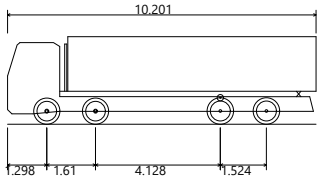
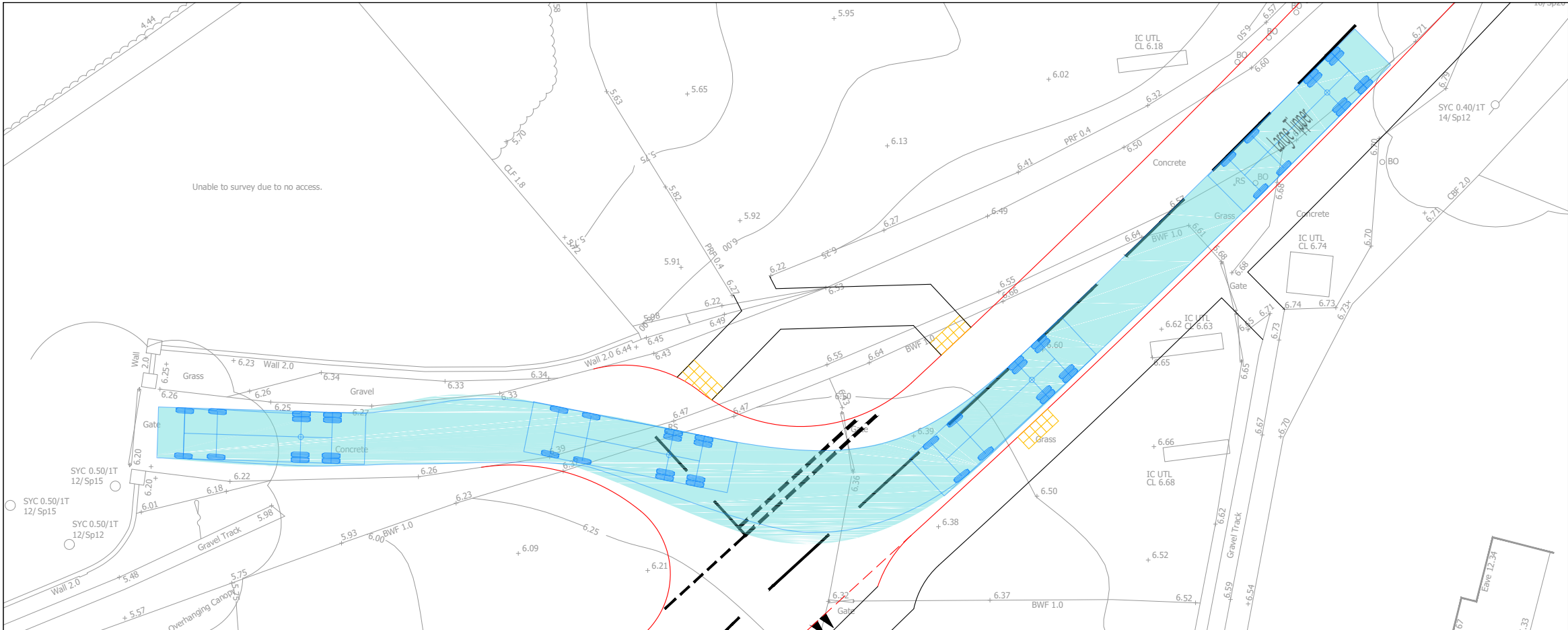


DRAWINGS



Large Tipper
Overall Length 10.201m
Overall Width 2.500m
Overall Body Height 2.893m
Min Body Ground Clearance 0.343m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

C	24.04.24	MM	VEHICLE TRACKING SPEEDS SHOWN	BB	TW
B	14.12.23	JD	SITE ACCESS ROAD AMENDED	BB	TW
A	23.03.23	JD	SITE ACCESS ROAD AMENDED	BB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



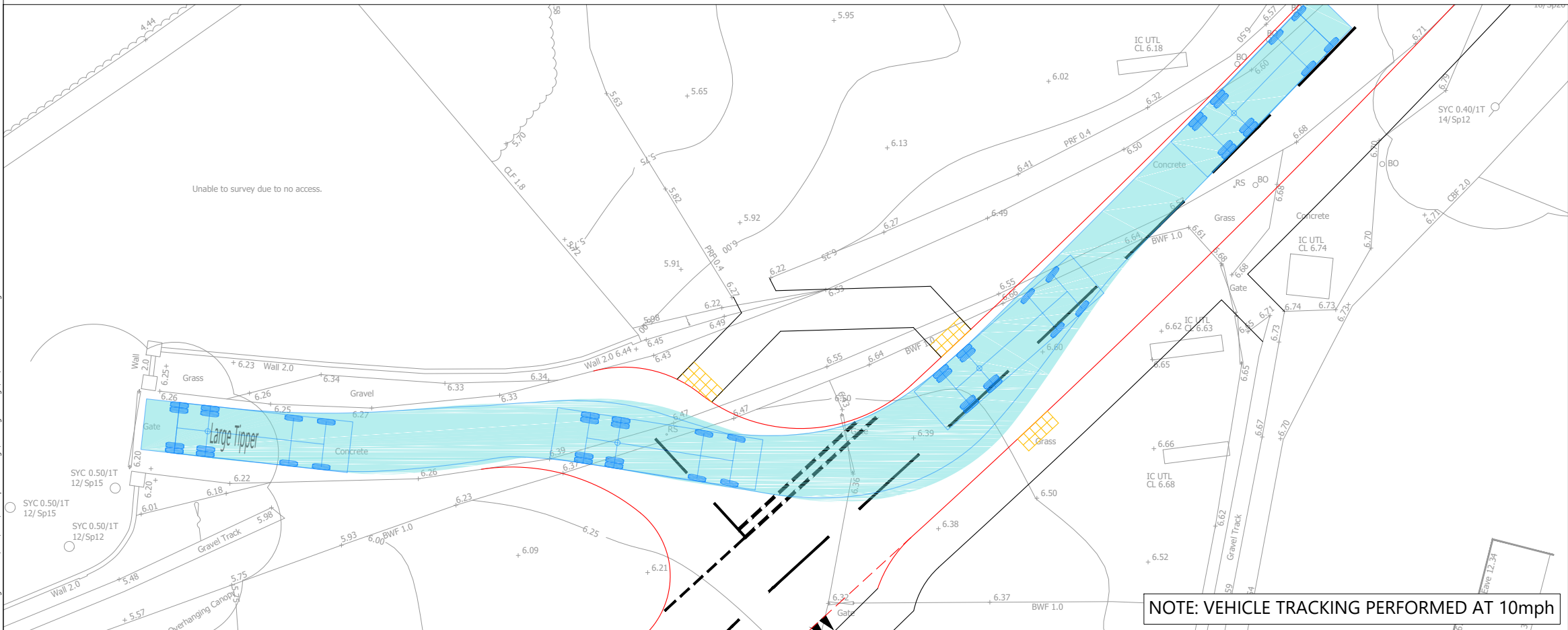
Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

TITLE: SWEPT PATH ANALYSIS - LARGE TIPPER

PROJECT: LAND AT KINGSCROFT FARM, HAVANT

CLIENT: PORTSMOUTH WATER LIMITED

DRAWN: JD	CHECKED: TW	APPROVED: TW
PROJECT No: ITB15443	SCALE @ A3: 1:250	DATE: 01.04.21
DRAWING No: ITB15443-GA-003	REV: C	



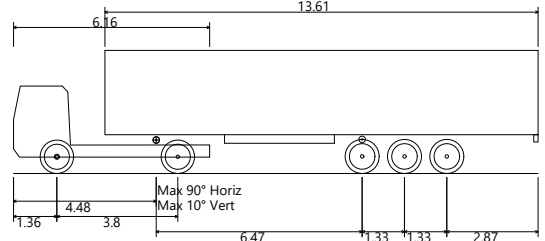
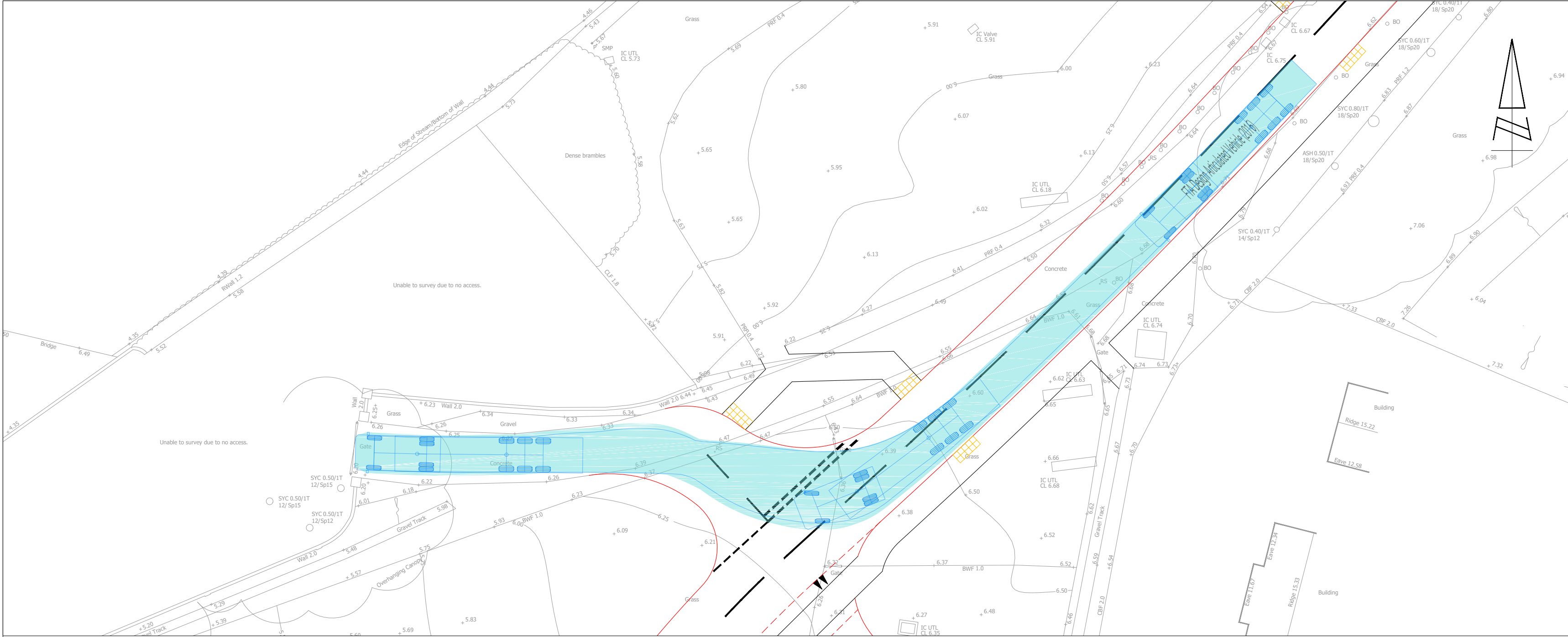
NOTE: VEHICLE TRACKING PERFORMED AT 10mph



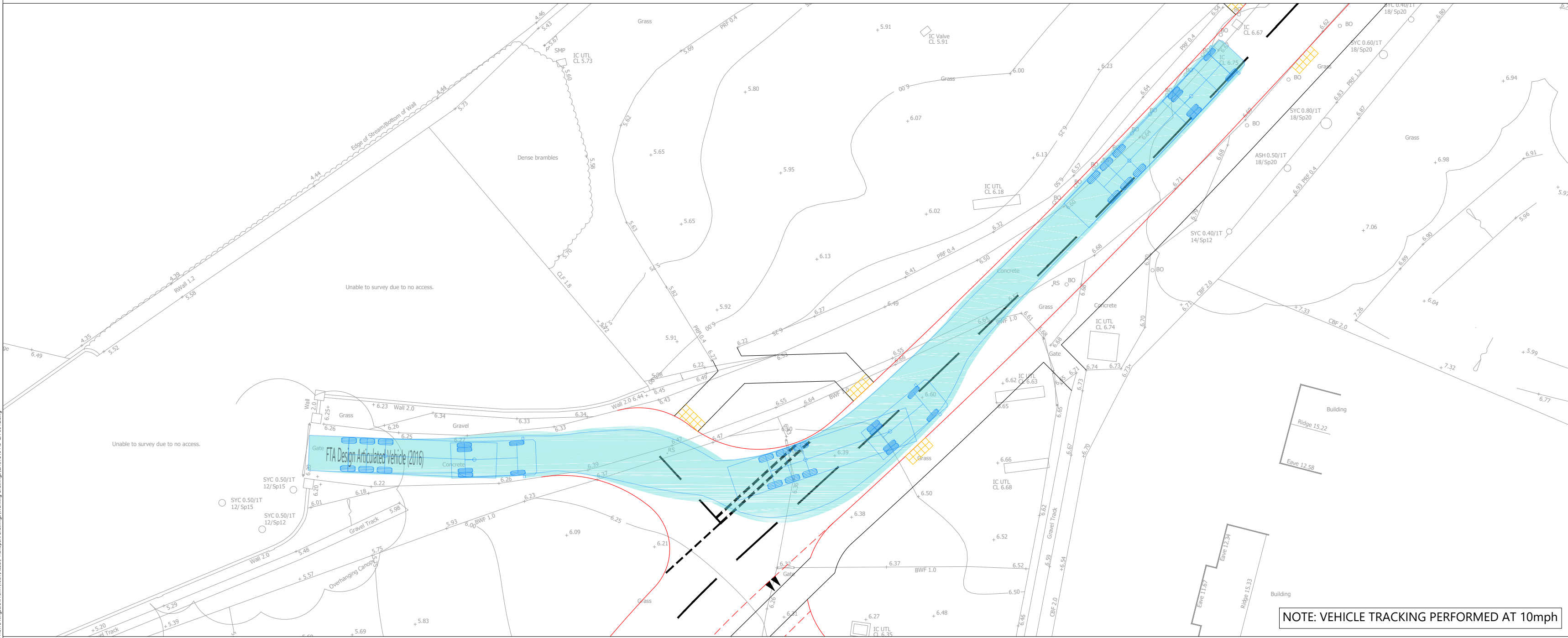
REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

T:\Project\15000 Series\15443\ITB Kingscroft Farm\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB 15443-GA-003C.dwg



FTA Design Articulated Vehicle (2016) - including wing mirrors
Overall Length 16.480m
Overall Width 2.550m
Overall Body Height 3.870m
Min Body Ground Clearance 0.515m
Max Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.600m



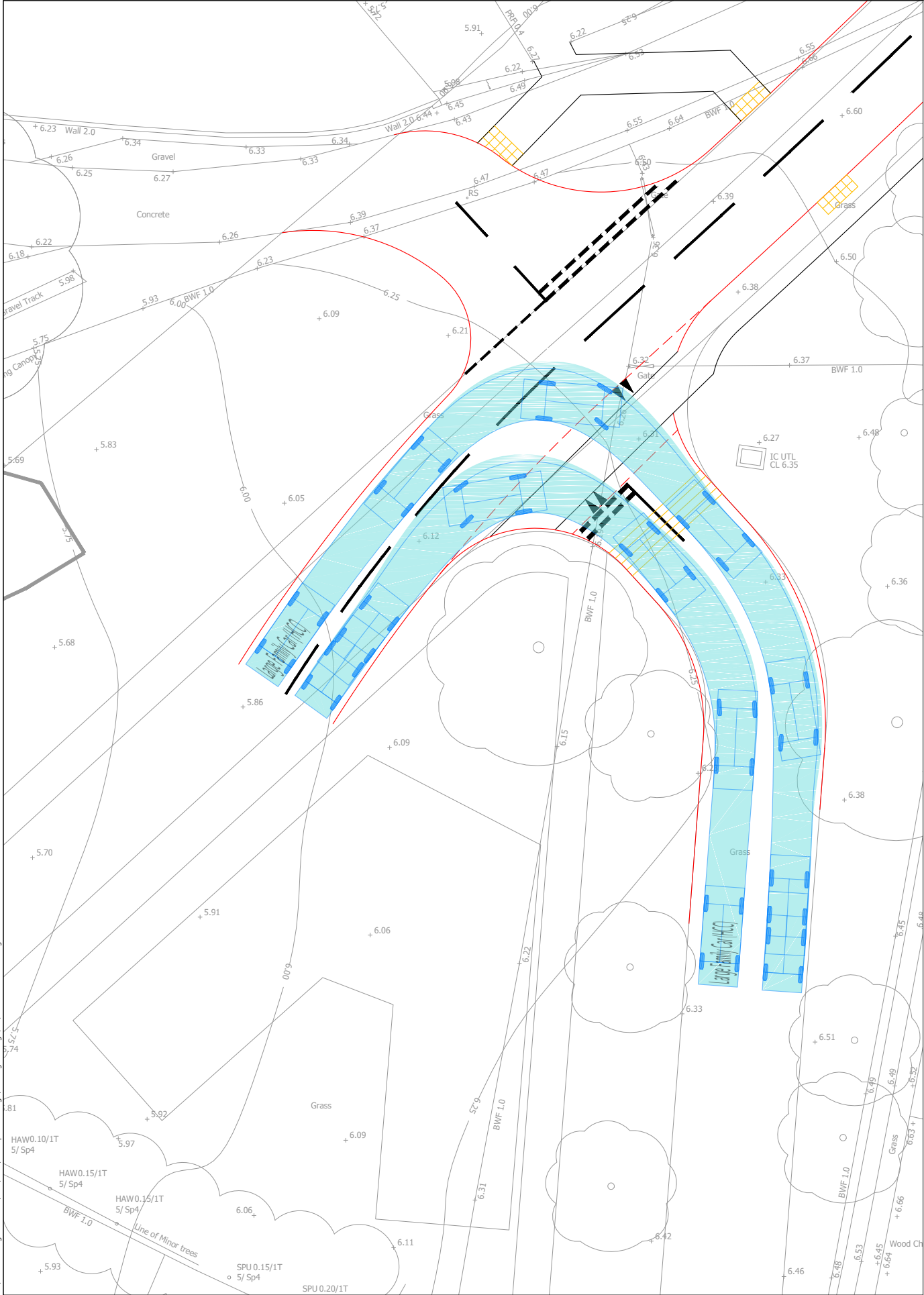
NOTE: VEHICLE TRACKING PERFORMED AT 10mph

REPRODUCED FROM THE ORDNANCE SURVEY
MAP WITH THE PERMISSION OF THE
CONTROLLER OF HER MAJESTY'S STATIONERY
OFFICE. LICENCE No. 100044286.
© CROWN COPYRIGHT RESERVED.

