

Introduction

This summary highlights the key transport implications of the proposed development, focusing on key junctions that are considered to be utilised by future site residents.

3. The anticipated distribution of traffic has been determined through:

- local traffic flow observations
- knowledge of the local road network
- routes to key destinations beyond Havant,
- proximity to local facilities
- commissioned traffic turning count surveys.

TRICS 2012(a)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips		
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Total
Vehicle Trip Rate (houses)	0.181	0.404	0.344	0.233	2.585	2.639	5.224
Vehicle Trip Rate (flats)	0.086	0.263	0.257	0.114	1.983	1.858	3.841
59 Proposed Houses	11	24	21	13	152	156	309
22 Proposed Flats	2	6	6	3	43	41	85
Total (Houses + Flats)	13	30	27	16	195	197	394
Vehicle Trip Rate Growth Factor	1.0251	1.0281	1.0274	1.0263	1.0315	1.0314	-
Total (Houses and Flats) in 20 15	13	30	27	16	201	203	404

1. The national system of trip generation analysis, 'TRICS (2012a)' was used to gain an indication of the trip generation for a development of this size, demographic, and geography.

2. Vehicle trip rate growth factors for the year 2015 in the Havant area have been generated to reflect local traffic growth trends at the potential year of full occupation.

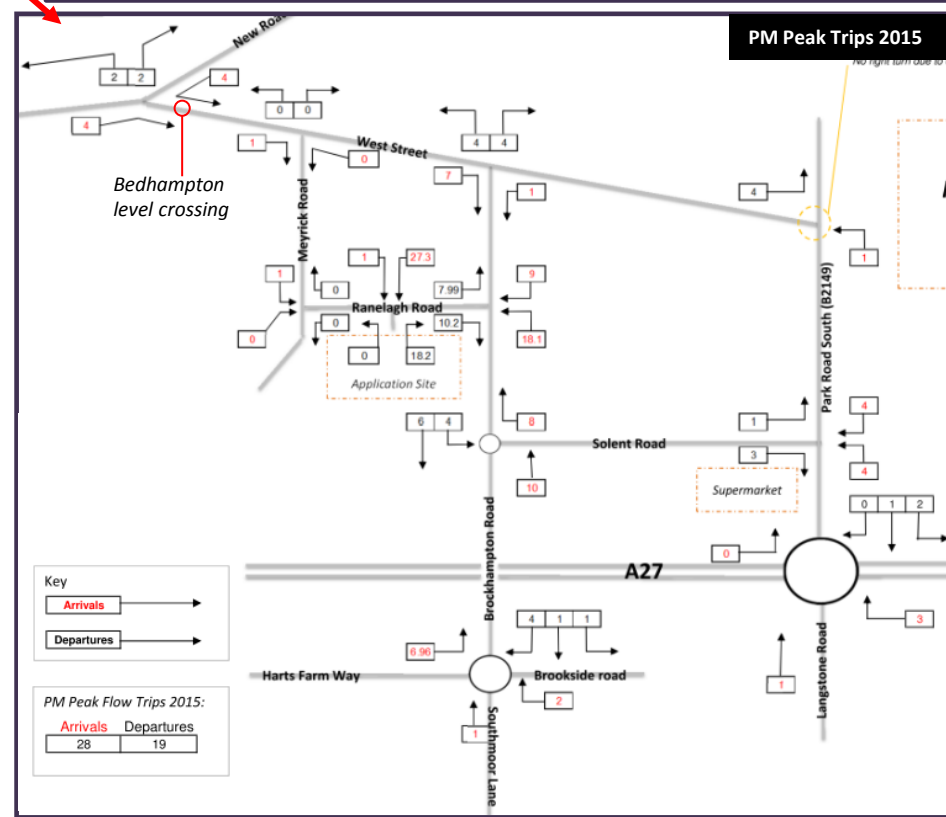
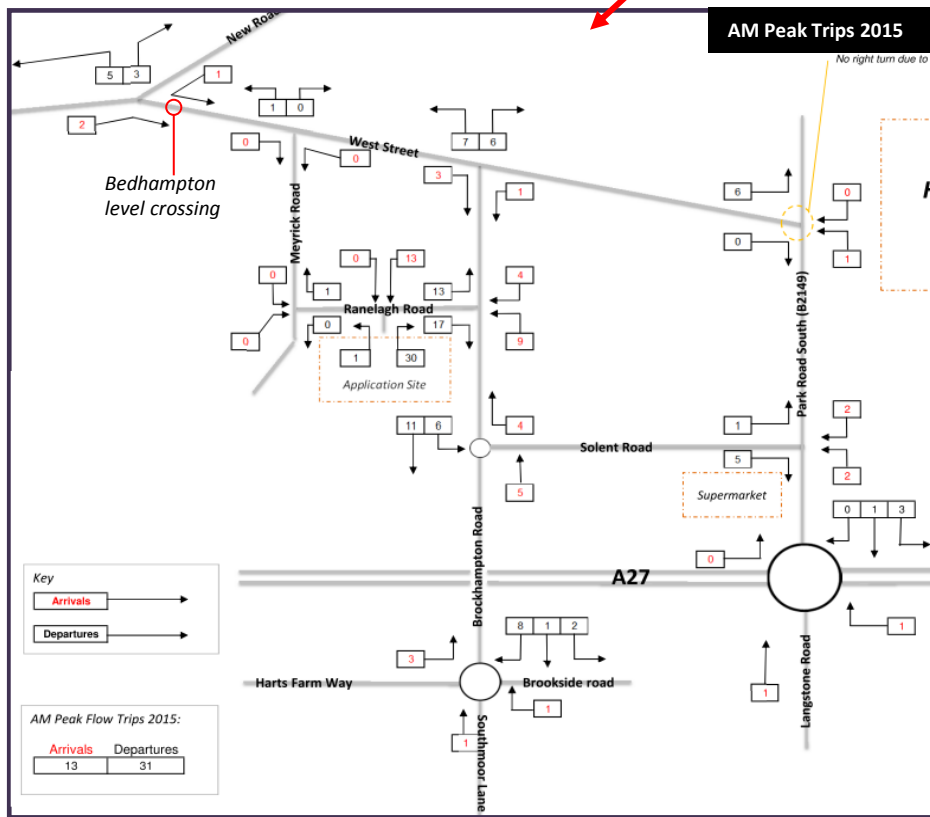
4. The above trip generation has then been distributed on the road network to understand peak hour and daily traffic flows

