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Date 29 March 2022

My reference 035784
Your reference APP/21/00399
Email havantdc@hants.gov.uk

Dear Sirs,

Land at Waterloo Park, Elettra Avenue, Waterlooville

Full application for erection of discount foodstore, drive through coffee shop and drive-through restaurant with associated car parking, service yard, landscaping, means of access and associated infrastructure

Thank you for reconsulting the Highway Authority on the above planning application.

The Highway Authority previously provided a response dated 20th August 2021 requesting the following further information from the applicant:

- Further information regarding the pedestrian/cycle links;
- Amendments to the site access;
- Further information regarding the vehicular distribution;
- Amendments to the junction modelling;
- An improvement scheme which mitigates the impact of development traffic at the Hambledon Road/Milton Road Roundabout; and
- Amendments to the Travel Plan.

To address the points raised within this response, the applicant has produced two technical notes. Following a review of this additional information, the Highway Authority wish to make the following comments.

Accessibility

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

The Highway Authority's previous response requested further details regarding the proposed pedestrian and cycle improvements, namely:

- Stage 1 Road Safety Audit of the widened link to the south of McDonalds to cater for cyclists;
- Provision of pedestrian visibility splays at the new crossing points on Waterberry Drive and Elettra Avenue; and
- Investigation into extending the existing facilities to cater for cyclists approaching the site from the north.

As agreed through the outline planning permission, the applicant is required to implement a widening scheme to the existing footway to the south of McDonalds to cater for cyclists. Whilst a scheme was tabled within the original TA, the Highway Authority raised concerns with the interactions between the McDonalds site access and shared use path and requested a Stage 1 RSA.

The applicant has subsequently undertaken an RSA1 which is presented within Appendix B. It is noted that the auditors also raised concern with the lack of transition between the new shared use path and Elettra Avenue, recommending that an appropriate tie in is provided. In response, an amended scheme has been presented within drawing number 19235-08-GA03 Rev I which provides a dropped kerb at the end of the path, cycle path markings and a note that parking will be discouraged within the stub.

Having reviewed the proposals, the Highway Authority consider that the path should be widened directly to the east of the turning head to allow for a greater area for cyclists to join the path heading eastbound or to egress onto Elettra Avenue when heading westbound. The widening should be supported by the provision of hatching or 'keep clear' markings to prevent parking within the stub. The cycle markings proposed to be on carriageway should be removed. These measures will help to provide cyclists with an area to join and exit the path given the presence of parked cars in the stub. A revised plan should be produced to confirm that this arrangement can be accommodated.

In response to the Highway Authority's request, visibility splays have been provided in drawing number 19325-08-GA-Rev J. Whilst it is noted that the splays are generally acceptable, the new dropped kerb/tactile paving crossing provided to the east of Waterberry Drive result in splays which may be obstructed by trees and in some cases slightly infringe on parking bays. The existing vegetation is also noted to block the existing sight lines (a point acknowledged by the auditor); however, vegetation clearance will take place with replacement planting kept to low level species to ensure the splays remain clear. An appropriate condition will be required to ensure that the splays remain clear in perpetuity with planting no greater than 0.6m.

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Comments were also raised regarding permeability into the site for cyclists, particularly those approaching from the north. It was noted that there are existing facilities which could be extended to cater for this desire line into the site. In response, the applicant has presented a widening scheme in drawing number 19325-08-GA02-Rev J which would widen the existing path to 3m around the bend to the northwest of the Lidl store, catering for shared use provision. When heading southbound towards the development, the new shared use provision stops abruptly and does not connect into any wider cycle infrastructure. The shared use path should therefore be extended, with appropriate crossing facilities or a tie in provided to ensure cyclists are suitably catered for. The existing crossing on Elettra Avenue will also need to be widened to cater for cyclist movements heading north/south and south/north to and from the development.

Following amendments to the internal layout and the realignment of car parking bays, the pedestrian route through the site is in line with the proposed pedestrian island on Elettra Avenue, south of the site access. The route is considered acceptable and should be suitably secured via planning condition.

The following issues were also raised in the RSA1 by the auditor:

- Existing signposts restrict available visibility from the new crossing point on Elettra Avenue. The signpost should be repositioned or the footway re-routed to avoid the infrastructure.
- The hatched area adjacent to the new pedestrian island on Elettra Avenue could encourage pedestrians to wait in the markings, resulting in accidents. It is recommended that the hatching is removed.
- It is recommended that a pedestrian island is included at the crossing point to the south of the access to avoid pedestrian related safety issues.

The TN notes that a designer's response has been provided and the points accepted, but it has not been appended to the document. To confirm that the auditor considers the revisions to the proposals to be suitable, the Highway Authority request sight of the designer's response.