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY.
DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY
FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE
TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY
STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

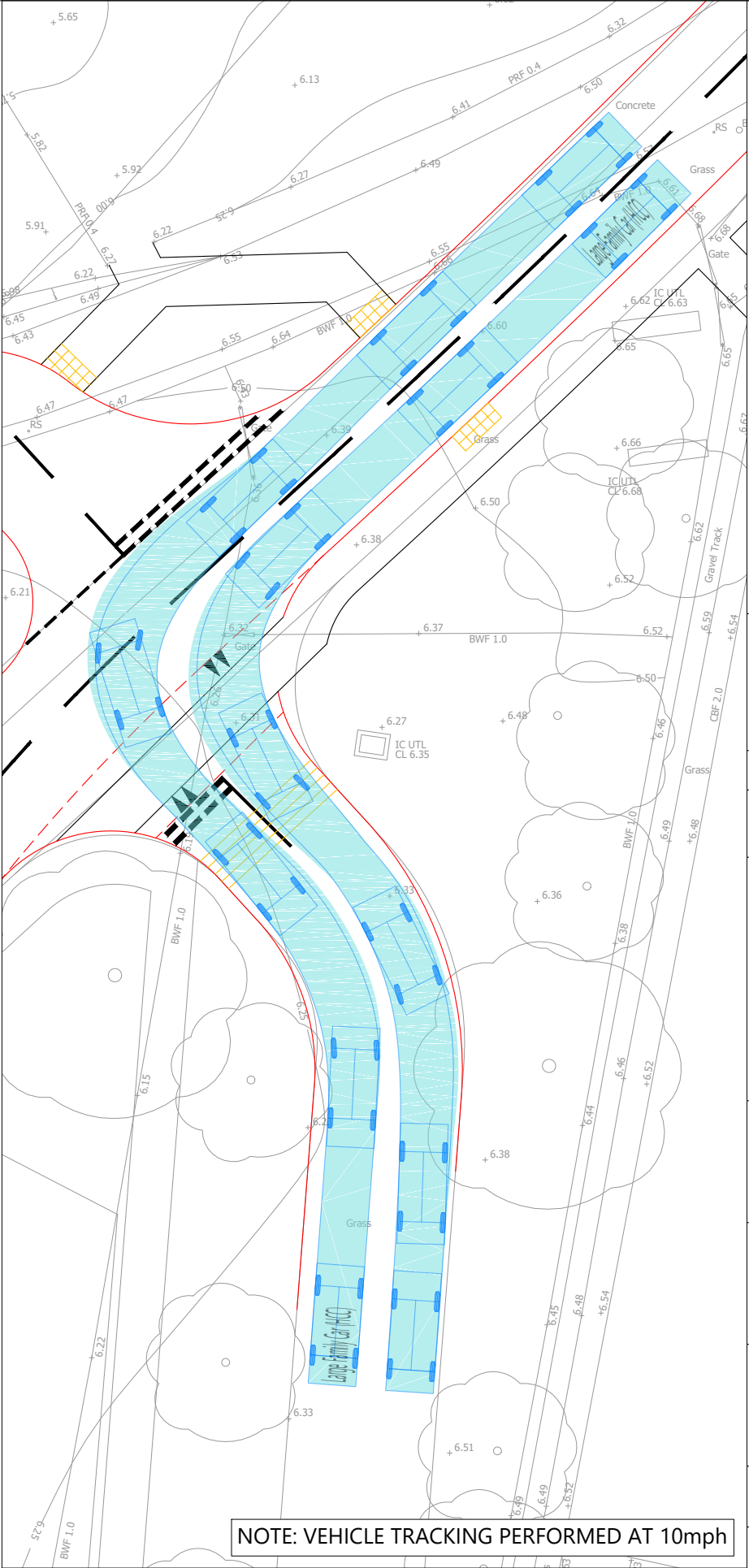


C	24.04.24	MM	VEHICLE TRACKING SPEEDS SHOWN	BB	TW
B	14.12.23	JD	SITE ACCESS ROAD AMENDED	BB	TW
A	23.03.23	JD	SITE ACCESS ROAD AMENDED	BB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
TITLE: SWEEP PATH ANALYSIS - 16.5m ARTICULATED VEHICLE					
PROJECT: LAND AT KINGSCROFT FARM, HAVANT					
CLIENT: FOREMAN HOMES LTD					
DRAWN:	JB	CHECKED:	BB	APPROVED:	TW
PROJECT No:	ITB15443	SCALE @ A2:	1:250	DATE:	23.05.22
DRAWING No:	ITB15443-GA-004				REV: C

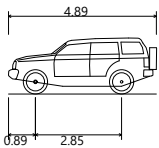


DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES
ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP
ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM
THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED
DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE
ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.
© CROWN COPYRIGHT 2022 OS LICENCE No. 100044286.

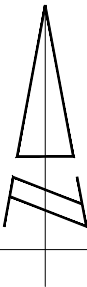
SCALE BAR @ 1:500



NOTE: VEHICLE TRACKING PERFORMED AT 10mph



Large Family Car (HCC)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius



4.890m
1.940m
1.850m
0.256m
1.940m
4.00s
5.900m

B	24.04.24	MM	VEHICLE TRACKING SPEEDS SHOWN	BB	TW
A	14.12.23	JD	SITE ACCESS ROAD AMENDED	BB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

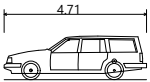
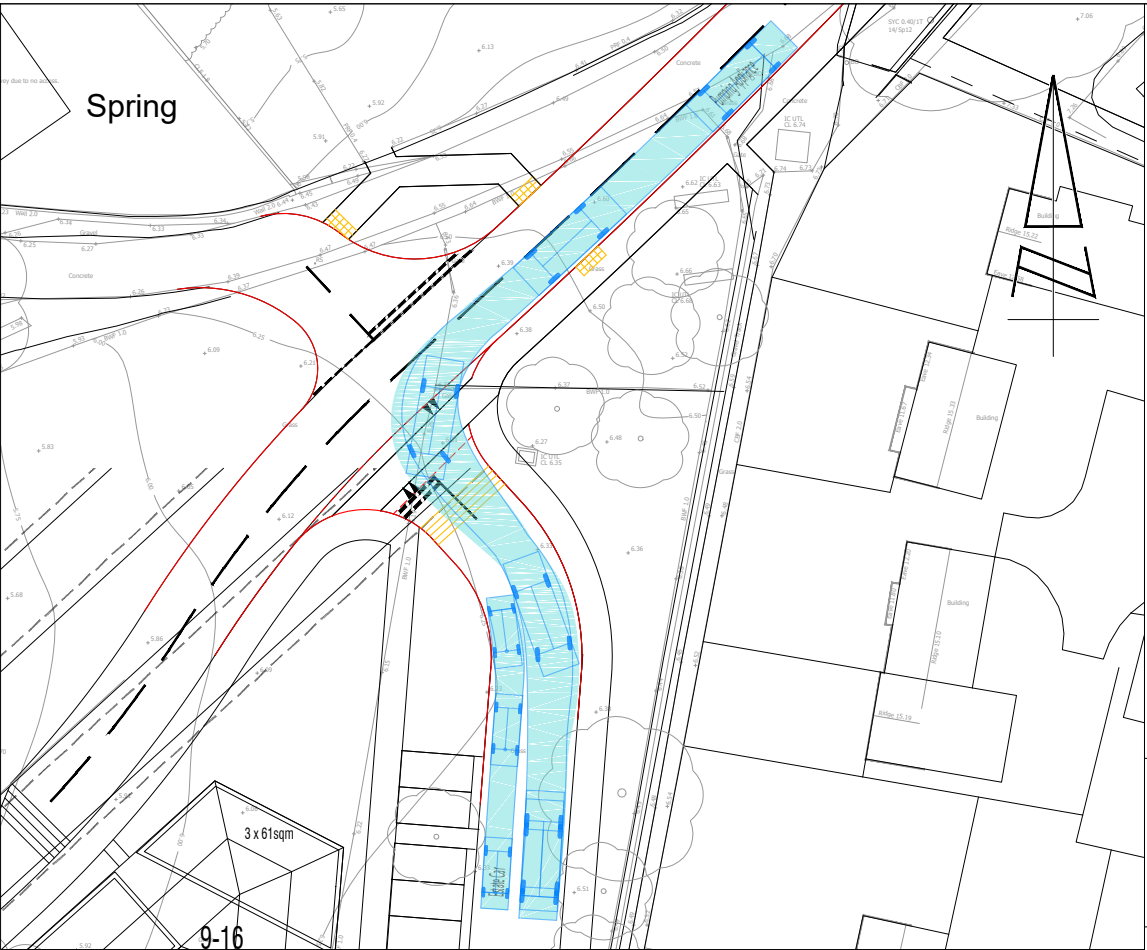
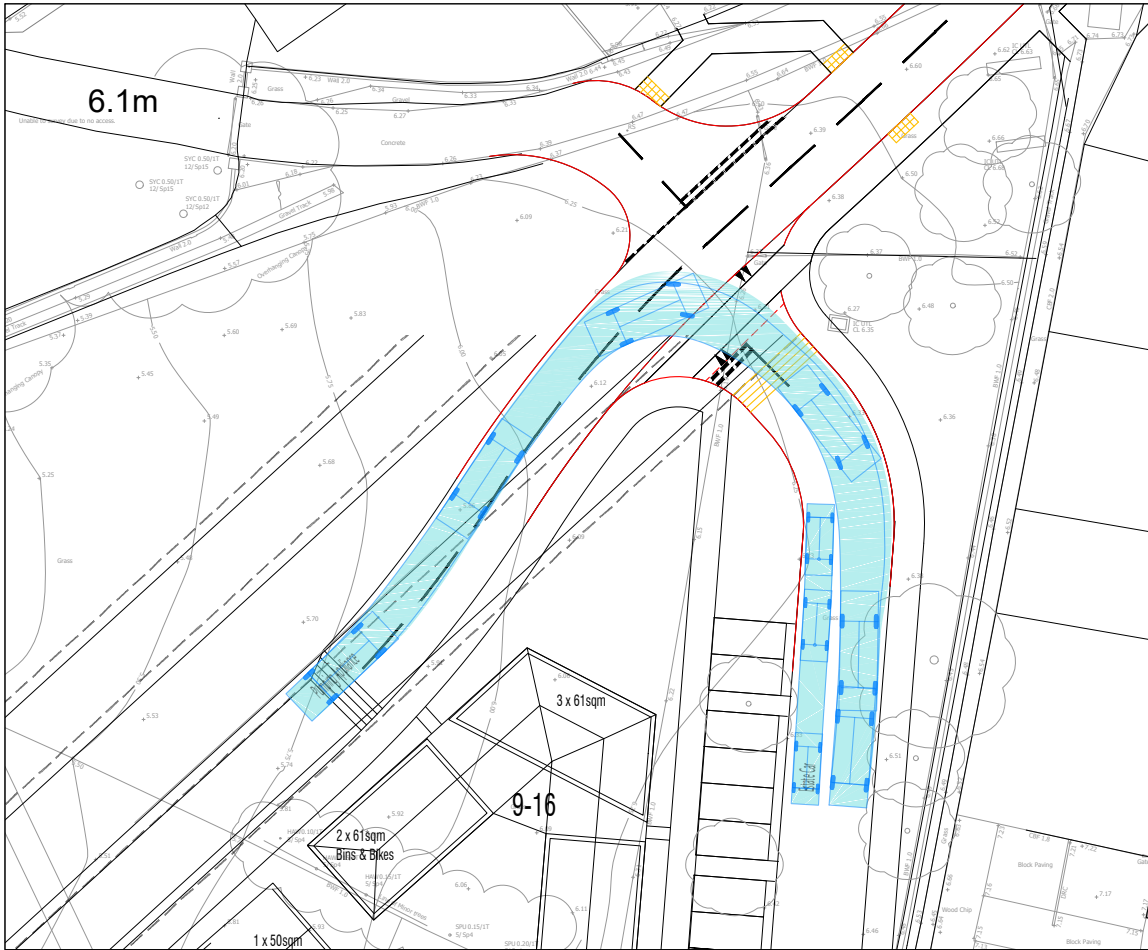
TITLE:
SWEPT PATH ANALYSIS - LARGE FAMILY CAR

PROJECT:
LAND AT KINGSCROFT FARM, HAVANT

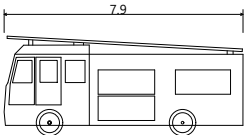
CLIENT:
FOREMAN HOMES LTD

DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB15443	1:500	12.01.23

DRAWING No: ITB15443-GA-007
REV: B



Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.350m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

REV	DATE	BY	DESCRIPTION	CHK	APD
B	26.04.24	MM	TEXT AND SWEEP PATHS UPDATED	BB	TW
A	05.12.23	MM	UPDATES TO SITE LAYOUT, SITE ACCESS AND SWEEP PATHS	BB	TW

STATUS: FOR INFORMATION



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

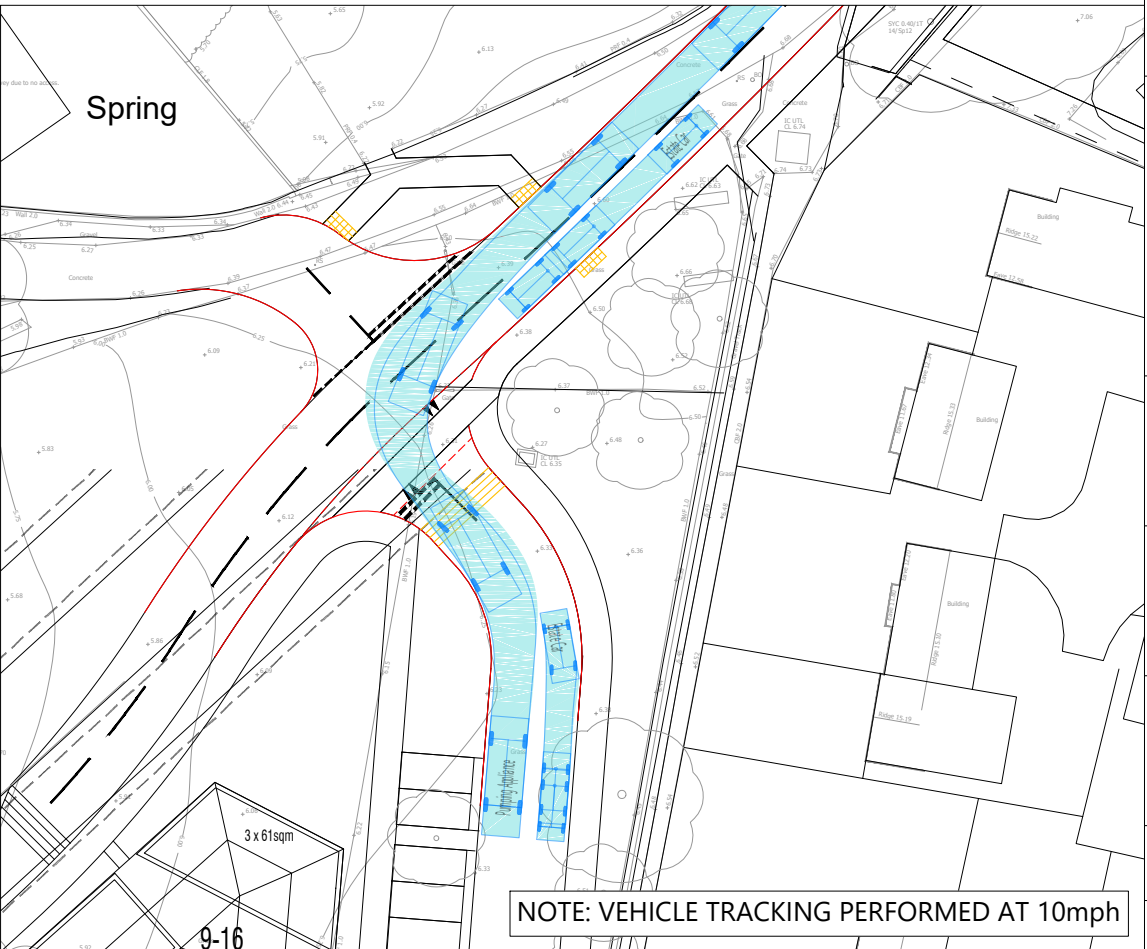
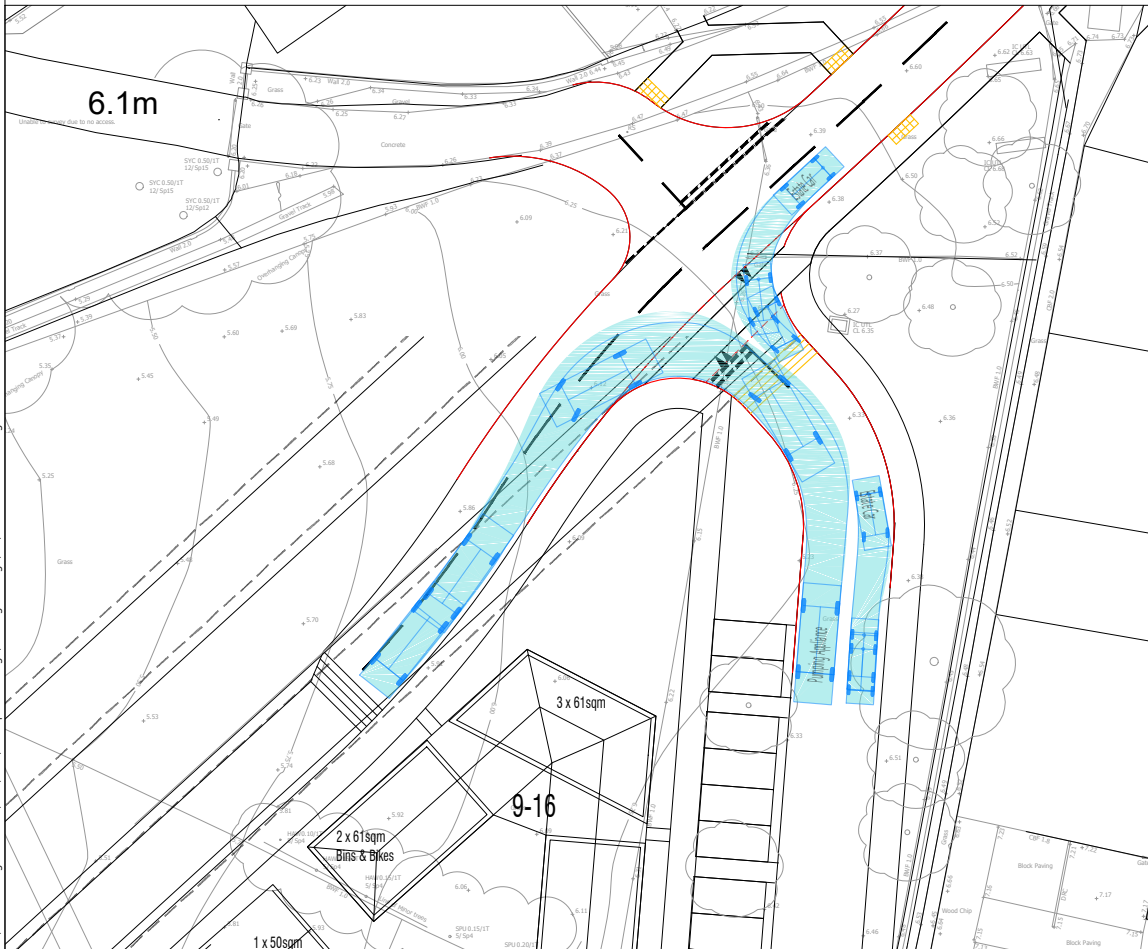
TITLE:
SWEEP PATH ANALYSIS - FIRE APPLIANCE & ESTATE CAR

