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<i>Date</i>	27 th April 2022	<i>Email</i>	Chris.Hirst@hants.gov.uk

For attention of Mr D Eaves

Dear Sir,

Re: Outline planning application - Development for up to 300 dwellings (including affordable housing). The proposal includes provision for structural planning and landscaping; informal public open space; children's play areas; sustainable drainage system (SuDS); a new vehicular access from St Mary's Road; and associated ancillary works. All matters reserves except for means of vehicular access. Accompanied by an Environmental Statement | Rook Farm, land off St Marys Road, Hayling Island

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

Policy Status

The application site makes up part of the area identified for development in Havant Borough Council's Emerging Local Plan under policy reference H27. The policy suggests that H27 has the capacity to provide a residential development of about 390 dwellings when supported by suitable mitigation and measures. The TA, which supports this application, provides a summary of the relevant transport planning policies.

Specifically in relation to the H27 allocation and highway matters the policy requires:

- The application to be supported by a full transport assessment and travel plan;
- The design and layout;

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

- Secures access to the site from the A3023 (Manor Road) with only an emergency access (including pedestrian and cycle permeability) from St Marys Road;
- Provides a high degree of permeability through an extensive network of walking and cycling routes across the site which connect with the exiting rights of way network and the adjacent Fathoms Reach (H28) allocation; and
- Protects and where possible, enhances the existing rights of way.

The Highway Authority notes that the emerging local plan has recently been withdrawn following a recommendation from the inspector to provide additional work. A Housing Delivery Action Plan has been produced which sets out an interim policy position in lieu of the local plan. This provides a useful framework for identifying the site-specific requirements for Rook Farm whilst the local plan is updated in accordance with the inspector's comments.

It should also be noted that the requirement from the Inspectorate on the Local Plan was for the transport impacts on Hayling Island, and primarily the A3023, to be assessed in a worst-case scenario, that being identified by the Inspectorate as the summer peak period. To date, the impacts on the A3023 during this period for the full allocation has not been evidenced and in the absence of a strategic assessment, applicants will be required to consider the impacts of their development within this period on a site-by-site basis, taking into consideration any wider committed development.

Previous Planning Application

Previous planning permission (APP/17/00007) for 210 dwellings and 0.6ha for apartments with care was refused with a number of highways issues outstanding. For clarity, the additional information requested by the Highway Authority in the response dated 3rd March 2017 was as follows:

- The Site Access;
- Proposed improvements at Elm Grove / St Mary's Road junction due to the proximity between the site access and this junction;
- Proposed footway improvements on St Mary's Road as the submitted proposals were considered to be substandard. The extended footway was not provided with pedestrian crossing to utilise the existing footway on the southern side of St Mary's Road;
- Linkages to the right of way network should be explored in the western parcel of the development;
- Improvements to facilitate walking and cycling – whilst the applicant had proposed improvements, they required further work before they could be considered as acceptable mitigation at the following locations;
 - Footway provision on St Mary's Road.
 - Crossing Improvements at St Mary's Road/Elm Grove junction.
 - East/West connectivity.
- Amendments to the Travel Plan;

- It was not clear why the chosen time period (09:00-10:00) had been used for the A3023 capacity assessment and whether it represented the busiest morning hour – this needed to be supported with appropriate data;
 - Additional assessments were requested to be undertaken to the south and north of the bridge, including an assessment of journey time reliability and delay.
- It was requested that the following models were to be re-visited:
 - J3 – A3023 Havant Road/Church Road junction.
 - J4 – A3023 Manor Road/St Marys Road/Station Road junction.
 - J7 Church Road/Tournerbury Lane/Elm Grove/St Marys Road junction.

Whilst the TA provided commentary on PIA data, the raw accident data should be provided to fully assess all accidents.

Pre-Application Advice

The applicant engaged in pre-application discussions with the Highway Authority in June 2019. The following comments were raised by the Highway Authority during pre-application discussions for the applicant to address at the planning stage:

- Clarity was sought to understand the impact of the proposed local plan development on forecast traffic flow data;
- Site access speed surveys were to be updated;
- Assessment work should incorporate committed developments;
- Individual junction modelling of any mitigation strategies required to support Paramics runs of a mitigation strategy for the site;
- Site access modelling required and should be submitted to the Highway Authority;
- HCC require confirmation of conformity with the required parking standards to ensure there are no implications on highway operation or safety as a result of overspill parking; and
- The applicant must identify appropriate mitigation and agreement must be reached with the Highway Authority regarding suitable delivery mechanisms.

