



DRAFT Agreed Statement on Transport Matters

Land East of Downend Road, Portchester

Client: Miller Homes

i-Transport Ref: TW/RS/ITB12212-062a R

Date: 29 March 2021

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Planning Inspectorate Reference: TBC

Fareham Borough Council Reference: P/20/0912/OA

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AGREED STATEMENT ON TRANSPORT MATTERS

BETWEEN

MILLER HOMES LIMITED

&

HAMPSHIRE COUNTY COUNCIL

Signed.....

Tim Wall BA (Hons) MSc MCIHT
Associate Partner

Dated.....

i-Transport LLP
(on behalf of Miller Homes Limited)

Signed.....

Gemma McCormick
Team Leader – Highways
Development Planning

Dated.....

Hampshire County Council

Quality Management

Report No.	Comments	Date	Author	Authorised
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Working Draft

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SECTION 1 Introduction

This Working Draft Agreed Statement on Transport Matters is presented to identify the scope of matters that are expected to be agreed with HCC prior to the appeal and follows closely that agreed as part of the 2019 appeal. At this stage HCC is yet to review or comment on the ASoTM and this document is therefore subject to change.

1.1 This Agreed Statement on Transport Matters (ASoTM) has been agreed between the Highway Authority, Hampshire County Council (HCC), and the Appellant, Miller Homes Limited, to assist the forthcoming appeal against the Fareham Borough Council (FBC) refusal to grant planning permission for application P/20/0912/OA for the development known as Land East of Downend Road, Portchester. The application comprised:

“Outline planning application with all matters reserved (except the means of access) for residential development, demolition of existing agricultural buildings and the construction of new buildings providing up to 350 dwellings; the creation of new vehicular access with footways and cycleways; provision of landscaped communal amenity space, including children’s play space; creation of public open space; together with associated highways, landscaping, drainage and utilities.”

1.2 HCC is the relevant statutory consultee for transport and highway matters which affect the local highway network in the area of the Appeal site.

1.3 A previous planning application (P/18/0005/OA) was submitted to Fareham Borough Council in early 2018. The application was refused by FBC in April 2019 and subsequently considered at Appeal. The Appeal was subsequently dismissed on a singular ground, that being the proposals for the improvement of the Downend Road railway bridge. All other matters were agreed including transport matters relating to access, accessibility and off-site traffic impacts.

1.4 To support the planning application a Transport Assessment (TA) and Framework Travel Plan (FTP) were submitted by Miller Homes Limited to assess the transport impacts of the proposed development. Further information was submitted during the course of the Application process to address comments raised by HCC, summarised in Section 2.

1.5 Having considered the planning application and supporting information in detail, HCC was satisfied that sufficient information was provided to demonstrate that appropriate opportunities to promote sustainable transport have been taken up, that safe and suitable access to the site would be provided for all people, and that there would not be a severe traffic impact resulting from the development proposal. HCC raised no objection to the application (**Appendix A**), subject to a package of agreed mitigation.

1.6 In determining the application, FBC refused the application for the following single reason:

“The proposal would result in a material increase in vehicular and pedestrian movements along Down End Road across the road bridge over the railway line. The works to the bridge as shown on drawing no. ITB12212-GA-051D (titled “Downend Road Bridge – Proposed Signal Arrangement with Footway General Arrangement”) would unacceptably affect the operation of the highway because of the vehicle queuing and driver delay that would arise and would result in unacceptable harm to the safety and convenience of users of the highway. Furthermore, the application does not make acceptable pedestrian crossing provision on Down End Road for future residents of the development.”

1.7 This ASoTM relates to highways and transport matters affecting the local transport network in proximity to the Appeal application. The following sections of this ASoTM describe the matters that are agreed between the Appellant and HCC, relevant to the consideration of the Appeal.