PROJECT:
LAND AT KINGSCROFT FARM, HAVANT

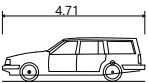
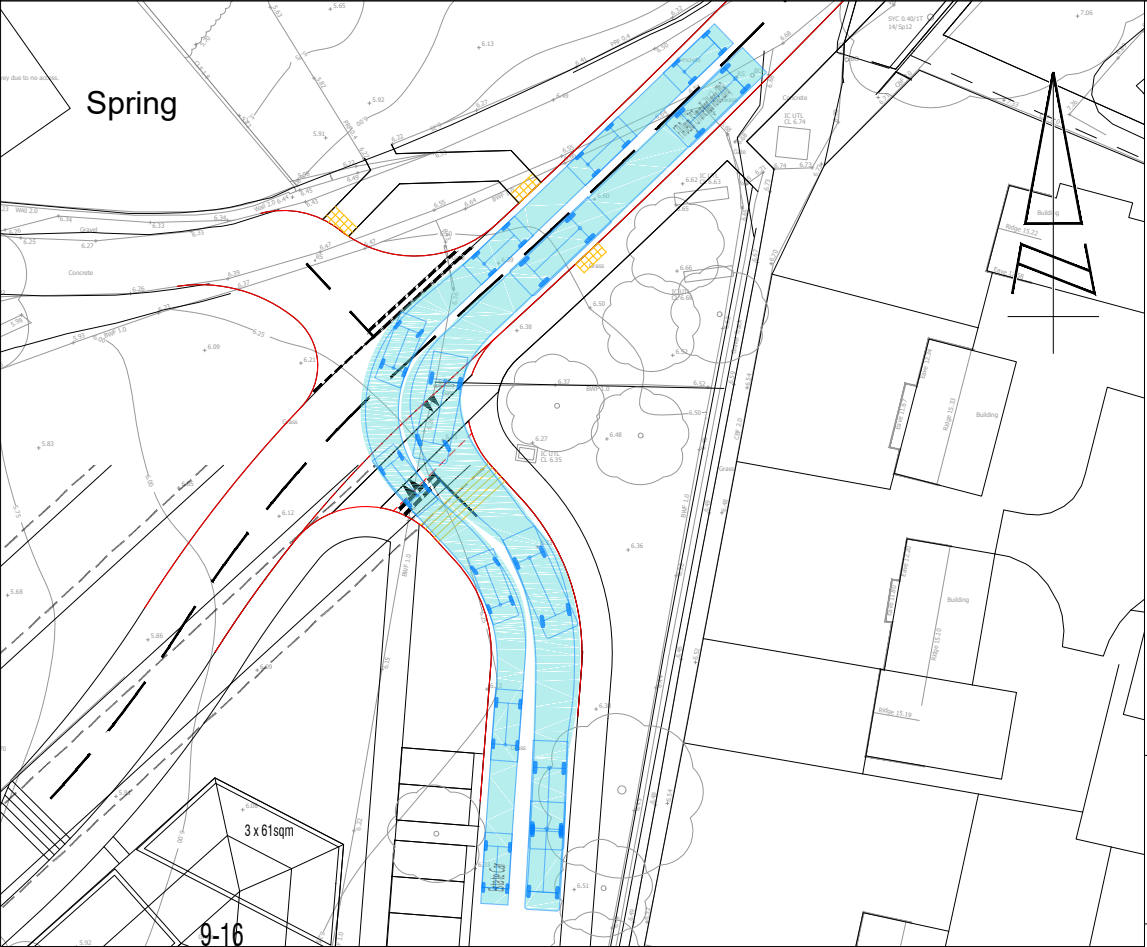
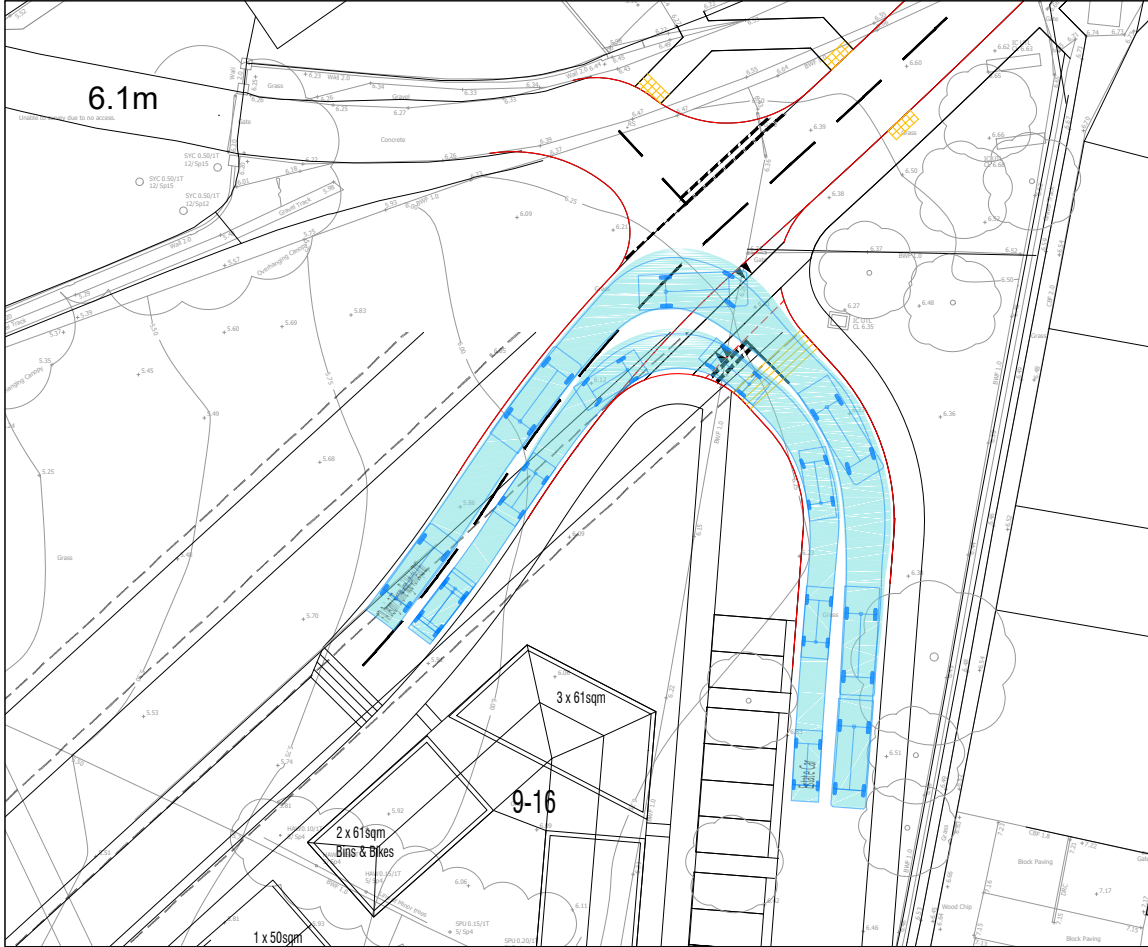
CLIENT:
FOREMAN HOMES LTD

DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB15443	1:500	21.08.23

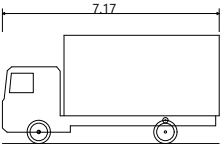
DRAWING No: ITB15443-GA-013
REV: B



NOTE: VEHICLE TRACKING PERFORMED AT 10mph



Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



FTA Design 7.5 Tonne Rigid Vehicle (2016)
Overall Length 7.170m
Overall Width 2.300m
Overall Body Height 3.580m
Min Body Ground Clearance 0.375m
Track Width 2.120m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 7.000m

B	24.04.24	MM	VEHICLE TRACKING SPEEDS SHOWN	BB	TW
A	05.12.23	MM	UPDATES TO SITE LAYOUT, SITE ACCESS AND SWEEP PATHS	BB	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

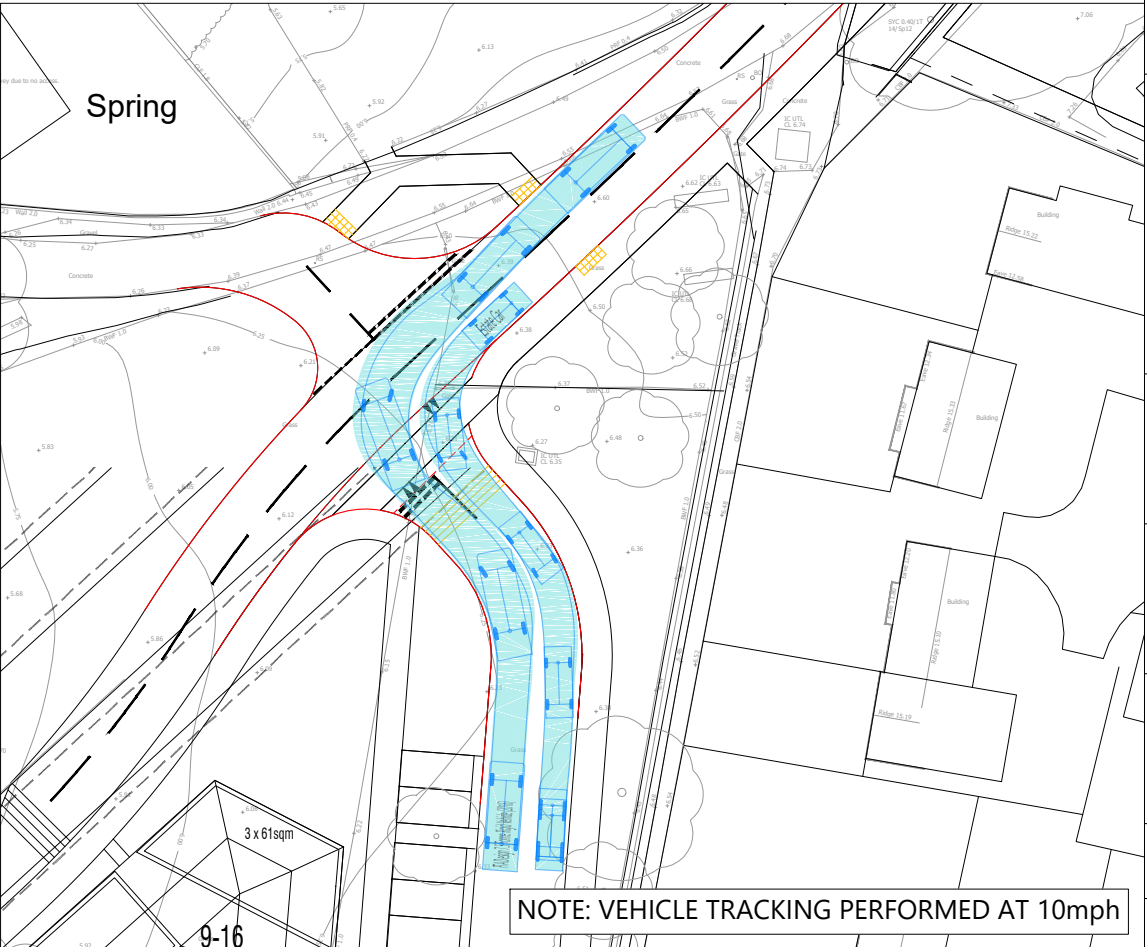
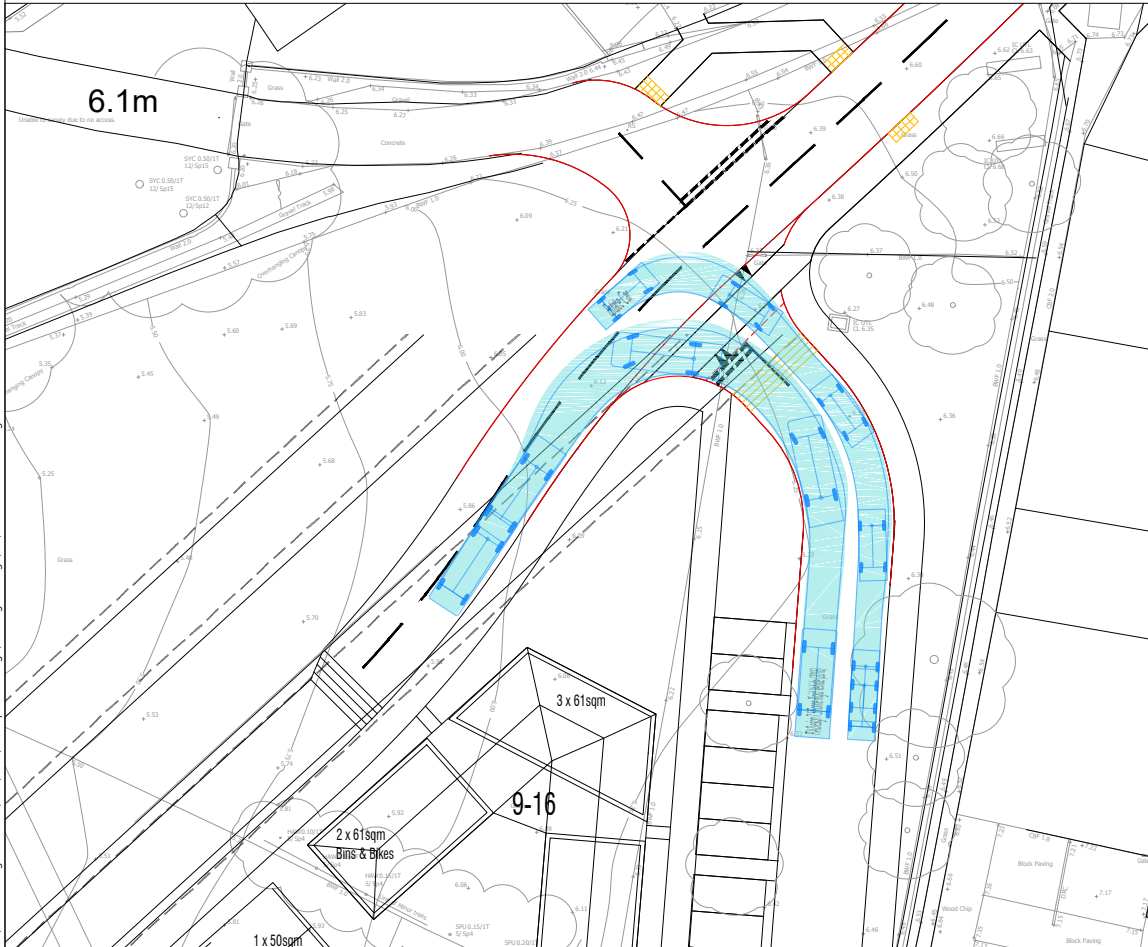
TITLE:
SWEPT PATH ANALYSIS - 7.5T BOX VAN & ESTATE CAR

PROJECT:
LAND AT KINGSCROFT FARM, HAVANT

CLIENT:
FOREMAN HOMES LTD

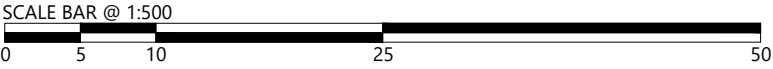
DRAWN:	CHECKED:	APPROVED:
JD	BB	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB15443	1:500	21.08.23

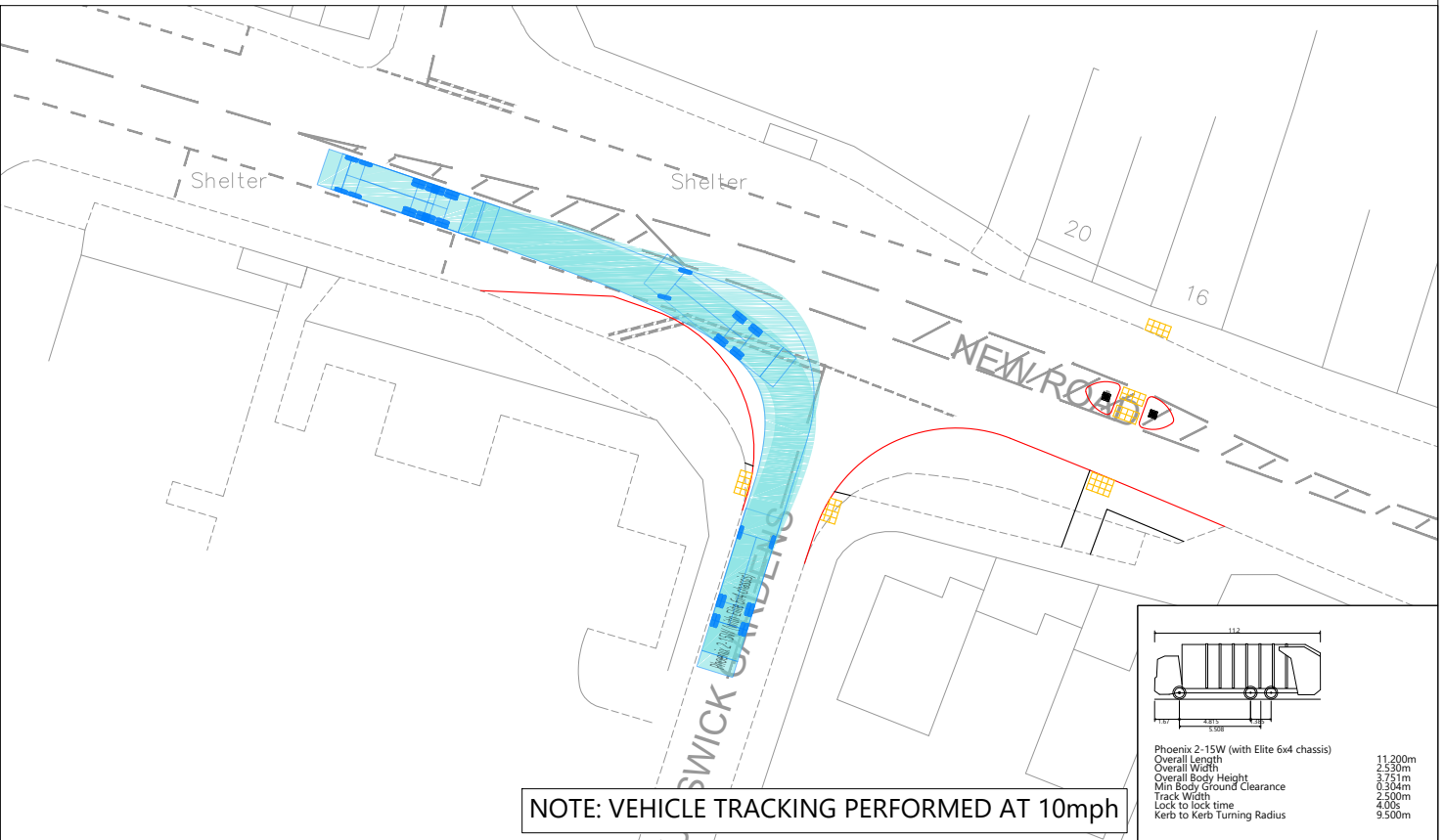
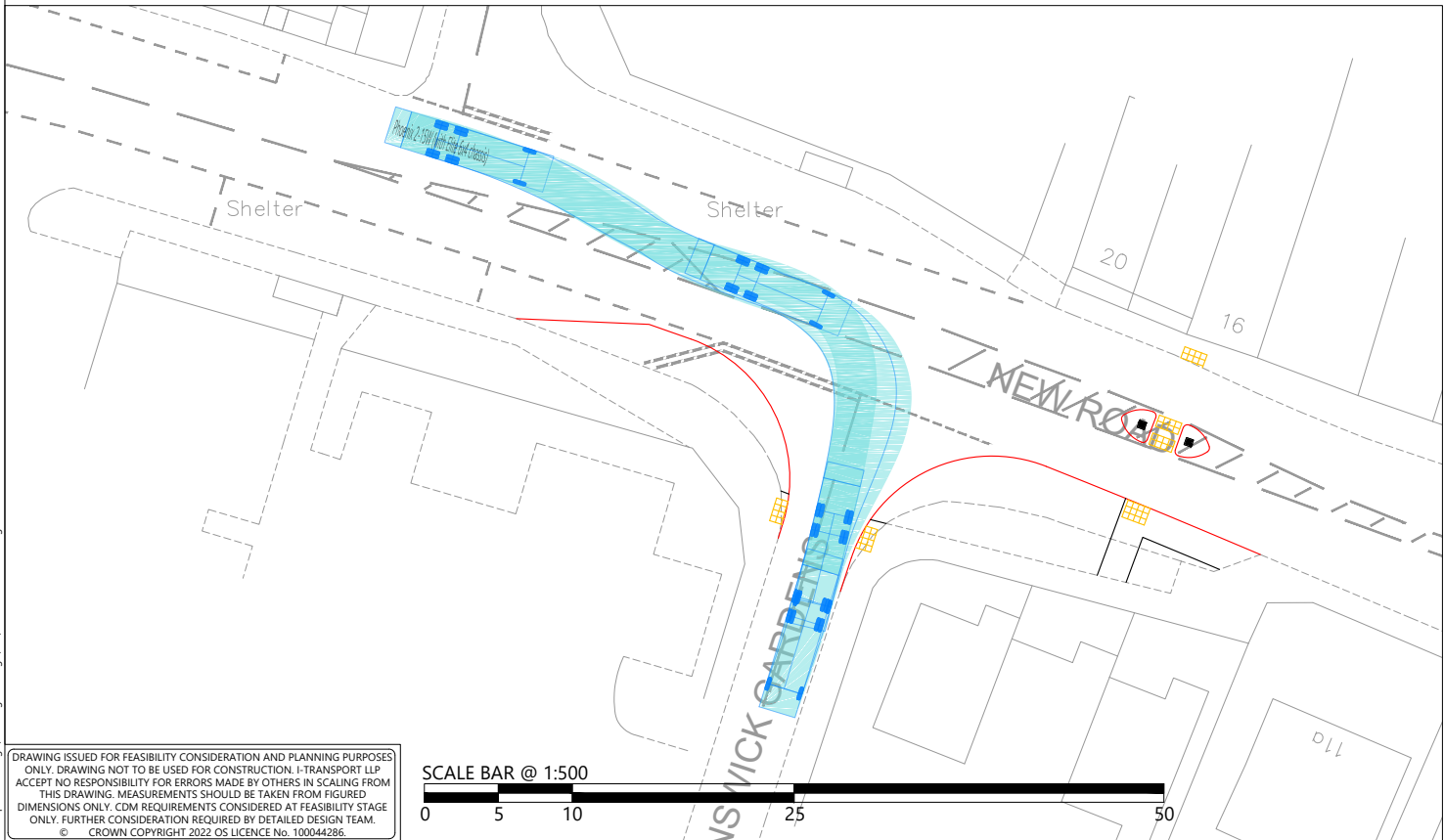
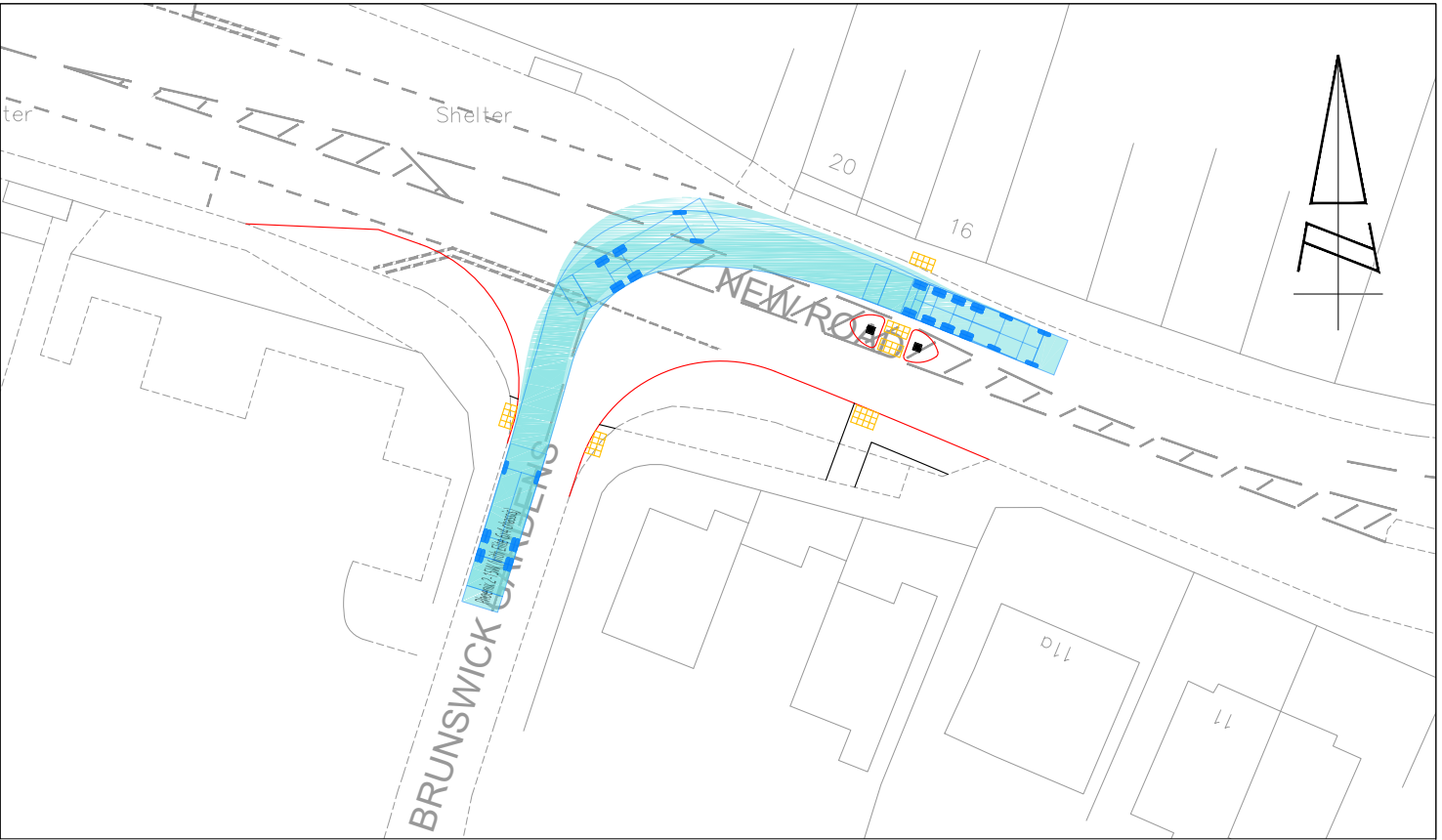
DRAWING No: ITB15443-GA-014
REV: B