Discussions were also held regarding the potential for the site to be accessed from Manor Road and alternative junction arrangements for St Mary's Road. These discussions are noted further within this response.

Site Location

The proposed development is located within the Gable Head area of Hayling Island. The site is bound to the south and east by residential properties off St Mary's Road and Church Road and bound to the north and west by greenspace. The site fronts a circa. 30.0m wide section of St Mary's Road between numbers 115 and 123.

Existing Traffic Conditions

The applicant has recorded 2 and a half days' worth of traffic and speed data along St Mary's Road. The recorded 85th percentile speeds are shown below:

Direction	85 th percentile speed (mph)
North-east	25.9
South-west	22.9

It is noted that the surveys were undertaken during August 2021, which is not identified as a neutral period for undertaking traffic surveys, as identified by the Department for Transport. The applicant is therefore required to undertake new surveys during a neutral month, with the correct number of samples as identified within CA 185 to ensure that the recorded speed data is valid.

The August survey data may be beneficial in considering wider modelling scenarios, as a basis for understanding varying traffic conditions across the island during the seasonal peaks.

Access by Sustainable Modes of Transport

Footways of varying width between 1.8 and 2.0m metres are available on St Mary's Road in the vicinity of the site, although it is noted that overhanging vegetation restricts the available width in places. On the northern side of St Mary's Road, the footway is available between the junction with Elm Grove and property number 109. At this point, the footway switches to the southern side of St Mary's Road, adjacent to the car park. To the east of the site, continuous footways are available north and south along Elm Grove. To the south of the site, footways are available on both sides of St Mary's Road past Mengham Infant School.

Walking and Cycling:

To improve sustainable access to the site, the applicant has proposed measures along St Mary's Road and Elm Grove. 2m wide footways are proposed either side of the new site access to tie into the existing provision on St Mary's Road. To the south of the access, new tactile crossing points are provided outside of property 109, across the access into the Limewood development and across the access into the public car park, which is supported by new sections of footway. Given the presence of the tree to the north of the Limewood site access, no dig construction will be required to implement the footway link. Given the difference in levels, it may be difficult to achieve suitable crossfalls. Further details are required to confirm that the use of no dig construction is feasible in this location.

A direct, but informal, pedestrian link is currently available to Elm Grove via the St Mary's Road car park. To increase accessibility, the applicant has offered to fund a safety zone through the car park to demarcate a dedicated area for pedestrians to walk when travelling through the area. Whilst the principle of a safe walking area through the car park is welcomed, it is noted

that this is proposed in the form of a virtual footway along the back of the existing parking spaces on the northern side of the car park. There are concerns with how the proposed arrangement would operate safely for through movements for pedestrians who are at risk of conflict with vehicles manoeuvring out of the parking spaces or turning into the car park. Whilst it is acknowledged to be low speed, formalising a route through in this manner could increase the risk of conflict. It is understood that the car park is owned by Havant Borough Council and therefore any amendments to the car park arrangement will need to be agreed by both the Highway Authority and Local Planning Authority. Views from Havant Borough Council should also be sought. Finally on this matter, there is a need to consider if safe measures can be agreed how they are secured in perpetuity, which would be necessary if they are to be considered to mitigate the impact of the proposed development.

The applicant has also offered to fund pedestrian crossing facilities on Elm Grove in the tapers either side of the Church Road/Elm Grove junction. To implement the northern crossing, amendments are required to the bus layby on Elm Grove to allow vehicles to route around the new facility. Tracking for these movements has been provided in drawing numbers P21033-001D and P21033-002B which indicates that the wheel track of a bus will touch the western kerblines when attempting to pass the pedestrian island. Therefore, the current tracking drawing does not currently demonstrate that a bus can safely pass the proposed island. Revised tracking is required to demonstrate a bus can safely route past the island and into the bay, alongside confirmation of the track speed to ensure that the manoeuvre has been undertaken at a reasonable minimum speed.

