
NEWGATE LANE EAST
Brockers Lane
(Path)
Fulmar Walk
FB
Glenwood
Hawthorn
Lodge
8
7
1
2
81
61
55
53
51
1
1

DRAWINGS

5.5m WIDE ACCESS ROAD - TURNING HEAD TO BE PROVIDED IF REMAINING PRIVATE

TSRGD SIGN NO.615 AND 615.1

INDICATIVE RPZ

R45.0m CENTRELINE RADIUS

IMPROVED PEDESTRIAN CROSSING

3.0m

1.8m WIDE FOOTWAY

EXISTING PARKING RETAINED AND RESURFACED

CARRIAGEWAY SURFACING, DRAINAGE AND STREET LIGHTING TO BE ADDRESSED AT DETAILED DESIGN STAGE

EXISTING PEDESTRIAN CROSSING TO BE UPGRADED

TSRGD SIGN NO. 811 AND 811.1

CYCLEWAY GIVE WAY MARKINGS WITH DROPPED KERB FOR CYCLISTS TO JOIN CARRIAGEWAY AND CORDUROY PAVING ON FOOTWAY

STAGGERED BARRIERS ON CYCLEWAY

EXTENT OF BROOKERS LANE WORKS BY HCC FROM TOPOGRAPHIC SURVEY

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

KEY:

EXTENTS OF HIGHWAY BOUNDARY

FAREHAM BOROUGH COUNCIL / GOSPORT BOROUGH COUNCIL BOUNDARY

SCALE BAR @ 1:500

0 5 10 25 50

FORWARD VISIBILITY

43m FORWARD VISIBILITY

SCALE BAR @ 1:1000

0 10 25 50 100

REFUSE VEHICLE ENTERING THE SITE

SCALE BAR @ 1:1000

0 10 25 50 100

VISIBILITY TO / FROM JUNCTION

2.0m x 43m VISIBILITY SPLAY TO BE ADOPTED IF REQUIRED BY HCC

43m FORWARD VISIBILITY

SCALE BAR @ 1:1000

0 10 25 50 100

REFUSE VEHICLE EXITING THE SITE

SCALE BAR @ 1:1000

0 10 25 50 100

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

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REV	DATE	BY	DESCRIPTION	CHK	APD
C	18.11.19	MC	TEXTUAL CHANGES	SJ	SJ
B	14.10.19	MC	ARRANGEMENT UPDATED TO INCORPORATE STAGE 1 RSA COMMENTS	SJ	SJ
A	14.08.19	MC	SHADING ADDED	SJ	SJ

STATUS: FOR INFORMATION

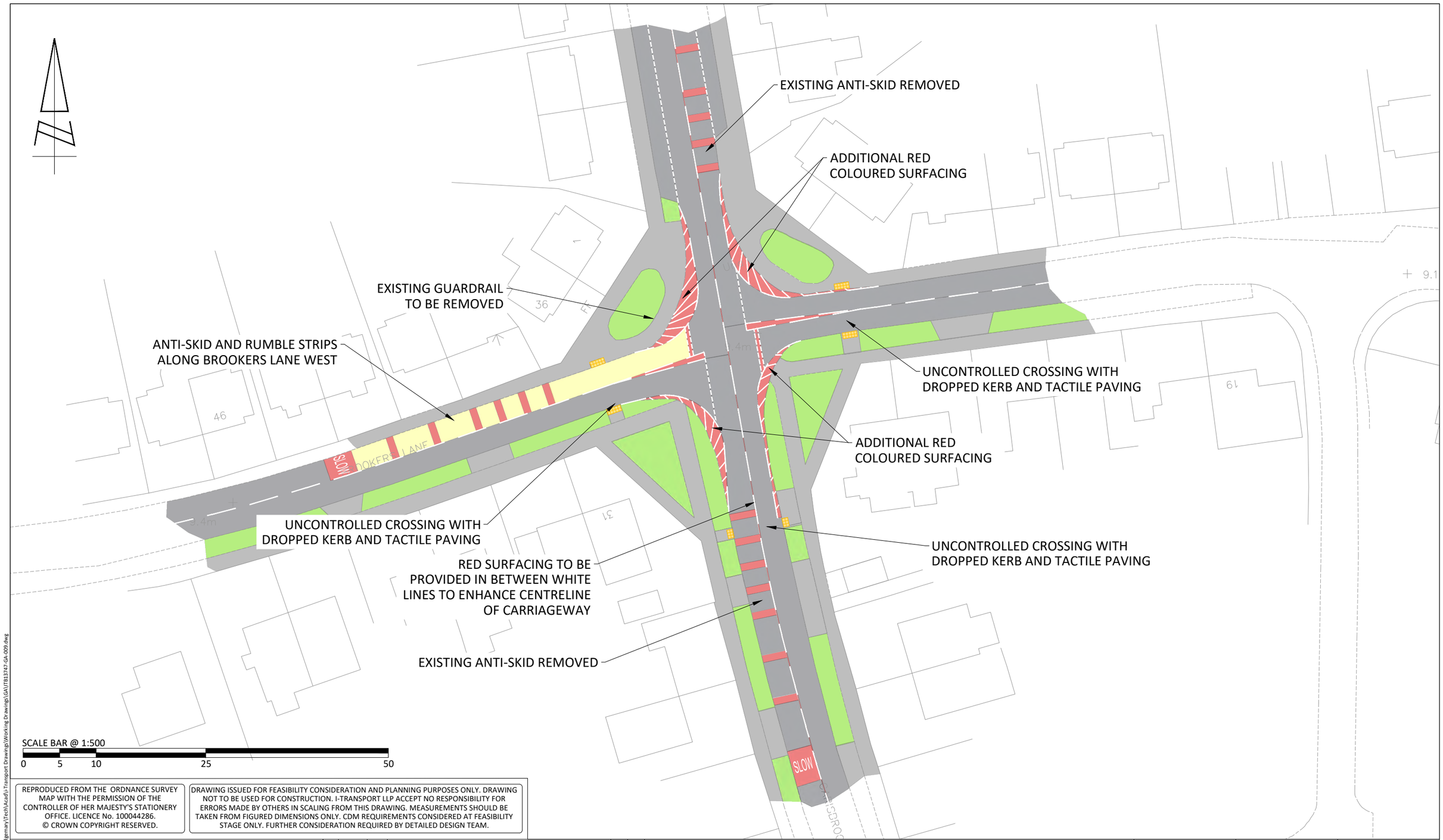
TITLE: PROPOSED SITE ACCESS ARRANGEMENTS

PROJECT: LAND WEST OF BRIDGEMARY, FAREHAM

CLIENT: BARGATE HOMES

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A3:	DATE:
ITB13747	AS SHOWN	12.08.19
DRAWING No:		REV:
ITB13747-GA-004		C

T:\Projects\13000 Series\13747\TB Land at Brookers Lane Bridgemary\Tech\Acad\i-Transport Drawings\Working Drawing\GA\ITB13747-GA-004C.dwg



SCALE BAR @ 1:500

0 5 10 25 50

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: POTENTIAL ENHANCEMENT SCHEME TO BROOKERS LANE / TUKES AVENUE

PROJECT: LAND WEST OF BRIDGEMARY, FAREHAM

CLIENT: BARGATE HOMES

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A3:	DATE:
ITB13747	1:500	31.10.19
DRAWING No:		REV:
ITB13747-GA-009		-

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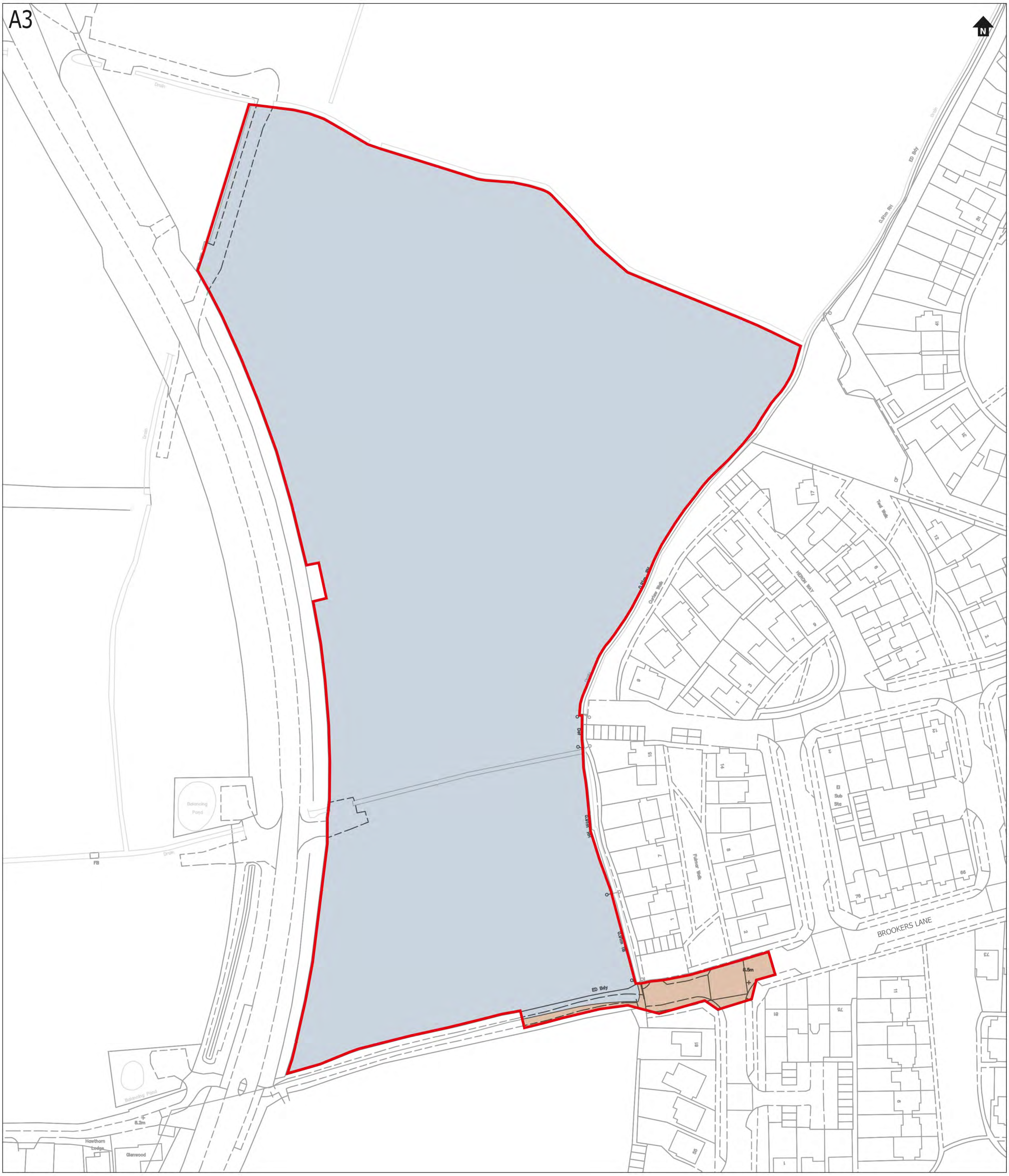

NOTES

 Contractors, Sub-contractors and suppliers are to check all relevant dimensions and levels of the site and building before commencing any shop drawings or building work. Any discrepancies should be recorded to the Architect. Where applicable this drawing is to be read in conjunction with the Consultants' drawings.