1.8 The ASoTM Statement is provided as follows:

- Section 2 – Development Proposal and Application Process
- Section 3 - Existing Conditions
- Section 4 – Site Access Strategy
- Section 5 – Accessibility and Sustainable Transport Strategy
- Section 6 – Traffic Impacts

SECTION 2 Development Proposal and Application Process

2.1 Site Description and Context

- 2.1.1 The site forms Winnham Farm which is an active arable farm. The site benefits from an existing access to Downend Road to the west of the site, in the form of a simple priority junction access to serve the farm and associated uses. There is also a motor garage ('C & C Motors') operating on the site which takes vehicular access at Cams Bridge.
- 2.1.2 The site is located to the west of Portchester District Centre. It is bordered by the M27 to the north, Downend Road to the west, Upper Cornaway Lane (a Public Right of Way) to the east and the Portsmouth – Southampton railway line and The Thicket to the south.
- 2.1.3 Cams Bridge is centrally located on the southern site boundary. There is no public footpath across the bridge, but the track is lightly trafficked and of sufficient width (3.5m) to enable walking and cycling connections between the site and The Thicket, where lit footways are provided connecting to the A27 Portchester Road and wider Portchester.
- 2.1.4 Upper Cornaway Lane forms the eastern site boundary and constitutes Public Footpath PF117. The majority of the footpath is an unlit earth trodden path which provides access between Portsdown Hill Road in the north and Dore Avenue in the south. A connection to Lancaster Close is formed immediately south of the site's eastern boundary, providing onward access to Danes Road to the east.
- 2.1.5 Downend Road routes north-south connecting the A27 corridor in the south towards Fort Nelson and onwards to Cosham and Portsmouth to the north / east. To the south of the proposed access on Downend Road is a road over rail bridge. This is a narrow bridge which accommodates two-way traffic. There is currently no footway provision provided across the bridge. There is a footway on either side of the bridge on the western side of Downend Road.
- 2.1.6 A27 Portchester Road routes east to west to the south of the site. This provides a connection to local facilities and services in Fareham to the west and Portchester and Portsmouth to the east. It also links to the A27 which connects the M27 at Junction 11 to the north with Fareham and Gosport in the south.
- 2.1.7 A location plan is included as **Figure T1**.

2.2 Development Proposal

2.2.1 The development proposal comprises residential development of up to 350 dwellings along with provision of landscaped communal amenity space, including children’s play space and creation of public open space. 40% of the proposed dwellings will be affordable tenure. The application seeks outline consent only at this stage with means of access a detailed matter to be determined. The precise quantum and mix of development, along with the layout, scale, appearance and landscaping will be confirmed at a later time by the submission of a reserved matters application.

Site Access Strategy

2.2.2 The following access strategy is agreed with HCC as being acceptable to serve the development:

- Vehicular access to Downend Road in the form of a ghost island priority junction;
- Pedestrian and cycle access is provided in three locations:
 - i To ‘The Thicket’ via Cams Bridge (to be improved by permission P/18/0001/OA);
 - ii To Downend Road at the site access; and
 - iii To ‘Upper Cornaway Lane’ via Footpath 117 (which will be improved).

Mitigation Package

2.2.3 **Table 2.1** presents a mitigation package agreed with HCC to be required to mitigate the development proposals:

Table 2.1: Agreed Transport Mitigation Package

Location / Type	Description	Cost	Delivery
A27 / Downend Road / Shearwater Avenue	Traffic Signal Capacity Improvement	-	S278
A27 Corridor Safety Improvements	Contribution to safety schemes	£40,000.00	HCC - S106
A27 / Delme Roundabout	Contribution to HCC Improvement	£287,380.08	HCC - S106
A27 / The Thicket	Pedestrian / Cycle Refuge Crossing	-	S278
Cams Bridge	Pedestrian / Cycleway Improvement	-	Developer
Upper Cornaway Lane	Footpath / Cycleway Improvement	£19,635.00	HCC - S106
Downend Rd Bridge - Pedestrian Improvement	Traffic Signal Shuttle Scheme	-	S278
NMU Audit Improvements	Pedestrian Crossing Improvements	£39,460.70	HCC - S106
Bus Stop Improvements	Improved Bus Waiting Facilities and BRT Improvements	£7,500.00	HCC - S106
Travel Plan	Measures to Promote Sustainable Travel	-	Developer
Total		£393,975.78	

