

## **DOCUMENT FL&BH 2.4**

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

**IN RESPECT OF**

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

**AND**

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

**ON BEHALF OF FAREHAM LAND LP AND BARGATE HOMES LIMITED**

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

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## **APPENDICES:**

APPENDIX AHJ/A:	Hampshire County Council – A Guide to Development Related Travel Plans
APPENDIX AHJ/B:	Accessibility Assessment of Draft Allocated Sites
APPENDIX AHJ/C	Department for Transport Local Transport Note 1/20
APPENDIX AHJ/D:	ATC Surveys – 19th January 2019
APPENDIX AHJ/E:	Highway Authority Email Dated 8th July 2020

## **1. SCOPE OF EVIDENCE**

- 1.1 This Rebuttal Evidence is provided to address the transport and accessibility matters raised by Mr Gammer of Hampshire County Council and Ms Parker of Adams Hendry Consulting Limited, who is acting on behalf of Fareham Borough Council, in their respective proof of evidence.
- 1.2 My rebuttal evidence responds to matters raised concerning the accessibility of the northern and southern appeal sites in transport terms with respect to the following issues:
  - i. Whether the highway authority has considered the amenity impact of the distances of appeal sites to local amenities and facilities? and
  - ii. Appropriateness of Ms Parkers approach to assessing the accessibility credentials of the appeal sites.
- 1.3 My evidence also addresses new matters of concern unknown to the appellants in advance of reviewing the submitted evidence.
- 1.4 Issues raised concerning the points below are addressed in Ms Hoskins Rebuttal Proof of Evidence:
  - Provision of a Toucan crossing on Newgate Lane East south of the junction with Old Newgate Lane;
  - Traffic giving way over two lanes of traffic;
  - Merging traffic on the northbound exit of the junction; and
  - Capacity results at the junction of Newgate Lane East and Old Newgate Lane.

**2. WHETHER THE HIGHWAY AUTHORITY HAS CONSIDERED THE AMENITY IMPACT OF THE APPEAL SITES TO LOCAL AMENITIES AND FACILITIES**

- 2.1 Mr Gammer, at paragraphs 3.6 to 3.8 of his evidence, seeks to set out that, in his view, the highway authority's role in assessing applications for development and determining the appropriateness of the local walking, cycling and public transport routes to encourage sustainable modes of transport, is with consideration to only highway safety and capacity impact.
- 2.2 At paragraph 3.7, Mr Gammer considers that it is not the role of the highway authority to consider the amenity impact of the distance of development sites to local facilities, whether a site is well related to existing urban settlement boundaries or if it is well integrated with neighbouring settlements. Mr Gammer suggests that this is the role of the local planning authority.
- 2.3 In my view, the assignment of the responsibility of determining the safety, security and amenity of local walking, cycling and public transport routes between local planning and highway authorities is not so clear cut as put forward by Mr Gammer.

**National and Local Guidance**

- 2.4 Paragraph 110 of the National Planning Policy Framework (NPPF) sets out the context in which applications for development should be determined with consideration to paragraphs 108 and 109 of the NPPF. This includes for paragraph 110 c) that stipulates that applications for development should create places that are safe, secure and attractive (my underlining).
- 2.5 The Nation Planning Practice Guidance (NPPG) also advises the following in relation to why Travel Plans, Transport Assessments and Statements are important:

*"Travel Plans, Transport Assessments and Statements can positively contribute to:*

- *encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*

- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.*

*They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”*

2.6 The NPPG also advises the following in relation to Travel Plans:

*“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.*

*Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.”*

2.7 Local guidance for the preparation of Travel Plans is set out in the Hampshire County Council – A Guide to Development Related Travel Plans. Section 2.3 of the document sets out the guiding principles of an effective Travel Plan. This is shown at **Appendix AHJ/A**. This document advises that every site is unique, and measures will be determined by the opportunities and constraints of the site itself, the nature of uses and occupation, the location of other facilities and the existing transport provision.

2.8 Section 2.3 of the HCC – A Guide to Development Related Travel Plans also includes a Travel plan Pyramid. It advises that the foundation is a good location, with each element of the travel plan building upon that.

### **Highway Authority's Consultation Responses**

- 2.9 In my view, the highway authority did consider the attractiveness of the walking, cycling and public transport routes and how well related the appeal sites are to local amenities and facilities when consulted upon the planning application, and not just highway safety and impact.
- 2.10 For example, the highway authority's consultation response on page 3 dated 06<sup>th</sup> November 2018 (CDB.2a) states in relation to the Woodcote Lane and Brookers Lane walking and cycling route to / from the services and amenities in Bridgemary:

*"Figure 7 of the TA has been provided to identify nearby local facilities. No isochrones have been provided demonstrating the distances of these facilities from the proposed development site. Some written assessment of walking distances has been undertaken for example to nearby schools and convenience stores. It is not clear however which specific facilities are being referred to. A clear assessment of walking distances should be provided which details specific locations and the walking distances. These should be listed as actual walking route distances rather than as the crow flies.*

#### **Walking and Cycling**

*As part of the new alignment of Newgate Lane pedestrian/cycle crossing provision has been provided in the form of a pedestrian refuge island. This crossing provides access to the Bridgemary area and makes up what would be the route to school from the site. No detailed assessment of the number of crossing movements has been undertaken as part of the TA. Whilst an assessment of additional movements as a result of 75 dwellings has been undertaken this has not been considered with particular regard to school journeys as a result of development. This should be considered to ensure that the refuge crossing remains suitable for the forecast demand. Existing numbers of crossing movements have also not been recorded to determine whether controlled facilities would be warranted. Forecast demand should be provided for both peak pedestrian hours and across the day.*

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*The crossing in its current form is on an unlit section of Newgate Lane. This is to protect the rural nature of this section of road and was considered at planning to be necessary to protect the strategic gap. If additional development is permitted west of Newgate Lane and crossing demand increases lighting of this section of Newgate Lane as a result will need to be considered to ensure safety of all road users considering the intensification of its use. The applicant should assess this as part of this application.*

*The crossing requirements of Newgate Lane should be considered against the additional proposed development land to the south of the site as a sensitivity test so that total forecast demand can be fully understood.*

*Regarding Old Newgate Lane, it is proposed to provide uncontrolled crossings from the site access to the western footway. The existing footway appears narrow in width. Confirmation is required regarding this and the need for any additional width in order to accommodate development footfall.*

*No assessment of the walking route to facilities to the west of the site has been undertaken. In particular, the route to Crofton School should be reviewed.*

#### Public Transport

*The nearest bus stops to the site are located on the realigned Newgate Lane at the Woodcote Lane crossing. These are 0.4 miles from the site entrance and therefore exceed the recommended 400m away. Service provision from the site is limited with less than an hourly provision between Fareham and Hill Head. This is a subsidised service and therefore measures should be considered by the applicant to ensure that the limited service is secured via private funding.*

*Tukes Avenue provides access to a more frequent bus service between Gosport and Fareham however the stops are located some distance from the site at 0.8 miles. The TA refers to the stops being less than 600m from the site however this is not agreed. The attractiveness of this service is therefore diminished by the distance from the site although it is acknowledged that it utilises the BRT network increasing the potential demand for the service due to more consistent reliability in journey times. The suitability and attractiveness (my underlining) of the walking route relates back to the requirement for a review of the suitability of the uncontrolled crossing facilities on Newgate Lane".*

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- 2.11 Furthermore, pages 8 and 9 of the consultation response dated 06<sup>th</sup> November (CDB.2a) provided comments on the Travel Plan prepared to support the planning applications. This confirmed that the TP has been assessed using the Hampshire County Council's evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". The consultation response noted that the TP was of a generally high standard but required areas to be addressed before it was accepted. This included for a more comprehensive audit of current highway conditions, including pavement provision with supporting photos. The consultation response also sought that the supporting figures in the TP were updated to show local amenities and facilities including walking isochrones up to a maximum of two kilometres.
- 2.12 The highway authority's consultation response dated 23<sup>rd</sup> May 2020 (CDB.7a) also reviewed the sustainable travel credentials of the appeal sites further to the submission of updated transport documents in detail at pages 3 to 5. This agreed that the isochrones and specific destinations provided provide a suitable assessment of walking and cycling distances (two and five kilometres as shown at Figures 7 of both TAs) to specific locations.
- 2.13 The consultation response at pages 3 and 4 states:
- "Provision of walking and cycling facilities from the site to local amenities is generally of an acceptable standard, however there are notable exceptions. Firstly, the width of footways on the northern side of Newgate Lane has been reviewed as requested and is 1.5m – 1.8m in width. While acceptable, this is narrower than the optimal provision and an alternative north – south pedestrian and cycle link should be provided internally to the site."*

