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Review of Transport Assessment and Travel Plan

The following Technical Note reviews the Transport Assessment (TA) and Travel Plan (TP) submitted to the Highways Agency (HA) for the proposed development of a business park and hotel development (67,354m² GFA) located at Dunsbury Hill Farm between Waterlooville and Havant.

Construction of the proposed development will be delivered in two phases: Phase 1 comprising of employment land use (46,450m² GFA) and Hotel (5,574 m² GFA) and Phase 2 delivering additional employment land use (15,329 m² GFA). It is noted within the TA that outline consent is sought for the Masterplan area with detailed consent for the access and link road only.

Site Access

Paragraph 4.10 of the TA states that a new access will be provided via a link to the B2150 Hulbert Road. The proposed site access arrangement includes a roundabout adjoining the B2150 Hulbert Road to the west. From this traffic can distribute north to the A3(M) Junction 3 and south to Purbrook Way. A further link will be provided through the site to the east in Leigh Park joining the existing Woolston Road three armed roundabout. This will operate as a bus only link, enforced via a bus gate and will also serve to provide a second point of access in emergencies.

Given that the proposed roundabout access adjoining the B2150 Hulbert Road could have wider implications on A3(M) Junctions 3 and 4 a Road Safety Audit, Stage 1, of the roundabout design should be completed at this stage. The safety audit should be undertaken in accordance with Highways Agency Standard HD 19/03.

Public Transport Proposal

It is proposed that a bus gate is placed on the far east of the Dunsbury Hill Farm Link Road so that the site is permeable to buses. HA requests further details about the bus gate operation and how cars will be prevented from using it.

Trip Generation

It is understood that trip generation values for the AM and PM peak have been derived from the SRTM model (which uses the Local Economic Impact Model) and TRICS. The

TA states in paragraph 4.30 that a sensitivity test has been undertaken using trip generation values generated from TRICS as a result of previous concerns regarding that the SRTM indicated lower trip generation values and to understand the impact of higher trip rates as a worse case.

HA is content that a trip rate sensitivity test has been undertaken. The different factors applied to the SRTM trip rates (0.38) relative to the TRICS trip rates (0.46 for AM arrivals) do not fully account for the large differences found in trip numbers. HA is therefore concerned that the SRTM trip rates are an under representation of the likely trip generation associated with the site.

Modelling

On reviewing the results from the forecast SRTM model and the forecast VISSIM model they are showing conflicting conclusions which is represented in the routing explained above. The 'Transport for South Hampshire Evidence Base – Dunsbury Hill Farm Report states that for the AM peak, the general move of development traffic to the site from the A3(M) northbound uses Junction 4 and the Purbrook Way/Hulbert Road Roundabout. Subsequently the reverse route is witnessed in the PM peak. The report states that the reason for this route choice could be due to existing congestion northbound on the A3(M) or at Junction 3 itself.

The VISSIM model, however, has shown that the preferred route choice for development traffic travelling from the A3(M) northbound to the site uses Junction 3 and consequently uses the same route back in the PM peak.

Although forecast results from the VISSIM model for all three scenarios indicate that there is no significant impact posed on Junction 3 and 4 of the A3(M), results have shown that queuing on the northbound off-slip at Junction 4 does increase quite dramatically from 2019 to 2026. As the VISSIM forecast model is using a route proportion of 85% using Junction 3 and 15% using Junction 4 we would require a sensitivity test being conducted using the SRTM route proportion to assess whether queuing extends back onto the mainline at Junction 4. HA requests a justification of the approach and detailed flow information is provided for both junctions, as intuitively the Junction 3 route should be quicker so it may be likely that the traffic would go this way. Furthermore it is understood that the VISSIM model has been modelled for the AM peak (08:00-09:00) and PM peak (17:00-18:00).

This includes a 15 minute warm up and cool down period. We would like to request the expansion factors which have been used to convert the peak hour development trips to the model period as these have not been provided, along with details on how the development trips have been profiled within the model.

Given the uncertainties around the modelling, HA requests to see a copy of the VISSIM model itself in order to further analyse the inputs and approach in more detail.

FORECASTING ASSESSMENT METHODOLOGY - TRANSPORT SCHEMES

With regard to Hindhead, TRADS data can be used to determine whether there has been any material difference in flows. HA requests that TRADS data is assessed to see if Hindhead has caused a materially significant alteration to traffic flows.

IMPACT OF DEVELOPMENT

It is noted within paragraphs 7.11 and 7.12 of the TA that mitigation to the Purbrook Way/Hulbert Road roundabout will be required due to future congestion issues and will be considered at detailed planning stage. We would like to stress that any potential increase in capacity at this roundabout could result in an increase in traffic from the

A3(M) Junction 4 northbound off-slip, therefore we need to understand prior to this stage what the impact of any mitigation at the Purbrook Way/Hulbert Road Roundabout would have on re-routing and the potential impact on A3(M) junction 4 northbound off-slip. Following the detailed review of the VISSIM model, the impact of the development at A3(M) Junctions 3 and 4, and associated mitigation needs (if any), will be confirmed.

MERGE ASSESSMENTS

An assessment of the Junction 3 and 4 slip roads has been undertaken. Using the slip road flows only Atkins has assessed the required slip road standards and concluded that the existing slip road widths are satisfactory. However this assessment has not considered the slip road flows relative to the mainline flows and as such a merge assessment has not been undertaken. HA requests that the merge flows are compared against the mainline flows, using Figure 2/3 of TD22/06, with outputs provided for review.

SUMMARY

We recommend the issues listed above are resolved either within the final TA or prior to its submission so the HA can satisfactorily assess what impact the proposed Dunsbury Hill Farm development could have on the SRN.

LAND ISSUES

The applicants should also be aware that they will need to consult with the Highways Agency regarding transfer of land owned by the Secretary of State for Transport where the proposed development impinges on such land and also on construction issues that may impact on A3(M) junction 3 and boundary issues where the proposed new roundabout on Hulbert Road and adjacent lorry parking area abut the A3(M) boundary.

Yours sincerely



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