



Hampshire
County Council

Barncroft Infant School Disposal

Transport Statement

Report



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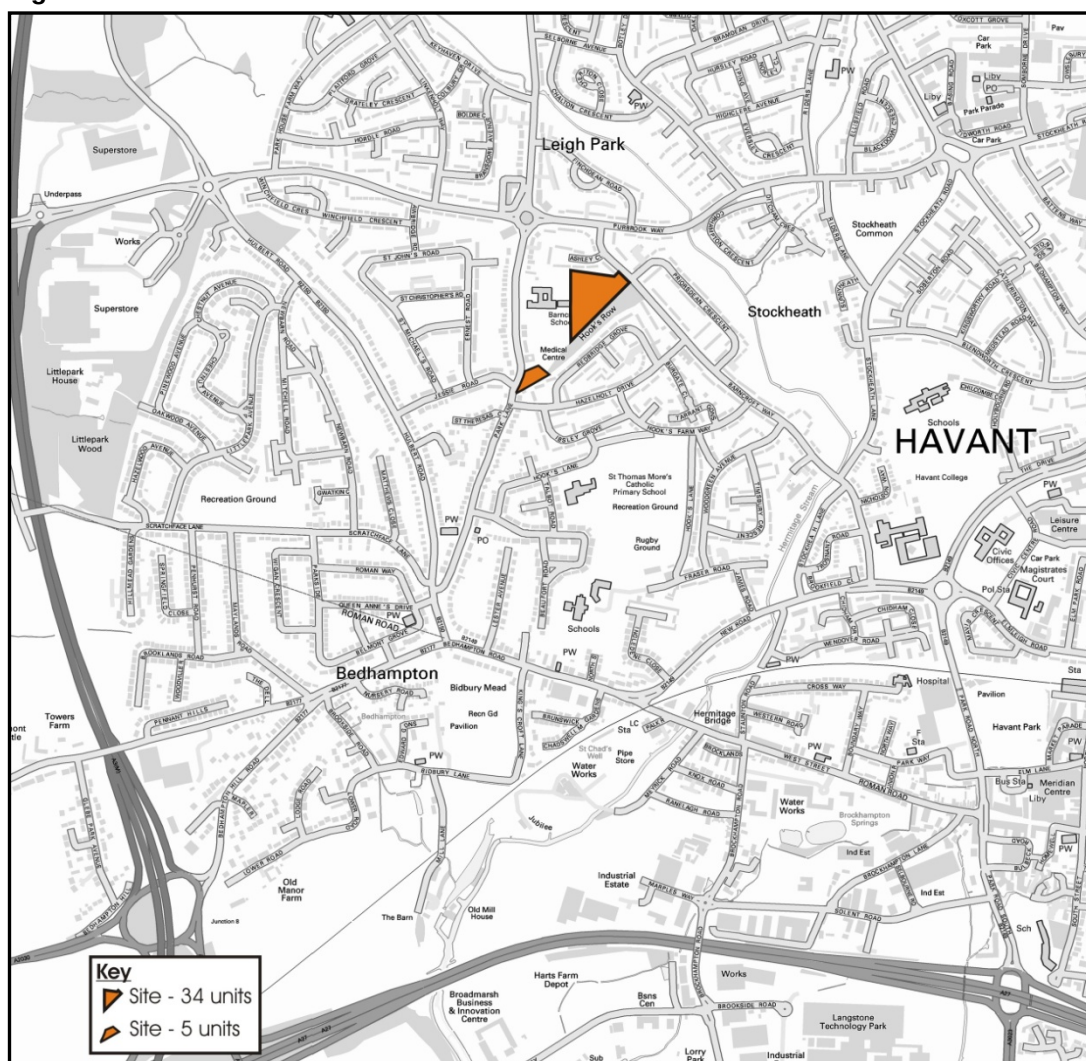
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1 Introduction

- 1.1 JMP Consultants Ltd (JMP) has been commissioned by Hampshire County Council (HCC) to provide consultancy services in relation to the redevelopment of the Barncroft Infant School disposal site for residential development.
- 1.2 This Transport Statement (TS) has been prepared in support of a planning application for a residential development.
- 1.3 The overall development proposals consist of 39 residential units split between two sites with independent accesses. 34 units will be accessed from Barncroft Way with additional five units accessed from Park Lane. A site location plan is provided in Figure 1.1.

Figure 1.1 Site Location Plan



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- 1.4 The development site is located in Havant within South East Hampshire. The larger site is currently occupied by Barncroft Infant School. The smaller site on which five residential units are proposed is currently a green field.

- 1.5 The disposal of this site will follow the redevelopment of Barncroft Primary School. This will involve the amalgamation of the Barncroft Infant and Junior schools which is part of a separate application. Therefore, this residential development is not likely to commence earlier than June 2012.
- 1.6 The scope of this TS has been agreed with representatives of Havant Borough Council and the correspondence is included within **Appendix A**.
- 1.7 This report is set out in the following chapters:
- Chapter 2 sets out the planning policy framework;
 - Chapter 3 describes the existing conditions, including information about the site and baseline transport data;
 - Chapter 4 describes the proposed development and future trip generation;
 - Chapter 5 outline mitigation measures for the site; and
 - Chapter 6 provides the conclusions.

2 Policy Context

- 2.1 This chapter sets out national, regional and local transport policy to provide context for the proposed development.

National Policy

Planning Policy Guidance – PPG13

- 2.2 The core objectives of PPG13 are to integrate planning and transport policy at the national, regional, strategic and local level to:
- *'promote more sustainable transport choices for both people and for moving freight;*
 - *'promote accessibility to jobs, shopping, leisure facilities and services by public transport walking and cycling; and reduce the need to travel by car; and*
 - *'reduce the need to travel, especially by car.'*
- 2.3 PPG13 notes that: *'by shaping the pattern of development and influencing the location, scale, density and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling.'*
- 2.4 PPG13 suggests that local authorities should promote walking and cycling through measures including the provision of convenient, safe and secure cycle parking and changing facilities in developments.

Planning Policy Statement – PPS1

- 2.5 PPS1: Delivering Sustainable Development (2005) sets out the overarching policies on the delivery of sustainable development through the planning system. A widely used definition of sustainable development is: *'development that meets the needs of the present without compromising the ability of future generations to meet their own needs.'*
- 2.6 PPS1 states that new developments should contribute to global sustainability by addressing the causes and potential impacts of climate change. This could be achieved by encouraging patterns of development which reduce the need to travel by private car.
- 2.7 PPS1 also indicates that in preparing development plans, planning authorities should seek to: *'provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation.'* New developments should therefore be located in accessible location where facilities can be accessed on foot, by bicycle and public transport. It recognises that this might be more difficult in rural areas.