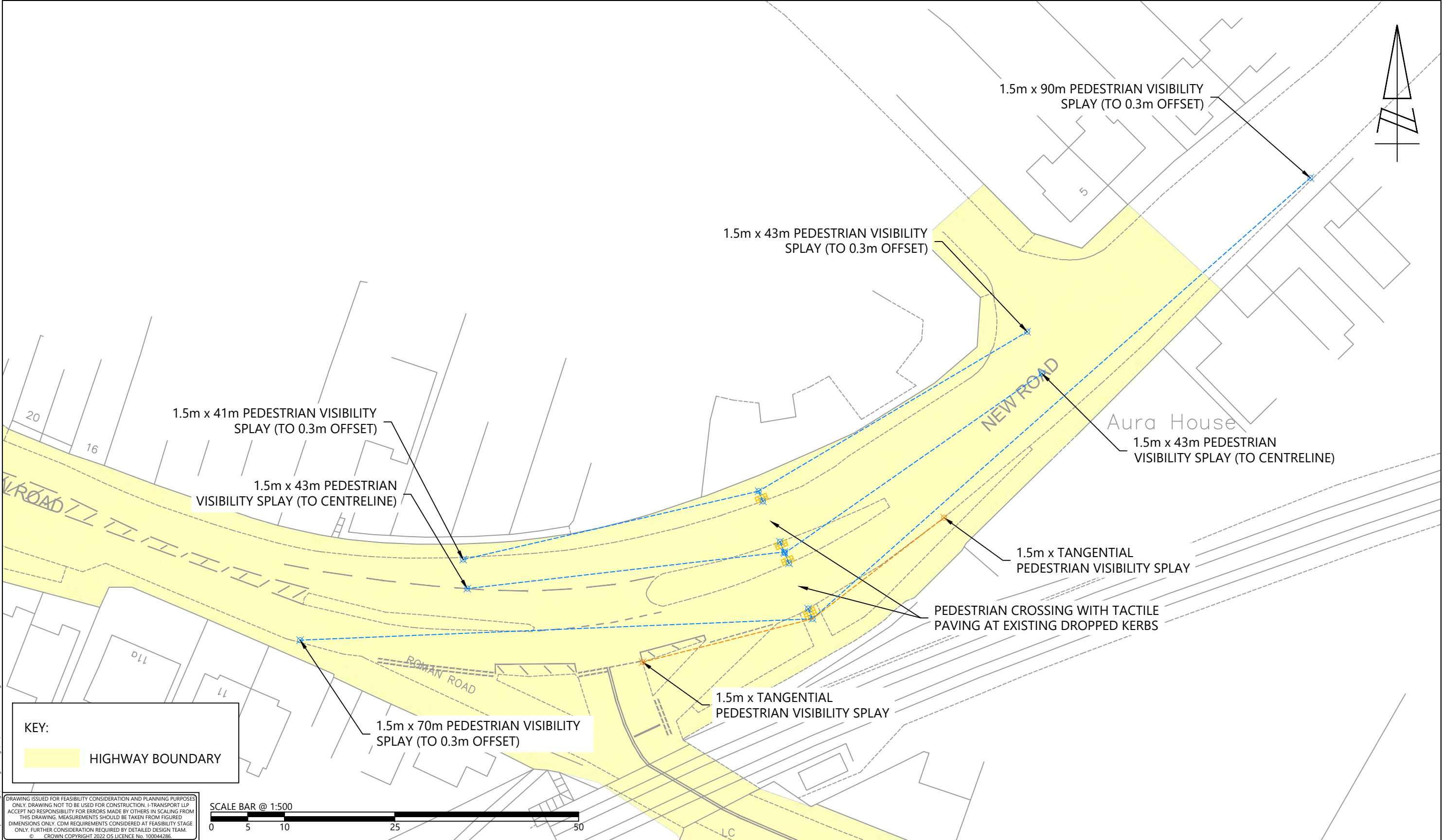
NOTE: VEHICLE TRACKING PERFORMED AT 10mph

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES
ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP
ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM
THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED
DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE
ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.
© CROWN COPYRIGHT 2022 OS LICENCE No. 100044286.





 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk		REV DATE BY DESCRIPTION CHK APD		TITLE: BRUNSWICK GARDENS - REFUSE VEHICLE SWEEP PATHS		DRAWN: MM PROJECT No: ITB15443		CHECKED: BB SCALE @ A3: 1:500		APPROVED: TW DATE: 30.04.24	
Tel: 01256 637940		STATUS: FOR INFORMATION		PROJECT: LAND AT KINGSCROFT FARM, HAVANT		CLIENT: FOREMAN HOMES LTD		DRAWING No: ITB15443-GA-016		REV: -	



KEY:

HIGHWAY BOUNDARY

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2022 OS LICENCE No. 100044286.



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
www.i-transport.co.uk

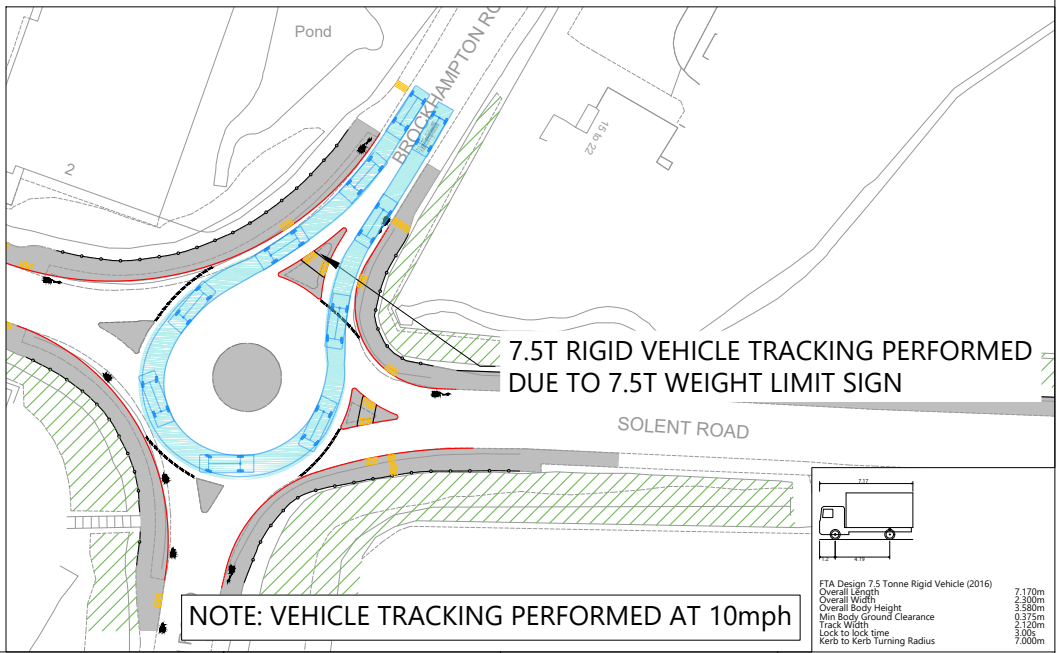
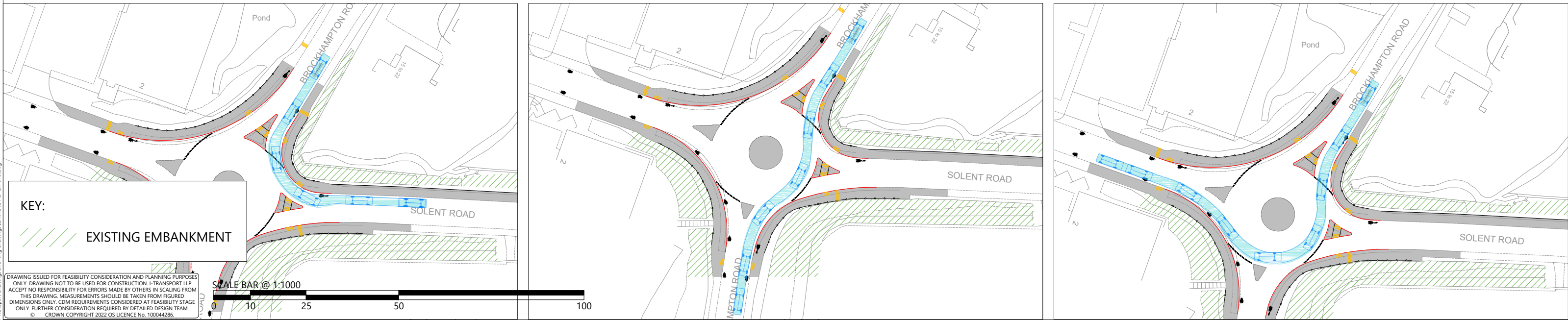
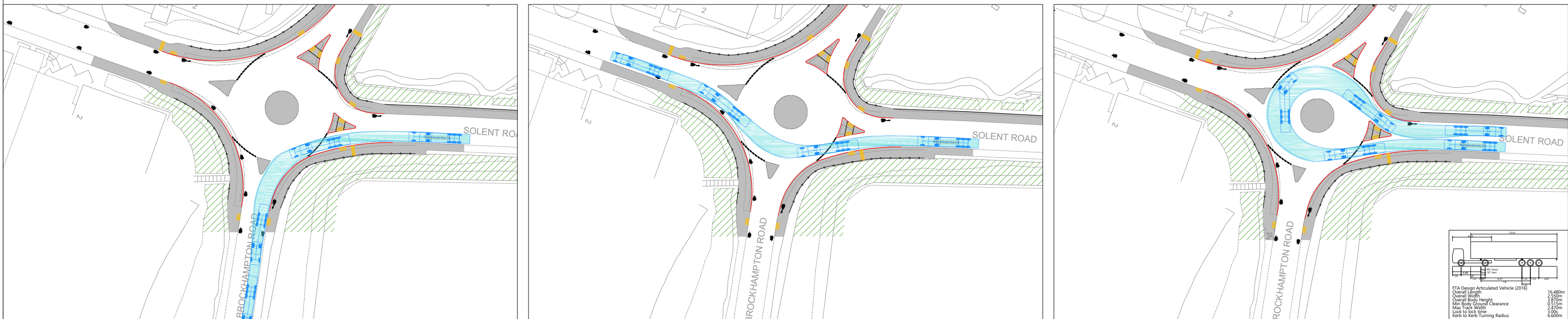
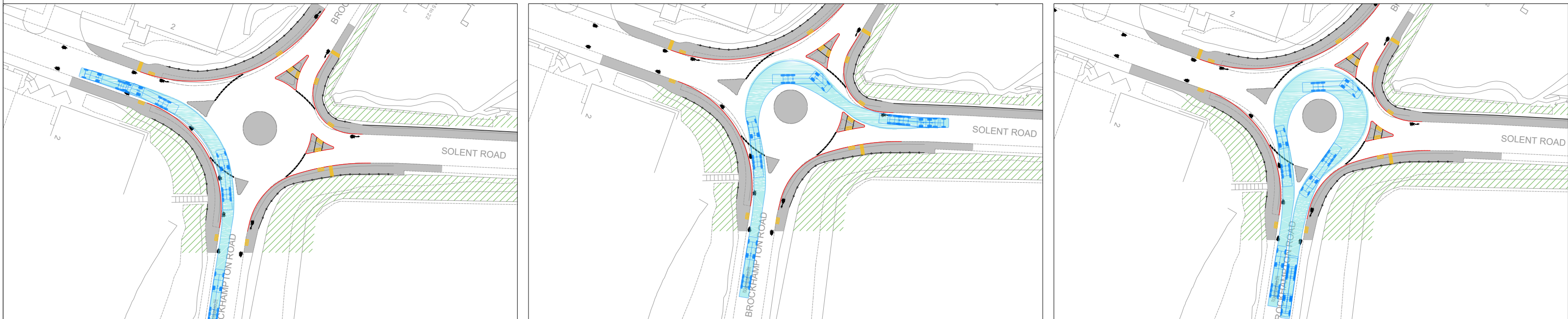
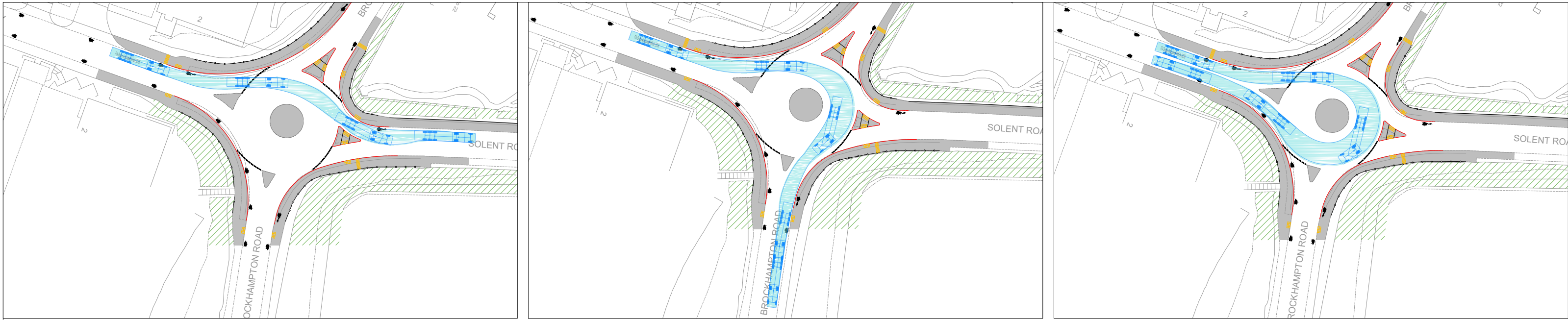
Tel: 01256 637940

REV	DATE	BY	DESCRIPTION	CHK	APD
			FOR INFORMATION		

TITLE: PROPOSED PEDESTRIAN IMPROVEMENTS - NEW ROAD	
PROJECT: LAND AT KINGSCROFT FARM, HAVANT	CLIENT: FOREMAN HOMES LTD

DRAWN: MM	CHECKED: BB	APPROVED: TW
PROJECT No: ITB15443	SCALE @ A3: 1:500	DATE: 01.05.24
DRAWING No: ITB15443-GA-017		REV: -

