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Enquiries To Sophie Osborne

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Date 26 March 2024

My reference 052000

Your reference APP/21/00601

Email havantdc@hants.gov.uk

Dear Mr Eaves,

Land north of Solent Road (adjacent to Bosmere Medical Centre) Havant

Proposed Portsmouth Water Headquarters building (Use Class E(g)(i) use); widened access onto Solent Road; and associated access, car parking, landscaping and works; including the felling of 7No. trees the subject of TPO No.1801 in order to improve the access and allow for the development.

Thank you for your re-consultation on the above full planning application. In response to previous comments raised by the Highway Authority dated 18 October 2023 and following direct discussions with the applicant, a Transport Assessment Addendum (hereafter, TAA), has been submitted.

The information provided within the TAA has not addressed all outstanding matters. Notwithstanding the above, the Highway Authority have reviewed the TAA and have the following comments to make. Reference to outstanding matters is discussed within this response where appropriate.

Policy Status

The applicant should be made aware that Hampshire County Council's Local Transport Plan 4 has been adopted in February 2024 which provides a new set of guiding principles that will be relevant when determining this application.

Solent Road – Proposed Pedestrian and Cycle Improvements

S278 Works:

Drawing J32-5257-PS-016 shows the pedestrian and cycle improvements. As these works connect the development access into the existing on carriageway cycle route at Brockhampton Lane and the facilities to the east, it has been agreed that this is to be provided as part of a S278 works for the site. The Highway Authority engaged in direct

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informal discussions in June 2022 regarding the proposals. Several concerns were raised, and these do not appear to have been addressed.

The original request for offsite highway works was to provide LTN1/20 compliant provision for cyclists along Solent Road to the Brockhampton Road/Solent Road roundabout due to the aspiration to connect Solent Road with the existing cycle infrastructure on Harts Farm Way. Since then, the Kingscroft application (APP/22/00669) has proposed a scheme for the provision around the Brockhampton Roundabout connect to this site, through the provision of shared use infrastructure. Given the scale of the various developments within the area the Highway Authority require pooling of S106 funding/S278 works from these sites to deliver the full Solent Road to Harts Farm Way scheme.

This site is proposing to deliver through S278 a 3.0m shared use footway/cycleway from the west of the site access to a location east of the Brockhampton Lane refuge crossing. A cycle slip is provided on the western side to allow cyclists to access and egress the shared use path in the absence of the wider Solent Road scheme coming forward. However, once the complete scheme is provided, cyclists will be able to stay on the northern side of Solent Road utilising the shared use path.

Before the shared use route crosses Brockhampton Lane, it should be extended north to tie in with the shared use path to access the medical centre and providing cyclists with an appropriate location to re-join the carriageway. Similarly, after cyclists have crossed Bedhampton Lane, appropriate facilities will need to be provided which allow cyclists to re-join Solent Road to the east of the junction. The junction radius may need to be amended to allow a larger landing area on the eastern side of the crossing and suitable space for cyclist to join the route or rejoin the carriageway.

The current proposals shown do not provide cyclists with a continuous route into the site access road itself and does not provide any facilities to access and egress the carriageway safely. This is not considered acceptable for achieving the aims of the scheme.

To address these issues, the shared use path should extend into the site and drop cyclists on carriageway at a safe location along the access road. The route should also extend across Brockhampton Lane before cyclists are dropped on carriageway at a point east of the junction. The required amendments will integrate the path and the wider network and would provide cyclists with the necessary facilities to access the route when approaching on carriageway.

Should constraints within the highway boundary limit the ability to provide cycle provision at an appropriate width across Brockhampton Lane, a pedestrian crossing incorporating the above comments for cyclists should be considered. If the crossing at this time cannot support cycle movements an island with suitable width should still be provided to allow future connection should the opportunity arise and creating a more attractive area for pedestrians to wait. It would also provide a safe area should cyclists

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chose to use it to then rejoin Solent Road from the Brockhampton Lane give way junction.

The proposed works should be subject to a Stage One Road Safety Audit (RSA1) and supported with a designer's response ahead of an approval being granted. All comments raised above are subject to the findings of the RSA1 and the Highway Authority reserve the right to make further comments on receipt of the RSA1.

All crossing points along this route should be supported by cyclist visibility splays in accordance with LTN 1/20 and HCC TG3.

S106 Contribution:

The Highway Authority have frequently raised the importance of mitigating the off-site impact of the development on the Solent Road corridor considering the addition of the proposed development trips on this constrained part of the network. Whilst it is acknowledged improvements are to be provided as part of the site access works, the need for a financial contribution towards the wider Solent Road corridor in addition to the S278 works to mitigate against the impact of the development were discussed with the applicant directly. Whilst the Highway Authority are content that the additional extents of the scheme to the west of the site should be delivered through S106 funding to ensure a coherent delivery of the scheme the issues arising from the development on Solent Road itself remain a concern, which the current extents of the S278 works would not aid in mitigating appropriately. The S278 improvements serve to directly access the development from the existing cycle routes.

