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OUTLINE PLANNING APPLICATION FOR DEMOLITION OF EXISTING BUILDINGS AND DEVELOPMENT OF UP TO 125 DWELLINGS, OPEN SPACE, VEHICULAR ACCESS POINT FROM NEWGATE LANE AND ASSOCIATED AND ANCILLARY INFRASTRUCTURE, WITH ALL MATTERS EXCEPT ACCESS TO BE RESERVED

TRANSPORT ASSESSMENT REV A

LAND AT NEWGATE LANE (SOUTH), FAREHAM

ON BEHALF OF BARGATE HOMES LTD.

Prepared by: MH/AJ

Checked by: CG

Approved by: AJ

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

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1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Pegasus Group Ltd on behalf of Fareham Land LP. It has been submitted to inform and assist in the determination of the outline planning application for up to 125 dwellings on land at Newgate Lane, Fareham of which 40% will comprise affordable housing. Access is proposed via a new priority T-Junction at Newgate Lane (historic alignment).

1.2 An outline planning application has also been proposed recently for the proposed residential development for the land to the immediate north of the planning application site for 75 dwellings. This site will be accessed via its own priority T-Junction with Newgate Lane (historic alignment).

1.3 The outline planning application for the Bargate Homes Ltd outline scheme was registered on 28 September 2018. The planning application reference number is P/18/1118/OA.

1.4 The highway authority at Hampshire County Council (HCC) submitted its consultation response on the 06 November 2018. This requested that the TA and supporting Travel Plan was updated to consider the following:

a) New Traffic Surveys to be carried out to confirm extant flows on the local highway network;

b) An updated personal injury accident review to the most current records held;

c) Revised junction modelling to a forecast year of 2024 to also include additional junction assessments at the Speedfields Park roundabout and the HMS Collingwood Signal Junction;

d) Revised Sensitivity Modelling;

e) Commitment to a Construction Traffic Management Plan;

f) Updated Travel Plan;

g) Updated Assessment of the Newgate Lane Pedestrian Refuge Island Demand;

h) Assessment of lighting need for the new Newgate Lane alignment;

i) Review of committed development assumptions and review of TEMPRO double counting;

j) Further details on the approach to distribution; and

k) Confirmation of car parking matters.

1.5 Further to receipt of the highway authority's consultation response dated 06 November, this TA has been updated in order to consider the cumulative transport impacts of both sites coming forward for a combined total of 200 dwellings.

1.6 This TA assessment provides a description of the site and its surroundings, having regard to the recently opened Newgate Lane Southern Section Relief Road (NLSRR) and the opportunities that this will provide.

1.7 Due consideration has also been given to the proposed Stubbington Bypass and its impact and improvements that this new route will afford the highway network in the surrounding area. However, it should be noted that a Public Inquiry was held on the 26 and 27 November 2018 into the Stubbington Bypass Compulsory Purchase Order (CPO) and Side Road Order (SRO). The implementation of the scheme is therefore still be to be confirmed. There has not been any decision notice issued by the Planning Inspectorate at the time of writing.

1.8 This TA demonstrates that safe and appropriate access arrangements in the form of priority T junctions at Newgate Lane (historic alignment) can be provided for both the site subject to this planning application and the adjacent site to the south. This TA confirms that the achievable visibility splays can be provided in accordance with the recorded vehicle speeds and within land controlled by the applicants and / or the existing adopted highway extents.

1.9 This TA concludes that the site is accessibly located and provides the opportunity for future residents to walk or cycle as genuine alternatives to single occupancy car travel. There are also regular bus services passing the site on the Newgate Lane Relief Road that provide access to the Fareham town centre and the amenities and facilities, as well as employment opportunities, located there.

1.10 This TA has reviewed the appropriateness of the local pedestrian and cycle networks to the north, east, west and south of the application site, including for the uncontrolled pedestrian refuge island on the Newgate Lane Bypass that facilitates a connection between Woodcote Lane and Brookers Lane. This TA concludes that the existing pedestrian and cycle infrastructure is generally of a very good standard providing suitable links and crossing facilities both uncontrolled and controlled to all of the nearby amenities and facilities.

1.11 With consideration to the uncontrolled pedestrian refuge island on Newgate Lane, this TA concludes that the crossing is currently operating safely and appropriately for the levels of pedestrian movements. It is anticipated that the additional pedestrian movements as part of the proposed development will also be very low. The majority of pedestrians associated with the development proposals are expected to travel to the north or west of the site. Therefore, the operation of the uncontrolled pedestrian crossing is not expected to materially change with the development proposals. The applicant is willing to consider a reasonable financial contribution towards appropriate lighting at the pedestrian crossing, subject to its impact not having an adverse impact on other planning issues mainly ecology.

1.12 The proposed TEMPro growth rates for a design year of 2024 have been adjusted to account for the level of development that has been constructed and in operation at the Solent Enterprise Zone – Daedalus; Solar Panel Farm and The Retreat, Newgate Lane when the new traffic surveys were carried out in January 2019.

1.13 The junction modelling assessments for the Newgate Lane / Old Newgate Lane right turn ghost island T junction do show that delay for vehicles seeking to turn right out of the junction will increase significantly with the additional traffic associated with the 200 dwellings for both of the proposals, with and without the Stubbington Bypass. Although the results show that the junction does operate more efficiently when the Stubbington Bypass is in place. It is therefore necessary to consider improvements at the junction to mitigate the scheme.

1.14 An assessment of four potential junction improvement options at the Newgate Lane / Old Newgate Lane junction has been carried out that considers the impact of through flow of traffic on the Newgate Lane Southern Relief Road (NLSRR), delay for vehicles seeking to exit the minor arm and highway safety. At this stage, it is considered that there are two potential options in the form of

prohibiting right turn vehicles egressing the minor arm or a signalised junction arrangement. Further discussions are sought with highway officers at HCC to agree the optimum solution with consideration to the impact of the scheme and the strategic objectives of the NLSRR.

1.15 This TA concludes that the cumulative impact of 200 dwellings will not have a material impact on the operation of the other junctions assessed within the scope of this TA for a design year of 2024. The junctions assessed are forecast to continue to operate efficiently.

1.16 Sensitivity assessments at the junctions agreed to be assessed with HCC have been carried out for an agreed sensitivity assessment year of 2036. These sensitivity assessments have been carried out specifically accounted for traffic associated with a potential allocated site for 475 dwellings to the east of the NLSRR referred to as site HA2 in the Fareham Borough Emerging Local Plan 2036. All other potential allocated sites currently being considered through the Local Plan processes have been accounted for using TEMPro growth rates. The sensitivity assessments confirm that the junction network will continue to operate within capacity.

2. EXISTING SITE DESCRIPTION

2.1 The site comprises of 6.08 hectares of agricultural land, bounded by Newgate Lane to the west and the new Newgate Lane relief road to the east. The site lies midway between the settlements of Stubbington and Bridgemary which are suburbs of Fareham and Gosport. The site location is shown in **Figure 1**.

FIGURE 1 – SITE LOCATION PLAN

2.2 The site forms part of a larger area together with land at Newgate Lane (North), which combined have been the subject of a pre-application and public consultation to deliver up to 200 dwellings. This TA assesses the cumulative impacts of both sites.

2.3 Newgate Lane forms the western boundary of the site. The new relief road forms the eastern boundary of the site, with land at Newgate Lane (North) forming the northern boundary. A planning application has been submitted separately for the development of this land for up to 75 dwellings by Pegasus Group Ltd on behalf of Fareham Land LP.

2.4 The site is currently used for agricultural purposes and is flat lying with the River Alver flowing through the western part of the site with other minor tributaries within the site. There are a number of existing field access into the site with field gates and hedgerow boundaries. There are a number of trees of varying size, species and significance along the existing boundaries.

3. LOCAL HIGHWAY NETWORK

3.1 A detailed description of the local highway network within the vicinity of the development site is set out below.

Newgate Lane

3.2 The existing Newgate Lane runs in a north – south direction and links Fareham in the north to Lee-on-Solent in the south. It is currently subject to a 40mph speed limit, but this has been transferred to the new relief road with the existing highway being reduced to 30mph.

3.3 Newgate Lane is now accessed from the new NLSRR which opened in April 2018 via a priority 'T' junction with a right-turn Lane. There is a two-Lane flare on the exit onto the new southern relief road. The NLSRR has a right-turn Lane into Newgate Lane with traffic islands on entry and exit to the right-turn Lane. The right-turn Lane has a width of 6 meters to allow for a safe refuge for traffic turning right out of Newgate Lane in two movements. Refer to **Figure 2**.

FIGURE 2 – NLSRR / NEWGATE LANE JUNCTION PLAN

3.4 Newgate Lane has since been stopped up to through-traffic from its southern end at Peel Common roundabout and now provides a pedestrian and cycle link from the south. It is therefore considered that Newgate Lane will then provide a safer and more commodious on-road cycle route and pedestrian route from Peel Common roundabout to HMS Collingwood and Fareham to the north. Following a site visit on 22nd May 2018, very low traffic volumes were observed, and the Lane was used as a quiet walking and cycling route with access to the low number of surrounding residential properties and businesses.

Newgate Lane Southern Relief Road (NLSRR)

3.5 The new NLSRR which opened in April 2018, runs in a north south direction from the Speedfields Park retail area to the Peel Common roundabout. It was designed and implemented to relieve traffic congestion on the narrow Newgate Lane. Refer to **Appendix 1**.

APPENDIX 1 – HCC OVERVIEW PLAN

3.6 The relief road is predominantly a single Lane in each direction with 2 Lane flares on the approaches to Peel Common roundabout and the signal-controlled junction at HMS Collingwood.

3.7 The road is illuminated along its northern section and has no north / south footways. There is an un-controlled pedestrian crossing with a refuge island at the Woodcote Lane link, detail is set out below in **Chapter 10**.

Peel Common Roundabout

3.8 The Peel Common Roundabout has recently been upgraded, enlarged and signalised as part of the NLSRR works. This has increased the capacity and flow through the junction.

3.9 Some works are still to be carried out on the Stubbington arm as part of the Stubbington bypass scheme. However, a Public Inquiry was held on the 26 and 27 November 2018 into the Stubbington Bypass Compulsory Purchase Order (CPO) and Side Road Order (SRO). There has not been any decision notice issued by the Planning Inspectorate at the time of writing.

HMS Collingwood Signalised Junction

3.10 As part of the works to the NLSRR the access junction to HMS Collingwood was upgraded with dedicated left and right turn filter lanes and 2 lanes for north and southbound traffic.

3.11 The junction also benefits from full pedestrian and cycle crossing phases across the southern arm of the junction.

Speedfields Park roundabout

3.12 The Speedfields Park roundabout is a 4-arm roundabout located at the northern end of the southern relief road provides access to the retail park and supermarkets.

3.13 For north bound traffic there is a 'bypass slip' to allow free flow of traffic towards Fareham.

Longfield Avenue Roundabout

3.14 Longfield Avenue roundabout to the north of the Speedfields Park roundabout operates as a priority 4-arm roundabout to access Longfield Avenue to the west and Fareham town centre to the north.

Existing Highway Safety

3.15 Hampshire Police have provided personal injury for the most recent 5 year study period between 1st September 2013 and 31st August 2018. There is currently no available traffic safety data for the new relief road (NLSRR). The accident records are contained in **Appendix 2** and the roads that have been reviewed are summarised below.

APPENDIX 2 – ACCIDENT DATA

i. Peel Common Roundabout (PCR) prior to junction improvements 2013-2018

ii. PCR after junction improvements 2018-present;

iii. Old Newgate Lane between Peel Common and HMS Collingwood;

iv. HMS Collingwood and Speedfields Park; up to Longfield Avenue Roundabout

v. Longfield Avenue Roundabout.

Peel Common Roundabout (PCR) prior to junction improvements 2013-2018

3.16 A summary of the accidents at the roundabout between Newgate Lane, B3334 and B3335 prior to junction improvements in 2018 is set out below in **Table 3.1.**

Table 3.1 Summary of PIAs at PCR Prior To Junction Improvements

No	Reference	Location	Severity	Date/Time	Description
1	130346160	B3334 Rowner Road at junction with B3385 Broom Way, Stubbington	1 Slight (Car Driver)	11/09/2013 18:55 hours Wet/Damp	Car loses control on the roundabout due to heavy rain and collides with lamp post.
2	130472867	B3335 Broom Way at junction with B3334 Rowner Road	1 Slight (Car Driver)	17/12/2013 11:50 hours Dry	Nose to tail collision between two cars on approach to roundabout.

3	140158719	B3334 Gosport Road outside of Sunray House	1 Slight (Pedestrian)	06/05/2014/ 15:30 hours Dry	Car appears to fail to stop at pedestrian crossing and collides with pedestrian on pedestrian crossing.
4	140273516	B3334 Gosport Road at junction with B3385 Newgate Lane, Stubbington	1 Slight (Motorcycle Rider)	30/07/2014/ 15:00 hours Dry	Nose to tail collision between motorcycle and car on approach to roundabout after following motorcycle appears to fail to stop in time.
5	140361231	B3334 Rowner Road at junction with B3385 Newgate Lane, Stubbington	1 Slight (Car Driver)	06/10/2014/ 12:20 hours Wet/Damp	Car appears to lose control and skid into a lamp post, causing it to flip onto its side.
6	150029389	B3334 Gosport Road 100 meters west of B3385 Newgate Lane	1 Serious (Car Driver)	26/01/2015 20:00 hours Wet/Damp	Car appears to lose control then overcorrect and leave the road to the offside, overturning into a field.
7	150226919	B3334 Gosport Road at junction with B3385 Newgate Lane	1 Slight (Motorcycle Rider)	28/06/2015/ 13:00 hours Dry	Nose to tail collision between motorcycle and car on approach to roundabout after following car appears to fail in stop in time.
8	150277794	B3334 Gosport Road at junction with B3385 Newgate Lane, Stubbington	1 Slight (Car Driver)	12/08/2015/ 04:00 hours Wet/Damp	Car appears to enter roundabout, loses control and collides with a lamp post.
9	150331559	B3334 Rowner Road at junction with B3385 Broom Way	1 Slight (Pedal Cyclist)	20/09/2015/ 09:15 hours Dry	Pedal cyclist appears to collide with rear of car causing rider to fall off.
10	150334652	B3385 Newgate Lane at junction with B3334 Rowner Road	1 Serious (Motorcycle Rider)	26/09/2015/ 20:04 hours Dry	Motorcycle enters roundabout and loses control causing rider to fall off.
11	160059269	B3385 Broom Way at junction with B3334 Gosport Road	1 Slight (Car Driver)	09/02/2016 06:00 hours Dry	Nose to tail collision between two cars on approach to roundabout after following car appears to have failed to stop in time.
12	160094915	B3385 Broom Way at junction with B3334 Gosport Road, Peel Common	1 Serious (Car Driver)	08/03/2016 09:00 hours Dry	Nose to tail collision between two cars on approach to roundabout.
13	160468097	B3385 Broom Lane 93 meters south of B3334 Gosport Road, Stubbington	1 Serious (Pedal Cyclist)	12/12/2016 15:25 hours Frost/Ice	Pedal cycle appears to overtake another pedal cycle then clips handlebars causing cycle to enter the road and collide with a car
14	44170039169	B3334 Gosport Road at junction with B3385 Broom Way	1 Slight (Car Driver)	31/01/2017 10:45 hours Wet/Damp	Car appears to skid on a slippery road rolling several times into a field.