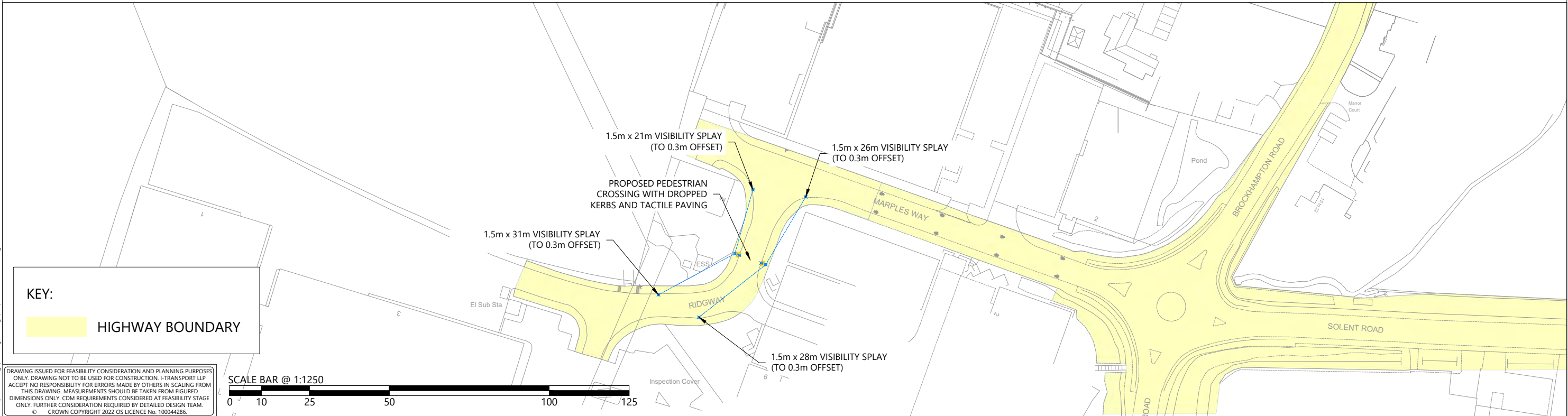
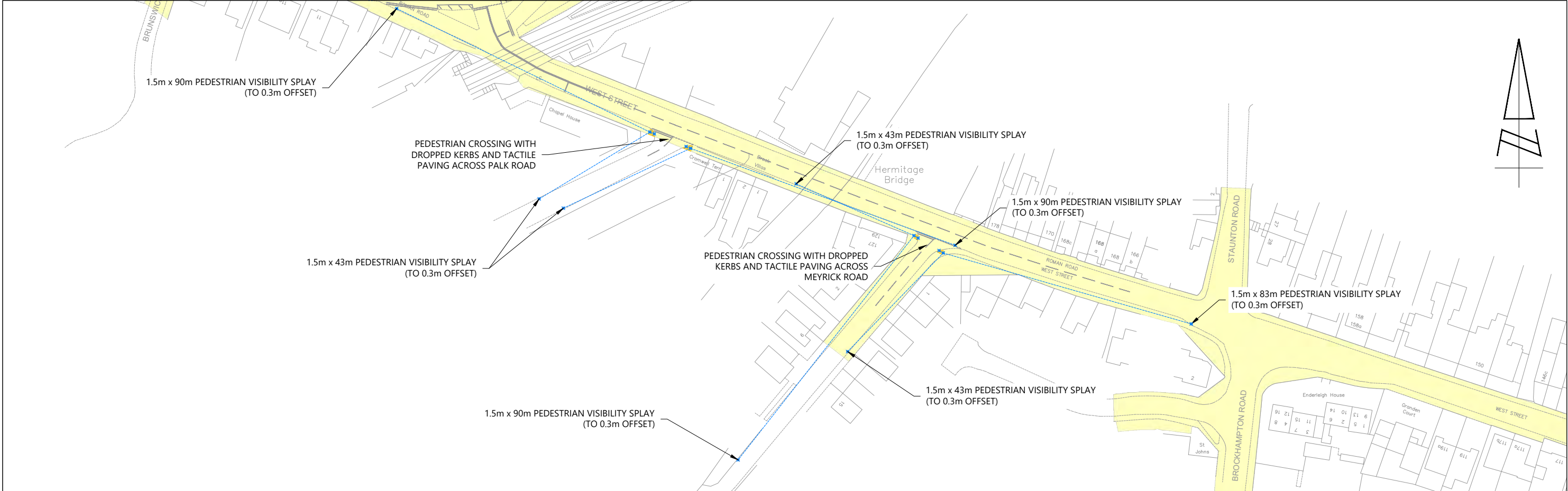
T:\Projects\15000 Series\15443\ITB 15443 GA-017.dwg
T:\Projects\15000 Series\15443\ITB 15443 GA-017.dwg
T:\Projects\15000 Series\15443\ITB 15443 GA-017.dwg



KEY:
EXISTING EMBANKMENT

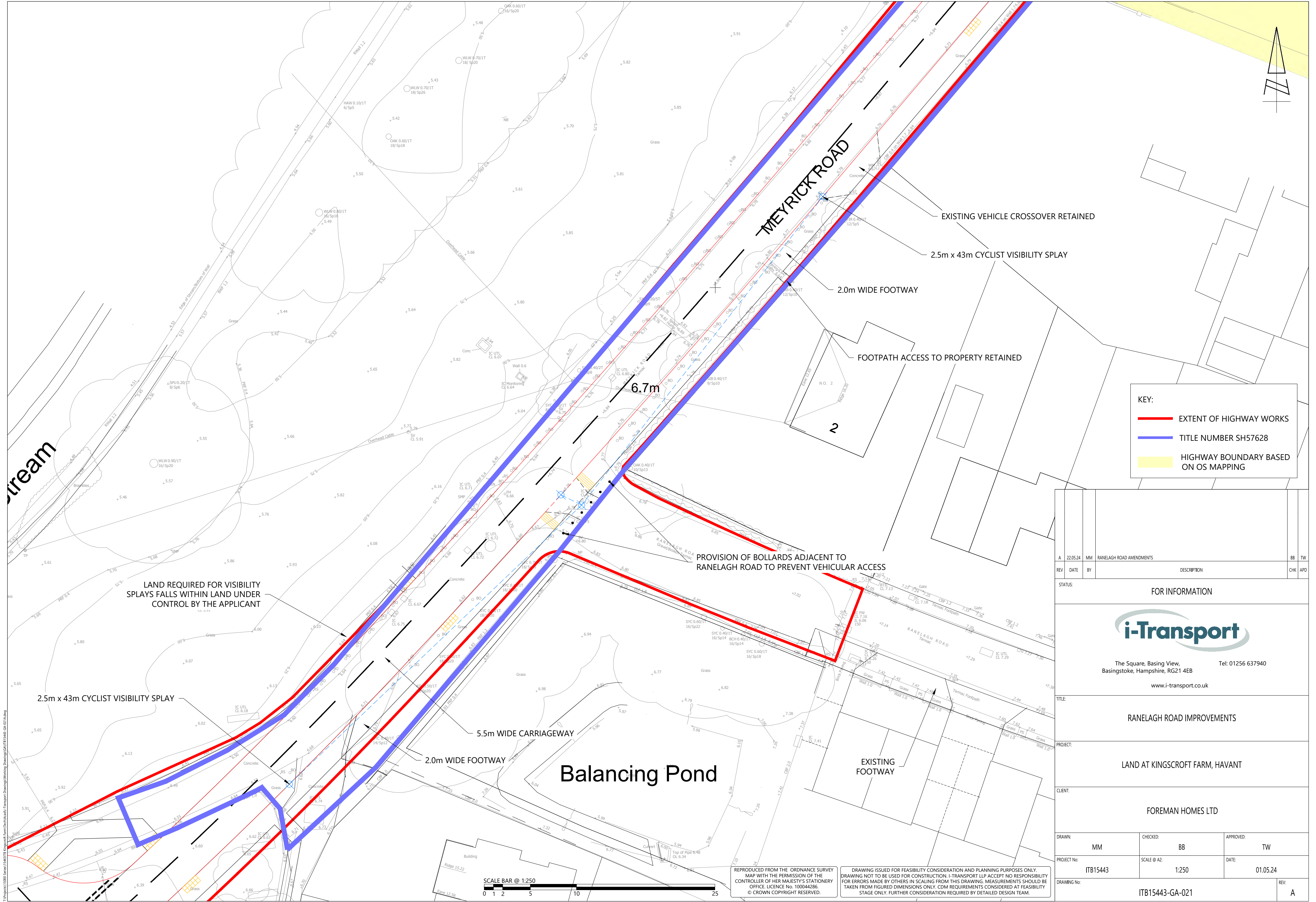
SCALE BAR @ 1:1000
0 10 25 50 100

 The Square, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk				TITLE: POTENTIAL PEDESTRIAN / CYCLIST IMPROVEMENTS TO BROCKHAMPTON ROAD / SOLENT ROAD ROUNDABOUT SWEEP PATH ANALYSIS - 16.5m ARTICULATED VEHICLE AND 7.5t RIGID VEHICLE				DRAWN: MM				CHECKED: BB				APPROVED: TW			
REV: DATE: BY: DESCRIPTION: CHK: APD:				PROJECT: LAND AT KINGSCROFT FARM, HAVANT				DRAWING No: ITB15443				SCALE @ A2: 1:1000				DATE: 30.04.24			
STATUS: FOR INFORMATION				CLIENT: FOREMAN HOMES LTD				NOTE: VEHICLE TRACKING PERFORMED AT 10mph				DRAWING No: ITB15443-GA-019				REV: -			



 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk									TITLE: PROPOSED PEDESTRIAN IMPROVEMENTS - PALK ROAD, MEYRICK ROAD AND RIDGWAY			DRAWN: MM		CHECKED: BB		APPROVED: TW	
												PROJECT No: ITB15443		SCALE @ A3: 1:1250		DATE: 08.05.24	
			REV	DATE	BY	DESCRIPTION			CHK	APD	PROJECT: LAND AT KINGSCROFT FARM, HAVANT			CLIENT: FOREMAN HOMES LTD			DRAWING No: ITB15443-GA-020
STATUS: FOR INFORMATION																	

T:\Projects\15000 Series\15443\ITB 15443\GA-020.dwg



KEY:

- EXTENT OF HIGHWAY WORKS
- TITLE NUMBER SH57628
- HIGHWAY BOUNDARY BASED ON OS MAPPING

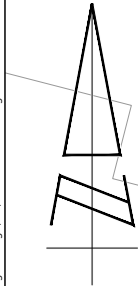
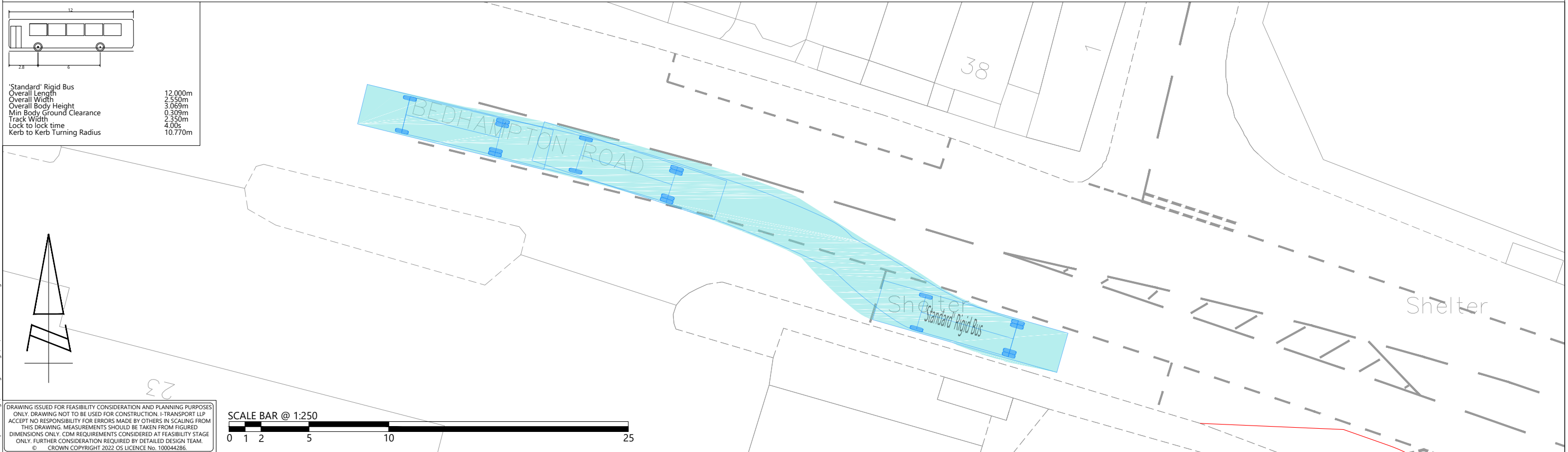
A	22.05.24	MM	RANELAGH ROAD AMENDMENTS		BB	TW
REV	DATE	BY	DESCRIPTION		CHK	APD
STATUS:			FOR INFORMATION			
 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk						
TITLE:			RANELAGH ROAD IMPROVEMENTS			
PROJECT:			LAND AT KINGS CROFT FARM, HAVANT			
CLIENT:			FOREMAN HOMES LTD			
DRAWN: MM		CHECKED: BB		APPROVED: TW		
PROJECT No: ITB15443		SCALE @ A2: 1:250		DATE: 01.05.24		
DRAWING No: ITB15443-GA-021					REV: A	

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALED FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.



'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.069m
Min Body Ground Clearance 0.309m
Track Width 2.350m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.770m



DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.
© CROWN COPYRIGHT 2022 OS LICENCE No. 100044286.



 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk							TITLE: POTENTIAL PEDESTRIAN CROSSING - BEDHAMPTON ROAD SWEPT PATH ANALYSIS - STANDARD RIGID BUS		DRAWN: MM	CHECKED: BB	APPROVED: TW		
	REV	DATE	BY	DESCRIPTION			CHK	APD	PROJECT: LAND AT KINGSCROFT FARM, HAVANT	CLIENT: FOREMAN HOMES LTD	PROJECT No: ITB15443	SCALE @ A3: 1:250	DATE: 05.06.24
	STATUS: FOR INFORMATION										DRAWING No: ITB15443-GA-022		REV: -

APPENDIX A. HCC CONSULTATION RESPONSE

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Sophie Osborne

Direct Line

Date 26 March 2024

My reference 052076

Your reference APP/22/00669

Email havantdc@hants.gov.uk

Dear Ms Wells,

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 120 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 re-consultation on the above outline planning application. In response to previous comments raised by the Highway Authority dated 12 October 2022 and numerous offline discussions, the applicant has submitted a Transport Assessment Addendum (hereafter, TAA) and supporting drawings. The Highway Authority have reviewed this information and have the following comments to make.

It is noted that the quantum of development has since reduced from c. 140 to c. 120 dwellings. This is however not a significant quantum change to alter the previous views of the Highway Authority.

Policy Status

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

Walking and Cycling

The WCHAR has been revised in response to previous comments raised. The route to Havant Leisure Centre has been updated to route via New Road which is noted. No further improvements to this route have been identified despite the Highway Authority previously raising deficits in the infrastructure particularly for use by cyclists.

Director of Hampshire 2050
Gary Westbrook

Footway widths along Brockhampton Road have been confirmed to be 1.8m. This width does not accord with the minimum standards as required by HCC TG10 (2.0m), and therefore appropriate opportunities for all users are not present. Any opportunities to widen these footways have not been considered within the WCHAR.

Further commentary regarding proposed walking and cycling improvements to key trip attractors are discussed further within this response.

Proposed Off-Site Schematic Improvements

S278 works:

It has been agreed with the applicant that the following works are to be provided as part of a package of highway works for the site to be secured through a S278 agreement. These proposed improvement works should be subject to a Stage One Road Safety Audit (RSA1) prior to any recommendation for approval.

1. Refuge Island Crossing at Brunswick Gardens
2. Crossing improvements along New Road within the vicinity of Ingledene Close
3. Pedestrian crossing point with dropped kerbs and tactile paving along West Street
4. Pedestrian and cycle infrastructure improvements on Ridgway, including wayfinding provision

Refuge Island Crossing at Brunswick Gardens:

The Highway Authority highlighted the importance of a refuge crossing point at this location to provide a safe crossing point for parents and children to cross on the desire line to access the local primary schools. From on-site observations parents utilise the hatched area as a waiting area to cross with their children during typical school pick up and drop off periods which is not considered appropriate. The school pick up periods coincides with the AM network peak period and therefore provision of a formal crossing point is considered necessary in providing a safe route to school for parents with young children.

The proposed arrangement is shown within drawing ITB15443-GA-008. The Highway Authority have reviewed this drawing in detail and have the following comments to make. The proposed width of the refuge crossing is proposed to be 2.0m. It is requested that this is widened to a minimum width of 2.2m, to provide increased protection for those waiting to cross. It would appear there is suitable hatching width for this additional island width to be accommodated.

It is noted that the visibility splays of the proposed refuge crossing point have been based on the 30mph posted speed limit and not recorded speeds. The full achievable visibility should be provided to ensure that at the S278 stage when speed surveys will be required, appropriate visibility can be achieved.

Director of Hampshire 2050
Gary Westbrook

The provision of the refuge island crossing requires the removal of the diverge lane into Brunswick Gardens along with alterations to the existing radius of the junction on the right-hand side. Brunswick Gardens in its entirety should be realigned with the kerb line also altered on the western side of the carriageway. The alterations to Brunswick Gardens should be supported by swept path analysis for all vehicles requiring access to ensure that safe and suitable access can be maintained. The lane widths along Bedhampton Road should also be confirmed considering the addition of the refuge island.

The applicant should be made aware that amendments may be required to the existing TRO at the detailed design stage to facilitate provision of this refuge crossing.

Crossing Improvements along New Road:

The Highway Authority have identified a deficit in the current pedestrian crossing point along New Road within the vicinity of Ingledene Close and the Level Crossing. The existing crossing provision is not clear due to a lack of tactile paving presence. The existing crossing location is considered appropriate in location in that it is on a clear desire line and benefits from a central refuge waiting area. The provision of tactile paving will improve the conspicuousness of the crossing point and make it suitable for all users.

No drawing has been submitted indicating these crossing improvements and this should be provided to be secured through the S106 agreement. Similarly to the refuge crossing, the maximum achievable visibility should be shown on the drawing to ensure that on receipt of recorded speeds appropriate visibility can be achieved.

Pedestrian crossing point on West Street:

The pedestrian infrastructure on the southern side of West Street is substandard with no crossing provision to access the continuous footway on the northern side of the carriageway. This is considered necessary to encourage walking into Havant Town Centre from the development site. The indicative location has been shown within drawing ITB15443-GA-009 which does not conflict with existing driveways.

The required visibility has been based on TG3 guidance for a 30mph design speed. The maximum achievable forward visibility should be shown to ensure appropriate visibility can be achieved when speed data is obtained at the S278 stage.

The Highway Authority understand that there is a presence of on-street parking along West Street that is permanently utilised due to a lack of off-carriageway parking for residential properties. This is likely to block any achievable visibility, although it is acknowledged there are limited opportunities where formal crossing provision could be provided. A departure may be appropriate in this instance to be put forward for consideration given the presence of the parking to allow the visibility to be measured to the centreline where needed given the context of the location of this crossing point.

Director of Hampshire 2050
Gary Westbrook

Pedestrian and Cycle Infrastructure Improvements along Ridgeway:

Providing an appropriate pedestrian and cycle connection onto Ridgeway from the site provides opportunities to access the Solent Road Retail Park, Tesco Supermarket, and employment opportunities along Harts Farm Way via sustainable modes. This is considered directly relevant to the site and therefore key to mitigate the impact of the private car for those shorter journeys to comply with LTP4. The provision of wayfinding was also discussed as being necessary to direct future resident on the route to take as currently this is convoluted and unclear.

The proposed improvements along the Ridgeway are shown on drawing ITB15443-GA-010 combined with the wider strategic improvements along the Solent Road corridor. These improvements to be delivered via a S278 agreement should be shown separately on one comprehensive drawing to be secured through the S106 agreement. This drawing should also refer to the provision of wayfinding which has been agreed to be provided as part of these improvement works.

These works will tie in with the wider scheme aspiration along the Solent Road corridor which is discussed below.

S106 Contributions:

There is a real opportunity to overcome deficits with the existing sustainable transport infrastructure along the Solent Road corridor. The applicant has proposed an improvement scheme with the schematic design shown within drawing ITB15443-GA-010. The principles of this scheme have been previously agreed with the applicant and a proportionate contribution will be secured from this application towards the provision of these works.

The scheme encompasses improvements to the Brockhampton Road/Solent Road/Marples Way roundabout, and improvements along Marples Way for cyclists. Additionally, a 2.5m shared use path is proposed along the northern side of Solent Road. Due to topographical constraints and the need to maintain the carriageway width of Solent Road due use by HGVs, it was not feasible to widen the existing footway to 3.0m. The proposed shared use connection is to tie in with the proposals being secured as part of the Portsmouth Water Offices planning application (APP/21/00601).

Considering the use of this route by HGVs, it is requested that swept path analysis is provided for an HGV navigating this revised roundabout arrangement at an appropriate speed to ensure that the required movements can be accommodated with this revised arrangement. The tracking speeds should also be confirmed.

The integration of the schemes with the wider network provides a real opportunity to reduce the reliance of the private car and encouraging walking and cycling as an alternative transport mode to comply with LTP4. This is particularly key for these shorter trips to Solent Retail Park and Havant Town Centre where the private car is commonly utilised.

Director of Hampshire 2050
Gary Westbrook

It has been agreed that a proportionate contribution is to be provided towards the total cost of these works, which is yet to be agreed with the applicant. The impact on the Solent Road corridor is having to be considered holistically alongside this site, the Portsmouth Water offices and Palk Road application, all which impact already congested part of the network. Financial contributions are therefore considered necessary from these three sites towards the cost of these works and the Highway Authority is discussing a fair and reasonable approach to agreeing a proportionate contribution figure

Cumulative Impact:

Notwithstanding the above contribution discussion, the Highway Authority are also undertaking additional modelling work to identify the impacts of this site along with the applications for Palk Road and Portsmouth Water Offices to understand if there are also capacity improvement opportunities at the junction.

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 impact of the cumulative impact 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.

Further identified improvements:

The applicant has identified additional deficits in tactile paving provision at the West Street/Meyrick Road, West Street/Brockhampton Road and Ridgeway/Marples Way junctions.