2.3 Application Process

Pre-application Engagement

2.3.1 A Transport Assessment Scoping Note (*ref: ITB12212-002*) was submitted to HCC in December 2016 which set out the parameters proposed to be included within the Transport Assessment for the previous application. The approach and methodology of assessment was agreed by HCC.

2.3.2 The Scoping Note and response provided by HCC remained relevant for the latest application.

2.3.3 A Pre-Application Design Review (PADR) of the proposed access to Downend Road was submitted to HCC in January 2017 (*ref: ITB12212-010*) which considered two potential access arrangements. From this review HCC confirmed that its preferred option was a ghost island priority junction. The PADR Report is provided at **Appendix B**.

Application Submission

Transport Assessment

2.3.4 A Transport Assessment (TA) (*ref: ITB12212-053b*) was submitted as part of the planning application in August 2020. This considers the potential impacts of up to 350 residential dwellings on the site.

2.3.5 The Transport Assessment concluded that:

- The site is located in an accessible location that is suitable for residential development. With the package of improvements proposed in support of the development, the site will be well connected to local services and facilities and appropriate infrastructure will be delivered to ensure opportunities for travel by sustainable modes are taken up;
- The site access arrangements will deliver safe and suitable access for all people; and
- Subject to delivery of the mitigation measures identified, the impact of the development on the safety and operation of the wider highway network within Portchester will not be significant and will fall considerably short of the “severe” test set by the NPPF.

Framework Travel Plan

2.3.6 To support the TA a Framework Travel Plan (*ITB12212-059b*) was also submitted at the time of the application in August 2020.

2.3.7 This report was submitted to outline the measures to encourage sustainable modes of travel for residents and users of the proposed development. The Framework Travel Plan provided information on the existing accessibility of the site, targets, infrastructure measures, soft measures and how it will be monitored. HCC agree that the Framework Travel Plan is acceptable.

Post Application Information

2.3.8 Following the submission of the planning application, HCC requested additional information in relation to the proposed improvement at Downend Road bridge and requested that the traffic signal stop line on the northern side of the bridge be relocated 4m further north to improve visibility of the signal junction. The appellants agreed to amend the scheme to address this.

2.3.9 As a result of this amendment, and to provide information to address various information requests, a package of updated drawings related to the access and bridge were submitted to HCC by e-mail dated 8 October 2020 (**Appendix C**).

HCC Application Response

2.3.10 HCC issued its planning application response to FBC on the 20 October 2020 (**Appendix A**).

2.3.11 Within its response, HCC confirms that it raises no objections to the application, subject to a package of mitigation measures (outlined in Table 2.1).

2.3.12 In relation to the proposed improvement of the Downend Road bridge, HCC confirmed:

- i The single lane working arrangement would be controlled by the traffic light control and means the queues and delay can be managed by the signal timings to reduce unnecessary delay. Also, by having signal controls it removes the need for driver judgement with regards gap acceptance which would naturally cause increases in potential delays at a more informal arrangement.
- ii Modelling has assessed the operation of the proposed layout using industry standard software (LINSIG) which is capable of modelling accurately how a junction will operate.
- iii The maximum queue is projected to be 6.1PCUs and average delays of 25 seconds, considerably lower than the delay forecast by FBC during the earlier appeal.
- iv The improvement to Downend Road bridge will aid speed reduction.

2.3.13 Overall, HCC agrees that the proposed improvement to Downend Road bridge is acceptable, will operate efficiently and will improve road safety.