15	44170263776	B3334 Gosport Road at junction with B3385 Newgate Lane, Stubbington	1 Serious (Motorcycle Rider)	10/07/2017 06:46 hours Dry	Car appears to change mind going around roundabout due to slow traffic and collides with motorcycle travelling in same direction filtering past traffic.

3.17 Table 3.1 indicates there have been 15 incidents recorded in the vicinity of PCR prior to the junction improvements during the 5-year study period resulting in 10 slight and 5 serious.

3.18 The majority of accidents appears to have occurred due to temporary misjudgement, driver/rider error, distraction of drivers behaving erratically.

3.19 It is considered that there was no adverse highway safety pattern or problem with the PCR prior to the junction improvements.

PCR after Junction Improvements 2018-present;

3.20 A summary of the accident at the roundabout junction at Peel Common after the recent junction improvements as set out in **Table 3.2.**

Table 3.2 Summary of PIAs at PCR after junction improvements.

No	Reference	Location	Severity	Date/Time	Description
16	44180141523	B3385 Newgate Lane East, at junction with B3334 Gosport Road	1 Slight (Motorcycle Rider)	17/04/2018/ 20:43 hours Dry	Motorcycle and car collide travelling on the outside lane as the two lanes merge into one.

3.21 **Table 3.2** indicates there have been 1 incident recorded in the vicinity of PCR after the recent junction improvements during the 5 year study period resulting in 1 slight injury.

3.22 This accident appears to have occurred due to temporary misjudgement, driver/rider error, distraction of drivers behaving erratically.

3.23 It is considered that there was no adverse highway safety patterns or problems with PCR after to the junction improvements.

Old Newgate Lane between Peel Common and HMS Collingwood

3.24 A summary of the accidents at the roundabout junction at Peel Common up to the signalised junction at HMS Collingwood via the Old Newgate Lane as set out in **Table 3.3.**

Table 3.3 Summary of PIAs at the Section Between Old Newgate Lane Between PCR and HMS Collingwood

No	Reference	Location	Severity	Date/Time	Description
17	140069738	B3385 Newgate Lane at junction with Albert Road, Stubbington	1 Slight (Motorcycle Rider)	27/02/2014 07:50 hours Wet/Damp	Car appears to fail to give way and turns right onto B3385 Newgate Lane across the path of motorcycle.
18	140391874	B3385 Newgate Lane, 86 meters northeast of 245 NGL	1 Slight (Motorcycle Rider)	31/10/2014 07:20 hours Wet/Damp	Motorcycle appearing to overtake queuing traffic along the central white line slips on the wet/muddy road surface causing rider to fall off.
19	150351219	B3385 Newgate Lane, 86 meters northeast of 245 NGL	1 Slight (Motorcycle Rider)	09/10/2015 16:30 hours Dry	Motorcycle appears to not see motorcycle in front slowing to a stop, tries to swerve to avoid motorcycle but collides.
20	150413558	B3385 Newgate Lane at junction with Peel Common Car Show Rooms 73-75 NGL	1 Slight (Pedal Cyclist)	27/11/2015 16:45 hours Dry	Car appears to enter onto B3385 Newgate Lane from Car Show Room across the path of a pedal cycle.
21	160028192	B3385 Newgate Lane at junction with Number 239 NGL	1 Slight (Pedal Cyclist)	19/01/2016 19:24 hours Dry	Car appears to collide with pedal cycle along Newgate Lane on the west pavement.
22	160028765	B3385 Newgate Lane at junction with Woodcote Lane, Peel Common	1 Slight (Car Driver)	20/01/2016 08:35 hours Dry	Nose to tail collision where car appears to collide with the rear of car slowing due to traffic in front.
23	160039466	B3385 Newgate Lane 55 meters south of Number 207 NGL	1 Serious (Motorcycle Rider)	26/01/2016 16:00 hours Wet/Damp	Motorcycle appearing to filter pass traffic, going around a bend approaches an oncoming lorry then tries to get onto correct side of road but loses control and rider falls off.
24	160056208	B3385 Newgate Lane at junction with Albert Road	2 Serious (2 Car Drivers)	06/02/2016 12:40 hours Dry	Nose to tail collision between 3 cars two cars initially collide with car stopped in front pushed into rear of another car stopped in front.
25	160104555	B3385 Newgate Lane outside number 245 NGL	2 Serious (1 Car Driver, 1 Car Passenger)	15/03/2016 13:50 hours Dry	Car appears to cross onto wrong side of the road into the path of oncoming OGV causing a collision.
26	160349868	B3385 Newgate Lane outside of number 95 NGL	1 Slight (Pedestrian)	16/09/2016 09:40 hours Dry	Pedestrian waiting to cross at Newgate Lane appears to be hit by van as it moves away.
27	160431468	B3385 Newgate Lane outside Tudor Lodge	1 Slight (Car Driver)	15/11/2016 14:18 hours Dry	Car appears to veer into the wrong side of the road on Newgate Lane and collides head-on with another car.

28	160434134	B3385 Newgate Lane at junction with Tudor Lodge	2 Serious (1 Car Driver, 1 Car Passenger)	17/11/2016 10:20 hours Wet/Damp	Nose to tail collision with OGV and 3 cars, initially OGV collides with rear of car stopped in front which is pushed into another vehicle and two further nose to tail collisions occur.
29	44170165837	B3385 Newgate Lane at junction with Tudor Lodge	2 Slight (1 Car Passenger, 1 Car Driver)	04/05/2017 09:15 hours Wet/Damp	Van appears to fail to see or react and collides with the rear of car waiting to turn right into Tudor Lodge.
30	44170197001	B3385 Newgate Lane 80 meters northeast of Tanners Lane	1 Slight (Motorcycle Rider)	25/05/2017 15:00 hours Dry	Motorcycle appears to misjudge car travelling in slow moving traffic in front and collides with rear of car.
31	44170224396	B3385 Newgate Lane outside of number 97 NGL	1 Slight (Car Driver)	13/06/2017 13:30 hours Dry	Car appears to veer onto the opposite side of the carriageway and collides with car travelling in the opposite direction.
32	44170384479	B3385 Newgate Lane outside of number 97 NGL	1 Slight (Pedal Cyclist)	04/10/2017 12:08 hours Dry	Pedal cycle collides with a hole in the pavement throwing into the road across the path of a car, riders thrown onto the pavement.

3.25 **Table 3.3** indicates there have been 15 incidents recorded at the section of Newgate Lane between PCR and HMS Collingwood during the 5-year study period resulting in 13 slight and 7 serious injuries.

3.26 The majority of accidents appears to have occurred due to due to temporary misjudgement, driver/rider error, distraction of drivers behaving erratically.

3.27 It is considered that there is no adverse highway safety pattern or problem with the operation of Old Newgate Lane up to HMS Collingwood.

HMS Collingwood and Speedfields Park; up to Longfield Avenue Roundabout

3.28 A summary of the accidents at the signalised junction at HMS Collingwood up to the roundabout junction at Longfield Avenue including the roundabout junction at Speedfields Park as set out in **Table 3.4**.

Table 3.4 Summary of PIAs at HMS Collingwood and Speedfields Park up to Longfield Avenue

No	Reference	Location	Severity	Date/Time	Description
33	130405134	B3385 Newgate Lane at junction with HMS Collingwood	1 Slight (Car Driver)	25/10/2013 19:34 hours Dry	Car appears to enter the B3385 Newgate Lane roundabout, entering into the path of another vehicle.

34	130430570	B3385 Newgate Lane at junction with Speedfields Park	1 Slight (Pedal Cyclist)	14/11/2013/ 14:11 hours Dry	Car enters roundabout to turn right onto Newgate Lane, appears to fail to see pedal cycle intending to enter Speedfields Park and collides on nearside.
35	140036296	B3385 Newgate Lane at junction with Speedfields Park	1 Serious (Motorcycle Rider)	31/01/2014 05:49 hours Wet/Damp	Motorcycle loses control falling off at roundabout.
36	150084136	B3385 Newgate Lane at junction with Speedfields Park	1 Serious (Pedal Cyclist)	11/03/2015 17:10 hours Dry	Car appears to pull out of roundabout and collides with pedal cycle knocking rider off.
37	150359405	B3385 Newgate Lane 44 meters south of McDonalds entrance	1 Slight (Car Driver)	16/10/2015 09:58 hours Dry	Car collides with offside of other vehicle upon changing lanes.
38	150363573	B3385 Newgate Lane outside HMS Collingwood	1 Slight (Pedal Cyclist)	18/10/2015 16:58 hours Dry	Car clips pedal cyclist's handlebars of knocking rider off.
39	150375155	B3385 Newgate Lane at junction with Speedfields Park	1 Slight (Motorcycle Rider)	28/10/2015 19:00 hours Wet/Damp	Nose to tail collision between two motorcycles at approach to roundabout.
40	150411335	B3385 Newgate Lane at junction with HMS Collingwood	1 Serious (Pedal Cyclist)	26/11/2015 14:40 hours Dry	Car appears to collide with pedal cycle travelling across pedestrian crossing on red light.
41	44170216665	B3385 Newgate Lane outside HMS Collingwood	1 Slight (Pedal Cyclist)	08/06/2017 11:00 hours Dry	Cyclist clips a pedestrian whilst going through a gap between 4 pedestrians causing him to fall.
42	44170218028	Speedfields Park at junction with Newgate Lane	1 Serious (Pedal Cyclist)	09/06/2017 10:25 hours Dry	Pedal cycle appears to pull out of roundabout into path of car.
43	160217084	Speedfields Park Road at junction with superstore car park	2 Slight (Car Drivers)	10/06/2016 19:58 hours Dry	Van flashes a vehicle out of superstore car park. Another vehicle also turns left out of car park and collides with emerging vehicle.
44	44180100422	Speedfields Park at junction with B3385 Newgate Lane	1 Serious (Motorcycle Rider)	17/03/2018 06:29 hours Wet/Damp	Motorcycle applies the brakes and the front wheel slides out on the wet road surface.

3.29 **Table 3.4** indicates there have been 11 incidents recorded in the vicinity of HMS Collingwood and Speedfields Park during the 5 year study period resulting in 8 slight and 4 serious injuries.

3.30 The majority of accidents appears to have occurred due to temporary misjudgement, driver/rider error, distraction of drivers behaving erratically.

3.31 It is considered that there was no adverse highway safety pattern or problem with the HMS Collingwood and Speedfields Park junction.

Longfield Avenue Roundabout.

Table 3.5 Summary of PIAs at Longfield Avenue Roundabout

No	Reference	Location	Severity	Date/Time	Description
45	140005879	B3385 Newgate Lane at junction with Davis Way,	1 Slight (Pedal Cyclist)	06/01/2014 06:45 Wet/Damp	Car pulls out at roundabout colliding with the offside of a pedal cyclist.
46	140415477	B3385 Newgate Lane at junction with Davis Way	2 Slight (1 Car Driver, 1 Car Passenger)	19/11/2014 10:30 Dry	Nose to tail collision on approach to roundabout with car into rear of van.
47	150171724	B3385 Newgate Lane at junction with Longfield Avenue	1 Slight (Car Driver)	22/05/2015 00:20 Dry	Car proceeds onto roundabout collides with vehicle already on roundabout.
48	150241460	Frankport Way at junction with B3385 Newgate Lane	1 Slight (Motorcycle Rider)	14/07/2015 15:11 Dry	Nose to tail collision on approach to roundabout with motorcycle colliding with the rear of car causing the rider to fall off.
49	150284720	B3385 Newgate Lane at junction with Longfield Avenue	1 Serious (Motorcycle Rider)	17/08/2015 06:30 Dry	Nose to tail collision with motorcycle colliding with the rear of car causing the rider to fall off.
50	160258020	B3385 Newgate Lane at junction with Davis Way	1 Slight (Motorcycle Rider)	11/07/2016 14:10 hours Dry	Van enters the roundabout at Newgate Lane and collides with the nearside of motorcycle travelling on the roundabout.
51	160306194	B3385 Newgate Lane at junction with Longfield Avenue	1 Slight (Car Driver	15/08/2016 17:00 hours Dry	Car enters the roundabout and collides with the nearside of car already on the roundabout.
52	160406370	B3385 Newgate Lane at junction with Longfield Avenue	1 Slight (Pedal Cyclist)	27/10/2016 18:18 hours Dry	Pedal cycle crosses at Longfield Avenue unable to use brakes as not working and collides with car travelling along Longfield Avenue.
53	44170079504	B3385 Newgate Lane at junction with Frankport Way	1 Serious (Motorcycle Rider)	02/03/2017 15:05 hours Dry	Car turns left onto B3385 Newgate Lane and collides with motorcycle.

3.32 **Table 3.5** indicates there have been 8 incidents recorded in the vicinity of Longfield Avenue prior to the junction improvements during the 5-year study period resulting in 7 slight and 2 serious injuries.

3.33 The majority of accidents appears to have occurred due to temporary misjudgement, driver/rider error, distraction of drivers behaving erratically.

3.34 It is considered that there was no adverse highway safety pattern or problem with the Old Newgate Lane to Longfield roundabout.

4. PEDESTRIAN AND CYCLE NETWORKS

4.1 A detailed description of the local pedestrian and cycle networks to the north, east, south and west of the site is set out in detail below and shown at **Figure 3**.

FIGURE 3 – PEDESTRIAN AND CYCLING ROUTES AND INFRASTRUCTURE

Overall View

4.2 Existing pedestrian and cycle links on the surrounding local highway network have been improved with the recent NLSRR works. The upgrading of Woodcote Lane (PRoW 76) and the uncontrolled crossing point on the relief road give good access to Bridgemary to the east.

4.3 Stopping up of the Newgate Lane arm on the Peel Common roundabout has created a good and improved north / south cycle and walking link along Newgate Lane between Fareham and Lee-on-Solent.

4.4 There are good footway / cycleway links of predominantly 2 metres width north and south with signalised 'Toucan' crossing facilities located at Peel Common Roundabout to the south and at the HMS Collingwood signalised junction to the north. Pedestrian / Cycle routes and crossing facilities can be seen in **Figures 3 & 4**.

FIGURE 4 - EXISTING NLSRR PEDESTRIAN CROSSING VISIBILITY SPLAYS

4.5 Pedestrian and cycle links will be provided from the development site onto the Woodcote Lane footway / cycleway. The existing public rights of way can be seen in **Figure 4** with the wider cycle network shown on **Figure 5**.

FIGURE 5 – LOCAL CYCLE NETWORK

Pedestrian Routes to the North

4.6 There are excellent walking and cycling routes to the north of the proposed development site towards Fareham and the Speedfields retail park.

4.7 There is an existing footway on the northern side of Newgate Lane (old) with crossing provision from the proposed development access. The footway is currently in the region of 1.5 – 1.8m in width but does require some maintenance

to cut back verge growth. This will provide a 2m wide footway and currently benefits from a system of street lighting.

4.8 The footway continues along old Newgate Lane to the HMS Collingwood junction where it links up with a shared footway cycleway provision. There are signal controlled toucan crossings provided for all crossing movements at this junction, providing for access to the Speedfields retail park and further north towards Fareham and the town centre.

Pedestrian Routes to the East

4.9 From the development site there is an existing public right of way via Woodcote Lane and Brookers Lane, crossing the NLSRR via an uncontrolled pedestrian crossing with pedestrian refuge island to access amenities to the east.

4.10 Woodcote Lane is a 3m wide no-through access road for a few residential properties. It is partly illuminated by a street lighting system for approximately half its length.