The tactile paving provision at the Ridgeway/Marples Way junction should be included on the wider strategic improvements drawing with the option for this to be delivered as part of these wider works. Tactile paving at the other junctions should be provided on a drawing to be secured through the S106 agreement.

Parking Beat Survey – Meyrick Road

The applicant has clarified the results of the Parking Beat Survey for Meyrick Road following concerns previously raised by the Highway Authority regarding a lack of a two-way flow. The results of the parking survey indicate parking stress of 39% along Meyrick Road over the study period.

Director of Hampshire 2050
Gary Westbrook

The TAA outlines that no parking was recorded along Meyrick Road south of its junction with Knox Road. The Highway Authority understand from on-site observations that this is not suitable for any on-carriageway parking and therefore inclusion of this within the parking beat survey will have skewed the overall results of the parking stress.

The presence of the on-carriageway parking north of Knox Road up to the West Street junction raised cause for concern where a two-way flow cannot be maintained consistently, when considering the intensification of Meyrick Road with the additional development.

Notwithstanding, through engagement with the applicant, it has been agreed that a TRO contribution of £24,000 will be secured through a S106 agreement. This will enable future parking controls along Meyrick Road and Knox Road to be implemented as deemed necessary by the Highway Authority to better manage the presence of on-carriageway parking to ensure two-way flow can be maintained. The applicant therefore does not need to undertake any further assessment work.

Personal Injury Accident (PIA) Data

The applicant has provided revised PIA data for a 5-year period from 1st July 2017-30th June 2022 using data from Hampshire Constabulary records. The use of Hampshire Constabulary data and the study is agreed. However, the data obtained is nearly 2-years out of date which is unacceptable.

Despite the above, the Highway Authority have undertaken their own internal review of accident data for a more recent 5-year period (1st December 2018-30th November 2023) and therefore, no further data sets need to be obtained.

Using the most recent accident data, 6 PIA's (3 slight, 2 serious and 1 fatal) have occurred over the study period. As discussed above, the fatal accident occurred within the vicinity of the junction at Ingledene Close where an elderly pedestrian walked into the carriageway into the path of an oncoming vehicle. It is understood that the pedestrian was not crossing at a dedicated crossing point and parked vehicles obscured their visibility. The crossing improvements proposed by the applicant along New Road within the vicinity of this accident intend to make it clear where pedestrians are to cross, with the aim to minimise accidents like this occurring.

For the other accidents recorded, the Highway Authority are content that these are all isolated incidents with no trend that is unlikely to be exacerbated by this development.

Stage One Road Safety Audit (RSA1)

The applicant has undertaken an independent Stage One Road Safety Audit (RSA1) supported by a designer's response to support the site access arrangements. The RSA1 has raised several audit problems (A.2.1, A.2.2, A.3.1, A.4.1, and A.4.2) which are discussed where appropriate within this response.

Director of Hampshire 2050
Gary Westbrook

Items A.2.1 relating to drainage matters and items A.2.2 regarding utility covers can be addressed at the S278 detailed design stage.

Site Access

The proposed site access arrangement is shown within drawing ITB15443-GA-001 Rev I. The Highway Authority understand that due to land ownership issue, south of Knox Road the access arrangements will be subject to a S228 agreement where upon completion, the land will be dedicated as highway. The applicant is reminded that the works are undertaken at their own expense and risk. There is no guarantee that the S228 process will be successful.

The first access junction into the site has been converted into a Copenhagen-style junction to prioritise pedestrian movements. This complies with HCC TG10 and is therefore considered appropriate. It is noted that this has been acknowledged within the RSA1 under a separate audit item (A.3.1) as not providing any safety concerns.

As part of the site access works the applicant is providing a revised connection to the existing gravel footpath which abuts the eastern boundary of the site. Additionally, uncontrolled crossing points to tie in with existing footpaths have been added to the site access design, to overcome item A.4.1 of the RSA1. These are agreed. All pedestrian crossing points with tactile paving have been supported by pedestrian visibility splays of 1.5m X 43m which accord with HCC TG3 guidance for a 30mph design speed. This is considered appropriate.

The Highway Authority have been made aware that the proposed access road into the development impacts on an existing Environment Agency Flood Relief Culvert. To date, no culvert has been shown on the site access drawings and it is requested that the location of this should be provided on future drawings for consideration.

It is noted that at the time of writing, the Environment Agency have placed conditions on the alignment of the access road in relation to this culvert. Whilst the applicant may be able to resolve and agree highway matters regarding the principle of the access arrangement, the Highway Authority will be unable to recommend any approval without written confirmation from the Environment Agency that the proposed access arrangements are acceptable and do not interfere with their asset.

The Highway Authority need to understand through the overlay of the EA asset on the proposed access the implications to future adopted highway. In addition, the EA conditions could put increased unacceptable obligations on the future asset owner of the road which would prevent safe access to the site in the event of an emergency. An in-principal agreement for the issuing of a license to construct these works should be obtained from the Environment Agency for the Highway Authority to be satisfied that safe and suitable access into the development site from Meyrick Road can be achieved without unsuitable conditions being placed impacting the future access to the development site.

Director of Hampshire 2050
Gary Westbrook

Delivery of the access will be secured as a pre-commencement condition with no development permitted to commence on site until the land has been dedicated as highway through a successful S228 agreement and the appropriate licenses have been obtained from the Environment Agency providing authority for the access works to be undertaken. The Highway Authority welcome engagement on this point.

Portsmouth Water Access:

It is understood that Portsmouth Water have been party to discussions regarding formalisation of their existing access and consider these to be acceptable.

Notwithstanding, the Highway Authority have a responsibility to ensure safe and suitable access can be maintained when considering the intensification of development traffic.

Written confirmation has been provided from Portsmouth Water on the operation of the site, retained use and typical traffic numbers utilising the existing site. There are c. 1-2 van/car vehicle movements daily, which typically occur outside of the typical network peak periods. Lorries also access the site although these movements are infrequent.

Swept path analysis has been provided for a 16.5m articulated vehicle and large tipper within drawings ITB15443-GA-004 Rev B and ITB15443-GA-003 Rev B respectively navigating this proposed access for all required movements. These are considered the largest vehicles requiring access and it appears they can navigate the proposed access arrangements appropriately. Notwithstanding, tracking speeds have not been confirmed and should be undertaken at 10mph.

Concerns were previously raised with the stagger distance between the Portsmouth Water access and first access into the development. The current layout with a bellmouth access proposed would require a departure from standard and this will not be formally signed off until the S278 design stage. However, a vehicle crossover arrangement would not require a formal departure. Consideration should be given to a vehicle crossover should this be able to accommodate the required vehicle movements.

It is noted as part of the Portsmouth Water Havant Thicket pipeline interacts with this access for part of the pipeline construction. Given a revised pipeline submission is to be made Portsmouth Water have been asked to consider the construction implications of the combined construction of the pipeline and this scheme. The CTMP for this development will also need to consider such interactions to ensure appropriate delivery. Occupation of this site during the Portsmouth Water construction phase may not be appropriate if suitable management of the access interactions cannot be achieved throughout the construction phase.

Visibility:

Vehicular visibility splays of 2.4m X 43m in accordance with a 30mph design speed are shown on the site access drawing for both the site access junction and realigned Portsmouth Water access. These are agreed.

Director of Hampshire 2050
Gary Westbrook

25.0m forward visibility has been provided for the first access junction into the development in accordance with a 20mph design speed. It is also requested that 25.0m forward visibility is provided on the opposite side of the carriageway considering the submitted tracking drawings which is discussed further below. The proposed tree planting may need to be revised in this location.

The visibility splays which extend outside of the redline of this outline consent fall under the jurisdiction of the applicant and must be offered up for adoption through the S38 process. The visibility splays are agreed. A suitable planning condition will be provided to ensure that as part a reserved matters application the required visibility will remain unobstructed and not rely on third-party land.

Swept Path Analysis:

Drawing ITB1543-GA-007 Rev A shows two large cars passing with drawing ITB15443-GA-014 Rev A showing a delivery vehicle passing a car at the site access for all associated movements. Swept Path Analysis has also been provided for an '11.20m' super large refuse vehicle and fire tender passing a car within drawings ITB15443-GA-012 Rev A and ITB15443-GA-0013 Rev A respectively.

Tracking speeds have not been confirmed and should be undertaken at a minimum of 10mph. All drawings should therefore be revised. Notwithstanding the above, the Highway Authority have reviewed the submitted drawings and have the following comments to make.

The Highway Authority are content that the two cars and a delivery vehicle can pass a car at the site access for all possible movements. The Highway Authority reserve the right to make further comments once tracking speeds have been confirmed.

The submitted tracking for the refuse vehicle and fire tender raises some concern. The drawing shows that for movements turning right into the first access, the vehicles are unable to undertake the manoeuvre without relying on the opposite side of the carriageway of both access roads. It is requested that the radius of the junction is altered to ease these movements and the radius should be confirmed.

The refuse vehicle and fire tender are unable to pass a car at the junction. Appropriate forward visibility has been provided to ensure that both vehicle users can see each other appropriately before undertaking their manoeuvre, to the right. As raised above this should also be provided for the left-hand side of the junction where the required vehicles cannot pass.

Ranelagh Road Amendments:

It has been established that Ranelagh Road is privately owned and therefore does not fall under the jurisdiction of the Highway Authority or the applicant. Consequently, there are no vehicular rights over this road and development traffic should not be utilising this

Director of Hampshire 2050
Gary Westbrook

route. Therefore, Ranelagh Road is to be closed for vehicular use from its junction with Meyrick Road.

Notwithstanding, the applicant has proposed pedestrian and cycle improvements at this junction in the form of a modal filter (drawing ITB15443-GA-001 Rev I) which comprises of a 3.0m shared use footway/cycleway with bollards to prevent vehicular access. In response to item A.3.1 of the RSA1, corduroy paving has been provided where existing and proposed footways meet the shared use path to provide an appropriate warning to visually impaired users. This is agreed.

The provision of this link provides an alternative route for future residents to access local facilities and services sustainably via a low trafficked route.

Similarly, to the site access, these works will be subject to a S228 agreement. The construction of the modal filter must therefore meet adoptable design standards. The provision of the Ranelagh Road modal filter will be secured to be delivered and be adopted by the Highway Authority through a successful S228 process prior to commencement along with the site access works.

Internal Road Network

The TAA confirms that the applicant is proposing to offer the internal road network up for adoption by Hampshire County Council, a process that the Highway Authority strongly support. This is to be addressed as part of a future reserved matters application.

In indicative masterplan for the site has been shown within drawing 18.099.02 Rev N. The masterplan is limited in nature of the Highway Authority to provide any meaningful comments.

Notwithstanding, provision of a footway on the opposite side of the carriageway should be provided to improve permeability within the development where dwellings are proposed. This should be amended at the outline stage as this may impact the site access design being secured. The applicant should consider where footway provision may be appropriate on the opposite site of the carriageway.

The Highway Authority offer a pre-application advice service on the internal layout, and it is strongly recommended that the applicant engages in this service at the earliest stage possible before any reserved matters application is submitted to ensure feedback can be integrated into the design before the layout is fixed.

Treatment of Public Footpath No.35:

Through separate discussions with the applicant and Hampshire Countryside Services, it has been agreed that treatment of the PRow running through the centre of the site is to be secured through a detailed condition. The principle of the scheme is detailed within Figure A of the TA and proposed wording of the condition has been agreed with the applicant.

Director of Hampshire 2050
Gary Westbrook

Engagement should be had with Hampshire Countryside Services to agree on appropriate provision of the PRoW through the internal layout design at the reserved maters stage.

West Street Level Crossing

The applicant has undertaken further assessment work on the operation of the West Street level crossing. The Highway Authority do not agree with the narrative provided within the TAA which suggests that the level crossing can operate with ample spare capacity in the peak periods. Additionally, the applicant has not provided queuing activity over the daily period along with the average and maximum length of time the barriers are down for which was previously requested.

The Highway Authority are aware through assessment work undertaken by the Palk Road application (APP/22/01231) that the level crossing is in operation for over half of the peak hour, and in some cases, the frequency of use of the level crossing means that the existing queue cannot clear. Furthermore, the Highway Authority have been engaging with Network Rail and understand that changes to the operation of the rail network are being considered. In a worst case, this could further increase the time in which the level crossing is in operation in the peak periods therefore having knock-on implications on the number of queuing vehicles.

The narrative within the TAA on the operation of this level crossing is therefore not agreed, however the Highway Authority at this stage, consider that no further assessment work needs to be undertaken on the current operation of the level crossing and instead the impact of the proposed development trips on the existing situation is the key consideration.

Assessment work on the development traffic impacts at the level crossing has been laid out below for ease. The applicant has also outlined the two-way percentage impact however in the context of this assessment work, the east and west arm approaches should be considered separately. It is worth noting that this has been based on the trip generation for 140 dwellings for robustness.

Approach	Development Flows	Percentage Impact
AM Peak (08:00-09:00)		
East (West Street)	24	23%
West (Bedhampton Road)	9	7%
PM Peak (17:00-18:00)		
East (West Street)	10	6%
West (Bedhampton Road)	20	15%

Director of Hampshire 2050
Gary Westbrook

The discussions undertaken with Network Rail will consider whether an additional maximum impact of 23% and 15% in the AM and PM peaks provides operational concerns of the level crossing when considering the peak hour is condensed into less than 30 mins due to the operation of the barriers. The Highway Authority, reserve the right to further interrogate the impact of the development trips on the level crossing and resultant impacts depending on the outcome of these ongoing conversations with Network Rail.

Knox Road reassignment

As identified above, vehicular access into the development via Ranelagh Road is to be blocked. Thus, previously distributed development traffic has been revised to route via Knox Road. The Highway Authority are content that this does not have any material impact on junctions further afield and the distribution mirrors that previously agreed to route via Ranelagh Road.

Revised Distribution:

Notwithstanding the above, the applicant has undertaken further assessment work assessing the impact of the Bedhampton level crossing on the previously agreed trip distribution.

The TAA assess whether alternative routing would be sought based on the location of the destination when the level crossing is in use. The Highway Authority agree that residents will still choose to route via the level crossing to access Bedhampton. Despite commentary within the TAA the Highway Authority consider that access to the majority Havant, Horndean and Waterlooville will re-route to avoid the level crossing to provide greater certainties with journey time reliability. A similar approach was agreed for the Palk Road application. This will therefore significantly impact the revised re-distribution as laid out within the TAA but provided below for ease with a greater proportion avoiding the level crossing than set out. The Highway Authority have revisited the distribution work undertaken by the applicant within the initial TA and consider that 83.4% routing to avoid the level crossing and 16.6% continuing to route via the level crossing is considered a more appropriate assessment. This also provides a similar scenario to that as agreed as part of the Palk Road application. The distribution should therefore be revised based on this assumed split.

The redistribution presented within the TAA, to take account for the level crossing has suggested a greater quantum of trips to route via Harts Farm Way rather than Solent Road when compared to the previously agreed distribution. Notwithstanding, the route choice would very much dependent on the time of day and traffic situation on the various routes. Ultimately, there are 3 routes to get to the A27 and A3(M) which future residents could take:

1. Via Solent Road and Park Road South
2. Via Harts Farm Way

Director of Hampshire 2050
Gary Westbrook

3. Via Bedhampton Road and Bedhampton Hill (requires use of Bedhampton level crossing)

It cannot be assumed that the distribution proposed is a fixed assumption on a situation which would be fluid. Additionally, the assumption that a percentage split of vehicles will route right along West Street and turn left at Park Road North/South may also not be realistic during certain times of the day and they would instead route via Solent Road giving them controlled access onto Park Road South.

The impact on the Solent Road is likely to be greater than that currently being forecasted due to this fluidity, and the route that future residents choose to take will be down to personal choice for some locations. Notwithstanding, a robust assessment needs to be ensured and an assumption that distribution will be changed for route avoidance is not an accepted methodology, particularly in the absence of a robust evidence base.

Solent Road provides an element of trip chaining whereby future residents could utilise the services on offer on their way to and from their journey. Harts Farm Way does not provide this offer and the assumption that more trips would route this way is not accepted. . An alternative scenario for the modelling should be undertaken considering a 60/40 split along Solent Road and Harts Farm Way respectively based on the trip chaining assumption.

As part of the wider modelling work along the Solent Road corridor, the Highway Authority will consider these assumptions put forward above to provide a robust assessment of the impact of the development trips on the Solent Road corridor and the Park Road South signalised junction to establish whether any appropriate mitigation can be undertaken when considering the cumulative impact of the additional trips generated from this development along with the Park Road and Portsmouth Water offices application. The Highway Authority welcome engagement with the applicant on the above.

There appears to be a discrepancy as figures TF17 and TF18 only appear to have revised the distribution based on the Knox Road reassignment and has not considered the revised distribution based on the level crossing assessment as laid out above. It is requested that this is revised so that the Highway Authority can consider the impact of the revised distribution on the wider highway network particularly on the Solent Road corridor and the Park Road South signals.

Junction Assessments

The Highway Authority previously requested that the junction modelling provided within the initial TA, was updated to reflect scenarios within the previous response dated 12 October 2022. Notwithstanding, the initial TA provided a 2028 scenario which exceeds those scenarios previously requested by the Highway Authority. The use of this

Director of Hampshire 2050
Gary Westbrook

scenario has been previously discussed with the applicant and agreed that no further modelling work needs to be undertaken.

For clarity the junctions modelled are as follows:

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

The maximum RFC for the 2028 'with development' of 0.56 suggests that the junctions are able to operate within capacity for a future year with development scenario. This does not however negate the need for sustainable transport improvements to mitigate the impact of the development on the use of the private car to ensure compliance with LTP4.

Revised Distribution based on Level Crossing:

Based on the revised distribution to avoid the level crossing, the applicant has revised the junction assessments for the following junctions for a 2028 'with development' future year scenario:

- Brockhampton Road/Solent Road/Marples way roundabout
- Brockhampton Road/ Brookside / Harts Farm Way roundabout

The applicant should confirm whether the modelling has been based on figures TF17 and TF18.. Should this be the case the modelling should be revised. The Highway Authority will provide comments on this modelling once this has been confirmed.

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.

Recommendations

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

Yours sincerely,

Director of Hampshire 2050
Gary Westbrook

Sophie Osborne
Transport Planner – Highways Development Planning
Hampshire 2050

Director of Hampshire 2050
Gary Westbrook

APPENDIX B. DISCUSSIONS ON SITE ACCESS DESIGN – HCC AND I-TRANSPORT

Ben Burrows

From: Osborne, Sophie <Sophie.Osborne@hants.gov.uk>
Sent: 26 April 2024 15:02
To: Ben Burrows
Cc: Tim Wall
Subject: RE: Kingscroft - Site Access Arrangements and Crossroads
Attachments: Solent Road - Brockhampton Road Rdbt Improvements Feasibility Estimate.pdf

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Hi Ben,

I have managed to touch base with my engineer this afternoon. Subject to the access arrangement into the Portsmouth Water depot complying with TG2 then we are happy that this would not require a departure from standard and the existing arrangement shown can remain.

I have also received confirmation from my QS colleagues that I am able to share our costing exercise of the Solent Road/Brockhampton Road roundabout improvements for your reference. Please see attached.

I trust this is sufficient for you to progress comments as discussed with you yesterday and we can discuss any matters further within our meeting scheduled for the 10th May. I hope you have a good couple of weeks and speak to you then!

Kind regards,

Sophie

Sophie Osborne AMCIHT
Transport Planner – Highways Development Planning
Hampshire 2050

From: Ben Burrows <ben.burrows@i-transport.co.uk>
Sent: Thursday, April 25, 2024 3:39 PM
To: Osborne, Sophie <Sophie.Osborne@hants.gov.uk>
Cc: Tim Wall <tim.wall@i-transport.co.uk>
Subject: Kingscroft - Site Access Arrangements and Crossroads

Caution: This is an external email and could contain malicious content. Do not open any links or attachments if you were not expecting them. If the e-mail looks suspicious, please report via the 'Report Phishing' Button found on your toolbar.