KEY

- Proposed development site
- Land within Fareham Borough
- Land within Gosport Borough

REV	DESCRIPTION	DATE	AUTHOR	CHK'D
A	HCC CPO land deducted. Colours to identify boroughs added.	15/11/19	BA	-
B	Site boundary and borough boundary updated	19/11/19	BA	-
C	OS copyright information updated	19/11/19	BA	-
D	Highway land incorporated into boundary.	20/11/19	BA	-

0 50m 100m
(1:1250)

Urban & Landscape Design

Southampton Office
The Pavilion, Botleigh Grange Office Campus, Hedge End, Southampton, SO30 2AF
t: 02382 022 800 w: www.wyg.com

PROJECT
Newgate Lane South
Fareham
For: Bargate Homes

DRAWING
Site Location Plan - 01

SCALE	DATE	AUTHOR	CHK'D
1:1250 @ A3	28/08/19	BA	TM

JOB NO.	DRAWING NO.	REV
A097690	SLP-01	D

A3

N

BROOKERS LANE

HERON WAY

Teal Walk

Curlew Walk

Palmer Walk

Balancing Pond

Hawthorn Lodge

Glenwood

0 50m 100m

(1:1250)

NOTES

REV	DESCRIPTION	DATE	AUTHOR	CHK'D

KEY

Proposed development site

Urban & Landscape Design

Southampton Office
The Pavilion, Botleigh Grange Office Campus, Hedge End, Southampton, SO30 2AF
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PROJECT
Newgate Lane South
Fareham
For: Bargate Homes

DRAWING
Site Location Plan - 02

SCALE	DATE	AUTHOR	CHK'D
1:1250 @ A3	21/11/19	BA	-

JOB NO.	DRAWING NO.	REV
A097690	SLP-02	-

A2

BALANCE OF ALLOCATION

POTENTIAL PEDESTRIAN LINKS TO FUTURE DEVELOPMENT

POTENTIAL PEDESTRIAN LINKS TO FUTURE DEVELOPMENT

FEATURE TREES

POTENTIAL PEDESTRIAN LINKS TO FUTURE DEVELOPMENT

PETTYCOT CRESCENT

ALLOTMENT GARDENS

PATHWAYS THROUGH GREEN OPEN SPACES

NEWGATE LANE EAST

SUSTAINABLE DRAINAGE FEATURE

PLAY AREA WITHIN GREEN CORRIDOR

LEAP

CROSSING POINT

RETAINED HEDGEROW AND DITCH

Balancing Pond

Drain

FB

SUSTAINABLE DRAINAGE FEATURE

BUS STOP

Balancing Pond

HERON WAY

PATHWAYS THROUGH GREEN OPEN SPACES

HERON WAY

POTENTIAL PEDESTRIAN LINK

NEW PLANTING TO ENHANCE BOUNDARY VEGETATION

BROOKERS LANE

PRIMARY ACCESS

BROOKERS LANE FOOTPATH

PEDESTRIAN LINKS TO SPORTS PITCHES

WOODCOTE LANE

Minhaven

Hawthorn Lodge

Glenwood

BROOKERS FIELDS SPORTS PITCHES

NOTES

REV	DESCRIPTION	DATE	AUTHOR	CHK'D
A	Pinch point added adjacent to Play Area	10/10/19	BA	-
B	Site boundary updated	15/11/19	BA	-
C	Site boundary updated	21/11/19	BA	-

KEY

- Site boundary
- Primary access
- Pedestrian link

N

0 50m 100m

(1:1000)

Urban & Landscape Design

Southampton Office
The Pavilion, Botleigh Grange Office Campus, Hedge End, Southampton, SO30 2AF
t: 02382 022 800 w: www.wyg.com

PROJECT
Newgate Lane East
Fareham
For: Bargate Homes

DRAWING
Concept Masterplan - 01

SCALE	DATE	AUTHOR	CHK'D
1:1000 @ A2	16/09/19	BA	-

JOB NO.	DRAWING NO.	REV
A097690-2	CMP-01	C

APPENDIX A. TA Scoping Note (Ref: ITB13747-003 R)

Land at Brookers Lane, Fareham

Transport Assessment Scoping Note

Client: Bargate Homes

i-Transport Ref: SJ/GT/ITB13747-003

Date: 20 August 2019

Land at Brookers Lane, Fareham

Transport Assessment Scoping Note

Client: Bargate Homes

i-Transport Ref: SJ/GT/ITB13747-003

Date: 20 August 2019

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB13747-003	For Issue	20/08/2019	GT	SJ

File Ref: T:\Projects\13000 Series\13747ITB Land at Brookers Lane Bridgemary\Admin\Report and Tech Notes\ITB13747-003 Scoping Note.docx

Contents

Figures

Drawings

Appendices

SECTION 1 Introduction

1.1.1 i-Transport LLP has been appointed by Bargate Homes to provide highway and transport advice in relation to the proposed development of 85 affordable (i.e. no private market housing) dwellings on land to the north of Brookers Lane, Fareham. The site forms part of the wider development site which is identified for development in the draft Fareham Borough Council (FBC) Local Plan. Brookers Lane forms the southern boundary of the site whilst existing residential development forms the eastern boundary of the site and the B3385 Newgate Lane East forms the western boundary. An extract of the draft WYG site location plan (drawing SLP-01) is shown in **Image 1.1** and **Appendix A.**

Image 1.1: Site Location Plan Extract

Source: Draft WYG drawing SLP-01

1.2 Purpose

1.2.1 This Transport Assessment (TA) Scoping Note sets out the scope and methodology of a TA to assess the impact of the proposed development on land north of Brookers Lane. The Scoping Note is for discussion and agreement with Hampshire County Council (HCC) who are the local highway authority. It is intended to submit an Outline Planning Application later this year.

1.3 Scope and Structure

1.3.1 The remainder of this note follows the same proposed structure as the TA:

- Section 2 sets out the relevant national and local transport policies;
- Section 3 reviews the existing transport conditions in the vicinity of the site;
- Section 4 summarises the development proposal, including the proposed site access arrangements;
- Section 5 sets out the proposed measures for promoting sustainable transport;
- Section 6 sets out the traffic parameters to assess the impact of the development proposal on the local highway network; and
- Section 7 provides a summary of this note.

SECTION 2 Policy Context

2.1.1 The TA will review and summarise the following national and local policy:

- National Policy:
  - National Planning Policy Framework (NPPF); and
  - National Planning Practice Guidance (NPPG);
- Local Policy:
  - Fareham Borough Local Plan Part 1 – Core Strategy (August 2011);
  - Draft Fareham Borough Local Plan;
  - Fareham Local Development Framework: Residential Car and Cycle Parking Standards (SPD) (November 2009);
  - Hampshire County Council's Local Transport Plan 3 April 2013); and
  - Fareham District Transport Statement.

2.1.2 This review will provide the context for assessing the development proposal in transport and highway terms.

SECTION 3 Existing Conditions

3.1.1 This section of the TA will describe the existing transport conditions in the vicinity of the site, including opportunities for walking, cycling and public transport.

3.2 Walking and Cycling

Walking

3.2.1 A detailed review of the existing walking and cycling provision within the vicinity of the site will be set out in the TA and will consider the quality of the routes. Existing footways are provided on both sides of the Brookers Lane to the east of the site. These footways provide a continuous connection from the site towards the bus stops located on Tukes Avenue and towards the local services and facilities in the area.

3.2.2 At the Brookers Lane / Tukes Avenue crossroads (east of the site), dropped kerb crossings are provided across all arms of the junction, facilitating safe pedestrian movements across the junction. Due to the residential nature of the surrounding area, there are continuous wide, and street lit footways provided on at least one side of the carriageway. This provides a safe pedestrian route to the local services and facilities within Bridgemary.

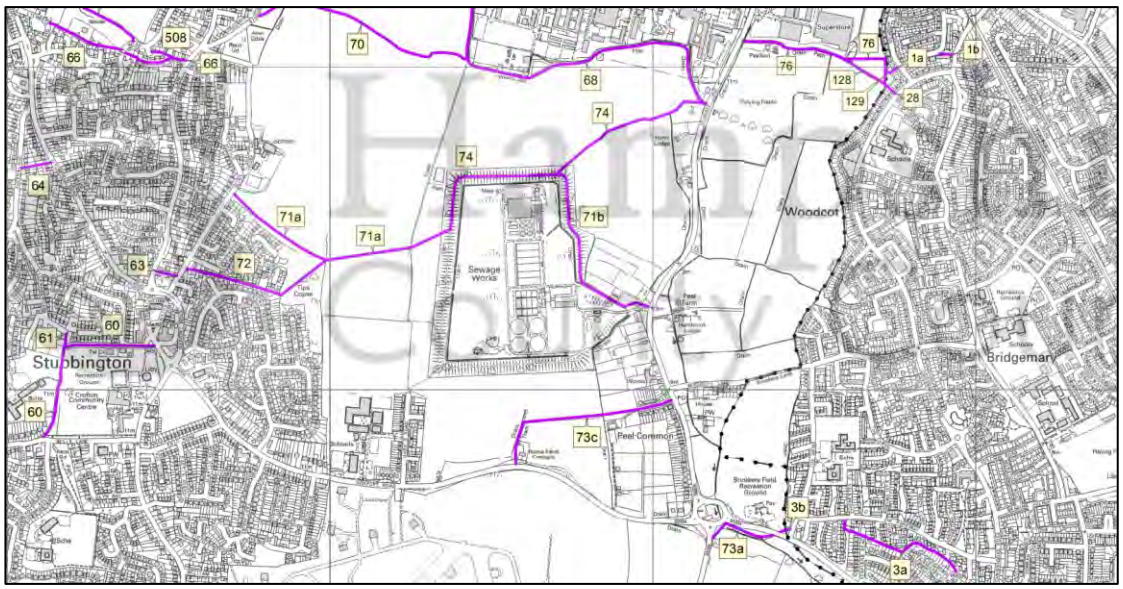
3.2.3 To the south of the site, The Drive aligns north to south and has wide street lit footways on both sides of the carriageway towards the B3334 Rowner Road. Dropped kerb crossings are provided across all of the minor roads to aid safe pedestrian movements.

3.2.4 A review of the existing walking and cycling provision in the vicinity of the site will be set out in the TA and will consider the quality of the routes.

Public Rights of Way (PROW)

3.2.5 There is a network of PROW located within the vicinity of the site and an extract of the PROW Map for Hampshire is provided in **Image 3.1**.

Image 3.1: Hampshire PROW Map



Source: Hampshire County Council

3.2.6 To the west of the site, Footpath 73c can be accessed via Woodcote Lane which provides an alternative access to Gosport Road which routes east to west towards Stubbington. Footpath 71b can be accessed via Newgate Lane which offers another route towards Stubbington via Footpaths 74, 71a and 72.

