

APPENDIX A Pre-App TA Scoping Note and HCC Response



Land South of Lower Road, Bedhampton (Phase 2)

Transport Assessment Scope

Client: Bargate Homes

i-Transport Ref: SJ/BC/ITB12174-011 R

Date: 22 February 2021

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Quality Management

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Contents

SECTION 1	Introduction	1
SECTION 2	Transport Policy Considerations	3
SECTION 3	Existing Transport Conditions	4
SECTION 4	Development Proposal	11
SECTION 5	Trip Generation, Distribution and Assignment	14
SECTION 6	Traffic Impact and Capacity Assessments	18
SECTION 7	Summary	20

Figures

FIGURE 1.1	Site Location Plan
FIGURE 3.1	Accessibility Plan

Drawings

ITB12174-GA-002	Phase 1 Site Access with Lower Road
ITB12174-GA-007	Phase 1 Potential Improvement Scheme Along Bidbury Lane

Appendices

APPENDIX A	Indicative Site Layout
APPENDIX B	TRICS Output

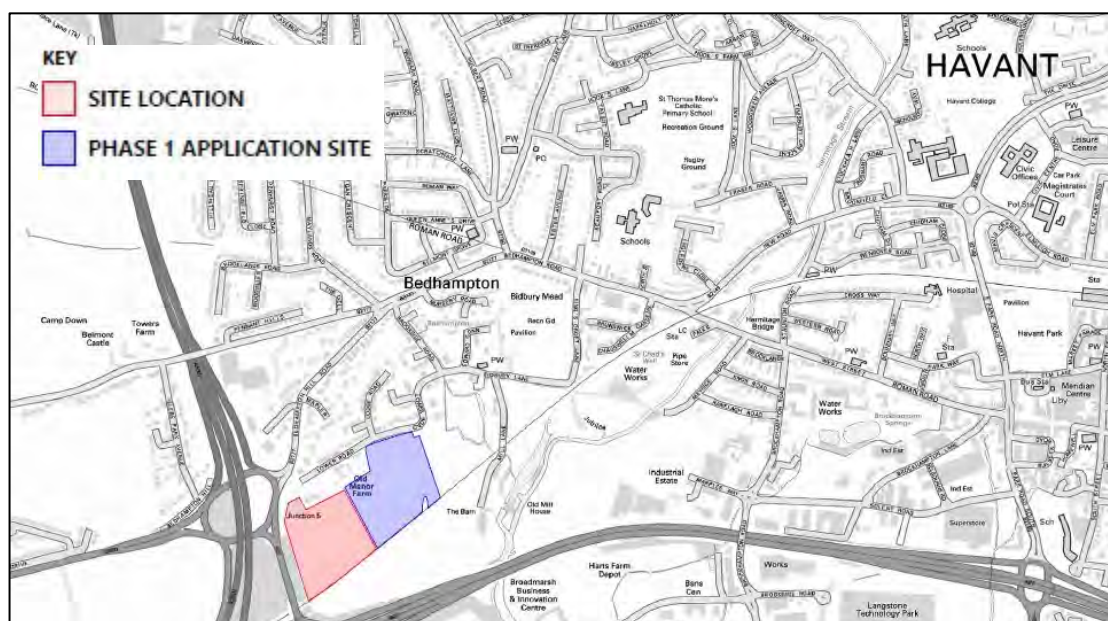
SECTION 1 Introduction

1.1 Background and Site Location

1.1.1 Bargate Homes has appointed i-Transport LLP to provide highways and transportation advice, in relation to its proposals for redeveloping its Land South of Lower Road, Bedhampton, within the Havant Borough Council area of Hampshire. The land is the second phase of development, with access proposed through the first phase onto Lower Road¹.

1.1.2 The site is located to the south of Lower Road, on the southern edge of Bedhampton. The site is bound by Old Manor Farm, a commercial premises and residential units to the north, the A27 to the west separated by trees and vegetation, a railway line (South Western Portsmouth Direct Line & Southern West Coastway Line) to the immediate south and the first phase of development to the east. A site location plan is included in **Figure 1.1**.

Figure 1.1: Site Location



Source: i-Transport LLP

1.1.3 The proposal includes circa 70 residential dwellings.

1.1.4 This report has been prepared to detail the scope of a Transport Assessment (TA).

¹ At the time of writing the decision on APP/19/00427 by PINS under Appeal APP/X1735/W/203259067 is awaited following a Public Inquiry in February 2021

1.1.5 The Local Planning Authority is Havant Borough Council (HBC), and the Local Highway Authority is Hampshire County Council (HCC).

1.2 Report Structure

1.2.1 Following this introductory section, the remainder of this TA Scope is structured as follows:

- Section 2 sets out the transport policy considerations;
- Section 3 sets out the existing transport conditions surrounding the site and local facilities;
- Section 4 details the proposed development proposal;
- Section 5 provides the proposed trip generation and traffic distribution methodologies;
- Section 6 presents the proposed methodology for traffic impact and capacity assessments; and
- Section 7 summarises the proposed scope of the Transport Assessment.

SECTION 2 **Transport Policy Considerations**

2.1.1 The TA will provide a broad review of national and local transport policy guidance, notably:

- The National Planning Policy Framework (NPPF) (February 2019);
- The National Planning Policy Guidance;
- Hampshire County Council's Local Transport Plan (2011-2031);
- Havant Borough Council's Parking Standards Supplementary Planning Document (July 2016);
- Havant Borough Council's Local Plan (2011-2026); and
- Havant Borough Council's Pre-Submission Local Plan (2018-2036).

2.1.2 Officers are asked to confirm whether any additional policy or guidance documents need to be considered.

SECTION 3 Existing Transport Conditions

3.1 Walking and Cycling

- 3.1.1 The site is located to the south of Lower Road, on the southern edge of Bedhampton. To the immediate east the site is bound by the first phase of development (50 homes) through which access is achieved from Lower Road.
- 3.1.2 As established in the first phase of development the surrounding area is conducive to walking and cycling.
- 3.1.3 Lower Road to the north of the site leads north eastwards where it connects with Brookside Road northwards to the junction with Bedhampton Road. This leads east to local bus stops (served by up to ten buses an hour), Bedhampton centre and Bedhampton rail station.
- 3.1.4 North of the site Lower Road intersects with Lodge Road, a residential cul-de-sac. A public footpath (FP107) links Lodge Road and Bedhampton Road northwards. The public footpath is lit and hard-surfaced.
- 3.1.5 Lower Road is lit and subject to a 30mph speed limit, it primarily has a footway on one side of the street, although there are two short sections near the site where it is a shared space for all users.
- 3.1.6 As part of the first phase of development a new footway will be provided through the site to Lodge Road and the existing footway on Lower Road.
- 3.1.7 Lower Road provides a cycle connection to the National Cycle Route Network (NCN 22) at the 'Rusty Cutter' roundabout, Lower Road is also part of the HBC formal cycle network, with other local roads also identified as being suitable for cycling. The road network is subject to a 30mph speed limit and is lightly trafficked making it safe and convenient for cycling.

Routes to School

3.1.8 As part of the Phase 1 planning application a Routes to School Audit was undertaken. To satisfy HCC previous concerns a scheme was prepared which shows:

- A potential footway connection on Lower Road (at the Lower Road / Brookside Road / Bidbury Lane junction) along with a short length of footway and tactile paving on the north and south side of the road;
- A potential widening of the footway on the south side of Lower Road / Bidbury Lane tying back into the existing footway on Bidbury Lane;
- A potential localised kerb re-alignment at the bottom of the path leading from Bidbury Lane through to Bedhampton Road to provide improved visibility for pedestrians on their home bound journey in the traffic direction; and
- The potential introduction of tactile paving at the junction of Bedhampton Road and Kings Croft Lane.

3.1.9 The above improvement works scheme is shown in drawing **ITB12174-GA-007**. The applicant agreed to make a financial contribution (£23,489) under Section 106 which would allow HCC to bring the works (or a variation of them) forward as part of the first phase of development.

3.2 **Public Transport**

Bus

3.2.1 The closest bus stops to the site are located on Bedhampton Road to the north. **Table 3.1** below provides a summary of the routes and their frequencies.