No dimensions have been provided on drawing number P21033-002B to confirm the carriageway width either side of the island. As identified within LTN 1/20, carriageway widths between islands must not be between 3.2m – 3.9m but must support all expected HGV traffic. Within the RSA, the auditor requested that both refuges are sufficient for accommodating a pedestrian and pushchair, which is not achievable on the southern refuge island which is only provided to a width of 1.2m. The crossing should be widened to suitably cater for these crossing movements. Any revised drawings will need to demonstrate the pedestrian visibility splays available from each crossing location in accordance with HCC TG3 guidance.

An additional, uncontrolled pedestrian island is proposed on St Mary's Road before the junction with Elm Grove. The applicant has provided tracking for a refuse vehicle entering and leaving the junction with the proposed island in place. The manoeuvre into St Mary's Road demonstrates that the refuse would overhang the centre line when routing around the bend and when accessing the new site, which is not considered acceptable. The applicant is required to provide revised tracking and confirmation of the track speed to confirm whether this manoeuvre can be undertaken safely. To implement the island, the northern kerblines need to be realigned to provide extra carriageway width. It is understood that vehicles currently utilise the section of footway on the corner of the St Mary's Road/Elm Grove junction to wait and

make deliveries to the businesses to the north. The current location of the island crosses pedestrians into the middle of the access, presenting a safety concern which has not been identified by the auditor. Furthermore, tactile paving has not been provided on the northern footway, presumably due to the interaction with the existing business. The current positioning of the island also means that right turning vehicles would have to route around the wrong side of the refuge should they wish to head southbound along St Mary's Road. The lack of tactile paving and current location of the crossing point is not considered acceptable by the Highway Authority and will need to be revisited by the applicant to ensure that a safe and suitable crossing point is achieved.

Access to the public right of way network is proposed via two accesses onto Footpath 94. No details have been provided for these links, nor has an audit been undertaken of the right of way network surrounding the site to understand whether improvements are required to better facilitate access for pedestrians and cyclists. The applicant is required to undertake a WCHAR in accordance with HCC TG19 to ensure that pedestrian and cycle facilities have appropriately been audited in the vicinity of the site. This should include the routes to Mill Rythe Infant and Junior Schools and Hayling College. The WCHAR may identify further improvements required to facilitate improved access for sustainable users, meaning the Highway Authority is unable to confirm whether the identified measures are suitable at this time.

There is a limited narrative provided regarding cycle connections to and from the site. The WCHAR should audit routes utilised by cyclists to ensure appropriate infrastructure is in place. There are aspirations to ensure cyclists are catered for by the Hayling Billy Trail to remove cyclists from the A3023. Consideration should therefore be given towards access to the Billy Trail, particularly whether the local footpaths can be upgraded to cater for cyclists routing to the trail.

The TA provides a review of local services and facilities available to the proposed development. It is noted that a number of facilities are located within a 'desirable' and 'acceptable' walking distance of the site, as identified within the CIHT Providing for Journeys on Foot document.

The Highway Authority are currently unable to agree the current proposals for walking improvements to the site. The applicant is required to undertake a WCHAR and establish a more holistic walking and cycling improvement package to increase the uptake of sustainable modes of transport to the site.

Buses:

The nearest bus stops are located circa. 350m from the site access north and south from the site on Church Road. It should be noted that the distance to the bus stops will increase to circa 400m for dwellings further into the site. Both flag stops provide timetable information; however, only the northbound stop provides seating and sheltered waiting facilities. The applicant should investigate the scope to improve the southbound bus stop to include a bus shelter and improved waiting facilities.

Bus services 30 and 31 run from these stops operating at a half an hour frequency between Hayling Island and Havant. Bus route 30 continues to/from Oaklands School during typical school drop off and pick up times.

An additional pre-book service (32) operates from the Elm Grove bus stops, circa. 550m from the site along St Leonards Avenue. This bus provides five services per day between South Hayling and Havant Bus Station.