Planning Policy Statement – PPS3

- 2.8 National policy with regards to housing is formulated in PPS3: Housing which has recently been updated (June 2010).
- 2.9 The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. To achieve this, the Government is seeking to achieve a wide choice of high quality homes both affordable and market housing. This would contribute to creation of sustainable, mixed communities in both urban and rural areas.

- 2.10 It continues to mention that affordability across the housing market could be improved by increasing the supply of housing.
- 2.11 Paragraph 12 states that: *'good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities.'*
- 2.12 Paragraph 16 outlines matters to consider when assessing design quality seeking to ensure that a development: *'is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.'* It goes on to mention that a development should be well integrated and complement the neighbouring buildings and the local area in terms of scale, density, layout and access.
- 2.13 Paragraph 36 advises that housing should be developed in suitable locations which offer a range of community facilities which are accessible by sustainable transport modes.

Regional Policy

South East Plan

- 2.14 The Regional Spatial Strategy (RSS) and Regional Transport Strategy (RTS) for the South East of England are contained within the South East Plan, which covers the period to 2026. The overall spatial vision for the South East of England is set out in Section 3 of the Plan as below:
- 'through the Plan and other measures, the South East will show a sustained improvement in its quality of life over the period to 2026, measured by the well-being of its citizens, the vitality of its economy, the wealth of its environment and the prudent use of natural resources.'*
- 2.15 The underlying principles of the Plan are to ensure sustainable development that maximises the use of existing infrastructure. The RSS and RTS together put forward integrated land use and transport policies that seek to reduce the need to travel. The Plan promotes sustainable travel, encourages improved accessibility, emphasises reduced car use and generally reducing the need to travel. It also emphasises public transport provision, Travel Plans, car sharing and car clubs, and provision for pedestrians and cyclists.

Local Policy

Hampshire County Council Local Transport Plan 2006 – 2011

- 2.16 The Local Transport Plan (LTP) sets out HCC's transport strategy for the period 2006-2011. The overall vision for this LTP is of a transport strategy that:
- 'enhances quality of life and economic prosperity by connecting people, communities, employment, goods, services and amenities.'*
- 2.17 Chapter six contains strategy for the Solent area where Havant is located. Paragraph 6.11 sets out the vision which seeks to ensure that a suitable mix of housing types and tenures is provided. It continues to mention that this needs to be achieved in a sustainable way which ensures that the quality of life is enhanced.
- 2.18 Policy SH11 states that the transport and planning authorities will work together to: *'reduce the need to travel through the development of smarter choices, such as travel planning and measures to discourage less sustainable journeys.'*

2.19 Paragraph 6.262 sets out the strategy for Havant which focuses primarily on improving accessibility and addressing severance issues. Improving access to key facilities and activities is central to this approach.

2.20 The key elements of the strategy are listed below:

- *'providing improvements to pedestrian and cycle routes to create continuous routes and overcoming severance and ensuring adequate maintenance of these routes;*
- *'improve accessibility to the town centre and address severance issues for pedestrians, disabled people and cyclists; and*
- *'raising travel awareness and promoting effective marketing campaigns.'*

Havant Borough District Wide Local Plan – Saved Policies

2.21 The Saved Policies from the Havant Borough District Wide Local Plan form part of the Havant Borough Local Development Framework.

2.22 Policy T1 states that a development will be permitted: *'where it assists the implementation of an integrated transport network, a choice of transport modes, or the operation of efficient public transport.'*

2.23 Policy T6 mentions that: *'development will be permitted provided it is, or could be, served efficiently by public transport, cycling and walking.'* It also states that new developments should be located to provide a choice of transport modes and minimise travel demand.

Local Parking Policy

2.24 Havant Borough Council (HBC) adopted a Supplementary Planning Document, *'Residential Parking and Cycle Provision'*, in March 2010 and it is set out in HBC's Local Development Framework.

2.25 Residential developments should comply with the car and cycle standards set out in Table 2.1. The standards take into account visitors' parking.

2.26 A representative of the HBC's highways department has confirmed that for residential development parking provision for the disabled is assessed on a case by case basis. It has been also advised that for developments of 20 units and above, 5% of the total provisions should be allocated for disabled users.

Table 2.1 Car and Cycle Parking Standards for Residential Developments

Unit Type	Car Parking Standard (Spaces per Unit)		Cycle Parking Standards	
	Allocated	Unallocated	Long Stay	Short Stay
1 Bed Units	1.0	0.9	1 space per unit	1 loop/hoop per unit
2 Bed Units	2.0	1.3	2 spaces per unit	1 loop/hoop per unit
3 Bed Units	2.0	1.9	2 spaces per unit	1 loop/hoop per unit
4 or More Bed Units	3.0	2.4	2 spaces per unit	1 loop/hoop per unit

HBC SPD March 2010

2.27 The proposed parking provision is considered in chapter 4.

3 Baseline Conditions

- 3.1 This chapter describes the existing conditions, including information about the site and baseline transport data.

Existing Site Information

- 3.2 The existing site on which the majority of residential units (34) are to be developed is currently occupied by Barncroft Infant School. The school comprises 1,350m² GIA and has around 140 pupils and 29 staff. The existing site layout is included in **Appendix B**.
- 3.3 The school is accessed from Barncroft Way and an on-site car park is provided for staff and visitors; this comprises 12 car parking spaces.
- 3.4 The surrounding area is predominantly residential with a housing estate located to the north of the site.
- 3.5 An additional five units are proposed on a site adjacent to Park Lane approximately 200m to the south of the existing junior school. The Park Lane site is currently a green field but has until recently formed part of the Barncroft Junior School site.

Site Accessibility

Public Transport Services

- 3.6 The site is within a walking distance (500m) of six different bus services that provide connections to local destinations such as Portsmouth, Emsworth, Fareham and Liss. The closest bus stops, served by three different bus routes, are located on Barncroft Way within 150m of the site. A summary of bus services available within 500m of the site is provided in Table 3.1.

Table 3.1 A Summary of Bus Services with 500m of the Site

Bus Route	To	From	Frequency	
			08:00 – 09:00	17:00 – 18:00
21	Portsmouth	Havant	2	3
21	Havant	Portsmouth	2	3
23	Portsmouth	Havant	6	5
23	Havant	Portsmouth	6	5
27	Leigh Park	Emsworth	1	1
27	Emsworth	Leigh Park	1	1
37	Liss	Havant	1	1
37	Havant	Liss	1	1
39	Havant	Wecock Farm	4	4
39	Wecock Farm	Havant	3	4
63	Havant	Fareham	1	1
63	Fareham	Havant	1	1
Total			29	31

- 3.7 As can be seen, there are a total of 29 and 31 bus services in both directions in the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak respectively. This equates to an average of a bus every two minutes arriving and departing within 500m of the site.
- 3.8 Bedhampton and Havant railway stations are located approximately 1.5km to the south of the site. The stations can therefore be reached in approximately 20 minutes assuming an average walking speed of 80 metres per minute.

