not adhered too.

Parking Beat Survey:

A parking survey was undertaken on local residential streets in line with the Lambeth methodology during night-time periods on the 22nd and 23rd September 2020.

The results of the parking survey indicated the majority of roads currently experienced low car parking stress, however roads in direct vicinity of the proposed development experienced high parking stress. These are as follows:

- Knox Road (86-96%);
- West Street (89-94%); and

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- Ranelagh Road (105-111%)

Following the results of the survey, the applicant ensures the proposed development will be subject to sufficient on-site car parking to minimise the likelihood of on-carriageway parking in the above roads. This point will be addressed at the reserved matters stage and further explored within this response.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period from July 2016-June 2021. It is noted that this data is over a year out of date, thus, the most recent 5-year period data set should be obtained for consideration by the Highway Authority. The use of Hampshire Constabulary data and the study area is accepted.

Site Access

Drawing ITB15443-GA-001 Rev B shows the access proposals for this development. Vehicular, pedestrian and cycle access are to be taken from Meyrick Road through the extension of the existing carriageway that runs south of the existing priority junction with Knox Road.

It is noted that within the vicinity of the site Meyrick Road is under private ownership by Portsmouth Water and does not form part of the adopted highway. No narrative has been provided on whether the applicant is offering the site access arrangements up for adoption. Narrative should also be provided on the ownership of Ranelagh Road considering the improvements proposed at the Meyrick Road / Ranelagh Road junction. The Highway Authority would expect Meyrick Avenue from the junction of Knox Road to the new access to be offered for adoption at the very minimum to undertake the proposed improvement works.

The existing carriageway is to be widened to 5.5m. The width of the existing carriageway of Meyrick Road should be provided. The Highway Authority note that despite the findings of the parking beat survey, high levels of on-carriageway parking are present along Meyrick Road meaning a two-way flow of traffic is not achievable. Considering this is to be the main access road into the proposed development further consideration should be given towards the on-street parking situation along Meyrick Road to allow a two-way flow of traffic. The Highway Authority welcome engagement with the applicant on this point.

As part of the access proposals, a 30.0m stretch of Ranelagh Road (east of the priority junction with Meyrick Road) is to be upgraded to 5.5m along with a 2.0m footway connecting into the existing provision to the east.

During pre-application discussions it was requested that visibility splays were to be provided at the proposed access point in accordance with HCC TG3 to assess their suitability. This should include the reconfigured Portsmouth Water access. These have not been submitted and should be provided.

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Dropped kerbs with tactile paving are proposed at Meyrick Road and the Knox Road and Ranelagh Road bellmouths. It is noted that pedestrian visibility splays have not been provided for the proposed crossing points. These should be submitted for consideration.

Vehicular access to the adjacent Portsmouth Water Land is to be maintained via a realigned priority junction. It has been confirmed that the access is occasionally utilised by articulated vehicles, with swept path analysis of a 16.5m articulated vehicle shown in drawing ITB15443-GA-004 Rev A. Clarification is requested as to whether this is to be a bellmouth or a vehicle. The TA is vague when suggesting the number of vehicle movements expected to be undertaken at the Portsmouth Water access and should be clarified. The proposed realignment of the access should also be agreed with Portsmouth Water. The junction stagger is currently unacceptable and should be redesigned to increase the stagger distances between both accesses. Revised tracking should also be provided for consideration.

Refuse/Servicing:

As requested during pre-application stage, tracking has not been provided for 11.20m 'super large' refuse vehicle and fire tender navigating the proposed accesses past a car. This should be submitted for consideration.

As noted above, revised tracking of a 16.5m articulated vehicle will be required following the reconfiguration of the proposed junction form.

Stage One Road Safety Audit (RSA1)

It was requested during pre-application discussions that a Stage One Road Safety Audit (RSA1) should be provided for the site access proposals. It is noted that the applicant states this will be provided as part of future reserved matters applications. Considering this outline application is to secure the site access proposals, an RSA1 should be submitted of the site access for consideration at the outline planning stage.

The applicant is reminded that an RSA1 will be required to be undertaken for the internal road network as part of any future reserved matters applications.