3.2.7 Brookers Lane has also recently been improved as part of the realigned Newgate Lane South road scheme and now provides a 3m width footway / cycleway along the southern boundary of the site, across Newgate Lane where it connects to Woodcote Lane as shown on **Image 3.2**.

Image 3.2: Brookers Lane / Woodcote Lane footway cycleway

Source: i-Transport site photograph

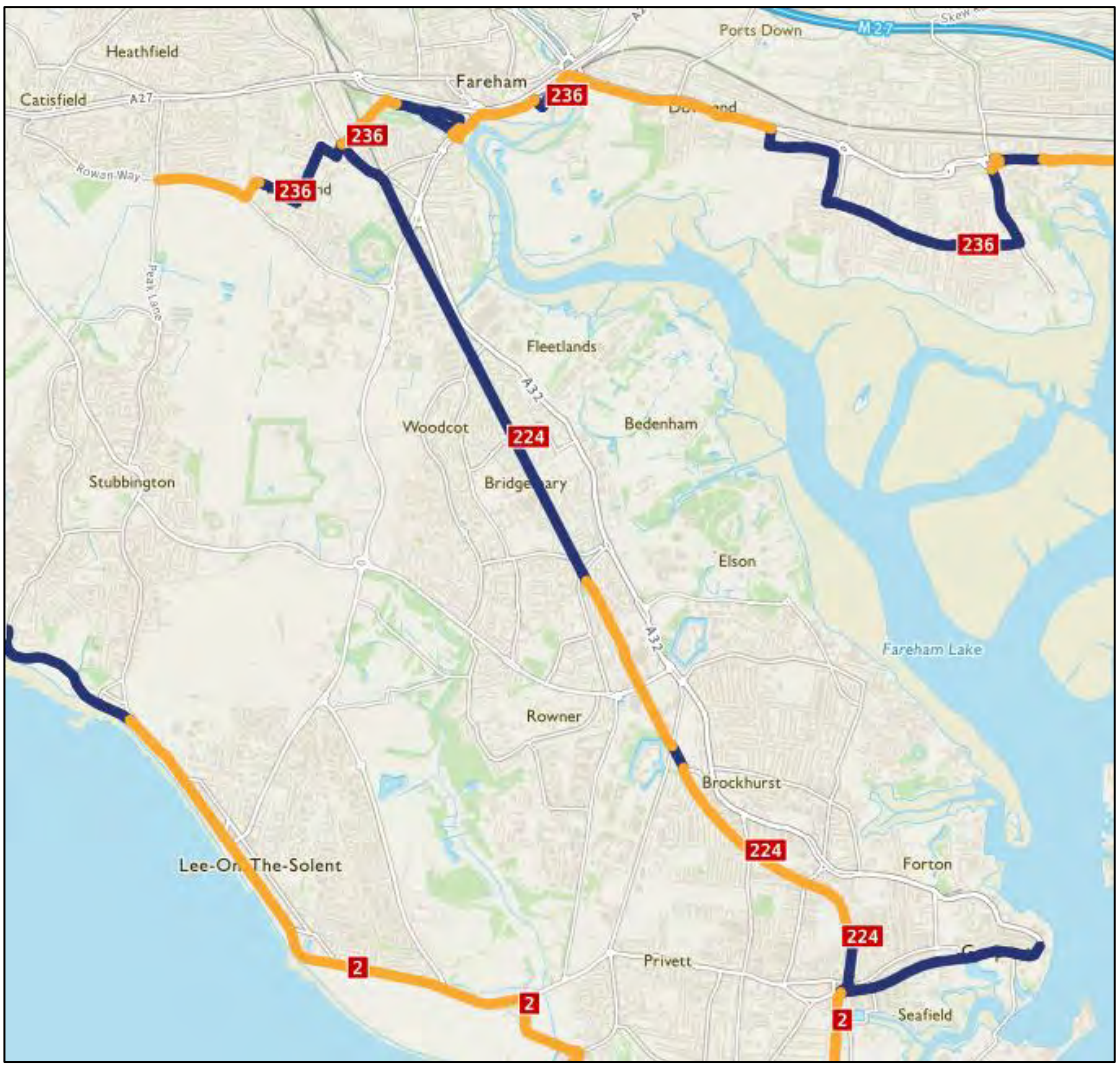
Cycling

3.2.8 Beyond the new cycleway from Newgate Lane to Brookers Lane, there are currently no other designated cycling facilities provided in Brookers Lane or The Drive, however they are residential in nature and are subject to a 30mph speed limit. This provides a slow speed and low traffic flow environment which will be attractive for on-carriageway cycling as evidenced by a series of existing road signs from Wych Lane.

3.2.9 To the south of the site, a shared pedestrian / cycleway is provided on the northern side of the B3334 Rowner Road which routes east towards Rowner. To the west of The Drive, a shared pedestrian cycleway routes west towards Peel Common Roundabout with Toucan Crossings provided on all arms. To the west of Peel Common Roundabout, a shared pedestrian / cycleway is provided on the southern side of the B3334 Gosport Road which extends into Stubbington.

3.2.10 In addition to this, National Cycle Network (NCN) Route 224 is located to the east of the site and routes north to south through Bridgemary. NCN 224 provides a mix of trafficked and traffic free routes through Bridgemary towards Gosport to the south-east via NCN Route 2 and Fareham to the north via NCN route 236. An extract of the National Cycle Network Map is shown in **Image 3.3.**

Image 3.3: National Cycle Network Map Extract



Source: ordnancesurvey.co.uk

3.3 Public Transport

3.3.1 A review of local bus services will also be set out. This will include consideration of the proximity of the bus stops, the frequency and the origins / destinations served. The closest bus stops to the site are situated on Newgate Lane East circa 140m west of the site. Further bus stops are located on Tukes Avenue (circa 460m east), B3334 Rowner Road (circa 600m south) and Gregson Avenue (circa 710m east).

3.3.2 In addition, the E1/E2 Eclipse BRT service can be accessed from Henry Cort Way which is a circa 1.7km (1 mile) walk from the site. The BRT provides over 10 buses an hour from these stops. **Table 3.1** summarises the details of all these services.

Table 3.1: Bus Route and Frequencies

Stop	Service	Route	Service Frequency		
			Mon-Fri	Saturdays	Sundays
Newgate Lane East	21	Fareham – Peel Common – Stubbington – Hill Head	One service every 1-2 hours	One service every 2 hours	-
Tukes Avenue	9 / 9a	Fareham – Bridgemary – Rowner - Gosport	1-2 services per hour	1-2 services per hour	Hourly service
Rowner Road	193	Gosport – Itchen College	Daily service	-	-
Gregson Avenue	10	Fareham – Bridgemary – Brockhurst - Gosport	One service every 1-2 hours	-	-
Henry Cort Way	BRT E1/E2	Fareham – Bridgemary - Gosport	10 services per hour in each direction	8 services per hour in each direction	4 services per hour in each direction

Source: Traveline

3.3.3 Fareham rail station is located 4.9km north from the site and is accessible via bus routes 9 and 21. **Table 3.2** summarises the details of some key rail journeys to which are likely to be made by future residents and this will be explored further within the TA.

Table 3.2: Key Rail Destinations – Fareham

Destination	Typical Weekday Frequency		Average Journey Duration
	Peak	Off Peak	
Portsmouth and Southsea	3-4 services per hour	3 services per hour	23 minutes
Portsmouth Harbour	3 services per hour	2 services per hour	28 minutes
Southampton Central	3-5 services per hour	4 services per hour	28 minutes
London Waterloo	2 services per hour*	Hourly service*	1 hour 43 minutes

Source: National Rail

*More services available which require 1 change

3.4 Local Highway Network

3.4.1 The existing conditions on the local highway network surrounding the site will be reviewed and the scope of the review will include the area covered by the traffic surveys and beyond.

Traffic Surveys

3.4.2 Existing traffic flows have been recorded through a Manual Classified Counts (MCC) at the Brookers Lane / The Drive junction in April 2018 during the morning and evening peak periods.

3.4.3 In addition, seven-day Automatic Traffic Count (ATC) surveys have been undertaken during April 2018 along Brookers Lane to capture vehicle flows and speeds. The baseline traffic flows are illustrated in **Figures TF1 and TF2**.

Personal Injury Accident Data

3.4.4 The TA will include a review of the Personal Injury Accident (PIA) data records in the vicinity of the site for the latest available five-year period. The extent of the study area is presented in **Image 3.4.**

Image 3.4: Extent of Accident Data Review

Source: Google Maps

SECTION 4 Development Proposal

4.1 Overview

4.1.1 This section of the TA will provide details of the proposed development and access arrangements. Information will also be provided on the proposed parking and servicing provision. The proposed development consists of 85 dwellings (entirely affordable i.e. no private market housing).

4.2 Site Access Arrangements

4.2.1 Vehicular along with pedestrian and cycle access will be achieved from Brookers Lane. The site access will be in the form of an extension to Brookers Lane with footways provided on either side of the access to connect with the existing footway provision along Brookers Lane.

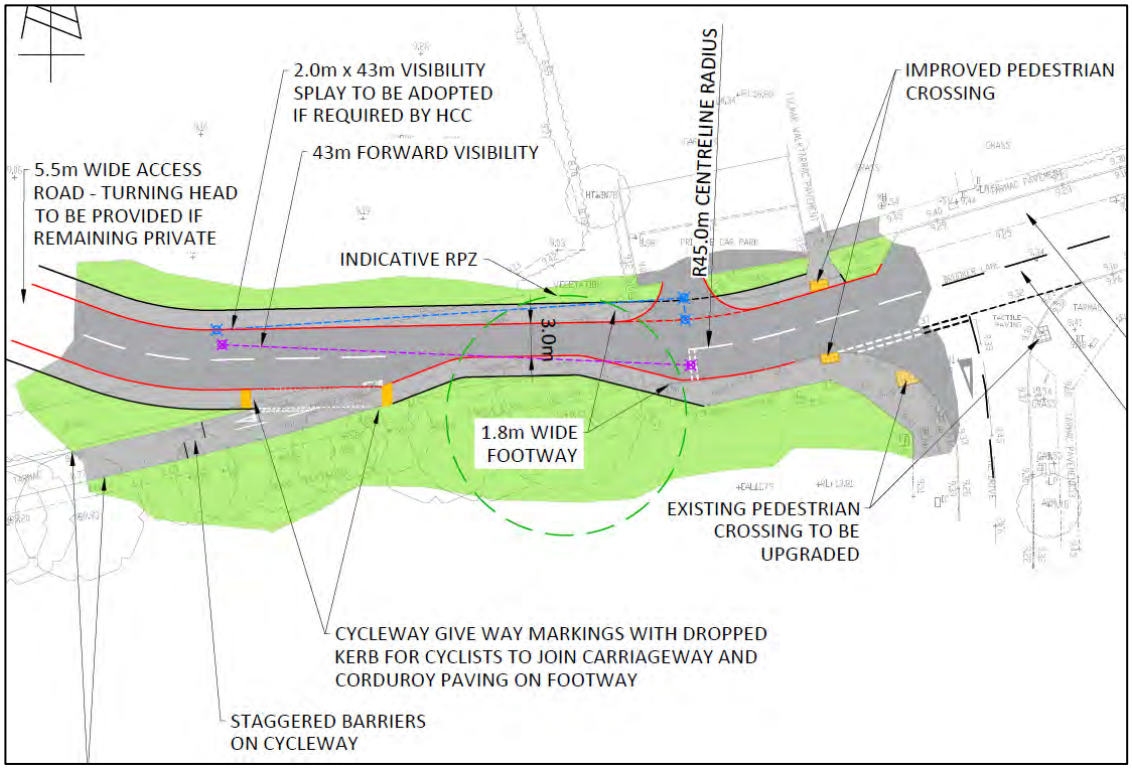
4.2.2 The provision of an access from Brookers Lane has previously been deemed technically deliverable by HCC, but since that agreement the site access arrangement has been updated following Pre-Application engagement with FBC and others which identified a concern that the alignment agreed with HCC may lead to high speeds into/out of the site. In addition, arboriculture input has now been provided and there is concern over the impact of the previous design on a good quality Oak tree just south of Brookers Lane.