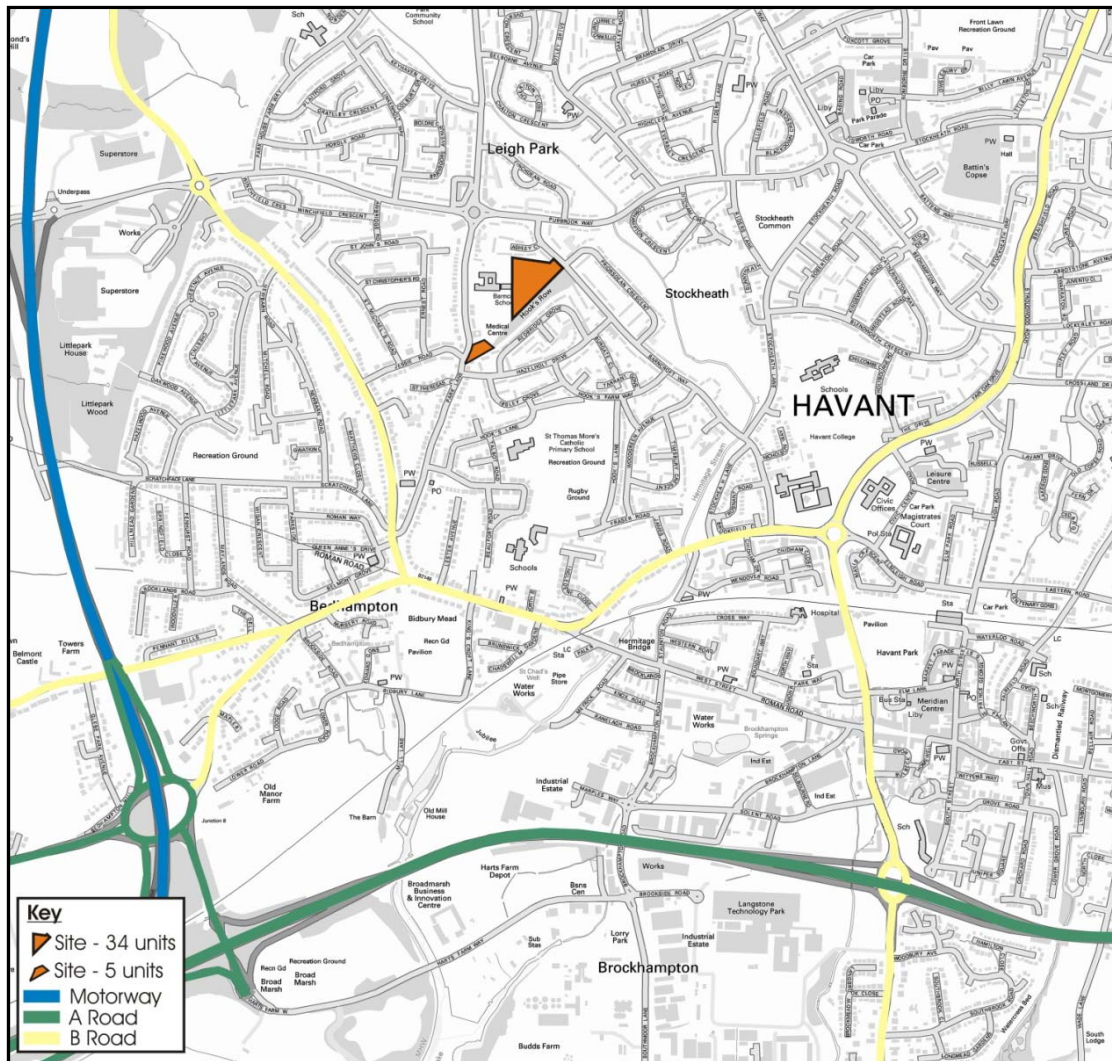
Walking and Cycling Networks

- 3.9 A designated circulatory cycle lane is provided at Purbrook Way Roundabout located approximately 280m north of the proposed development. The cycle facility continues onto Park Lane and is present on both sides of the highway.
- 3.10 National Cycle Route 2 and 22 are located approximately 1.6km to the south of the site.
- 3.11 However, the local residential roads around the site are lightly trafficked and are therefore suitable for cyclists.
- 3.12 Barncroft Way and Park Lane both have footways present on either side of the road. At present, there are no formal pedestrian crossing points in the vicinity of the site. A school crossing patroller is available on Barncroft Way and Park Lane during the school peak arrival and departure times.

Highway Network

- 3.13 Barncroft Way and Park Lane join Purbrook Way in the north which connects to the A3(M) to the west. The A3 runs in the north-south direction and adjoins the A3 in the north and the A27 in the south.
- 3.14 To the south, Barncroft Way joins New Road (B2149) which provides access to Havant town centre.
- 3.15 Further south, the B2149 becomes New Park Road and connects with the Havant Bypass (A27). The A27 runs in the east-west direction adjoining the M27 in the west.
- 3.16 The local highway network is shown in Figure 3.1.

Figure 3.1 Local Highway Network



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Parking Restrictions

- 3.17 'School Keep Clear' markings with zigzag lines are in existence outside the school entrances.
- 3.18 On the eastern side of Park Lane to the south of the 'Keep Clear' markings, no parking restrictions are in operation. Double yellow lines start to the north of the zigzag markings and continue up to the cycle lane.
- 3.19 On the western side of Park Lane, single yellow lines are present in the vicinity of the school. Stopping restrictions apply from Monday to Friday between 08:00 – 09:30 hours and 14:30 – 16:00 hours.

Collision Data Analysis

- 3.20 A total of nine collisions occurred within 300m of the site access for the period from 01/03/07 – 28/02/10. The area of interest and the details of the collisions have been included in **Appendix C**.
- 3.21 Of the nine collisions, only one was serious and occurred on Barncroft Way approximately 100m to the south of the site and involved a motorcyclist who drove into the rear of a parked car.

- 3.22 A slight collision occurred at junction of Purbrook Way and Barncroft Way and involved a car who hit the rear of a motorcycle which was waiting to turn left into Purbrook Way.
- 3.23 The final collision on Barncroft Way occurred at junction with Priorsdean Crescent and involved a pedal cyclist colliding with a car.
- 3.24 A total of four collisions took place at Purbrook Way roundabout all of which were slight. One of the collisions at this location involved a pedestrian who ran into a vehicle's path. Another two collisions involved a car hitting a stationary vehicle at the entry to the roundabout. The final collision at this location involved an ambulance on call which failed to stop in time and collided with the rear of another car.
- 3.25 Another slight collision on Purbrook Way involved a pedestrian who was hit by a car while travelling across in front of a stationary bus.
- 3.26 The final collision on Purbrook Way was caused by a pedal cyclist who failed to look and was hit by car while entering the carriageway.
- 3.27 It is considered that the above collisions do not indicate significant road safety issues in the vicinity of the site.

