

Traffic Flows at the old Newgate Lane and Newgate Lane East Junction

A query has arisen by the Planning Inspector relating to the traffic flows at the old Newgate Lane and Newgate Lane East junction. The query has been raised in respect of the traffic flows detailed at Appendix 9 of the Transport Assessments relating to the northern and southern sites (CDA.57 and CDA.128 respectively), which do not correlate with those at paragraph 3.22 and 3.23 of the Statement of Common Ground on Transport.

The Transport Assessments at CDA.57 and CDA.128 were included within the initial planning application submissions. However, these documents have since been superseded by further modelling and updated traffic flows included within the Modelling Technical Notes (February 2020) at CDA.60 and CDA.131, relating to the northern and southern sites respectively. Appendix B of each of the documents sets out the relevant traffic flows, and those relating to paragraph 3.22 (ii) and 3.23 are included within the last two pages of the Appendix.

CDA.60 and CDA.131 only consider the cumulative impact of the northern and southern sites, therefore Pegasus Group were subsequently requested by the highway authority to assess the individual impact of the sites. Updated LinSig models assessing the individual impacts were submitted to the highway authority by RedWilson on 20th October 2020 and this led to the withdrawal of reason for refusal f relating to the northern site and reason for refusal e relating to the southern site.

The vehicle traffic flows relating to the updated LinSig models were issued to the highway authority in excel format via email on 27th October 2020. These traffic flows are reflective of those included at paragraph 3.22 of the Statement of Common Ground on Transport. It was later confirmed by the highway authority in an email dated 30th October 2020 that the traffic flows relating to the 2024 Base + Daedalus + Development AM scenario for both the individual and cumulative development quantum were agreed. These emails are enclosed for information and the relevant excel tabs are included in PDF format for ease of reference. For clarity, the highway authority email relates only to the AM peak period, given that this is the critical scenario for assessment.

The vehicle traffic flows submitted to the highway authority in the enclosed email were converted to Passenger Car Unit (PCU) by RedWilson and were included within the LinSig models in this format. These PCU values relate to those set out at paragraphs 3.22 and 3.34 of the Statement of Common Ground on Transport. The PCU values were also submitted to the highway authority in the enclosed format and were confirmed to be acceptable in the enclosed email dated 30th October 2020.

From: [Gammer, Nick](#)
To: [Lauren Burnley](#)
Cc: [Tony Jones](#); [Martha Hoskins](#); [Mundy, Jonathan](#); [Dharmavaram, Gayathri](#)
Subject: RE: modelling input flows
Date: 30 October 2020 09:56:57
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)

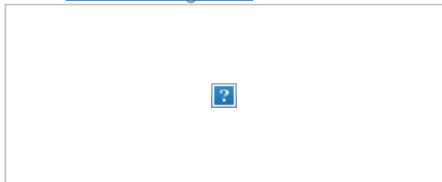
Hi Lauren

Received, thank you. I'm happy with the input flows.

Best wishes

Nick

Nick Gammer BA (Hons) MSc MCIHT
Principal Transport Engineer – Highways Development Planning
Strategic Transport
Hampshire County Council
Economy, Transport & Environment
2nd Floor, EII Court West, The Castle, Winchester, SO23 8UD
Tel: 0370 779 4688
Email: nick.gammer@hants.gov.uk
Web: www.hants.gov.uk



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

From: Lauren Burnley <Lauren.Burnley@pegasusgroup.co.uk>
Sent: 28 October 2020 17:49
To: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Cc: Tony Jones <Tony.Jones@pegasusgroup.co.uk>; Martha Hoskins <martha@redwilson.co.uk>; Mundy, Jonathan <jonathan.mundy@hants.gov.uk>; Dharmavaram, Gayathri <Gayathri.Dharmavaram@atkinsglobal.com>
Subject: RE: modelling input flows

Hi Nick

Thanks for confirming. That's correct, the flows below represent the DS2 AM Base + Daed and Base + Daed + Dev scenarios.

I have included the attachments from Marthas email on the WeTransfer link below which should hopefully assist. Have you been able to access the LinSig files or would it help if I also send these via WeTransfer?

<https://we.tl/t-DDhp0LjzjB>

Kind regards
Lauren

Lauren Burnley
Transport Planner
Pegasus Group

PLANNING | DESIGN | ENVIRONMENT | ECONOMICS | HERITAGE

First Floor | South Wing | Equinox North | Great Park Road | Almondsbury | Bristol | BS32 4QL

T 01454 625945 | E Lauren.Burnley@pegasusgroup.co.uk

M 07929 762410 | DD 01454 807398 | EXT 2054

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From: Gammer, Nick <Nick.Gammer@hants.gov.uk>