4.2.3 The design has now been revised and now involves:

- A narrower section of new vehicle carriageway;
- Greater provision in favour of pedestrians above vehicles (Ref: MfS User Hierarchy **Table 3.2**) – thus addressing other comments have had in pre-app on the previous design;
- A carefully designed road into the site in a way which limits incursion into the Root Protection Area (RPA); and
- The creation of a slow speed entrance to the development.

4.2.4 The proposed site access design is shown in **Drawing ITB13747-GA-004 Rev A** and is extracted at **Image 4.1**.

Image 4.1: Proposed site access



Source: Extract of drawing ITB13747-004 Rev A

4.2.5 The proposed access is designed to Manual for Streets standards with suitable visibility achievable in accordance with the posted speed limit along Brookers Lane. The scheme has also been the subject of swept path analysis for an 11.2m refuse vehicle passing an estate car and will be subject to a Stage 1 Road Safety Audit which will be provided as part of the planning application.

4.2.6 A site meeting involving the HCC Highways Development Planning, Engineering Consultancy and Arboriculture officers is requested so that the detail of the scheme can be explained and appreciated more clearly.

4.3 Site Layout and Parking Provision

4.3.1 A site layout will be prepared to accompany the outline planning application. The internal roads will be designed in accordance with the principles of Manual for Streets and built to an adoptable standard, albeit they are likely to remain private. The TA will describe and demonstrate the suitability of the proposed street layout, including providing swept path analysis to demonstrate service vehicles, refuse vehicles and fire tenders can manoeuvre safely within the site.

4.3.2 Car and cycle parking will be provided in accordance with FBC parking standards. Whilst this level of detail will be dealt with during a Reserved Matters planning application, the TA will demonstrate how sufficient and satisfactory parking will be provided as a statement of intent.

SECTION 5 Promoting Sustainable Transport

5.1 Overview

5.1.1 The TA will provide a review of the accessibility of the proposed development by walking, cycling and public transport to local services and facilities, including education, health, employment, leisure and retail.

5.1.2 The National Travel Survey (2017) identifies the vast majority (81%) of trips are undertaken on foot for journeys up to one mile. The data also shows that approximately 30% of journeys between one and two miles (3.2km) will be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to two miles.

5.1.3 The 1.6km distance is reflected in the Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) which states:

> ***"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."***

5.1.4 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking.

5.1.5 Paragraph 2.3 of the Design Manual for Roads and Bridges TD91/05 "Provision for Non-Motorised Users" states:

> ***"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances".***

5.1.6 On this basis, the accessibility of the site will be considered against the following walking distances:

- 1,600m - a distance where most people (circa 80%) will walk; and
- 3,200m – i.e. the distance within which a significant proportion (circa one-third) of journeys will be on foot.

5.1.7 Paragraph 1.5.1 of the DfT Document LTN 02/08 Cycle Infrastructure Design discusses typical cycle trip distances and states that local highway networks are primarily for local journeys and many utility cycle journeys are under three miles (4.8km) although for commuter journeys a trip distance of 5 miles (8km) is not uncommon.

5.1.8 DMRB TA 91/05 "Provision for Non-Motorised Users" paragraph 2.11 states:

> ***"Cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances. As well as being a mode of transport in its own right, cycling frequently forms part of a journey in combination with cars and public transport."***

5.1.9 A cycling distance of up to around 5km (3 miles) therefore offers the greatest potential to replace cars trips and is therefore a "reasonable" cycling distance although a number of cycle journeys may be longer at 8km (5 miles). Cycling also frequently forms part of a longer journey in combination with public transport.

5.2 Accessibility

5.2.1 The TA will identify the location of key local facilities and will investigate routes to reach the facilities by walking, cycling and public transport.

5.2.2 An initial assessment of the proximity of the site to local facilities has been carried out and is presented at **Table 5.1**.

Table 5.1: Local Facilities and Services

Purpose	Destination	Distance (m)	Walking Journey Time	Cycling Journey Time
Employment	HMS Collingwood	1200	14	5
	Newgate Lane Industrial Estate	1700	20	6
	Solent Enterprises Zone	1900	23	7
	Gosport Business Centre	2300	27	9
	Fareham Business Park	2400	29	9
	Frater Gate Business Park	2700	32	10
	Vector Aerospace	2700	32	10
Education	Peel Common Junior School	600	7	2
	Peel Common Nursery	900	11	3

Purpose	Destination	Distance (m)	Walking Journey Time	Cycling Journey Time
	Holbrook Primary School	900	11	3
	Badger Pre-School	1100	13	4
	Woodcot Primary School	1400	17	5
Retail	Tukes Avenue Shops	950	11	4
	Carisbrooke Precinct	1200	14	5
	Nobes Avenue Local Centre	1300	15	5
	Collingwood Retail Park	1400	17	5
	Speedfields Park	1400	17	5
	Brewers Lane Stores	1800	21	7
	Stubbington Village Centre	2700	32	10
Leisure	Brookers Field Recreation Ground	240	3	1
	Carisbrooke Arms Public House	1100	13	4
	Lee-On-The-Solent Golf Club	1500	18	6
	Bridgemary Library	1600	19	6
	Fleetlands Golf Club	1900	23	7
	Bridgemary Park	2000	24	8
	Fleetlands Football Club	2300	27	9
	Gosport Leisure Centre	3000	36	11
Healthcare	Bridgemary Medical Centre	1300	15	5
	Rowner Health Care	2000	24	8
	Fareham Road Surgery	2100	25	8

Source: Consultant's Estimates

5.2.3 **Table 5.1** shows the site is well located to a range of local services and facilities. The TA is expected to demonstrate that, because of the site's location in relation to local facilities and the opportunities that are offered to travel by sustainable means, the proposed development complies with the NPPF in this regard and that in transport terms the site can be considered to be a sustainable development.

5.3 Walking and Cycling

5.3.1 The TA will investigate the pedestrian and cycle network in the vicinity of the site and will identify any improvements required to achieve good pedestrian and cycle connectivity between the site and key local off-site destinations.

5.4 Public Transport

5.4.1 The TA will assess the adequacy of the existing public transport facilities and services to serve the users of the site to reach destinations further afield, and will if necessary, identify any improvements required.

SECTION 6 Traffic Impact

6.1 Introduction

6.1.1 This section identifies the traffic parameters and approach that will be used to assess the traffic impact of the proposed development on the local highway network.

6.2 Trip Generation

6.2.1 The TRICS database has been used to calculate the potential traffic generation of the proposed development. The trip rates have been obtained using the following parameters:

- Region – all of England (excluding Greater London);
- Size relevance – developments between 25 and 150 dwellings;
- Time period – surveys for the last 8-year period (start date 01/01/2011);
- Location relevance – surveys in 'suburban' / 'edge of town' locations only; and
- Date relevance – surveys undertaken during a week-day.

6.2.2 The trip rates derived are for affordable houses as the proposed development is for 85 entirely affordable dwellings (i.e. no private market housing). A summary of the proposed vehicular trip rates is presented in **Table 6.1** and the full TRICS output is presented in **Appendix B**.

Table 6.1: Vehicular Trip Rate – Proposed Residential Development

Time	Morning Peak			Evening Peak		
	In	Out	Total	In	Out	Total
Affordable (per dwelling)	0.160	0.280	0.440	0.290	0.207	0.497
85 Dwellings	13	24	37	25	18	43

Source: TRICS

6.2.3 **Table 6.1** demonstrates the proposed development is expected to generate 37 two-way vehicle movements during the morning peak period and 43 two-way vehicle movements during the evening peak period. This equates to circa one movement every one to two minutes.

6.3 Traffic Distribution and Assignment

6.3.1 To distribute the development generated traffic onto the local highway network, the Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys and non-work trips have been considered by a gravity model.

6.3.2 The likely journey purpose for the generated car driver peak hour trips has been determined using data derived from the National Travel Survey (NTS) 2017 (DFT), the proportion of the peak hour trips by journey purpose by car is presented in **Table 6.2**.

Table 6.2: Proportion of Peak Hour Trips by Journey (Car Driver Only)

Trip Purpose	AM Peak (0800-0900)	PM Peak (1700-1800)
Commuting / Business	40%	45%
All Other Journey Purposes	60%	55%
Total	100%	100%

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2010/15, National Travel Survey, DfT, 2017

6.3.3 The data set out above has been used to distribute the generated traffic. For the purpose of this assessment, the analysis has been undertaken on the basis that 45% of the total vehicular trips generated by the development will be for employment journeys and the remaining 55% of the vehicle journeys will be for all other purposes for both the morning and evening peak hour periods.

Commuting Journeys

6.3.4 Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys. The data for the residents of Gosport 001 mid-layer super output area (MSOA) has been used, which comprises the proposed development site and the surrounding residential area. The analysis is summarised in **Table 6.3**.

Table 6.3: Summary of Work Trips Distribution (Travel by Car)

Destination	Percentage of Trips to Work	Percentage of All Trips
Portsmouth	6.95%	15.45%
Fareham	5.39%	11.97%
Winchester	3.85%	8.56%
Swanwick	3.50%	7.79%
Stubbington	3.09%	6.87%
Eastleigh	2.52%	5.61%
Gosport	2.31%	5.13%
Southampton	2.24%	4.98%
Bridgemary	2.14%	4.75%
Havant	1.69%	3.75%
Brockhurst	1.22%	2.71%
Clayhall	0.98%	2.19%
Lee-on-the-Solent	0.81%	1.79%
Holbrook	0.70%	1.56%
Titchfield	0.60%	1.32%
Rowner	0.58%	1.28%
Privett (Gosport)	0.57%	1.28%
Catisfield	0.43%	0.96%
Warsash	0.42%	0.93%
Other	5.00%	11.12%
Total	45.00%	100.00%

Source: Census 2011

6.3.5 The distribution of non-employment trips has been estimated using the P/T^2 gravity model. This considers destinations within a 45-minute drive time of the site to reflect the more local nature of the likely destinations of these trips.