Traffic Data Analysis

- 3.28 Automatic Traffic Count (ATC) data has been provided by HCC for Barncroft Lane and Park Lane between 25/06/08 – 04/07/08. A location plan showing the data collection points is provided in **Appendix D**.
- 3.29 The ATC data recorded vehicle volumes and speeds, which is also included in **Appendix D**.
- 3.30 A summary of the traffic data for Barncroft Way is provided below:
- The ATC shows the average weekday daily traffic flow to be 7,168 vehicles in both directions, with an average of 540 vehicles between 08:00 – 09:00 hours and 546 vehicles between 17:00 – 18:00 hours.
 - The average weekday traffic flows by hour of day are shown in Figure 3.2. As can be seen, the PM peak on Barncroft Way is spread out across three hours. The highway AM and PM peaks are similar in terms of the level of traffic.
- 3.31 Table 3.3 shows the peak hour flow variations by day of week on Barncroft Way.

Figure 3.2 Average Weekday Flow on Barncroft Way by Hour of Day

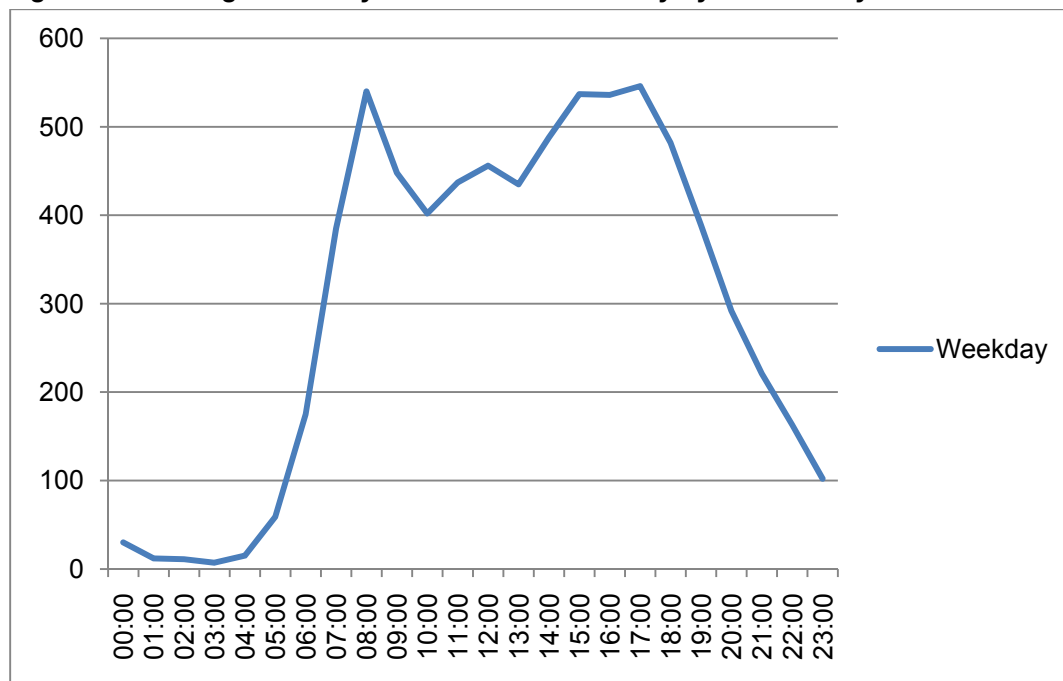
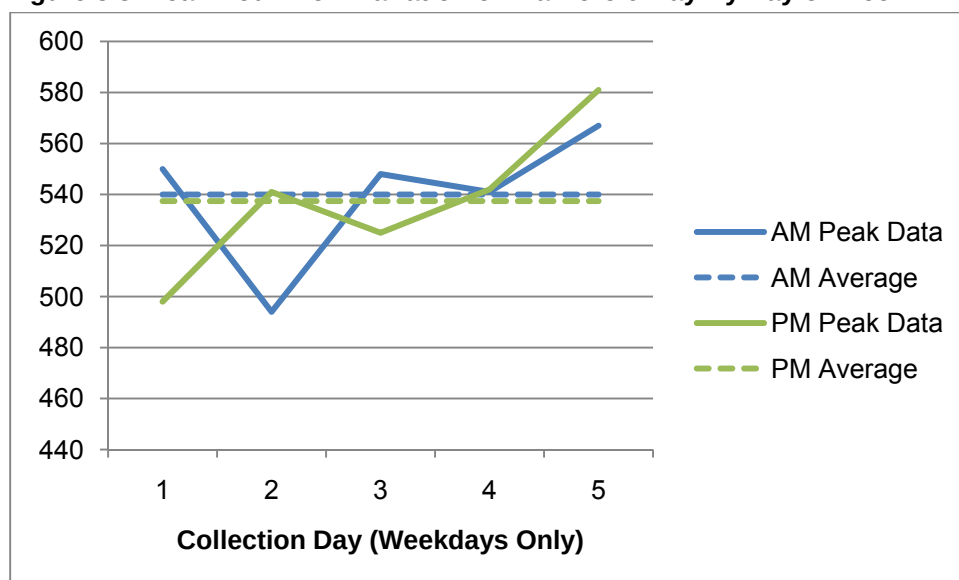


Figure 3.3 Peak Hour Flow Variation on Barncroft Way By Day of Week



3.32 A summary of the traffic data for Park Lane is provided below:

- The ATC shows the average weekday daily traffic flow to be 5,882 vehicles in both directions, with an average of 463 vehicles between 08:00 – 09:00 hours and 551 vehicles between 17:00 – 18:00 hours.
- The average weekday traffic flows by hour of day are shown in Figure 3.4. As can be seen, the PM peak on Park Lane is more concentrated and occurs at 17:00 hours.