Sent: 28 October 2020 15:27

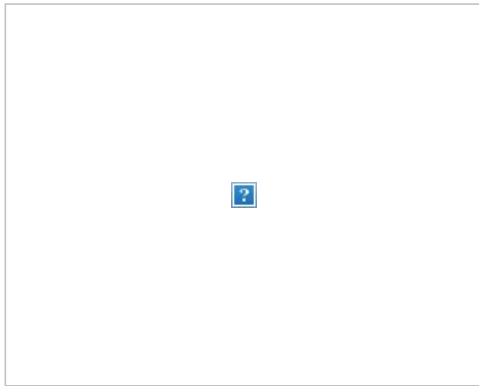
To: Lauren Burnley <Lauren.Burnley@pegasusgroup.co.uk>

Cc: Tony Jones <Tony.Jones@pegasusgroup.co.uk>; Martha Hoskins <martha@redwilson.co.uk>; Mundy, Jonathan <jonathan.mundy@hants.gov.uk>; Dharmavaram, Gayathri <Gayathri.Dharmavaram@atkingglobal.com>

Subject: RE: modelling input flows

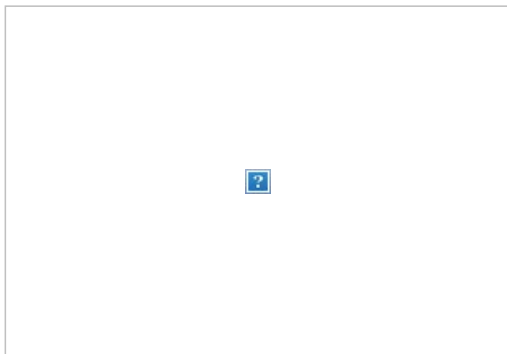
Hi Lauren

So, the 2024 Base + Daed AM DS2 is:



And when you add in development traffic, this is gives the below:

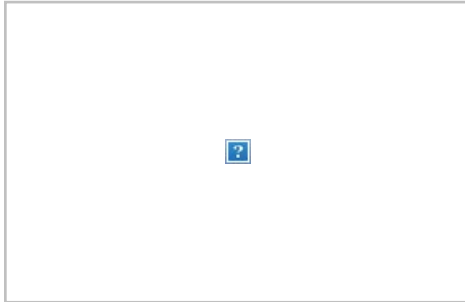
75 units 2024 Base + Daed + Dev AM DS2



115 units, 2024 Base + Daed + Dev AM DS2



190 units, 2024 Base + Daed + Dev AM DS2



This makes sense and is acceptable.

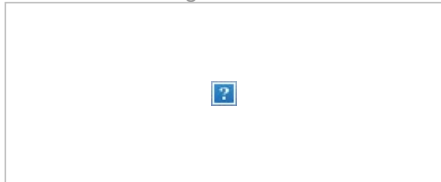
Also, I just want to check these off against the Linsig inputs to see how the PCU conversion works and check they've been input correctly. However, unfortunately I still can't open Martha's email (attached). Can you provide these please for the AM peak modelling in particular? Screenshots are fine if necessary.

Many thanks

Nick

Nick Gammer BA (Hons) MSc MCIHT
Principal Transport Engineer – Highways Development Planning
Strategic Transport

Hampshire County Council
Economy, Transport & Environment
2nd Floor, EII Court West, The Castle, Winchester, SO23 8UD
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From: Lauren Burnley <Lauren.Burnley@pegasusgroup.co.uk>

Sent: 27 October 2020 18:32

To: Tony Jones <Tony.Jones@pegasusgroup.co.uk>; Gammer, Nick <Nick.Gammer@hants.gov.uk>; Martha Hoskins <martha@redwilson.co.uk>

Cc: Mundy, Jonathan <jonathan.mundy@hants.gov.uk>; Dharmavaram, Gayathri <Gayathri.Dharmavaram@atkinsglobal.com>

Subject: RE: modelling input flows

Hi Nick

Further to your conversation with Tony earlier today, please find attached the flow diagrams relating to the cumulative and individual developments. I have highlighted the relevant tabs in green which include the following scenarios for each:

- i. 2019 Base DS2 AM/PM
- ii. Dev Trips DS2 AM/PM
- iii. 2024 Base DS2 AM/PM
- iv. Daed Trips DS2 AM/PM
- v. 2024 Base + Daed DS2 AM/PM
- vi. 2024 Base + Daed + Dev AM/PM

The attached flows remain the same as those previously provided albeit we are now providing the 75 dwelling and 115 dwelling individual development flows.

With regard to the PCU conversion it is not as straight forward as doubling the HGV flows so Martha will be in touch shortly to explain this.

Please don't hesitate to contact me or Tony to discuss.