Time of Gate closure	Gates open	Duration of closure	Queue length	Time until normal flow resumed
0802	0804	1:30	2	0:03
0807	0810	3:29	4	0:07
0813	0817	3:29	5	0:14
0821	0825	3:48	12	Gates closed before 7 th vehicle crossed
0826	0830	3:55	11	0:27
0834	0839	4:58	5	0:15
0842	0845	2:49	5	0:10
0846	0849	2:14	6	0:15
0849	0851	1:58	0	0:00
0858	0900	2:19	2	0:15

5. A survey was undertaken for the Bedhampton Level Crossing during a weekday AM peak hour (0800-0900). This survey recorded;

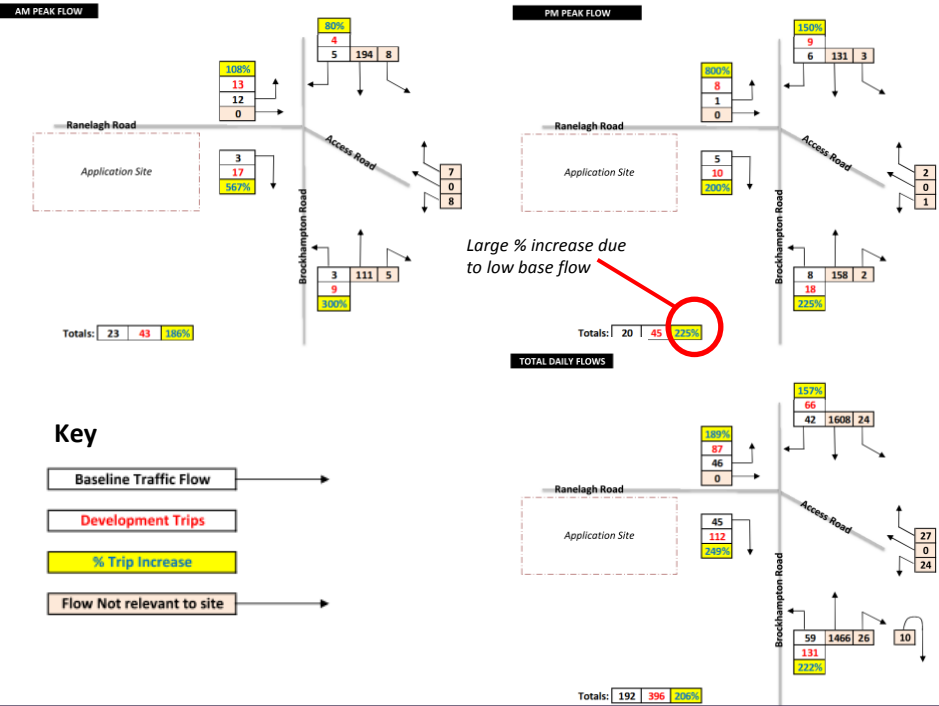
- the crossing closed on 10 occasions
- An average gate closure of 3 minutes
- An average queue length of 5 – 6 vehicles

The frequency of crossing use and vehicle queue times do not cause significant concern with regards to current operation or queue capacity.