4.11 As part of the NLSRR works, Brookers Lane has been upgraded and improved to a 3m wide shared footway cycleway link paved with bituminous surfacing to the area of Bridgemary but does not benefit from a system of street lighting.

4.12 A detailed assessment of the appropriateness of the pedestrian crossing to accommodate any increase in pedestrian trips associated with the cumulative impact of 200 dwellings is set out in **Chapter 10**.

4.13 Beyond Brookers Lane there is a network of suburban residential streets and off road paved footpaths to allow easy and safe pedestrian and cycle access to the primary schools (Peel Common, Holbrook), medical centre, church and local retail.

Pedestrian Routes to the South

4.14 To the south of the development site, pedestrian and cycling access is considered to be of a good standard and in good condition.

4.15 There is a 1.8 – 2m wide paved footway on the west side of old Newgate Lane which is also illuminated by a system of street lighting. Uncontrolled crossing

points from the development access provided suitable access to this footway provision.

4.16 Old Newgate Lane is now a quiet no-through road providing access to a small number of properties at the southern end of the Lane. Traffic flows are very low and vehicle speeds are at an average of 26.2 mph.

4.17 Signal controlled toucan crossings are provided at the Peel Common roundabout across all arms to the east, west and south. To the south along the B3385 there is an illuminated 3m wide paved shared footway / cycleway facility. This provides good, safe access for pedestrians and cyclists to access Lee-On-Solent, the airport and the seafront amenities.

4.18 Pedestrian Routes to the West

4.19 To the west of the development site lies the settlement of Stubbington with its primary and secondary schools, Post Office and local retail stores. There are good pedestrian and cycle links to Stubbington from the development site.

4.20 Using the footway on the west side of old Newgate Lane, this links to a 3m wide shared footway / cycleway facility on the south side of the B3334 from Peel Common roundabout.

4.21 This route is currently unlit until it reaches Stubbington but is a safe and viable walking and cycling route to the west.

4.22 There is also a public right of way that extends westwards from the end of Albert Road from Newgate Lane. The footpath runs across a field before access back onto the B3334 just before entering the settlement of Stubbington.

4.23 From Peel Common roundabout to the entrance to Stubbington the speed limit is 40mph. This changes and reduces to 30mph at the gateway into the settlement. There is a pedestrian crossing facility in the form of a 'toucan' controlled crossing at this location. This links the shared footway / cycleways on both sides of the B3334.

Overall Conclusion on Existing Pedestrian and Cycle Networks

4.24 It is concluded that the existing pedestrian and cycle infrastructure is generally of a very good standard providing suitable links and crossing facilities both uncontrolled and controlled to all of the nearby amenities and facilities.

4.25 **Chapter 10** confirms that the uncontrolled pedestrian refuge island on the Newgate Lane Bypass is operating safely and there have been no recorded PIA incidents at that location. The recorded pedestrian flows at the crossing show that crossings are infrequent and that the additional expected pedestrian movements associated with the proposed development are also very low. It is considered that the operation of the uncontrolled pedestrian crossing on Newgate Lane will not materially change.

5. PUBLIC TRANSPORT

Bus Services

5.2 The existing bus stops on Newgate Lane have been taken out of service with new provision now on the NLSRR. The new bus stops are provided with a shelter and high access kerbs in both north and south directions. The local bus routes can be seen in **Figure 6**.

FIGURE 6 – LOCAL BUS ROUTES

5.3 The existing bus services Nos. 21 and 21A have now been redirected from Newgate Lane to the new relief road and three bus stops have been incorporated into the scheme along the new route. Uncontrolled pedestrian refuge islands with tactile paving have been incorporated at these stops which will provide informal crossing points for pedestrians and cyclists across the new relief road.

5.4 The services are run weekdays between Fareham and Hill Head and return approximately with a frequency of every hour in each direction from 0647 to 1922hrs. On Saturdays the service is run between 0903hrs and 1408hrs with an hourly service. There is no Sunday service.

5.5 Bus stops are located in Bridgemary on Tukes Road approximately one kilometre walking distance to the east. These bus stops are serviced by the service number 9 which links Fareham to Gosport and this provides an excellent service generally every 15 minutes from 0510hrs to 2014hrs. There is also a more limited service operating on Saturdays and Sundays.

5.6 Extracts of the relevant bus services timetables are shown in **Appendix 3**.

APPENDIX 3 – EXTRACTS OF THE RELEVANT BUS SERVICES

5.7 It is considered that the available bus service provision within the vicinity of the site provides regular bus services to Fareham town centre and the amenities and facilities located there. However, as set out in detailed in **paragraphs 4.1 to 4.25**, the development site benefits from very good pedestrian and cycle links to amenities and facilities to the north, east, south and east of the site and that are all of the facilities are located within a convenient walking distance and / or cycle ride.

5.8 Highway officers have requested in its consultation response that the applicant liaises with the local bus operator to seek to explore opportunities to improve the current service provision. The applicant is willing to enter in discussions with the local bus operators. However, the overall accessibility of the scheme is not reliant on the provision of improved bus services.

6. ACCESSIBILITY

6.1 There is a wide range of services and facilities within convenient walking and cycling distance of the site to the north, east, south and west, which are considered to be distances of 800m and 2km for walking and 5km for cycling. A plan is included at **Figure 7** showing the location of local facilities with Isochrones Plan showing walking isochrones at 800 metres and 2,000 metres, as well as a cycle isochrone at 5,000 metres.

FIGURE 7 – ISOCHRONE AND LOCAL FACILITIES PLAN

6.2 Also, within the 800m walking distance from the proposed residential site are two schools, infant and junior schools, 2 places of worship, 2 convenience stores including a general Co-op convenience food store and a public house.

6.3 Within the 2km range are a further 3 infant and junior schools; 2 secondary schools and a recreation ground. There are a further 4 food stores, including a superstore, 2 fast food outlets and 4 public houses. In addition, there are a further four places of worship; 3 GP surgeries, a pharmacy and 3 dental surgeries. Two post offices are also available within this area. There are also a large range of employment uses within this 2km area, especially located north of the site to the east of Newgate Lane opposite Longfield Avenue. HMS Collingwood is also within this range.

6.4 The development site sits within the school catchment area for Crofton Secondary school in the village of Stubbington. This is a 1.6km walk, approximately a 20 minute walk time via the B3334. The route is a suitable shared footway / cycleway facility with signal controlled pedestrian crossings.

6.5 Within the 5km distance of the site and within cycling distances there are further facilities as outlined above, including employment, in addition there is Fareham college and CEMAST college of Technology, Fareham railway station, and 2 leisure centres. Just outside the 5km limit to the north west of the site the Fareham Community Hospital is situated.

6.6 It is concluded that the development site is accessibly located. This is because the development site is served by a good mix of services, facilities and amenities located within convenient walking and cycling distance accessible by appropriate and safe walking and cycling routes.

6.7 The site is also served by a regular bus services to Fareham and Fareham Railway Station with onward connections to Portsmouth, Southampton and London and the wider employment, retail and leisure opportunities that are available.

7. DEVELOPMENT PROPOSALS

The Development

7.2 It is proposed to develop land to the south of Fareham between Newgate Lane and the NLSRR constructed by Hampshire County Council (HCC) in early 2018. The proposal is for a residential development of 125 units with 40% affordable housing provision, public open space and ecological areas and corridors. Refer to Master plan in **Appendix 4.**

APPENDIX 4 – MASTERPLAN

Access

7.3 Vehicular access and egress from the site will be via a priority T junction with Newgate Lane (historic alignment). It is not proposed to provide a vehicular through route to the site to the north.

7.4 The proposed site access has been located with due consideration to vehicular and pedestrian visibility, location, separation distance from the access to the north and avoidance of critical watercourses such as the River Alver and any significant trees or overhead utility services.

7.5 An Automatic Traffic Count Survey was carried out on Newgate Lane adjacent to the proposed accesses of the north and south site between the 27th January and 2nd February 2019. This survey confirms that the 85th%ile vehicle speeds for northbound travelling vehicles equates to 38.5 mph and for southbound travelling vehicles 38.4 mph. The vehicle speeds are higher than the 37.5mph threshold where Manual for Streets 2 advises MfS visibility splays requirements should apply and therefore it is considered more appropriate to apply the Design Manual for Roads and Bridges (DMRB) visibility splays requirements in this instance. This suggests that a visibility splays of 120 metres to the nearside kerb should be provided in both directions.

7.6 The proposed site accesses can provide visibility splays in excess of 2.4m x 120m to the nearside kerb in both directions. It is agreed that the full visibility splays will be dedicated as highway and will be free from obstructions and planning. It is agreed that this can be covered by an appropriately worded planning condition.

7.7 Newgate Lane has existing street lighting and surface water drainage. New access roads and footways and any necessary footpaths within the site will continue this and at the appropriate standard to be eligible for highway adoption.

7.8 The proposed access arrangements are shown at **Figure 8 & 9.**

FIGURE 8– PROPOSED ACCESS ARRANGEMENT (S)
FIGURE 9– PROPOSED ACCESS ARRANGEMENT (N & S)

7.9 Tracking drawings showing the turning manoeuvres of a super large refuse vehicle and a fire appliance passing a car turning into the site are shown at **Figure 10**.

FIGURE 10– PROPOSED SITE ACCESS /NEWGATE LANE JUNCTION SWEPT PATH ANALYSIS

Internal Layout

7.10 The width of the access road into the site will be provided at 6.0 metres width for the initial circa 20 metres into the site to allow for turning manoeuvres between vehicles entering and leaving the site at the same time. This will also provide additional width for refuse and delivery lorries to pass cars at the entrance. The width of the estate roads can then be reduced down to 5.5m within the remainder of the site or 4.1m - 4.8m where this serves cul-de-sacs. There will generally be a 2m footway on each side of the estate roads, but this can be reduced or removed where a shared surface cul-de–sac is being proposed. The finer details can be designed and agreed at reserved matters stage.

7.11 The estate roads will be designed to ensure that servicing vehicles, including refuse vehicles, can access the development and be able to safely turn where necessary.

7.12 Pedestrian access will also be provided at the proposed vehicular access points with Newgate Lane (historic) with the available visibility splays of 120 metres provided at a 1.5 metre set back provided in accordance with the recorded vehicle speeds on Newgate Lane as described in **paragraph 7.5** above and shown on **Figures 8 & 9**. The footways to the north of Newgate Lane are currently around 1.8m in width but have been encroached by verge growth. This can be cut back along with overhanging vegetation to provide a standard and appropriate 2m wide footway facility.

7.13 This provides suitable access on foot or cycle to the north and south and to the east across the new uncontrolled crossing point on the relief road to Bridgemary and the new bus stop provisions on the NLSRR via the footway / cycleway (PRoW 76) on Woodcote Lane.

7.14 Dropped kerbs will be provided at crossing points internally within the estate roads. It is proposed to have on road cycle routes within the site. The estate roads will be drained and have street lighting.

7.15 The estate roads will be offered for adoption under section 38 of the Highways Act 1980 and any necessary works within the existing adopted highway will be subject to an Agreement under Section 278 of the Act.

7.16 Car parking can be agreed at reserve matters stage e and justified to be appropriate in accordance with Residential Car & Cycle Parking Standards Supplementary Planning Document (2009) as set out by Fareham Borough Council and Hampshire County Council.

7.17 It is considered that footpath connections (currently unspecified) between the applicant site and the site located adjacent to the southern boundary can be provided. This can be covered by an appropriately worded planning condition to the planning consent.

Construction Traffic Management

7.18 As requested in the highway authority's consultation response dated 06 November 2019, the developer is willing to agree to the provision of a Construction Traffic Management Plan, which can be secured via an appropriately worded planning condition if necessary.

Residential Travel Plan

7.19 A Residential Travel Plan document is provided separately as part of the planning submission. It contains preliminary targets for all modes of travel and also sets out initiatives and measures to support these targets, which will be provided before the development is occupied to influence behaviour and minimise single occupancy travel.

7.20 The Travel Plan will include a Residential Travel Pack with the following measures:

a. provision of public transport season tickets;

b. provision of car clubs and car club membership;

c. free grants towards the purchase of bikes;

d. site specific public transport information;

e. local walking and cycling maps;

f. broadband in all dwellings;

7.21 A copy of the travel plan updated in accordance with the Highway Authority's comments as provided in its consultation response dated 06 November 2019 is provided at **Appendix 5.**

APPENDIX 5 – RESIDENTIAL TRAVEL PLAN

8. COMMITTED AND FUTURE DEVELOPMENTS

8.1 The NLSRR has now been completed along with the widening and signalling improvements to the Peel Common Roundabout. These works have been identified as being important in providing improved access to the Gosport Peninsula where future major strategic residential and employments uses are planned. These future developments are outlined below.

8.2 Further benefits will come forward with the planned Stubbington Bypass scheme which has received full planning permission in November 2015 and which Pegasus Group understands is due to be commenced 2019 with a two year construction period. This is likely to have further beneficial transportation improvements to the Newgate Lane area of Fareham by diverting traffic from the Gosport peninsula that wishes to make its way to the M27 and M3. However, it should be noted that a Public Inquiry was held on the 26 and 27 November 2018 into the Stubbington Bypass Compulsory Purchase Order (CPO) and Side Road Order (SRO). There has not been any decision notice issued by the Planning Inspectorate at the time of writing.

8.3 Highways officers from HCC have identified the following committed developments to be considered as part of this assessment:

- Solent Enterprise Zone – Daedalus;
- Solar Panel Farm; and
- The Retreat, Newgate Lane

8.4 The Policy Allocation for each site and the outstanding permissions delivered to date are set out in **Table 8.1** below.

Table 8.1 – Committed Developments

Gosport Local Plan	Development Type	Policy Allocation	Delivered (to 2017/2018)	Outstanding Permissions	Not yet with planning permission
Daedalus LP5	Housing (dwellings)	350	101	200	49
	Employment (m^2)	75,000	8,947	69,992	0
	Retail (m^2)	0	0	1,075	0

Fareham Core Strategy / Local Plan Part 2	Development Type	Policy Allocation	Delivered (to 2016/2017)	Outstanding Permissions	Not yet with planning permission
Daedalus CS12	Light Industry/Warehouse (m^2)	10,000 - 33,000	5548	22,742	0
The Retreat DSP47	Gypsy/Traveller (sites)	2	0	0	2

8.5 As TEMPro includes government derived planning forecasts, it is necessary to manually adjust the planning assumptions within the database software to remove the number of dwellings associated with the committed developments, which would otherwise result in double counting. The adjustment involves the removal of 101 households, 8,947 square metres of employment and 5,548 square metres of light industrial use from the TEMPro zone between the base year (2019) and the forecast years (2024 & 2036).

8.6 A comparative summary of this reduction in the household assumptions is shown in **Table 8.2**.

Table 8.2: TEMPro Default and Alternative Planning Assumptions

Base Year	Forecast Year	Default Assumptions				Alternative Assumptions			
		Base HH	Future HH	Base Jobs	Future Jobs	Base HH	Future HH	Base Jobs	Future Jobs
2019	2024	3125	3260	6206	6299	3125	3159	6206	6181
2019	2036	3125	3555	6206	6512	3125	3454	6206	6394

8.7 The subsequent growth factors derived from the above are shown in **Table 8.3** below.

Table 8.3: TEMPro Growth Factors

Area	Year	Local Growth Figure	
		AM	PM
Fareham 013	2024	1.0354	1.0368
Fareham 013	2036	1.1082	1.1057

8.8 The growth factors shown in **Table 8.3** above have been applied to the 2019 Observed flows resulting in the 2024 Base.