Rail:

Havant Railway Station is the nearest railway station, located approximately 8.5km north from the proposed development. The train station is accessible by both the number 30/31 bus and by pedal cycle either along the A3023 or Hayling Billy Trail. The station offers frequent services to Portsmouth Harbour, Southampton Central, Brighton and London. Whilst the railway station provides frequent services, the distance from the site will only result in a limited uptake of sustainable transport and a heavy reliance on the private car to travel to the station.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period between May 2016 to April 2021 using Hampshire Constabulary Records. It is noted that this data is nearly a year out of date, and thus is not considered acceptable. However, the Highway Authority have reviewed more recent data (up to November 2021) and are content that there are no changes to the conclusions drawn from the data provided and therefore more recent data is not required from the applicant.

The scope of the PIA assessment was previously agreed with the Highway Authority during pre-application discussions and covered the following areas:

- Full length of the A3023;
- Beach Road / Sea Front 'Beachlands' mini roundabout;
- Havant Road / Church Road / Manor Road roundabout;
- Sea Grove Avenue / Sea Front junction;
- Church Road / St Mary's Road junction; and
- Elm Grove / Cherrywood Gardens junction

In total 114 accidents have been recorded within the study area with 25 being regarded as 'serious' and the other 89 'slight'. No fatal accidents occurred.

South Island Area:

No accidents have occurred along St Mary's Road or Cherrywood Gardens. Small clusters of accidents have occurred at the Church Road / Elm Grove junction and at the Sea Front / Beach Road mini roundabout. One 'serious' and three 'slight' accidents have been recorded within the vicinity of the St Mary's Road / Church Road / Tournembury Road / Elm Grove junction.

Mainland Study Area:

A notable cluster of accidents are recorded at the A3023 / A27 roundabout, with small clusters in the vicinity junctions with Mill Lane, Langstone Avenue, The Mallards, Southbrook Road and the Langstone Technology Park access.

These locations have been reviewed by Hampshire County Council's Safety Engineering Team and mitigation measures are not considered necessary at this stage from the proposed development.

Site Access

During pre-application discussions, the applicant engaged with the Highway Authority regarding the access proposals to the site.

Havant Borough Council's previous emerging local plan originally identified a policy requirement for access to be taken from Manor Road, rather than St Mary's Road, and more lately stated that access should be taken from Lulworth Close. The applicant sought feedback from the Highway Authority regarding the potential for vehicular access to be taken from Manor Road and a number of concerns were raised, particularly around visibility and the available carriageway width. The Highway Authority were not approached by the applicant to review the potential to take access from Lulworth Close.

During pre-app discussions, the applicant proposed access into the site by changing the priority of St Mary's Road. Priority was proposed to east/west, and vice versa, movements to and from the site, with a priority junction formed to the south of the access road. Since these proposals have been reviewed and the planning submission made, the access has once again been amended to provide a simple priority junction onto St Mary's Road, reflecting the previous arrangement proposed for the application refused under planning reference APP/17/00007. The Highway Authority did not reach an agreement over the access arrangement before the application was determined and it is noted that the new application seeks to serve a greater quantum of development via the access than application APP/17/00007.

The access within the application is in the form of a priority-controlled junction at the St Mary's Road with a 6.5m wide carriageway into the site with 2.0m footways flanking both sides of the proposed access. The visibility splays at the site access will need to be updated to ensure they are compliant with HCC TG3 guidance once revised speed surveys have been undertaken.

Refuse / Servicing:

Drawing P201033-003B shows refuse vehicle tracking for a 10.20m refuse vehicle. The applicant has provided the wrong measurements for the refuse vehicle. Tracking should be providing using an 11.20m 'super large' refuse vehicle before comments can be made on the suitability of the access arrangements to accommodate a refuse vehicle.

Notwithstanding the comment above, it is noted that the smaller refuse vehicle overhangs the centreline on St Mary's Road on the approach to the site and within the bellmouth, conflicting with a vehicle travelling in the opposite direction. These will need to be addressed.

Drawing P21033-004B shows swept path analysis for an articulated lorry and drawing P21033-005B shows tracking for a tipper truck to demonstrate that access can be achieved for construction given the restricted access opportunities for the site. Tracking has not been provided for these vehicles

approaching the site from the south on Church Road. Tracking is therefore required to confirm that construction vehicles are able to turn left into the junction.