Hi Sophie,

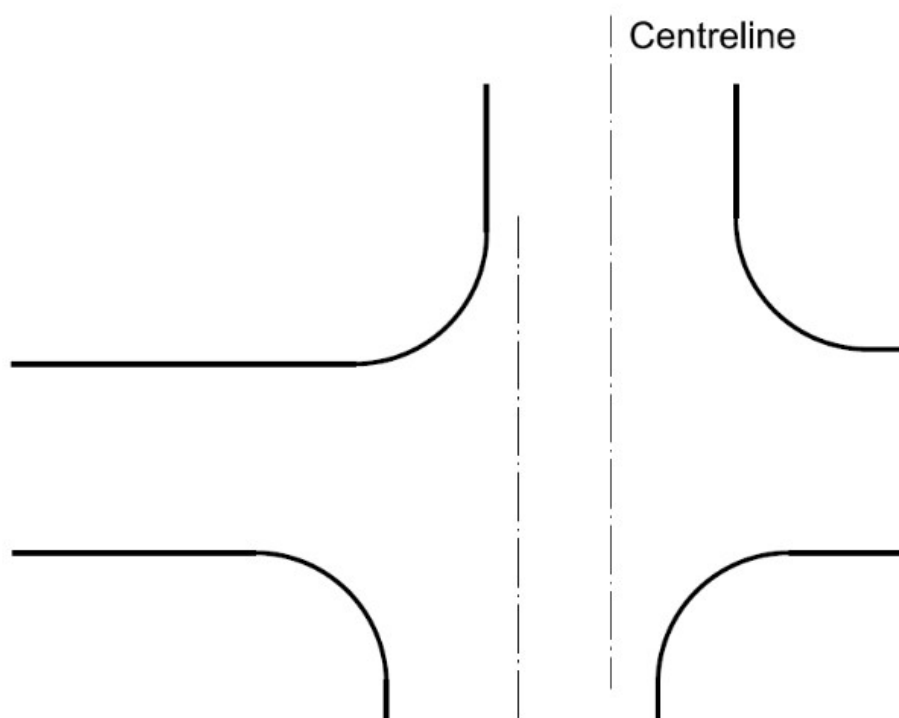
Thanks again for your time earlier – it was really helpful to just chat through some of those points, particularly the design matters.

In terms of our discussion around the proposed site access arrangements and the provision of a crossroads with the Portsmouth Water access, I've set out our position on this below. It would be really appreciated if, as discussed, this could be relayed back to your Engineers, as I can appreciate that this is where you have taken your steer on the design comments from.

- i. The initial site access junction and Portsmouth Water Depot access on the proposed site access arrangements, as shown on our latest drawing **ITB15443-GA-0011** (and attached), have been designed to be a crossroads. The centre line of the minor road fits within the carriageway of the opposite priority junction, and this is illustrated below in the side-by-side imagery.



Figure 2.20 Crossroad layout



- ii. As per HCC's latest TG2 guidance, the provision of a crossroads arrangement is permitted where the design speed of the minor arms is 20mph or less. This is the case here. Could HCC therefore confirm that:
- The design is a crossroads arrangement.
 - Therefore, as per TG2 guidance, this is a permitted arrangement that does not require a Departure from Standard.

Speed limit on main street/road	Spacing same side	Spacing opposite sides	
		Right-left stagger	Left-right stagger
20mph	Defined by TG3 visibility requirements	Defined by tracking of likely vehicles. Traversing of centrelines by large vehicles permitted.	Defined by tracking of likely vehicles. Traversing of centrelines by large vehicles permitted.
30mph	Defined by TG3 visibility requirements	Defined by tracking of likely vehicles. Traversing of centrelines by large vehicles permitted. If there is likely to be a need for the vehicle to have to wait to enter the side street/road (for example, due to need to track over minor arm centreline and high probability of there being another vehicle exiting) then a	45m* Where the crossing movement is likely to be only undertaken by cars/delivery vehicles, this may be relaxed to 30m (without need for a DfS).

- iii. Should HCC continue to view the arrangement as a 'right-left' staggered junction, it is important to note that the latest guidance in TG2 also permits this arrangement without the need to follow the Departure from Standard process, subject to tracking. In this instance:
- The clear differences in the land uses between the Portsmouth Water depot and the proposed residential development are such that there would be no movement of vehicles between each land use. As such, vehicles would not need to traverse the junction from minor arm to minor arm.
 - The design would therefore be an acceptable right-left staggered arrangement as per TG2 guidance and, as such, no Departure from Standard process would need to be followed.
 - Could HCC therefore please confirm that, should the junction continue to not be viewed as a crossroads arrangement, that no Departure from Standard process would be necessary to implement the design in any event.
- iv. With the above in mind, there should be no need to revise the design further to introduce a vehicle crossover arrangement at the Portsmouth Water Depot access.

Thanks Sophie, and I know you were going to respond separately to confirm our earlier discussions about there being no need to undertake any further modelling of the Brockhampton Road / Marples Way and the Brockhampton Road / Harts Farm Way roundabouts.

Hope you have a great few days off!

Kind Regards,



Ben Burrows
Associate
for i-Transport LLP

E: ben.burrows@i-transport.co.uk

W: www.i-transport.co.uk

Basingstoke Office: The Square, Basing View, Basingstoke
RG21 4EB

T: 01256 898366

M: 07832 869031



i-Transport will be attending [UKREiF 2024!](#)



i-Transport is the trading name of i-Transport LLP, which is a limited liability partnership registered in England under number OC311185. Registered Office: 264 Banbury Road, Summertown, Oxford OX2 7DY.. A list of members is available upon request.

We use the word "partner" to refer to a member of i-Transport LLP or an employee or consultant with equivalent standing and qualifications.

Please note that the information in this e-mail is confidential and unless you are (or authorised to receive it for) the intended recipient, you must not disclose, copy, circulate or in any way use the information it contains. If you have received this e-mail in error please inform us and immediately delete all copies from your system. Whilst it is believed that this e-mail and any attachments are free of any virus or other defect, it is your responsibility to ensure that your computer or IT system are not affected and we accept no responsibility for any loss or damage arising.

Ben Burrows

From: Osborne, Sophie <Sophie.Osborne@hants.gov.uk>
Sent: 14 June 2024 13:07
To: Ben Burrows
Cc: Tim Wall
Subject: RE: Kingscroft - Initial Site Access Junction Design

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Hi Ben,

Apologies for the delay in responding on the below.

I have confirmed with engineers that we are happy no further widening needs to be undertaken to accommodate a refuse and fire tender passing a car at the site access in accordance with HCC TG2. There are sufficient passing places and forward visibility provided as demonstrated which is considered acceptable – the splays will be conditioned to remain clear so the tree planting at RM stage is highly likely to need to be revised. The car and delivery vehicle continues to remain able to pass (noting that a larger delivery vehicle has been demonstrated by yourselves with TG2 requiring a 4.6t light van to be tracked passing a car.)

I note you refer to a secondary-tertiary interaction however we do consider this to be a secondary-secondary street interaction (albeit the tracking requirements are the same however just noting this for future reference).

Just to follow off up on the modelling as we discussed previously, I am content that no further modelling would be required at the junctions identified subject to this being based on the Knox Road and level crossing reassignment distribution diagrams (TF19 and TF20).

I trust the above sufficiently addresses final queries on the site access arrangements to cover off previous discussions. I think I have responded on all our actions now but please let me know if there is anything further.

Kind regards,

Sophie

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050

From: Ben Burrows <ben.burrows@i-transport.co.uk>
Sent: Wednesday, May 15, 2024 10:33 AM
To: Osborne, Sophie <Sophie.Osborne@hants.gov.uk>
Cc: Tim Wall <tim.wall@i-transport.co.uk>
Subject: Kingscroft - Initial Site Access Junction Design

Caution: This is an external email and could contain malicious content. Do not open any links or attachments if you were not expecting them. If the e-mail looks suspicious, please report via the 'Report Phishing' Button found on your toolbar.

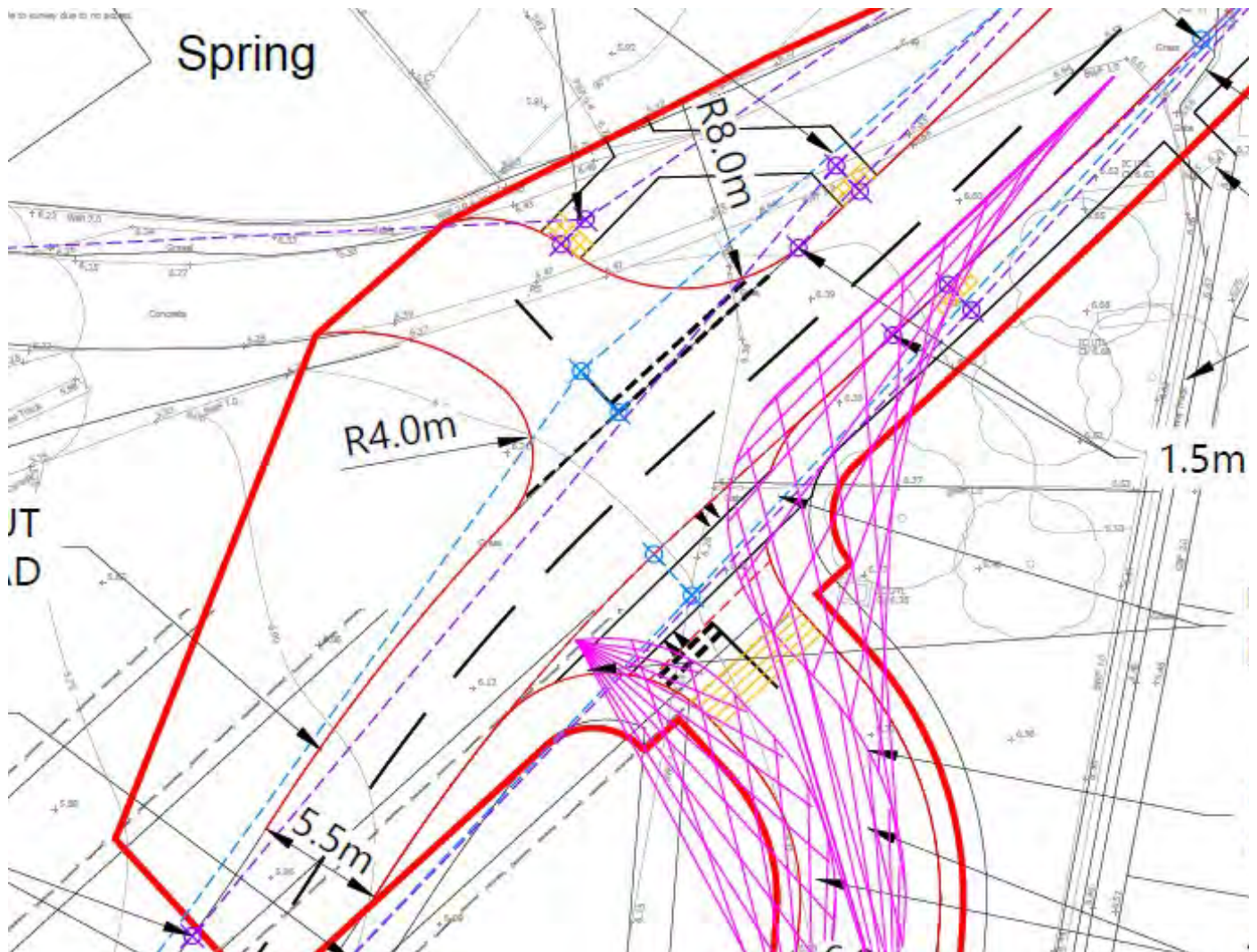
Hi Sophie,

Thanks again for your time on Friday last week.

In terms of our discussion on the design of the initial site access junction into the site and responding to your engineers' comments on the refuse and fire tender tracking, I've set out our position below. This should hopefully all be in line with our discussion on Friday.

- i. As now agreed, (in emails dated 25th and 26th April 2024), the access arrangement has been designed in accordance with the guidance in TG2.
- ii. With reference to the development proposals, the access arrangements would likely comprise a simple priority junction between a tertiary street and a secondary street. TG2 guidance here (see Table extract below) requests:
 - a. Refuse vehicle and fire tender tracking to be undertaken separately at the junction, i.e. there is no requirement for a refuse vehicle or fire tender to be able to pass another vehicle at the junction; and
 - b. A car and a goods van to be tracked simultaneously.
- iii. This tracking has been undertaken and has been shared with HCC previously. The most up-to-date drawings are attached for reference (and include confirmation of tracking speeds).
- iv. Whilst it is necessary for the refuse vehicle and fire tender to encroach on adjacent lanes when accessing/egressing the junction, this is commonplace at residential junctions across the County and is permitted by the guidance in Paragraph 3.2.12 of TG2 provided there is adequate forward visibility at the junction. In this instance, adequate forward visibility is provided, and this is shown on **ITB15443-GA-001J**. An extract of this is snipped below, which shows 25m of forward visibility on both approaches to the junction.
- v. With reference to the above, and the tracking undertaken to date, there should be no need to amend the design further to accommodate for the movements of the weekly refuse collection vehicle or emergency vehicles.

Location	Route type	Typical vehicles to be tracked
At tight horizontal curves	Primary street	- Buses (D) in opposing directions to be a bus route - Articulated lorry (A) in opposing directions
	Secondary street	- Buses (D) in opposing directions if a bus route is a bus route - Car (C) and 4.6T light van in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately
	Tertiary street	- Cars (C) in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately
At simple priority junctions (the widths of the carriageways local to the junction may need to be increased to accommodate the vehicles)	Primary to Primary street	- Car (C) and 4.6T light van in opposing directions - Bus (D) separately if likely to be a bus route - Refuse vehicle (E) separately - Fire appliance (H) separately
	Secondary to Primary street	- Car (C) and 4.6T light van in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately
	Tertiary to Primary street	- Car (C) and 4.6T light van in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately
	Secondary to Secondary street	- Car (C) and 4.6T light van in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately



With the above aside, easing the western kerb radius would not materially improve the tracking of a refuse vehicle and fire tender turning right into the initial site access junction. To achieve any improvement would require significant widening of the carriageway in this location to c. 9.0m (please see the below sketch). This is clearly onerous (and unnecessary), would encourage higher vehicle speeds and would be contrary to guidance in TG2.

APPENDIX C. ARDENT REPORT ON EA FLOOD
RELIEF CULVERT

Sophie Osborne
Transport Planner – Highways Development
Planning
Hampshire 2050

Our Ref: GA/2200510
Highways ref: 052076
Application ref: APP/22/00669

17 April 2024

Dear Sophie,

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 120 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.

I refer to the Highways' response in relation to the culvert located at the entrance of the site. This letter provides confirmation from the Environment Agency (EA) that the proposed access arrangements are acceptable and do not interfere with their asset.

A meeting was undertaken with the EA on the 21st of October 2022. There were two options suggested during the meeting to ensure that the existing culvert is protected.

- raising the road slightly to increase cover over the culvert; or
- providing a reinforced concrete slab beneath the road over the length of the crossing (approximately 55 metres).

The latter (worst case) option was presented in a sketch to the Environment Agency which is enclosed with this letter.

In both cases the public highway will be redesigned to adoptable standards (i.e. sufficient cover above any slab / standard processes across the network etc) and would not materially impact on HCC's liability / maintenance requirements. The proposed options will not cause an issue if the highway was to be adopted.

The option selection would ultimately be determined by further analysis by geotechnical and structural engineers. It was agreed during the meeting that a condition survey will be undertaken pre and post construction to ensure the integrity of the culvert was retained.

Following the above discussions, the Environment Agency agreed that the access over the Bellmouth Culvert was acceptable in principle. The EA's preference would be raising the road as this would make access to the culvert easier for repair or replacement. However, the appropriate option will be determined following completion of the necessary surveys to be conditioned. The agreed meeting minutes and the EA's planning response are enclosed.

I trust the above and enclosed information is clear; however, should you require any additional information please do not hesitate to contact me.

Yours faithfully

Georgia Athanasia

Georgia Athanasia
Principal Engineer

*Encl. Latest Environment Agency response to planning application – 12 March 2024
Minutes from Meeting with Environment Agency – 21 October 2022
Indicative Sketch of Protection Slab Agreed with Environment Agency*

DRAFT

MEETING MINUTES

DATE AND TIME: 21 October 2022

SUBJECT: Environment Agency objection in relation to access build over of Bellmouth Culvert

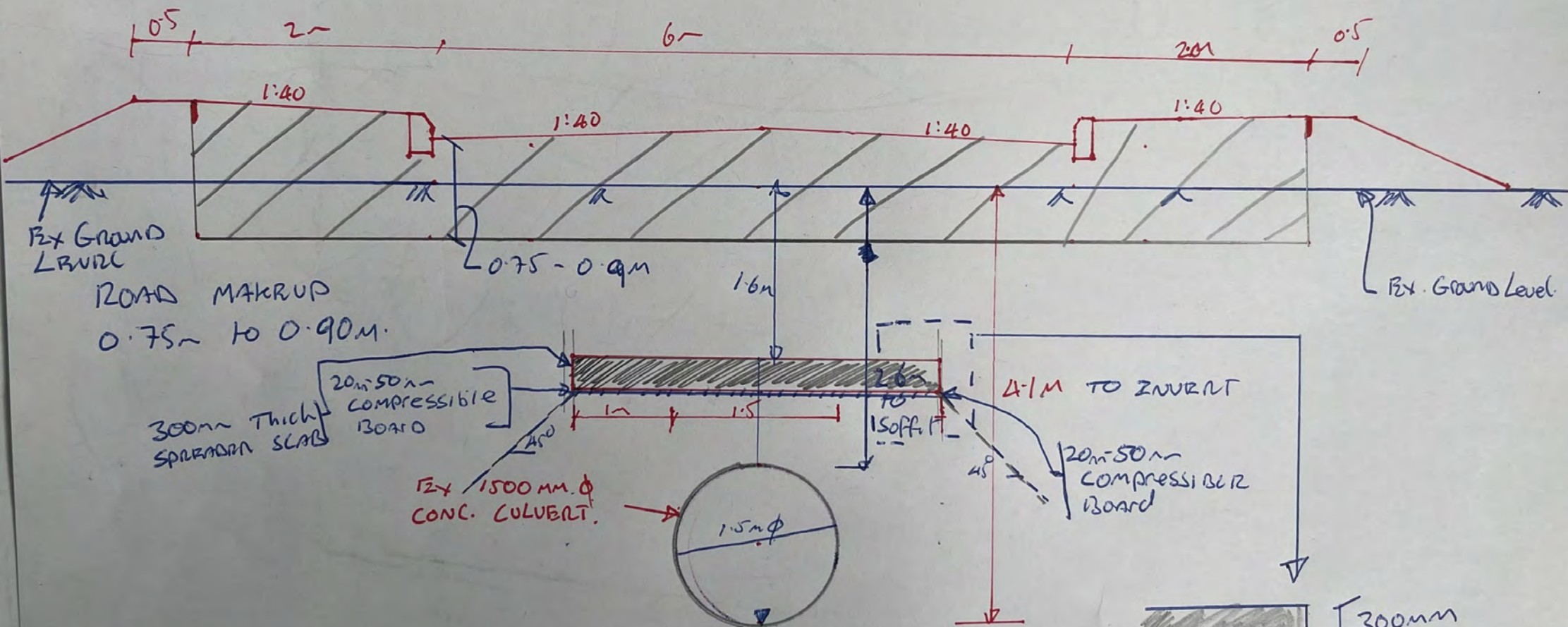
VENUE: Kingscroft Farm, Havant – Proposed development site

REF: 2201670

THOSE PRESENT: Adam Cleal (Environment Agency), Fiona Cooper (Environment Agency), Andy Gibb (Foreman Homes), Brian Cafferkey (Ardent CE), Charlie Cooper (Ardent CE) and Chris Lyons (Tetra Tech)

ITEM	NOTES	ACTION
	For context, this meeting was arranged to discuss the Environment Agency objection to the outline planning application for a proposed residential development at Kingscroft Farm, Havant. The primary concern raised by the Environment Agency was the location of the access over the Environment Agency owned Bellmouth Culvert which crosses the proposed development site. The proposed access road for the development, off Meyrick Road is partly over the top of the existing Bellmouth Culvert for a distance of approx. 55m (a culverted main river).	
	The Environment Agency initially outlined their concerns that the proposed access road over the Bellmouth Culvert risks damaging the culvert through the construction process and during operation. The Environment Agency highlighted that the culvert was a key part of the local flood defence infrastructure and collapse of the culvert could increase flood risk to properties.	
	BC provided further detail on how the impact of on the Bellmouth Culvert had been considered. He noted that the culvert was at a depth of 2.6m (to the soffit) at the location where the access crossed. In terms of protection, BC suggested two options that could be considered; firstly raising the road slightly to increase cover over the culvert; secondly, providing a reinforced concrete slab beneath the road over the length of the crossing (approximately 55 metres). BC indicated that the option selection would ultimately be determined by further analysis by geotechnical and structural engineers. This explanation was accompanied by a sketch which is enclosed with these minutes. BC explained that a condition survey will be undertaken pre and post construction to ensure the integrity of the culvert was retained. AG suggested that a third cctv survey 12 months after completion of the works to ensure no further degeneration of the culvert has occurred.	