3.33 Figure 3.5 shows the peak hour flow variations by day of week on Park Lane.

Figure 3.4 Average Weekday Flow on Park Lane by Hour of Day

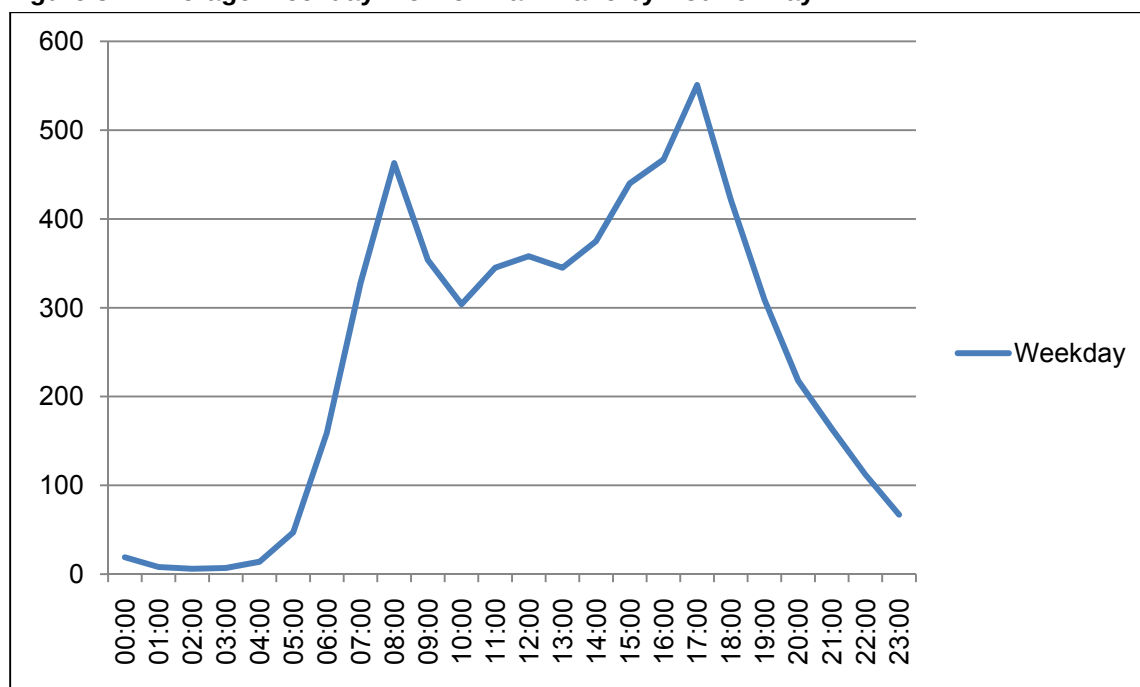
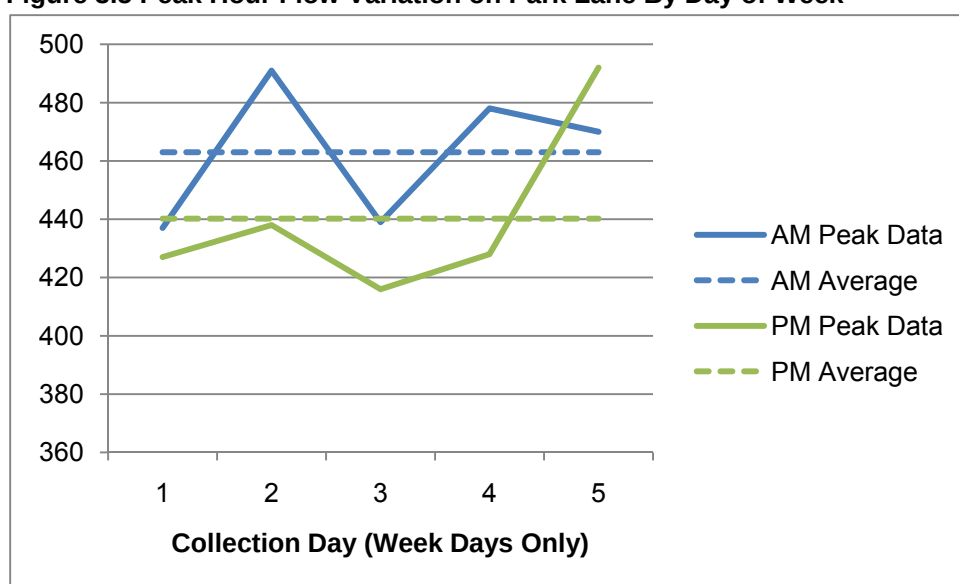


Figure 3.5 Peak Hour Flow Variation on Park Lane By Day of Week



Existing Trip Generation

- 3.34 This section sets out the trip generation for the existing site to enable a comparison with the proposed development.

Barncroft Infant School

- 3.35 The proposed site is currently occupied by an infant school providing education to 140 pupils. The existing trip generation has been based on the recent 2009 school Census.
- 3.36 A total of 101 pupils responded to the survey; this equates to a 72% response rate. The modal split calculated from the survey shown in Table 3.2.

Table 3.2 Infant School Pupil Modal Split

Mode	08:00 – 09:00	15:00 – 16:00
Walk	71%	71%
Car Alone	24%	24%
Car Share	1%	1%
Cycle	1%	1%
Taxi	3%	3%
Total	100%	100%

- 3.37 The modal split data in Table 3.3 has been applied to the existing number of pupils (140) to estimate the existing trip generation by mode; the findings are shown in Table 3.3.

Table 3.3 Infant School Pupils Existing Trip Generation

Mode	08:00 – 09:00	15:00 – 16:00
Walk	100	100
Car Alone	34	34
Car Share	1	1
Cycle	1	1
Taxi	4	4
Total	140	140

- 3.38 The existing infant staff trip generation is based on the staff travel survey undertaken in 2007 as part of the School Travel Plan. The modal split is provided in Table 3.4 and the resulting trip generation is shown in Table 3.5. The total number of staff is 29.

Table 3.4 Infant School Staff Existing Modal Split

Mode	08:00 – 09:00	17:00 – 18:00
Walk	24%	24%
Car Alone	69%	69%
Car Share	0%	0%
Bus	3.5%	3.5%
Cycle	3.5%	3.5%
Total	100%	100%

Table 3.5 Infant School Staff Existing Trip Generation

Mode	08:00 – 09:00	17:00 – 18:00
Walk	7	7
Car Alone	20	20
Car Share	0	0
Bus	1	1
Cycle	1	1
Total	29	29

Park Lane

- 3.39 The existing Park Lane site currently does not have an access and there are no existing trips associated with this site.

Total Existing Trip Generation

- 3.40 Table 3.6 shows the total infant school existing trip generation during the school AM (08:00 – 09:00 hours) and PM (15:00 – 16:00 hours) peaks, as well as typical highway network PM peak (17:00 – 18:00 hours).

Table 3.6 Total Existing Trip Generation – Pupils and Staff

Mode	08:00 – 09:00	15:00 – 16:00	17:00 – 18:00
Walk	107	100	7
Car Alone	54	34	20
Car Share	1	1	0
Bus	1	0	1
Cycle	2	1	1
Taxi	4	4	0
Total	169	140	29

- 3.41 The existing vehicular trip generation is therefore shown to be 54 trips arriving between 08:00 – 09:00, 34 and 20 trips departing between 15:00 – 16:00 and 17:00 – 18:00 respectively.

4 Development Proposals

- 4.1 This chapter describes the proposed development and future trip generation. A quantum of change in vehicular resulting from the proposed development is also provided.