6. Two key junctions have been identified by HBC as particularly significant. These junctions have had traffic count surveys undertaken allowing percentage increase to be calculated.

Ranelagh Road/Brockhampton Road - Development % Impact



7. The Institute of Highways and Transportation guidelines requires junctions to be only modelled where traffic associated with the developments exceeds 10% of the existing traffic flow of any junction or 5% in congested areas, therefore modelling was not carried out upon the Solent Road/Park Road junction.

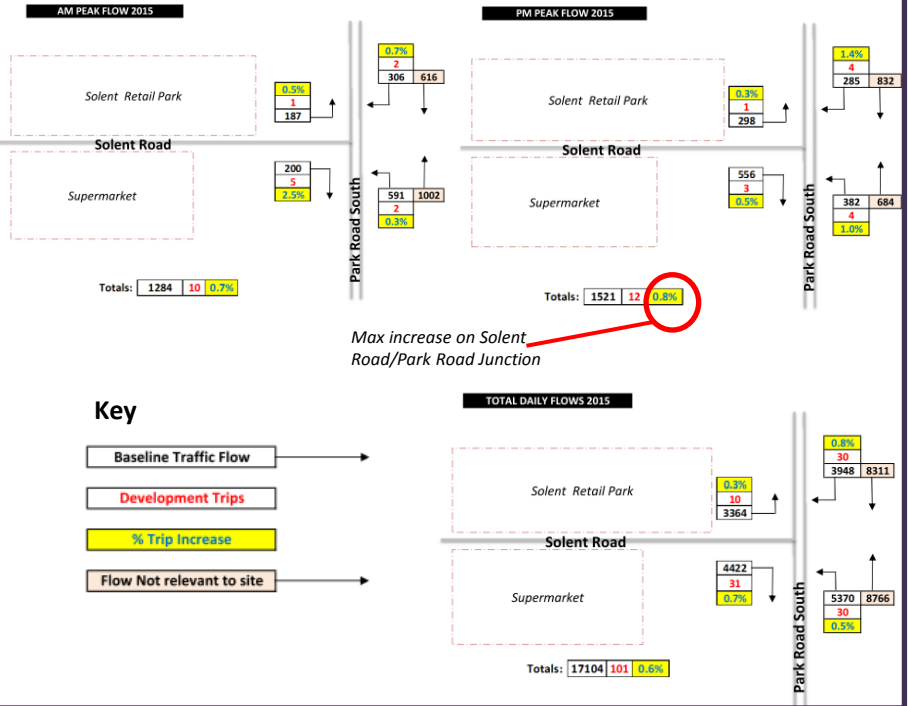
The Percentage increase on Ranelagh Road/Brockhampton Road Junction required modelling to demonstrate that capacity of the junction was not exceeded see below

Baseline + Development 2015 AM Peak				
Period	Arm	Peak No. Vehs/Min	Peak RFC	Peak Queue
0700 - 0900	Ranelagh Road to Brockhampton Road	0.83	0.095	0
	Brockhampton Rd north to Ranelagh Rd	0.23	0.018	0

Baseline + Development 2015 AP Peak				
Period	Arm	Peak No. Vehs/Min	Peak RFC	Peak Queue
1700 - 1800	Ranelagh Road to Brockhampton Road	0.44	0.055	0
	Brockhampton Rd north to Ranelagh Rd	0.38	0.031	0

8. RFC Values need to exceed a threshold 0.85 for redesign to be considered or 1.00 for capacity to be exceeded, these values are will within these thresholds

Solent Road/Park Road South - Development % Impact



9. 10 years of Personal injury Accident (PIA) data was obtained from Hampshire Constabulary. The incidents demonstrate a low recurrence of comparable types of incident, and cannot be attributed to traffic levels or poor highways design. Minor intensification of the LRN would not exacerbate highway safety concerns.

