

Partnership for Urban South Hampshire (PUSH) Portsmouth City Council (PCC) Havant Borough Council (HBC)

Dunsbury Hill Farm

Hybrid Planning Application Stage NMU Audit

November 2011

Notice

This document and its contents have been prepared and are intended solely for the Partnership for Urban South Hampshire (PUSH), Portsmouth City Council (PCC) and Havant Borough Council's (HBCs) information and use in relation to the Non-Motorised User (NMU) Context Report for the Dunsbury Hill Farm Development.

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Document History

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1. Introduction

Commission and Terms of Reference

- 1.1 This report results from a Non-Motorised User (NMU) Audit carried out on a hybrid planning application for the proposed business park development at Dunsbury Hill Farm (DHF). Outline consent is sought for the Masterplan area with detailed consent for the access and link road only. The client team is Partnership for Urban South Hampshire (PUSH), Portsmouth City Council (PCC) and Havant Borough Council (HBC).
- 1.2 The Audit was carried out by the Design Team in October 2011 in accordance with the Highways Agency's Design Manual for Roads and Bridges Non-Motorised User Audits Standard HD42/05-NMU Audits.
- 1.3 An NMU Context report was prepared in accordance with HD42/05 by the Design Team in June 2011.
- 1.4 The Design Team membership for this NMU Audit was as follows:
- **NMU Audit Team Leader:** Gemma Hunt
Senior Planner
Atkins Highways & Transportation
 - **Design Team Leader:** John Malyon
Atkins Highways & Transportation, Epsom
 - **Team Member:** Gillian Iversen
Senior Transport Planner
Atkins Highways & Transportation
 - **Team Member:** Gregg Holland MIRSO AMIHIE
Principal Consultant
Atkins Highways & Transportation
- 1.5 The audit consists of:
- An examination of the 'Context Report' prepared at feasibility stage. It was considered that this is still valid and no material changes have taken place since the compilation of the report;
 - A continuous assessment of designs against the needs of NMUs;
 - A review of the proceedings from the Development Consultation Forum held on 3rd October 2011 which stakeholder groups including local community boards and statutory consultees attended or submitted responses to. In addition, there is currently an unmanned exhibition of the scheme, although no responses have yet been received. Direct liaison with stakeholder groups was not undertaken at this stage as the majority of the masterplan is at outline design only.
- 1.6 Figure A shows a scheme layout plan with references to the locations of issues identified in this report.

2. Objectives and Design Features

- 2.1 Two key objectives, as stated in the NMU Context Report, were agreed for NMUs in the Dunsbury Hill Farm scheme design. These and the design features that have been incorporated in the detailed design of the access and link road to satisfy them are detailed below, along with relevant features in the outline design for the Masterplan area.

Objective	Design Feature Detailed Design of Link Road	Design Feature Outline Design of Masterplan
Ensure that sustainable transport corridors to Dunsbury Hill as a new employment site are developed and that accessibility for NMUs is fully incorporated, including safe crossing facilities for NMUs as appropriate and minimal diversion for NMUs i.e. networks should meet desire lines.	The detailed design of the link road features two bus stops, one for east bound and one for west bound services. The intention is for these stops to be served by the Havant Cross Borough Bus Service and existing local services from Leigh Park. Due to the severance created by the A3 people travelling to and from the site by bicycle or on foot will arrive from the east of the site. This includes residents of Leigh Park, NMUs who have used the Park Lane bridleway to access the site from the west, and other routes originating from the east. The detailed design provides a shared use path on the northern side of the carriageway from the Woolston Road \ Calshot Road Roundabout to the 'hotel roundabout'. This is 3m wide, and will be edged as it adjoins the Swales. There are designated crossing points close to the bus stops, and at each of the access roads. These are uncontrolled. Street lighting is provided along this path to support perceptions of safety and security. A 30 mph zone will operate within the masterplan.	The development incorporates a public transport strategy through the realisation of the Havant Cross Borough Bus Service, which would route through the site connecting Waterloooville west of the A3(M) and Leigh Park to the east. Frequency is likely to be 4 buses per hour. The 3m shared use path should be used along all roads in the development. Access possible from Park Lane Bridleway. Secure Cycle Parking should be provided at each destination within the development to support cycling to the site.
The Countryside Action Plan for the Solent 2008 -2013 has identified that there are a limited supply of NMU routes, the local network is fragmented and that countryside users often have to cross busy roads to link up paths.		Due to the nature of the development, and the severance created by the A3 to the west, there is little opportunity for the development to contribute to the wider network of NMU routes. Existing routes through the site will be maintained. In the wider area, the Havant Cross

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Objective	Design Feature Detailed Design of Link Road	Design Feature Outline Design of Masterplan
		Borough Bus Service is an opportunity to improve walking and cycling routes to and from bus stops. This should include cycle parking facilities.

3. Items Raised in this Audit

The annotated scheme layout plan for Dunsbury Hill Farm Masterplan (Figure A in **Appendix A**) shows the locations of the issues identified in this section which are not general to the scheme and which are cross-referenced to the paragraph numbers attributed to each issue.

Issues at Specific Locations

3.1 ISSUE

The Link Road Carriageway and Swale interrupt the footpath leading from Ramsdale Avenue to Park Lane bridleway just before it intersects with Calshot Lane.

ACTION TAKEN

The design should be revised to introduce timber bridges over the Swales to continue the footpath. The footpath may need to be slightly re-routed on the north side of the carriageway to enable this.