9. FORECAST TRIP GENERATION

9.1 This Transport Assessment assesses the cumulative impact for up to 200 dwellings and within that figure there will be an allocation of 40% affordable housing to meet Local Planning Authority policies.

9.2 The vehicular trip rates shown in **Table 9.1** below has been taken from the Newgate Lane Southern Section TA and are agreed with HCC as advised in its consultation response dated 06 November 2018. These have been extracted and are provided in **Appendix 6**.

APPENDIX 6 – HCC TRICS FROM NLSRR TA

Table 9.1 – NLSRR Residential Trip Rates

	AM			PM		
	Arrivals	**Departures**	**Two-Way**	**Arrivals**	**Departures**	**Two-Way**
Trip Rate per dwelling	0.165	0.4	0.565	0.386	0.243	0.629
Trip Generation 200 Dwellings	33	80	113	77	49	126

9.3 The cumulative assessment of 200 dwellings is forecast to generate 33 vehicles entering and 80 vehicles departing the site between 0800hrs and 0900hrs.

9.4 The cumulative assessment of 200 dwellings is forecast to generate 77 vehicles entering and 49 vehicles departing the site between 1700hrs and 1800hrs.

9.5 The table below shows the 'Method of Travel to Work' mode split determined by the 'Fareham 013 Middle Layer Super Output Area'.

Table 9.2 – 2011 Method of Travel to Work Census Data

Method of Travel	Proportion (%)	Forecast Development Total People Trips	
		2-way	2-way
Total People	100	149	166
Driving a car or van	76	113	126
Work mainly at or from home	0	0	0
Underground, metro, light rail or tram	0	0	0
Train	3	4	5
Bus, minibus or coach	2	3	3
Taxi	0	0	0
Motorcycle, scooter or moped	2	3	3
Passenger in a car or van	5	7	8
Bicycle	6	9	10
On foot	6	9	10
Other method of travel to work	0	0	0

9.6 The number of total people trips forecast to be generated has been calculated by interpolating the 2011 census travel to work data.

9.7 **Table 9.2** estimates that 76% of the total people trips associated with the scheme could be single occupancy vehicular trips. 24% of the remaining total people trips is forecast to be by other travel modes.

9.8 **Table 9.2** estimates the total people trips and mode of travel for the morning (0800-0900) and evening (1700-1800) peak hours.

9.9 In summary there are up to 10 additional pedestrian movements, up to 10 additional cycle movements and up to 7 additional public transport movements in the peak hours associated with 200 dwellings.

10. WOODCOTE LANE / NEWGATE LANE PEDESTRIAN CROSSING

10.1 Highways officers from HCC requested that we consider the appropriateness of the recently implemented NLSRR uncontrolled pedestrian crossing point located at Woodcote Lane and the nearby bus stops for any potential increase in pedestrian trip movements associated with the development site.

10.2 The uncontrolled crossing on the relief road has a 2 metre wide pedestrian refuge island and tactile paving provision. Visibility is provided in both directions of between 1.5m x 70m – 158m. This is shown on **Figure 4**. A site visit was carried out on the 22nd May 2018 where a number of pedestrians were observed using the crossing point with little or no delay and with no issues.

10.3 The crossing currently does not benefit from a system of street lighting and it is assumed that an assessment was carried out by HCC as part of the planning and design of the NLSRR. It is considered that the lighting need has been assessed against ecology need and habitats along Woodcote Lane and Brookers Lane which are also not currently illuminated. Woodcote Lane does have limited lighting for the first 50m of the lane.

10.4 As set out in **Section 3** we have reviewed the layout of the existing uncontrolled crossing and consider that in its current form it is safe and appropriate on the following basis:

- The current layout of the crossing with a 2m wide pedestrian refuge island and the available visibility splays have been assessed in detail by highways officers at HCC as appropriate design check points and road safety audits including final sign off. It is considered that HCC are satisfied with the appropriateness and safety of this crossing and its proposed level of use.

- A pedestrian survey was carried out on 30th January 2019 at the Newgate Lane uncontrolled pedestrian crossing. This survey showed an AM peak of 20 2-way movements across Negate Lane and a PM peak of 18 2-way movements. These movements included both pedestrians and cyclists taking into account the shared footway / cycleway route that crosses Newgate Lane. This equates to approximately one crossing movement every 3 minutes.

10.5 In terms of the forecast increase in use associated with the development site, **Table 9.2** above shows that it could be associated with a forecast increase in total pedestrian 2-way movements of 10 trips, total cycle 2-way movements of 10 trips and total public transport 2-way movements of 7 trips in the morning and evening peak hours.

10.6 It is not considered that all of these users will cross the NLSRR as they will likely distribute to other parts of the network to the north, south and west of the site as there is a wide range of nearby facilities, amenities and employment opportunities in the wider area. It should also be noted that the location of the site does not fall within the catchment area of the primary and secondary schools in Bridgewater as advised the Education officer at HCC. The relevant correspondence is included at **Appendix 7**.

APPENDIX 7 – HCC CORRESPONDENCE

10.7 Notwithstanding, even assuming that all additional non-motorised user (NMU) movements seek to cross the crossing, this will only result in an increase of circa 27 2-way trips in the peak hours. This equates to 1 extra crossing movement every 2 minutes.

10.8 A more proportionate increase in NMU seeking to cross is likely to be in the order of 25 – 33% of the forecast total NMU development trips. Effectively this could be between 7 and 9 NMU trips which is an increase of between 1 additional NMU trip every six to seven minutes. This is not considered to be a material increase to affect the current operation of the existing crossing. Therefore, it is considered no improvements are required to mitigate the impact of the scheme on the crossing.

<u>PV² Assessment</u>

10.9 A PV² assessment of pedestrian crossings and appropriate crossing types has been carried out for the uncontrolled pedestrian crossing on Newgate Lane. The level of need will be determined by calculating the degree of conflict between pedestrians crossing the road and the two-way traffic flow. This calculation is then weighted and adjusted using factors for waiting time (T), width of the road (W), speed limit (S) and accident record (A).

Adjusted PV^2 = average Pmod Vmod² value x T x W x S x A using the factors T, W, S & A as stated above.

10.10 To justify a signalled-controlled crossing (Puffin, Toucan or Pegasus), the adjusted PV^2 value should be greater than 0.9 x 108. Current national guidelines indicate that it is not advisable to install a signalled controlled crossing where the 85th percentile speed is greater than 50 mph. At such locations serious consideration should be given to speed reduction measures before installing a signal-controlled crossing.

10.11 Using the current pedestrian flows of 20 pedestrians and cyclists in the peak hours and a 2-way peak hour traffic flow of 2,300 a PV^2 value of $1.9x10^8$ was calculated. Based on the current vehicle and pedestrian flows, it can be demonstrated that the current uncontrolled crossing as operating above its design capacity. Calculations are included at **Appendix 8**.

APPENDIX 8 – PV^2 CALCULATIONS

10.12 Using forecast traffic flow data for 2024 and with the potential implementation of the Stubbington bypass included it can be seen that the traffic flows on Newgate Lane decrease slightly to peak hour 2-way traffic flows of 2,200. On this basis it is considered that the current uncontrolled pedestrian crossing will operate in the same was as it does currently with similar vehicular and pedestrian movements.

Conclusions

10.13 It had been deemed suitable during the design and implementation of the NLSRR by HCC to provide an uncontrolled crossing across Newgate Lane at Woodcote Lane. The crossing currently operates in a safe manner and there have been no recorded PIA at this location.

10.14 On the basis that the potential increase in pedestrian trips is very low at around seven to nine additional crossings in the peak hours assuming that not all pedestrian trips from the proposed development would likely be crossing Newgate Lane. As advised in **paragraph 10.6** above, the proposed development lies in the catchment area for Crofton Anne Dale (Infant and Junior) and Crofton secondary schools which lie to the west in Stubbington, as verified and supported by HCC education officer. Therefore, the majority of pedestrian movements are likely to be to the west to the schools in Stubbington and north to the retail and employment areas of Fareham.

10.15 The applicant is however, willing to offer a contribution to the authority for improvements to the Newgate Lane uncontrolled pedestrian crossing if the authority deems it necessary to do so. This could take the form of street lighting or potentially a contribution towards upgrading to a signalised installation.

Fareham Emerging Local Plan – Draft Allocated HA2 Site

10.16 Planning and highway officers at Fareham Borough Council have also requested that this TA considers the future NMU connectivity between the development site and the draft allocated HA2 site.

10.17 As set out in Section 6 access to the draft allocated HA2 site at the NLSRR is considered to be via a new 4-arm roundabout at the Newgate Lane junction. Pegasus Group have reviewed a possible design compliant with DMRB guidance including for appropriate pedestrian and cycle crossings on all arms as shown on **Figure 11**.

FIGURE 11 – POTENTIAL ROUNDABOUT AS PART OF HA2 DEVELOPMENT

10.18 There is also scope for the proposed highway junction improvements to the Newgate Lane Relief Road / Old Newgate Lane junction in the form of a signalised junction to provide appropriate controlled pedestrian crossing points to and from the HA2 site.

10.19 As set out in **Section 4** there is no footway provision on the NLSRR and the existing footway provision on Newgate Lane is currently only provided on the western and northern side of the carriageway between the Peel common roundabout and the old alignment of Newgate Lane at the HMS Collingwood access. There is no footway provision between the section of Newgate Lane that connects with the NLSRR from its previous alignment.

10.20 Pegasus Group considers that there is scope to provide a footway link within the available highway boundary. As such and pending the confirmation of the allocation of the HA2 site the applicant is willing to provide a section 106 contribution to allow HCC to construct a footway link as and when the HA2 site comes forward.

11. JUNCTION CAPACITY METHODOLOGY

11.1 The following junctions have been assessed following discussions and correspondence with HCC highways officers and receipt of the Highway Authority's consultation response dated 06 November 2019:

- Old Newgate Lane / Site Access Priority T junction;
- Newgate Lane / Old Newgate Lane priority T junction;
- Speedfields Park roundabout and HMS Collingwood signal junction;
- Newgate Lane / Longfield Avenue / Davis Way roundabout; and
- Peel Common Roundabout Signalised Roundabout.

Junction Modelling

11.2 Junctions 9 (version 9.5.0.6896) has been used to assess the development impact at the Newgate Lane / Longfield Avenue roundabout and the two priority junctions above. LinSig (version 3.2) has been used to model the Speedfields Park roundabout and HMS Collingwood signal junction, and Peel Common roundabout.

11.3 The individual junction geometries for the Newgate Lane / Longfield Avenue / Davis Way roundabout; the Newgate Lane / Old Newgate Lane priority junction were obtained from the modelling outputs in the NLSRR TA.

11.4 Following attempts to build the model from the information presented in the modelling outputs in the HCC NGLS TA appendices, as well as discussions with ITS Group and HCC, the base models for the Peel Common signalised roundabout for both the DS1 and DS2 scenarios have been obtained from ITS Group who built them on behalf of HCC.

11.5 The Speedfields Park roundabout and HMS Collingwood signal junction model has been provided to Pegasus Group courtesy of HCC. The model initially included the Newgate Lane / Longfield Avenue / Davis Way roundabout; however it was amended to exclude this junction due to Junctions 9 being a more capable program for modelling roundabouts.

2019 Base Year and 2024 Design Year Assessments

Existing Highway Network (Scenario DS1)

11.6 Weekday AM and PM peak hour manual classified turning counts were undertaken on the 27TH January to 2nd February 2019. between the hours of 07:00 and 10:00 and 16:00 and 19:00 in order to derive existing traffic flows on the local highway network at the junctions identified in **paragraph 11.1** above. A survey of queue lengths on the various approaches to the above junctions was also undertaken as part of these surveys. The 2019 base traffic flows diagrams are included at **Appendix 9**.

APPENDIX 9 – 2019 & 2024 TRAFFIC FLOW AND DISTRIBUTION DIAGRAMS

11.7 The 2019 existing base flows have been growthed to a design year of 2024 using the traffic growth rates as identified in **Table 8.3**.

Stubbington Bypass (Scenario DS2)

11.8 The 2019 base flows have been calculated based on the following methodology.

11.9 The percentage difference from the DS1 scenario to the DS2 scenario for the forecast traffic flows in the NGLSS TA was assessed.

11.10 Utilising this method across the junction network gave expected results across the board. Reducing southbound traffic from the north to Peel Common Roundabout and having a small increase in northbound traffic. However, primarily for Peel Common Roundabout Gosport Road the differences were expected to be in the range of 1000% + for some turning movements. For these situations the difference from the observed DS1 flows to the NGLSS TA DS2 forecast were used, otherwise the data would be heavily skewed.

11.11 The Speedfields park roundabout and HMS Collingwood junctions (modelled in the same model) were inadequately modelled as a priority 'T' junction in the NGLSS TA, hence the flows or percentage change in flows could not be assessed in this document. Therefore, the flows between Newgate Lane (s) and Newgate Lane (n) were subject to a percentage change and the flows to/from Speedfields Park and HMS Collingwood were left at 100%.

11.12 For the DS2 scenario the flows on the Speedfields Park roundabout and HMS Collingwood junctions were balanced based on the anticipated flows adjacent junctions to the north and south.

Forecast Development Traffic Distribution

11.13 The forecast development traffic has been distributed on a pro-rata basis based on the turning proportions at the junctions surveyed as identified above. The calculations are shown on the traffic flow diagrams included at **Appendix 9**.

11.14 The traffic flows in **Appendix 9** for the 2019 and 2024 assessments are listed below:

a) 2019 Base DS1– without Stubbington Bypass;

b) DS1 – DS2 Conversion Ratios;

c) 2019 Base DS2 – with Stubbington Bypass, Existing 2019 base flows adjusted in accordance with DS1 – DS2 Conversion Ratios

d) 2024 Base DS1 – without Stubbington Bypass;

e) 2024 Base DS2 – with Stubbington Bypass;

f) Development Trip Distribution DS1 – taken from the distribution proportions showing arrival and departure percentages only.

g) Development Trip Distribution DS2 – taken from the distribution proportions showing arrival and departure percentages only.

h) Development Trips DS1 – Development trip distribution for DS1 applied to the arrival and departure profiles

i) Development Trips DS2 – Development trip distribution for DS2 applied to the arrival and departure profiles.

j) 2024 Base DS1 + Development

k) 2024 Base DS2 + Development

12. 2019 AND 2024 JUNCTION CAPACITY ASSESSMENTS

12.1 This section provides information on the junction capacity assessments for an agreed design year of 2024. This year is considered to be the material consideration for the proposed planning application in terms of capacity impact and assessing the impact of the scheme on its own merits.

Old Newgate Lane / Site Access Priority Junction

12.2 The proposed access junction at Old Newgate Lane is forecast to operate efficiently with no material queues or delay. The modelling reports are included at **Appendix 10**.

APPENDIX 10 – 2024 MODELLING OUTPUTS

Newgate Lane Relief Road / Old Newgate Lane Priority Right Turn Lane Junction

12.3 The Junctions 9 software was utilised to undertake PICADY modelling of the Newgate Lane Southern Relief Road (NLSRR) / Old Newgate Lane priority, right turn Lane junction. The following table shows the results from all scenarios including the with and without Stubbington Bypass models.

