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<i>Date</i>	24 th November 2021	<i>Email</i>	Chris.Hirst@hants.gov.uk

For the attention of L Oliver

Land to the west of B&Q, Purbrook Way, Havant

Erection of retail foodstore with associated car parking, access, landscaping and engineering works.

Thank you for re-consulting the Highway Authority on the above planning application.

Further to the Highway Authority's responses dated 8th March 2021, 27th May 2021, and 6th October 2021, the latter of which recommended refusal, the applicant has provided a revised improvement scheme for the eastern A3(M) Junction 4 roundabout, along with associated modelling outputs and revised tracking drawings.

The Highway Authority have considered the latest scheme against the previous proposal and wish to make the following comments.

Previous Mitigation Proposal

To address the capacity concerns on the B&Q (northern) arm of the A3(M) J4 eastern roundabout following the implementation of the proposed Lidl store, the applicant previously set out an improvement scheme which consisted of the following measures:

- Widening of the B&Q egress to two lanes (6m entry width), with a subsequent increase from 4.8m to 7.3m in the pedestrian/cyclist crossing distance;
- Full width speed humps on the junction approach to reduce vehicle speeds;
- Vegetation clearance to improve pedestrian and cyclist visibility; and

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

- Provision of tactile paving at the crossing.

The Highway Authority objected to the proposed improvement on the basis that the scheme would result in an unacceptable impact on highway safety, specifically for vulnerable road users. Without the provision of a scheme to mitigate the impact of the additional vehicular traffic, the development would also have a severe impact on the local highway network, which is contrary to NPPF Paragraph 111.

Revised Mitigation Proposal

Further to the comments raised within the Highway Authority's response dated 6th October, the applicant has produced a revised mitigation scheme, consisting of the following amendment:

- Two lane entry onto the roundabout from the B&Q arm with a reduced crossing distance from 7.3m to 5.9m, achieved via amendments to the eastern kerbline.

Alongside the two-lane entry, the applicant will provide the aforementioned full road width road humps, vegetation clearance and tactile paving.

The latest scheme has been reviewed in detail, including the County Council's internal safety auditors and engineers, to assess the potential improvement afforded when compared to the previous scheme. The Highway Authority acknowledge that the scheme would offer some improvement by improving the visibility for pedestrians and cyclists in accordance with HCC TG3 and reducing vehicle speeds on the junction approach via the introduction of full road width speed humps. As per LTN 1/07, it is considered that the speed humps are sufficient for providing the 6mph speed reduction required to achieve the speed reduction required for the 28m 'Y' distance visibility. It is also acknowledged that the scheme has been the subject of an independent Stage 1 safety audit which has not raised crossing two lanes as an issue within the audit report.

However, by introducing an additional lane, the Highway Authority remain concerned that the scheme is less attractive for pedestrians and cyclists and will increase severance along the route which has been identified in Hampshire County Council's Local Cycling and Walking Infrastructure Plan (LCWIP) as one of the key routes for vulnerable road users in the area. The scheme is also contrary to the wider position set out in HCC's emerging LTP4 policy and LTN 1/20 which seeks to prioritise the movement of pedestrians and cyclists at junctions. Whilst the improvement scheme meets the vehicular capacity requirements, it does not meet the wider emerging policy position, reaffirmed through the climate emergency, which seeks to encourage pedestrian and cycle movements via revised junction and infrastructure design.

To offset the increased severance and to ensure the development mitigates its impact upon sustainable modes, the Highway Authority consider it necessary for a contribution towards pedestrian and cycle improvements along Purbrook Way to be secured. The contribution value has been specifically calculated based on the percentage of traffic flow increase across the B&Q arm of the

roundabout to represent the proportionate cost of the identified LCWIP improvement for this corridor. This is therefore considered a fair and reasonable response to address the development's impact on pedestrians and cyclists in line with the costs associated with the LCWIP schemes identified in the vicinity of the proposed development. The Highway Authority require a contribution payment of £202,000 towards sustainable travel improvements on Purbrook Way to ensure that the route remains safe and attractive to all users.

In specific relation to the design, should the proposals be approved, it should be noted that the Highway Authority have raised the potential for the tactile paving to be relocated to further improve the visibility available at the junction. The kerblin adjustment to the north of Purbrook Way may also need to be altered to improve the tracking movements of vehicles travelling around the circulatory of the roundabout. It is considered that these are detailed design matters which can be addressed during the Section 278 stage.

Junction Modelling

The applicant has undertaken revised junction modelling incorporating the latest improvement scheme.

Under the 2025 + committed development + development scenario, the B&Q arm of the roundabout is forecast to operate with a Ratio to Flow Capacity (RFC) of 0.45 in the AM peak hour, 0.64 in the PM peak hour and 0.73 in the Saturday peak. The B&Q approach is therefore forecast to operate within design capacity in the future year scenario with the development and associated improvement scheme.

The Highway Authority has undertaken a detailed reviewing of the modelling and whilst it is noted that there are further changes before the model could be considered acceptable on the Purbrook Way approaches, the review has confirmed that the improvement scheme on the B&Q arm provides the stated capacity benefits. The Highway Authority has also acknowledged that capacity concerns across the wider roundabout are as a result of background growth and committed development and are therefore not attributed to this development.

Recommendation

Subject to the above contribution requirement, the previous reasons for refusal have been overcome. The Highway Authority therefore recommends no objection, subject to the following conditions and S106 obligations.

S106

- Prior to commencement of development to enter into a Highways agreement for the pedestrian and cycle link as shown indicatively on drawing number AD 110 Rev C. To implement the pedestrian and cycle link to the Highway Authority's satisfaction prior to occupation of development.
- Prior to commencement of development, to enter into a Highways agreement for the A3(M) J4 improvements as detailed in drawing number B/LIDL PURBROOKWAY2.1/06 Rev H. To implement the

improvement works to the satisfaction of the Highway Authority prior to occupation of development.

- Prior to occupation of development, to pay the pedestrian and cycle contribution of £202,000.
- Payment of the Travel Plan approval and monitoring fees along with the bond.

Conditions

A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason: In the interest of highway safety

Yours Sincerely,

Gemma McCart – Transport Team Leader