



## Head of Planning

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| <i>Date</i>         | 27 <sup>th</sup> May 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 application. Following on from the Highway Authority's original response dated 4<sup>th</sup> March 2021, the applicant has supplied two separate Transport Assessment Addendums (TAA1 and TAA2).

The Highway Authority have reviewed the latest documents and wish to make the following comments.

### Site Accessibility

Within the Highway Authority's previous response, comments were raised with regards to the proposed development's accessibility for pedestrians and cyclists. A summary of these comments is included below:

- The proposed pedestrian link from the site onto Purbrook Way should be widened to cater for both pedestrian and cycle access. The gradient of the link needed to be reconsidered alongside LTN 1/20 and further details were sought on the culvert located underneath the new ped/cycle access.
- Visibility for pedestrians and cyclists crossing at the A3(M) Junction 4 roundabout is constrained by existing vegetation and the B&Q sign. Given the increase in traffic flow across the northern arm of the roundabout, the visibility issue must be addressed and pedestrian and cycle improvements proposed to ensure safe access for sustainable modes of transport.

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

### Purbrook Way Pedestrian/Cycle Link

To address the comments raised with regards to the new pedestrian/cycle link onto Purbrook Way, the following design changes have been made:

- The alignment has been reduced from 1:15 to 1:20;
- 900mm railings are provided either side of the link;
- Confirmation that discussions will be held with the OWC team at HCC during the detailed design; and
- Visibility splays provided for the point at which the link joins Purbrook Way.

The link has been illustratively shown on drawing number AD\_110\_Rev B and the visibility splays have been detailed on drawing number B/LIDLPUROBROOKWAY2.1/02. The principle and location of a shared use link to the new foodstore is accepted at this location. The revised gradient will need to be adjusted to ensure that the max length of the 5% gradient for the cycleway is 30.0m, as stated within LTN 1/20. The addition of the guard railings is considered suitable against the previous comments raised. It is noted from the site sections plan (drawing number AD\_118) that a culvert will be installed to bridge the ditch underneath the proposed link. This feature will require OWC consent but it is accepted that the exact details of the culvert can be agreed at the detailed design stage with HCC's OWC team.

The works within the public highway should be delivered via a Section 278 agreement with HCC prior to occupation of the development and tied into those within private land ownership.

### Pedestrian & Cycle Visibility at A3(M) Junction 4

As previously noted, visibility for pedestrian and cyclists heading westbound across the northern arm of the A3(M) Junction 4 roundabout is constrained by vegetation and the location of the B&Q sign.

To address the constraints caused by the vegetation, the development proposals feature the removal of several trees which currently restrict the visibility northbound along the B&Q access arm of the roundabout. It is noted that any retained or proposed vegetation would feature low-level planting provided to a maximum height of 600mm which is considered acceptable and should be secured via an appropriate planning condition.

To demonstrate the additional visibility afforded by the vegetation removal, the applicant has provided drawing number B/LIDLPUROBROOKWAY2.1/03. Whilst the drawing demonstrates that the intervisibility will be improved, there remains approximately 10m in-between the existing and proposed extension of the intervisibility which is blocked by the location of the B&Q sign.

TAA2 notes that no objection was raised to the location of the totem during the planning application in 2016. However, consideration was not given at the time to additional traffic flow on the B&Q access arm as a result of the

proposed development which restricts the ability of pedestrians and cyclists to cross the junction.

To contextualise the additional pedestrian and cyclist movements across the junction, the applicant has taken the predicted multi-modal trips from the original TA and calculated the ped/cycle movements to the store by looking at the proposed catchment area to derive the arrivals from the east or west. Based on this methodology, 11-13 cyclists are expected to approach the store from the west across a typical day. Whilst the number of additional pedestrian movements is not stated within TAA2, the Highway Authority has calculated them to be circa 88 daily movements based on the figures from the original TA.

However, the assessment above does not take account of the existing ped/cycle movements across the junction, nor the increase in traffic flows across the B&Q arm of the roundabout. The additional 38 and 88 trips onto the roundabout in the respective AM and PM peak hours represents a traffic flow increase of 43% and 58% as a result of the development, increasing the total 2020 flow to 126 and 238 in the AM and PM peak hours. During the Saturday peak, the additional 114 trips represent an increase in traffic flow of 29%, increasing the total flow onto the roundabout from that arm to 499. All of these trips will be new on the network. The Highway Authority remain concerned that the resultant development trips and restricted visibility could result in a vulnerable user accident along one of the main cycling routes between Waterloooville and Havant.