2.3.14 The HCC response also confirmed their position on wider transport matters:

- The proposed vehicular access to the site has been reviewed and is acceptable;
- Improvements to Upper Cornaway Lane would be secured by financial contribution to enable HCC to deliver the improvements;
- The proposed improvement works at A27 / The Thicket to deliver a pedestrian crossing are acceptable in principle and would need to be secured in the S106 agreement;
- Improvements to Cams Bridge to improve the route as the primary pedestrian and cycle would need to be secured in the S106 Agreement for the site. This scheme was subject to a separate planning application which has subsequently received planning consent.
- The Pedestrian and cycle audit confirmed a number of areas where improvements can be delivered. It was agreed that these works would be delivered through contribution.
- The site benefits from regular bus services all within 800m walk of the site. Whilst beyond traditional walking guidance, the frequency of the services makes these attractive to prospective users to overcome the evident walking distance. A contribution to improved bus waiting facilities and wider BRT improvements along the A27 corridor in Portchester is sought, which on the basis of its provision, makes access to bus provisions acceptable;
- Portchester Railway Station sits within reasonable walking distances from the site and Fareham Station within reasonable cycle distance, therefore providing a sustainable option of travel for the site;
- The Framework Travel Plan is acceptable.
- In relation to traffic impacts of the scheme, HCC concluded:
 - Approaches to traffic appraisal (i.e. baseline traffic flows, trip rates, distribution and assignment, and scope of assessment) is acceptable.
 - Traffic impacts on The Ridgeway are not significant;
 - The unsignalised junctions on the local network all operate with spare capacity and no improvements are therefore sought.
 - Traffic impacts at the A27 / Downend Road / Shearwater Avenue junction require mitigation and an improvement scheme has been agreed. Subject to HCC works programming, these works may be partly delivered by HCC.
 - A contribution towards the improvement of Delme Roundabout is required.

SECTION 3 Existing Conditions

3.1 Details of the existing transport situation as outlined within Section 4 of the TA and FTP are agreed including:

- The existing pedestrian and cycling facilities in the vicinity of the site;
- Local public rights of way network;
- Existing public transport facilities and services;
- Local highway network; and
- Local services and facilities.

3.2 The TA carried out a review of accident records on the local highway network for the latest five year period preceding the application submission.

3.3 To consider the existing traffic conditions on the local highway network, a number of traffic surveys were conducted and are presented in the TA. These included:

- Manual Classified Counts on Tuesday 8th November 2016 at the following locations:
 - Delme Roundabout;
 - A27 Cams Hill / Cams Hall;
 - Downend Road / The Thicket;
 - A27 Cams Hill / A27 Portchester Road / Downend Road / Shearwater Avenue Signal Crossroads;
 - A27 Portchester Road / Condor Avenue / Oysell Gardens Roundabout;
 - A27 Portchester Road / The Thicket;
 - Cornaway Lane Roundabout;
 - West Street Roundabout;
 - Castle Street Roundabout;
 - M27 Junction 11 Roundabout; and
 - Portsdown Hill Road / Swivelton Lane.

- 7 Days Automatic Traffic Counts (ATC) were undertaken between Monday 7 November and Sunday 13 November 2016 to collect traffic volumes and vehicle speeds. The following locations were undertaken:
 - A27 Portchester Road to the west of Downend Road and Shearwater Avenue;
 - A27 Portchester Road to the east of The Thicket;
 - A27 West Street to the west of The Fairway;
 - Downend Road to the south of the proposed site access;
 - Downend Road to the north of the proposed site access; and
 - Swivelton Lane to the north of the junction with Portsdown Hill Road.
- Pedestrian surveys at the Downend Road bridge were undertaken on:
 - 27 February 2018
 - 15 August 2019
 - 16 August 2019
 - 5 September 2019
- Automatic Number Plate Recognition surveys for The Causeway. These were undertaken on 28 February 2017 to understand existing 'rat-running'.
- Additional ATC surveys were undertaken in November 2019 (Section 4.5 of the TA):
 - Downend Road – south of the Railway Bridge;
 - Downend Road – north of proposed site access;
 - A27 Cams Hill – west of Downend Road;
 - A27 Portchester Road – east of Downend Road; and
 - A27 Portchester Road – east of The Thicket.