Kind regards
Lauren

Lauren Burnley
Transport Planner

Pegasus Group

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M 07929 762410 | DD 01454 807398 | EXT 2054

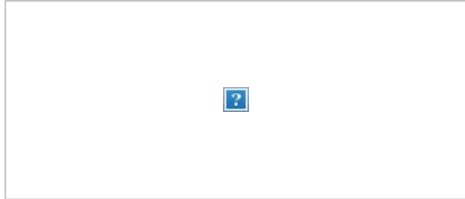
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**2024 Base + Daedalus +
Development "DS2" - 75
dwellings**

Growth Rate: 1.033333

Key:

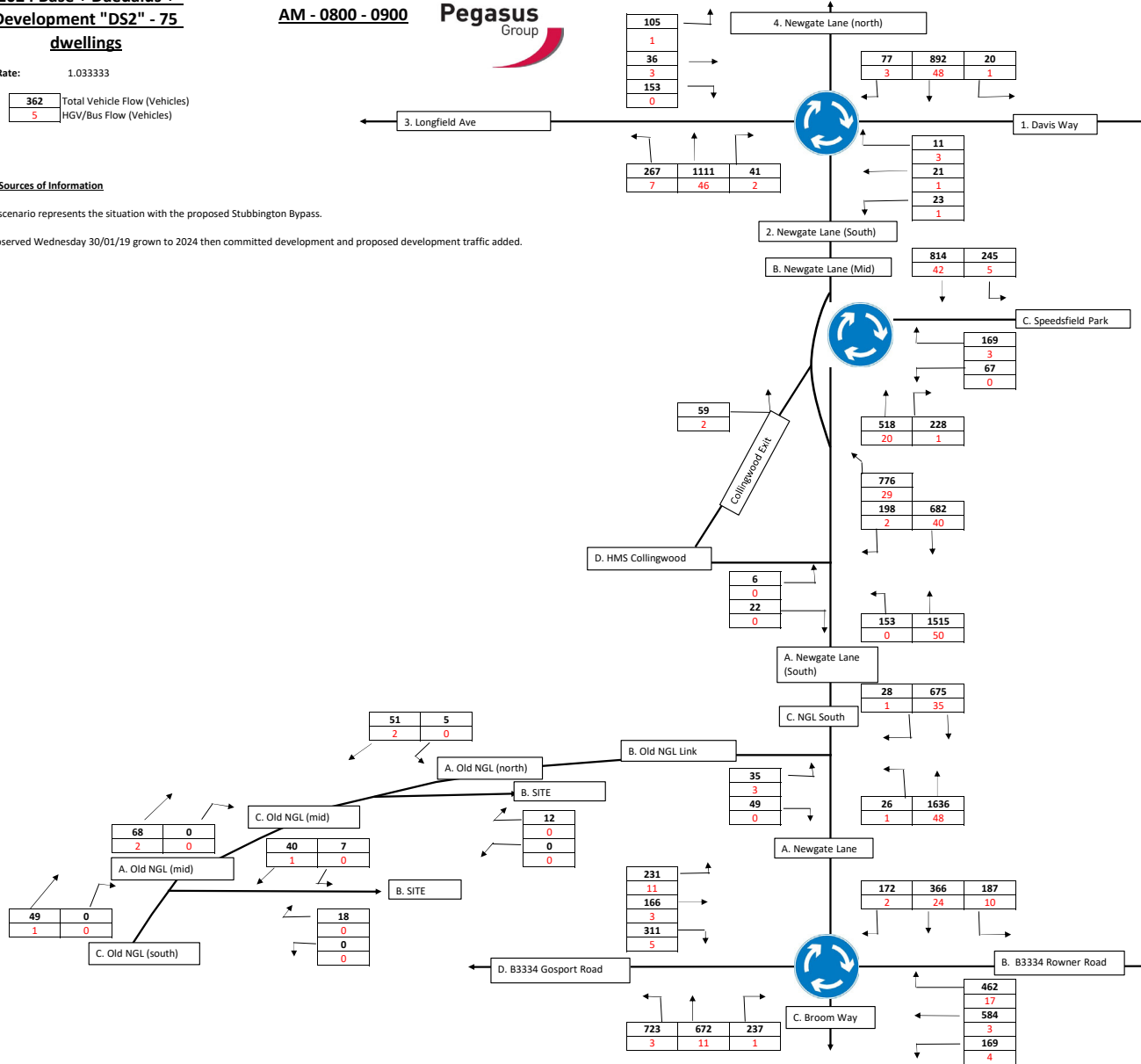
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.