6.3.6 The population of key urban areas (likely destination for non-employment trips) has been estimated from the 2011 Census. Journey times were then estimated using journey planning software from the Google Maps Directions facility, based on peak hour journey times.

6.3.7 A summary of the distribution of trips for non-employment journey purpose by destination is presented in **Table 6.4**.

Table 6.4: Distribution of Other Journey Purposes (Car Drivers Only)

Destination	Percentage of Trips to Work	Percentage of All Trips
Gosport	11.79%	21.44%
Stubbington	10.42%	18.95%
Lee-on-the-Solent	9.85%	17.90%
Portsmouth	6.63%	12.06%
Fareham	5.95%	10.82%
Havant	5.81%	10.57%
Eastleigh	2.48%	4.52%
Portchester	1.48%	2.69%
Swanwick	0.58%	1.05%
Total	55.00%	100.00%

Source: Census 2011

Combined Distribution

6.3.8 The traffic distribution associated with the employment and non-employment trips has been combined and the overall traffic distribution for the development traffic is summarised in **Table 6.5**.

Table 6.5: Combined Distribution (Travel by Car)

Destination	Percentage of all Trips – Work	Percentage of All Trips – Non-Work	Percentage of All Trips
Gosport	2.31%	11.79%	14.10%
Portsmouth	6.95%	6.63%	13.59%
Stubbington	3.09%	10.42%	13.51%
Fareham	5.39%	5.95%	11.34%
Lee-on-the-Solent	0.81%	9.85%	10.65%
Havant	1.69%	5.81%	7.50%
Eastleigh	2.52%	2.48%	5.01%
Swanwick	3.50%	0.58%	4.08%
Winchester	3.85%		3.85%
Southampton	2.24%		2.24%
Bridgemary	2.14%		2.14%
Portchester	0.30%	1.48%	1.79%
Brockhurst	1.22%		1.22%
Clayhall	0.98%		0.98%
Holbrook	0.70%		0.70%
Titchfield	0.60%		0.60%
Rowner	0.58%		0.58%
Privett (Gosport)	0.57%		0.57%
Catisfield	0.43%		0.43%
Other	5.12%		5.12%
Total	**45.00%**	**55.00%**	**100.00%**

Source: Census 2011

6.3.9 The traffic expected to be generated by the site (ref: **Table 6.1**) has been distributed across the local network to the destinations identified in **Table 6.5.**

6.3.10 To determine the routing of trips to these destinations, reference has been made to the Google Maps 'Directions' facility. A morning peak hour start time for journeys was utilised to ensure that peak period traffic conditions are reflected.

6.3.11 **Table 6.6** provides a summary of the assignment of development generated trips and the assigned trips are illustrated in **Figures TF3 to TF5.**

Table 6.6: Summary of Traffic Assignment

Description of Route	Routing (%)	Morning Peak Period			Evening Peak Period		
		In	Out	Two-Way	In	Out	Two-Way
East – Brookers Lane	83%	11	20	31	20	15	35
South – The Drive	17%	2	4	6	4	3	8
Total	100%	13	24	37	25	18	43

Source: Traffic Surveys, April 2018

6.3.12 Based on the above, it can be seen that 31 two-way vehicle movements route east along Brookers Lane during the morning peak period and 35 two-way vehicle movements during the evening peak period. This equates to one vehicle movement every two minutes.

6.3.13 The likely traffic impact on The Drive is expected to be around six two-way vehicle movements in the morning peak period and eight two-way movements in the evening peak period. This equates to one additional vehicle movement every eight to ten minutes.

6.4 Traffic Growth and Committed Development

6.4.1 Factors to allow for background traffic growth from 2018 (the year the traffic surveys were undertaken) to 2021 (the year of opening) have been derived using the TEMPRO software for the Gosport 001 mid-layer super output area (MSOA). On this basis, no specific Committed Developments are proposed to be considered in addition to the TEMPRO growth rates. The growth factors are summarised in **Table 6.7** and the TEMPRO calculations are provided in **Appendix C**.

Table 6.7: Growth Factors – Gosport 001 MSOA

Date Range	Morning Peak Period	Evening Peak Period
2018-2021	1.0467	1.0443

Source: TEMPRO

6.5 Junction Capacity Testing

6.5.1 Based upon the assessed assignment of development traffic, detailed junction capacity modelling is proposed at:

- The site access junction arrangement; and
- The Brookers Lane / The Drive junction.

6.5.2 The following scenarios will be assessed:

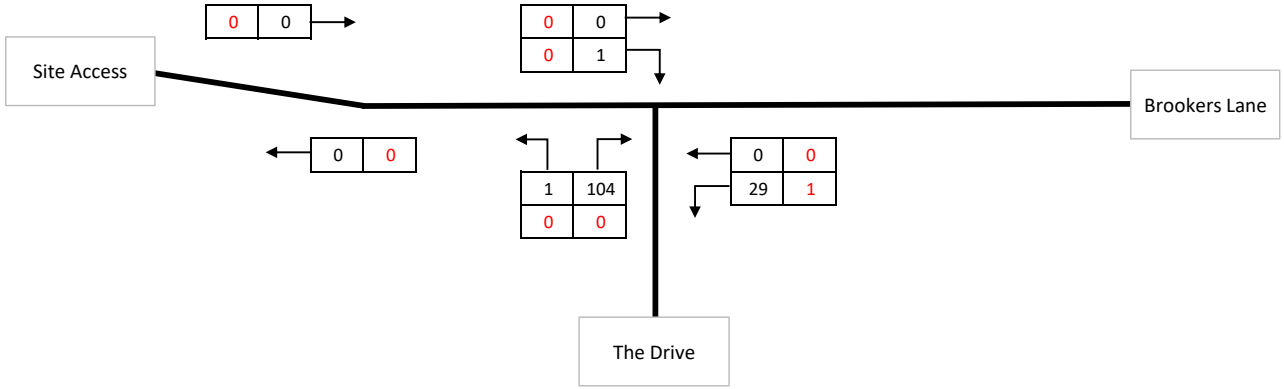
- 2019 Baseline;
- 2021 'without development' i.e. allowing for background traffic growth and any committed developments (as identified by HCC); and
- 2021 'with development', i.e. allowing for background traffic growth, committed developments and the development proposal.

SECTION 7 Summary

7.1 This Transport Assessment Scoping Report sets out the proposed methodology and parameters for a Transport Assessment to assess the transport and highways implications of the development of land to the north of Brookers Lane, Fareham.

7.2 Agreement is sought from Hampshire County Council that the parameters and suggested approach identified in this report are acceptable and that a site meeting is convened where the proposed site access arrangement can be discussed in further detail.