To ensure that measures previously agreed under the outline planning permission are suitably secured should the outline application not move forward, the Highway Authority expect the S106 measures to be replicated as part of the current full planning application. The Highway Authority is happy to engage in conversations with HBC over how this should be re-secured.

Site Access

The Highway Authority's previous response required amendments to the access and

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roundabout design to avoid creating a safety concern caused by poor lane discipline on the approach to the Elettra Avenue roundabout.

The applicant has subsequently updated the access proposals in drawing number 19235-08-GA Rev J which incorporates a direct taper from the roundabout in accordance with DMRB CD116, as suggested. Through the S278 design check process, roundabout signage and road markings should be considered to reinforce traffic movements and ensure safety. Furthermore, consideration will need to be given to the shape of the pedestrian island and the associated hatching to reduce potential pedestrian crossing issues, taking account of the safety auditor's comments noted above.

To inform visibility splay requirements from the site access, speed surveys have been undertaken. The 85th percentile speeds of 25mph southbound and 24.5mph northbound result in visibility requirements of 33m which has been amended in the drawings.

Junction modelling has been undertaken for the site access to forecast the future operation of the right turn lane. The modelling demonstrates that within the AM, PM and Saturday Peak hours, the junction will operate at a maximum RFC of 0.482 (Saturday Peak) with a max queue length of 1 vehicle. The right turn facilities are therefore considered suitable for accommodating development flows into the site.

The tracking undertaken in drawing number 19235-13 indicates that a delivery vehicle servicing the costa drive thru would overhang the drive thru access when entering the site. Whilst an infrequent movement, the Highway Authority are concerned that the alignment could limit two-way movements through the site access and internal roads. Tracking should be provided for two cars passing concurrently to confirm that the proposed access and road width is suitable for catering for day-to-day movements. If a suitable tracking arrangement cannot be achieved a service management plan should be secured through condition to appropriately manage deliveries to the site to be undertaken outside of the hours of trading.

Internal Layout

The northern block of parking spaces serving the food store have been amended to ensure that all parking bays can now be accessed. The revised design is now considered suitable, subject to the provision of additional tracking (as noted above).

Car Parking

The amendments to the layout of the car park result in a reduction in car parking spaces from 178 to 170. In their capacity as local parking authority, Havant Borough Council should confirm that the revised quantum of parking still meets adopted parking standards.

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It is noted that the applicant is willing to offer money towards a TRO to restrict overspill parking on Elettra Avenue should the level of parking prove insufficient. An appropriate S106 obligation will therefore be required to secure the £6,000 TRO contribution.

Trip Distribution

In response to the Highway Authority's previous comments requesting a more representative assumption for traffic distribution to the site, the applicant has undertaken a sensitivity test which assumes a greater level of traffic approaching from the Hambledon Road (N) arm. An additional 30 trips have been added to the arm for inbound and outbound movements, representing a 100% increase on the previous TA assumptions, which is considered acceptable. The applicant has provided a separate junction modelling note which assess the implications of the revised distribution and the comments raised in the Highway Authority's previous response concerning the Hambledon Road/Elettra Avenue roundabout.

Traffic Impact

To inform the revised junction modelling, updated traffic surveys have been undertaken at the Hambledon Road/Elettra Avenue Roundabout in September 2021. It is acknowledged that traffic flows in the Havant area were generally back up to pre-Covid levels at this time. TEMPRO growth rates have been applied to the updated surveys to forecast the roundabout's operation to 2026 with the addition of the development flows.

Junction Modelling

A detailed review of the Hambledon Road Appraisal document has been undertaken to review whether the outputs of the modelling can be considered accurate.

Hambledon Road/Elettra Avenue Roundabout – Existing Layout:

It has been noted that the geometry and modelling parameters still appear to overestimate the available approach half width and entry width to the roundabout. The model will need to be revised to reflect the following inputs:

Geometric Measurement	Approach Half Width		Entry Width	
	DTA Model	HCC Review	DTA Model	HCC Review
Milton Road (E)	3.4	3.0	4.5	4
Hambledon Road (S)	7.3	6.4	8.0	7.7
Elettra Avenue (W)	3.6	3.0	7.7	7.1
Hambledon Road (N)	N/A	N/A	7.9	7.5

Changes to the parameters noted above may also require amendments to the effective flare length. It has also been noted that a 'one-hour' 90- minute profile for demand has

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been used on all data sets while the AM Peak has been modelled using 'direct' entry profile for 2-hour period additionally, although the reasoning for this is unclear – clarity is sought on this point. The pedestrian signals near the roundabout should also be factored into the model to understand the impact on queueing at the roundabout.