*The second concern is in relation to the Woodcote Lane/ Brokers Lane link, including the crossing of Newgate Lane East. As stated in the TA, Peel Common Infant and Junior Schools, accessed via this route, are not currently the catchment schools for the proposed development site. However, it is understood that the school strategy is still developing. It is possible that catchments will change should the site come forward, making the infant/ junior and secondary schools to the east the catchment schools for the application site. However, even if this were to occur, it is considered likely that children from the development will attend a selection of schools in the area. More generally, future residents of the proposed developments will use this link to access bus services and local amenities in Bridgemary. Given the development will increase both crossing movements and traffic flow, a suitable contribution towards improved crossing facilities would be considered adequate mitigation for the development related increase in pedestrian, cycle and traffic movements at this location.*

*The above further supports the need for a north – south pedestrian and cycle link through the site and from the southern site to Woodcote Lane. This should be secured should this application come forward.*

*Finally, the route to the current catchment schools of Crofton Anne Dale Infant and Junior schools should be reviewed. It is noted the following improvements have been identified as required, however this may not be an exhaustive list. This will be considered following review of the route.*

- *Extension of off carriageway cycle provision from Crofton Secondary School to Eric Road.*
- *Improvements to the crossing facilities at the Eric Road/ Stubbington Lane/ Bells Lane junction to accommodate cycles and tying in cycle facilities to the existing provision on Bells Lane.*

*A contribution will be required for delivery of these works, proportionate to the total dwellings proposed for both parcels.*

*It is noted that a contribution to provide footway connections from the site access to the Old Newgate Lane/Newgate Lane junction has been proposed in order to provide connections to the HA2 site access should this site come forward. It is considered beneficial to secure this to ensure suitable links can be provided should HA2 come forward. The applicant should provide a design and cost estimate of these works for review.”*

## **Conclusions**

- 2.14 National guidance on Travel Plans, Transport Assessments and Statements advises that these documents should consider other issues to highway safety and capacity when considering the impact of development schemes. This includes encouraging sustainable travel, accessibility and health and quality of life.
- 2.15 In my view, the highway authority's consultation responses did not only seek to review the appropriateness of the local walking and cycle routes solely in relation to highway safety and capacity impact of the appeal schemes. The information requested by the highway authority during the planning application was sought in order to allow the highway authority to determine the appeal sites holistically in terms of their accessibility credentials. This includes how well related the appeal sites are to their surroundings, quality of walking, cycling and public transport routes, location to local amenities and facilities, as well as highway safety and capacity.
- 2.16 In accordance with national guidance, the agreed Travel Plans have been prepared at this stage of the process in order to readily integrate into the design and occupation of appeal sites and avoid instances of these documents being retrofitted after occupation. This approach and holistic assessment will provide residents with the fullest opportunity to consider use of other realistic sustainable modes of transport as genuine alternatives to single occupancy car travel before their travel habits are set.
- 2.17 As advised in **paragraph 2.6** above, an important consideration of approving Travel Plans is how well integrated a development scheme is or can be made to be with respect to its local amenities and surroundings. This includes for reviewing the quality, attractiveness and safety of local walking, cycling and public transport routes to and from these amenities and facilities.

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- 2.18 By agreeing the Travel Plans and justifying the S106 contributions sought as identified in paragraph 2.7 of my main evidence, it is considered that the highway authority agrees that the site is or can be made to be sustainable.
- 2.19 It is also considered that by agreeing the Travel Plan and S106 contributions sought that the agreed measures, initiatives and targets have been agreed with consideration to the above and that the appeal sites will provide reasonable opportunities for future residents to travel by sustainable transport modes as genuine alternatives to single occupancy car travel.

**3. APPROPRIATENESS OF MS PARKERS APPROACH TO ASSESSING THE ACCESSIBILITY CREDENTIAL OF THE APPEAL SITES**

**Fareham Local Plan 2037 Background Paper: Accessibility Study**

- 3.1 Ms Parker presents a series of criticisms of the approach I have adopted in the determining the accessibility of development schemes during the planning application submission of both appeal sites. However, as set out in **paragraphs 2.9 to 2.19** above, the consideration of the location of the appeal sites to local amenities and facilities, application of the two kilometre walking distance and five kilometre cycling isochrone distances, the review of walking and cycling routes to the north, east, south and west of the appeal sites has been carried out further to comments provided by and in agreement with the highway authority.
- 3.2 The fundamental difference between the two approaches is that Ms Parker provides a walking distance cut-off to facilities in strict accordance with suggested CIHT guidelines and the Fareham Local Plan 2037 Background Paper: Accessibility Study 2018 (CDG.10). Ms Parker even shortens the distances where she considers that the walking and cycling routes in her view are not appropriate. I consider this to be a false and unrealistic approach that applies no realism or pragmatism with consideration to its geographical context.
- 3.3 In my view, it also appears that Ms Parker has not considered in detail, or even dismissed out of hand with no material evidence to support her views to the contrary, the agreed S106 contributions to improve local walking and cycling routes within the vicinity of the appeal sites, as set out in paragraph 2.7 of my main evidence. I consider that I have adopted the correct approach in this regard when assessing the quality of the existing and proposed walking routes as detailed in paragraphs 3.41 to 3.50 of my main evidence.
- 3.4 The 'Fareham Local Plan 2037 Background Paper: Accessibility' is underpinned by some, but not all, of the relevant guidance relating to assessing the accessibility credentials of schemes. In my view, as stated in paragraph 4.5 of the CDG.10, the distance criteria set out in Table 1 should be used as a guide and a tool to enable professional judgement to be made on sustainable development in Fareham.

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- 3.5 I consider that Fareham Borough Council has applied a pragmatic approach using the guidance set out in CDG.10, when considering the accessibility and sustainability credentials of the proposed allocated sites in the Draft Fareham Local Plan 2037. I have now carried out an exercise using the preferred maximum distance thresholds as advised in Table 1 of CDG.10 to consider the accessibility of the proposed draft allocated sites. The assessment results are presented in **Appendix AHJ/B.**
- 3.6 As can be clearly seen, none of the proposed allocated sites meet all of the preferred maximum distances as advised in Table 1 of CDG.10. In fact, allocated site HA10 at Funtley Road South appears to score very similarly when compared to Ms Parkers review of our sites. However, we understand that this site was granted consent under application reference P18/0067/OA knowing that the bus service 20 would no longer service the village with reference to the September 2020 committee report. It is my view, that the planning authority would not have proposed to allocate or grant consent to these sites if it did not consider that these sites are, or can be made, to be accessibly and sustainably located. The planning authority appears to have exercised a degree of pragmatism and flexibility in making decisions on proposing to allocate these sites with respect to their accessibility credentials.
- 3.7 In my view, in considering the appeal proposals and using the approach as summarised in **paragraph 3.5** above, Ms Parker and the planning authority are not being consistent or reasonable in the strict application of its guidance when considering the appeal sites.
- 3.8 The Chartered Institution of Highways and Transportation (CIHT) 'Guidelines for Providing for Journeys on Foot' (PfJoF) that is used to underpin CDG.10 was published 20 years ago.
- 3.9 The document states at paragraph 3.31 that "acceptable" walking distances will vary between individuals and circumstances. At Table 3.2 it sets out some suggested preferred maximum walking distances.
- 3.10 The document confirms at paragraph 1.10 that it will not always be possible to achieve ideal results in all situations and that it is the task of the professional planner or engineer to decide if a lower standard is acceptable in given circumstances or if another approach would be beneficial. I agree with this view.

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- 3.11 The document also advises at paragraph 3.35 that for smaller areas and individual new developments, usually within an existing urban area, origin / destination surveys and network planning may not be appropriate. It is my view that PfJoF encourages professionals to be more flexible and pragmatic for smaller areas or individual sites in the interpretation of its guidance and the suggested preferred maximum walking distances.
- 3.12 There are also a broader range of reference documents and guidance available, which I have considered when assessing walking and cycling distances between new development and local services and facilities. In my professional opinion, the reference material is not to be applied prescriptively and does not replace professional judgement. It is not a pass or fail exercise and most residential schemes do not comply stringently with the reference material in that way and are not expected to.
- 3.13 Guidance suggests that two kilometres for walking and 10 kilometres for cycling as being realistic. In my view, the guidance that is available is not designed to be interpreted prescriptively, or intended to set maximum thresholds on walking or cycling distances; although the DfE guidance does set a maximum walking distance of two miles (3.2 kilometres) for children under the age of eight and three miles (4.8 kilometres) for older children.
- 3.14 I consider that a pragmatic approach is required with reference to the local circumstances, which are, in relation to Fareham, that a meaningful number of trips are non-motorised, and that there is a range of local services and facilities within walking and cycling distance, which are shown on Figure AHJ/3 of my main evidence.