Table 12.1 - Newgate Lane/Old Newgate Lane Priority Junction PICADY model results

	AM				PM			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**
	2019 DS1 Base							
Stream B-C	**0.1**	**16.07**	**0.08**	**C**	0.1	8.39	0.05	A
Stream B-A	**0.4**	**52.43**	**0.27**	**F**	0.2	21.66	0.14	C
Stream C-AB	**0.1**	**10.59**	**0.06**	**B**	0.0	6.07	0.04	A
	2024 DS1 Base							
Stream B-C	0.1	17.68	0.09	C	0.1	8.62	0.05	A
Stream B-A	0.5	74.38	0.35	F	0.2	24.23	0.16	C
Stream C-AB	0.1	11.22	0.07	B	0.0	6.19	0.04	A
	2024 DS1 Base + Dev							
Stream B-C	15.0	1360.34	1.20	F	0.1	9.54	0.12	A
Stream B-A	24.3	1302.02	1.21	F	0.4	33.31	0.31	D
Stream C-AB	0.2	11.92	0.13	B	0.1	6.73	0.09	A
	2019 DS2 Base							
Stream B-C	0.1	15.06	0.09	C	0.1	7.90	0.06	A

Stream B-A	0.2	32.16	0.15	D	0.1	14.58	0.09	B
Stream C-AB	0.1	10.52	0.05	B	0.0	5.97	0.03	A
	2024 DS2 Base							
Stream B-C	0.1	16.16	0.10	C	0.1	8.09	0.07	A
Stream B-A	0.2	38.24	0.18	E	0.1	15.43	0.09	C
Stream C-AB	0.1	11.15	0.06	B	0.0	6.09	0.03	A
	2024 DS2 Base + Dev							
Stream B-C	0.5	34.30	0.33	D	0.2	8.96	0.13	A
Stream B-A	2.4	109.52	0.72	F	0.2	18.25	0.18	C
Stream C-AB	0.1	11.77	0.12	B	0.1	6.61	0.09	A

12.4 **Table 12.1** above shows that the junction is forecast to not operate efficiently for all scenarios assessed in terms of capacity with 2024 DS1 Base + Development being the worst functioning junction. **Table 12.1** also indicates that development traffic associated with the Newgate Lane (South) proposed seeking to egress the minor arm without the Stubbington Bypass coming forward could be delayed for around 74 seconds for the morning peak hours for 2024 and up to 1360 seconds (23 minutes) for the 2024 Base + Development. This is predicated to increase up to 1360 seconds (23 minutes) with the addition of traffic associated with the Newgate Lane schemes.

12.5 However, it should be noted that delay to vehicles seeking to egress Newgate Lane minor arm does reduce significantly to circa 109 seconds with the installation of the Stubbington Bypass and the resulting change in flows on Newgate Lane. However, this still represents a threefold increase in delay when compared to the base situation.

12.6 It is therefore considered necessary to review potential improvements to the junction to seek to minimise the delays for vehicles seeking to egress the Old Newgate Lane minor arm, whilst also not impacting on the throughflow of traffic on the Newgate Lane relief road and impacting on highway safety.

<u>Formalising Two Stage Movement for Right Turners Egressing Old Newgate Lane</u>

12.7 The first option considered was seeking to amend the white line markings at the junction to allow the two stage movement for right turners. A potential scheme is shown on **Figure 12**.

FIGURE 12 – FORMALISED TWO-STAGE RIGHT TURN ONGL TO NLSRR

12.8 This option has been explored further because the traffic surveyor that carried out the surveys in January 2019 advised, based on its observations, that right turning vehicles are firstly giving way to northbound travelling traffic, then waiting in the right turn lane to give-way to southbound travelling traffic before proceeding southbound on the Newgate Lane relief road.

12.9 However, the surveyor also indicated that existing vehicles seeking to turn right out the junction were delayed by one to two minutes. This delay would only lengthen with the addition traffic associated with 200 dwellings seeking to turn right, which is forecast to be circa 54 vehicles in the AM peak.

12.10 It is therefore considered that any increase in demand for vehicles seeking to turn right out of the Old Newgate Lane minor arm associated with the development scheme will lead to further delay and increase pressure for drivers to seek to turn in gaps in first northbound traffic and secondly southbound traffic. This could therefore lead to potential safety issues where drivers seek to pull out in gaps that are too small or not there.

12.11 This option has not been progressed further on the basis.

<u>No right turn onto NLSRR (Left out only)</u>

12.12 The delay in the operation of the existing junction layout on the Old Newgate Lane minor arm appears to be associated with vehicles seeking to turn right out of the junction. It is considered that this issue could be resolved simply be preventing this manoeuvre. This scheme option would also provide a benefit in terms of not affecting the flow of southbound traffic on the Newgate Lane Relief Road. An indicative scheme drawing for this option is shown on **Figure 13**.

FIGURE 13– INDICATIVE LEFT OUT ONLY ONGL/ NLSRR

12.13 The PICADY modelling of the Newgate Lane Southern Relief Road (NLSRR) / Newgate Lane priority junction has been updated to route all traffic seeking to turn right out of the site left out the Old Newgate Lane minor arm up to the Speedfields Park roundabout to perform a U turn manoeuvre and then routed south to the Peel Common Roundabout.

12.14 **Table 12.2** shows the results from all scenarios including the with and without Stubbington Bypass models and the output reports are included at **Appendix 10**.

Table 12.2 - Newgate Lane/Old Newgate Lane Priority Junction PICADY – No Right Turn on NLSRR model results

	AM				PM			
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**
	2019 DS1 Base							
Stream B-C	**0.2**	**13.06**	**0.14**	**B**	0.1	7.34	0.09	A
Stream B-A	**0.0**	**0.00**	**0.00**	**A**	0.0	0.00	0.00	A
Stream C-AB	**0.1**	**10.59**	**0.06**	**B**	0.0	6.07	0.04	A
	2024 DS1 Base							
Stream B-C	0.2	13.94	0.15	B	0.1	7.51	0.10	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.1	11.22	0.07	B	0.0	6.19	0.04	A
	2024 DS1 Base + Dev							
Stream B-C	0.7	19.39	0.40	C	0.2	8.48	0.19	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.2	11.92	0.13	B	0.1	6.73	0.09	A
	2019 DS2 Base							
Stream B-C	0.2	13.67	0.17	B	0.1	7.53	0.13	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.1	10.52	0.05	B	0.0	5.97	0.03	A
	2024 DS2 Base							
Stream B-C	0.2	14.67	0.19	B	0.2	7.72	0.13	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.1	11.15	0.06	B	0.0	6.09	0.03	A
	2024 DS2 Base + Dev							
Stream B-C	0.8	20.89	0.44	C	0.3	8.74	0.23	A
Stream B-A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.1	11.77	0.12	B	0.1	6.61	0.09	A

12.15 The updated junction modelling assessments to prevent right turn manoeuvres from the Old Newgate Lane minor arm show on the Newgate Lane relief road show that this option is forecast to operate efficiently for all scenarios assessed.

12.16 Furthermore, the junction modelling assessments for the HMS Collingwood signalised junction and the Speedfields Park roundabout junction accounting for the U turn manoeuvres for a design year of 2024 show that both junctions would also continue to operate efficiently with no material increases in delay or queues.

12.17 During the peak periods, it is also considered that the volume of southbound traffic on the Newgate Lane relief road, which is in the order of between 785 and

1345 vehicles, would help deter 'U' turn manoeuvres at other junctions located before the Speedfields Park roundabout.

12.18 It is acknowledged that 'U' turn manoeuvres at junctions before the Speedfields Park roundabout could occur at non-peak times on the highway network. Furthermore, vehicle speeds at these times could be higher leading to greater risk of collision with oncoming vehicles.

12.19 If the no right turn junction improvement options is considered to be a feasible option by highway officers at HCC, the applicant is willing to consider what additional measures could be provided at junctions to seek to prevent instances of inappropriate 'U' turn manoeuvres on the local highway network outside the peak hours.

Proposed 36 metres Inscribed Circle Diameter Roundabout

12.20 A potential roundabout option has been explored as shown on **Figure 14**. It is considered possible to provide this roundabout option shown on **Figure 14** within the adopted highway extents. However, without acquiring third party land it is not considered that a roundabout design compliant with guidance set out in the DMRB Volume 6 Section 2 document TD16/07 and achieves the appropriate deflection levels and flare lengths can be provided.

FIGURE 14 – ONGL/ NLSRR PROPOSED ROUNDABOUT

12.21 The junction modelling assessments for this option also show that it is forecast to operate inefficiently.

12.22 This option has therefore not been considered further.

Signalised Junction

12.23 A proposed signalised junction scheme is shown on **Figure 15**. This revised junction provides for widening the NLSRR to provide 2 lanes northbound, 1 through lane southbound and a dedicated right-turn lane for traffic entering into Newgate Lane (minor arm). There are also dedicated left and right turn lanes out of the minor arm. The scheme currently doesn't allow for any dedicated controlled pedestrian crossing facilities. However, the layout of the signalised junction does allow for any potential allocated site located to the east to improve the junction to provide dedicated controlled pedestrian crossing facilities.

FIGURE 15 – ONGL/NLSRR SIGNALISED JUNCTION

12.24 The junction modelling assessments for the signal junction using LinSig V3.2 show the junction will operate efficiently for a design year of 2024 with a 90 second cycle time. The modelling results are shown at **Appendix 10**. The phasing and staging sequence is also shown on **Figure 15**.

12.25 The results show that the signal junction for both the AM and PM will operate efficiently with a Practical Reserve Capacity (PRC) of 3.1 percent in the AM and 7.4 percent in the PM for the DS1 scenario and 2.8 percent in the AM and 72.8 percent in the PM for the DS2 scenario.

12.26 The maximum degree of saturation in the AM peak period is forecast to occur on the northbound arm of the Newgate Lane relief road at circa 87.3 percent for DS1 and 87.5 percent for DS2. The maximum degree of saturation in the PM peak period is forecast to occur on the southbound arm of the Newgate Lane relief road at circa 83.8 percent for DS1 and 52.1 percent for DS2.

12.27 The results show that the delay for vehicles seeking to turn out of the Old Newgate Lane minor arm is forecast to be circa 64 to 87 seconds in both the AM and PM peak hours.

12.28 This is slightly longer delay for vehicles seeking to egress the minor arm when compared to how the junction is currently operating. However, the benefit over the extant layout is that vehicles waiting on the minor arm are allocated a dedicated turn phase every 120 seconds. It is therefore considered that a signalised junction will minimise instances of driver impatience that is likely to be associated with the current operations of the extant right turn lane layout.

12.29 It is acknowledged that the provision of a signalised junction does stop the through flow of traffic on the Newgate Lane relief road contrary to the possible objectives of the relief road. However, the modelling results suggest that northbound traffic will be allocated a green time of 92 seconds during every 120 second cycle time and southbound traffic 101 seconds. Through vehicles will therefore only be stopped for a maximum of 28 seconds out of a 120 second cycle time and these maximum levels of delay are only likely to occur during the peak periods.

12.30 It is therefore not considered that the proposed signalisation of the Newgate Lane relief road / Old Newgate Lane junction will result in a material delay to through traffic on the Newgate Lane relief road.

12.31 Furthermore, the end of red phase queues on both arms during both the AM and PM peak periods are not forecast to extend beyond 5.8 Passenger Carrier Units (PCUs). One PCU is typically associated to be the equivalent of one car length of circa 5.75 metres. The queue lengths on the approach arms at the end of red phase are therefore forecast to be circa 20 to 33.5 metres. The stacking lengths of the lanes at the proposed signalised junction have been designed to accommodate 10 PCUS at proposed length of circa 60 metres. It is therefore considered that the lane approaches on both the northbound and southbound approach arms are of a sufficient capacity to accommodate the forecast queue lengths on the Newgate Lane relief road.

Conclusion

12.32 An assessment of four potential junction improvement options at the Newgate Lane / Old Newgate Lane junction has been carried that considers the impact of through flow of traffic on the Newgate Lane relief road, delay for vehicles seeking to exit the minor arm and highway safety.

12.33 At this stage, it is considered that there are two potential options in the form of prohibiting right turn vehicles egressing the minor arm or a signalised junction arrangement.

12.34 Further discussions are sought with highway officers at HCC to agree the optimum solution with consideration to the impact of the scheme and the strategic objectives of the Newgate Lane Relief Road.

Newgate Lane / Longfield Avenue / Davis Way Roundabout

12.35 **Table 12.3** shows the results for all scenarios from the Junctions 9 ARCADY modelling undertaken to assess the development impact at the Newgate Lane / Longfield Avenue / Davis Way roundabout.

Table 12.3 – Longfield Avenue / Newgate Lane ARCADY model results

	AM					PM				
	Queue (PCU)	**Delay (s)**	**RFC**	**LOS**	**Junction LOS**	**Queue (PCU)**	**Delay (s)**	**RFC**	**LOS**	**Junction LOS**
	2019 Base DS1									
Arm 1	0.2	9.61	0.13	A	A	0.4	17.75	0.31	C	A
Arm 2	2.9	6.61	0.74	A		1.4	4.08	0.58	A	
Arm 3	0.7	4.26	0.42	A		0.9	4.17	0.49	A	
Arm 4	1.9	6.98	0.65	A		2.9	9.95	0.75	A	
	2024 Base DS1									

Arm 1	0.2	10.24	0.14	B	A	0.6	21.29	0.36	C	A
Arm 2	3.4	7.40	0.77	A		1.6	4.32	0.61	A	
Arm 3	0.8	4.55	0.45	A		1.1	4.46	0.51	A	
Arm 4	2.2	7.63	0.68	A		3.5	11.70	0.78	B	
	2024 Base + Dev DS1									
Arm 1	0.2	10.53	0.14	B	A	0.6	23.20	0.38	C	A
Arm 2	3.6	7.74	0.78	A		1.6	4.46	0.62	A	
Arm 3	0.8	4.66	0.46	A		1.1	4.61	0.53	A	
Arm 4	2.3	7.94	0.69	A		3.8	12.68	0.80	B	
	2019 Base DS2									
Arm 1	0.1	7.15	0.10	A	A	0.2	7.18	0.15	A	A
Arm 2	2.4	5.72	0.70	A		1.3	3.90	0.57	A	
Arm 3	0.3	3.28	0.21	A		0.2	2.72	0.19	A	
Arm 4	1.4	5.11	0.57	A		1.2	4.55	0.54	A	
	2024 Base DS2									
Arm 1	0.1	7.43	0.11	A	A	0.2	7.53	0.17	A	A
Arm 2	2.7	6.27	0.73	A		1.5	4.11	0.59	A	
Arm 3	0.3	3.42	0.22	A		0.2	2.80	0.20	A	
Arm 4	1.5	5.40	0.59	A		1.3	4.79	0.56	A	
	2024 Base + Dev DS2									
Arm 1	0.1	7.59	0.11	A	A	**0.2**	**7.76**	**0.17**	**A**	**A**
Arm 2	2.8	6.45	0.73	A		**1.5**	**4.24**	**0.60**	**A**	
Arm 3	0.3	3.46	0.23	A		**0.3**	**2.86**	**0.21**	**A**	
Arm 4	1.6	5.57	0.60	A		**1.4**	**4.94**	**0.58**	**A**	

12.36 **Table 12.3** indicates that the junction is forecast to operate for a design year of 2024 with development traffic for all scenarios assessed with no material decreases in capacity or increases in delay or queues lengths associated with the development proposals in comparison to the base scenarios assessed.