General

- 4.2 The proposal includes a development of 39 residential units comprising a mix of one, two and three bedroom dwellings split between two sites.
- 4.3 As part of the development proposals, the Barncroft Infant School will be demolished for a development of 34 residential units with the remaining five units being provided on a separate site adjacent to Park Lane.
- 4.4 In total, the development will consist of 34 houses and five flats. A summary of the proposed dwellings are provided in Table 4.1.

Table 4.1 Proposed Development Quantum

Unit Type	No. Of Units
Barncroft Way	
3 Bed Houses	18
2 Bed Houses	9
1 Bed Houses	2
2 Bed Flats	2
1 Bed Flats	3
Sub-Total	34
Park Lane	
3 Bed Houses	3
2/3 Bed Houses	2
Sub-Total	5
Grand Total	39

- 4.5 The programme for the redevelopment of Barncroft Primary School dictates that the residential development is not likely to commence before June 2012.
- 4.6 The proposed development layouts are provided in **Appendix E**.

Access Proposals

Pedestrian Access Proposals

- 4.7 Pedestrians will be able to access the main site directly from Barncroft Way. A network of internal pedestrian routes would be provided which will tie in with the surrounding pedestrian network.
- 4.8 A secondary pedestrian access point could also be provided linking the site with Hooks Row.
- 4.9 In addition, a pedestrian route will run alongside the northern boundary of the site connecting Barncroft Way to Barncroft Primary School.

- 4.10 For the Park Lane site, a multimodal site access is proposed from Park Lane.

Vehicle Access Proposals

- 4.11 The proposed site layout plans were reviewed by Hampshire Engineering Consultancy to ensure that there is sufficient visibility of a vehicle emerging from the two sites. Subsequently, *Preliminary Design Report* and *Feasibility Report* were produced for the Barncroft Way and Park Lane sites respectively. The documents contain the HCC approved junction, highways design and visibility splays for the two site accesses. The approved plans are No.502775/001 for the Barncroft Way site and No.502730/SK3 for the Park Lane site; these are provided within **Appendix F**.

Parking Proposals

Car Parking Proposals

- 4.12 The car parking proposals include provision of a combination of shared parking spaces and private driveways.

Barncroft Way Site

- 4.13 For the Barncroft Way site, a total, 59 car parking spaces will be provided equating to an average of 1.73 spaces per unit. This level of car parking provision is compliant with the HBC maximum car parking standards.
- 4.14 A summary of the maximum permissible car parking provision according to the HBC standards is shown in Table 4.2.

Table 4.2 Maximum Permissible Car Parking Provision for the Barncroft Way Site

Unit Type	No of Units	Space Type	HBC Standard	Maximum Provision
3 Bed Houses	18	Allocated	2 spaces per unit	36
2 Bed Houses	9		2 spaces per unit	18
1 Bed House	2		1 space per unit	2
2 Bed Flats	2	Unallocated	1.3 spaces per unit	2.6
1 Bed Flats	3		0.9 spaces per unit	2.7
Total	34	-	-	≈ 62

- 4.15 Two disabled bays will be provided in line with the HBC parking standards. As it is not possible to identify which properties will be occupied or visited by disabled people, it is proposed that such detail is dealt with in the later stage of the planning process.

Park Lane Site

- 4.16 It is proposed that each of the five houses on the Park Lane site will have a garage and/or driveway accommodating two vehicles. This is in line with HBC car parking standards. The driveways could also be converted to a disabled bay if required.

Cycle Parking Proposals

- 4.17 All houses will be provided with either a shed or an alternative form of purpose built, lockable cycle storage. In addition, secure cycle storage areas will be provided for use by the flats with cycle parking for five bicycles. Short term cycle spaces will also be provided in accordance with HBC cycle parking standards.

Refuse / Recyclables Collections

- 4.18 It is proposed that refuse/recyclables collections will be carried out in accordance with existing arrangements for the surrounding area.

Barncroft Way Site

- 4.19 JMP has undertaken a swept path analysis of a large refuse vehicle (3 axles) which is operated by the refuse collection team in the surrounding area. This is shown in drawing *STH2507-BW-003*. The drawing illustrates that this vehicle is able to undertake required manoeuvres to service the site and stop on the public highway within 25m of the bin stores.
- 4.20 A swept path analysis has also been undertaken of pantechnican negotiating the site; this is shown in drawing *STH2507-BW-004*. The drawing demonstrates that the manoeuvres required can be undertaken to service the site.
- 4.21 The swept analysis drawings for the Barncroft Way site are included within **Appendix G**.

Park Lane

- 4.22 For the Park Lane site, refuse collection would need to take place on street as it is not possible to turn around a refuse vehicle within the site. Drawing *STH2507-PL-002* illustrates that the required carry distances for the refuse collection people and the residents meet the guidance within Manual for Streets.
- 4.23 A swept path analysis has also been undertaken of a pantechnicon reversing into the Park Lane site; this manoeuvre is shown in drawing *STH2507-PL-003*. Owing to the infrequent number of pantechnicon arrival/departures, it is considered that the manoeuvre proposed is acceptable.
- 4.24 The results of the swept path analysis for the Park Lane site are included at **Appendix H**.

Proposed Trip Generation

Site Selection

- 4.25 The TRICS trip generation database has been interrogated to find comparable residential developments.
- 4.26 As 87% of the units will be houses, the private housing category has been selected to cover the majority of units. This also provides a worst case as trip rates for flats or non-private units (rented/part-owned) are typically lower.
- 4.27 A total of eight sites were considered as they demonstrated similar characteristics in terms of size, public transport accessibility and parking provision. Location characteristics have also been considered in undertaking the site selection.
- 4.28 Details of the sites selected are shown in Table 4.3.

Table 4.3 Private Housing Sites Selected from TRICS Database

Development Name / Address	No. of Units	Parking Spaces/Unit	Public Transport Services/Hour (Both Directions)	Location
Cheshire	129	2.5	43	Suburban Area
Lancashire	98	1.0	36	Edge of Town
Shropshire	108	1.8	24	Suburban Area
Staffordshire	14	2.8	10	Suburban Area
Tyne & Wear	81	1.0	10	Edge of Town
Wiltshire	99	2.1	13	Edge of Town
West Midlands	79	0.9	40	Suburban Area
West Midlands	12	2.6	13	Suburban Area
Average	77	1.8	24	-

4.29 Table 4.3 demonstrates that the selected sites compare favourably with the proposed development. On average, the selected sites have slightly lower public transport provision in comparison to the proposed development. The parking provision per unit is on average slightly higher than at the proposed site (1.6). Therefore, the resultant trip rates are considered robust.