AM - 0800 - 0900



**2024 Base + Daedalus +
Development "DS2" - 75
dwellings**

Growth Rate: 1.0348


Key:

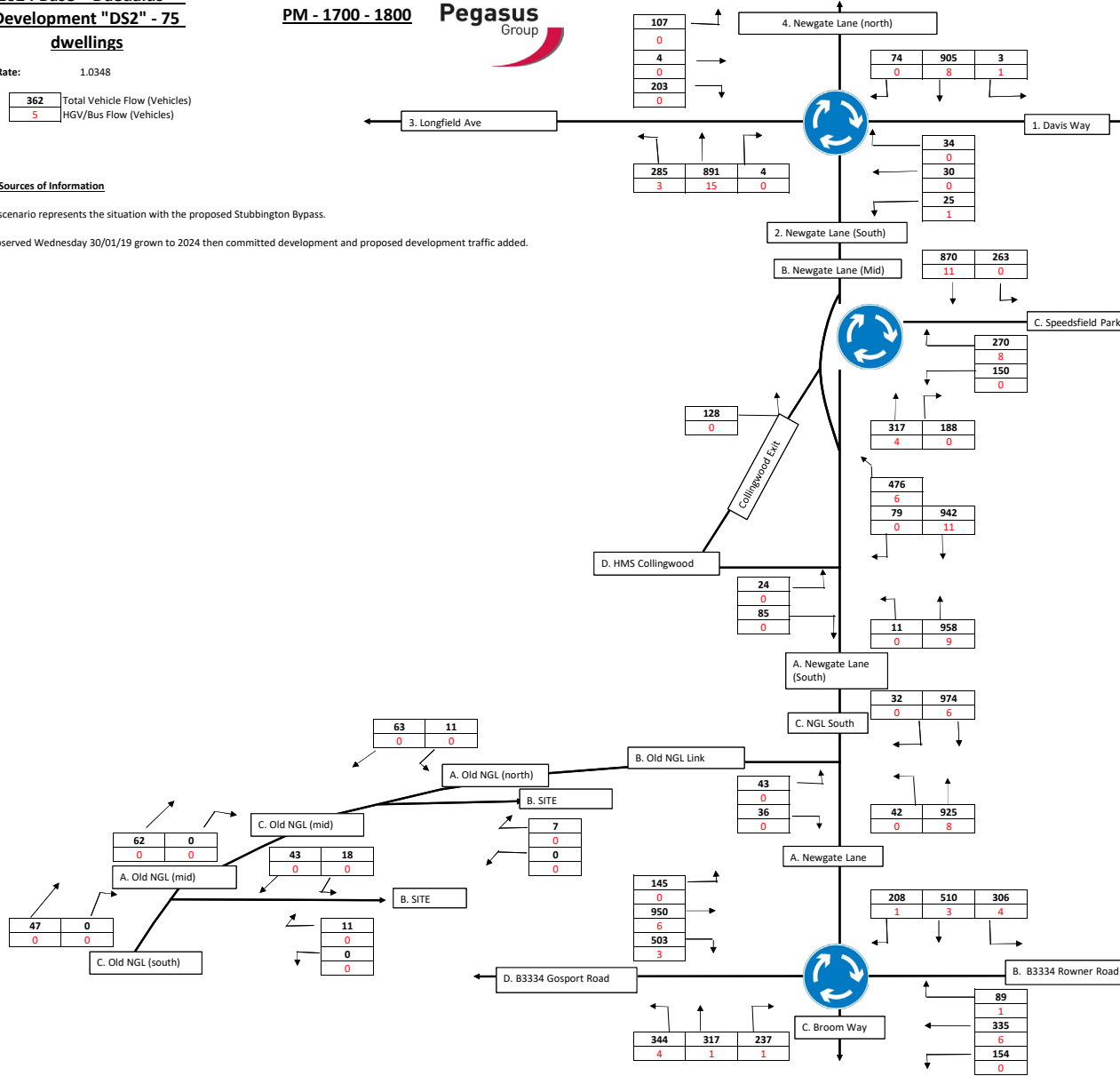
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.

PM - 1700 - 1800 



**2024 Base + Daedalus +
Development "DS2" - 115
dwellings**

Growth Rate: 1.033333

Key:

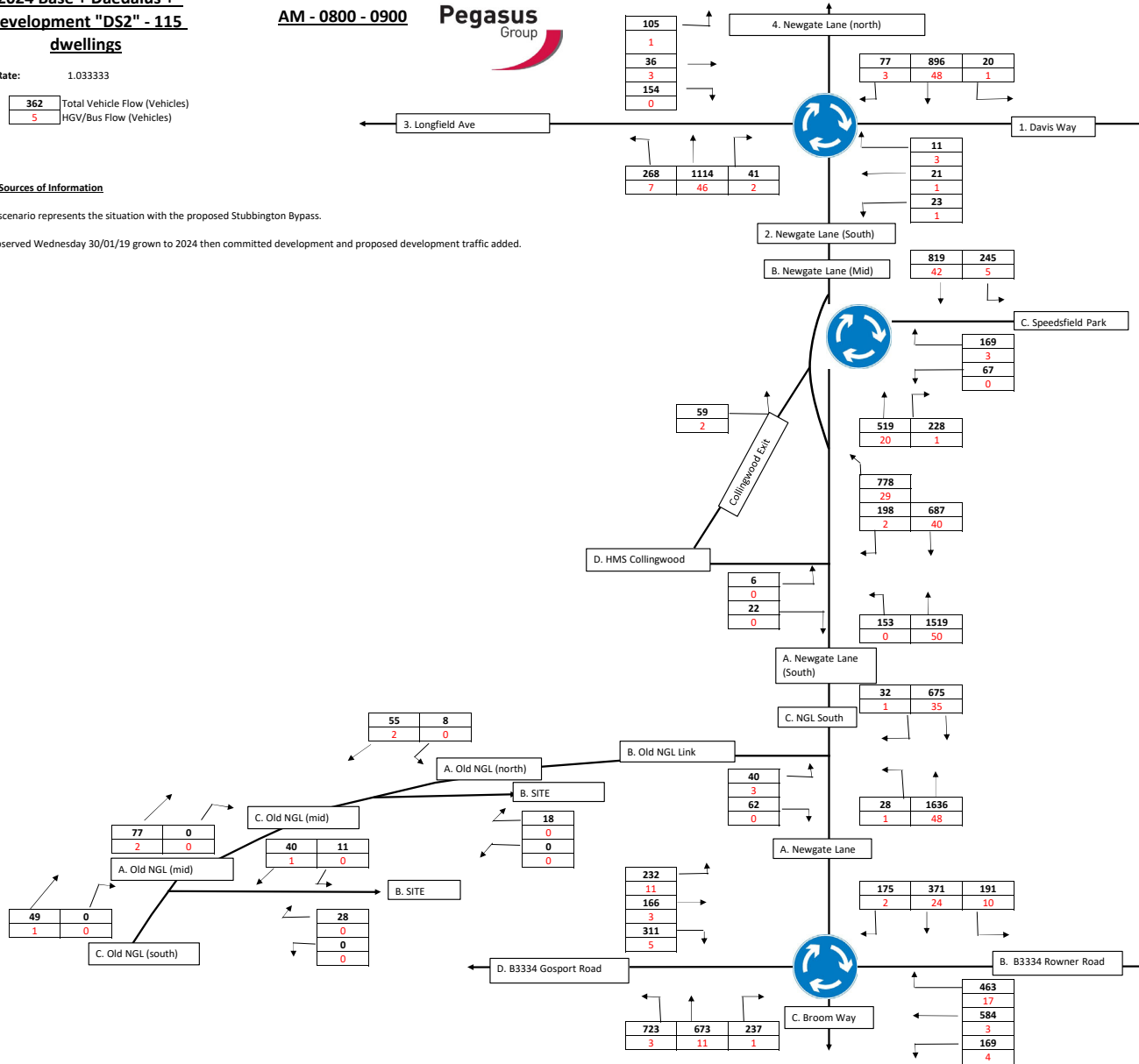
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.

AM - 0800 - 0900



**2024 Base + Daedalus +
Development "DS2" - 115
dwellings**

Growth Rate: 1.0348

Key:

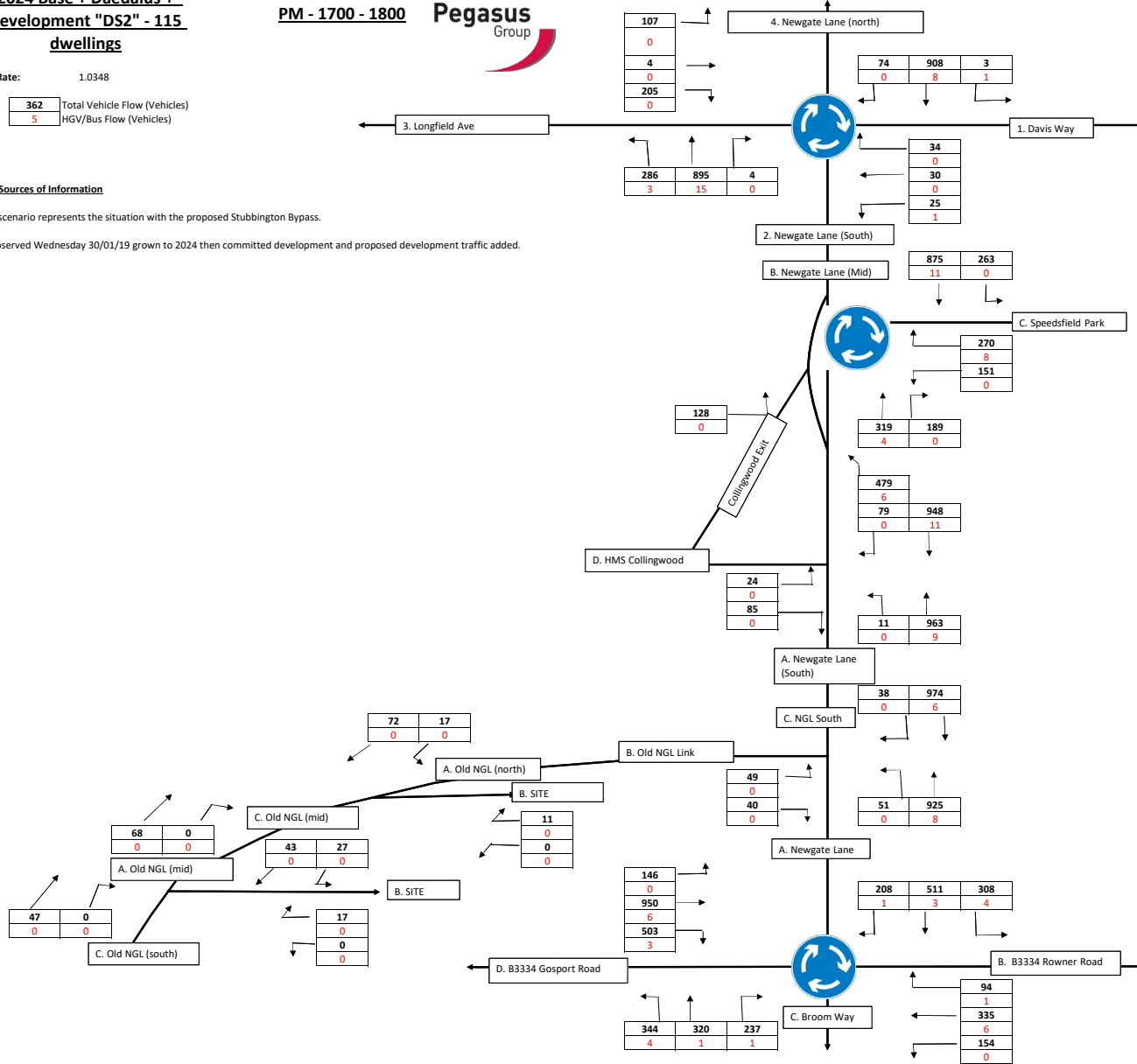
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.