3.15 The Fareham Local Plan 2037 Background Paper: Accessibility focusses on an assessment of walking and cycling distances. It should in my view also look to assess the relative ability to minimise vehicular journey lengths, for when these are needed. In my view, new housing development is typically not going to be at or near the centre of settlements, and so walking and cycling distances from here are only relevant to understanding the existing overall levels of sustainability for a town if for example, people in new housing wish to drive or take the bus to the centre of town. As advised in **paragraph 3.11** above, it is my view that PfJoF encourages professionals to be more flexible and pragmatic for smaller areas or individual sites in the interpretation of its guidance and the suggested preferred maximum walking distances.

### **Criticisms of the Walking and Cycling Routes**

#### *Routes to the East*

3.16 Ms Parker in her evidence does not consider that the pedestrian and cycle route to Bridgemary is particularly attractive or stimulating and that vulnerable non-motorised users may feel particularly unsafe during the hours of darkness and winter months. Ms Parker provides the following criticisms in relation to a relatively short section of Woodcote Lane and Brookers Lane between Newgate Lane and the edge of Bridgemary that is approximately 400 metres in length:

- Width;
- Lighting;
- Surveillance;
- Crossing Newgate Lane; and
- Separation of Pedestrians and Cyclists.

3.17 As advised in **Section 2**, the quality and attractiveness of the pedestrian and cycle routes to amenities and facilities located in Bridgemary to the east has been considered in detail in the Travel Plans that have now been agreed with the highway authority. This route has also been considered with consideration to the Department for Transport's (DfT) 'Local Cycling and Infrastructure Plans - Technical Guidance for Local Authorities – April 2017' (LCWIPS) as set out in paragraphs 3.41 to 3.50 of my main evidence.

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- 3.18 Woodcote Lane is a no-through access road serving a nursing home and ten residential dwellings. It is generally between 4 and 5 metres wide between Newgate Lane and the shared footway / cycleway which provides access to the pedestrian crossing at Newgate Lane East.
- 3.19 The shared footway / cycleway on Woodcote Lane and Brookers Lane is approximately 3m wide. This is generally industry acceptable width for shared use between pedestrians and cyclists. The Department for Transport (DfT) Local Transport Note (LTN) 1/20 at page 9 states '*...Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities...*'
- 3.20 Table 6.3 of LTN 1/20 advises that the recommended minimum width of a shared footway / cycleway is 3m where cycle flows are up to 300 cyclists per hour. The Transport Assessments prepared to support the planning applications (CDA.57 and CDA.128) confirm that the existing and forecast level of use of Woodcote Lane is considered to be very low. The surveys carried out on 30th January 2019 confirmed that the two-way flow of pedestrian and cycle movements across the bypass in the AM peak hour equates to 20 two-way movements and 5 two-way movements in the PM peak hour. This equates to a maximum of approximately one non-motorised movement every 3 minutes. Assuming that all of the non-motorised trips seek to use the crossing, the TA forecast that the level of use will increase by 27 two-way movements (one non-motorised users every circa 2 minutes). This is significantly below the threshold of 300 cyclists per hour as advised at Table 6.3 of LTN 1/20. The relevant extracts of LTN 1/20 are included at **Appendix AHJ/C**.
- 3.21 The section of Woodcote Lane between Newgate Lane and Newgate Lane East is partly illuminated. Should the appeal sites be granted planning consent, the development of the sites will bring a level of active frontage to the northern side of Woodcote Lane. Should the Inspector consider it necessary, this could include for the provision of further lighting and ensuring that the design provides natural surveillance, covered by appropriately worded planning conditions.

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- 3.22 As set out in detail in paragraphs 3.27 to 3.28 of my main evidence, the agreed mitigation package includes for upgrading the current uncontrolled crossing to provide a controlled TOUCAN crossing on Newgate Lane. It is my view that the provision of a controlled crossing represents a betterment over the current uncontrolled crossing arrangements that seeks to address the severance effects of the bypass and assist in vulnerable road users, particularly young school children persons with mobility and visual impairments and the elderly to safely cross Newgate Lane.
- 3.23 It is acknowledged that the 150 metre section of Brookers Lane between Newgate Lane East and Brookers Lane is currently unlit. It is understood that a deliberate decision was made by the highway authority at HCC to not light the new Newgate Lane alignment including for this section of Brookers Lane as part of the business case to implement Newgate Lane East bypass (paragraph 3.8.18 of CDH.14). In my view with consideration to Brookers Lane in particular, I consider that HCC would have considered lighting this section if it thought it would be associated with any material surveillance and security issues to deter its use during the hours of darkness and winter months.
- 3.24 As advised in the Highway Authority's consultation dated 6th November 2018 (CDB.2a), the Highway Authority did request that we consider the suitability and attractiveness of this walking route but this was in relation to reviewing the appropriateness of the uncontrolled crossing, which we are now agreed to providing a TOUCAN crossing. No concerns were raised at that time concerning the attractiveness of the walking route with regard to illumination or any of the issues raised by Ms Parker.
- 3.25 Notwithstanding, as indicated in the agreed Travel Plans, the appellants are willing to consider an appropriate contribution towards illuminating this section of Brookers Lane if considered necessary by the planning inspector.
- 3.26 Ms Parker does not consider that the remainder of the route to facilities and amenities in Bridgemary are not safe or unattractive and I agree with this view.

*Routes to the North*

- 3.27 Ms Parker implies that the walking route to the north would be along Old Newgate Lane, which she considers to have a low level of lighting and poor natural surveillance. She also considers that the noise from Newgate Lane East detracts from the attractiveness of the route and that the wide entrance to Peel Common Wastewater Treatment is frequently in use by heavy good vehicles, that could be a potential safety hazards to pedestrians.
- 3.28 A detailed review of the appropriateness of the routes has been carried out in the agreed Travel Plans and within my main evidence. Table 3 of my main evidence considers that the route has an overall score of 31 out of 40, which is in excess of the minimum score of 28.
- 3.29 When considering the route, the highway authority has noted the widths of the footway on the western side of the carriageway to be 1.5 and 1.8 metres. Whilst acknowledging that these are not optimum but acceptable, it specifically requested a north to south pedestrian and cycle link between the northern and southern appeal sites, which the appellants are committed to providing. The highway authority also raised no issues concerning existing lighting levels or traffic volumes affecting the quality of the route. It is my view that the old alignment of Newgate Lane is adequately lit.
- 3.30 It should also be noted that one of the criteria of the business case (CDH.14) for the implementation of the recent Peel Common Roundabout and Newgate Lane East schemes was to improve walking and cycling routes. At paragraph 2.8.16 it advises:

*"A minimum width for the new road is achieved by maintaining the existing road as a service road, and for utility and leisure cyclists, thus providing a clearway (without frontage access / junctions) for through traffic and a safe route for local residents and NMUs. This would enable the continuous north-south link to be established between the new / existing facilities at Tanners Lane and Peel Common roundabout."*

- 3.31 This is further reinforced at paragraphs 3.8.4 to 3.8.7 of CDH.14 that make the case that the pedestrian and cycle improvements proposed as part of the Peel Common Roundabout and Newgate Lane East schemes will provide safer, more welcoming environments and could encourage more people to walk / cycle, or those that already walk / cycle to do so more often.
- 3.32 Paragraph 3.8.6 of CDH.14 specifically advises in relation to Old Newgate Lane:
- "In addition to the improved cyclist / pedestrian facilities to be provided at Peel Common Roundabout, the use of a low trafficked service road (existing Newgate Lane) will provide a safer, more welcoming environment and could encourage people to cycle / walk, or those that already cycle / walk to do so more often."*
- 3.33 It also advises at paragraph 3.8.13:
- "With the Newgate Lane route alignment to the east, the existing alignment (functioning as a service road), will provide a safer environment for pedestrians and cyclists and significantly reduce the potential for conflicts with general traffic on this section of road. As the number of accesses / junctions with the new road alignment are limited, it is expected that this will also reduce the incidence of accidents on this section of the route."*
- 3.34 Similar statements are provided at paragraphs 3.8.21 and 3.8.28; as well as paragraphs 3.8.30 to 3.8.36.
- 3.35 Ms Parker also suggests at paragraph 11.29 of her evidence that 'the Peel Common Wastewater Treatment is frequently in use by heavy good vehicles entering and exiting the site which could be a potential safety hazard to pedestrians'. Surveys undertaken on Wednesday 19th January 2019 suggest that between 07:00 and 10:00 5 HGVs turned out of the junction of Newgate Lane and Newgate Lane East and 6 turned in. Between 16:00 and 19:00 hours, no HGVs were recorded to turn in or out of the junction of Newgate Lane and Newgate Lane East. I would not consider that this constitutes a material hazard to pedestrian safety. It has also not been raised as an issue by the highway authority, and I consider that it would have if it considered this to be a material highway safety issue. The surveys are included at **Appendix AHJ/D**.