4.30 The TRICS output reports are included in **Appendix I**.

Vehicular Trip Generation

4.31 The proposed trip rates have been determined from the surveys of the selected sites; these are shown in Table 4.4.

Table 4.4 Vehicular Trip Rates for the Proposed Development (Rate per Dwelling)

Hour	Arrivals	Departures	Total
08:00 – 09:00	0.177	0.371	0.548
17:00 – 18:00	0.342	0.202	0.544
Daily	2.595	2.613	5.208

4.32 The above trip rates have been applied to the proposed number of units to calculate the proposed trip generation.

4.33 Table 4.5 shows the predicted development car trips for Barncroft Way and Park Lane.

Table 4.5 Vehicle Trips for the Proposed Development

Road Name	Arrivals	Departures	Total
AM Peak 08:00 – 09:00			
Barncroft Way	6	13	19
Park Lane	1	2	3
Total AM	7	15	22
PM Peak 17:00 – 18:00			
Barncroft Way	12	7	19
Park Lane	2	1	3
Total PM	14	8	22

- 4.34 The trip generation analysis shows that in total, the proposed development is expected to generate a total of 22 two-way car trips during both the AM and the PM peak.
- 4.35 The proposed number of development car trips represents approximately 3.51% of the two-way traffic on Barncroft Way in the AM and 3.47% in the PM peak.
- 4.36 On Park Lane, the development car trips represent 0.64% and 0.54% of the two-way traffic during the AM and PM respectively.
- 4.37 On Barncroft Way, the flow variation from the average is shown to be up to about 8.5% in the AM and 7.5% PM peak (refer to Figure 3.3). On Park Lane, the flow variation is shown to be up to 5.7% and 10.5% in the AM and PM peak respectively (refer to Figure 3.5). This indicates that the proposed trip generation would be within daily traffic flow variation on Barncroft Way and Park Lane.

Modal Split

- 4.38 The selected sites have also been interrogated to provide a modal split of trips to the development. The daily modal split as well as the morning (08:00 – 09:00) and the evening (17:00 – 18:00) peak percentage shares have been provided in Table 4.6.

Table 4.6 Development Modal Split

Mode	AM Peak	PM Peak	Daily
Car Driver	58%	57%	58%
Car Passenger	16%	15%	21%
Public Transport	4%	8%	3%
Pedestrian	21%	19%	16%
Cycle	1%	1%	2%
Total	100%	100%	100%

Existing and Proposed Trip Generation Comparison

- 4.39 Table 4.7 shows the comparison between the number of existing vehicular trips associated with the infant school and the car trips expected to be generated from the proposed residential development onto Barncroft Way.

Table 4.7 Existing and Proposed Vehicular Trip Generation Comparison, Barncroft Way

Vehicular Trip Generation			Difference
Time Period	Existing Use	Proposed Use	
08:00 – 09:00	54	19	-35
15:00 – 16:00	34	17	-17
17:00 – 18:00	20	19	-1

- 4.40 Table 4.7 demonstrates that the trip generation of the site would decrease as a result of the proposed development. Given the close proximity of the Barncroft Junior School with which the infant school will be amalgamated, the existing trips from the infant school would reassign within the local highway network. Therefore, overall, the proposed development is forecast to add a total of 19 car trips on the local highway network during both the AM and the PM peak hours. This is considered to be a negligible increase and within the typical daily traffic fluctuation on Barncroft Way.
- 4.41 As the existing Park Lane site is currently a green field, there are no existing trips associated with this site. The proposed development on Park Lane is expected to add new trips onto the highway network. Given the small scale of the development (five units), the site is expected to generate approximately three car trips in both the AM and the PM peak. This is considered to have a negligible impact on the local highway network.

5 Development Impacts

Transport Impacts

Barncroft Way

- 5.1 The trip generation analysis indicates that the proposed development would have a positive traffic impact on Barncroft Way because the infant school trips would reassign within the local highway network.
- 5.2 The residential development would have a relatively steady trip generation profile with two distinctive peaks between 08:00 – 09:00 and 17:00 – 18:00 hours.
- 5.3 The proposed development would result in a lower vehicular trip generation compared to the existing school during the highway network peaks by approximately 19 vehicles. The car trip generation is also expected to be lower during the typical school departure time (15:00 – 16:00).
- 5.4 However, the existing school trips would still be present on the highway network due to its proposed amalgamation with the Barncroft Junior School. The proposed development is forecast to result in a negligible number of 19 car trips during the AM and PM peak hour. This level of traffic is within the daily traffic flow variation on Barncroft Way.

Park Lane

- 5.5 Due to the small scale of the Park Lane development, the vehicular trip generation is expected to be low with three two-way trips during both the AM and PM peak.
- 5.6 This level of car trips is within typical daily fluctuations on Park Lane. Therefore, the impact of these additional trips is considered to be negligible.

Proposed Mitigation Measures

- 5.7 A Travel Plan has been prepared for the residential development, which is included in **Appendix J**. A summary of the measures to encourage travel by sustainable and active travel modes is provided below.

General Information & Awareness Raising

- 5.8 A Residential Information Pack containing travel information would be provided to each household before they move into the new development.

Promote Walking

- 5.9 Walking route maps would be distributed to residents including a residents guide to local facilities within 2km.

Promote Cycling

- 5.10 The proposed development would provide a cycle storage in safe and secure locations.
- 5.11 An arrangement with a local cycle shop could be investigated so residents can benefit from discounts on bicycles and cycling equipment.

Reduce Car Use

- 5.12 Residents would be encouraged to become members of an existing car sharing schemes that are available to all members of the public (e.g. Liftshare) and the economic, social and environmental benefits would be promoted and advertised within the Residents Information Pack.

Promote Public Transport

- 5.13 A map showing all the local public transport stations and bus routes near the development would be supplied to the residents via the Residential Information Pack.

6 Summary and Conclusion

- 6.1 JMP has been commissioned by HCC to prepare a Transport Statement in support of a planning application for a residential development located in Havant, South East Hampshire.
- 6.2 The proposed scheme would provide a total of 39 residential units split between two sites with independent accesses. 34 units will be accessed from Barncroft Way with additional five units accessed from Park Lane.
- 6.3 The larger site is currently occupied by Barncroft Infant School, which will be demolished and disposed off following the amalgamation of the Barncroft Infant and Junior schools. This is part of a separate planning application.
- 6.4 The smaller site on which five residential units are proposed, is currently a green field.
- 6.5 Both sites are accessible by public transport, walking and cycling and benefit from the already established pedestrian and cycle routes.
- 6.6 The development accords with policy at national, regional and local level by providing a good quality mix of housing in an area accessible by sustainable and active modes.
- 6.7 The proposed car and cycle parking provision is in line with HBC standards.
- 6.8 A trip generation analysis has identified that the proposed development on Barncroft Way would result in the lower car trip generation compared to the existing use. However, the existing school car trips would still be present on the local highway network due to its amalgamation with the Barncroft Junior School.
- 6.9 The proposed development on Park Lane is likely to add three car trips in the AM and PM peaks which is considered to be insignificant.
- 6.10 The traffic impact of the development is considered to be negligible and has been shown to be within the daily peak flow fluctuation on Barncroft Way and Park Lane.
- 6.11 A Travel Plan will be implemented which will contain a package of site specific measures encouraging the residents to utilise more sustainable travel modes thereby reducing reliance on a private car.

