

Transport Assessment Addendum

Cabbagefield Row, opposite 123-133 Swanmore Road, Leigh Park

Background

GTA Civils & Transport has been appointed to provide highways and transport advice in relation to the proposed residential development for up to 150 residential units on land north of 123-133 Swanmore Road in the Warren Park area of Leigh Park, Havant.

The planning application for the site was submitted in September 2021 (ref: APP/21/00989). Following submission of the planning application comments have been received from Hampshire County Council (HCC) as the local highway authority.

The purpose of this Addendum report is to provide the additional information requested by HCC.

The response received from HCC Highways listed 11 points where additional information is required. These points have been addressed in turn below. For ease of reference the comment being addressed has been quoted.

Additional Information

1. *"Consideration needs to be given to the impact of the additional traffic on the existing issues at Middle Park Way/Dunsbury Way junction and along the St Clare's Avenue/Woolston Road/Middle Park Way route".*
 - 1.1 The distribution model submitted as part of the Transport Assessment uses figures derived from a review of Census 2011 data for residents (WU03EW location of usual residence and place of work by method of travel to work) in the Havant 006 area. The directional routes people would use were established using Google maps route planner. The results therefore assume that any vehicle entering/exiting the site from the west, will also all use St Clares Ave, and Woolston Rd, via Middle Park Way.
 - 1.2 The distribution model for the AM peak hour (0800-0900) and PM peak hour (1700-1800) is included within the submitted TA, this demonstrates that the following vehicle trips are expected along the St Clares Ave / Woolston Rd / Middle Park Way route and the Middle Park Way / Dunsbury Way junction – the impact of these trips has been considered with reference to traffic flows (recorded in 2021 and factored using Temprow to 2023):
 - AM peak hour
 - Site access/Swanmore Rd: 41 right turn out / 19 left turn in
 - St Clares Ave/Woolston Rd: 41 left turn out / 19 right turn in
 - MCC: 125 left turn out / 93 right turn in
 - % impact: +33% left turn out / +21% right turn in
 - Woolston Rd/Middle Park Way: 41 right turn out / 19 left turn in
 - MCC: 195 right turn out / 123 left turn in
 - % impact: +21% right turn out / +15% left turn in
 - Middle Park Way/Dunsbury Way: 5 right turn out to DW / 2 left turn into MPW
 - MCC: 117 right turn out to DW / 111 left turn into MPW
 - % impact: +4% right turn out to DW / +2% left turn into MPW

Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD
T: 01444 871444 E: enquiries@gtacivils.co.uk www: gtacivils.co.uk

GTA Civils & Transport Limited, Registered in England No. 11917461. VAT Registration No. 319 2609 02



PM peak hour

- Site access/Swanmore Rd: 20 right turn out / 41 left turn in
- St Clares Ave/Woolston Rd: 20 left turn out / 41 right turn in
 - MCC: 94 left turn out / 111 right turn in
 - % impact: +21% left turn out / +37% right turn in
- Woolston Rd/Middle Park Way: 20 right turn out / 41 left turn in
 - MCC: 136 right turn out / 186 left turn in
 - % impact: +15% right turn out / +22% left turn in
- Middle Park Way/Dunsbury Way: 2 right turn out to DW / 5 left turn into MPW
 - MCC: 152 right turn out to DW / 140 left turn into MPW
 - % impact: +1% right turn out to DW / +4% left turn into MPW

- 1.3 The impact at these junctions has been considered by undertaking junction capacity assessments included within the TA, as agreed with HCC during pre-application discussions for 5 different scenarios (2021 Base year; 2023 Open year; 2023 Open year +development; 2028 Forecast year; 2028 Forecast year + development).
- 1.4 The indicator of operation capacity within the PICADY and ARCADY models is depicted in the ratio of flow to capacity (RFC), whereby a ratio of below 0.85 indicates normal operation, and a ratio of 1.00 is complete saturation of a junction. The maximum RFC for the 2028 forecast + development scenario for each of the 4 junctions is as follows:
- Site access/Swanmore Rd = 0.12
 - St Clares Ave/Woolston Rd = 0.35
 - Woolston Rd/Middle Park Way = 0.71
 - Dunsbury Way/Middle Park Way = 0.47
- 1.5 Overall, the additional vehicle movement impact through the St Clares Ave / Woolston Rd / Middle Park Way route and the Middle Park Way / Dunsbury Way junction can be accommodated without any of these junctions reaching full capacity as it has been demonstrated that each junction is far below the 1.00 level of RFC.
2. *"Most recent 5 year PIA data using Hampshire Constabulary records to be provided providing narrative on the above locations"*
- 2.1 The Transport Statement includes PIA data obtained from the Hampshire Collision Records Team for the 5-year period 01/01/2016 to 31/12/2020. An updated copy of the report has been requested on 7th September 2022 and an automated response was received from Hampshire Collision Records Team (HCRT) stating that *'due to staff shortages and agile working arrangements there will be a delay in responding...The current wait time in supplying a report once payment is received is 16 weeks'*. HCRT also confirmed via email dated 8th September 2022 they only currently have data available up to the end of November 2021.
- 2.2 In light of this, as the data is not currently available at the time of writing this Addendum report, the data has been requested and will be reviewed upon receipt.