*Routes to the West*

- 3.36 Paragraph 11.30 of Ms Parkers PoE related to routes to the west to Stubbington. It simply states that '*it is not an attractive route... it is heavily dominated by road traffic, is unlit and has no natural surveillance*'.
- 3.37 This view is contrary to the assessment carried out within the agreed Travel Plans and my main evidence. The existing route is considered to have a score of 29 out of 40 and that this will improve to 33 out of 40 with the mitigation agreed to be provided to school routes to the Crofton Primary school. It is considered that the agreed contribution to school routes including, as set out in Mr Gammer's email to Pegasus Group dated 8th July 2020, is also in accordance with the business case of the Peel Common Roundabout and Newgate Lane scheme improvements. The relevant correspondence is included at **Appendix AHJ/E** and the details set out below.

*Gosport Road Section.*

- *Enlarged Pedestrian refuge – £4,000 (replacing existing)*
- *Footway widening (to form 3m wide shared route) - £32,000 (160m replace verge with footway construction)*
- *Footway widening (to form 2.5m wide shared route) - £42,000 (140m widening existing footway into c/way & reducing size of bus stop)*
- *Footway Resurfacing (existing areas) - £20,000*
- *Lighting Column relocation - £2,500 (assuming 2No. re-use and service OK)*
- *Signs & road markings - £2,000*
- *Traffic Management (20% of works cost £102,500) - £20,500*
- ***TOTAL (Excludes fees & SU Costs) - £123,000***
- *Design and supervision fees (19.5%)*
- *SU Costs (30%)*
- ***TOTAL (Including fees & SU Costs) - £183,885***

- *TOTAL COST (including optimism bias at 44%) - £264,794*

*Bells Lane/Stubbington Lane/Eric Road Junction*

- *Enlarged Pedestrian refuge - £12,000 (replacing existing 3No.)*
- *Footway widening (to form 3m wide shared route) - £14,000 (70m replace verge with footway construction)*
- *Footway Resurfacing (existing areas) - £5,000*
- *Signs & road markings - £1,000*
- *Traffic Management (20% of works cost £32,000) - £6,400*
- *TOTAL (Excludes fees & SU Costs) - £38,400*
- *Design and supervision fees (19.5%)*
- *SU Costs (30%)*
- *TOTAL (Including fees & SU Costs) - £57,408*
- *TOTAL COST (including optimism bias at 44%) - £82,668*

3.38 Paragraph 3.8.21 of CDH.14 states:

*"Phase 1 will provide new crossing facilities on the Rowner Road and a shared use footway / cycleway across the south of the roundabout. This will help reduce severance and, in particular, better serve school children travelling from Peel Common Roundabout estate (to the east of the roundabout) to Crofton secondary school (approximately 500m to the west of the roundabout). The proposals will therefore enhance the existing pedestrian and cycling facilities and better cater for desire lines....".*

3.39 It is therefore considered that the pedestrian and cycle routes to the west of the site with the mitigation measure improvement, do and will provide appropriate connections for all users, in particular in keeping with the business case of the Peel Common Roundabout and Newgate Lane schemes, for school children to the primary and secondary schools located in Stubbington.

### *Routes to the South*

- 3.40 Ms Parker merely states at paragraph 11.31 that '*the B3385 is a busy main road. Whilst it is lit, there is no natural surveillance, and it is not an attractive pedestrian route*'.
- 3.41 This view is contrary to the assessment carried out within the agreed Travel Plans and my main evidence. The existing route is considered to have a score of 34 out of 40.
- 3.42 I acknowledge that the walking distances from the northern and southern appeal sites to facilities and amenities located in Lee-on-the-Solent are in excess of two kilometres and that it is unlikely to be used as a walking route except for those very active persons. However, I do consider that it is an appropriate cycling route and that the amenities and facilities are located within a convenient five kilometres cycling distance.

### **Public Transport**

- 3.43 In Ms Parkers evidence she appears to reduce the acceptable walking distance guidance threshold to a bus stop with consideration to her assessments of the quality of the walking and cycling routes to the bus stops on Newgate Lane East at the Woodcote Lane crossing with Brookers Lane. As advised above, I do not consider that a rigid and inflexible interpretation of guidance in this respect is the right approach.
- 3.44 Ms Parker is not correct in that the nearest bus stop to the northern appeal scheme is located approximately 740 metres from the Appeal scheme. This is the correct distance to the bus stop located at the Woodcote Lane and Brookers Lane crossing should the schemes not come forward as a cohesive development. However, a closer bus stop is located approximately 600 metres to the north of the northern appeal site also located on Newgate Lane East.

- 
- 3.45 As advised in the Highway Authority's consultation dated 6th November 2018 (CDB.2a), whilst the Highway Authority considered that the distance between the appeal sites and the bus stops on Tukes Avenue potentially reduced the attractiveness of these services, it did not specifically state that they would not be used by future residents. To the contrary, the Highway Authority consultation response suggests that the consistent reliability and journey times and utilisation of the BRT network could result in the appeal sites potentially increasing the potential demand for the use of these services. It is acknowledged that this was suggested subject to the appropriateness of the uncontrolled crossing at Newgate Lane East to accommodate future pedestrians and cyclists associated with the appeal schemes. The Appellants are now agreeable to providing a Toucan crossing to accommodate any potential increase in use of the crossing, as well as illuminating the section of Brookers Lane that is unlit if considered necessary by the Planning Inspector. If also considered necessary by the Planning Inspector, the Appellants are also agreeable to the provision of additional lighting and ensuring that the scheme designs provide natural surveillance on Woodcote Lane.
- 3.46 I broadly agree with Ms Parkers measured distances to the bus stops on Newgate Lane East from the centre of the southern appeal site and the centroid of both appeals as a cohesive development.
- 3.47 Notwithstanding, in my view, a more pragmatic and realistic approach in the use of public transport is the overall journey time. This approach is endorsed by Buses in Urban Developments (2018), as quoted at paragraph 11.18 of Ms Parkers evidence, in that the acceptability of walking distance is not a standalone consideration and that people take account of the total journey time, including in the 'in bus' time as well as the walk at either end.
- 3.48 My main evidence at paragraphs 6.35 to 6.42 provide an assessment of journey times to and from the site by bus and rail. It concludes that with the bus stops and bus services on both Newgate Lane and Tukes Avenue, future residents can still travel to Fareham town centre and Fareham railway station within times that are comparable to the national average trip time of using a bus of 36 minutes. It also concludes that Havant, Portsmouth and Eastleigh are all within reasonable travel distance by train when compared to the national average trip time even allowing part of the initial or final part of the journey to be undertaken by bike or bus.

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- 3.49 Furthermore, there are 154 available car parking spaces located at Fareham Railway station. In my view, travel by train with the initial or later part of journey by car is still considered to be a sustainable mode of transport.
- 3.50 I therefore conclude that travel by train is a genuine sustainable transport option for future residents to travel to wider facilities outside Fareham.

#### **Land East of Finchampstead Road, Wokingham**

- 3.51 The Finchampstead Road appeal (CDJ.24) was dismissed on 25<sup>th</sup> August 2020 and Ms Parker refers to this appeal decision in supporting her conclusions that the appeal sites would not provide a realistic choice in sustainable transport modes.
- 3.52 It is agreed that the Inspector dismissed the appeal and one of the reasons for refusal was in relation to accessibility. However, in my view, the appeal site was not dismissed because the local amenities and facilities were not located within reasonable walking and cycling distance of the site. It was primarily because the walking and cycling routes, particularly those within the immediate vicinity of that appeal scheme, were not considered to be safe and attractive.
- 3.53 Ms Parker at paragraph 11.73 of her evidence, accepts that the walking routes associated with the Finchampstead appeal are not directly comparable with the appeal sites, although they share some of the key characteristic that describe the quality of the route. I agree with Ms Parkers view that the walking routes are not comparable. Furthermore, any shared key characteristics in terms of width, surveillance, attractiveness, comfort and directness are only present for very short sections of these routes (notably Woodcote Lane and Brookers Lane) but are capable of being addressed by way of mitigation via the agreed S106 package and appropriately worded conditions if deemed necessary by the Planning Inspector.

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**APPENDIX AHJ/A: HAMPSHIRE COUNTY COUNCIL – A GUIDE TO  
DEVELOPMENT RELATED TRAVEL PLANS**

## 2.3 GUIDING PRINCIPLES FOR AN EFFECTIVE TRAVEL PLAN

An effective plan will be:

- **Site specific** – every site is unique and the measures will be determined by the opportunities and constraints of the site itself, the nature of uses and occupation, the location of other facilities and the existing transport provision.
- A combination of **hard measures** – site design, improved infrastructure and new services and **soft measures** – marketing, promotion, use of technology and improved information provision.
- A **holistic package** where individual measures are integrated into the new development as part of the design, marketing and occupation of the site.
- One that includes measures to support and promote **walking, cycling** and the use of **public transport**.
- One that addresses the issue of **parking provision**, its quantity, management and cost to the user.