PM - 1700 - 1800 **Pegasus Group**



**2024 Base + Daedalus +
Development "DS2" - 190
dwellings**

Growth Rate: 1.033333

Key:

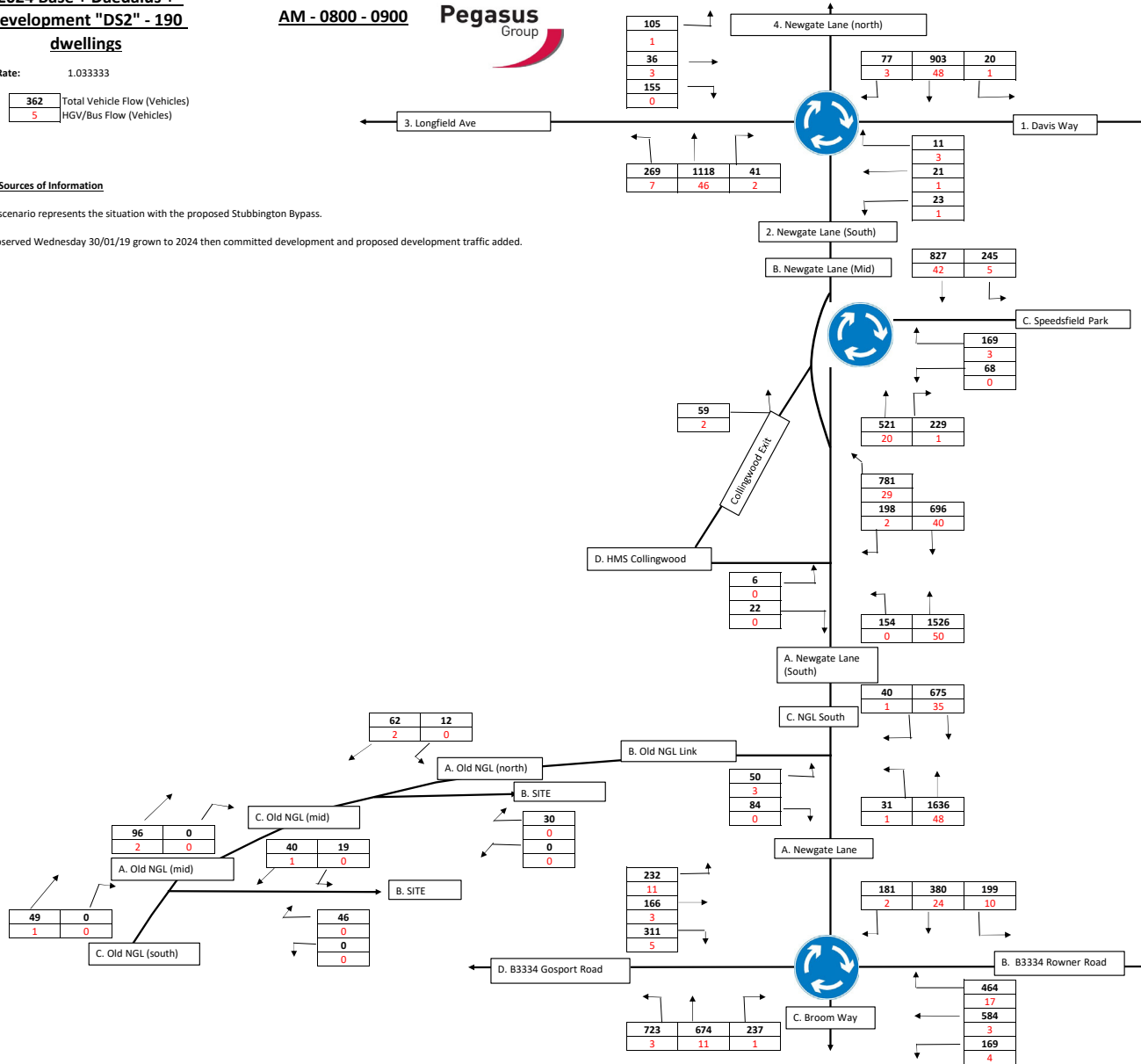
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.

