

DOCUMENT FL&BH 2.3

**SUMMARY TRANSPORT PROOF OF
EVIDENCE ANTHONY JONES BSC (HONS)
MCIHT**

IN RESPECT OF

**OUTLINE PLANNING APPLICATION FOR LAND AT
NEWGATE LANE (NORTH), FAREHAM – APPEAL A**

AND

**OUTLINE PLANNING APPLICATION FOR LAND AT
NEWGATE LANE (SOUTH), FAREHAM – APPEAL B**

ON BEHALF OF FAREHAM LAND LP AND BARGATE HOMES LIMITED

LPA REF: P/18/1118/OA AND P/19/0460/OA

Pegasus Group

First Floor | South Wing | Equinox North | Great Park Road | Almondsbury | Bristol | BS32 4QL
T 01454 625945 | **F** 01454 618074 | **W** www.pegasusgroup.co.uk

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | East Midlands | Leeds | Liverpool | London | Manchester

PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

1. INTRODUCTION

- 1.1 My name is Anthony Jones, and I am a Director (Transport) at Pegasus Group. I hold a Bachelor of Science Degree with Honours in Environmental Assessment in the Construction Industry. I am a Member of the Chartered Institution of Highways and Transportation (MCIHT).

- 1.2 I have been actively involved in providing highway and transportation planning advice relating to the development process since 2002 advising on a wide variety of clients operating in residential, retail, education, leisure, industrial and office sectors.

- 1.3 My Evidence for this Inquiry has been prepared and is given in accordance with the guidance of my professional institution. I confirm that the opinions expressed are my true and professional opinions.

2. OUTSTANDING TRANSPORT ISSUES

2.1 The outstanding transport issues that I consider are remaining to be addressed are.

Newgate Lane East Junction with Old Newgate Lane

2.2 The acceptability of the proposed off-site highway works to the Newgate Lane East junction with Old Newgate Lane.

Accessibility

2.3 It is understood that the planning authority maintains reason for refusal d) for both schemes.

3. APPEAL PROPOSALS

- 3.1 Cumulatively, the appeal sites propose to provide up to 190 dwellings on land to the east of Newgate Lane, Fareham. The northern site will provide 75 dwellings and the southern site 115 dwellings.
- 3.2 Vehicular and cycle access to each site is proposed via new priority tee junction arrangements with Old Newgate Lane, as shown on **Figures AHJ/6 and AHJ/7**. These junctions are agreed to be safe and appropriate with the highway authority.
- 3.3 Pedestrian access is also proposed at the proposed vehicular access points with Old Newgate Lane. Pedestrian and cycle access are also proposed via the southern site onto Woodcote Lane.

Mitigation Package

- 3.4 The appeal sites proposed to provide the following mitigation package, as set out within the draft S106 agreement:
- i. a contribution of £241,920 to support bus services and associated infrastructure in the vicinity of the site;
 - ii. a contribution of £150,000 towards Newgate Lane crossing improvements at Woodcote Lane/ Brook Lane; and
 - iii. a contribution of £173,731 towards improvements to routes to school.
- 3.5 The applicant is also willing to provide a car club spaces within the site.
- 3.6 For each dwelling allocated with a garage, the applicant will also incorporate facilities for charging plug-in and other ultra-low emission vehicles.

4. ISSUES ARISING

Can safe and appropriate off-site improvements be carried out to the Newgate Lane East junction with Old Newgate Lane junction to mitigate the impact of the scheme?

- 4.1 To address both the individual and cumulative impacts of the appeal sites at the Old Newgate Lane junction with Newgate Lane East, it is proposed to signalise the junction with an indicative arrow method of control.
- 4.2 The proposed junction improvement option is shown at **Figure AHJ/1**.
- 4.3 It is considered that the proposed junction is compliant with guidance set out in Design Manual for Road and Bridges (DMRB) CD/123 – Geometric Design of at-grade priority and signal-controlled junctions.
- 4.4 The highway authority is opposed to the proposals to provide an indicative arrow right turn stage because it does not consider that the provision of an indicative arrow stage is acceptable in safety terms. This is irrespective of the right turn demand flow and vehicle speeds. The highway authority's view is that vehicles seeking to turn right across multiple opposing lanes has resulted in poor collision records at other junctions in Hampshire.
- 4.5 It is also understood that the highway authority's view is that paragraph 7.16.2 of DMRB CD/123 does not preclude the requirement to implement fully signalised right turn movements where speeds are less than 72 kph (45mph) or where it is unsafe to do so otherwise.
- 4.6 A stage 1 Road Safety Audit has also been carried out for the design option shown on **Figure AHJ/1**.
- 4.7 Ms Hoskins Evidence confirms that the proposed signalised junction with an indicative arrow method of control would operate efficiently below 100% capacity for all scenarios assessed with no material instances of queues or delay on all arms. It also confirms that the proposed signalised junction with an indicative method of control would only result in delay of between nine to 31 seconds per cycle for both northbound and southbound traffic during the morning peak periods. Ms Hoskins evidence also confirms that the proposed signalised junction with an indicative method of control would only result in delay of between four to six seconds per cycle for both northbound and southbound traffic during the evening peak periods.

