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Dear Sirs,

PROPOSED WOODCROFT FARM TRANSPORT ASSESSMENT SCOPING REPORT

Thank you for your correspondence dated August 2011 inviting the Highways Agency (HA) to comment on the pre-application junction assessment for the above development. This letter provides a response to the methodology used in the Scoping Report used to assess the junctions in the vicinity of the proposed development. We understand that the development comprises a 360 dwellings residential development and this reply is based on this level of development.

As you are aware the HA, on behalf of the Secretary of State for Transport, is responsible for managing and operating a safe and efficient Strategic Road Network (SRN) i.e. the Trunk Road and Motorway network in England as laid down in the Department for Transport (DfT) Circular 02/2007 (Planning and The Strategic Road Network). Given the close proximity of the above development to the SRN, our interest relates to the impact that such a development may have on the A3(M) Junctions 2 and 3.

Our comments in response to the Scoping Report are included below.

1. Introduction

Agreed

2. Policy Context

We are content with the policy review of the relevant documents proposed

3. Baseline Transport Data

This section outlines the local network and excluded the Strategic Road Network. For 360 dwellings this is acceptable but will need revising if higher numbers are to be considered. Junctions are discussed later in this response.

4. Development Proposal/Masterplan Review

This section states a total of 340 units whereas previously 360 dwellings had been stated. Clarification is required as to the correct total.

5. Access and Movements

We are content with the scope

6. Transport Appraisal

We are content that the appraisal covers committed developments, notably MDA Waterlooville (2500 dwellings South, 450 dwellings North).

Section 6.3 outlines person trip rates from TRICS sites at various locations. The full TRICS outputs should be supplied for confirmation of the rates calculated in Table 6.2 and for wider scrutiny. We therefore reserve judgement on the trip rates quoted until we have examined the full TRICS outputs in detail.

Section 6.2 states that a 10% reduction in trip rates for the development will be made based upon a travel plan being undertaken. Section 6.3 attempts to justify the reasoning for this based upon a travel plan and its composition. Further justification for the 10% reduction is based upon DfT's "Making Travel Plans Work" (2007) that states how "intensive Smarter Choices programmes" can lead to reductions in car travel.

There are three arguments against the figures quoted in the Scoping Report. Firstly, the above DfT report says that reductions "could" occur without providing any evidence of how a quoted 21% peak hour reduction over 10 years had been previously achieved with residential travel plans. Secondly, Smarter Choices are generally applied at Borough, not local development level and therefore are far more comprehensive than development travel plans in geographical coverage. A travel plan is only one component of Smarter Choices which is stated in the DfT document and therefore unlikely to generate more than a proportion of the above figure. Thirdly, evidence from the Sustainable Travel Towns (more below) effectively shows that these figures are too high.

The Scoping Report adds further justification for the trip rate reduction based upon evidence from the Sustainable Travel Towns (Darlington, Peterborough and Worcester) with quoted shifts away from cars of 11%, 13% and 12% respectively. On examination of the findings from the Sustainable Travel Towns, these quoted percentages are broadly correct for reductions in trips by car drivers. However, the composition of these reductions varies significantly by distance travelled, with car trips up to 1km falling by over 20% in both peaks and for those of 10-50km by 3%, which would suggest notable falls on the local network but little change for the strategic network. Furthermore, unlike Waterlooville, the sustainable travel towns were all free standing with no significant net outflow of commuters to surrounding urban areas.

The reductions in car travel achieved in the Sustainable Travel Towns were based upon significant investments in town/city wide measures which even if they were to be replicated in Waterloooville would be a) over and above the results achievable from a development travel plan and b) outside the control of the developer in this instance. Given all of these factors, the proposed 10% reduction in the overall trip rate seems rather high and a blanket 10% reduction in generated trips is unrealistic for Woodcroft Farm. We will require more substantive evidence if you wish to pursue with this reduction.

Section 6.5 discusses two trip distribution methodologies, based on turning proportions and journey to work route assumptions from 2001 Census Data. Of the two methodologies, the Census data appears lower than the observed data (2010). This suggests more out-commuting (or longer distance trips for other purposes) than when the Census was undertaken and is considered to be more reliable. Therefore, of the 28.6% (AM peak) and 27% (PM peak) proportions to/from the A3(M), we agree that these proportions should be used for generated traffic and that the vast majority will be southbound onto the motorway.

Section 6.6 mentions 2021 for the assessment of SRN junctions. We are happy with the year of assessment although the junctions for assessment have not been specified. For the SRN, our requirement is for an assessment of A3(M) Junction 3 which is our prime area of concern based upon a development of 360 dwellings which may also extend to requiring an assessment for Junction 2 should this figure be increased. In addition to a roundabout assessment it should also include a merge assessment for the southbound on slip as laid out in DMRB TD22/06.

The figures supplied for the growth of background traffic in Table 6.9 using TEMPRO 6.2 for Waterloooville is acceptable for the 2010-2021 period. The generation of base traffic flows as described (excluding Woodcroft Farm) is also acceptable.

7. Identification of Impacts and Mitigation Measures

We are content with the improvements with the following comments.

Paragraph 7.2.1 states that travel plan commitments will be discussed "in the previous section". The previous section merely states that a framework travel plan will be produced. We will examine the travel plan in due course.

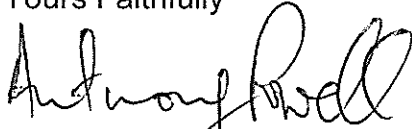
Paragraph 7.4.1 notes that improvements will address safety issues. Operational capacity issues will also need mitigating.

SUMMARY

We are generally content with the overall approach with the major issue of the trip rate reduction and there are a number of areas where clarification is required, in particular the trip rate calculation.

I hope the above information is helpful to you. Please contact me if you would like to discuss anything further.

Yours Faithfully

A handwritten signature in black ink, appearing to read 'Anthony Powell', written over the printed name.

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