Appendix A

Correspondence with HCC

Job No	Report No	Issue no	Report Name	Page
STH2507	1	3	Barncroft Infant School Disposal	A1

Meg Wlosek

From: Carl Peers
Sent: 16 March 2010 11:10
To: 'Peter Marshall'
Cc: David Eaves
Subject: RE: Scoping for Transport Assessment

Many thanks for confirming Peter.

Regards,
Carl.

From: Peter Marshall [mailto:Peter.Marshall@havant.gov.uk]
Sent: 16 March 2010 10:04
To: Carl Peers
Cc: David Eaves
Subject: RE: Scoping for Transport Assessment

Dear Carl,
HBC will require a Transport Statement and an outline Travel Plan, Also In order to calculate an HCC Transport Contribution, I will need to know the number of trips generated by the existing use of the site

Regards
Peter Marshall

From: Carl Peers [mailto:Carl.Peers@jmp.co.uk]
Sent: 15 March 2010 09:47
To: Peter Marshall
Subject: Scoping for Transport Assessment
Importance: High

Dear Peter,

JMP Consultants are providing transport advice for Hampshire County Council in connection with various land holdings and forthcoming developments. I understand that the County has an agency agreement with local councils, whereby transport advice for small developments is provided at a local level. Steve Jenkins at Hampshire provided me with your contact details.

JMP has been approached by HCC in relation with a residential site in Havant consisting of around 36 units. Access to 31 units would be provided off Barncroft Way, with the access to the remaining 5 units provided off Park Lane. Could you please confirm whether Havant BC would require a Transport Statement and/or outline Travel Plan to be submitted with the planning application for this development.

Just to let you know the deadline for our proposal to HCC is Friday 19th March. I look forward to hearing from you.

Best regards,

Carl Peers
Principal Transport Planner
JMP Consultants Ltd, 8th Floor, 3 Harbour Exchange Square, London E14 9GE

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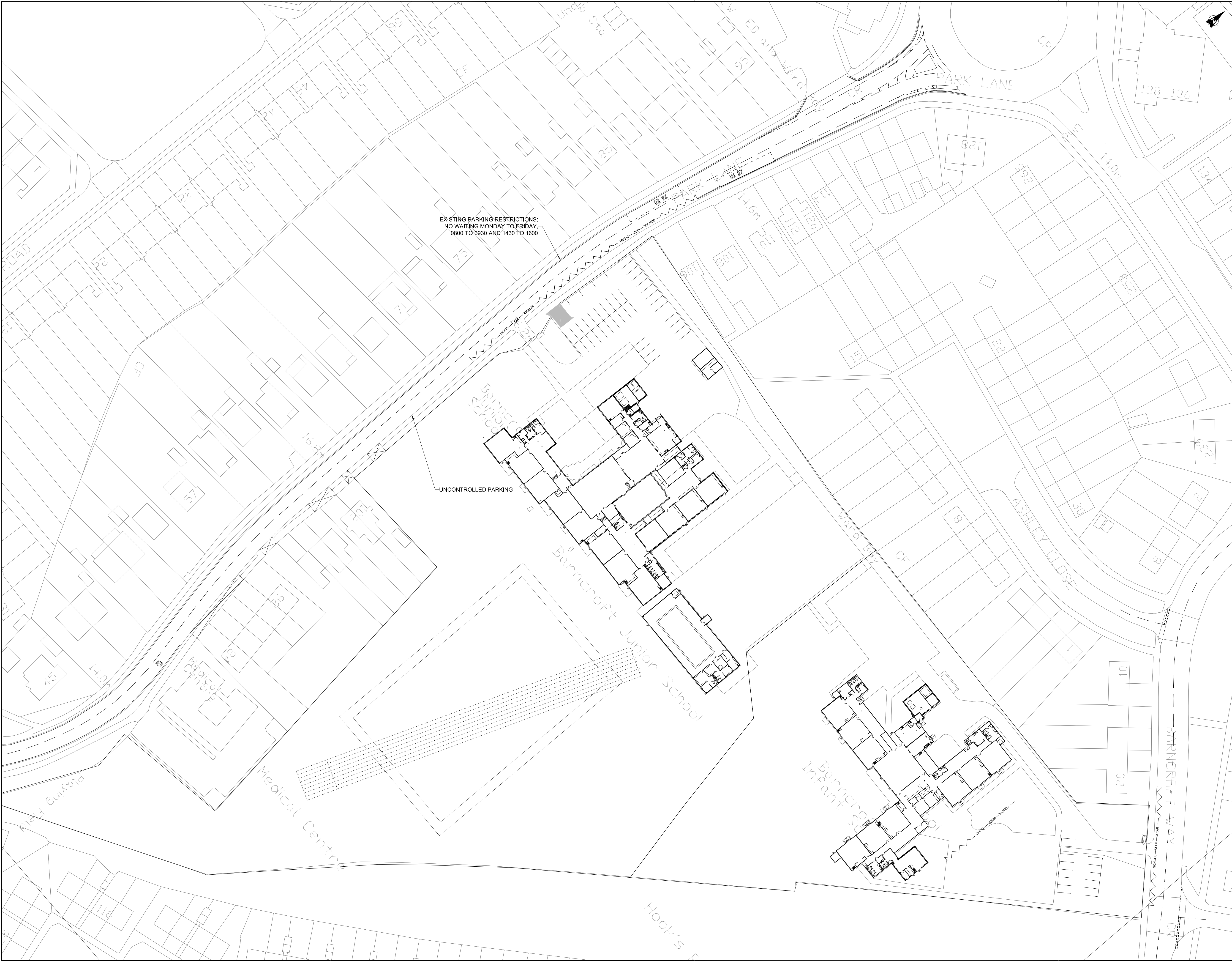
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Appendix B

Existing Site Layout

Job No	Report No	Issue no	Report Name	Page
STH2507	1	3	Barncroft Infant School Disposal	B1



EXISTING PARKING RESTRICTIONS:
NO WAITING MONDAY TO FRIDAY,
0800 TO 0930 AND 1430 TO 1600

UNCONTROLLED PARKING

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B	04/02/10	Addition of road markings and restrictions	JC	CP	VB
A	14/01/10	General revisions	JC	CP	VB

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Client
HAMPSHIRE COUNTY COUNCIL

Project
BARNCROFT PRIMARY SCHOOL

Title
EXISTING LAYOUT

Drawn	JC	Checked	CP	Approved	VB
Original org. size	A1	Date	11/12/09	Scale	NTS
Drawing Status	PRELIMINARY	Drawing Number	STH2408/EX/01	Rev.	B