These principles are depicted in the travel plan pyramid below. The foundation is a good location, with each element of the travel plan building upon that. The pyramid is not complete without promotion and marketing to ensure that communication with all those affected is undertaken effectively and consistently.

## Travel Plan Pyramid



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**APPENDIX AHJ/B: ACCESSIBILITY ASSESSMENT OF DRAFT  
ALLOCATED SITES**

**Greenaways Lane, Warsash (HA1, 824 dwellings)**

Facility	Distance from Centre of Allocated Site	FBC Accessibility Background Paper	Planning for Walking CIHT (2015)	Providing for Journeys on Foot IHT (2000) Desirable Walking Distance	Providing for Journeys on Foot IHT (2000) Acceptable Walking Distance	Providing for Journeys on Foot IHT (2000) Preferred Maximum Walking Distance	Buses in Urban Developments CIHT (2018)
<b>Northern Land Parcel</b>							
Brookfield Community School	1.2km	1200m	800m	500m	1000m	2000m	NA
Sarisbury Infant School	1.2km	1200m	800m	500m	1000m	2000m	NA
Hook-with-Warsash C of E Primary School	1.5km	1200m	800m	500m	1000m	2000m	NA
Locks Heath Infant and Junior Schools	1.7km	1200m	800m	500m	1000m	2000m	NA
Waitrose	1.7km	800m	800m	400m	800m	1200m	NA
Iceland Foodstore	1.7km	800m	800m	400m	800m	1200m	NA
Tesco Express	1.6km	800m	800m	400m	800m	1200m	NA
One Stop Stores	1.3km	800m	800m	400m	800m	1200m	NA
Co-op Food	1.5km	800m	800m	400m	800m	1200m	NA
Barker Dental Care	0.5km	800m	800m	400m	800m	1200m	NA
Fareham Community Hospital	2.3km	800m	800m	400m	800m	1200m	NA

Lockswood Surgery	1.8km	800m	800m	400m	800m	1200m	NA
Warsash Gospel Church	0.8km	800m	800m	400m	800m	1200m	NA
Priory Park Community Centre	0.8km	800m	800m	400m	800m	1200m	NA
Everetts Pharmacy	1.2km	800m	800m	400m	800m	1200m	NA
Warsash Common	1.7km	800m	800m	400m	800m	1200m	NA
Nearest Bus Stop (Brook Lane)	0.3km	400m	400m	NA	NA	NA	300m
Swanwick Railway Station	3.1km	1600m	800m	500m	1000m	2000m	NA
<b>Southern Land Parcel</b>							
Brookfield Community School	1.8km	1200m	800m	500m	1000m	2000m	NA
Sarisbury Infant School	1.8km	1200m	800m	500m	1000m	2000m	NA
Hook-with-Warsash C of E Primary School	1.2km	1200m	800m	500m	1000m	2000m	NA
Locks Heath Infant and Junior Schools	2.0km	1200m	800m	500m	1000m	2000m	NA
Waitrose	2.0km	800m	800m	400m	800m	1200m	NA
Iceland Foodstore	2.0km	800m	800m	400m	800m	1200m	NA
Tesco Express	1.8km	800m	800m	400m	800m	1200m	NA

One Stop Stores	0.8km	800m	800m	400m	800m	1200m	NA
Co-op Food	0.7km	800m	800m	400m	800m	1200m	NA
Barker Dental Care	1.4km	800m	800m	400m	800m	1200m	NA
Fareham Community Hospital	3.2km	800m	800m	400m	800m	1200m	NA
Lockswood Surgery	2.1km	800m	800m	400m	800m	1200m	NA
Warsash Gospel Church	0.9km	800m	800m	400m	800m	1200m	NA
Priory Park Community Centre	1.2km	800m	800m	400m	800m	1200m	NA
Everetts Pharmacy	0.9km	800m	800m	400m	800m	1200m	NA
Warsash Common	1.8km	800m	800m	400m	800m	1200m	NA
Nearest Bus Stop (Brook Lane)	0.7km	400m	400m	NA	NA	NA	300m
Swanwick Railway Station	3.6km	1600m	800m	500m	1000m	2000m	NA

**Southampton Road, Titchfield Common (HA3, 348 dwellings)**

Facility	Distance from Centre of Allocated Site	FBC Accessibility Background Paper	Planning for Walking CIHT (2015)	Providing for Journeys on Foot IHT (2000) Desirable Walking Distance	Providing for Journeys on Foot IHT (2000) Acceptable Walking Distance	Providing for Journeys on Foot IHT (2000) Preferred Maximum Walking Distance	Buses in Urban Developments CIHT (2018)
Park Gate Primary School	1.9km	1200m	800m	500m	1000m	2000m	NA
Saint John the Baptist School	1.3km	1200m	800m	500m	1000m	2000m	NA
Brookfield Community School	2.7km	1200m	800m	500m	1000m	2000m	NA
McColls	0.9km	800m	800m	400m	800m	1200m	NA
Tesco	3.2km	800m	800m	400m	800m	1200m	NA
Waitrose	1.9km	800m	800m	400m	800m	1200m	NA
Iceland	2.1km	800m	800m	400m	800m	1200m	NA
Home Bargains / Southampton Road Centre	0.8km	800m	800m	400m	800m	1200m	NA
Fareham Community Hospital	2.2km	800m	800m	400m	800m	1200m	NA
Locks Heath Health Centre	2.2km	800m	800m	400m	800m	1200m	NA
Titchfield Dental Health	0.8km	800m	800m	400m	800m	1200m	NA
Everetts Pharmacy	1.7km	800m	800m	400m	800m	1200m	NA

Swanwick Railway Station	1.9km	1600m	800m	500m	1000m	2000m	NA
Nearest Bus Stop (Bishops Gate)	0.9km	400m	400m	NA	NA	NA	300m

**Warsash Maritime Academy (HA7, 100 dwellings)**

Facility	Distance from Centre of Allocated Site	FBC Accessibility Background Paper	Planning for Walking CIHT (2015)	Providing for Journeys on Foot IHT (2000) Desirable Walking Distance	Providing for Journeys on Foot IHT (2000) Acceptable Walking Distance	Providing for Journeys on Foot IHT (2000) Preferred Maximum Walking Distance	Buses in Urban Developments CIHT (2018)
Bright Horizons Warsash Day Nursery	1.1km	1200m	800m	500m	1000m	2000m	NA
Hook-with-Warsash C of E School	1.1km	1200m	800m	500m	1000m	2000m	NA
Brookfield Community School	2.9km	1200m	800m	500m	1000m	2000m	NA
Co-op Food	1km	800m	800m	400m	800m	1200m	NA
One Stop	1.1km	800m	800m	400m	800m	1200m	NA
Waitrose	3.4km	800m	800m	400m	800m	1200m	NA
Iceland Food	3.4km	800m	800m	400m	800m	1200m	NA
Barker Dental Care	2.2km	800m	800m	400m	800m	1200m	NA
Fareham Community Hospital	4km	800m	800m	400m	800m	1200m	NA
Lockswood Surgery	3.5km	800m	800m	400m	800m	1200m	NA
Swanwick Railway Station	4.8km	1600m	800m	500m	1000m	2000m	NA

Nearest Bus Stop (Cherry Walk)	350m	400m	400m	NA	NA	NA	300m
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**Heath Road, Locks Heath (HA9, 70 dwellings)**

Facility	Distance from Centre of Allocated Site	FBC Accessibility Background Paper	Planning for Walking CIHT (2015)	Providing for Journeys on Foot IHT (2000) Desirable Walking Distance	Providing for Journeys on Foot IHT (2000) Acceptable Walking Distance	Providing for Journeys on Foot IHT (2000) Preferred Maximum Walking Distance	Buses in Urban Developments CIHT (2018)
Park Gate Primary School	1.7km	1200m	800m	500m	1000m	2000m	NA
Priory Park Pre-School	0.9km	1200m	800m	500m	1000m	2000m	NA
Brookfield Community School	0.8km	1200m	800m	500m	1000m	2000m	NA
Locks Heath Junior and Infant Schools	1.1km	1200m	800m	500m	1000m	2000m	NA
Tesco Express	1km	800m	800m	400m	800m	1200m	NA
Waitrose	0.6km	800m	800m	400m	800m	1200m	NA
Iceland	0.6km	800m	800m	400m	800m	1200m	NA
Barker Dental Care	1.4km	800m	800m	400m	800m	1200m	NA
Fareham Community Hospital	1.5km	800m	800m	400m	800m	1200m	NA
Lockswood Surgery	0.6km	800m	800m	400m	800m	1200m	NA
Swanwick Railway Station	2.4km	1600m	800m	500m	1000m	2000m	NA

Nearest Bus Stop (Heath Road)	0.5km	400m	400m	NA	NA	NA	300m
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**Funtley Road South (HA10, 55 dwellings)**