Table 3.1: Local Bus Services

Closest Bus Stop	Service	Route (Operator)	Service Details		
			Mon-Fri	Sat	Sun
Bedhampton adj. Nursery Road	21	Stagecoach Portsmouth (Havant – Portsmouth)	Every 30 mins, first bus to Portsmouth at 05:47, last bus from Portsmouth at 23:07. First bus to Havant at 05:51, last bus from Havant at 21:00.	Every 30 mins, first bus to Portsmouth at 06:37, last bus from Portsmouth at 23:07. First bus to Havant at 06:53, last bus from Havant at 21:00.	Every hour, first bus to Portsmouth at 07:54, last bus from Portsmouth at 21:45. First bus to Havant at 07:54, last bus from Havant at 19:30.
	23	Stagecoach Portsmouth (Leigh Park – Southsea)	Every 15-30 mins, first bus to Southsea at 05:21, last bus from Southsea at 22:45. First bus to Leigh Park at 05:57, last bus from Leigh Park at 21:55.	Every 15-30mins, first bus to Southsea at 06:33, last bus from Southsea at 22:45. First bus to Leigh Park at 07:07, last bus from Leigh Park at 21:55.	Every 20-30mins, first bus to Southsea at 07:30, last bus from Southsea at 21:25. First bus to Leigh Park at 08:14, last bus from Leigh Park at 21:05.

Source: Traveline South East (January 2021, Covid-19 amended)

- 3.2.2 It can be seen from the table above that the site is very well served by bus with numbers 21 and 23 calling at the stops on Bedhampton Road (approx. 700m or less than a ten-minute walk) from the centre of the site providing a ‘turn up and go’ level of service. The bus stops provide up to six services per hour to destinations including Portsmouth, Havant and Southsea.

Rail

- 3.2.3 The nearest station to the proposed development site is Bedhampton Rail Station. It is located approximately 1.4km northeast of the proposed site and can be reached in 4 minutes by cycling or approximately 17 minutes by walking. The station includes cycling parking with the capacity for 20 bicycles.
- 3.2.4 **Table 3.2** below provides a summary of the services from Bedhampton rail station, including their typical frequency and journey time during both peak and off-peak periods.

Table 3.2: Rail Services

Train Station	Destination	Frequency		Average Journey Duration
		Peak	Off-Peak	
Bedhampton	Portsmouth Harbour	2 services per hour	1 service per hour	20 mins
	Portsmouth & Southsea	2 services per hour	1 service per hour	15 mins
	Chichester	2 services per hour	1 service per hour	23 mins
	London Waterloo	2 services per hour	1 services per hour	99 mins

Source: National Rail (as of February 2021, Covid-19 amended)

- 3.2.5 The table above demonstrates that Bedhampton Station is served by frequent rail services to major destinations such as London, Portsmouth and Chichester.

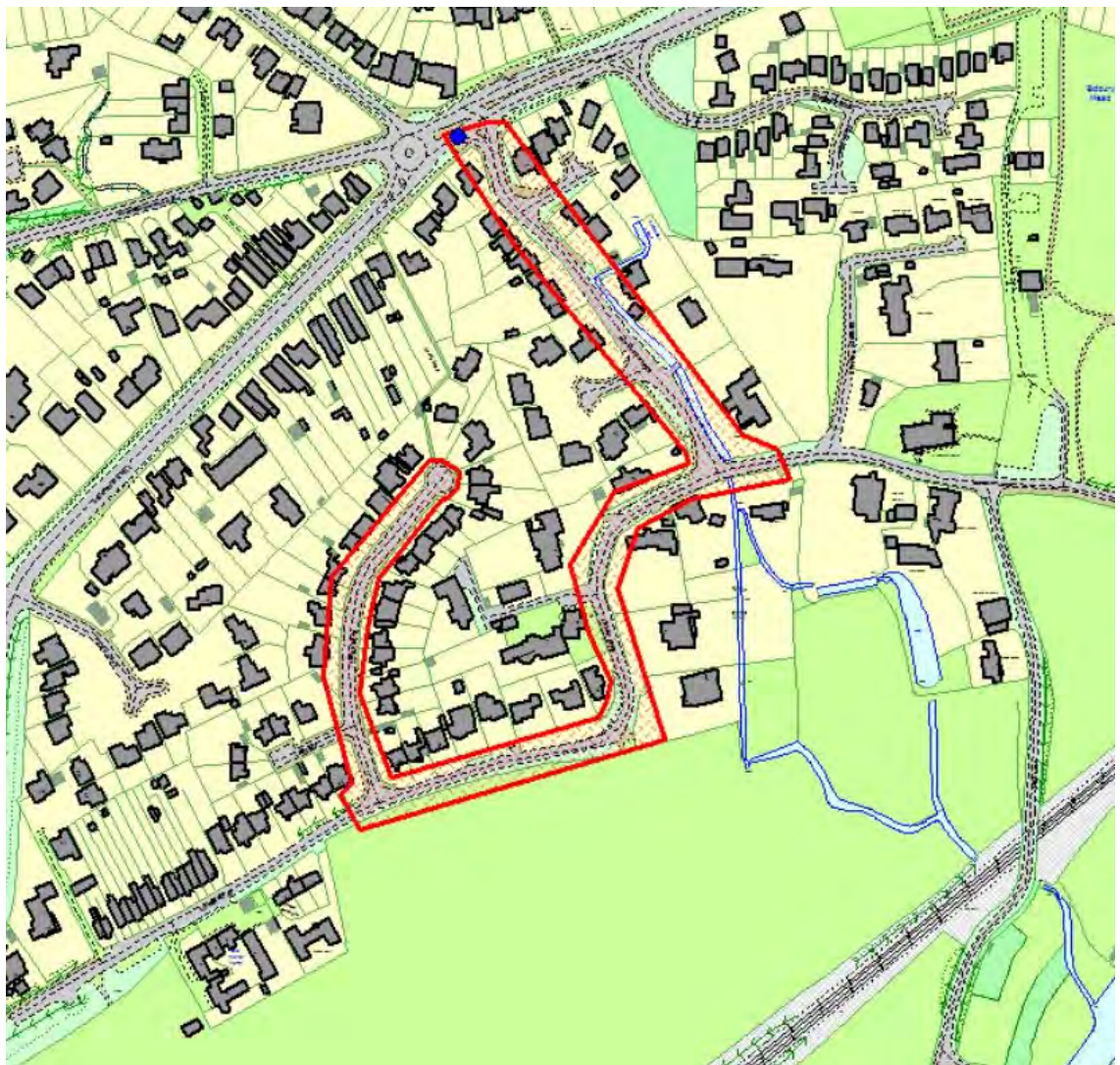
3.3 Local Highway Network

- 3.3.1 Access to the site will be from the east through the first development parcel north via Lower Road which is a street lit two-way carriageway with a 30mph speed limit.
- 3.3.2 Automatic Traffic Count surveys were undertaken in two locations, one on Lower Road and one on Bidbury Lane to establish the baseline traffic volume and speeds, these were undertaken in September and October 2016.
- 3.3.3 Manual Classified Counts were undertaken at the junction of Brookside Road/Bedhampton Road, and the Bedhampton Road/Bedhampton Hill/Maylands Road roundabout on Wednesday 10 May 2017 and recorded morning and evening peak period traffic flows.
- 3.3.4 Due to the restrictions of the global pandemic and the affect it has had temporarily on travel, in particular traffic flows, the above traffic surveys (undertaken pre-Covid 19) are proposed to be used for assessment purposes. It noted that this data was agreed for use by HCC for the November 2020 "amended phase 1" application and there is no reason why this position should be altered, but HCC are requested to confirm that it is agreed.

3.4 Road Safety Review

- 3.4.1 In order to review the number of accidents recorded in the vicinity of the site, detailed Personal Injury Accident (PIA) data will be obtained from Hampshire Constabulary for the latest five-year period available. The proposed accident study area is shown in **Image 3.1** and encompasses the local highway network in the vicinity of the site, including Bedhampton Road, the site frontage and other residential roads.

Image 3.1: Accident Study Area



3.5 Local Facilities and Services

- 3.5.1 The facilities and key destinations within an 800m 'comfortable', 2km (1.2 miles) 'reasonable' and a 3.2km (2 miles) 'maximum' walking distance and an 8km (5 miles) 'reasonable' cycle distance of the site are shown on **Figure 3.1**. The respective distances are shown on **Table 3.3**.