ITEM	NOTES	ACTION
	AC indicated that these approaches were acceptable in principle and his preference was for the road raising as this make access to the culvert easier for repair or replacement.	
	FC explained that they would want to be sure that all alternative access points had been considered prior to accepting a proposed crossing over the Bellmouth Culvert. She specifically noted an access off Abrams Way that was put forward in a previous Flood Risk Assessment. CL explained that the access off Abrams Way had been considered, however, this was very negatively received by residents and the Council advised that this was not something they would accept. CL also note that access from the south via Marples Way was considered but was not possible due to landowner issues. FC also asked about utilising the green area to the west of Meyrick Road to avoid building over the culvert. CL noted that this was outside of the redline and ownership boundary and not available for the proposed access.	
	Following the above discussions, the Environment Agency agreed that the access over the Bellmouth Culvert was acceptable in principle, and they could be in a position to remove their objection.	
	FC went on to note that a Flood Risk Activities Permit (FRAP) would be required for the access buildover as part of the detailed design (Post Planning). FC strongly recommended engaging the Environment Agency in pre-application discussions regarding the FRAP to discuss the level of detail required. FC indicated that this would need to include; • A CCTV of the Bellmouth Culvert with a commitment to undertake repairs and a further post construction CCTV; • Structural and geotechnical calculations demonstrating no impact on the culvert; • Construction drawings of the proposed access relative to the culvert; • Consideration of access and egress from the site if the culvert collapsed; and • Hydraulic modelling giving consideration to the impacts of a blockage of the culvert (in the event of a collapse). However, additional information may be required.	
	Date of Next Meeting to be confirmed.	

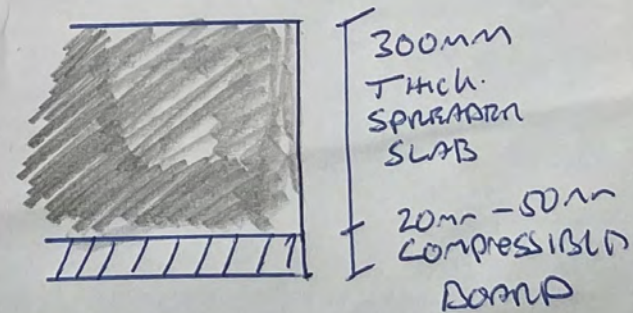


SCALE 1:50

PROPOSED CONC. PROTECTION SLAB

SCALE 1:10

EXTRACT



Havant Borough Council
Development Control
Civic Offices
Civic Centre Road
Havant
Hampshire
PO9 2AX

Our ref: HA/2022/124420/03-L01
Your ref: APP/22/00669
Date: 12 March 2024

Dear Planning Officer,

NEW DOCS SUBMITTED - 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 LAND AT KINGSCROFT FARM ADJACENT TO RIDGWAY AND, MARPLES WAY, HAVANT

Thank you for consulting the Environment Agency on the above application.

We have reviewed the information as submitted and set out our position below.

Environment Agency Position

We have **no objection** to the proposed development in principle, provided that the following condition be attached to any planning permission granted, and that the details in relation to the condition be submitted and approved by the Local Planning Authority.

The conditions below are necessary to ensure that the proposed development can go ahead as submitted without posing an unacceptable flood risk to the proposed development, its future users and to other people and properties in the catchment.

Condition 1 – Implementation of Flood Risk Assessment (FRA)

The development permitted by this planning permission shall be carried out in accordance with the updated Flood Risk Assessment (FRA) (*FLOOD_RISK_ASSESSMENT-1880011* dated January 2024) and supporting

documentation. In particular, the following mitigation measures detailed within the documents shall be incorporated into the development:

- No development shall take place within the 1 in 100 year (1% AEP) 45% Climate Change fluvial flood event outline (Sections 4.3 to 4.7) as per the model developed by Atkins in 2008 and updated by Ardent in 2019. Even though not discussed in the FRA, neither shall development take place within the 1 in 200 year (0.5% AEP) Climate Change tidal flood event outline on the Western / Southwestern portion of the development.
- Finished floor levels shall be raised with a minimum freeboard of 300mm above the nearest modelled fluvial flood level to each property for the 1 in 100 year 45% Climate Change fluvial flood event (Section 5.2).
- A maintenance buffer of 8m is maintained from all proposed buildings either side of the existing culvert (from the culvert edge as seen in Appendix G of the FRA) as requested by the EA (Section 5.5). This minimum 8 metre buffer shall be retained to all watercourses, which will be kept free of buildings and structures other than approved road crossings (To be detailed in Reserved Matters application, see below conditions).
- An essential maintenance buffer of 3m should be maintained from the access road (from the culvert edge as seen in Appendix G of the FRA) which runs parallel to the culvert (Section 5.6). This minimum buffer is to be kept free of roads and pathways other than approved road crossings (To be detailed in Reserved Matters application).
- In terms of safe access and egress in the event of a flood, the road network which serves the site remains dry during the 100 year 45% flood event. The road will be raised to achieve this if required (Section 5.11).

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reasons

To reduce the risk of flooding to the proposed development and its future users. The proposed development would restrict essential maintenance and emergency access to the flood relief culvert. The permanent retention of a continuous unobstructed area is an essential requirement for future maintenance and/or improvement works. To ensure the safe access and egress during a design flood event

Condition 2 – Reduction of Flood Risk (road building over the Bellmouth Culvert)

Prior to implementation of each phase of development approved by any planning permission, no development shall commence until such time as a scheme to protect the key flood relief Bellmouth Culvert has been submitted to, and approved in writing by, the local planning authority.

The scheme shall include:

- Access/Egress road construction on top of the Bellmouth Culvert – development site road connection to Meyrick Road (approximately 55m long as previously agreed):

1. The portion (55m agreed) of access road built on top of the culvert will need to be determined by further analysis by geotechnical and structural engineers, and provided as evidence including detailed calculations and engineers drawings, that ensures the flood relief culvert is protected and its structural integrity is not impacted in any way.
 2. Detailed methodology of how construction of the access road on top of the culvert will be achieved.
 3. A culvert CCTV survey pre and post works with a commitment to undertake any repairs if necessary, plus a third CCTV survey 12 months after completion of the works, to ensure that the structural integrity of the culvert has not been compromised. If prior to construction the culvert is found to be damaged and in need of repair or replacement, this will need to be agreed with the EA.
- Road construction crossings over the Bellmouth Culvert within the site road network as seen in drawing *ILLUSTRATIVE_SITE_PLAN-1880012* amended 21st December 2023.
 1. Road crossings constructed over the flood relief culvert will also need to be determined by further analysis by geotechnical and structural engineers, and provided as evidence including drawings and detailed calculations, that ensures the flood relief culvert is protected and its structural integrity is not impacted in any way.
 2. Detailed methodology of how construction of the road crossings over the culvert will be achieved.
 3. As above, this should include an agreement of a culvert CCTV survey pre and post works with a commitment to undertake any repairs if necessary, plus a third CCTV survey 12 months after completion of the works, to ensure that the structural integrity of the culvert has not been compromised.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To ensure the structural integrity of the existing flood relief culvert is preserved, and that it can be maintained or replaced in the future, thereby preventing any increased risk of flooding from the development, both on and off site, in line with Paragraph 103 of the National Planning Policy Framework. To reduce the risk of flooding to the proposed development and future users.

Unfortunately, this section of access road to be built on top of the flood relief culvert is not discussed or seen in the updated FRA or shown on the updated drawing *ILLUSTRATIVE_SITE_PLAN-1880012* amended 21st December 2023.

The information required by the above condition is essential to reduce the likelihood of repair or replacement being required that could prevent access or egress, to and from the site, in the future. The flood relief culvert is a strategic Environment Agency asset that does not have an indefinite lifespan and **will** need replacing at some point in the future at an undetermined cost. Should the culvert collapse, it would restrict the watercourse's flow so that flood risk to the Havant community upstream is likely to increase.

Advice to LPA

The following issues are not within our direct remit or expertise, but nevertheless are important considerations for this development. Prior to deciding this application we recommend that consideration is given to the issues below. Where necessary, the advice of relevant experts should be sought.

The LPA should be satisfied that the application provides an assessment of access and egress for emergency services and inhabitants from the site in the event that the culvert collapsed and needed repair, or replacement.

Environmental Permit

Planning permission does not remove the requirement for an Environmental Permit. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702 422 549. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

The proposed works are located within 8 metres of a main river designated by the Environment Agency. Under the terms of the Environmental Permitting (England and Wales) Regulations 2016, the proposed works will require the prior written permission of the Environment Agency in the form of a Flood Risk Activity Permit (FRAP).

Please do not hesitate to contact me using the contact details shown below should you have any queries regarding the above information.

Yours faithfully

Mrs Sophie Brown
Sustainable Places Planning Advisor

Direct dial 0203 0257 250

Direct e-mail planningSSD@environment-agency.gov.uk

APPENDIX D. STAGE 1 ROAD SAFETY AUDIT AND DESIGNER RESPONSE

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design;
Design Organisation Response to items raised; and
Auditors View of Design Organisation Response.**



Proposed Off-site Highway Works
associated with a development at
Kingscroft Farm
Havant

Client:
i-Transport

Client reference:
ITB15443

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 4

Job no	RSA-24-034	Issue no	4	Date	June 2024
Prepared by	JJF	Verified by	LA	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-24/RSA-24-034-4				

1.0 PROJECT DETAILS

Report Title:	Stage 2 Road Safety Audit
Date:	June 2024
Document reference and revision:	RSA-24-034-4
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Hampshire County Council
Design Organisation:	i-Transport
Project Sponsor:	Foreman Homes

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			13 th May 2024
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	LA	JJF	30 th May 2024
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			30 th May 2024
3	Design Organisation Response incorporated	Ben Burrows on behalf of i-Transport			5 th June 2024
4	Auditor's View of Design Organisation Response	JJF			14 th June 2024

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	4
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Traffic Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	8

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Documents and Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a scheme of off-site highway works that are proposed as part of a development at Kingscroft Farm in Havant. The proposals include the provision of uncontrolled crossing point across West Street to the east of Brockhampton Road, across New Road to the east of the West Street priority junction as well as to the west, across the Brunswick Gardens priority junction with New Road and across Ridgway. As part of the uncontrolled crossing at Brunswick Gardens, 10 metre corner radii are to be provided. In addition, cyclist road markings as well as way finding signage are to be provided and hazard warning corduroy paving is to be installed along the footway of Ridgway either side of an existing stile entrance to a public footpath known as Wayfare's Way which is to be upgraded to a footway cycleway link to the associated development. The proposals are to be undertaken as part of a proposed residential development of circa 140 dwellings on land at Kingscroft Farm and are to facilitate pedestrian access.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 This Road Safety Audit was undertaken during May 2024 in accordance with the Road Safety Audit Brief provided on the 10th May 2024 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Foreman Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119 and have been approved by Hampshire County Council to undertake Road Safety Audits of all stages within the County. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highway RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Lisa Allen *MSc, BEng(Hons), MCIHT, MSoRSA, National Highways RSA Certificate of Competency*
Road Safety / Highway Engineer

- 2.5 The site visit associated with this Audit were undertaken during the early afternoon of 29th May between the hours of 14:00 and 14:45. The site visit involved walking and driving around the local highway network for a 45-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was overcast with a few clear patches, the road surface was dry and visibility was good. A number of pedestrians

and cyclists were observed during the site visits. Vehicular traffic was also observed to include motorcycles, cars, public service vehicles, light and heavy goods vehicles with a number of road sweepers present. The traffic flow was light and free flowing, albeit congestion was observed along Brockhampton Road due to the road sweepers.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Design Organisation Response

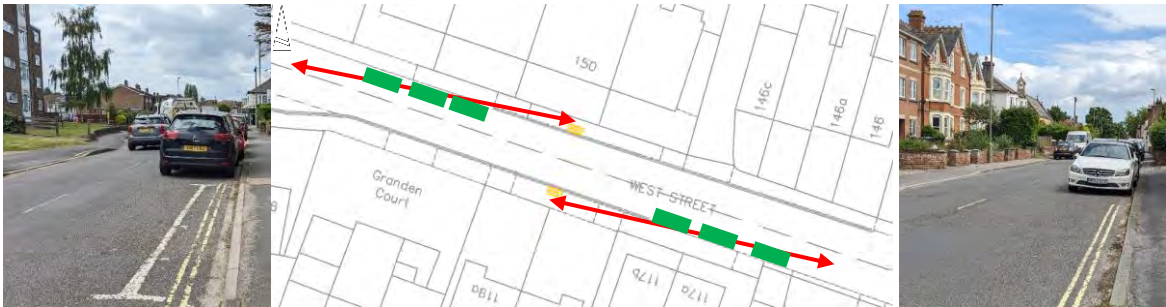
- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
 Name: Ben Burrows
 Position / Organisation: Associate, i-Transport
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.
- 2.10 Upon the request of the Design Organisation and following receipt of the Design Organisation Response with any associated drawings, the Road Safety Audit Team Leader has provided a further comment on the item raised. The “Auditor’s View on the Design Organisation Response” is included within a row beneath each item, for clarity.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited undertook a Stage 1 Road Safety Audit of the proposed development access and associated works along Meyrick Avenue, however, are not aware of any previous Road Safety Audits associated with the proposed off-site works that are assessed within this document.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	Ridgeway
Summary:	Foliage blocks inter-visibility
Acc Type:	Vehicle to cyclist type collision
Ridgeway is a small cul-de-sac that benefits from a footway both sides of the carriageway and allows access to a number of industrial units as well as a public right of way off the northern footway. Observations indicate that foliage is encroaching the existing footway to the west of the footpath. The proposals include the upgrade of the public right of way from a narrow footpath to a 3.0 metre shared footway cycleway with a dropped kerb to be provided immediately adjacent to allow cycle access to/from the carriageway. The scheme drawings do not illustrate visibility splays that are to be provided and maintained free of obstructions. The Audit Team have concerns that intervisibility between a cyclist wishing to enter the carriageway and approaching traffic, could be limited which may result in a cyclist entering the carriageway when it is not safe to do so and vehicle to cyclist type collisions.	
RECOMMENDATION:	
It is recommended that adequate intervisibility is achievable.	
Location Plan:  	

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5 th June 2024 following formal issue of this Stage 1 Road Safety Audit on the 30 th May 2024	
Accepted – The design has been amended to confirm that the existing vegetation will be cut back to the highway boundary to ensure that appropriate visibility can be achieved in either direction along Ridgway. The updated design is shown on drawing no. ITB15443-GA-018A .	
AUDITOR’S VIEW OF DESIGN ORGANISATION RESPONSE dated 14 th June 2024	
Confirmation that adequate intervisibility will be achievable, addresses the road safety concern raised at this stage.	
A.2.2	PROBLEM
Location:	West Street
Summary:	On-street parking blocks inter-visibility
Acc Type:	Vehicle to pedestrian type collision
West Street is a two-way single carriageway road that provides access between Park Road and Havant Town Centre to the east and New Road / Bedhampton Road to the west. Whilst on-street parking is permitted along much of West Street, restrictions are present with double yellow lines at various locations. The proposals include the provision of an uncontrolled crossing point to the east of the Brockhampton Road junction with West Street where on-street parking is restricted both sides of the carriageway. The Audit Team have concerns, however, that the double yellow line parking restrictions commence just circa 9 metres to the east of the southern crossing point and west of the northern crossing point. The parked vehicles limit intervisibility between a pedestrian and approaching leading traffic which could result in a pedestrian entering the carriageway when it is not safe to do so and vehicle to pedestrian type collisions.	
RECOMMENDATION:	
It is recommended that adequate intervisibility is achievable.	
Location Plan:	
	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5 th June 2024 following formal issue of this Stage 1 Road Safety Audit on the 30 th May 2024	
The proposed crossing has been requested by HCC (the Overseeing Organisation) who have agreed the design of the crossing in principle. On-street parking is temporary, and the siting of the crossing has been carefully considered to ensure any impact to visibility splays is minimised, e.g.	

the crossing has been placed within a length of existing double yellow line parking restrictions on West Street. Furthermore, guidance in Paragraph 7.8.5 of Manual for Streets states that parking in visibility plays in built-up areas is common and does not cause significant problems in practice. The design of the proposed crossing is therefore considered to be acceptable. Notwithstanding this, the opportunity to deliver reflective bollards to further highlight the presence of the crossing will be reviewed at the detailed design stage.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 14th June 2024

The Audit Team understand that the proposed uncontrolled crossing point is situated at a location along West Street where visibility is maximised due to the parking restriction. The presence of the uncontrolled crossing point will be highlighted through the provision of reflective bollards which should ensure that traffic approaches appropriately aware of the potential for pedestrians crossing the carriageway ahead.

A.2.3 PROBLEM

Location: Bedhampton Road

Summary: Reduced taper may restrict passenger service vehicles from accessing bus stop

Acc Type: Pedestrian fall and personal injury as well as sideswipe type collision

Brunswick Gardens meets Bedhampton Road at a priority junction that accommodates a short diverge lane and a give-way line along the edge of carriageway as well as along an entry taper associated with a bus stop situated just circa 25 metres from the road centreline. A right turn lane is accommodated along Bedhampton Road that allows access to the Brunswick Gardens. The proposals simplify the existing Brunswick Gardens priority junction with the provision of a bellmouth formed with 10 metres radii and retain the existing right turn lane albeit providing a refuge island and uncontrolled crossing. Swept path analyses have been provided that illustrates that a large refuse / recycling collection vehicle can manoeuvre at the junction albeit encroaching the opposing exit lane of Brunswick Gardens when turning left or right which will require the driver of the RCV to wait on the Bedhampton Road carriageway before undertaking the manoeuvre. The Audit Team have concerns, however, that proposals reduce the entry taper for passenger service vehicles which could result in a gap between the vehicle and bus stop as well as a passenger service vehicle encroaching outside the marked bay which may lead to pedestrian falls and personal injuries as well as sideswipe type collisions.

RECOMMENDATION:

It is recommended that the proposed taper allows a passenger service vehicle to access the bus stop appropriately.

Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5 th June 2024 following formal issue of this Stage 1 Road Safety Audit on the 30 th May 2024	
Accepted – Swept path analysis has been undertaken to illustrate that the proposed realignment of the bellmouth does not impact on a bus accessing the bus stop. This analysis is presented as drawing no. ITB15443-GA-022 .	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 14 th June 2024	
Confirmation that passenger service vehicle can access the bay appropriately, addresses the road safety concern raised at this stage.	
A.3	JUNCTIONS
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage</i>
A.4	WALKING, CYCLING AND HORSE RIDING
	<i>No Road Safety Concerns regarding WALKING, CYCLING AND HORSE RIDING have been raised at this stage</i>
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	<i>No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage</i>

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 14th June 2024

Audit Team Member

Name: **Lisa Allen** *BEng (Hons), MSc, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 30th May 2024

Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 10 th May '24		Stage 1 Road Safety Audit Brief
	ITB15443-006		Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB15443-GA-008	D	Potential Pedestrian Crossing – Bedhampton Road
	ITB15443-GA-009	A	Potential Pedestrian Crossing – West Street
	ITB15443-GA-016	A	Brunswick Gardens – Refuse Vehicle Wept Paths
	ITB15443-GA-017	A	Proposed pedestrian Improvements – New Road
	ITB15443-GA-018	-	Potential Pedestrian Crossing – Ridgeway

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB15443-GA-018	A	Potential Pedestrian Crossing – Ridgeway
	ITB15443-GA-022	-	Potential Pedestrian Crossing – Bedhampton Road – Swept Path Analysis – Standard Rigid Bus

fenley