These surveys demonstrated that the 2016 surveys remained suitable for the TA with little change on the network from 2016. Overall, the 2016 traffic flows surveyed were higher than the 2019 surveys, and as such the 2016 survey set was utilised.

- 3.4 The coverage, dates, times and results of the traffic surveys undertaken are agreed. The surveys carried out are agreed to be representative of 'normal' traffic conditions and are considered to be an acceptable basis for the assessment.

SECTION 4 Site Access Strategy

4.1.1 The proposed site access strategy comprises:

- Vehicular access to Downend Road in the form of a ghost island junction;
- Pedestrian and cycle access is provided in three locations:
 - i To 'The Thicket' via Cams Bridge;
 - ii To Downend Road at the site access; and
 - iii To 'Upper Cornaway Lane' via Footpath 117;

4.2 Vehicular Access

4.2.1 The vehicular access is shown on **Drawing ITB12212-GA-014E** and comprises the following:

- Ghost Island Priority Junction;
- Visibility in line with recorded speeds on Downend Road and HCC Policy;
- Pedestrian refuge crossing; and
- Footway connections to the site.

4.2.2 HCC has carried out a review of the access proposals in line with its Section 278 PADR processes (**Appendix B**) and is satisfied that the access arrangements would deliver safe and suitable access to the Appeal site for all people. In that respect it is agreed that the development proposal complies with relevant policy, including paragraph 108 of the NPPF.

4.3 Non Vehicular Access

Downend Road

4.3.1 The proposed vehicular access includes a pedestrian refuge crossing of Downend Road to connect to the existing footway on the western side of Downend Road. HCC considers the provision of the pedestrian refuge crossing both acceptable and appropriate.

4.3.2 To the south, at the railway bridge, there is currently no footway. The previous application and appeal considered two options for improvement of the bridge, but both were rejected. Therefore, a revised improvement to Downend Road bridge was proposed comprising a traffic signal shuttle arrangement.

- 4.3.3 This would deliver a 2.0m wide footway on the northern / western side of the bridge with a 3.5m wide carriageway, controlled by traffic signal control. This 2.0m wide footway would allow unimpeded two-way movements by all pedestrians and users, and the retained single way carriageway would allow vehicles to travel safely in a single direction, including HGV's. The proposed improvement is presented on **Drawing ITB12212-GA-051D**.
- 4.3.4 HCC considered the improvement scheme in detail and agree that the scheme would provide safe operation of the bridge, taking account of the agreed impacts created by this development. An Independent Stage 1 Road Safety Audit has been undertaken for this proposed improvement (TA Appendix K). All of the issues raised in the audit have been addressed by the designer's response and are considered acceptable.
- 4.3.5 It is agreed that the mean max queue and delay incurred to traffic as a result of the scheme, will not result in any unacceptable impact on highway users. The modelling to assess the operation of the scheme is agreed as realistic and is summarised in **Table 4.1**.

Table 4.1: Option 4 (with Development)

Approach	Time Period	Degree of Saturation	Mean Max Queue (pcu)	Average Delay per PCU (s/pcu)
Morning Period				
Downend Road - South	0700 - 0800	68.4%	6.1	21.7
	0800 - 0900	68.2%	6.1	21.6
	0900 - 1000	53.2%	3.1	19.2
Downend Road - North	0700 - 0800	71.1%	5.6	29.1
	0800 - 0900	71.3%	5.7	29.2
	0900 - 1000	50.8%	2.8	20.5
Evening Period				
Downend Road - South	1600 - 1700	63.7%	4.4	22.6
	1700 - 1800	66.3%	5.0	22.2
	1800 - 1900	54.6%	3.0	20.8
Downend Road - North	1600 - 1700	64.7%	4.8	23.1
	1700 - 1800	63.4%	4.4	24.1
	1800 - 1900	51.1%	3.0	19.2

Source: LinSig

- 4.3.6 It is agreed that the projected operation of the traffic signal junction is acceptable and that the traffic signal shuttle arrangement will work comfortably within capacity.