Table 3.3: Key Destinations and Local Facilities

Type of Facility	Destination	Approximate Distance from Site (m)	Walking Distance	Cycling Distance
Leisure	Beefeater Rusty Cutter Restaurant	900	✓✓	✓✓✓
	Imperial Palace Restaurant	950	✓✓	✓✓✓
	Bedhampton Mariners Cricket Club	850	✓✓	✓✓✓
	Havant Leisure Centre	2600	✓	✓✓✓
	Havant Rugby Football Club	1650	✓✓	✓✓✓
	The Swan Inn Restaurant	1700	✓✓	✓✓✓
	Havant Park	2700	✓	✓✓✓
	Recreation Ground	1200	✓✓	✓✓✓
Employment	Volvo Cars Havant	1300	✓✓	✓✓✓
	Industrial Estate	2500	✓	✓✓✓
	Langstone Technology Park	3000	✓	✓✓✓
	EndEavour Business Park	3100	✓	✓✓✓
	Havant Town Centre	2300	✓	✓✓✓
	Havant Industrial Estate	2200	✓	✓✓✓
Retail	Belmont Barber Shop	900	✓✓	✓✓✓
	Deep Blue Takeaway	1150	✓✓	✓✓✓
	Tesco Extra	2500	✓	✓✓✓
	Asda Superstore	2500	✓	✓✓✓
	Aldi	2300	✓	✓✓✓
	Havant Town Centre	2300	✓	✓✓✓
	Post Office	1300	✓✓	✓✓✓
	Convenience Store	1250	✓✓	✓✓✓
Education	Havant College	2100	✓	✓✓✓
	Trosnant Junior School	2400	✓	✓✓✓
	Bidbury Junior School	1650	✓✓	✓✓✓
	Bidbury Infant School	1650	✓✓	✓✓✓
	St Thomas More's Pre School	1700	✓✓	✓✓✓
	Barncroft Primary School	1900	✓✓	✓✓✓
	South Down College	3500	-	✓✓✓
	Bosmere Junior School	2900	✓	✓✓✓
Health	Rowlands Pharmacy	1150	✓✓	✓✓✓
	Damira Dental Care	2700	✓	✓✓✓
Others	St Thomas Church	700	✓✓✓	✓✓✓
	Saint Nicholas Church	1000	✓✓	✓✓✓
	Bedhampton Methodist Church	1300	✓✓	✓✓✓

Note to walking distance column: ✓✓✓ up to 800m distance and reasonable cycle distance, ✓✓ - 800m – 2km distance, ✓ 2km – 3.2km – “maximum” walking distance.

- 3.5.2 The table above identifies the key local destinations in the vicinity of the site and assesses the opportunity to access these facilities by non-car modes. It demonstrates that there is a range of facilities (retail, education, health, employment and leisure) within reasonable walking and cycling distance of the site, enabling future residents to access these facilities by non-car modes.
- 3.5.3 Portsmouth and Chichester city centres which offer further employment, retail, health and leisure services that can be reached by a short (approx. 20 minute) train journey respectively. Bedhampton railway station can be accessed on foot or by cycle and the Number 21 and 23 buses provide excellent bus access.

SECTION 4 Development Proposal

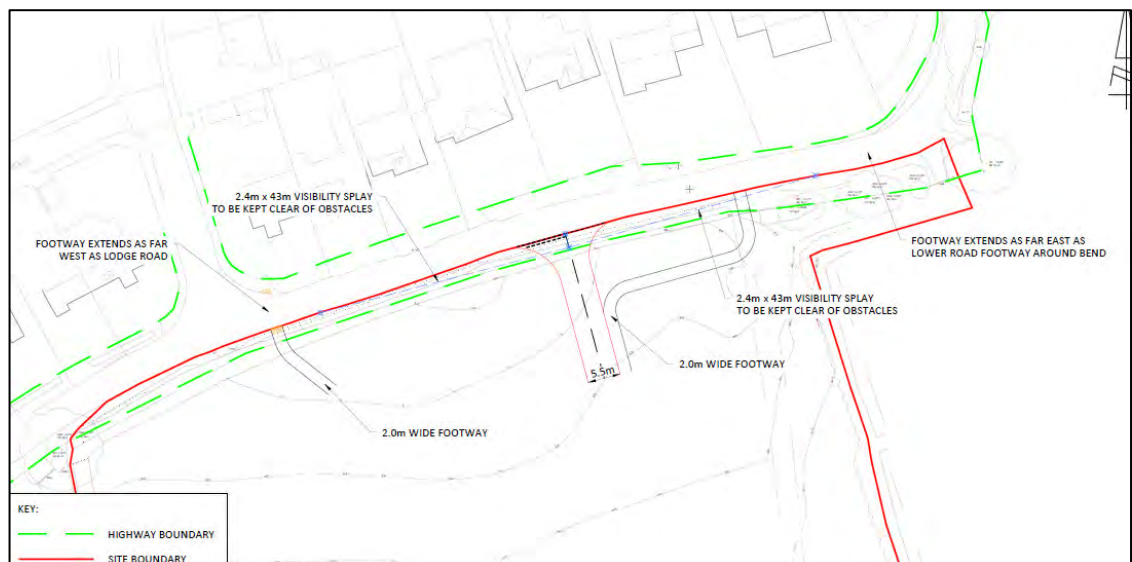
4.1 Proposal

- 4.1.1 The proposal comprises circa 70 residential dwellings (C3 Use Class) located west of the first phase of development (50 units). An indicative draft site layout is included in **Appendix A**, the site layout will be in outline and is subject to change.

4.2 Access Arrangements

- 4.2.1 It is proposed to provide safe and suitable site access for all users to the east of the site through the first phase of development, the indicative location is shown on the draft site layout in **Appendix A**. The site access will be an extension of the existing cul-de-sac, therefore no junction visibility splays required. The proposed access will be drawn in detail for the planning application, it is proposed to include a 5.5m wide shared space connecting to the phase 1 site layout, this will lead through to the southern side of Lower Road. Pedestrian and cycle access will be through the slow speed, low flow phase 1 layout. The site access connections with Lower Road are replicated in **Image 4.1** for reference.

Image 4.1: Phase 1 Site Access Arrangement



Source: i-Transport drawing ITB12174-GA-002.

4.3 Car and Cycle Parking Considerations

- 4.3.1 Car and cycle parking is proposed to be provided on the site in line with HBC standards.

4.4 Sustainable Travel

Residential Travel Plan

- 4.4.1 Given the number of residential units proposed, it is not intended that a Travel Plan is prepared to accompany the planning application submission. HCC are requested to confirm that this is agreed.

4.5 Pedestrian and Cycle Assessment of Lower Road

- 4.5.1 The Transport Statement for the first phase included an assessment of the current and future pedestrian and cycle usage, this included a four-day pedestrian and cycle survey of Lower Road. The same survey data is proposed to be used and a similar exercise undertaken to assess the impact of the second phase of development in terms of pedestrian, cycle and traffic flows along Lower Road, this will include the first phase as a cumulative scheme.

4.6 Potential Mitigation

- 4.6.1 Local residents formed a Rule Six party for the Phase 1 planning application Public Inquiry. One of their concerns was regarding the shared use sections of Lower Road between traffic and pedestrians. As part of the Phase 2 development, it is proposed to further investigate whether it is necessary to alleviate this concern by carefully assessing the increase in vehicle, pedestrian and cycle traffic.
- 4.6.2 It is the applicants view that it is unnecessary and inappropriate to bring forward physical changes to this part of Lower Road. However, the applicant does wish to work positively on this point and should there be support from HCC for the consideration of introducing some physical measures along Lower Road, then the applicant will carry out some feasibility design work. Initial ideas are detailed below:
- Mark out a pedestrian route circa 1.2m wide (same level as carriageway), remove the existing carriageway centre line markings and install either flush surface treatment or raised tables to further slow and warn drivers they are entering a different environment; or

- Within the shared section of Lower Road create a large either flush or raised table with different paving/finish (block paving or surface texture) to indicate a different environment and to slow vehicle speeds further; or
- Seek to provide a formal footway the width is which is governed by the need to provide a carriageway that enables two cars to pass on another; or
- Create a one-way shuttle working section on Lower Road with northbound traffic giving priority to southbound traffic, with pedestrians on a separate marked out route on the west side.

4.6.3 HCC's feedback on the applicants position and the above ideas is requested before further work is commissioned.

SECTION 5 Trip Generation, Distribution and Assignment

5.1 Trip Rates

5.1.1 As part of the Transport Assessment for the first phase of development the following trip rates were extracted from the TRICS database.

Table 5.1 – Phase 1 Trip Rates

Time	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate (Houses Privately Owned and Mix Affordable)	0.133	0.385	0.518	0.348	0.169	0.517

Source: i-Transport report ITB12174-012 R

5.1.2 The above agreed trip rates were based on the following sit reselection criteria:

- Mixed private/affordable housing only;
- Region – All regions except Greater London, Ireland, Scotland & Wales;
- Site size – Between 6 and 100 dwellings;
- Location – Edge of town area/Suburban area; and
- Survey days – Tuesday, Wednesday, and Thursdays.

5.1.3 Given the time that has lapsed since the original TRICS assessment was undertaken, a review of the latest version of TRICS database (version 7.7.4) with new survey sites has been undertaken using the same selection criteria for a comparison. The result of the new trip rate assessment is provided in **Table 5.2** below.