Therefore, to understand the existing use of the crossing by pedestrians and cyclists, the Highway Authority require a PV2 assessment of pedestrian and cyclists at the junction to understand how the additional development flows will impact on both existing and proposed crossing movements. The data should be categorised to understand how many pedestrians and cyclists are travelling to school, commuting, etc. given that the route provides direct access to Crookhorn College.

The flow data should then be used to inform a brief to carry out a Stage 1 Road Safety Audit to inform if the additional flow would be considered to have a safety impact at the roundabout. The Highway Authority requires that we approve the brief for the audit in this instance.

### **Personal Injury Accident Data**

Further information has been provided within TAA1 around the PIA data provided as part of the original TA. The accident breakdown looks into potential causation factors such as road conditions, time of occurrence, collision type and location.

It is agreed that the junctions observed at the College Road/Purbrook Way and Stakes Hill Road Roundabout junctions may be reduced by the improvement schemes identified by the Waterloooville MDA. The former of the two junctions has recently been subject to the aforementioned improvement to signalise the junction. The improved junction layout will be monitored for any accident patterns which emerge. Therefore, there is no requirement for additional safety measures at this junction as a result of this development.

The TAA1 notes that the ASDA roundabout was subject to an improvement scheme during 2016 which overlapped with 5 of the 14 recorded accidents. However, this junction has been monitored by HCC's Safety Engineering team who have identified further recent accidents at the junction. The junction will therefore be subject to a more detailed accident review by the Highway Authority to understand how the recorded accidents can be reduced. Based on the threshold assessment provided by the applicant, the maximum increase in traffic flow through any of the junction is 3.2% in the Saturday peak period. Given the low level of impact across the roundabout, a contribution will not be sought from this development in accordance with the criteria set out within NPPF.

### **Site Access**

The applicant has provided further information to address comments raised in the Highway Authority's original response with regards to the proposed site access onto the B&Q access road.

To ensure that the northbound visibility splay from the site access is not obstructed by the proposed retaining wall, it has been set back by 1m to the back of the splay. The Highway Authority are satisfied that the amended location of the retaining wall will not conflict with the visibility splay.

Section 4.10 of the TAA2 states that no amendments are required to the road restraint system within the highway; any changes required will be done so within private land ownership. The applicant has provided drawing number B/LIDLPUROBROOKWAY2.1/04 to confirm the exact amendments to the crash barrier to ensure that it does not obstruct the northbound visibility splay from the site access. It is noted in Section 4.13 that specific details of the alterations will be agreed at the detailed design stage; however, because the access will be constructed within private land ownership and will therefore not require a Section 278 agreement, it is unclear how the Highway Authority will be consulted to confirm that the northbound visibility splay is suitable. Further clarity is sought from the applicant on this point.

The SSD to the roundabout should be shown in accordance with the design speed of the access road. This should be backed up with speed surveys along the access road carried out in accordance with HCC TG3. The SSD currently appears substandard with limited visibility afforded to pedestrians and cyclists waiting at the crossing points (adding to the concerns raised above). Adjustments to the existing signage and road restraints system may be required, alongside the vegetation removal.

Whilst a CTMP would be required as a condition on any planning permission, confirmation is sought from the applicant as to how access to the site for delivery vehicles will be achieved whilst the access is being constructed.

### **Parking**

Confirmation that the applicant is willing to pay a contribution to Havant Borough Council's Traffic Management team to implement a TRO on Purbrook Way if required is welcomed and this shall be secured through an obligation within the S106 agreement.

### Trip Generation

To justify the predicted split of trips to the site, the applicant has provided further information within TAA1 and TAA2 which looks at trade draw figures accepted for applications in neighbouring counties and also within Hampshire.

Based on the information presented, the 40% trade draw figure from the nearby ASDA is considered robust and suitable for this assessment. The total split of trips from the site is therefore as follows:

|                     | AM        | PM         | Saturday   |
|---------------------|-----------|------------|------------|
| Primary New         | 40        | 83         | 124        |
| Primary Transferred | 26        | 56         | 82         |
| Secondary           | 17        | 34         | 23         |
| <b>Total</b>        | <b>83</b> | <b>173</b> | <b>229</b> |

### Junction Modelling

Within the original TA, the applicant undertook junction modelling for the following junctions:

- Lidl Site Access;
- Purbrook Way/A3(M) Junction 4 Roundabouts; and
- Purbrook Way/Stakes Hill Road/Crookhorn Lane Roundabout.