12.37 The modelling reports are included at **Appendix 10.**

Peel Common Roundabout

12.38 The modelling reports for the operation of the Peel Common Roundabout are included at **Appendix 10**. In summary, these show that the junction is forecast to operate within capacity for all scenarios assessed with no material difference in capacity, queue or delay with the addition of traffic associated with both the Newgate Lane (South) and the Newgate Lane (North) scheme proposals.

12.39 The performance of the junction improves with the implementation of the phase 3 works required in associated with the Stubbington Bypass proposals in comparison to the DS1 scenario results.

12.40 All modelling output reports for the above assessments are provided at **Appendix 10.**

HMS Collingwood Signal Junction and Speedfields Park Roundabout

12.41 The HMS Collingwood Signal and Speedfields Park Roundabout junction modelling results in **Appendix 10** show the results for all scenarios from the Junctions 9 ARCADY modelling undertaken to assess the development impact.

12.42 The modelling results indicate that the junction is forecast to operate for a design year of 2024 with development traffic for all scenarios assessed with no material decreases in capacity or increases in delay or queues lengths associated with the development proposals in comparison to the base scenarios assessed.

12.43 The modelling reports are included at **Appendix 10.**

Conclusion

12.44 It is not considered that the scheme will have a material impact on the operation of the junctions assessed as part of this TA other than the Old Newgate Lane/ Newgate Lane Relief Road junction whereby four options were explored with two options being considered suitable to mitigate the effects of the development traffic for both the DS1 and DS2 scenarios.

13. 2036 SENSITIVITY TEST JUNCTION CAPACITY ASSESSMENTS

Fareham Borough Council Emerging Local Plan

13.1 It is understood that Fareham Borough Council is currently preparing its draft Local Plan 2036. However, it is understood that there has been delays in the process. This is because there are currently uncertainties in establishing both the quantum and distribution of this new development in light of the changes to local housing need assessment and housing land supply described in more detail below.

13.2 The housing delivery target contained within current Fareham's Core Strategy 2011-2026 is based on the old 'Objectively Assessed Need' ('OAN') methodology and sets a housing target of 3,729 over the plan period, which equates to 187 dwellings per annum.

13.3 The emerging draft Local Plan, published for consultation in winter 2017, sets a housing target of over the plan period, or 452 dwellings per annum to be delivered in a stepped approach.

13.4 However, the publication of the revised NPPF in July 2018 introduced the requirement for local authorities to employ the 'Standard Methodology' in establishing housing need, with a further revision on 19th February 2019 and the supporting Planning Practice Guidance confirming that local authorities should employ the 2014 housing projections in this method. This results in a minimum housing target of 540 dwellings per annum for Fareham.

13.5 It is therefore clear that Fareham Borough Council will need to undertake further work on the draft Local Plan to ascertain what its revised housing target will be and where additional housing allocations will be located.

13.6 It is not known whether the allocations currently contained within the draft Local Plan will necessarily be carried forward, or whether some will be deleted or revised based on a more comprehensive review of the overall spatial strategy. This is particularly pertinent in respect of proposed schemes which are likely to have an impact on this development, including the allocation known as HA2 on the immediate east of the Newgate Lane relief road.

13.7 Notwithstanding this, sensitivity assessments at the junctions agreed to be assessed with HCC have been carried out for an agreed sensitivity assessment year of 2036.

13.8 These sensitivity assessments have been carried out specifically accounted for traffic associated with a potential allocated site for 475 dwellings to the east of the Newgate Lane bypass referred to as site HA2 in the Fareham Borough Emerging Local Plan 2036.

13.9 The HA2 site, for which there is additional information, extracted from the Fareham Local Plan (2036) provided in **Appendix 11**, has been specifically assessed as part of sensitivity testing within this TA.

APPENDIX 11 – 'HA2' DRAFT LOCAL PLAN ALLOCATED SITE DETAILS

13.10 As set out in **Section 11**, it is considered that the draft allocated HA2 site could be developed for up to 475 dwellings. The forecast trip generation for the HA2 site has been estimated based on the vehicular trip rates set out in **Section 7**, which are the same trip rates used to forecast future vehicles trips associated with the development site.

13.11 The distribution of HA2 traffic has been assigned onto the local highway network using the same distribution methodology as for the development site identified in **Paragraph 11.13**.

13.12 Noting the uncertainties in the Fareham Borough Council Local Plan process in terms of both the quantum and location of any allocations, all other potential allocated sites have been accounted for using TEMPRO growth rates.

13.13 We have reviewed potential adjustments to the growth rates to account for double counting the HA2 site. However, as our calculations show that this could leads to a decrease in base traffic flows on the highway network. This is not likely to occur in reality and as such the 2036 growth rates have not been adjusted in this instance.

9.23 The 2036 traffic flow calculations are shown on the traffic flow diagrams included at **Appendix 12**. These are:

i) 2036 Base DS1 and DS2, AM & PM – Not accounting for HA2

ii) 2036 Base DS1 and DS2, AM & PM with Development – Not accounting for HA2

iii) 2036 Base DS1 and DS2, AM & PM – Accounting for HA2

iv) 2036 Base DS1 and DS2, AM & PM with Development – Accounting for HA2

APPENDIX 12 – 2036 TRAFFIC FLOW DIAGRAMS

Proposed Junction Improvement Options to the Newgate Lane / Old Newgate Lane

13.14 The results included at **Appendix 13** show that both the potential options in the form of prohibiting right turn vehicles egressing the minor arm or a signalised junction arrangement at the Newgate Lane relief road / Old Newgate Lane junction will operate efficiently for an assessed year of 2036.

APPENDIX 13 – 2036 MODELLING OUTPUTS

Newgate Lane / Old Newgate Lane / HA2 Site Access Roundabout

13.15 It is considered that the draft allocated HA2 could be accessed via a new four-arm priority roundabout with Newgate Lane and the NLSRR. The geometries for the roundabout have been taken from the indicative layout that Pegasus Group have prepared as described in **Section 10** and as shown in **Figure 11.**

Table 13.1 – Newgate Lane Prospective Roundabout ARCADY Results

	AM			PM		
	Queue (PCU)	**Delay (s)**	**RFC**	**Queue (PCU)**	**Delay (s)**	**RFC**
	2036 DS1 ALL DEV					
Arm 1	**32.4**	**59.15**	**1.00**	1.7	5.12	0.63
Arm 2	**0.6**	**15.14**	**0.37**	0.2	5.12	0.14
Arm 3	**1.6**	**5.58**	**0.62**	26.3	57.11	0.99
Arm 4	**0.3**	**5.00**	**0.23**	0.6	10.56	0.38
	2036 DS2 ALL DEV					
Arm 1	27.6	51.61	0.99	1.5	4.78	0.61
Arm 2	0.6	15.18	0.39	0.2	4.88	0.14
Arm 3	0.8	3.76	0.43	1.7	5.67	0.63
Arm 4	0.2	3.93	0.19	0.3	5.01	0.23

13.16 **Table 13.1** shows that a roundabout junction that could serve the draft allocated HA2 site, is forecast to operate efficiently, however it is expected to be close to capacity for the DS1 scenario at a design year of 2036.

13.17 The modelling reports are included at **Appendix 13**.

Newgate Lane / Longfield Avenue / Davis Way Roundabout

13.18 The results included at **Appendix 13** show that Longfield Avenue roundabout is forecast to continue to operate efficiently for all scenarios assessed.

Peel Common Roundabout

13.19 The modelling reports for the operation of the Peel Common Roundabout for an assessed year of 2036 are included at **Appendix 13**.

13.20 In summary, these show that the junction is forecast to operate within capacity for all scenarios assessed

HMS Collingwood Signal Junction and Speedfields Park Roundabout Junction

13.21 The modelling reports for the operation of the HMS Collingwood Signal Junction and the Speedfields Park Roundabout for an assessed year of 2036 are included at **Appendix 13**.

13.22 In summary, these show that the junction is forecast to operate within capacity for all scenarios assessed.

14. POLICY CONSIDERATIONS AND CONCLUSIONS

14.1 Relevant transportation policies are set out in the following documents:

i. National Planning Policy Framework (2018)

ii. National Planning Practice Guidance (2014)

iii. Hampshire County Council Transport Contributions Policy (2007)

iv. Hampshire Local Transport Plan 2011-2031 (2011)

v. Fareham Draft Local Plan 2036

vi. Fareham Local Development Framework Core Strategy (2011)

vii. Residential Car & Cycle Parking Standards Supplementary Planning Document (2009)

14.2 The main thrust of recent national and local policy guidance is to:

i. Make effective and efficient use of land

ii. Locate developments where employment opportunities are accessible by public transport, walking and cycling;

iii. Reduce car dependency;

iv. Make walking and cycling trips easier; and

v. Encouraging public transport trips

The Sustainability of the Development Proposals

14.3 In transport terms, it is still considered that the thrust of the NPPF is to make the fullest use of public transport, walking and cycling and when making planning decisions ensuring the opportunities for sustainable transport modes have been taken up; to locate and design developments to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; ensuring a safe and suitable access to the site can be achieved for all people; that developments should be safe and accessible containing clear legible pedestrian routes; and that development should only be refused on transport grounds where the residual cumulative impacts are severe.

Conclusions

14.4 This TA demonstrates that safe and appropriate access arrangements in the form of priority 'T' junctions at Newgate Lane (historic alignment) can be provided for both the site subject to this planning application and the adjacent site to the south. This TA confirms that the achievable visibility splays can be provided in accordance with the recorded vehicle speeds and within land controlled by the applicants and / or the existing adopted highway extents.

14.5 This TA concludes that site is accessibly located and provides the opportunity for future residents to walk, cycle and use public transport as genuine alternatives to single occupancy car travel. This TA has reviewed the appropriateness of the local pedestrian and cycle networks to the north, east, west and south of the application site, including for the uncontrolled pedestrian refuge island on the Newgate Lane Bypass that facilitates a connection between Woodcote Lane and Brookers Lane. This TA concludes that the existing pedestrian and cycle infrastructure is generally of a very good standard providing suitable links and crossing facilities both uncontrolled and controlled to all of the nearby amenities and facilities.

14.6 With consideration to the uncontrolled pedestrian refuge island on Newgate Lane, this TA concludes that the crossing is currently operating safely and appropriately for the levels of pedestrian movements. It is anticipated that the additional pedestrian movements as part of the proposed development will also be very low. The majority of pedestrians associated with the development proposals are expected to travel to the north or west of the site. Therefore, the operation of the uncontrolled pedestrian crossing is not expected to materially change with the development proposals. The applicant is willing to consider a reasonable financial contribution towards appropriate lighting at the pedestrian crossing, subject to its impact not having an adverse impact on other planning issues, mainly ecology.

14.7 The junction modelling assessments for the Newgate Lane / Old Newgate Lane right turn ghost island T junction do show that delay for vehicles seeking to turn right out of the junction will increase significantly with the additional traffic associated with 200 dwellings with and without the Stubbington Bypass, although the results show that the junction does operate more efficiently when the Stubbington Bypass is in place. It is therefore necessary to consider improvements at the junction to mitigate the scheme.

14.8 An assessment of four potential junction improvement options at the Newgate Lane / Old Newgate Lane junction has been carried that considers the impact of through flow of traffic on the Newgate Lane relief road, delay for vehicles seeking to exit the minor arm and highway safety. At this stage, it is considered that there are two potential options in the form of prohibiting right turn vehicles egressing the minor arm or a signalised junction arrangement. Further discussions are sought with highway officers at HCC to agree the optimum solution with consideration to the impact of the scheme and the strategic objectives of the Newgate Lane Relief Road.

14.9 This TA concludes that the cumulative impact of 200 dwellings will not have a material impact on the operation of the other junctions assessed within the scope of this TA for a design year of 2024. The junctions assessed are forecast to continue to operate efficiently.

15. CONCLUSIONS

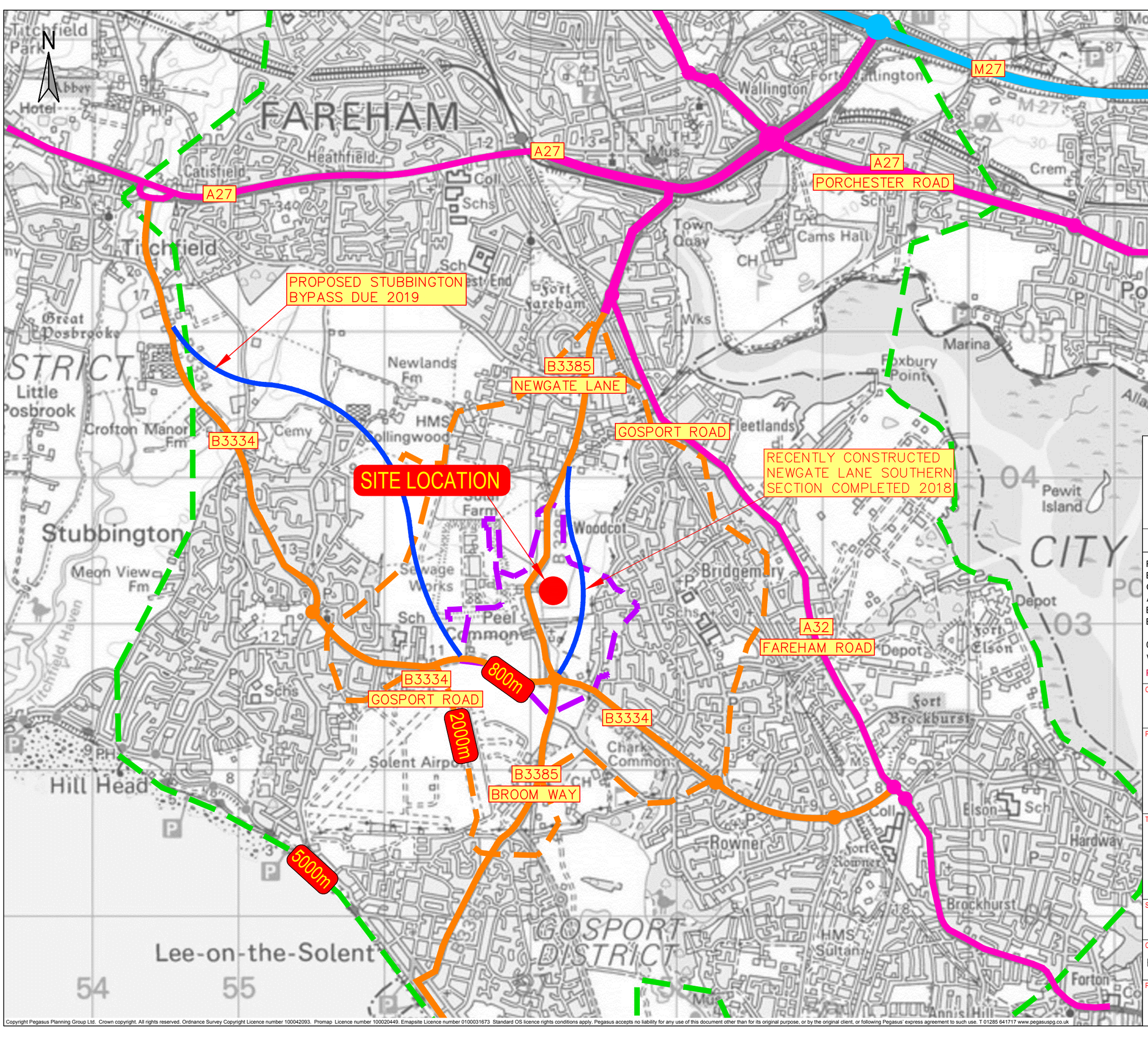
15.1 This TA demonstrates that in the context of paragraphs 108 and 109 of the NPPF 2019, the location of the site enables appropriate opportunities to promote sustainable transport modes as genuine alternative to single occupancy car travel; that safe and suitable access to the site can be achieved for all users and that the cumulative impact of 200 dwellings for the design year of 2024 will not have a material impact on the operation and safety of the existing and possible future local highway, pedestrian and cycle networks. This is subject to the provision of an agreed highway improvement scheme at the Newgate Lane Relief Road / Old Newgate Lane junction.