Table 5.2 – TRICS New Trip Rates

Time	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate (Houses Privately Owned and Mix Affordable)	0.129	0.387	0.516	0.336	0.181	0.517

Source: TRICS 7.7.4.

- 5.1.4 It can be seen in the above table that the trip rates extracted from the latest version of TRICS are very similar to that used in the first phase assessment. To ensure consistency, the trip rates used in the first phase TS are proposed to be used for the second phase of development, the TRICS output is included within **Appendix B**. The resultant development vehicle generation is presented in **Table 5.3**.

Table 5.3: Proposed Development Vehicular Trips

70 Dwellings	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	In	Out	Total	In	Out	Total
Vehicle Trips	9	27	36	24	12	36

Source: TRICS

- 5.1.5 The table above demonstrates that the development could generate circa 36 two-way trips in the AM and PM peak hours. This equates to a vehicle trip approximately every two minutes in both the morning and evening peak hours.

5.2 Traffic Distribution and Assignment

- 5.2.1 Traffic distribution and assignment for the Phase 1 development was based upon two separate methodologies to consider the destinations of commuting/business trips and other trip purposes. Using a combination of National Travel Survey data, Census data (for the Havant 018 MSOA) and a P/T2 gravity model (35 minute drive), it was possible to ascertain the likely distribution of vehicle trips from the development. Given the proximity of the proposed second phase and linking with the first, the same traffic distribution and assignment is proposed. The combined commuting/business trips and other trip purpose distribution is presented in **Table 5.4**.

Table 5.4: Trip Distribution and Assignment Assessment

Destination	Employment Trips %	Non-Commuter Trips %	All Combined Trips %
Bedhampton/Havant	10.24%	31.78%	42.02%
Portsmouth	12.20%	10.03%	22.23%
Waterlooville/Horndean	5.97%	5.96%	11.93%
Chichester	2.96%	0.41%	3.36%
Emsworth	0.87%	1.68%	2.55%
Hayling Island	1.13%	1.06%	2.19%
Fareham	1.22%	0.47%	1.69%
Gosport	0.87%	0.80%	1.67%
Portchester	0.41%	1.21%	1.62%
Petersfield	0.96%	0.60%	1.56%
Hamble/Bursledon/Salisbury Green	1.46%	0.09%	1.55%
Southampton	0.91%	-	0.91%
Eastleigh	0.81%	-	0.81%
Hedge End	0.20%	0.46%	0.67%
Winchester	0.54%	-	0.54%
Bordon	0.30%	0.24%	0.53%
London	0.41%	-	0.41%
Bishop's Waltham	0.26%	0.12%	0.38%
Midhurst	0.20%	0.08%	0.28%
Basingstoke/Hook	0.28%	-	0.28%
Arundel/Littlehampton	0.24%	-	0.24%
Farnborough/Aldershot/Camberley	0.22%	-	0.22%
Bracknell	0.18%	-	0.18%
Crawley/Horsham	0.18%	-	0.18%
Alton	0.17%	-	0.17%
Andover	0.13%	-	0.13%
Reigate/Dorking/Leatherhead/Banstead	0.13%	-	0.13%
Haslemere	0.09%	0.02%	0.11%
Woking	0.09%	-	0.09%
Fleet/Blackwater	0.07%	-	0.07%
Guildford	0.07%	-	0.07%
Farnham	0.04%	-	0.04%
Burgess Hill	0.02%	-	0.02%
Shoreham-by-Sea	0.02%	-	0.02%
Worthing	0.02%	-	0.02%
<i>Other</i>	1.13%	-	1.13%
TOTAL	45.00%	55.00%	100.00%

Source: Nomis Web / Google Maps. i-Transport ref: ITB12174-012 R.

5.2.2 Based on the traffic distribution in Table 5.4, the traffic assignment on the local highway network for the development is detailed in **Table 5.5**.

Table 5.5: Development Traffic Assignment (based on 70 units)

Peak Hour	Route	% Traffic	Arrivals	Departures
AM	Lower Road (east)	100%	9	27
	Brookside Road (north)	73%	7	20
	Bedhampton Hill (south west)	35%	3	10
	Bedhampton Road (east)	24%	2	6
	Portsmouth Hill Road (west)	14%	1	4
	Bidbury Lane (east)	27%	3	7
	Bedhampton Road (south east)	27%	3	7
PM	Lower Road (east)	100%	24	12
	Brookside Road (north)	73%	18	9
	Bedhampton Hill (south west)	35%	9	4
	Bedhampton Road (east)	24%	6	3
	Portsmouth Hill Road (west)	14%	3	2
	Bidbury Lane (east)	27%	7	3
	Bedhampton Road (south east)	27%	7	3

Source: Census 2011 and Consultant's Estimates

5.2.3 The analysis above demonstrates that all development traffic will head onto Lower Road with the majority of traffic heading north onto Brookside Road and towards the B2177 roundabout.

5.3 Summary

5.3.1 In summary, the proposed development is anticipated to generate:

- Approximately 36 residential two-way vehicle movements in both the AM and PM peak hours, equating to a vehicle trip approximately every two minutes; and
- A resulting impact of circa 24 and 21 vehicles in the AM and PM peak hours respectively at the B2177 roundabout.

5.3.2 Agreement is sought by HCC on the trip rates, distribution and assignment as contained within this section.

SECTION 6 Traffic Impact and Capacity Assessments

6.1 Assessment Periods

- 6.1.1 The traffic impacts of the development proposal will consider for both the weekday morning peak hour (08:00-09:00) and weekday evening peak hour (17:00-18:00).

6.2 Assessment Scenarios and Committed Developments

- 6.2.1 The three assessment scenarios to be tested, these are summarised below:

- 2017 base traffic flows – taken directly from the traffic surveys and used to validate the models;
- 2024 future year baseline traffic flows – calculated as the 2017 observed traffic flows multiplied by the network traffic growth factor to 2024 plus committed development traffic; and
- 2024 with development traffic flows – the 2024 future year baseline traffic flows plus the development traffic assignment.

- 6.2.2 The first phase of development (50 units) and the Land at Forty Acres Farm (*Planning Ref: APP/18/00450*) 320 dwellings and 66 bed care home, will be included as committed developments. Officers are asked if any other developments are also to be included.

6.3 Traffic Growth

- 6.3.1 Factors to allow for traffic growth from 2017 (the year base traffic surveys were undertaken) to a year of 2024 (for traffic along Bedhampton Road and at the B2177 roundabout) have been derived from the latest available, National Transport Model (NTM) using the RTF Scenario 1 dataset, with adjustments made for local factors, from the TEMPro database. The geographical 'Super Output Area' (mid layer) of 'Havant 018', within which the site is located, has been used to calculate the relevant growth factors, and principal road type selected. Alternative assumptions have been applied to reduce the future households by up to the level of the phase one development (50 units) and Land at Forty Acres Farm (320 units) to ensure no double counting.

6.3.2 The proposed TEMPro growth factors to be used in the future year assessments for are contained in **Table 6.1**.

Table 6.1: TEMPro Local Growth Factors (Havant 018)

Scenario	2017-2024
AM Peak	1.0419
PM Peak	1.0328

Source: TEMPro version 7.2b, RTF Scenario 1 Dataset.

6.3.3 If further committed developments are to be considered, it may be appropriate to revisit the alternative assumptions within TEMPro.

6.4 Study Network

6.4.1 Following on from the above vehicle distribution and assignment, it is considered necessary to assess the following highway junctions as part of the TA:

- The Phase 1 site access with Lower Road;
- Brookside Road / Bedhampton Road priority junction; and
- Bedhampton Road / Bedhampton Hill roundabout junction.

6.4.2 We are aware of the potential Local Plan led mitigation scheme for the Bedhampton Road / Bedhampton Hill roundabout junction. The scheme that is in the public domain is to change this to a signal junction. This junction proposal can be assessed as part of the future year with development traffic scenarios but it is requested that HCC confirm whether this is a firm proposal or if there is an alternative proposal.