Solent Road is not conducive to on-carriageway cycling due to the traffic flows present. Considering 81.3% of people to this site and forecast to drive to work (56 and 58 trips in the AM and PM peaks respectively and 451 daily vehicular trips), it is imperative that adequate improvements are made towards sustainable infrastructure improvements to encourage travel to work via sustainable modes. Modal shift from these vehicle users is necessary to reduce the reduction in the private car to ensure compliance with LTP4. Alternatively, provision which enables existing journeys to be undertaken by sustainable modes can offset the additional vehicle demand generated by this development and in particular at the Solent Road junction with Park Road North/South.

The works set out by the Kingscroft development have been costed at £1.5 million. The Highway Authority will require a proportionate contribution towards the cost of these works to mitigate against the impact of any future development which has an impact on the Solent Road Corridor. A contribution towards these works is considered directly related to the development due to the impact the additional development trips have on a congested part of the network and signalised junction which is discussed further within this response.

The impact on the Solent Road corridor is having to be considered holistically alongside this site, the Kingscroft Farm and Palk Road application, all which lead to existing trips on this already congested part of the network. Financial contributions are therefore

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necessary from these sites to cover the cost of these works. The Highway Authority welcome engagement on the cumulative impacts in order to ensure contribution requirements are fair and reasonable.

Site Access

The Highway Authority previously requested confirmation of the discussions held with the OWC team regarding the culvert and the implications the site access works may have on this. The applicant has been made aware that additional OWC consent may be required and is yet to confirm that the site access works have been deemed acceptable. In the absence of agreement with OWC on this matter the site access works would need to be a prior to commencement obligation to ensure that safe and suitable access into the site can be achieved.

The provision of a shared use crossing point across the site access has required amendments to the proposed refuge island. The applicant has therefore provided revised tracking for a 16.5m articulated vehicle and rigid truck navigating the site access as shown within drawing J32-5257-AT-A01 and J32-5257-AT-A02 respectively. It is unclear if the proposed use required articulated vehicles to access the site beyond the construction period. The applicant should provide clarity on this point.

The tracking speeds should be confirmed and should be undertaken at a realistic speed. Ideally, HGVs should be tracked at 10mph. Tracking speeds should be confirmed on all drawings.

All turning movements should be considered and these are not currently all provided and therefore the drawings should be revised. Additionally, the centre line should be placed on the drawing to ensure that movements can be contained within the correct side of the carriageway.

The TAA outlines the operation of the pedestrian gates however the interest of the Highway Authority lies with the vehicular gates. As previously requested, no commentary has been provided on the operation of the vehicular gates which should be outlined for consideration. The applicant should ensure that the provision of gates does not lead to any blocking back onto the highway or across the Bosmere medical practice access.

Internal Road Network

Pedestrian Routeing:

Drawing J32-5257-PS-016 confirms the termination of the footway on the western side of the access road adjacent to the zebra crossing. This is agreed. Visibility splays are still outstanding and should be provided in accordance with HCC TG3. Additionally, footway widths should be confirmed to ensure compliance with HCC TG10 (minimum width of 2.0m).

Speed Reducing Features:

No further commentary has been provided on speed reducing features throughout the

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internal access road. As previously raised, the 25.0m forward visibility provided is not agreed until appropriate methods to reduce the speeds along the access road have been evidenced.

The virtual road humps previously shown were not considered to be an acceptable measure to reduce vehicle speeds sufficiently. It was requested that a gradual raise of the crossing to 50mm above the carriageway level and 1:20 ramps would be a satisfactory method to reduce speeds. Additional speed reducing measures will also be required past the gates into the offices before the bend to further reduce vehicle speeds. A variety of speed reduction measures should be used making vehicle users feel that they are in a space prioritised for pedestrians. The same method of the raised hump (without the addition of the crossing point could be utilised as an example). These matters are outstanding, and it is requested that further details are provided.

Bosmere Medical Centre Access:

The stop line on the northern side of the zebra crossing adjacent to the medical centre has been removed and 'Keep Clear' markings have been provided in its place as shown within drawing J32-5257-PS-016. This is agreed.

Internal HGV Use:

Drawing J32-5257-AT-A04 shows a 16.5m articulated vehicle manoeuvring within the proposed office car park. The manoeuvre relies on the whole of the eastern car park, with the TAA suggesting that this servicing is to be undertaken out of hours. The servicing of the offices via an articulated vehicle out of hours should be secured through an appropriate planning condition to ensure the movement can be undertaken. Under no circumstances should any reversing of HGVs occur on the carriageway.