The traffic demand entered into the model matches the traffic flow diagrams provided for the AM peak hour. However, the following issues have been noted within the review:

- HV percentages in the model do not match the values provided in the TA for all AM peak demand sets and demand sets D5 and D11 of the PM peak.
- The traffic demand for each 15-minute interval used in the DIRECT flow scenarios in the model is not provided in the report and need to be clarified.
- Except for the base year, not all scenarios are tested consistently using both ONE HOUR and DIRECT profile and some scenario years it is either one of the two profile types. The following demand sets have not been modelled and no clarification has been provided:
 - 2026 base + com dev, AM – ONE HOUR;
 - 2026 base + com dev + Dev, AM – ONE HOUR;
 - 2021 base, SAT-DIRECT;
 - 2026 base + com dev + dev, PM-DIRECT;
 - 2026 base + com dev + dev, SAT-DIRECT;
 - 2026 base + com dev, PM-DIRECT; and
 - 2026 base + com dev, SAT-DIRECT.

Hambledon Road/Elettra Avenue Roundabout – Lane Simulation:

As noted above, the half width and entry width parameters need to be updated and the model re-run to match with the existing layout model. The following issues have also been picked up:

- The existing lane destination marking on offside lane of Hambledon Road (S) is marked for right turn only towards Milton Lane (E), but it is modelled as ahead and right which needs to be corrected.
- It is also noted that limited Storage of 3 PCU on Elettra Avenue (W) is underestimated, the reason for which is not mentioned in the TA.

As with the existing layout, the HV percentages, provision of the DIRECT flow scenarios and the modelling of all demand sets will need to be replicated in the lane simulation modelling.

Hambledon Road/Elettra Avenue Roundabout – With Mitigation:

The geometric and modelling parameters have been reviewed and it is noted that there are discrepancies in the approach half width and entry widths:

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Geometric Measurement	Approach Half Width		Entry Width	
	DTA Model	HCC Review	DTA Model	HCC Review
Milton Road (E)	3.4	3.0	N/A	N/A
Hambledon Road (S)	N/A	N/A	N/A	N/A
Elettra Avenue (W)	3.6	5.7	N/A	N/A
Hambledon Road (N)	N/A	N/A	7.9	7.1

It is also noted that on Elettra Avenue (W), the approach width could be considered of two lanes instead of single lane as to get the correct flare length (measured as 5.8m approximately). On Milton Road (E) the measured value is approximately 8.0m whereas in model effective flare of 12m is provided. Effective flare length needs to be re-measured and updated after making necessary corrections for entry width and approach half width.

As noted above, the HV percentages, provision of the DIRECT flow scenarios and the modelling of all demand sets will need to be replicated in the lane simulation modelling.

Hambledon Road/Elettra Avenue Roundabout – Lane Simulation with Mitigation:

The following issues have been picked up within the modelling:

- The mitigation layout drawing with additional lane on Elettra Avenue Arm (W) and Milton Road (E) does not show any lane destination markings which needs to be clarified for modelling appropriately.
- The mitigation drawings show 3 lanes on Elettra Avenue Arm (W), meanwhile the model shows only 2 lanes. Each of the 3 lanes are expected to be used for left, ahead and right turn movements respectively and needs updating. The storage length in model also needs updating along with the change in arrangement to 3 lanes at give way line.
- It is expected that nearside lane of Milton Road (E) arm will be used for left turn and ahead, while the off-side lane will be used for right turn only towards Hambledon Road (N). The stacking capacity of the short lane also needs amendment as the flare appears to be long enough to accommodate only 2 PCU's instead of 3 PCU's currently.
- The lane destination marking on offside lane of Hambledon Road (S) is marked for right turn only towards Milton Road, but it is modelled as ahead and right which needs to be corrected.

The HV percentages and the modelling of the demand sets identified above need to also be provided.

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Once the revisions noted above have been made to the junction model, the Highway Authority will be in a position to review the detailed modelling outputs and the associated development impact.

Travel Plan

It is agreed that the Framework Travel Plan approved under the consented outline permission should tally with the travel plan submitted as part of the current, full application.

Recommendation

The Highway Authority require additional information to address a number of outstanding queries with the application.

- Provision of the designer's response to the safety audit;
- Provision of two-way tracking through the site access and internal site layout;
- Amendments to the new shared use link south of McDonalds and north west of Lidl; and
- Updates to the junction modelling.

I trust that the above is clear; however, should you have any queries, please feel free to contact Chris Hirst on the number noted above.

Yours Sincerely,

Gemma McCart – Transport Team Leader

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