Drawing P21033-006B also shows tracking for a pantechicon. It is noted that the tracking for these vehicles takes up the majority of the carriageway, providing no room for another vehicle to pass. Should the development receive approval, a Construction Management Plan will be required which provides a management strategy to ensure that approaching and departing construction vehicles are controlled to prevent any conflict with other cars.

Emergency Access:

A separate emergency access to the development is proposed via Rook Farm Way. Rook Farm Way is a gated, unadopted road which currently serves a cul-de-sac accessed from St Mary's Road. Further clarity is required from the applicant to understand how the access will remain available for emergency purposes in perpetuity given the status of the road. If access rights are available, clarity is also sought on why this connection is not being utilised to provide a pedestrian and cycle link to the site.

Stage 1 Road Safety Audit

The applicant has undertaken a Stage 1 Road Safety Audit. Six issues were raised within the safety audit relating to pedestrian crossing points, tactile paving and road markings.

The applicant states that the issues raised are largely addressed within the latest drawings submitted with the rest addressed at the detailed design stage. The Highway Authority has outlined concerns with both the site access and offsite work proposals above which will need to be addressed. Once a suitable design has been provided, the plans should be provided to the auditor again to confirm if the revisions result in any safety concerns.

Internal Road Network

The internal road layout of the site remains subject to reserved matters. It is not clear if the applicant is offering the internal road network up for adoption by Hampshire County Council, a position which the Highway Authority would strongly support. The applicant should clarify whether the internal layout will be put forward for adoption to allow early discussions with the Highway Authority to achieve a suitable design.

Should the applicant not intend to offer the internal road layout for adoption, an APC bond will be required, alongside an appropriate private management plan for the site.

Parking Provision

The applicant has not set out the proposed quantum of parking onsite, stating that this will be addressed at reserved matters. Whilst the level of parking is for Havant Borough Council to determine in their capacity as parking authority, the Highway Authority will also need to be satisfied that the level of parking is sufficient to avoid any overspill parking on St Mary's Road.

Traffic Calming Scheme

The applicant has offered to fund a TRO to reduce the speed limit along St Mary's Road to 20mph, given the proximity of the site to Mengham Infant School to the south. The Highway Authority normally only consider mandatory 20mph speed limits in areas where there is an identified safety issue which requires mitigation. In this instance, there is not an identified safety concern outside of Mengham Infant School; however, there are opportunities to improve the pedestrian environment to provide improved facilities from the site to the school, including the potential for advisory 20mph signage. The applicant should engage with the Highway Authority to discuss potential improvements around the school.

Trip Generation and Distribution

To forecast the trip generation associated with the development, the applicant has utilised the trip rates utilised within the Hayling Island Microsimulation Model. The trip rates were derived from traffic surveys undertaken at existing development sites on Hayling Island. For clarity, the trip rates are replicated below:

Time	Trip Rate			Trip Generation (300 dwellings)		
	Arrivals	Dept.	Total	Arrivals	Dept.	Total
08:00-09:00 (AM Peak)	0.124	0.362	0.486	37	109	146
15:00-16:00 (School Peak)	0.250	0.176	0.426	75	53	128
17:00-18:00 (PM Peak)	0.351	0.161	0.512	105	48	153

The applicant has forecast the school peak trip generation alongside the AM and PM peak hours given the proximity of Mengham Infant School to the south of the site. The difference in the traffic flow data with and without the development for St Marys Road in the peak and school peak periods has been extracted from the TA and is as follows:

Junction / Link	AM Peak			School Peak			PM Peak		
	No dev.	With dev.	% diff.	No dev.	With dev.	% diff.	No dev.	With dev.	% diff.
St Mary's Road / Cherry wood Gardens	149	194	30.0 %	170	200	18.0 %	133	161	20.9%

Church Road / Elm Grove / St Mary's Road	1186	1345	13.4 %	1115	1345	13.4 %	1209	1355	12.0%
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The TA does not comment on the specific traffic distribution utilised within the assessment – clarity is sought as to whether the distribution matches the assessment made within the Paramics model.