Traffic on this section of the link road is restricted to buses (expected frequency 8 per hour) and emergency vehicles only; so road crossing should not present any difficulties to users of the path. However, this should be considered when deciding where trees are planted to ensure visibility between NMUs and vehicles.

3.2 ISSUE

Potential conflict point between the proposed scheme and NMUs at the bridleway approximately 500m north of where it interconnects with Calshot Road. The bridleway is an important link for both commuting and leisure purposes.

ACTION TAKEN

The current design for this area is outline only, so there is no mitigation measure in the current design. It is recommended that a crossing point is provided with clear signing, and that surveys of Bridleway use are undertaken. This will allow time management of servicing and traffic associated with the building here as a method to reduce conflict.

3.3 ISSUE

Refurbished in 2009, Park Lane Bridleway is an important link for people commuting by cycle, as well as leisure users on horseback, foot or mobility scooter. Integration between the Park Lane bridleway and the development needs to be in place in phase 1 to encourage use of sustainable modes from the outset.

ACTION TAKEN

This will be addressed in the detailed design of phase 1 of the masterplan.

3.4 ISSUE

Cyclists may choose to travel on carriageway to the site.

ACTION TAKEN

The shared use path has been created to meet the needs of both cyclists and pedestrians.

If cyclists choose to travel on the carriageway, the design of the bus gate will allow cyclists to enter the site on the carriageway. This will be addressed in the detailed design of the bus gate.

If the post completion NMU audit identifies any issues between vehicles and cyclists this could be mitigated with the introduction of an advisory cycle lane on the carriageway. In this arrangement, traffic has to yield when cyclists are present. However, when cyclists are not around, the traffic can enter the advisory lane.

If there is a high number of heavy goods vehicles on the site driver training may be appropriate to raise awareness of the presence of cyclists.

Cycle training could be included in the travel plans for the buildings in the development.

General Issues

3.5 ISSUE

The shared use path parallel to the link road is on the north side of the carriageway only. This means that some pedestrians, cyclist and bus users will have to take indirect routes to their destinations, crossing the link road more than once.

ACTION TAKEN

The path should be continued between the bus stop on the southern side and the first road to the west (approximately 40m). It is very unlikely that bus users will cross the link road twice if they are travelling to destinations on this road, and are likely to take an alternative route along the verge or the carriageway. This will be addressed at the detailed design of the Masterplan as the location of the bus stop may change, as may the accesses to plots.

Wayfinding information should be provided at Woolston Road Roundabout to ensure that NMUs select the north path at this point. This should clearly show paths and crossing points through the development, as well as destinations.

Similarly, information should be provided at the hotel roundabout or within the hotel to encourage people travelling to and from the hotel to select the northern route.

3.6 ISSUE

North / South Crossing points on the link road are unsignalised this means that some users may find these hard to use. Some users may find it difficult to decide when to cross, and there is no refuge provided for mobility impaired users,

ACTION TAKEN

Users are guided to crossing points by the timber bridges over the Swales.

A 30 mph zone will be in operation within the development zone.

Traffic will be restricted to traffic related to the development and buses. Traffic will be prevented from travelling to and from the Woolston Road roundabout as this will operate as a bus only link enforced via a bus gate.

The design has high visibility between NMUs and oncoming vehicles. The landscape design will be carefully considered to ensure that the positioning of planted trees does not restrict visibility between NMUs and vehicles.

Both the path and the link road are to be lit. This will ensure visibility remains good in hours of darkness.

The carriageway on the link road will be 6.5m wide. Combined with relatively low traffic flow this does not require a pedestrian refuge.

3.7 ISSUE

Access roads to plots may be a conflict point between vehicles and NMUs.

ACTION TAKEN

When access roads are designed, the geometry should encourage vehicles to slow before turning.

Priority crossings should be used to minimise injury risk to cyclists and pedestrians using shared use path.

3.8 ISSUE

Timber bridges provided over Swales may be a trip and slip hazard for pedestrians, and could create problems for cyclists and wheelchairs and pushchairs.

ACTION TAKEN

This will be addressed in the detailed design of the timber bridges.

3.9 ISSUE

Number and type of NMU's using existing routes, particularly Park Lane, unknown. Strategic Model in the TA predicts 24% walking and cycling to the site.

ACTION TAKEN

The council has no existing figures for the use of the Park Lane Bridleway, but state it is a popular route for both commuting and leisure purposes, resulting in an upgrade in 2009. Conducting a video survey of use over three days (one weekday and both weekend days) would cost approximately £1,000. This should be conducted in spring or summer during term time and should be undertaken before the detailed design of the Masterplan.

3.10 ISSUE

Sufficient cycle parking should be provided on site to encourage use of this mode.

ACTION TAKEN

This will be addressed in the detailed design of the Masterplan. Cycle parking should be secure, and covered.

3.11 ISSUE

Maintenance of the shared use path required to prevent slip and trip risks. It is important to maintain the path to ensure it can be used safely by both pedestrians and cyclists.

ACTION TAKEN

The path width is wide enough for standard street sweepers. A maintenance schedule will be created during the detailed design of the Masterplan.

Appendix A

Annotated Layout Plan

A.1 Annotated Layout Plan

The annotated layout plan in this appendix indicates the location of the issues identified that are specific to particular locations. They are cross-referenced to the paragraph numbers attributed to each problem in **Section 3** of this Audit report.