AM - 0800 - 0900



**2024 Base + Daedalus +
Development "DS2" - 190
dwellings**

Growth Rate: 1.0348

Key:

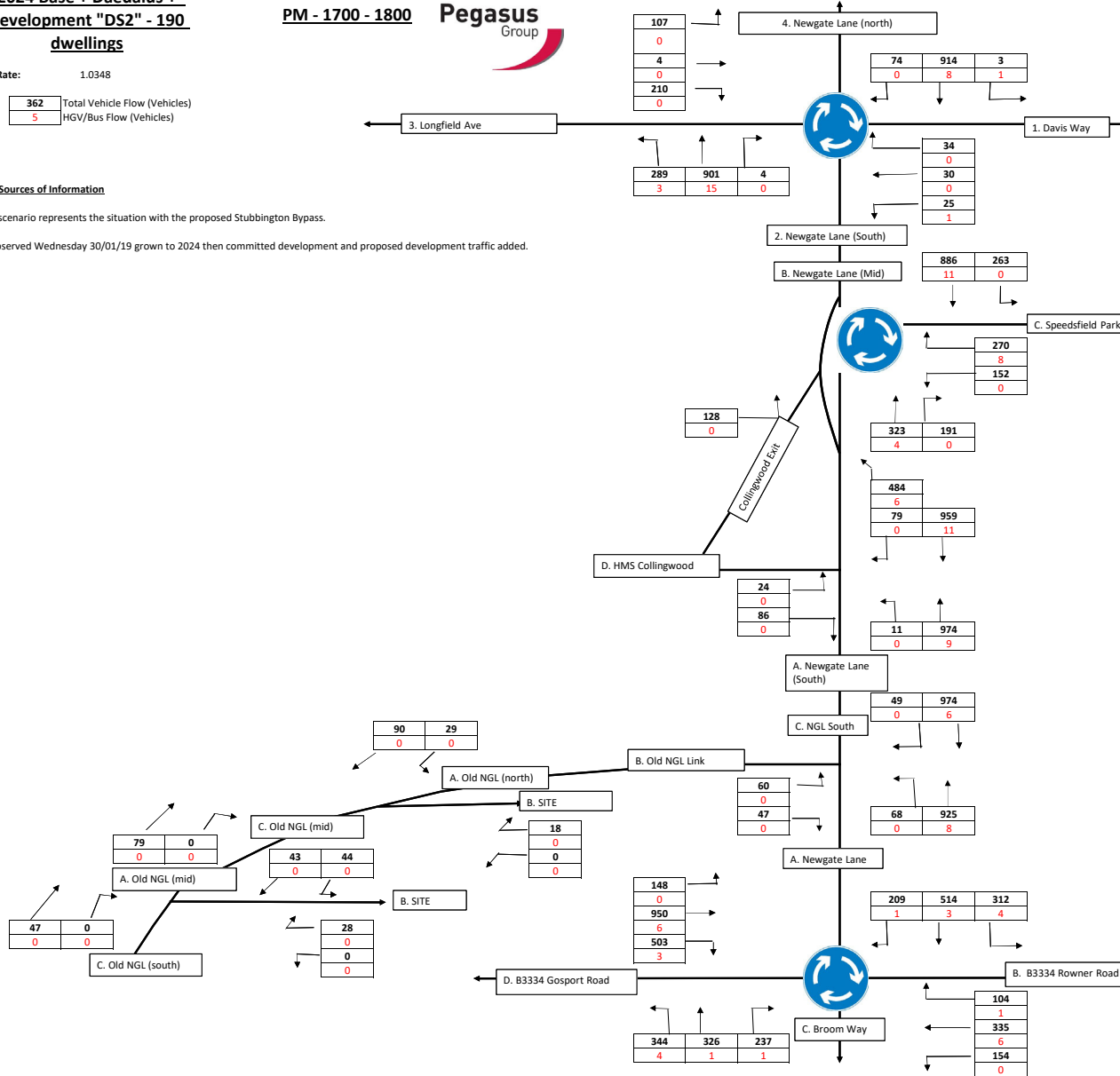
362	Total Vehicle Flow (Vehicles)
5	HGV/Bus Flow (Vehicles)

Notes & Sources of Information

The DS2 scenario represents the situation with the proposed Stubbington Bypass.