15.2 This TA also concludes that the impact of the total of 200 dwellings for the two separate sites on the operation existing and possible future highway networks for a design year of 2036 will not prejudice any future allocations coming forward.

15.3 It is therefore considered that there are no valid highway or transport reasons to object to the development proposals for 125 dwellings.

FIGURE 1

SITE LOCATION PLAN



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TITLE:
SITE LOCATION PLAN

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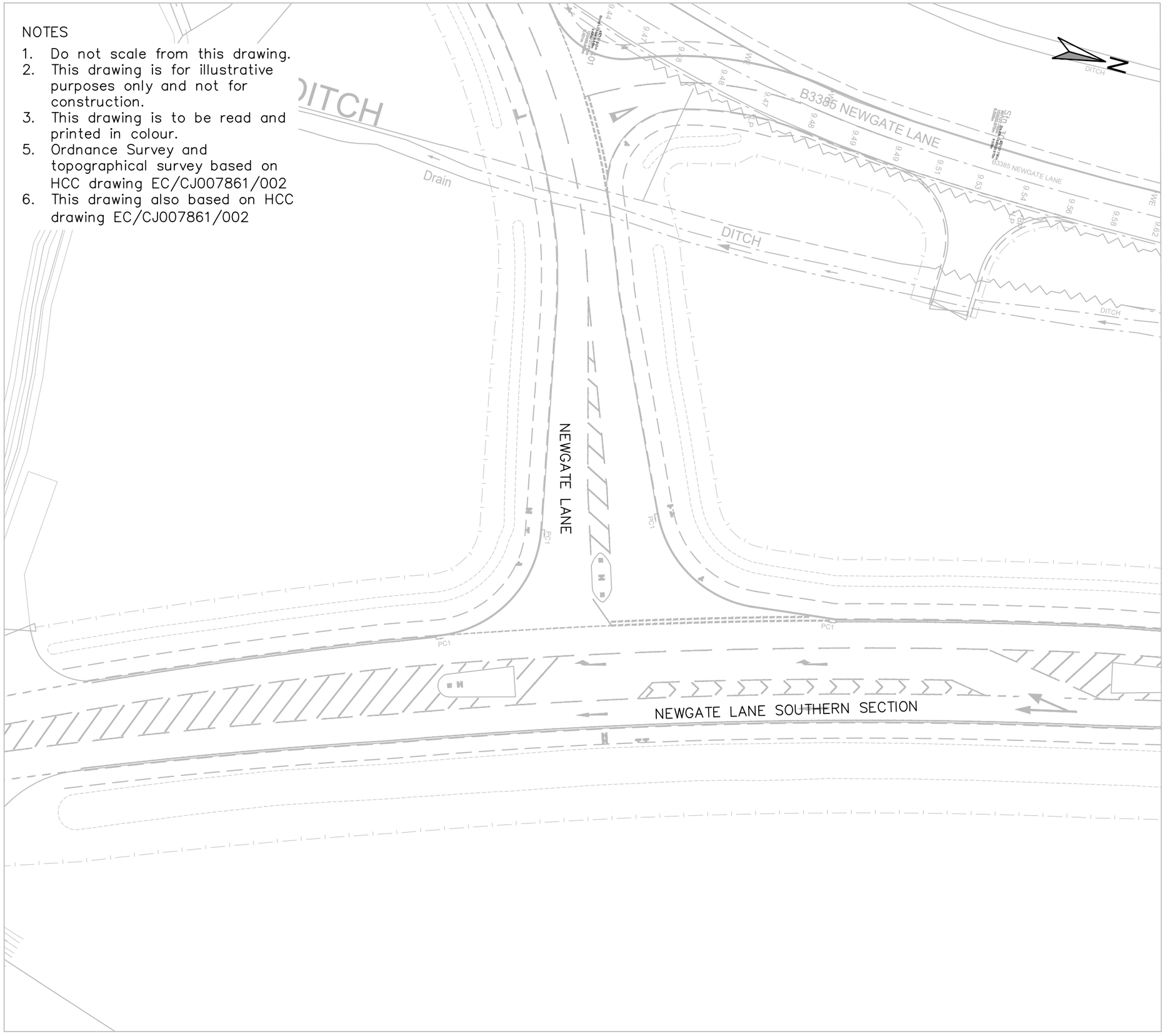
BRS.4989_FIGURES	SLW	08.06.18
PROJECT No:	DRAWING No:	REV:
BRS.4989	FIGURE 01	–

FIGURE 2

NLSRR / NEWGATE LANE JUNCTION PLAN

NOTES

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.
5. Ordnance Survey and topographical survey based on HCC drawing EC/CJ007861/002
6. This drawing also based on HCC drawing EC/CJ007861/002



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TITLE:
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JUNCTION PLAN

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BRS.4989_FIGURE 2	SLW	08.06.18
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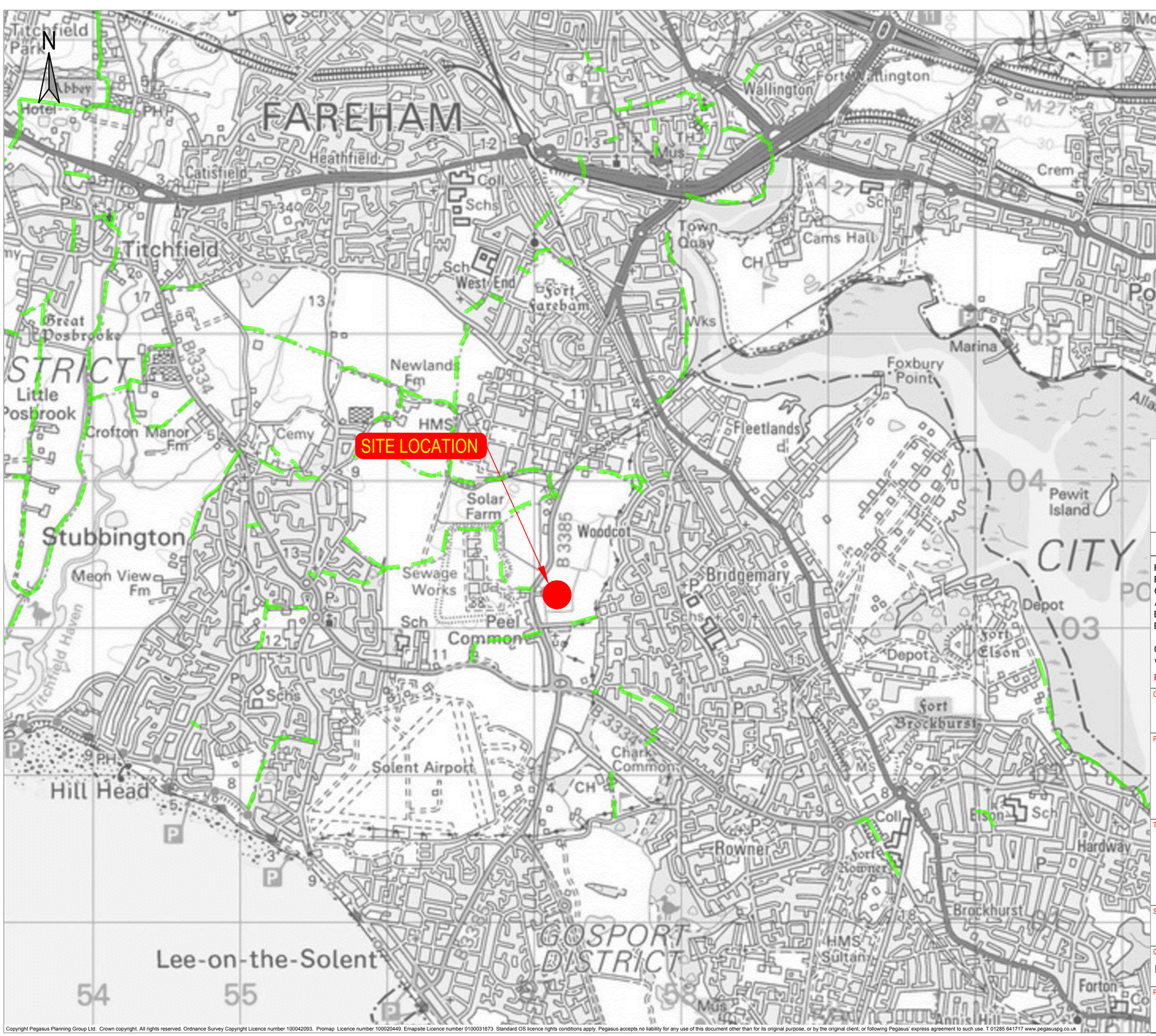
BRS.4989	FIGURE 2	–

FIGURE 3

PEDESTRIAN AND CYCLING ROUTES AND INFRASTRUCTURE



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TITLE:
PUBLIC RIGHT OF WAYS

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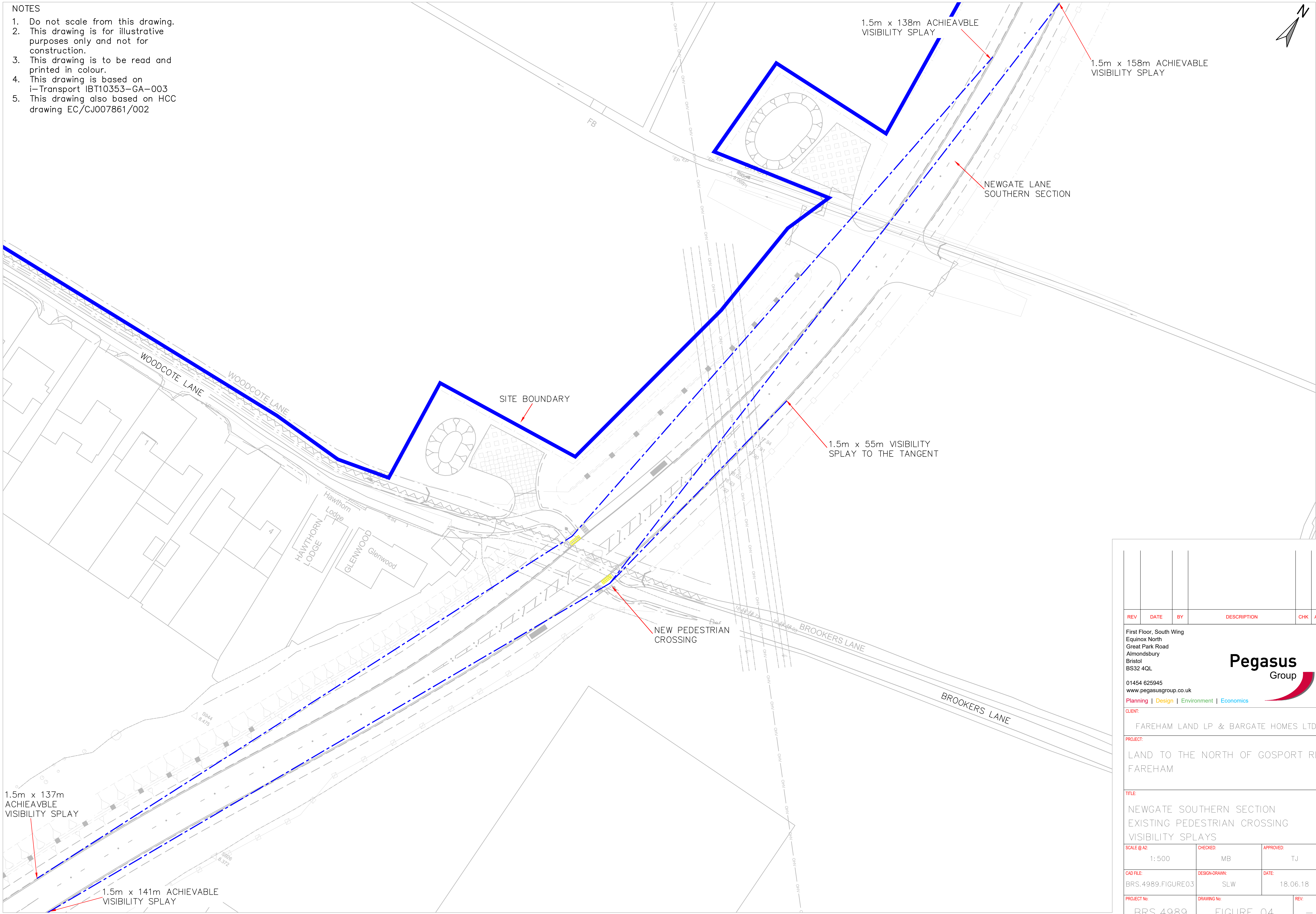
BRS.4989	FIGURE 03	–

FIGURE 4

EXISTING NLSRR PEDESTRIAN CROSSING VISIBILITY SPLAYS

NOTES

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.
4. This drawing is based on i–Transport IBT10353–GA–003
5. This drawing also based on HCC drawing EC/CJ007861/002



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TITLE: NEWGATE SOUTHERN SECTION EXISTING PEDESTRIAN CROSSING VISIBILITY SPLAYS