3. *"Clarification as to whether the emergency access is still being provided or not – there is conflicting information on several plans whether this is still being provided? If it is to be provided, the 2.0m width is unlikely to be sufficient and the applicant should engage with the emergency services to gather the required width for this as previously requested at the pre-application stage and in our first response;*
- a. *There are again some discrepancies between drawings as to whether it is a vehicle crossover or a bellmouth if this is to be an emergency access – if the emergency access is not to be provided anymore consistency should be shown across all plans for ease of interpretation"*
- 3.1 Post submission of the TA, the emergency access has been removed. The latest package of drawings show a single site access and only a secondary pedestrian/cycle path provided west of the main vehicle access. Refer to drawing number 10731/101/P7.
4. *"Tracking required for the following scenarios:*
- a. *Tracking of a fire tender*
 - b. *Tracking of refuse past a car at the site access (currently it is a refuse over a refuse so unclear to see whether a car will be able to pass a refuse at this point;*
 - c. *Tracking speeds also required to be submitted for consideration"*
- 4.1 Tracking of a fire tender vehicle has been provided, see drawing No. 10731/2201.
- 4.2 Drawing No. 10731/2200/P4 has been updated to show that a refuse vehicle can turn into the access when a car is waiting to exit the access.
- 4.3 Tracking speeds are 4kph and are included on the 'General Notes' section of the tracking plans.
5. *"Confirmation of parking space dimensions for the parallel parking spaces"*
- 5.1 Parallel car parking spaces are 2.1m x 6m (and adjacent to footpath). This has been provided on the Highways Plan produced by the architects, see drawing No. 28079-PD181-C.
6. *"Parking spaces need to be numbered fully to see what spaces are allocated to which plots – spaces seem to be numbered but this seems to be the number of parking spaces and not which plots these have been allocated too. This will allow us to assess the walking distances to the allocated parking plots and whether there will be a risk of on-street parking providing a hazard"*
- 6.1 Suggested allocated plot numbers have been provided on the Highways Plan produced by the architects, see drawing No. 28079-PD181-C.
7. *"The designers response has only been provided for the revised RSA1 – the full audit should be provided for consideration"*
- 7.1 The Stage 1 Road Safety Audit has been provided again.

8. *"Materials plan should be submitted"*

- 8.1 Suggested materials have been provided on the Highways Plan produced by the architects, see drawing No. 28079-PD181-C. The materials would be agreed with HCC highways at landscape reserved matters stage.

Note on drawing No. 28079-PD181-C *"highway surface to be generally tarmac or coloured tarmac with block paved permeable paving only used in car parking courts"*.

9. *"Visibility splays will need to be provided within the adoptable highway and not be reliant on the maintenance of any third party land – it is noted that the majority of visibility splays provided are not within the adoptable highway"*

- 9.1 The adopted highway plan is indicative at this stage and is yet to be agreed with HCC highways. However, the layout has been adjusted to ensure that the 2.4m x 25m SSD sight lines at each junction within the layout (indicated by the orange lines on drawing No. 10731/2250/P1 Site Visibility and drawing No. 28079-PD181-C Adoptable Highways Plan) are within the area proposed for highway adoption.
- 9.2 The access plan, drawing No. 10731/101/P7, has been updated to include the land ownership boundary as well as the highway boundary, this demonstrating that the required visibility splays are achievable at the access without crossing any third party land.

10. *"Confirmation requested on the number of cycle parking spaces"*

- 10.1 Cycle parking is laid out in accordance with Havant Parking Supplementary Planning Document (2016), providing:
- 1-bedroom unit = 1 space per unit
 - 2+ bedroom units = 2 spaces per unit
 - Short term visitor parking at 20% of the long-term cycle parking standard
- 10.2 As shown on drawing No. 28079-PD181-C Adoptable Highways Plan, 284 long-term cycle spaces are to be provided (1 per 1-bedroom unit and 2 per all other units) together with 58 cycle spaces to be provided.

11. *"Amendments to the travel plan as laid out within our previous response"*

- 11.1 Comments noted from the response received on 30th November 2021 from Hampshire County Council. It is considered that a Full Travel Plan will be required under condition of outline planning consent. The Framework Travel Plan has been updated to set out the principles of which the Travel Plan will provide full detail on submission of a detailed application.