Facility	Distance from Centre of Allocated Site	FBC Accessibility Background Paper	Planning for Walking CIHT (2015)	Providing for Journeys on Foot IHT (2000) Desirable Walking Distance	Providing for Journeys on Foot IHT (2000) Acceptable Walking Distance	Providing for Journeys on Foot IHT (2000) Preferred Maximum Walking Distance	Buses in Urban Developments CIHT (2018)
Orchard Lea Junior School	1.9km	1200m	800m	500m	1000m	2000m	NA
Happy Faces Pre-School	1.2km	1200m	800m	500m	1000m	2000m	NA
Henry Cort Community College	3.6km	1200m	800m	500m	1000m	2000m	NA
Uplands Primary School	2.2km	1200m	800m	500m	1000m	2000m	NA
Sainsburys	3.5km	800m	800m	400m	800m	1200m	NA
The Cooperative Foodstore	2.6km	800m	800m	400m	800m	1200m	NA
Fareham Pharmacy	2.5km	800m	800m	400m	800m	1200m	NA
The Highlands Practice	2.5km	800m	800m	400m	800m	1200m	NA
Gudge Heath Lane Surgery	2.5km	800m	800m	400m	800m	1200m	NA
Highlands Dental Practice	2.5km	800m	800m	400m	800m	1200m	NA
Fareham Railway Station	3.7km	1600m	800m	500m	1000m	2000m	NA

Nearest Bus Stop (Roebuck Avenue)	0.2km	400m	400m	NA	NA	NA	300m
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**Mourant Drive, Portchester East (HA12, 48 dwellings)**

Facility	Distance from Centre of Allocated Site	FBC Accessibility Background Paper	Planning for Walking CIHT (2015)	Providing for Journeys on Foot IHT (2000) Desirable Walking Distance	Providing for Journeys on Foot IHT (2000) Acceptable Walking Distance	Providing for Journeys on Foot IHT (2000) Preferred Maximum Walking Distance	Buses in Urban Developments CIHT (2018)
Wicor Primary School	1.1km	1200m	800m	500m	1000m	2000m	NA
Portchester Community School	1.2km	1200m	800m	500m	1000m	2000m	NA
Castle Primary School	1.9km	1200m	800m	500m	1000m	2000m	NA
The Cooperative Food	0.6km	800m	800m	400m	800m	1200m	NA
M&S Simply Food	1.2km	800m	800m	400m	800m	1200m	NA
Lidl	2.3km	800m	800m	400m	800m	1200m	NA
Lloyds Pharmacy	1.0km	800m	800m	400m	800m	1200m	NA
Westlands Medical Centre	1km	800m	800m	400m	800m	1200m	NA
Castle Dental Practice	1.9km	800m	800m	400m	800m	1200m	NA
Portchester Railway Station	2km	1600m	800m	500m	1000m	2000m	NA
Nearest Bus Stop (Cranleigh Road)	0.8km	400m	400m	NA	NA	NA	300m

**Hunts Pond Road, Titchfield Common (HA13, 38 dwellings)**

Facility	Distance from Centre of Allocated Site	FBC Accessibility Background Paper	Planning for Walking CIHT (2015)	Providing for Journeys on Foot IHT (2000) Desirable Walking Distance	Providing for Journeys on Foot IHT (2000) Acceptable Walking Distance	Providing for Journeys on Foot IHT (2000) Preferred Maximum Walking Distance	Buses in Urban Developments CIHT (2018)
St Anthony's Catholic Primary School	1km	1200m	800m	500m	1000m	2000m	NA
Saint John the Baptist C of E School	0.5km	1200m	800m	500m	1000m	2000m	NA
Jigsaw Pre-School	0.5km	1200m	800m	500m	1000m	2000m	NA
Brookfield Community School	2.6km	1200m	800m	500m	1000m	2000m	NA
McColls	0.8km	800m	800m	400m	800m	1200m	NA
Home Bargains	1.4km	800m	800m	400m	800m	1200m	NA
M&S Simply Food	2km	800m	800m	400m	800m	1200m	NA
Sainsburys Local	2.2km	800m	800m	400m	800m	1200m	NA
Lockwood Surgery	1.9km	800m	800m	400m	800m	1200m	NA
Manor Dental Surgery	0.2km	800m	800m	400m	800m	1200m	NA
Everetts Pharmacy	2km	800m	800m	400m	800m	1200m	NA
Swanwick Railway Station	2.6km	1600m	800m	500m	1000m	2000m	NA

Nearest Bus Stop (Hunts Pond Road)	0.6km	400m	400m	NA	NA	NA	300m
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**Beacon Bottom West, Park Gate (HA15, 29 dwellings)**

Facility	Distance from Centre of Allocated Site	FBC Accessibility Background Paper	Planning for Walking CIHT (2015)	Providing for Journeys on Foot IHT (2000) Desirable Walking Distance	Providing for Journeys on Foot IHT (2000) Acceptable Walking Distance	Providing for Journeys on Foot IHT (2000) Preferred Maximum Walking Distance	Buses in Urban Developments CIHT (2018)
Park Gate Primary School	1.2km	1200m	800m	500m	1000m	2000m	NA
Sarisbury Junior School	1.3km	1200m	800m	500m	1000m	2000m	NA
Brookfield Community School	1.7km	1200m	800m	500m	1000m	2000m	NA
Sainsburys Local	0.9km	800m	800m	400m	800m	1200m	NA
M&S Food	0.9km	800m	800m	400m	800m	1200m	NA
Co-op Food	0.8km	800m	800m	400m	800m	1200m	NA
Brook Lane Surgery	0.9km	800m	800m	400m	800m	1200m	NA
Fareham Community Hospital	1.1km	800m	800m	400m	800m	1200m	NA
Everetts Pharmacy	1.9km	800m	800m	400m	800m	1200m	NA
112 Dental Care	0.9km	800m	800m	400m	800m	1200m	NA
Swanwick Railway Station	0.7km	1600m	800m	500m	1000m	2000m	NA
Nearest Bus Stop (Brook Lane)	0.6km	400m	400m	NA	NA	NA	300m

**APPENDIX AHJ/C: DEPARTMENT FOR TRANSPORT LOCAL  
TRANSPORT NOTE 1/20**

# 1.6 Summary Principles

## The following summary principles form an integral part of this guidance.

**1.6.1** Creating a national default position where high quality cycle infrastructure is provided as a matter of course in local highway schemes requires a long term commitment to deliver the solutions outlined in this document. The 22 summary principles below will help practitioners deliver high quality infrastructure based on the lessons learned from cycle infrastructure delivered to date – both where this has been done well but also where delivery did not meet the outcomes desired.

**1) Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal.**

The ability to deliver a right to cycle requires infrastructure and routes which are accessible to all regardless of age, gender, ethnicity or disability and does not create hazards for vulnerable pedestrians. Improvements to highways should always seek to enhance accessibility for all.



- 2) Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route.**

Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities. Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb.

**Figure 1.3:** Dedicated cycle facility in area with high pedestrian flows



- In situations where high cycle and high pedestrian flows occur at different times (also see Figure 6.27).

**6.5.7** Recommended minimum widths of shared use routes carrying up to 300 pedestrians per hour are given in Table 6-3. Wherever possible, and where pedestrian flows are higher, greater widths should be used to reduce conflict.

**Table 6-3: Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour**

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

**6.5.8** Designers should be realistic about cyclists wanting to make adequate progress. The preferred approach for shared use routes is therefore to provide sufficient space so that cyclists can comfortably overtake groups of pedestrians and slower cyclists.

**6.5.9** Research shows that cyclists alter their behaviour according to the density of pedestrians – as pedestrian flows rise, cyclists tend to ride more slowly and where they become very high cyclists typically dismount.<sup>30</sup> It should therefore rarely be necessary to provide physical calming features to slow cyclists down on shared use routes, but further guidance on this, and reducing conflict more generally, is given in Chapter 8, section 8.2.

## 6.6 Cycling on bus and tram routes

### Bus lanes

**6.6.1** Cyclists are usually permitted to use with-flow and contraflow bus lanes. Whilst not specifically a cycle facility, bus lanes can offer some degree of segregation for cyclists as they significantly reduce the amount of interaction with motor traffic. However, they do not provide an environment attractive to a wide range of people and should therefore not be regarded as inclusive. Some bus lanes also allow taxis and motorcycles to use them, which can significantly increase traffic flows, thereby acting as a deterrent to cycling while also increasing risk of conflict.

**6.6.2** Where cyclists are using bus lanes, the lane should be at least 4m wide, and preferably 4.5m, to enable buses to pass cyclists with sufficient room. Bus lanes less than 4m in width are not recommended and widths between 3.2m and 3.9m wide should not be used.