Parking Provision

The applicant states that car and cycle parking will be provided in accordance with Havant Borough Council's Parking Supplementary Planning Document to be addressed within a future reserved matters application. The Highway Authority will be satisfied subject to suitable provision in accordance with the standards being provided. This should also include electric vehicle charging provision. TRO funding may be required to address the risk of parking on the surrounding highway network.

Internal Road Network

An illustrative site layout has been provided as shown in drawing 18.099.22 Rev E. The layout of the site is to be determined through a reserved matters application, as such no

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comments have been provided at this stage. Refuse and servicing arrangements are also to be confirmed at this stage.

It is noted that the applicant is intending to build the primary roads to adoptable standards, however it is not clear if the applicant is intending to offer the internal roads up for adoption by the Highway Authority. The Highway Authority strongly support the applicant offering the internal roads up for adoption.

Trip Generation

Site Allocation:

The applicant has provided a trip generation assessment for the B2/B8 use as allocated within the adopted local plan. It is noted that these trips have not formed part of the trip generation assessment for the proposed development, with all proposed trip generation related to the development regarded as a new trip on the network. This is agreed.

Proposed Development:

The applicant has undertaken a trip generation assessment using the TRICS database. Whilst the development is proposed to be a mix of private and affordable dwellings, private housing trip rates have been provided to ensure a robust assessment. This is agreed.

The calculated trip rates and trip generation for the development are shown below:

Time Period	Trip Rate (per 1 dwelling)			Trip Generation (140 dwellings)		
	Arr.	Dept.	Total	Arr.	Dept.	Total
AM Peak (08:00-09:00)	0.152	0.387	0.539	21	54	75
PM Peak (17:00-18:00)	0.328	0.165	0.493	46	23	69
Daily (07:00-19:00)	2.471	2.578	5.049	346	360	707

Traffic Distribution/Assignment

The proposed journey purpose generated during the peak hours has been derived using the 2018 National Travel Survey. The proportion of peak hour trips are shown below:

Trip Purpose	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Commuting/Business	37.6%	43.9%
All Other Journey Purposes	62.4%	56.1%

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The applicant has used Journey to Work data for the Havant 014 MSOA to understand where future residents are likely to travel too. It is noted within the TA, that the main travel demands from the site based on this data are:

- Havant (25.0%);
- Bedhampton (4.10%); and
- Portsmouth (25.09%)

It is also noted that a large proportion of development trips (11.10%) will head towards Waterlooville which has not been considered as part of the traffic assignment assessment, however it is believed residents travelling towards Waterlooville would cross the level crossing at West Street and travel west along Bedhampton Road as noted below.

The proposed traffic assignment for development traffic based on the travel demands are as follows:

Decision Points	Route Choice	Percentage of Routing
1 (Site Access)	Renelagh Road (East)	45.3%
	West Street (West)	44.2%
	West Street (East)	10.5%
2	Brockhampton Road (South)	45.3%
	Bedhampton Road (West)	32.6%
	West Street (East)	10.5%
	Bedhampton Road (East)	11.6%
3	Brockhampton Road (South)	34.8%
	Solent Road (East)	10.5%
	Park Road North	10.5%
4	Harts Farm Way (West)	31.8%
	Park Road South	10.5%

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	Southmoor Lane	3.0%
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Following extensive discussions during the pre-application stage regarding the distribution, the Highway Authority are able to agree this methodology and the proposed distribution for the development traffic.

Traffic Growth:

As noted further within this response, the scenarios for junction assessments are not agreed. As such, TEMPRO growth rates should be applied accordingly for 2022 baseline and 2027 future year scenario.

Committed Developments:

As agreed during pre-application discussions, development traffic flows for Langstone Technology Park (planning reference APP/19/00703) have been included. The committed development traffic flows have been distributed throughout the wider study area in accordance with turning proportions noted during the 2020 traffic surveys.