4.8 The assessments are also considered to be robust as the assessments assume that all 190 dwellings will be privately owned houses. No account has been made for the lower trip rates normally associated with affordable house types or Travel Plan discounts.

4.9 It is considered that a safe and appropriate improvement scheme can be provided at the junction between Old Newgate Lane and Newgate Lane East that mitigates the individual and cumulative impacts of the appeal sites.

The acceptability of the proposed off-site highway works to the Newgate Lane East junction with Old Newgate Lane to not undermine the primary aim of the 'Improving Access to Fareham and Gosport' strategy?

4.10 It is my view that the highway authority is not supportive of any development that it considers to be detrimental to the Improving Access to Fareham and Gosport Strategy. It is understood that this is not a position that is enshrined in local, regional or national policy.

4.11 The junction modelling assessments conclude that proposed signalised improvements to the junction between Old Newgate Lane and Newgate Lane East with an indicative arrow method of control will not lead to any material delay to through traffic on Newgate Lane East.

4.12 The highway authority agrees that cumulative impact of both the northern and southern sites will not have a severe impact on the operation of the wider local highway network and will not add any levels of delay and journey time when compared to the extant situation.

Whether the appeal site is accessibly located?

4.13 It is my view that determination of the accessibility of schemes cannot be through a restricted and inflexible approach based on meeting certain guidance thresholds and only reviewing distances to local amenities and facilities that are located in a particular direction or place, whilst not acknowledging at the same time how a site relates holistically to its surrounding environs. Each site should be assessed on its own merits and that different opportunities to maximise sustainable transport solutions will vary from urban to rural locations.

- 4.14 It is also my view that the key tests in terms of accessibility is whether what can be provided locally provides a realistic and holistic choice of travel patterns, having regard to that particular land use. I consider that the National Planning Policy Framework (NPPF) in this respect takes a pragmatic view with reference to the context of the local geographical area.
- 4.15 I acknowledge that car journeys to local and wider amenities and facilities will often be the major means of travel for resident of the appeal scheme, as it is in many areas both urban and rural. However, it is considered that the appeal site is well located in terms of minimising trip lengths, when compared to the national averages.
- 4.16 It is considered that the available public transport facilities offers future residents with a real choice to use these services to travel to health, education, leisure, employment, transport and retail services in other nearby settlements including Gosport, Portsmouth and Southampton as a genuine alternative to single occupancy car travel.
- 4.17 It is considered that there is a wide range number of amenities and facilities required by residents on a daily and weekly basis in terms of health, employment, leisure, education, retail and transport located within reasonable walking and cycling distance of the site and that the walking and cycling routes to these facilities are of a good standard, safe and attractive.
- 4.18 It is also considered that the package of measures will further enhance the accessibility credentials of the site, address the severance effect of Newgate Lane East and encourage sustainable travel.
- 4.19 I conclude that the site is accessible located and provides the opportunity for future residents to reduce the need to travel by single occupancy car travel to both local and wider facilities.

5. POLICY CONTEXT

National Planning Policy Framework

5.1 In my view, the local policies that are applicable to the outstanding transports issues concerning (i) the individual and cumulative impacts of the northern and southern sites at the Old Newgate Lane junction with Newgate Lane East; and (ii) the accessibility of the scheme to local and wider amenities and facilities are:

1. Local Plan Policy CS5 'Transport Strategy and Infrastructure';
2. Local Plan Policy CS17 'High Quality Design'; and
3. Core Strategy DSP criterions (ii) and (v).

5.2 Other material policy considerations relevant to the determination of this planning application on transport grounds are paragraphs 108 and 109 of the National Planning Policy Framework.

5.3 In broad terms, the policies deal with the following transport issues; trip impact and highway safety and accessibility. I deal with each of these points in turn below.

Trip Impact and Highway Safety

5.4 My evidence confirms that it is agreed with the Council and highway authority that safe and suitable access arrangements can be achieved to serve both the northern and southern appeal sites.

5.5 My evidence also demonstrates that a safe and appropriate improvement scheme compliant with appropriate design standards can be provided at the junction between Newgate Lane and Newgate Lane East that mitigates the individual and cumulative impacts of the northern and southern appeal sites and will not lead to any material levels of delay for through traffic on Newgate Lane East.

5.6 My evidence also confirms that the cumulative impact of both the northern and southern sites will not have a severe impact on the wider local highway network.

Accessibility

- 5.7 My evidence confirms the appeal sites are well located in terms of minimising trip lengths when compared to the national averages; that the location of the appeal sites are suitably placed to provide realistic sustainable transport choices to local and wider destinations; and that the agreed package of sustainability and travel plan measures agreed with both the planning and highway authorities provide the opportunity to reduce depending on the private car.

Overall Conclusion on Transport Policy

- 5.8 I conclude that the appeal scheme is compliant with national and local policy on transport grounds.