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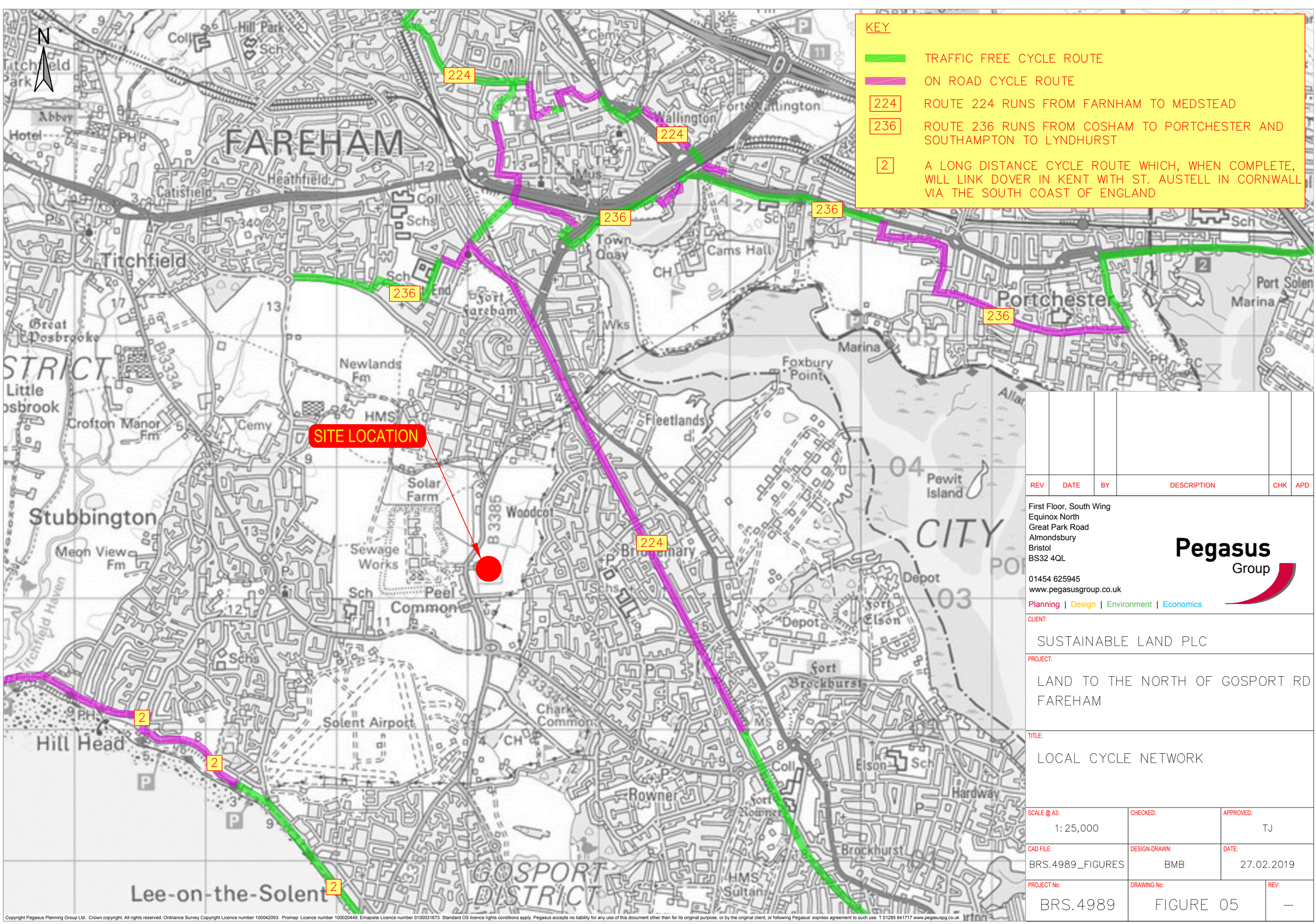
BRS.4989.FIGURE03	SLW	18.06.18
PROJECT No:	DRAWING No:	REV:
BRS.4989	FIGURE 04	–

FIGURE 5

LOCAL CYCLE NETWORK



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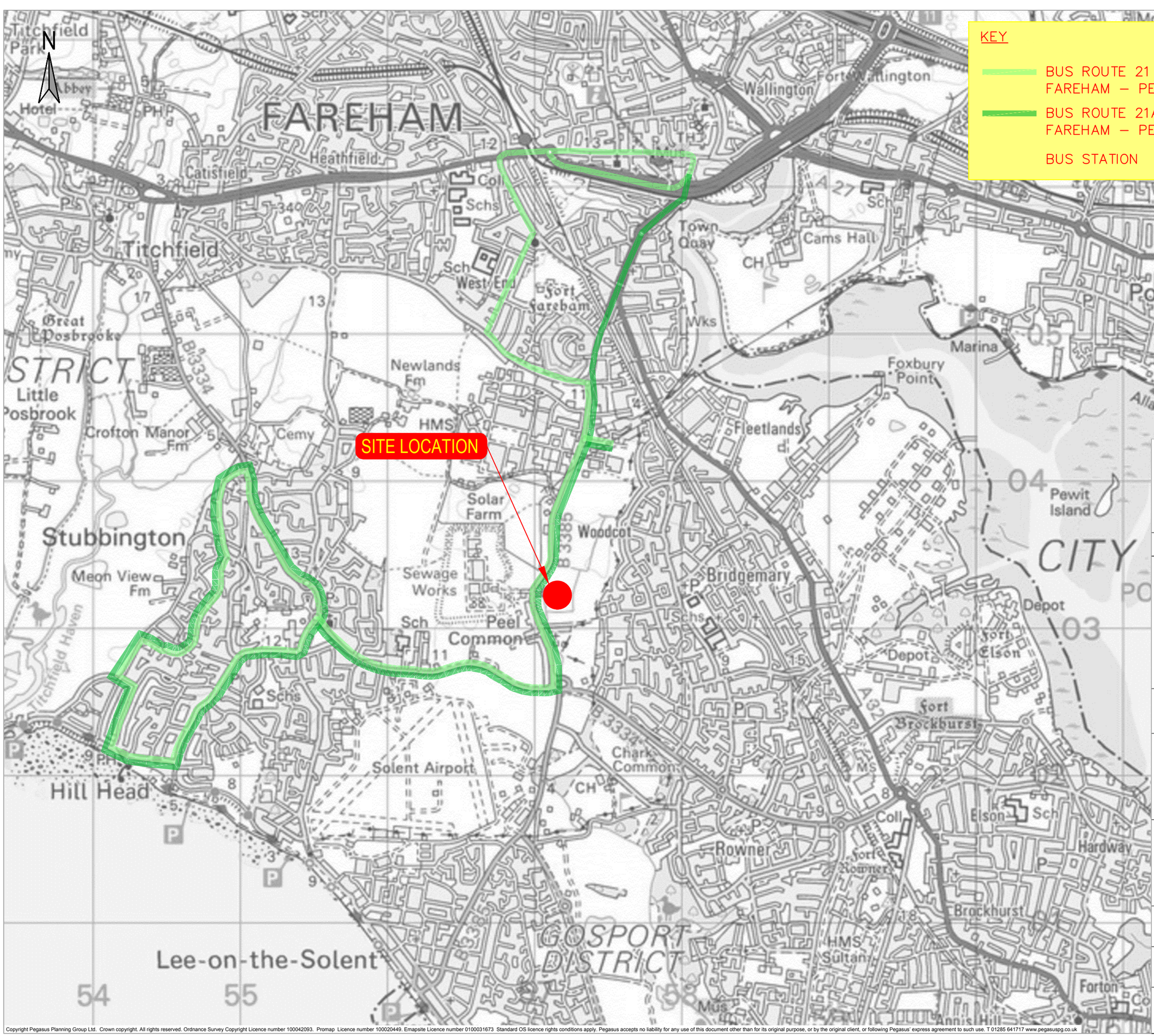
BRS.4989	FIGURE 05	–

FIGURE 6

LOCAL BUS ROUTES



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LOCAL BUS ROUTES

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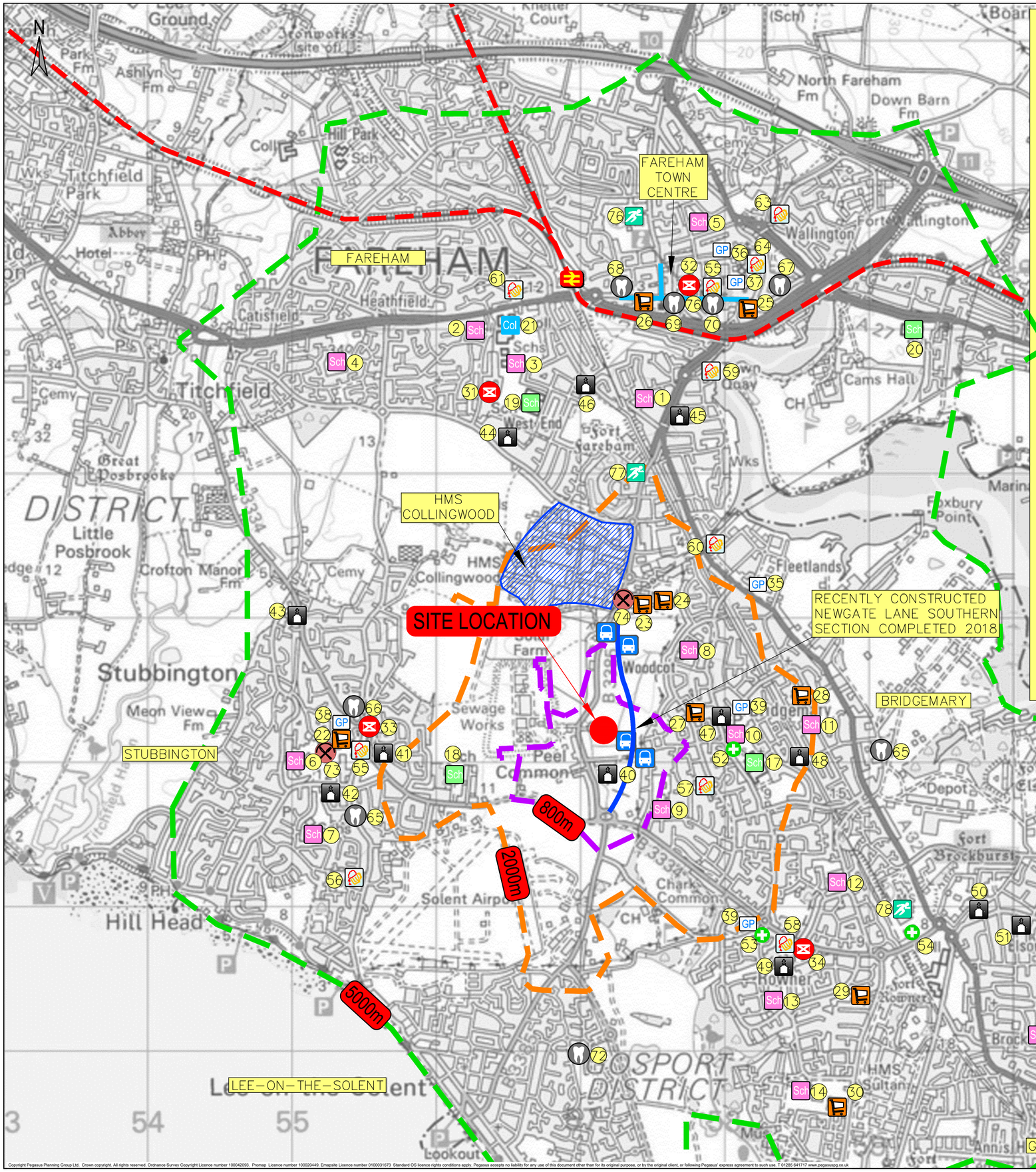
BRS.4989	FIGURE 06	–

FIGURE 7

ISOCHRONE AND LOCAL FACILITIES PLAN



NOTES

1) REDLANDS COUNTY PRIMARY SCHOOL
2) ST JUDE'S CATHOLIC PRIMARY SCHOOL
3) WALLISDEAN COUNTY JUNIOR SCHOOL
4) RANVILLES INFANT SCHOOL
5) HARRISON PRIMARY SCHOOL
6) CROFTON ANNE DALE INFANT SCHOOL
7) CROFTON HAMMOND INFANT SCHOOL
8) WOODCOT PRIMARY SCHOOL
9) PEEL COMMON JUNIOR SCHOOL
10) HOLBROOK PRIMARY SCHOOL
11) BEDENHAM PRIMARY SCHOOL
12) ROWNER JUNIOR SCHOOL
13) GRANGE JUNIOR SCHOOL
14) ALVER VALLEY SCHOOLS
15) ELESON/JUNIOR SCHOOLS
16) BROCKHURST INFANT/JUNIOR SCHOOL
17) BRIDGEMARY SECONDARY SCHOOL
18) CROFTON SECONDARY SCHOOL
19) FAREHAM ACADEMY
20) CAMS HILL SCHOOL
21) FAREHAM COLLEGE
22) ICELAND FOODS
23) LIDL
24) ASDA SUPERSTORE
25) TESCO SUPERSTORE
26) ALDI
27) CO-OP SUPERMARKET
28) CO-OPERATIVE FOODS
29) TESCO EXPRESS
30) TESCO SUPERSTORE
31) FAIRFIELD AVENUE POST OFFICE
32) POST OFFICE
33) STUBBINGTON POST OFFICE
34) GRANGE POST OFFICE
35) FAREHAM ROAD SURGERY
36) THE CENTRE PRACTICE
37) FAREHAM HEALTH CENTRE
38) ROWNER HEALTH CENTRE
39) BRIDGEMARY MEDICAL CENTRE
40) PEEL COMMON EVANGELICAL CHURCH
41) HOLY ROOD CHURCH
42) THE IMMACULATE CONCEPTION CHURCH
43) STUBBINGTON BAPTIST CHURCH
44) WEST END CHAPEL
45) FAREHAM BAPTIST NEW LIFE CHURCH
46) ST JOHNS CHURCH
47) ST MATTHEWS CHURCH
48) ST COLUMBAS CHURCH
49) ST MARY THE VIRGIN CHURCH
50) GOSPORT UNITED REFORMED CHURCH, ST COLUMBAS
51) ST THOMAS THE APOSTLE
52) ROWLANDS PHARMACY
53) BOOTS PHARMACY
54) LLOYDS PHARMACY
55) RED LION PUB
56) THE GOLDEN BOWLER PUB
57) CARISBROOKE ARMS
58) THE GREEN DRAGON
59) CASTLE IN THE AIR
60) HOEFORD INN
61) THE BUCCANEER
62) THE LORD ARTHER LEE
63) THE COB & PEN
64) THE GOLDEN LION
65) CROFTON DENTAL CARE
66) STUBBINGTON GREEN DENTAL PRACTICE
67) SERENITY DENTAL
68) WEST STREET DENTAL CLINIC
69) KINGS ROAD DENTAL SURGERY
70) MARTIN MURRAY DENTISTRY
71) AMBIENCE DENTAL EXCELLENCE
72) DAMIRA ECLIPSE DENTAL STUDIO
73) DOMINOS PIZZA
74) MC DONALDS
75) WEST STREET FOOD. SEA OF SPICE, THE CORRIANDER DOMINOS PIZZA, LJ CHINESEKENS FRIED CHICKEN, CHARCOAL GRILL, LA ORIENT, PAPA JOHNS PIZZA, FISH N MORE, MC DONALDS, RANCHO STEAK HOUSE, GREGGS
76) FAREHAM LEISURE CENTRE
77) CAM ALDERS RECREATION GROUND
78) GOSPORT LEISURE CENTRE

KEY

- PRIMARY SCHOOL
- PRIMARY SCHOOL
- COLLEGE
- SUPERMARKETS
- POST OFFICE
- DOCTORS
- CHURCHES
- ISOCHRONES 800m
- ISOCHRONES 5000m
- PUBLIC HOUSES
- DENTIST
- TAKEAWAY FOOD
- AREA OF FOOD ESTABLISHMENTS
- LEISURE & RECREATIONAL
- PHARMACY
- FAREHAM TRAIN STATION
- ISOCHRONES 2000m

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BRS4989	FIGURE 07	A

FIGURE 8

PROPOSED ACCESS ARRANGEMENT (S)

NOTES

1. Do not scale from this drawing.
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3. This drawing is to be read and printed in colour.
4. Ordnance Survey data based on Emapsite 19.02.2018.
5. Exact location of River Alver and other watercourses to be confirmed by internal topographical survey

KEY

- SITE BOUNDARY
- 2.4m x 120m VEHICULAR VISIBILITY SPLAY
- 1.5m x 120m PEDESTRIAN VISIBILITY SPLAY
- MAIN RIVER WATERCOURSE RIVER ALVER
- CARRIAGEWAY
- FOOTWAYS

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PROJECT:
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TITLE:
PROPOSED 'T' JUNCTION SITE SOUTHERN ACCESS ARRANGEMENT

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BRS.4989	FIGURE 8	–

FIGURE 9

PROPOSED ACCESS ARRANGEMENT (N & S)