FIGURES



i-Transport

Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

Land at Brookers Lane, Fareham

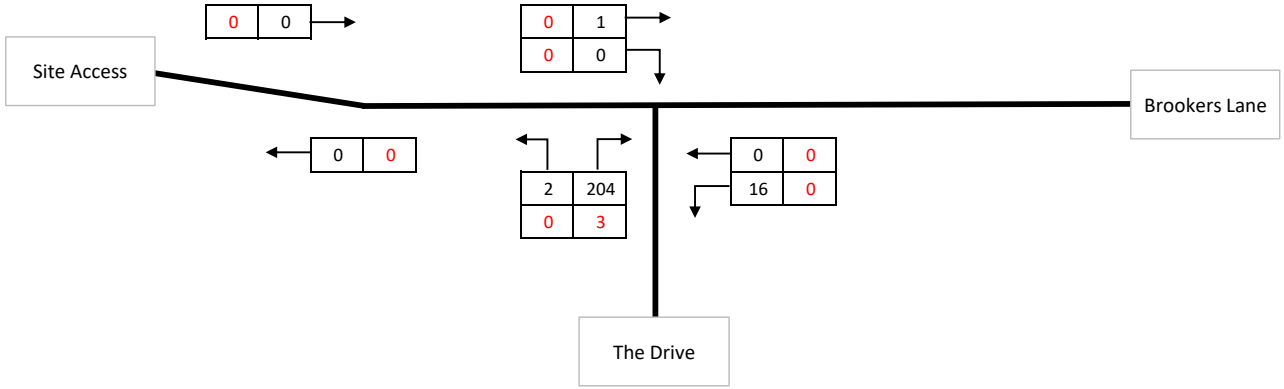
TF1

2018 AM (08:30-09:30)

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

Land at Brookers Lane, Fareham

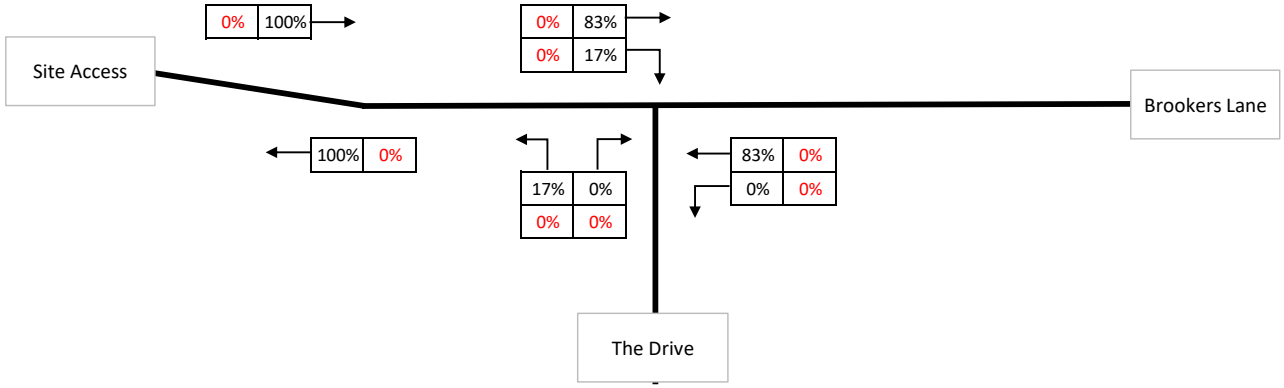
TF2

2018 PM (17:00-18:00)

KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport

Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

PROJECT TITLE

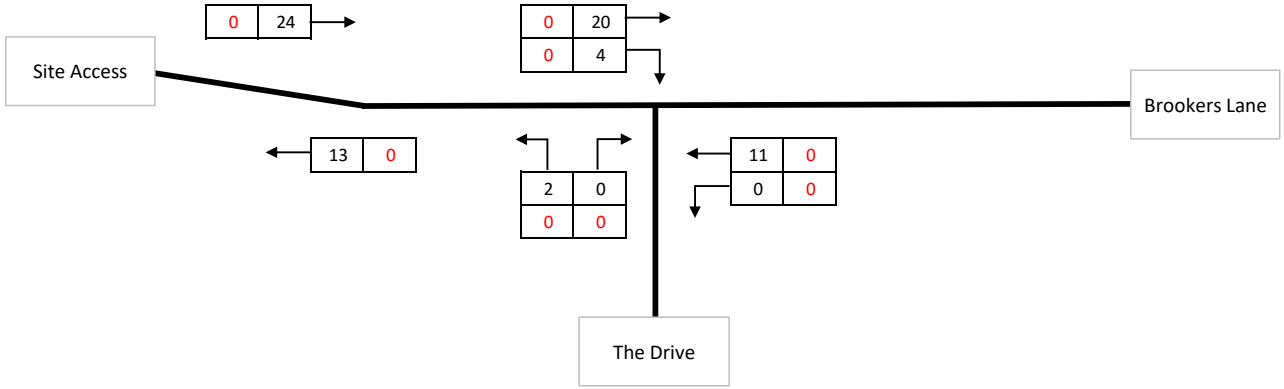
TF3

Development Distribution Two-Way

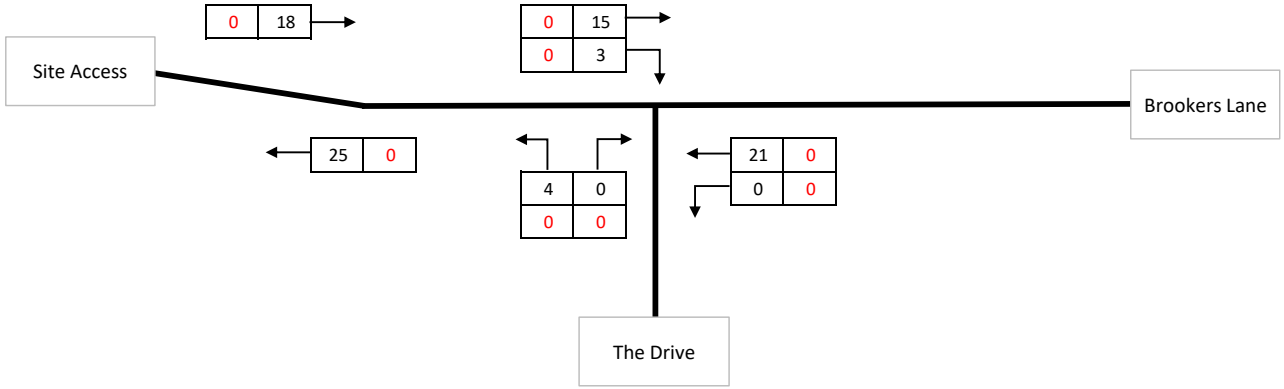
KEY

500 = TOTAL VEHICLES

25 = HGVs



i-Transport	Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG Tel: 01256 338640	KEY
Land at Brookers Lane, Fareham		500 = TOTAL VEHICLES
TF4		25 = HGVs
Dev Assign Two-Way AM		



i-Transport

Grove House, Lutyens Close,
Chineham Court, Basingstoke,
RG24 8AG
Tel: 01256 338640

Land at Brookers Lane, Fareham

TF5

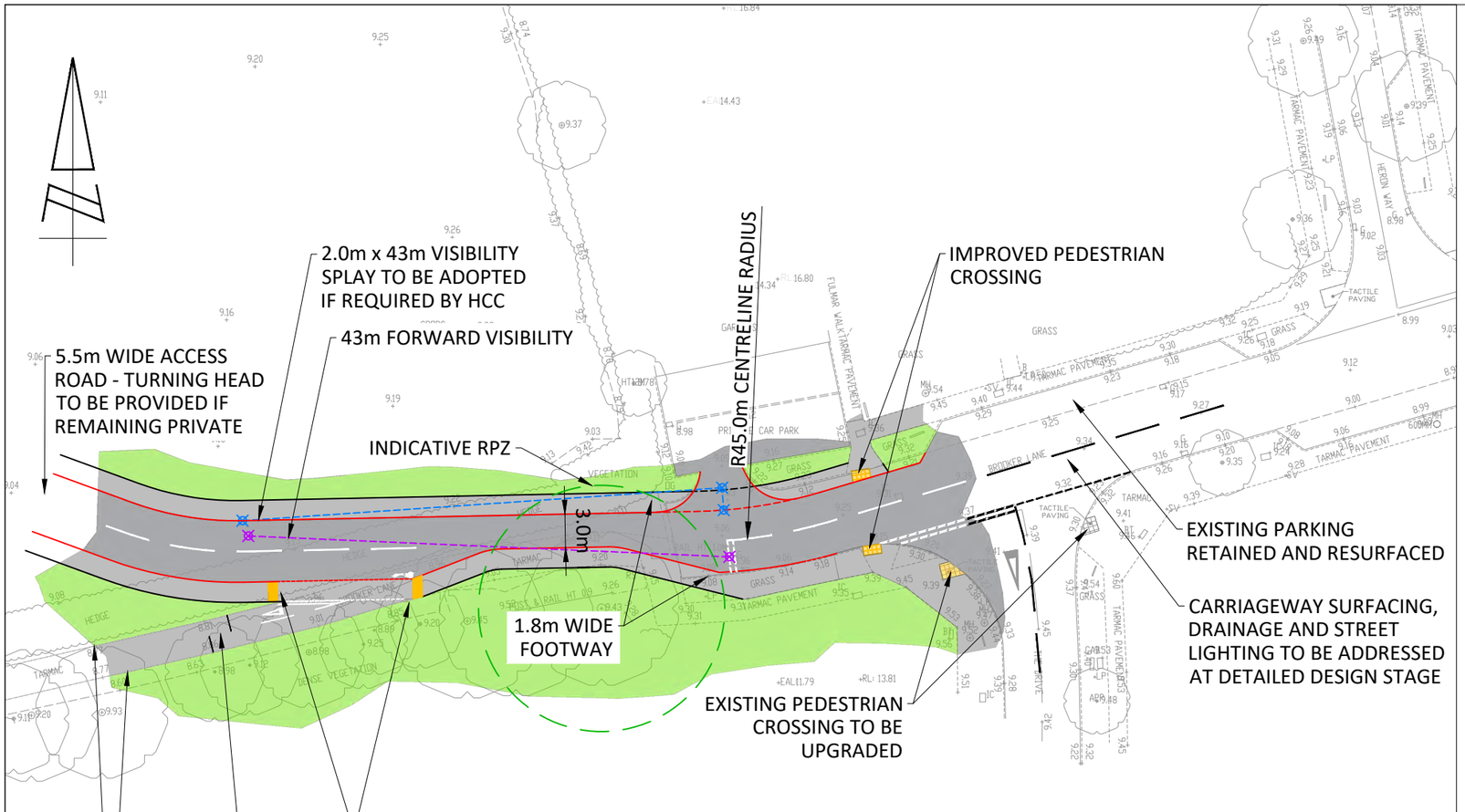
Dev Assign Two-Way PM

KEY

500 = TOTAL VEHICLES

25 = HGVs

DRAWINGS



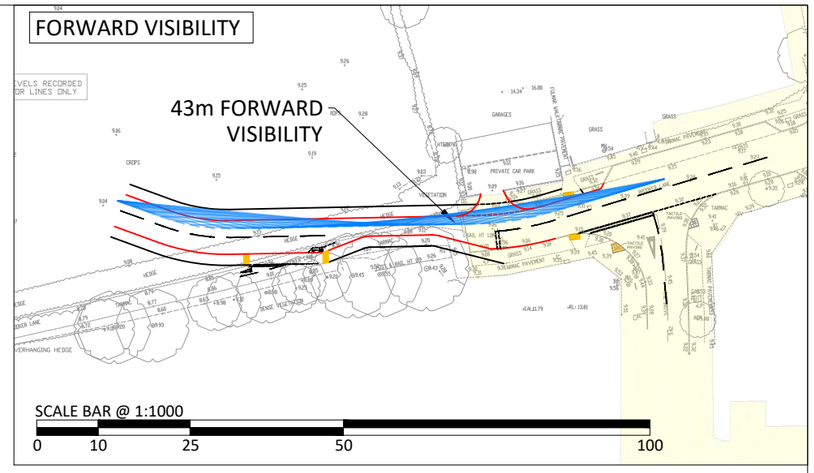
KEY:

EXTENTS OF HIGHWAY BOUNDARY

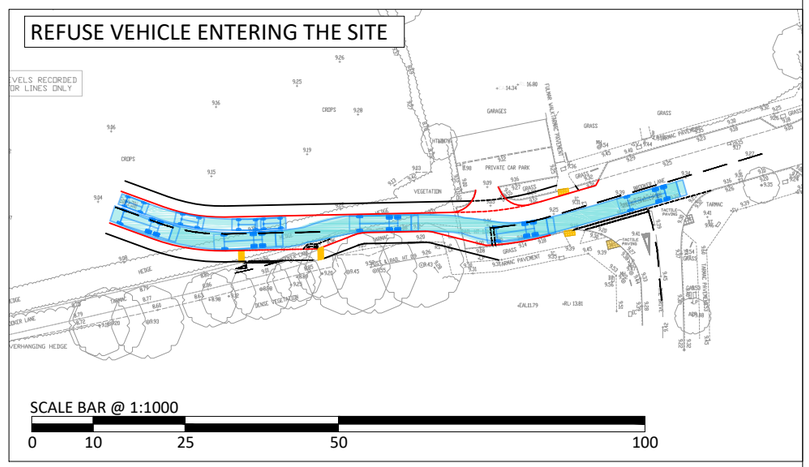
SCALE BAR @ 1:500

0 5 10 25 50

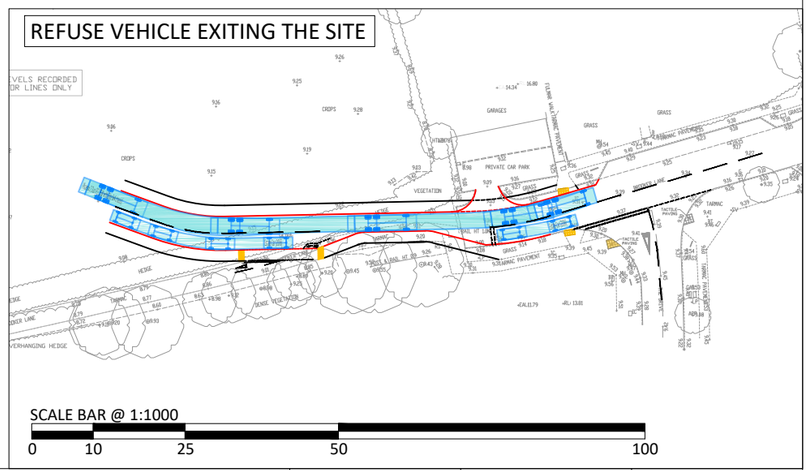
FORWARD VISIBILITY

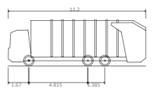


REFUSE VEHICLE ENTERING THE SITE



REFUSE VEHICLE EXITING THE SITE





Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	14.08.19	MC	SHADING ADDED	SJ	SJ

STATUS: FOR INFORMATION

TITLE: POTENTIAL SITE ACCESS ARRANGEMENTS - OPTION 2

PROJECT: LAND WEST OF BRIDGEMARY, FAREHAM

CLIENT: BARGATE HOMES

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A3:	DATE:
ITB13747	AS SHOWN	12.08.19
DRAWING No:		REV:
ITB13747-GA-004		A