Following a review of the original transport information, the Highway Authority questioned why the College Road/Purbrook Way junction and the Asda Roundabout had not been considered within the modelling. Within TAA2, junction modelling was provided for both junctions which demonstrated that there will be a marginal impact at the junctions in the future year scenario. It is therefore accepted that the proposed development will not have a significant impact at either of the College Road/Purbrook Way junction or the Asda Roundabout junctions.

Weekday baseline traffic flows have been obtained by growing the traffic flows supporting the College Road (Campdown) development with TEMPRO data as requested. Saturday traffic data has been gathered as part of the current application and has been utilised in the absence of any data being provided through the Campdown application. These approaches are considered acceptable.

The applicant has provided the model files for the site access, A3(M) roundabout and the Stakes Hill Road roundabout. Following a review of the models, a number of points needs to be addressed before they can be considered acceptable.

#### Lidl Site Access

The geometry and modelling parameters are deemed acceptable for the site access aside from the blocking queue on the B&Q access road major arm due to right turners is set as 1 PCU. This value should be set to zero as there is

not sufficient space for a vehicle to pass along the mainline while a vehicle turning right into the Lidl store. For completeness, this should be rectified within the modelling.

Whilst the model results show the junction to be operating within capacity in isolation, the access must be considered alongside the A3(M) roundabout which is noted below.

#### A3(M) Junction 4 Roundabouts

The model files sets out the two A3(M) roundabouts as separate ARCADY models linked to one another. A Junctions 9 model has then been developed by linking the two standard ARCADY models together. The geometric parameters for the western roundabout has been reviewed and is considered acceptable; however, there are input parameters for the eastern roundabout which are incorrect and therefore need to be updated:

- The entry width for B&Q Road is over-estimated i.e. the modelled widths is 5.9 metres whereas the CAD measurement suggests it to be only around 3.9 meters. Effective flare length should also be corrected for the B&Q arm.
- The CAD and google earth measurements at Purbrook Way West arm suggests no local widening at the entry. Hence, the entry width should be reduced to 7.1 meters (identical to approach road half width) from existing modelled value of 8.2 meters. The effective flare length should also be reduced to zero.

The parameters should be updated and the model re-run to understand the impact on the junction operation.

Furthermore, there is the possibility for unequal lane usage at the Purbrook Way West arm on the eastern roundabout due to the lane markings allowing only left turners and through movements on the nearside line which is more than double the number of the right turners which are allowed from the offside lane. The short link between the two roundabouts may also have an impact on lane usages. A line simulation test should be undertaken with the appropriate lane designations to understand the potential unequal lane usage.

#### Stakes Hill Road Roundabout

The geometric measurements of the model have been reviewed and it is noted that there are a number of the parameters which require changes or clarification. However, it is considered at this stage that whilst the existing roundabout operates over capacity in the base year of 2020, the resulting increase of 21 and 47 trips at the junction in the respective AM and PM peak hours would not be considered significant. When assessed against the 2020 growthed traffic flows through the junction, the additional development flows would represent an increase of 0.7% in the AM peak and 1.7% in the PM peak which is not considered a significant increase in traffic across the roundabout. The trip increase of 21 and 47 two-way movements is a net increase which has taken account of trips already on the network heading to ASDA which instead will route to the Lidl store once constructed.

Therefore, given that through the West of Waterloo MDA development measures have been secured to improve the operation of the junction, no further changes to the model are required and the development is not considered to need to contribute towards any additional measures at the roundabout.

**Travel Plan**

The amended Travel Plan has addressed most of the comments raised within the Highway Authority's original response. However, there are important elements of the plan which need to be clarified.

A revised action plan has not been appended to the plan which is required to calculate the cost of the cash deposit/bond. There is also no commitment to pay the County Council's monitoring and approval fee. All of these matters will need to be provided for the purposes of the Section 106 agreement.

It is also noted that a cost estimate of £12,000 - £15,000 has been given for the Travel Plan Co-ordinator but this is not considered enough to ensure that all of the proposed measures are delivered. The cost of the TPC should be re-evaluated within the action plan.

The points above need to be addressed before the Travel Plan can be considered acceptable.

**Recommendation**

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

- Pedestrian/cycle count at the A3(M) J4 eastern roundabout;
- RSA1 for the A3(M) J4 eastern roundabout pedestrian/cyclist crossing;
- Clarification on how the Highway Authority will be consulted on changes to the Road Restraint System;
- Provision of speed survey data for the site access road and SSD shown to the roundabout;
- Updates to the junction modelling; and
- Updates 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.

Yours Sincerely,

Ben Clifton – Transport Team Leader