SECTION 7 Summary

7.1 It is assumed that a TA will be required to accompany a planning application submission.

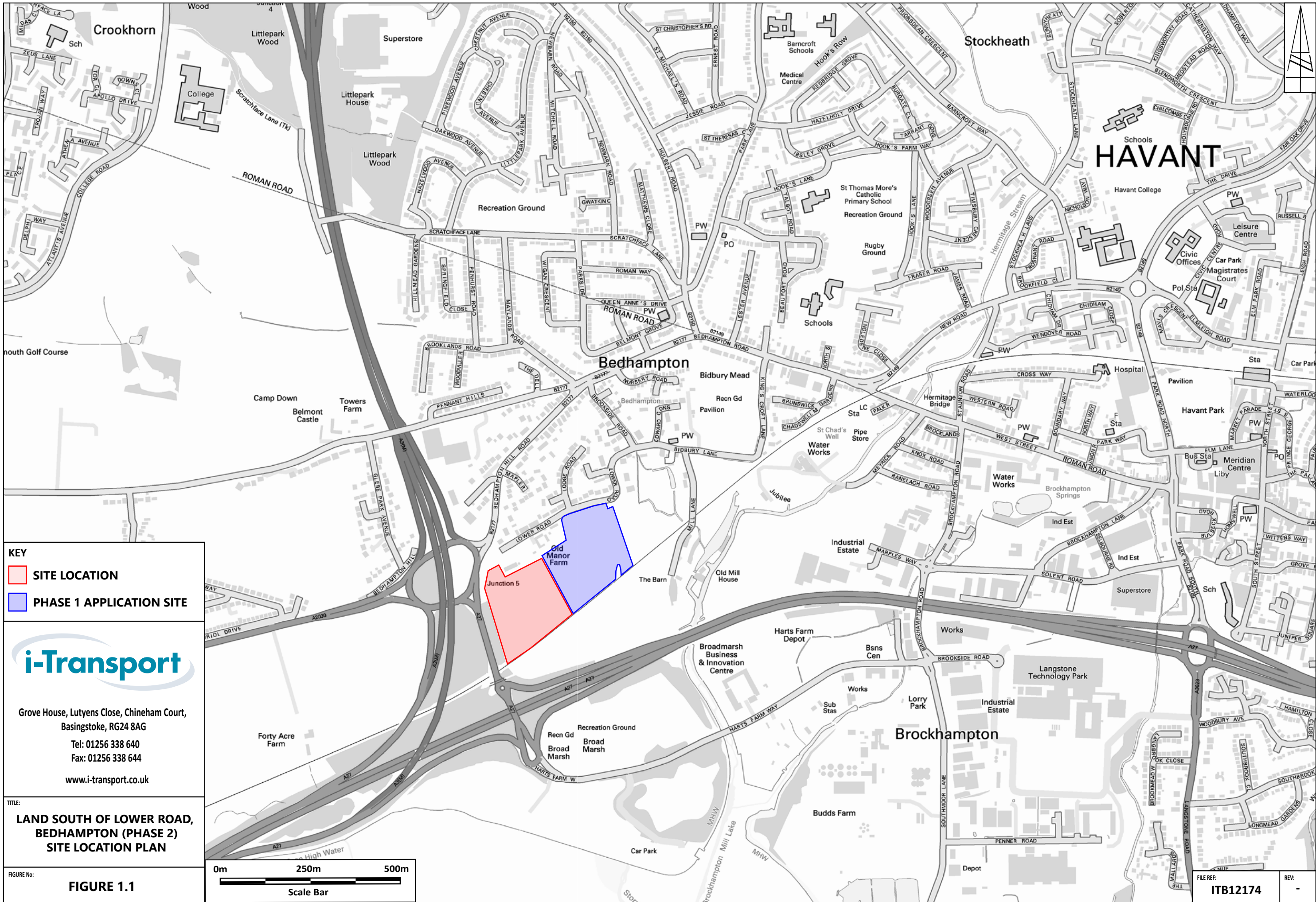
7.2 The following scope of work and report format for the TA is proposed as follows:

- Policy Review and Analysis;
- Baseline Conditions;
- Proposed Development;
- Trip Generation;
- Trip Assignment and Distribution; and
- Highway Capacity Assessments.

7.3 Agreement is sought from HCC Highways on the following matters:

- The policy documents to be reviewed;
- An in-principle support of the proposed site access arrangements;
- Initial feedback on the need for an improvement in the section of Lower Road with no footway and if HCC do consider an improvement is needed then it is requested that HCC provide some feedback on the initial suggestions made in this report;
- The proposed trip rates for the vehicle trip generation;
- The proposed trip distribution and assignment;
- Whether any additional committed development should be considered; and
- The scope of the capacity assessments.

FIGURES



- KEY:**
- [Red outline] SITE LOCATION
 - [Blue outline] PHASE 1 APPLICATION SITE
 - [Green L1] BEEFEATER RUSTY CUTTER RESTAURANT
 - [Green L2] IMPERIAL PALACE RESTAURANT
 - [Green L3] BEDHAMPTON MARINERS CRICKET CLUB
 - [Green L4] HAVANT LEISURE CENTRE
 - [Green L5] HAVANT RUGBY FOOTBALL CLUB
 - [Green L6] THE SWAN INN RESTAURANT
 - [Green L7] HAVANT PARK
 - [Green L8] RECREATION GROUND
 - [Orange E1] VOLVO CARS HAVANT
 - [Orange E2] INDUSTRIAL ESTATE
 - [Orange E3] LANGSTONE TECHNOLOGY PARK
 - [Orange E4] ENDEAVOUR BUSINESS PARK
 - [Orange E5] HAVANT TOWN CENTRE
 - [Orange E6] HAVANT INDUSTRIAL ESTATE
 - [Blue R1] BELMONT BARBER SHOP
 - [Blue R2] DEEP BLUE BEDHAMPTON TAKEWAY
 - [Blue R3] TESCO EXTRA
 - [Blue R4] ASDA SUPERSTORE
 - [Blue R5] ALDI



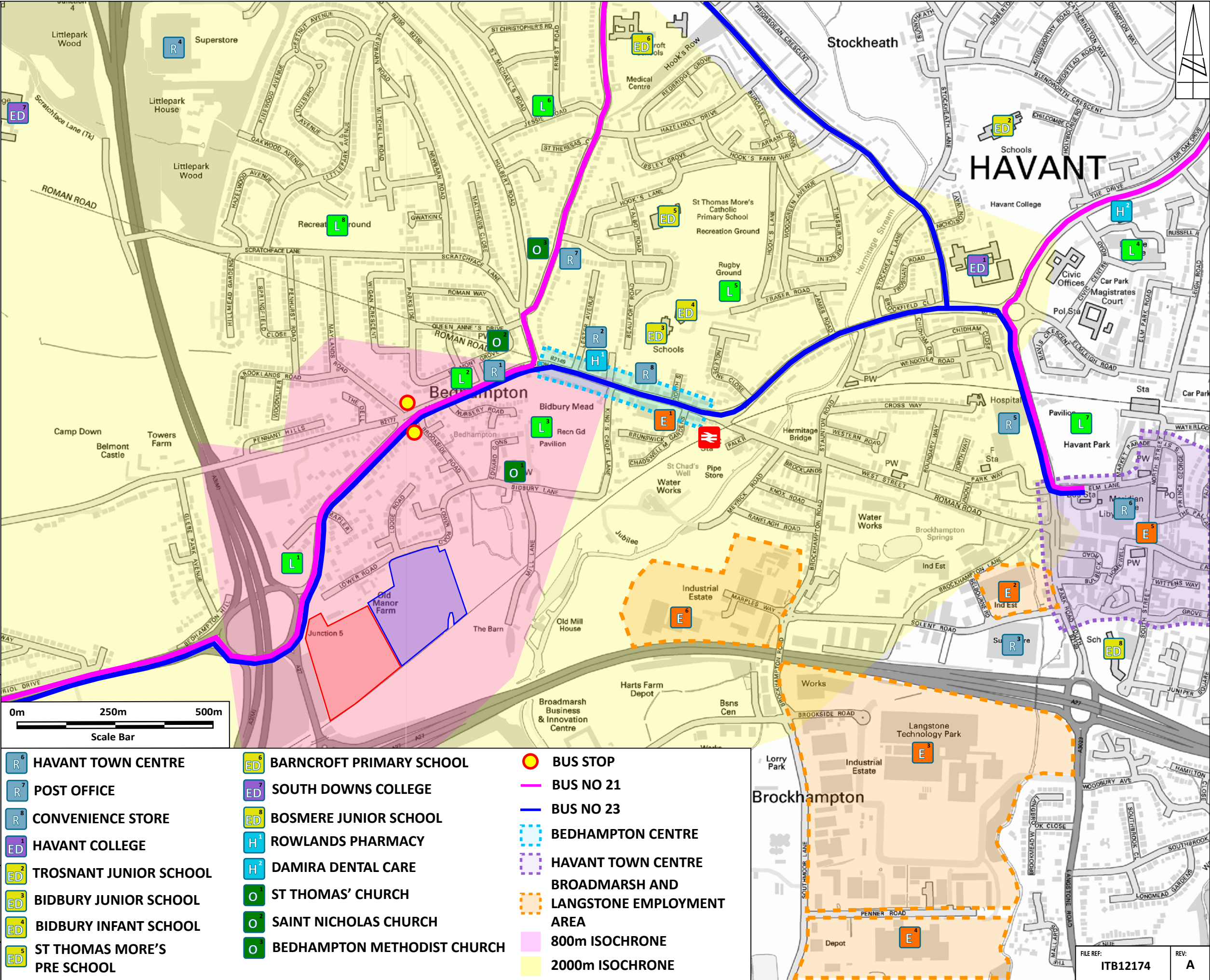
Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