**6.6.3** Cycle lanes or protected space for cycling may be provided within or adjacent to bus lanes where the overall width available is 4.5m or more – see Figure 6.28. At bus stops a bus stop bypass or bus boarder arrangement may be appropriate (see 6.6.7).



### Bus gates and bus-only roads

**6.6.4** Bus gates are used to control routes and access to bus-only roads by preventing access by general traffic. Nearside bus gates and bus-only roads should by default be accessible by cyclists.

**6.6.5** Bus gates may be implemented through the use of rising bollards, traffic signals or simply traffic signs. Where bus activated signals are used without a cycle bypass, it will be necessary to provide a means for cyclists to activate the signals. This may be achieved by a suitable means of detection or a pushbutton unit for cyclists to operate. Care should be taken to ensure push-buttons can be reached by cyclists who cannot dismount, including from a recumbent position.

**APPENDIX AHJ/D: ATC SURVEYS – 19TH JANUARY 2020**

## Fareham Wednesday 30th January 2019

Junction: (4) Newgate Lane / Newgate Lane East

Approach: Newgate Lane (North)

TIME	Ahead to Newgate Lane East			Right to Newgate Lane (West)			TOTAL
	LIGHT	HEAVY	BUS	LIGHT	HEAVY	BUS	
0700 - 0715	138	7	0	145	2	0	0
0715 - 0730	136	6	0	142	4	0	0
0730 - 0745	184	7	1	192	3	1	0
0745 - 0800	209	11	0	220	4	0	0
<b>Hourly Total</b>	<b>667</b>	<b>31</b>	<b>1</b>	<b>699</b>	<b>13</b>	<b>1</b>	<b>0</b>
0800 - 0815	199	11	1	211	6	0	0
0815 - 0830	185	16	0	201	8	0	0
0830 - 0845	167	12	0	179	5	1	0
0845 - 0900	156	11	0	167	3	0	0
<b>Hourly Total</b>	<b>707</b>	<b>50</b>	<b>1</b>	<b>758</b>	<b>22</b>	<b>1</b>	<b>0</b>
0900 - 0915	152	11	0	163	11	1	0
0915 - 0930	152	11	1	164	8	1	0
0930 - 0945	156	8	0	164	6	0	0
0945 - 1000	160	7	0	167	6	0	0
<b>Hourly Total</b>	<b>620</b>	<b>37</b>	<b>1</b>	<b>658</b>	<b>31</b>	<b>2</b>	<b>0</b>
<b>Session Total</b>	<b>1994</b>	<b>118</b>	<b>3</b>	<b>2115</b>	<b>66</b>	<b>4</b>	<b>0</b>
							<b>70</b>

1600 - 1615	356	4	0	360	3	0	0	3
1615 - 1630	341	3	0	344	6	0	0	6
1630 - 1645	356	5	0	361	5	0	0	5
1645 - 1700	355	3	1	359	9	0	0	9
<b>Hourly Total</b>	<b>1408</b>	<b>15</b>	<b>1</b>	<b>1424</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>
1700 - 1715	321	2	0	323	7	0	0	7
1715 - 1730	323	4	0	327	7	0	0	7
1730 - 1745	319	2	0	321	2	0	0	2
1745 - 1800	322	4	0	326	7	0	0	7
<b>Hourly Total</b>	<b>1285</b>	<b>12</b>	<b>0</b>	<b>1297</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>
1800 - 1815	325	1	1	327	5	0	0	5
1815 - 1830	344	3	0	347	4	0	0	4
1830 - 1845	277	3	0	280	3	0	0	3
1845 - 1900	201	2	0	203	3	0	0	3
<b>Hourly Total</b>	<b>1147</b>	<b>9</b>	<b>1</b>	<b>1157</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>
<b>Session Total</b>	<b>3840</b>	<b>36</b>	<b>2</b>	<b>3878</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>61</b>

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

TIME	Queue Lengths (Vehicles)
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0

## Fareham Wednesday 30th January 2019

Junction: (4) Newgate Lane / Newgate Lane East

Approach: Newgate Lane East

TIME	Left to Newgate Lane (West)				Ahead to Newgate Lane (North)			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	2	0	0	2	314	3	0	317
0715 - 0730	5	0	0	5	321	5	0	326
0730 - 0745	3	0	0	3	331	8	1	340
0745 - 0800	5	1	0	6	347	7	0	354
<b>Hourly Total</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>1313</b>	<b>23</b>	<b>1</b>	<b>1337</b>
0800 - 0815	3	0	0	3	385	7	0	392
0815 - 0830	4	0	0	4	398	13	1	412
0830 - 0845	6	1	0	7	344	7	0	351
0845 - 0900	4	0	0	4	374	17	1	392
<b>Hourly Total</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>1501</b>	<b>44</b>	<b>2</b>	<b>1547</b>
0900 - 0915	5	0	0	5	374	17	2	393
0915 - 0930	1	0	0	1	303	16	1	320
0930 - 0945	2	0	0	2	301	11	0	312
0945 - 1000	2	0	0	2	308	7	2	317
<b>Hourly Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1286</b>	<b>51</b>	<b>5</b>	<b>1342</b>
<b>Session Total</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>4100</b>	<b>118</b>	<b>8</b>	<b>4226</b>
1600 - 1615	2	0	0	2	215	6	0	221
1615 - 1630	7	0	0	7	233	7	2	242
1630 - 1645	6	0	0	6	241	3	0	244
1645 - 1700	3	0	0	3	251	4	0	255
<b>Hourly Total</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>940</b>	<b>20</b>	<b>2</b>	<b>962</b>
1700 - 1715	7	0	0	7	231	0	0	231
1715 - 1730	5	0	0	5	246	1	2	249
1730 - 1745	2	0	0	2	223	3	0	226
1745 - 1800	3	0	0	3	174	2	0	176
<b>Hourly Total</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>874</b>	<b>6</b>	<b>2</b>	<b>882</b>
1800 - 1815	2	0	0	2	173	3	0	176
1815 - 1830	2	0	0	2	171	1	1	173
1830 - 1845	1	0	0	1	131	2	0	133
1845 - 1900	3	0	0	3	160	1	0	161
<b>Hourly Total</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>635</b>	<b>7</b>	<b>1</b>	<b>643</b>
<b>Session Total</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>2449</b>	<b>33</b>	<b>5</b>	<b>2487</b>

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

TIME	Queue Lengths (Vehicles)
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	0
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	0
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0

## Fareham Wednesday 30th January 2019

Junction: (4) Newgate Lane / Newgate Lane East

Approach: Newgate Lane (West)

TIME	Left to Newgate Lane (North)				Right to Newgate Lane East			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0700 - 0715	1	0	0	1	3	0	0	3
0715 - 0730	2	0	0	2	3	0	0	3
0730 - 0745	2	0	0	2	4	0	0	4
0745 - 0800	4	1	0	5	5	0	0	5
<b>Hourly Total</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>15</b>
0800 - 0815	4	0	0	4	6	0	0	6
0815 - 0830	5	0	0	5	9	0	0	9
0830 - 0845	2	1	0	3	5	0	0	5
0845 - 0900	6	1	0	7	5	0	0	5
<b>Hourly Total</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>
0900 - 0915	8	0	0	8	3	1	0	4
0915 - 0930	5	0	0	5	6	1	0	7
0930 - 0945	2	0	0	2	4	0	0	4
0945 - 1000	4	0	0	4	3	0	0	3
<b>Hourly Total</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>18</b>
<b>Session Total</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>56</b>	<b>2</b>	<b>0</b>	<b>58</b>
1600 - 1615	3	0	0	3	2	0	0	2
1615 - 1630	3	0	0	3	6	0	0	6
1630 - 1645	9	0	0	9	5	0	0	5
1645 - 1700	3	0	0	3	5	0	0	5
<b>Hourly Total</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>
1700 - 1715	7	0	0	7	9	0	0	9
1715 - 1730	2	0	0	2	7	0	0	7
1730 - 1745	5	0	0	5	9	0	0	9
1745 - 1800	9	0	0	9	3	0	0	3
<b>Hourly Total</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>28</b>
1800 - 1815	6	0	0	6	4	0	0	4
1815 - 1830	5	0	0	5	3	0	0	3
1830 - 1845	8	0	0	8	1	0	0	1
1845 - 1900	3	0	0	3	1	0	0	1
<b>Hourly Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>
<b>Session Total</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>55</b>

Queues Measured as Stationary Vehicles (Maximum Observed in Period)

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	3
815	0
820	0
825	3
830	0
835	0
840	0
845	3
850	0
855	3
900	2
905	0
910	3
915	0
920	0
925	2
930	0
935	0
940	0
945	0
950	0
955	0

TIME	Queue Lengths (Vehicles)
1600	0
1605	0
1610	0
1615	2
1620	0
1625	0
1630	0
1635	2
1640	0
1645	3
1650	0
1655	0
1700	3
1705	4
1710	0
1715	3
1720	0
1725	3
1730	0
1735	3
1740	0
1745	0
1750	0
1755	0
1800	3
1805	0
1810	2
1815	0
1820	2
1825	2
1830	0
1835	2
1840	0
1845	0
1850	0
1855	0

**APPENDIX AHJ/E: HIGHWAY AUTHORITY EMAIL DATED 8TH JULY 2020**

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**From:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>  
**Sent:** 08 July 2019 19:36  
**To:** [Lauren.Burnley@pegasusgroup.co.uk](mailto:Lauren.Burnley@pegasusgroup.co.uk)  
**Subject:** Fareham queries

Hi Laura

Apologies for the delay in responding. Following my email 6<sup>th</sup> June 2019, please see further comments in red below in relation to the outstanding points.