Parking Provision

Parking Management:

The applicant has included a measure within the travel plan under the responsibility of the travel plan co-ordinator to ensure that future employees of the site do not park within the Bosmere Medical Centre. The travel plan co-ordinator will ensure that all staff are aware that they should only park within the designated car park for this office space. This management measure is agreed.

EV Charging Provision:

It is noted that Havant Borough Council's Parking SPD does not provide specific EV charging requirements for office developments. The Highway Authority understand however, that other districts are suggesting 20% of the total parking provision to be equipped with EV chargers. The applicant is however proposing 20% (20 spaces) of the overall parking provision to be equipped with EV charging facilities which equates to this 20% proposed elsewhere across the County. The Parking Authority should confirm agreement to the level of provision.

The management of these spaces to ensure that they are appropriately utilised will be the responsibility of the applicant to ensure that no overspill parking occurs on the

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highway network. This should be considered in addition to the Travel Plan measures to ensure that staff parking only occurs within the office car park.

Junction Assessments

The applicant has revised the modelling to include the following TEMPRO growth rates:

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
2020-2026	1.0565	1.0547

The scenarios where future year flows were utilised have been revised which are as follows:

- 2026 future year
- 2026 future year + committed development
- 2026 future year + committed development + development

The following junctions which have been modelled by Junctions 9 and their associated maximum RFC values for the 2026 future year + committed development + development scenario are as follows:

Junction	RFC
Site Access/Solent Road	0.22
Solent Road / Brockhampton Road / Marples Road roundabout	0.54
Brockhampton Road / Harts Farm Way / Brookside Road / Southmoor Lane roundabout	0.64

In theory the junctions can operate within capacity for the 2026 future year + committed development + development scenario. Notwithstanding the above, improvements to be made to encourage sustainable travel and reduce the reliance on the private car are still necessary in order to ensure a genuine choice of modes is available on the corridor.

Solent Road/Park Road South signalised junction

The Solent Road / Park Road South signalised junction has been re-modelled using LinSig considering the revised TEMPRO growth rates. The TA notes that adjustments have been made to the signal timings in future year models with the development traffic to 'better balance' the traffic signal stages. Therefore, no results are shown identifying the impact of the development on the junction.

The Highway Authority previously raised the unacceptability of the amending the cycle times to up to 150 seconds as a form of mitigation, particularly considering that these signals are linked with the Havant SCOOT region which operates a maximum cycle time of 120 seconds and therefore all modelling should be consistent.

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Increasing the cycle time to manipulate the result with the development is not acceptable. All previous comments raised on the model build still stand and therefore the modelling is not agreed.

Notwithstanding the above, the Highway Authority consider that no further modelling of this junction needs to be provided by the applicant. Despite amendments to the cycle time, the modelling results suggest that within the AM Peak period, the Degrees of Saturation exceeds 100% on the Park Road South, Park Road North and Solent Road arm suggesting that the junction is operating over theoretical design capacity.

Considering the complexities of this signalised junction and its relationship with the Havant SCOOT region, the Highway Authority consider it is appropriate for additional modelling considerations to be undertaken by the Highway Authority taking into account the cumulative impact of the 3 development sites.

The Highway Authority through the recent Transforming Cities Fund identified a capacity improvements scheme for Langstone Roundabout which sought to ease traffic through the Solent Road junction. This element of the scheme was to extend the northbound 3rd lane of the junction back to the Langstone roundabout exit. Increasing this left turn capacity from Park Road South means some additional green time can be applied to Solent Road. Similar extents of works have been implemented on the Park Road South approach to Langstone Roundabout recently costing a figure like that of the identified sustainable travel works. The Highway Authority wish to determine through revised modelling work whether these improvements would be sufficient to mitigate the cumulative impacts should the Highway Authority wish to prioritise capacity improvements with any secured funding. Alternatively sustainable travel improvements rather than capacity improvements could be a more appropriate form of mitigation for this development in order to achieve modal shift in accordance with LTP4.

Given the accident history, proposed private car use from this development, distribution towards the signals and operational capacity of this junction, improvements to the sustainable travel infrastructure along the Solent Road corridor are vital and directly related to the development to mitigate against any additional vehicular trips through this junction. Therefore, a contribution towards the wider Solent Road works in addition to the S278 works being provided is key to offset the vehicular impact on this already constrained junction and provide an opportunity for modal shift.

Travel Plan

The Highway Authority have reviewed the revised travel plan and are satisfied that the required amendments have been made. This travel plan is therefore agreed and will be secured through a S106 agreement should this site receive planning consent along with approval and monitoring fee requirements.

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Recommendations

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

Yours sincerely,

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