TITLE:

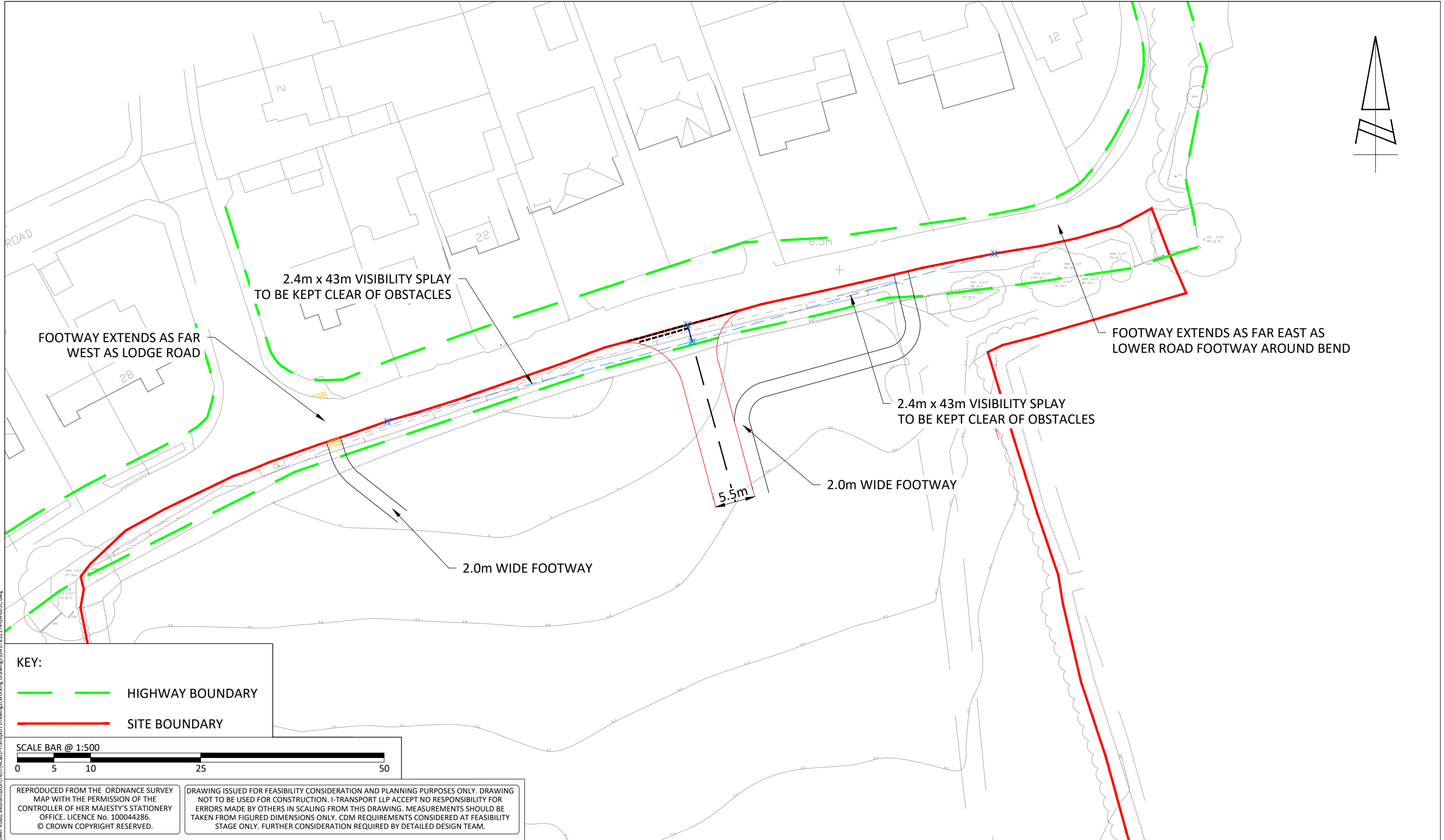
**LOWER ROAD, BEDHAMPTON
ACCESSIBILITY PLAN**

FIGURE No:

FIGURE 3.1



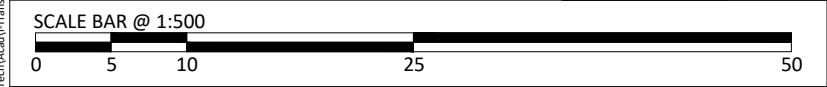
DRAWINGS



KEY:

--- --- HIGHWAY BOUNDARY

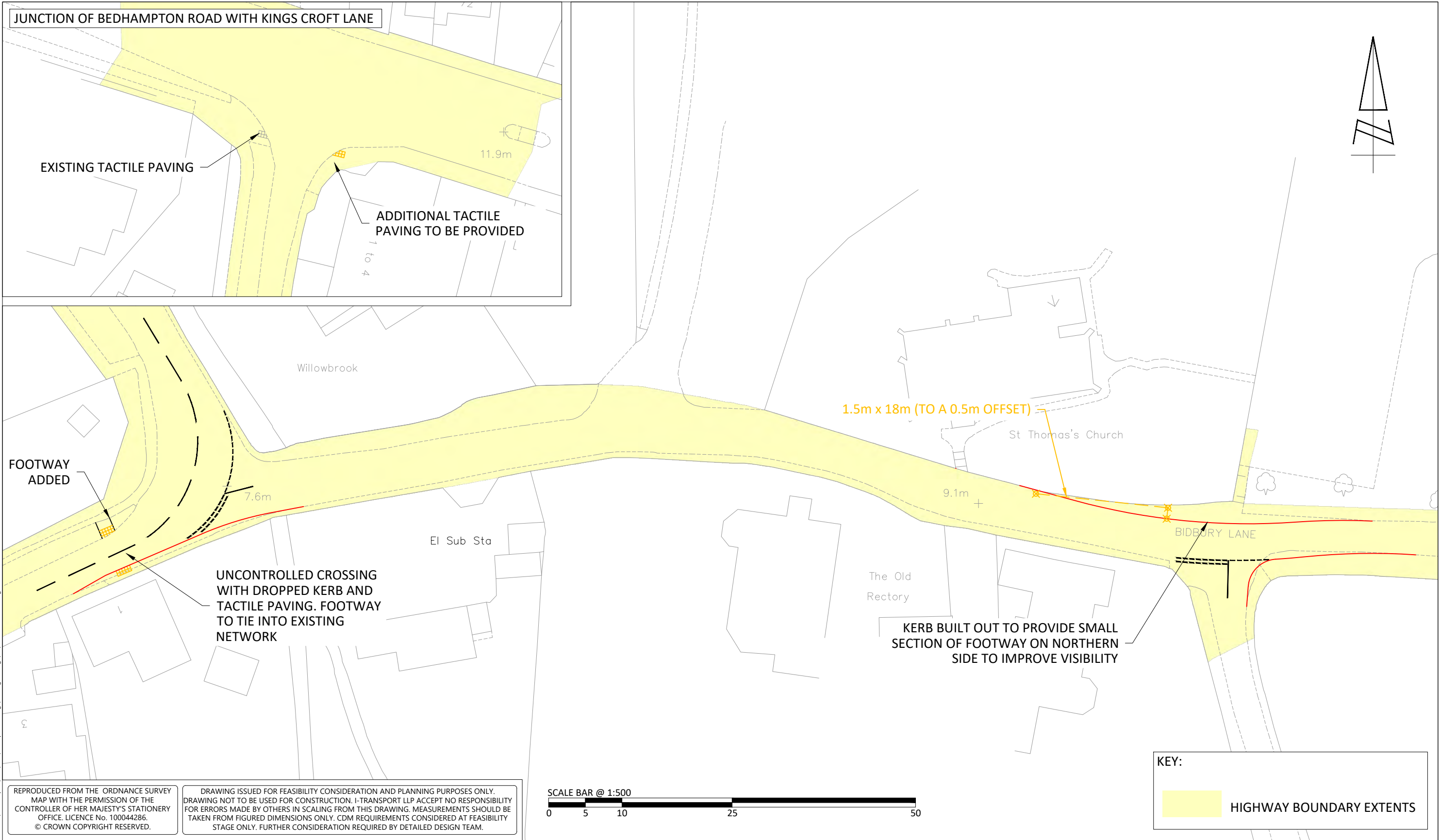
--- SITE BOUNDARY



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 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 Fax: 01256 338644 www.i-transport.co.uk	C	09.11.20	JD	SITE ACCESS UPDATED	SJ	SJ	TITLE: POTENTIAL SITE ACCESS ARRANGEMENT - OPTION B	SCALE @ A3: 1:500	CHECKED: MS	APPROVED: JCB	
	B	03.03.17	AB	MINOR AMENDMENTS	SJ	JCB		FILE REF: ITB12174	DRAWN: SH	DATE: 04.10.16	
	A	25.01.17	AB	MINOR AMENDMENTS	RS	JCB					
	REV	DATE	BY	DESCRIPTION	CHK	APD		PROJECT: LAND AT LOWER ROAD, BEDHAMPTON	CLIENT: BARGATE HOMES	DRAWING No: ITB12174-GA-002	
	STATUS: FOR INFORMATION										



 Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 www.i-transport.co.uk							TITLE:		DRAWN:		CHECKED:		APPROVED:			
							POTENTIAL IMPROVEMENT SCHEME ALONG BIDBURY LANE		MC		SJ		SJ			
	REV	DATE	BY	DESCRIPTION			CHK	APD	PROJECT:	CLIENT:	PROJECT No:		SCALE @ A3:		DATE:	
											ITB12174		1:500		12.09.19	
	STATUS:							LAND AT LOWER ROAD, BEDHAMPTON			BARGATE HOMES	DRAWING No:				REV:
FOR INFORMATION							ITB12174-GA-007					A				

T:\Projects\12006 Series Project Numbers\12174\ITB Land at Lower Road, Bedhampton\Tech\Acad\Transport Drawings\Working Drawings\GA\ITB12174-GA-007A.dwg

APPENDIX A Indicative Site Layout



Key

- 01 Vehicular access point
- 02 Tree planting belt
- 03 Retained tree planting belt
- 04 Sustainable drainage system (SuDS) feature
- 05 Footpath
- 06 Public open space
- 07 Shared surface street
- 08 Private rear gardens
- 09 Landscape buffer to builders merchant

Proposed allocation boundary:
3.671Ha

N.

0m 100m (1:2,000)

CLIENT:

Bargate Homes

PROJECT:

Bedhampton, Havant

DRAWING:

Masterplan Framework

PROJECT NUMBER:

1217

DRAWING NUMBER:

SK002

REVISION:

-

DATE:

14/12/2020

CHECKED BY:

SR

STATUS:

Draft

SCALE:

1:2,000

APPENDIX B TRICS Output

Calculation Reference: AUDIT-236601-170523-0558

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	5 days
03	SOUTH WEST	
	DV DEVON	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	CM CARMARTHENSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 9 to 92 (units:)
 Range Selected by User: 9 to 100 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 10/05/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	5 days
Wednesday	2 days
Thursday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	13
------------------	----

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3

13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	3 days
100,001 to 125,000	4 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	6 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CM-03-M-02 COLLEGE ROAD	HOUSES & FLATS	CARMARTHENSHIRE
	CARMARTHEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 49 Survey date: TUESDAY 14/10/14		Survey Type: MANUAL
2	DH-03-M-02 PUDSEY WALK	SEMI DET. & DETACHED	DURHAM
	DARLINGTON Edge of Town Residential Zone Total Number of dwellings: 39 Survey date: WEDNESDAY 10/11/10		Survey Type: MANUAL
3	DS-03-M-01 COCKAYNE STREET BOULTON DERBY	TERRACED/SEMI DETACHED	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 32 Survey date: TUESDAY 21/10/14		Survey Type: MANUAL
4	DV-03-M-01 TOPSHAM ROAD	HOUSES & FLATS	DEVON
	EXETER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 61 Survey date: THURSDAY 06/10/11		Survey Type: MANUAL
5	ES-03-M-08 FIELD END	MIXED HOUSES	EAST SUSSEX
	MARESFIELD Edge of Town Residential Zone Total Number of dwellings: 80 Survey date: TUESDAY 10/05/16		Survey Type: MANUAL
6	GM-03-M-01 PARK ROAD	TERRACED & FLATS	GREATER MANCHESTER
	ROCHDALE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 Survey date: TUESDAY 25/11/14		Survey Type: MANUAL
7	LE-03-M-01 RYDER ROAD BRAUNSTONE FRITH LEICESTER	SEMI DETACHED	LEICESTERSHIRE
	Edge of Town Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 27/09/12		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NY-03-M-03	SEMI D./TERRACED		NORTH YORKSHIRE
	CAWTHORN AVENUE			
	HARROGATE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	14		
	Survey date: THURSDAY	11/09/08		Survey Type: MANUAL
9	WS-03-M-05	MIXED HOUSING		WEST SUSSEX
	ELLIS ROAD			
	S BROADBRIDGE HEATH			
	WEST HORSHAM			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	92		
	Survey date: THURSDAY	23/10/14		Survey Type: MANUAL
10	WS-03-M-06	SEMI DETACHED/DETACHED		WEST SUSSEX
	SOUTHFIELDS CLOSE			
	CHICHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	67		
	Survey date: TUESDAY	27/01/15		Survey Type: MANUAL
11	WS-03-M-07	HOUSES & FLATS		WEST SUSSEX
	ROSE GREEN ROAD			
	ALDWICK			
	BOGNOR REGIS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	90		
	Survey date: WEDNESDAY	05/03/14		Survey Type: MANUAL
12	WS-03-M-08	MIXED HOUSES & FLATS		WEST SUSSEX
	WESTLOATS LANE			
	NORTH BERSTED			
	BOGNOR REGIS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	86		
	Survey date: THURSDAY	22/10/15		Survey Type: MANUAL
13	WS-03-M-09	MIXED HOUSES & FLATS		WEST SUSSEX
	ADLINGTON GARDENS			
	BOGNOR REGIS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	32		
	Survey date: THURSDAY	22/10/15		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	51	0.087	13	51	0.271	13	51	0.358
08:00 - 09:00	13	51	0.133	13	51	0.385	13	51	0.518
09:00 - 10:00	13	51	0.142	13	51	0.166	13	51	0.308
10:00 - 11:00	13	51	0.145	13	51	0.139	13	51	0.284
11:00 - 12:00	13	51	0.151	13	51	0.174	13	51	0.325
12:00 - 13:00	13	51	0.159	13	51	0.145	13	51	0.304
13:00 - 14:00	13	51	0.166	13	51	0.145	13	51	0.311
14:00 - 15:00	13	51	0.148	13	51	0.162	13	51	0.310
15:00 - 16:00	13	51	0.240	13	51	0.178	13	51	0.418
16:00 - 17:00	13	51	0.241	13	51	0.192	13	51	0.433
17:00 - 18:00	13	51	0.348	13	51	0.169	13	51	0.517
18:00 - 19:00	13	51	0.292	13	51	0.163	13	51	0.455
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.252			2.289			4.541	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 9 - 92 (units:)
 Survey date range: 01/01/08 - 10/05/16
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	51	0.004	13	51	0.003	13	51	0.007
08:00 - 09:00	13	51	0.004	13	51	0.006	13	51	0.010
09:00 - 10:00	13	51	0.004	13	51	0.004	13	51	0.008
10:00 - 11:00	13	51	0.003	13	51	0.001	13	51	0.004
11:00 - 12:00	13	51	0.006	13	51	0.007	13	51	0.013
12:00 - 13:00	13	51	0.003	13	51	0.003	13	51	0.006
13:00 - 14:00	13	51	0.003	13	51	0.003	13	51	0.006
14:00 - 15:00	13	51	0.000	13	51	0.000	13	51	0.000
15:00 - 16:00	13	51	0.010	13	51	0.007	13	51	0.017
16:00 - 17:00	13	51	0.006	13	51	0.006	13	51	0.012
17:00 - 18:00	13	51	0.000	13	51	0.001	13	51	0.001
18:00 - 19:00	13	51	0.001	13	51	0.001	13	51	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.042			0.086

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 9 - 92 (units:)
 Survey date range: 01/01/08 - 10/05/16
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	51	0.001	13	51	0.001	13	51	0.002
08:00 - 09:00	13	51	0.000	13	51	0.001	13	51	0.001
09:00 - 10:00	13	51	0.003	13	51	0.003	13	51	0.006
10:00 - 11:00	13	51	0.001	13	51	0.001	13	51	0.002
11:00 - 12:00	13	51	0.001	13	51	0.001	13	51	0.002
12:00 - 13:00	13	51	0.001	13	51	0.001	13	51	0.002
13:00 - 14:00	13	51	0.001	13	51	0.001	13	51	0.002
14:00 - 15:00	13	51	0.000	13	51	0.000	13	51	0.000
15:00 - 16:00	13	51	0.000	13	51	0.000	13	51	0.000
16:00 - 17:00	13	51	0.004	13	51	0.004	13	51	0.008
17:00 - 18:00	13	51	0.000	13	51	0.000	13	51	0.000
18:00 - 19:00	13	51	0.000	13	51	0.000	13	51	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.013			0.025