T:\Projects\13000 Series\13747ITB Land at Brookers Lane Bridgemary\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB13747-GA-004A.dwg

APPENDIX A. Site Location Plan

A3

NOTES

REV	DESCRIPTION	DATE	AUTHOR	CHK'D

KEY

Site Boundary

DRAFT

Urban & Landscape Design

Southampton Office
The Pavilion, Botleigh Grange Office Campus, Hedge End, Southampton, SO30 2AF
t: 02382 022 800 w: www.wyg.com

PROJECT
Newgate Lane South
Fareham
For: Bargate Homes

DRAWING
Site Location Plan - 01

SCALE	DATE	AUTHOR	CHK'D
1:1250 @ A3	30/07/19	BA	-

JOB NO.	DRAWING NO.	REV
A097690	SLP-01	-

APPENDIX B. TRICS Output Report

Calculation Reference: AUDIT-236601-190723-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	NB	NORTHUMBERLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 29 to 97 (units:)
Range Selected by User: 25 to 150 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 13/09/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CH-03-B-01 HOUSES & FLATS CHESHIRE
WORDSWORTH CRES.
CHESTER
BLACON
Edge of Town
Residential Zone
Total Number of dwellings: 80
Survey date: MONDAY *17/11/14* *Survey Type: MANUAL*

2 GM-03-B-01 TERRACED HOUSES GREATER MANCHESTER
NEWBOLD
ROCHDALE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 43
Survey date: WEDNESDAY *21/10/15* *Survey Type: MANUAL*

3 NB-03-B-01 SEMI DET. & TERRACED NORTHUMBERLAND
WESTLEA
BEDLINGTON

Edge of Town
Residential Zone
Total Number of dwellings: 97
Survey date: MONDAY *19/11/12* *Survey Type: MANUAL*

4 WM-03-B-01 SEMI DET./TERRACED WEST MIDLANDS
YORKMINSTER DRIVE
BIRMINGHAM
CHELMSLEY WOOD
Edge of Town
Residential Zone
Total Number of dwellings: 97
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

5 WY-03-B-02 MIXED HOUSES WEST YORKSHIRE
WHITEACRE STREET
HUDDERSFIELD
DEIGHTON
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

6 WY-03-B-03 TERRACED HOUSES WEST YORKSHIRE
LINCOLN GREEN ROAD
LEEDS

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY *19/09/13* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	67	0.068	6	67	0.175	6	67	0.243
08:00 - 09:00	6	67	0.160	6	67	0.280	6	67	0.440
09:00 - 10:00	6	67	0.158	6	67	0.220	6	67	0.378
10:00 - 11:00	6	67	0.182	6	67	0.188	6	67	0.370
11:00 - 12:00	6	67	0.163	6	67	0.168	6	67	0.331
12:00 - 13:00	6	67	0.195	6	67	0.152	6	67	0.347
13:00 - 14:00	6	67	0.170	6	67	0.158	6	67	0.328
14:00 - 15:00	6	67	0.210	6	67	0.200	6	67	0.410
15:00 - 16:00	6	67	0.253	6	67	0.210	6	67	0.463
16:00 - 17:00	6	67	0.275	6	67	0.168	6	67	0.443
17:00 - 18:00	6	67	0.290	6	67	0.207	6	67	0.497
18:00 - 19:00	6	67	0.193	6	67	0.147	6	67	0.340
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.317			2.273			4.590

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	29 - 97 (units:)
Survey date date range:	01/01/11 - 13/09/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	67	0.007	6	67	0.007	6	67	0.014
08:00 - 09:00	6	67	0.007	6	67	0.007	6	67	0.014
09:00 - 10:00	6	67	0.018	6	67	0.013	6	67	0.031
10:00 - 11:00	6	67	0.020	6	67	0.025	6	67	0.045
11:00 - 12:00	6	67	0.010	6	67	0.013	6	67	0.023
12:00 - 13:00	6	67	0.013	6	67	0.010	6	67	0.023
13:00 - 14:00	6	67	0.010	6	67	0.013	6	67	0.023
14:00 - 15:00	6	67	0.013	6	67	0.010	6	67	0.023
15:00 - 16:00	6	67	0.015	6	67	0.015	6	67	0.030
16:00 - 17:00	6	67	0.007	6	67	0.005	6	67	0.012
17:00 - 18:00	6	67	0.005	6	67	0.005	6	67	0.010
18:00 - 19:00	6	67	0.007	6	67	0.007	6	67	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.130			0.262

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	67	0.000	6	67	0.000	6	67	0.000
08:00 - 09:00	6	67	0.005	6	67	0.003	6	67	0.008
09:00 - 10:00	6	67	0.003	6	67	0.005	6	67	0.008
10:00 - 11:00	6	67	0.005	6	67	0.005	6	67	0.010
11:00 - 12:00	6	67	0.000	6	67	0.000	6	67	0.000
12:00 - 13:00	6	67	0.000	6	67	0.000	6	67	0.000
13:00 - 14:00	6	67	0.003	6	67	0.003	6	67	0.006
14:00 - 15:00	6	67	0.003	6	67	0.003	6	67	0.006
15:00 - 16:00	6	67	0.000	6	67	0.000	6	67	0.000
16:00 - 17:00	6	67	0.000	6	67	0.000	6	67	0.000
17:00 - 18:00	6	67	0.000	6	67	0.000	6	67	0.000
18:00 - 19:00	6	67	0.003	6	67	0.003	6	67	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	67	0.000	6	67	0.000	6	67	0.000
08:00 - 09:00	6	67	0.000	6	67	0.000	6	67	0.000
09:00 - 10:00	6	67	0.000	6	67	0.000	6	67	0.000
10:00 - 11:00	6	67	0.003	6	67	0.003	6	67	0.006
11:00 - 12:00	6	67	0.000	6	67	0.000	6	67	0.000
12:00 - 13:00	6	67	0.000	6	67	0.000	6	67	0.000
13:00 - 14:00	6	67	0.000	6	67	0.000	6	67	0.000
14:00 - 15:00	6	67	0.000	6	67	0.000	6	67	0.000
15:00 - 16:00	6	67	0.000	6	67	0.000	6	67	0.000
16:00 - 17:00	6	67	0.000	6	67	0.000	6	67	0.000
17:00 - 18:00	6	67	0.000	6	67	0.000	6	67	0.000
18:00 - 19:00	6	67	0.000	6	67	0.000	6	67	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	67	0.003	6	67	0.000	6	67	0.003
08:00 - 09:00	6	67	0.003	6	67	0.013	6	67	0.016
09:00 - 10:00	6	67	0.005	6	67	0.005	6	67	0.010
10:00 - 11:00	6	67	0.003	6	67	0.000	6	67	0.003
11:00 - 12:00	6	67	0.003	6	67	0.000	6	67	0.003
12:00 - 13:00	6	67	0.000	6	67	0.000	6	67	0.000
13:00 - 14:00	6	67	0.000	6	67	0.000	6	67	0.000
14:00 - 15:00	6	67	0.000	6	67	0.000	6	67	0.000
15:00 - 16:00	6	67	0.007	6	67	0.005	6	67	0.012
16:00 - 17:00	6	67	0.015	6	67	0.015	6	67	0.030
17:00 - 18:00	6	67	0.005	6	67	0.000	6	67	0.005
18:00 - 19:00	6	67	0.000	6	67	0.000	6	67	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.038			0.082

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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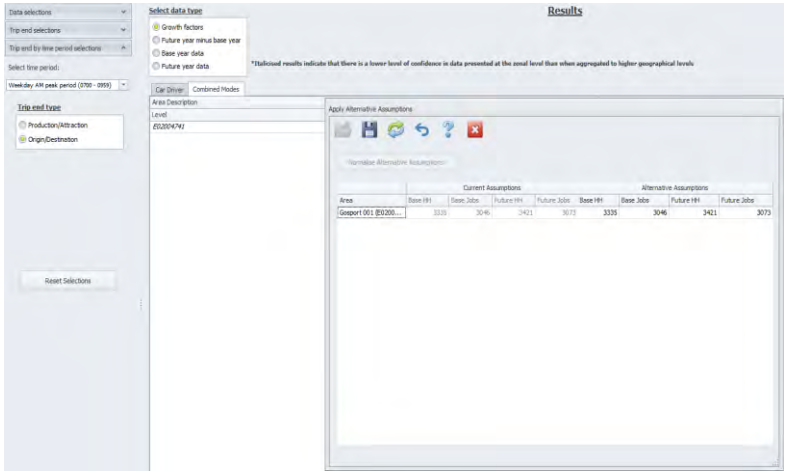
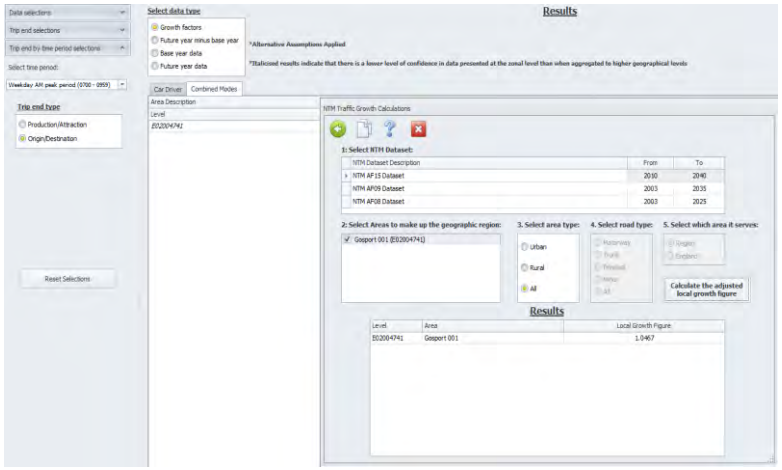
APPENDIX C. TEMPRO Calculations

AM

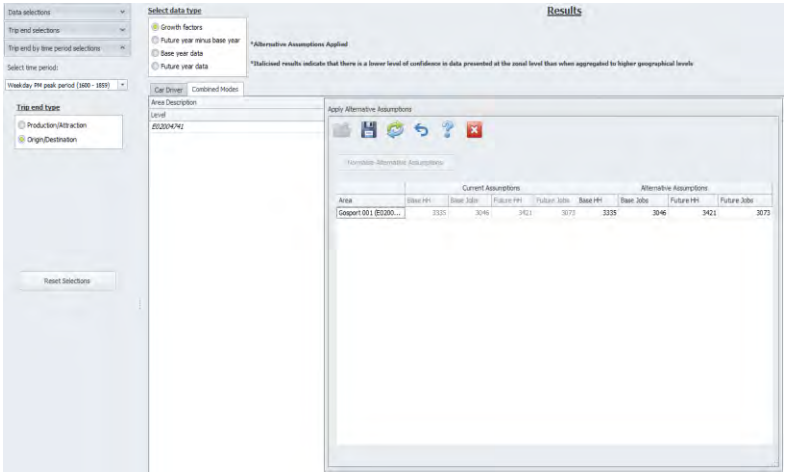
Dataset Version:
Result Type: Trip ends by time period
Base Year: 2018
Future Year: 2021
Trip Purpose Group: All purposes
Time Period: Weekday AM peak period (0700 - 0959)
Trip End Type: Origin/Destination
Alternative Assumptions applied No
MSOA Gosport 001
Local Growth Figure 1.0467