Junction Assessments

Junction assessments have been carried out at the following junctions as agreed during pre-application discussions:

- Meyrick Road / West Street priority junction;
- New Road / West Street / Bedhampton priority junction;
- Brockhampton Road / Solent Road / Marples Way four-arm roundabout; and
- Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way four-arm roundabout

Whilst the approach was agreed at the pre-application stage, the scenarios modelled are however not agreed considering this planning application has been submitted 2-years after the pre-application advice. As such the Highway Authority require the above junctions to be modelled for the following scenarios:

- 2022 baseline;
- 2027 baseline;
- 2027 future year baseline + committed development; and
- 2027 future year baseline + committed development + development

Traffic distribution diagrams should also be revised based on these above scenarios to understand the impact development traffic will have on the existing situation.

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The Highway Authority have therefore not reviewed the modelling in detail. However, request that a plan be provided detailing the geometric measurements at each of the junctions that have been modelled.

It's noted that the Solent Road/Park Road South junction is not proposed to be modelled due to the volume of traffic forecast to go through the junction. Whilst this is not disputed it should be noted that the junction is already subject to congestion and delay and therefore measures to minimise further congestion and delay along the Solent Road corridor would be supported in aiding model shift and reducing the overall impact of the development proposed.

A27 / Havant Bypass (Teardrop Junction):

It was agreed during pre-application discussions that modelling of the teardrop would not be required however a percentage impact assessment of the proposed traffic impacts should be undertaken.

To analyse the impact of the proposed development traffic on this junction, the applicant has compared the baseline traffic survey data for Harts Farm Way with the forecast volume of development traffic routing along this part of the network. The site is forecast to generate a total of 27 trips in the AM and 25 in the PM peak through the junction. This equates to an increase of less than 1% of traffic. The junction is already constrained and subject to peak hour queues and delay. Whilst the Highway Authority acknowledge that the increases itself does not warrant junction specific mitigation it does support the need for meaningful measures to reduce trips along Harts Farm Way through improvements that offer real opportunities for model shift.

Travel Plan

This 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 quality of this FTP is generally good, it still requires some amendments before it can be approved.

Title Page – Control Sheet – Introduction:

The document control sheet and introduction should contain the following additional information between them:

- Site postcode
- Drafting officer (full name)
- Consultant approving officer (initial and signature)
- Developer's view on travel planning / statement from the developer supporting the contents of the travel plan

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- Planning Reference

Guidance:

A section needs to be included which should reference additional national and local policy documents relevant to the TP. These may include, but are not limited to (delete as applicable):

National

- IHT's 'Guidelines for Providing Journeys on Foot' (2000)
- CIHT's 'Buses in Urban Developments' (2018)
- LTN 1/20 Cycle Infrastructure Design

Regional

- Hampshire County Council's Parking Standards
- Hampshire's Local Transport Plan 2011-2031 (2013)

Local

- LPA Clean Air Policy (where applicable)
- Neighbourhood Plans (where applicable)

This section should also reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Foreman Homes Ltd would suffice.

Site Audit – proposed layout – Section 2:

Section 2 is satisfactory for a Framework Travel Plan but the Full Travel Plan should include the following details:

- Car parking, including
 - Quantum
 - Location
 - Type
- Cycle parking, including
 - Quantum
 - Location

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- Type
- Internal Highways design including
 - Roads
 - Footways
 - Cycleways
 - Guidelines used to inform them

Targets and Monitoring - Sections 5 and 9:

Section 5 – Targets should include

- SMART (Specific, Measurable, Achievable, Realistic, Timebound) target setting
- A minimum 10% reduction in SOV rather than the 5% currently mentioned

Section 9 – Monitoring should include the following details:

- Monitoring timetable as laid out below:

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of report	To be submitted one year after occupation. This will include the baseline survey results found in the updated Full Travel Plan and a monitoring report.	Monitoring Report	Full Surveys - Monitoring Report	Monitoring Report	Full Surveys - Monitoring Report

- Snapshot surveys to be conducted for years where a full survey will not be carried out.
- Recognition that HCC requires a 35% response rate for questionnaire surveys.
- Measures to ensure that this response rate is met, e.g., a voucher for supermarket or online retailer.
- Alternative method of survey if 35% response rate not achieved, e.g., ATCs/TRICS.

A minimum 35% response rate must be attained in order for travel questionnaire surveys to be considered statistically significant; commitment to this figure should be included in this section. If this cannot be achieved, then discussions should be had with HCC regarding carrying out TRICS SAM or ATC surveys.