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	9 - 92 (units:)
Survey date range:	01/01/08 - 10/05/16
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	51	0.000	13	51	0.000	13	51	0.000
08:00 - 09:00	13	51	0.000	13	51	0.000	13	51	0.000
09:00 - 10:00	13	51	0.000	13	51	0.000	13	51	0.000
10:00 - 11:00	13	51	0.000	13	51	0.000	13	51	0.000
11:00 - 12:00	13	51	0.000	13	51	0.000	13	51	0.000
12:00 - 13:00	13	51	0.000	13	51	0.000	13	51	0.000
13:00 - 14:00	13	51	0.000	13	51	0.000	13	51	0.000
14:00 - 15:00	13	51	0.000	13	51	0.000	13	51	0.000
15:00 - 16:00	13	51	0.000	13	51	0.000	13	51	0.000
16:00 - 17:00	13	51	0.001	13	51	0.001	13	51	0.002
17:00 - 18:00	13	51	0.000	13	51	0.000	13	51	0.000
18:00 - 19:00	13	51	0.000	13	51	0.000	13	51	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 9 - 92 (units:)
 Survey date range: 01/01/08 - 10/05/16
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 3
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	51	0.006	13	51	0.007	13	51	0.013
08:00 - 09:00	13	51	0.000	13	51	0.007	13	51	0.007
09:00 - 10:00	13	51	0.001	13	51	0.004	13	51	0.005
10:00 - 11:00	13	51	0.001	13	51	0.001	13	51	0.002
11:00 - 12:00	13	51	0.001	13	51	0.001	13	51	0.002
12:00 - 13:00	13	51	0.001	13	51	0.003	13	51	0.004
13:00 - 14:00	13	51	0.003	13	51	0.001	13	51	0.004
14:00 - 15:00	13	51	0.007	13	51	0.003	13	51	0.010
15:00 - 16:00	13	51	0.009	13	51	0.006	13	51	0.015
16:00 - 17:00	13	51	0.015	13	51	0.019	13	51	0.034
17:00 - 18:00	13	51	0.018	13	51	0.009	13	51	0.027
18:00 - 19:00	13	51	0.006	13	51	0.001	13	51	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.062			0.130

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Subject: Land at Lower Road, Bedhampton - Pre-App

Thank you for your pre-app submission. I have reviewed your Transport Assessment Scope dated 22 Feb 2021 ref SJ/BC/ITB12174-011 R and have the following comments.

Background and Site Location

The site is located on Lower Road in Bedhampton, Havant next to what is being referred to as phase 1 within the Transport Assessment which is subject to a planning application APP/20/01031 which was refused and was subject to appeal under reference APP/X1735/W/20/3259067. The appeal has yet to be determined and the Highway Authority is aware of concern surrounding the facilities for pedestrians on Lower Road. Whilst our position remains as set out within the appeal documentation and our planning responses the Highway Authority wish to reserve our position on further comment on the sustainable access to the site until such time as the appeal decision has been made.

This proposed application is for a further 70 dwellings to the west of the site subject to a current appeal.

Transport Policy

Reference and consideration should be given to relevant technical guidance within this section include HCC's TG's and LTN1/20

Existing Transport Conditions

Walking and Cycling

I am unable to make comment on these elements at this time as set out above. The proposed application is dependent on the approval and delivery of phase 1. Without a determination from the planning inspector, there are no guarantees that the infrastructure improvements referred to will be delivered.

Bus

The nearest bus stop are located on Bedhampton Road which are located 700m from the site. There are no opportunities to run the buses any closer to the proposed development.

Rail

The nearest railway station is at Bedhampton. Proximity and access to Havant railway station should also be considered given the infrequent service provision at Bedhampton station.

Local Highway Network

Site Access

Access to the site is proposed via 'phase 1'. It is proposed to assess the suitability of the access utilising data from 2016 and 2018 factored up utilising TEMPRO to 2021. Given that any application for this site is depended on the outcome of the appeal which is expected April 2021 and with lockdown rules easing the Highway Authority will expected updated traffic surveys to be undertaken prior to an application being made. I am happy to keep this matter under review as the application

work progresses however without a timeframe I am not minded to agree that surveys are not required.

Road Safety Review

The proposed accident study area is considered too small. The study area should cover the full length of Lower Road including the pedestrian/cycle connection point on the western end of Lower Road. It should also fully consider the junctions likely to be used by development traffic onto Bedhampton Road. Therefore the study area should be extended to include Bidbury Lane/Kingscroft Lane to and including the junction of Bedhampton Road as well as the Brookside Road/Bedhampton junction and given its proximity the Bedhampton Hill roundabout junction.

Local Facilities and Services

No reference has been made to the proposed identified walking distances parameters. The CIHT Guidelines – Designing for Journeys on Foot should be referred to and this sets out maximum walking distances for commuting/school/sight seeing of 2km as the preferred maximum distance with shorter distances for town centres and elsewhere. These design guidelines have not been replaced and therefore must be used within the assessment.

It is noted therefore that there are a number of locations which sit outside these distances and the table provided should be updated accordingly to reflect accurately the accessibility of the site. It is also not clear if the link between Lower Road and Rusty Cutter roundabout has been utilised for those services accessible to the west of the site.

Development Proposals

Site Access

Access is proposed through 'phase 1' of the development if permitted through extension. No details have been provided of this arrangement. The western boundary of the site is lined with houses and the only connection point is through an area shown for car parking. Further detail sought on this matter including visibility and tracking for a refuse vehicle so suitability can be determined. It doesn't appear that a refuse vehicle would be able to access the proposed site through the existing.

There is concern regarding the lack of footway provision within the existing application site and how safe access would be achieved for both those residents and any new residents should the site be extended. Clarity is also sought on this matter. It is noted that the existing appeal is seeking full planning permission and whilst the proposals for the internal layout are not subject to objection for that scale of development it has not been designed with the scope or plan for further extension. It is likely that should it be permitted it would require changes in order to accommodate additional development of this scale.

The access onto Lower Road will require modelling to ensure it is appropriate for the revised scale of development. In addition the geometry will need to be reviewed to ensure it is again appropriate for the revised scale.

It remains a question on whether the appeal site would be adopted. The design and layout doesn't currently look to an adoptable standard and would therefore be subject to an APC. This would also prevent future adoption of any additional site extension which again would be subject to APC and held to ransom by the appeal site, which would prevent any further future access to the adopted highway.

Car and Cycle Parking Considerations

Noted and the quantum will need to be agreed with the planning authority.

Travel Plan

Whilst 70 units themselves would not warrant a travel plan the site is actually much larger and has been split into 2 to navigate the planning process. A travel plan would therefore be required and measures should be included which would aid with integrating both sites.

Pedestrian and Cycle of Lower Road

Surveys and assessments undertaken for the original Lower Road application will need to be revisited especially in light of the changes which may have occurred to travel behaviours since Covid and with the buildout of the Forty Acres site. Any assessment needs to consider the likely extra demand to Lower Road as a result of the Forty Acre development and additional suppressed demand catered for by the new crossing facilities to be implemented at Rusty Cutter roundabout.

HCC are not minded at this stage to comment further on any mitigation at Lower Road for pedestrian and cyclists above the need to ensure any assessment is updated. Further conversations can be had once the appeal decision has been made.

Internal Layout

No detailed commentary has been provided on the internal layout or whether any future application will be outline or full. More details internal plans should be provided to ensure the Highway Authority can engage appropriately.

Trip Rates

It is agreed that the trip rates from the appeal site can be utilised for the purposes of this application. That being 0.518 in the AM peak and 0.517 in the PM peak.

I would like to see trip generation provided for the whole site so that the site access to Lower Road can be assessed appropriately.

Distribution and Assignment

The distribution provided is as agreed for the site subject to appeal and therefore deemed acceptable.

Traffic Impact and Capacity Assessments

Assessment Periods

I will need to see traffic flow data to determine the peak hour periods are agreed

Assessment Scenarios and Committed Development

It is unclear why a base traffic flow situation is being proposed for 2017. Assessments should be based on the year of opening and 5 years plus. This therefore assuming an imminent application should 2021 and 2026.

Committed development should also include the co-op on Bedhampton Hill.

Traffic Growth

The traffic growth factors look very low and need to be reconsidered given the comments above and are therefore not agreed.

Study Network

This is agreed.

The scheme for Bedhampton Hill to signalise the junction is under review by HCC and is likely to change. I am unable to share details at this time but shall update you in due course.

Kind Regards

Holly

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