Traffic Impact

To assess the development's impact on the local road network, the applicant has utilised the Hayling Island Microsimulation Model. The model was built to support the Hayling Island Transport Assessment evidence base for the Local Plan which assessed the impact of future emerging allocations on the island and helped to identify areas where mitigation is required to offset the impact of development traffic. The model forecasts the operation of the road network until 2036, matching the timeframes of the emerging local plan at the time.

The microsimulation model forecasts the journey time impacts on key routes across the island to a future year of 2036. The model assesses a Baseline scenario (no development), Do Minimum scenario (baseline plus emerging allocation traffic) and Do Something scenario (emerging allocation traffic plus the proposed mitigation measures as set out within the Hayling TA).

The microsimulation model supporting the transport assessment work assumed that access to Rook Farm would be taken from Manor Road, HBC's preferred option. However, for the reasons noted above, access has been proposed from St Mary's Road, resulting in a re-run of the model to re-distribute traffic onto the local road network given the change in access location. All other model inputs remain as per the work supporting the Hayling Island transport assessment.

The Highway Authority agree that the re-run model is the most appropriate tool for assessing the impact of the revised access location. During pre-app discussions, the Highway Authority highlighted the requirement to assess junctions in the vicinity of the site access, namely the Church Road/Elm Grove staggered crossroads, to ensure that the development would not result in a severe impact. It is noted that the applicant has undertaken standalone modelling for the junction within the TA which is addressed below.

Committed Developments:

The committed developments used within the model are laid out within the TA. No background traffic growth has been assumed within the model as it is considered that the traffic growth from the committed developments and emerging local plan allocations would account for this.

Emerging Allocations:

The emerging local plan allocations included in the model are laid out within the TA. The addition of the traffic from emerging allocations was added to the

2036 Baseline Model to create the 2036 Do Minimum. No mitigation measures were added to the Do Minimum scenario.

Rook Farm Paramics Model Run

As noted above, a revised run of the Paramics model has been undertaken which takes access to the Rook Farm development from St Mary's Road. Appendix 2 of the TA contains the SYSTRA note which assesses the revised access location. Journey time comparisons were undertaken for routes south of the Havant Road/West Lane junction. It was assumed that routes north of this junction would not be impacted by the revised location of the site access.

The note demonstrates that moving the site access junction from Manor Road to St Mary's Road has a minimal impact on the journey times observed within the original model. The greatest journey time increase occurs in the PM peak hour on Havant Road which increases from 02:51 to 02:54, a journey time increase of 3 seconds. The modelling undertaken assumes that the signalised improvement scheme, identified through the Hayling Island TA, at the Mill Rythe Roundabout will be in place as part of the wider 'M1A' mitigation run in the model. No modelling has been undertaken for the Do Minimum scenario of the model run.

Table 6.5 of the TA identifies junction impact in percentage terms. The greatest percentage impact occurs at the St Mary's Road/Cherrywood Garden junction which increases by 22.8% in the AM peak hour. A percentage increase of 10.2% is also observed in the AM peak hour at the Church Road/Elm Grove/St Mary's Road junction. Further afield, the Havant Road/Church Road junction will experience a 2.5% traffic increase in the AM peak hour, 3.1% increase in the school peak and 3.8% increase in the PM peak hour.

Strategic Improvements:

It was agreed during pre-application discussions that a proportionate contribution would be sought towards mitigation works along the A3023 to mitigate its cumulative impact on this key corridor. However, the mechanism and amount has not yet been agreed. Whilst the proposals by the applicant are noted, the Highway Authority request further discussions on this matter, specifically in relation as to how the cumulative impact at the Manor Road roundabout and the A27 Langstone Roundabout.

It also important to note that the Local Plan position has been updated since the pre-application response with the Inspector highlighting the need to assess network operation during the seasonal peak hours. To date this work is still outstanding. It is also key to note that there are a number of other significant applications in the area which should be considered holistically. That being the following applications:

- St Mary's Road application,
- Fathoms Reach;
- The Oysters site; and

- Saltmarsh Lane

Therefore, it is being requested that the cumulative impact be assessed through local modelling for all of these sites considering all current applications as committed development. Given the sensitivity of the corridor and the strategic network requirements, modelling should be undertaken for a 10-year forecast period from year of opening to a 2036 forecast year, to comply with the strategic modelling carried out for Hayling Island, the following scenarios should therefore be assessed for the traditional and seasonal peaks:

- Baseline existing layouts (year of opening - 2024);
- Baseline existing layouts (year of opening - 2024) + this development.
- Future year existing layouts (2036) + committed development;
- Future year existing layouts (2036) + committed development + this development; and
- Future year (2036) + committed development + development + improvement scheme.