There are currently insufficient measures in place to encourage members of staff to complete a questionnaire survey. Entry into a prize draw could be offered to those who

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complete a survey, although it should be noted that the prize should **not** be travel-related (e.g., bus tickets, cycle vouchers, etc).

Measures – Section 7:

There are a few additional measures which should be considered for inclusion within this Travel Plan.

Walking

- Co-ordinate with schools to organise walking to school events
- Promotion of free health apps

Cycling

- Formation of a Bicycle Users Group (BUG)
- Bike maintenance event e.g. Bike Dr, minimum annually

Public Transport

- Collaboration with local public transport providers to improve services, negotiate discounts and trial initiatives

Marketing and Promotion

- Hold events
- Focus groups
- Introduction of personalised journey planning scheme

Management / TPC role – Section 8:

The Full Travel Plan will need to include the following additional details in relation to the Travel Plan Co-ordinator role, to be acceptable

- Name (cannot be generic at the Full TP stage, such as a consultancy name)
- Job title
- Organisation
- Contact details, including:
 - Email address
 - Work address
 - Phone number

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- Website (where applicable)
- A concise breakdown of:
 - Start date (to be at least 3 months prior to occupation to ensure uptake)
 - Time spent on travel plan per week
 - Number of weeks per year to be working on the travel plan
 - Cost per hour
 - End date (cannot be before the end of the travel plan, unless another TPC is to be employed)
 - Overall cost

Action plan – Section 8:

This section is acceptable. However, it should be noted that the Travel Plan Cash Deposit will not include the Monitoring and Evaluation fees. The £3,000 fee will need to be paid to HCC annually.

Enforcement:

There needs to be a section relating to Enforcement that should include the following detail:

- Paragraph explaining the role of the Section 106 agreement including the value of the Travel Plan Cash Deposit (where applicable)
- Commitment to pay HCC's [monitoring and approval](#) fees
- Commitment to provide a Travel Plan Cash Deposit of equal value to travel plan measures
- Sanctions in the event of non-compliance

Conclusion/Summary:

There needs to be a section which includes a summary of the travel plan and key points from each section. The FTP will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Recommendations

Having regard to the above, the Highway Authority require the further information requested before a formal recommendation can be made:

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- Engagement with Network Rail regarding improvements to crossing the railway line for pedestrians and cyclists;
- Applicant should engage in consultation with the Hampshire Countryside Services team to agree a suitable diversion for PRow route 35;
- Discussions with the applicant regarding deficits in pedestrian and cycle infrastructure noted within the response to establish a package of pedestrian and cycle improvements to support the application;
- Distances to local facilities and services should be based on CIHT's (2000) 'Providing for Journeys on Foot' document;
- Further work on the West Street level crossing as laid out within the response;
- PIA data for the most recent 5-year period using the study area within the TA;
- Clarification regarding whether the applicant is offering the site access arrangement for adoption;
- Narrative should be provided on the ownership of Renelagh Road considering the improvements proposed at the Renelagh Road / Meyrick Road junction;
- Width of existing carriageway along Meyrick Road should be confirmed;
- Further consideration should be given to the parking situation along Meyrick Road to allow a two-way flow of traffic;
- Visibility splays should be provided at the proposed access point and reconfigured Portsmouth Water office in accordance with HCC TG3;
- Pedestrian intervisibility splays should be provided at the proposed crossing points;
- Number of movements at the Portsmouth Water access should be clarified;
- Portsmouth Eater access should be redesigned as the junction stagger is currently unacceptable – revised tracking of the 16.5m articulated vehicle should be provided once this has been revised;
- Tracking should be provided for an 11.20m 'super large' refuse vehicle and fire tender navigating proposed access past a car;
- Stage One Road Safety Audit (RSA1) should be provided for the access proposals;

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- Junction assessments should be revised for the scenarios and junctions laid out above;
- TEMPRO growth rates for the scenarios laid out above should be provided;
- Geometric plan should be provided for the detailed measurements at each of the junctions that have been modelled for consideration; and
- Amendments to the travel plan

I trust that the above is clear but please do not hesitate to contact Sophie Osborne should you require any further information.

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning

Director of Economy, Transport and Environment
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