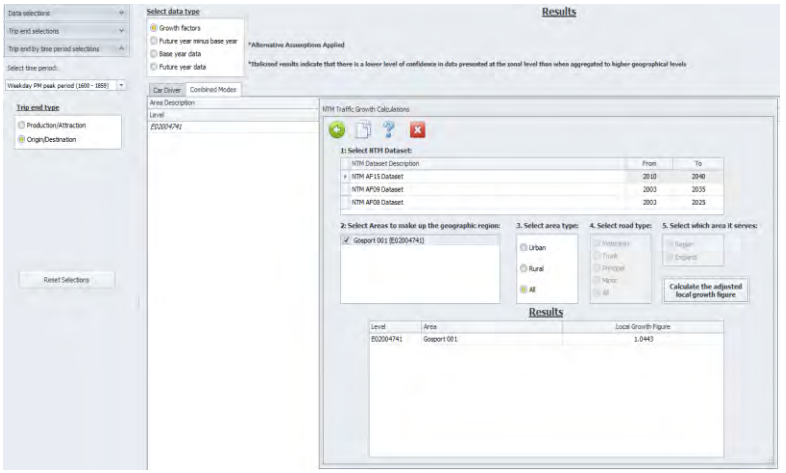




PM

Dataset Version:
Result Type: Trip ends by time period
Base Year: 2018
Future Year: 2021
Trip Purpose Group: All purposes
Time Period: Weekday PM peak period (1600-1859)
Trip End Type: Origin/Destination
Alternative Assumptions applied No
MSOA Gosport 001
Local Growth Figure 1.0443





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APPENDIX B. HCC response to TA Scoping Note

Steve Jenkins

From: Gammer, Nick [redacted]@hants.gov.uk>
Sent: 17 September 2019 16:37
To: Steve Jenkins; Lewis, Matt; Hirst, Chris
Cc: George Taylor
Subject: RE: Land at Brookers Lane, Fareham - pre-application submission
Attachments: ITB13747-003 Scoping Note Full.pdf; Land West of Bridgemary, Fareham - Pre-Application Design Review Report - RJ506397_(HF000016734230).pdf; MR120919 Pre-App meeting with HCC.docx

Hi Steve

Thank you for the attached scoping note. Please see pre-application comments below; given you require a response urgently these are fairly concise and I need to caveat that other matters may be raised following a thorough review of any planning application submission, however the below identifies some issues to be considered, which I hope is helpful.

Sustainable Modes

- Isochrone distance to local amenities should be provided.
- Routes to local amenities and catchment schools should be reviewed and any required improvements identified.
- Only bus stops for Service 21 (which provides a link to Fareham rail station) are located within the optimum walking distance. Consideration should be given to ensuring Service 21 is available for future occupiers.
- A pedestrian link to the recreation ground directly south of Brookers Lane should be considered.

Safety

- There is a known accident pattern at the Tukes Avenue/ Carisbrook Road junction; a solution should be investigated.

Traffic

- Please provide the exact locations of ATCs on Brookers Lane within any future TA.
- An assessment of link capacity, accounting for parking, along the route from the A32 to the site will be required.
- An assessment of any parking displacement due to necessary parking restrictions will be required.
- The scoping note states the site will be entirely affordable housing, confirmation is required that this will be secure via obligation/ condition.
- Trip rates not accepted. Remove sub-categories ‘built-up zone and ‘village’.
- Regarding the distribution, clarification should be provided of ‘work’ vs ‘other journey’ trips. Work trips appear low and other trips high,. How are linked trips (e.g., school drop off then to work) treated? If only the first destination is recorded this would be likely to lead to an overestimation of ‘other’ trips and underestimation of ‘work’ trips.
- TEMPro growth should be 5 years post application date.
- Daedalus should be included as committed development.
- The study area will be reviewed once distribution is agreed, however review of Brookers Lane/ Tukes Av, Brookers Ln/ Wych Av and Wych Av/ A32 will be required as a minimum.

Site access

- Parking restrictions may be required at the proposed site access, this should be assessed as part of any submission.
- If required, parking displacement will require assessment.
- The impact on any Highway hedgerow/ Trees should be clearly set out.

- There is an existing prohibition of driving TRO which will require amending to facilitate the access as proposed. Any amendment would be subject to the TRO process and there is no guarantee amendments will be approved.
- The attached meeting minutes are agreed from my point of view, however agreement from Graham and Sarah should be sort.

Internals

- The development should be designed to comply with Manual for Streets in terms of the design criteria including geometry, visibility and provisions for emergency vehicles and arrangements for refuse storage and collection. The applicant is also required to provide auto tracking for the largest vehicles entering the site to ensure adequate turning is available on site to prevent the requirement for vehicles to reverse to/from the public highway.
- Car and cycle parking within the development should be provided to fully accord with the requirements set out within the adopted local authority standards in terms of the scale of the provision and the dimensions of those parking spaces.

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: [redacted]
Email: [redacted]@hants.gov.uk
Web: www.hants.gov.uk

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

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From: Steve Jenkins [redacted]@i-transport.co.uk>
Sent: 21 August 2019 09:19
To: Gammer, Nick [redacted]@hants.gov.uk>; Lewis, Matt [redacted]@hants.gov.uk>; Hirst, Chris [redacted]@hants.gov.uk>
Cc: George Taylor [redacted]@i-transport.co.uk>
Subject: Land at Brookers Lane, Fareham - pre-application submission

Hi Nick, Chris and Matt,

Hope you are all well and apologies for sending this to you all – I wasn't sure who would be dealing with it.

As background, we are appointed to provide transport input for a 100% affordable housing scheme of 85 dwellings on land west of Brookers Lane, Fareham. We intend to submit an outline planning application at the end of September 2019

We have previously agreed an access arrangement from Brookers Lane with Holly, Stuart Morton and HCC's Engineering Consultancy (EC) via the Concept Design Check process (attached). Since then the detail of the access has been updated to respond to comments from FBC and points raised in the Concept Design Check report – particularly regarding existing trees. The revised design is presented in **drawing ITB13747-GA-004 Rev A** and as part of our request for pre-app advice on the scope of the transport statement we would also like to meet you, EC and the HCC tree officer on site to appreciate and discuss the proposed access. We will be supported by David Cashman of Barrell Tree Consultancy on this matter.

Please can you issue an invoice for settlement of your £1250+VAT fee to Bargate Homes, The New Barn, Vicarage Farm Business Park, Winchester Rd, Fair Oak, Hampshire, SO50 7HD – FAO- Tim Gardiner via [redacted]@bargatehomes.co.uk

Regards Steve

Steve Jenkins
Associate Partner
for i-Transport LLP

T: [redacted] **M:** [redacted]
E: [redacted]@i-transport.co.uk **W:** www.i-transport.co.uk

[redacted]

APPENDIX C. Agreed minutes of meeting with HCC 12 September 2019

i-Transport LLP
Grove House, Lutyens Close, Chineham Court
Basingstoke, RG24 8AG

Tel: 01256 338640

Notes of Meeting

Project No: ITB13747
Project Title: Land east of Newgate Lane, Fareham - Pre-application meeting with HCC Highways
Date: 12 September 2019
Venue: HCC Offices, Winchester 3pm

Attendees

Nick Gammer (NG)	— Principal Transport Planner, HCC Highways Development Planning
Graham Redman (GR)	— Group Engineer, HCC Road Agreements
Sarah Kiss (SK)	— HCC Arboriculture Officer
Steve Jenkins (SJ)	— i-Transport
David Cashman (DC)	— Barrell Tree Consultancy

Item		Actions
1.0	**Introduction**	
1.1	SJ briefly introduced the site as a Bargate Homes / Vivid scheme for around 85 affordable dwellings with vehicle access from Brookers Lane only. There will be no vehicle access to Newgate Lane. A Section 278 Pre-application submission was made to HCC in 2018 which proposed a simple extension of Brookers Lane into the site. Since then pre-application comments from FBC had identified concern about the proposed road alignment and the potential for it to result in high vehicle speeds into / out of the development and in Brookers Lane. In addition, a full professional team has now been appointed which had identified the proposed alignment having an impact on a good Oak tree to the south of the Brookers Lane footway / cycleway. This had led to a detailed site meeting where DC and SJ had identified a revised road alignment that provided the opportunity to address both points raised.	
2.0	**Revised scheme**	
2.1	NG / GR showed the revised scheme on the screen **(drawing ITB13747-GA-004A)** and SJ and DC briefly explained the proposal was to reduce the proposed road width to include a short single lane section (that would encourage lower vehicle speeds) and enable the scheme to include no new construction any closer to the Oak tree than the back of the existing footway / cycleway. Some new road construction is required in the RPA but the revised scheme enabled this to be to the north of the existing footway / cycleway and (i.e. towards the outer extent of the RPA).	
3.0	**Arboriculture**	
3.1	SK fully supported the desire to retain / protect the tree and was comfortable with the considered approach taken to design.	

Item		Actions
3.2	SK suggested that an additional Oak could be planted within the site to the north of the new road to mirror the existing Oak to the south.	
3.3	GR explained that HCC's no-dig construction in the RPA detail had been withdrawn pending an update, but that the approach was still acceptable, albeit it needed more bespoke detailing on a site by site basis as it had been found to be used in a slightly indiscriminate way.	
3.4	GR also suggested that there maybe scope to omit the southern footway into the development as it could potentially be used (incorrectly by cyclists), the omission of the footway would further reduce pressure on the RPA. This was discussed later in the meeting.	
3.5	DC shared some photographs of construction techniques where roots had been retained and 'worked around' which HCC were receptive to and it was concluded that from an arboriculture perspective there were no in principle concerns with the scheme proposed.	
4.0	**Highway alignment**	
4.1	NG noted that the use of a narrowing at a development entrance was unusual, but not unacceptable with there being no likely capacity or safety issues.	
4.2	GR suggested that consideration should be given to 'switching' the priority so that traffic heading into the development had priority over those exiting, this would remove any risk of traffic 'backing up' across the junction with The Drive.	
4.3	SJ, NG and GR discussed the potential omission of the footway and the potential for staggered barriers to reduce likelihood of use by cyclists. GR suggested that the views of the appointed independent Road Safety Auditor should be sought on this and the potential to 'switch' the priority to arrive at the best option.	
4.4	NG also raised a point relating to the potential for parking restrictions to be introduced at the junction of The Drive.	
5.0	**Actions**	
5.1	SJ to raise the points in section 4.1 with the independent road safety auditor (Jamie Fenning of Fenley Road Safety) and update **drawing ITB13747-GA-004A** to reflect his comments. The updated drawing will be submitted to HCC for formal review / agreement.	i-T

Circulation

- Attendees, plus Tim Gardiner (Bargate Homes), Trevor Moody and Sarah Hains (WYG)

Author

SJ