

Steve,
Please see email below.

**Ray. Alborough MCIHT
Engineer**

Highway Development Agreements and Planning
Hampshire County Council
2nd Floor, Elizabeth II Court West
The Castle, Winchester, SO23 8UJ

Tel: 01962 847316

E-mail: ray.alborough@hants.gov.uk

Web: <https://www.hants.gov.uk/transport/developers>

[Copyright](#) Hampshire County Council 2004 [Disclaimer](#) [Privacy Statement](#)

Hampshire County Council operates a pre-application highway advice service for developers.

Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information

<https://www.hants.gov.uk/transport/developers/highwaysdevelopmentplanning/preapplication>

From: Jarvis, Stuart <stuart.jarvis@hants.gov.uk>

Sent: 08 October 2019 18:55

To: [REDACTED]

Subject: RE: URGENT please / Technical Note on major calculation errors in i-Transport Transport Statement/ Safety of Life / Lower Road, Bedhampton, Havant

Dear Mr [REDACTED]

Thank you for your letter and detailed technical note with regards to the live planning application on Lower Road, focusing on the acceptability of two cars and a pedestrian meeting on the carriageway. I have asked my officers to review the technical note and provide their advice on the points that you have raised.

Through pre-application discussions and subsequent evidence provided in support of the planning application, it has been established that the traffic flows along Lower Road are low and cycling takes place within the carriageway, owing to the road's designation as part of the cycle network. Speed surveys have been undertaken by I-Transport which identified that 85th percentile speeds (or the speeds at which 85% of the recorded traffic travels at) are 18.1mph northbound and 15.7mph southbound. Accident data was also obtained from Hampshire Constabulary which highlighted that no accidents have taken place within the past 5 years.

The highway authority have reviewed the assessment of walking provision to and from the proposed site. It is considered that the section of road without footway is for approximately 50m and footway is provided both to the north and south of this area. While there is a chance that pedestrians may choose to walk on the eastern side of the road, it is anticipated that the majority of pedestrian movements will take place on the western side of Lower Road to utilise the aforementioned

footway. Visibility of approximately 30m is available between pedestrians and vehicles on the western side of Lower Road which is considered a safe sightline for both existing and future pedestrians to utilise.

Furthermore, the Lodge Road footpath has been reviewed by officers and is considered an alternative route for pedestrians designated as a Public Right of Way which is both hard surfaced and lit. Whilst it is acknowledged that the path is narrow, there is little scope to widen the path and it is considered a safe alternative route for pedestrians.

My officers are therefore content with the current safe operation of Lower Road, including the short section without footway. The additional vehicular, pedestrian and cyclist trips generated by this development are not considered to compromise the existing operation of the road. Development proposals are considered against the National Planning Policy Framework (NPPF), paragraph 109 which states: "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe". Based on the evidence provided by the applicant and my officer's own assessment of the proposals, the highway authority has recommended that there would not be an unacceptable impact on highway safety, nor a severe cumulative impact on the road network, should Havant Borough Council choose to approve this planning application.

Regards

Stuart Jarvis

Director of Economy, Transport and Environment

Tel: 01962 845260

Email: stuart.jarvis@hants.gov.uk

From: [REDACTED]

Sent: 22 September 2019 18:25

To: [REDACTED]

Subject: RE: URGENT please / Technical Note on major calculation errors in i-Transport Transport Statement/ Safety of Life / Lower Road, Bedhampton, Havant

Dear Mr Jarvis,

As promised, attached is the i-Transport Technical note which has the major safety of life errors described in my earlier email.

Best Regards

[REDACTED]

From: [REDACTED]

Sent: 22 September 2019 18:21

[REDACTED]

Subject: URGENT please / Technical Note on major calculation errors in i-Transport Transport Statement/ Safety of Life / Lower Road, Bedhampton, Havant

Dear Mr Jarvis,

Please find attached the following 2 documents:

- Technical Note to Traffic Eng HCC 22 Sept 19 (pdf)
- Appdx 4 Max Speed v Sightlines (Excel spreadsheet)

In May, 2019, your Mr Alborough carefully assessed the Transport Statement submitted by i-Transport in support of Bargate Homes planning application in Lower Road, Bedhampton, Havant.

As a physicist and Chartered Engineer, with help from a mathematical research scientist at the University of Bath, we have discovered huge errors in the i-Transport calculations relating to a narrow shared surface between two blind bends in Lower Road.

In terms of huge, the error is **27,000** fold (twenty seven thousand). Along with other serious safety of life errors and omissions relating to sightlines in the i-Transport document, i-Transport claimed that their calculations, based on recording vehicle traffic and pedestrians showed there was only a 1 in 56,000 chance of 2 vehicles, travelling in opposite directions, meeting a pedestrian on the shared surface, implying a safe situation. As i-Transport acknowledge, there is no room for 2 vehicles and a pedestrian to pass each other on this section.

Using i-Transport's own data for vehicles and pedestrians, a computer numerical modelling program has been written using MATLAB modelling software.

The results show, with a very high confidence level, that the probability is not 1 in 56,000 but 1 in 2 (a 27,000 fold error).

Assuming the development proceeds, there will be around 400 occasions every year of 2 vehicles travelling in opposite directions meeting one or more pedestrians on this section between 2 blind bends, which along with the sightline errors in the Transport Statement create an unacceptably dangerous situation. This prediction is actually in line with local residents own observations.

As my Technical Note indicates, this can be mitigated provided the shared section is re-engineered as a mandatory requirement prior to Havant County Council approval of the development (which could be quite soon).

Please can you arrange your department to examine this urgently and alert Havant Borough Council to this very serious Safety of Life issue, arising from the errors in the i-Transport document.

Best Regards

[REDACTED]

PS : I will email the i-Transport Technical note to you separately.