Traffic observed Wednesday 30/01/19 grown to 2024 then committed development and proposed development traffic added.

PM - 1700 - 1800 **Pegasus Group**



Northern Site - 75 dwellings

ACTUAL

AM	A	B	C
A	0	22	1637
B	26	0	32
C	886	35	0

PCU

AM	A	B	C
A	0	23.8	1646.2
B	25.9	0	35.6
C	901.7	42.2	0

PCU

AM	A	B	C
A	0	1.081818	1.00562
B	0.996154	0	1.1125
C	1.01772	1.205714	0

ACTUAL

PM	A	B	C
A	0	16	939
B	24	0	27
C	1668	30	0

PCU

PM	A	B	C
A	0	16	940.3
B	23.4	0	28.2
C	1662.2	31.3	0

PCU

PM	A	B	C
A	0	1	1.001384
B	0.975	0	1.044444
C	0.996523	1.043333	0

AM 75 Dwellings ACTUAL

	A	B	C
A	0	26	1636
B	49	0	35
C	675	28	0

AM 75 Dwellings PCUs

	A	B	C
A	0	28	1645
B	49	0	39
C	687	34	0

- Arm A** Newgate Lane East Northbound
- Arm B** Old Newgate Lane
- Arm C** Newgate Lane East Southbound

PM 75 Dwellings ACTUAL

	A	B	C
A	0	42	925
B	36	0	43
C	974	32	0

PM 75 Dwellings PCUs

	A	B	C
A	0	42	926
B	35	0	45
C	971	33	0

Southern Site - 115 dwellings

ACTUAL

AM	A	B	C
A	0	22	1637
B	26	0	32
C	886	35	0

ACTUAL

PM	A	B	C
A	0	16	939
B	24	0	27
C	1668	30	0

AM 115 Dwellings ACTUAL

	A	B	C
A	0	28	1636
B	62	0	40
C	675	32	0

PM 115 Dwellings ACTUAL

	A	B	C
A	0	51	925
B	40	0	49
C	974	38	0

PCU

AM	A	B	C
A	0	23.8	1646.2
B	25.9	0	35.6
C	901.7	42.2	0

PCU

PM	A	B	C
A	0	16	940.3
B	23.4	0	28.2
C	1662.2	31.3	0

AM 115 Dwellings PCUs

	A	B	C
A	0	30	1645
B	62	0	45
C	687	39	0

PM 115 Dwellings PCUs

	A	B	C
A	0	51	926
B	39	0	51
C	971	40	0

PCU

AM	A	B	C
A		1.081818	1.00562
B	0.996154		1.1125
C	1.01772	1.205714	

PCU

PM	A	B	C
A		1	1.001384
B	0.975		1.044444
C	0.996523	1.043333	

- Arm A** Newgate Lane East Northbound
- Arm B** Old Newgate Lane
- Arm C** Newgate Lane East Southbound

Cumulative - 190 dwellings

ACTUAL

AM	A	B	C
A	0	22	1637
B	26	0	32
C	886	35	0

PCU

AM	A	B	C
A	0	23.8	1646.2
B	25.9	0	35.6
C	901.7	42.2	0

PCU

AM	A	B	C
A		1.081818	1.00562
B	0.996154		1.1125
C	1.01772	1.205714	

ACTUAL

PM	A	B	C
A	0	16	939
B	24	0	27
C	1668	30	0

PCU

PM	A	B	C
A	0	16	940.3
B	23.4	0	28.2
C	1662.2	31.3	0

PCU

PM	A	B	C
A		1	1.001384
B	0.975		1.044444
C	0.996523	1.043333	

AM 190 Dwellings ACTUAL

	A	B	C
A	0	31	1636
B	84	0	50
C	675	40	0

AM 190 Dwellings PCUs

	A	B	C
A	0	34	1645
B	84	0	56
C	687	48	0

- Arm A** Newgate Lane East Northbound
- Arm B** Old Newgate Lane
- Arm C** Newgate Lane East Southbound

PM 190 Dwellings ACTUAL

	A	B	C
A	0	68	925
B	47	0	60
C	974	49	0

PM 190 Dwellings PCUs

	A	B	C
A	0	68	926
B	46	0	63
C	971	51	0