Regarding the technical notes relating to the proposed signalisation of old Newgate Lane/ Newgate Lane east, aimed at addressing response comments specifically related to this proposal, I note these have been formally submitted to the LPA; I aim to respond to the planning authority within the requested timescales.

Best wishes

Nick

**Nick Gammer BA (Hons) MSc MCIHT**  
**Senior Transport Engineer – Highways Development Planning**  
**Strategic Transport**  
Hampshire County Council  
Economy, Transport & Environment  
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**Hampshire County Council operates a pre-application highway advice service for developers.**

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

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

**From:** Lauren Burnley <[Lauren.Burnley@pegasusgroup.co.uk](mailto:Lauren.Burnley@pegasusgroup.co.uk)>  
**Sent:** 29 May 2019 17:49  
**To:** Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>  
**Cc:** Tony Jones <[Anthony.Jones@pegasusgroup.co.uk](mailto:Anthony.Jones@pegasusgroup.co.uk)>; Gammer, Nick <[Nick.Gammer@hants.gov.uk](mailto:Nick.Gammer@hants.gov.uk)>  
**Subject:** Fareham queries

Hi Nick,

Following from our meeting of 24<sup>th</sup> April, and the updated meeting notes received from yourself on 2<sup>nd</sup> May, I have detailed several items below for comment and/or approval in principle prior to further amendments being made to the TA/modelling.

#### Buses

Further to my email as attached, please could you confirm the scope of the improvements required. Having considered this with HCC's Passenger Transport Group, given the service is already supported the most sensible approach would be in the form of a contribution. In order to support the existing bus service and ensure future residents have adequate access to suitable modes of transport, a contribution of 241,920 is required to support bus services and associated infrastructure in the vicinity of the site.

#### S106 School Routes

Please could you advise whether any progress has been made in ascertaining a design and S106 cost towards improved school routes.

The improvements have been considered by HCC's Engineering Team as set out below. The total estimated cost of delivering the required improvements is £347,462.

##### Gosport Road Section.

- Enlarged Pedestrian refuge – £4,000 (replacing existing)
- Footway widening (to form 3m wide shared route) - £32,000 (160m replace verge with footway construction)
- Footway widening (to form 2.5m wide shared route) - £42,000 (140m widening existing footway into c/way & reducing size of bus stop)
- Footway Resurfacing (existing areas) - £20,000
- Lighting Column relocation - £2,500 (assuming 2No. re-use and service OK)
- Signs & road markings - £2,000
- Traffic Management (20% of works cost £102,500) - £20,500
- TOTAL (Excludes fees & SU Costs) - **£123,000**
- Design and supervision fees (19.5%)
- SU Costs (30%)
- TOTAL (Including fees & SU Costs) - **£183,885**
- TOTAL COST (including optimism bias at 44%) - **£264,794**

##### Bells Lane/Stubbington Lane/Eric Road Junction

- Enlarged Pedestrian refuge - £12,000 (replacing existing 3No.)
- Footway widening (to form 3m wide shared route) - £14,000 (70m replace verge with footway construction)
- Footway Resurfacing (existing areas) - £5,000
- Signs & road markings - £1,000
- Traffic Management (20% of works cost £32,000) - £6,400
- TOTAL (Excludes fees & SU Costs) - **£38,400**
- Design and supervision fees (19.5%)
- SU Costs (30%)
- TOTAL (Including fees & SU Costs) - **£57,408**
- TOTAL COST (including optimism bias at 44%) - **£82,668**

## **Toucan Crossing**

I have attached an indicative sketch of the requested toucan crossing at the Woodcote Lane/Brookers Lane link crossing at Newgate Lane East. We have estimated that the approximate cost of installing the crossing would be £55,000 - £70,000. Please could you confirm that the cost of the crossing can be covered by both applicants (north and south) via S106 obligation.

Despite the above, it is considered that as the Stubbington Road Relief Road has now been granted approval, the requirement for the signalised pedestrian crossing may be eliminated. Please could you confirm that you are in agreement that a specified trigger point for the crossing will be applied, and if it is deemed unnecessary, the monies will be returned at the 10 year cut off point.

As set out in email dated 6th June 2019 below.

## **Access Points**

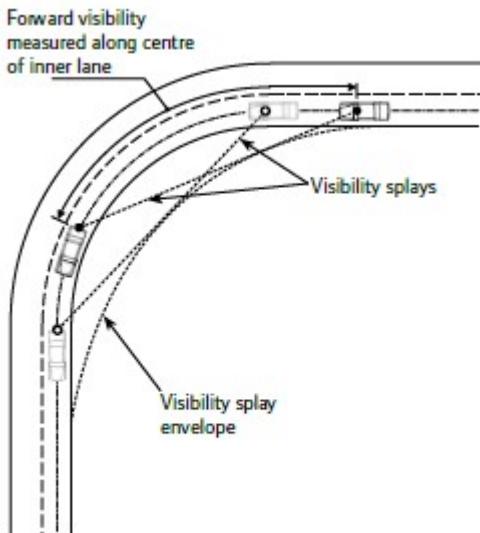
I have attached a revised figures for both the north and south accesses taking into consideration the following:

- i. Forward visibility, it is considered that forward visibility can be achieved within land either in control of the Highway Authority or the applicant;
- ii. Revised visibility splays based on TG3, it is considered that visibility splays of 2.4m x 68m are required at the northern access, and 2.4m x 63m at the southern access; and
- iii. Access width of 5.5m, the access has been tracked and demonstrates that a refuse vehicle will overrun into the adjacent carriageway, however this is considered acceptable given the infrequent occasion that this will occur on.

We have explored the option of amending the location of the pedestrian crossing points towards the junction, however this is not achievable due to the limitations of the visibility splays.

Please could you confirm that the accesses are acceptable in principle.

1. It is unclear if new visibility from the accesses of 68m and 63m is based on recalculated 85<sup>th</sup> percentile speeds, removing days of snow, or the originally submitted 85<sup>th</sup> percentile speeds. Clarification is required.
2. The pedestrian crossing visibility splays have not been adjusted in accordance with TG3 and has been left at 120m; these should also be reduce based on the measured approach speeds (Table 3.4 TA 90/05). These amendments will significantly reduce the land within the site required to be kept clear by dedication/easement/restricted covenant.
3. The location of the proposed pedestrian crossing points on both drawings requires review based on the new required visibility in terms of likely pedestrian desire lines and to minimise land take for visibility splays.
4. Forward visibility has been incorrectly shown on both drawings (South & North Accesses). The provided drawings show forward visibility around the radii of the proposed junctions, rather than on the main line of old Newgate Lane on approach to the proposed junctions as required.



**Figure 7.19 Measurement of forward visibility.**

5. The widths of the proposed accesses have been amended (drawings Figure 8 & 9) and now show 5.5m wide accesses. Comment cannot be made on the acceptability of this until the tracking requested in point 6 below is provided.
6. Tracking of a 16.5 artic was previously requested to demonstrate construction traffic can safely enter and egress the proposed development. This tracking does not appear to have been provided. Likewise the tracking of a refuse vehicle through the amended (narrower width) accesses does not appear to have been provided. The only tracking provided is on drawings BRS4989 Figure XX (two different drawings for north and south accesses, but with the same title) show a car using the proposed accesses.

## Methodology

Further to your email correspondence with Matt, as attached, I have attached the spreadsheet containing the revised flows which take into consideration the amended growth rate and the distribution adapted from the Daedalus TA. You will note that the spreadsheet is quite complex, therefore we have included a brief summary on the first sheet. Please could you confirm that the methodology used is acceptable prior to the models being produced.

The methodology used to calculate forecast network flows is acceptable.

Following confirmation/comment on the above, please could you confirm the preferred format for resubmission. I would consider that it would be sensible to resubmit a Technical Note following from the TA, however if you deem it to be necessary we can update the TA accordingly.

As sent in email dated 6th June 2019, a technical note is acceptable.

I would be grateful to receive any comments you may have at your earliest convenience. Please feel free to give me a call should you wish to discuss.

Best wishes

Nick

**Nick Gammer BA (Hons) MSc MCIHT**  
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