The final modelling scenario is required to understand the operation of the roundabout with the signalised improvement scheme in place as identified within the Hayling Island Transport Assessment. Whilst the Paramics model has assessed the junction at a strategic level, the Highway Authority require Linsig modelling of the scheme to confirm that it will sufficiently accommodate the development when assessing the modelling at a more detailed level. To date, this work has not been undertaken and whilst some funding has been secured towards improvements along the A3023 improvement measures as a whole, specific funds have not yet been allocated to this scheme.

Whilst the Highway Authority have considered the package of improvements to the A3023 at a strategic level for the Local Plan there is no agreement that the measures at Manor Road roundabout are the most appropriate ones to manage traffic volumes and other user demands.

Junction Assessments

The applicant has undertaken additional junction modelling for the site access junction with St Mary's Road and the St Mary's Road/Elm Grove staggered crossroads. The outputs of the modelling are addressed below.

Proposed Site Access:

The maximum RFC value for the 2026 with development scenario is 0.26, suggesting that the proposed site access is able to operate within design capacity. However, there are comments raised above regarding engineering details which will need to be addressed to confirm that the junction can operate safely before the principle of the priority access onto St Mary's Road can be considered suitable.

Church Road / Elm Grove / St Mary's Road / Tournurbury Lane junction:

The maximum RFC value for the 2036 'with development' scenario is 0.46, with a queue of 0.8 PCU's. To confirm that the junction modelling undertaken is accurate, the applicant is required to provide the model file to the Highway Authority to undertake a detailed review.

Travel Plan

The Travel Plan has been reviewed and the following changes are required before the document can be considered acceptable.

The FTP should reference the Developer's policies on sustainable travel. If the Developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Prime Transport Planning would suffice.

A good range of measures is proposed in the Travel Plan. However, for a development of this scale, Hampshire County Council would expect a Sustainable Travel Voucher offered to each household and the costs to be added to the Action Plan.

There are currently no measures in place to encourage residents to complete a questionnaire survey. Entry into a prize draw could be offered to those who complete a survey, although it should be noted that the prize should not be travel-related (e.g., bus tickets, cycle vouchers, etc). A sample questionnaire survey should be provided in the appendices.

There should be a reference in the document to a means for enforcing the FTP. Typically, this is accomplished through a Section 106 agreement.

A commitment to pay HCC's monitoring and approval fees should be included in the FTP.

Recommendations

The Highway Authority require the following further information before a formal recommendation can be made:

- WCHAR to assess the pedestrian and cycle routes available to the development;
- Discussions with the Highway Authority regarding improvements around Mengham Infant School;
- Revised tracking to demonstrate that vehicles can utilise Church Road with the new crossing facilities in place. Widened southern refuge island on Church Road;
- Amendments to the refuge island on St Mary's Road to cross pedestrians in a safe location;
- Updated vehicle tracking to demonstrate that the site can be safely accessed;

- Further details regarding the proposed no dig construction to construct the footway on St Mary's Road;
- Investigate potential improvements to the southbound bus stop;
- Confirmation regarding the use of Rook Farm Way for emergency access;
- Amendments to the site access;
- Modelling for the Mill Rythe Roundabout;
- Assessment of the seasonal peak hours on Hayling Island;
- Further discussions with the Highway Authority regarding mitigation towards the measures identified within the Hayling Island TA;
- Provision of the junction modelling file for the St Mary's Road/Elm Grove staggered crossroads; and
- Amendments to the Travel Plan.

I trust that the above is clear; however, should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above. If you are minded to determine the application prior to receiving additional information, please let me know so that highway reasons for refusal can be provided.

Yours faithfully,

Ben Clifton – Strategic Transport Manager.