4.3.7 It is agreed that the projected queues and delays arising at the junction are not significant and would not constitute a severe impact on the operation of the highway network.

4.3.8 An independent Road Safety Audit was carried out to consider the safety of the proposed access and the improvements to the Downend Road bridge (Appendix K of the TA). The results of the Road Safety Audit are accepted, and it is agreed that the works would deliver a safe arrangement.

Cams Bridge

4.3.9 Cams Bridge is to be improved in line with a separate planning consent (*ref: P/18/0001/OA*). The proposals include:

- Re-surfacing the carriageway to provide an even and consistent surface – This will be in general at least 3.5m wide, sufficient for a vehicle and a pedestrian / cyclist to pass safely;
- Signage on entry to the bridge to enhance safety;
- Environmentally sensitive lighting to enhance personal security and safety;
- Raising the height of the bridge parapets to meet design standards; and
- Enhancing the residential boundaries to improve privacy, safety and amenity.

4.3.10 These illustrative proposals are shown on **Drawing ITB12212-GA-023B**. HCC agree that the improvement works are acceptable.

Upper Cornaway Lane

4.3.11 A connection from the site to Upper Cornaway Lane is proposed, along with a financial contribution to enable HCC to upgrade the existing footpath for pedestrians and over a short distance for cycle use. An improvement scheme has been agreed with HCC and is shown on **Drawing ITB12212-GA-020C**. The scheme consists of:

- Providing a 2.5m wide footpath connection to the site;
- The initial section of path between the site and Lancaster Close would be widened to 2.5m and provided for shared pedestrian / cycle use;
- Widening the remainder of the footpath between the site and Upper Cornaway Lane to 2.0m, and upgrading to rural footpath surfacing; and
- Providing staggered barriers and signage to the southern section.

4.3.12 HCC agrees the improvement works are acceptable.

4.4 Access Strategy Summary

- 4.4.1 It is agreed that the access proposals (including the improvement of the Downend Road bridge) to serve the site are acceptable in safety and capacity terms and are deliverable through the provisions of Section 278 of the Highways Act 1980 or other statutory instruments.
- 4.4.2 It is also agreed that the access arrangements will improve pedestrian and cycle connections in the north Portchester area, better connecting the existing community to the public right of way network.
- 4.4.3 Considered against the NPPF paragraph 108 requirements, it is agreed that the development proposals provide safe and suitable access for all people and that the access proposals comply with FBC Local Plan policies (DSP40 criteria ii and CS5). It is also agreed that in the context of paragraph 109 of the Framework, the operation of the Downend Road bridge would be acceptable and would not comprise a severe impact.

SECTION 5 Accessibility and Sustainable Transport Strategy

5.1.1 Section 6 of the Transport Assessment and Section 4 of the FTP present an assessment of the transport sustainability of the development proposal.

5.1.2 In the context of the assessment, it is agreed that:

- The appeal site is in an accessible location with adequate facilities located within a reasonable walking and cycling distance of the site including schools, retail facilities, employment sites, transport opportunities and leisure facilities;
- The improvements identified to the local walking and cycling connections within and surrounding the site (described in Section 4) will ensure that the site is adequately connected to local facilities for walking and cycling trips; and
- The site is acceptably close to existing public transport facilities with a number of regular bus services and the railway station located within reasonable walking distance from the site. The site is shown to benefit from adequate opportunities for travel to local destinations and those further away by public transport.

5.2 Local Facilities

5.2.1 The primary destinations for future residents of the proposed development within the local area are listed in **Table 5.1** and are shown on **Figure T2**, with distances representing actual walking distances measured from the centre of the site and using the shortest available route.

5.2.2 It is agreed that the walking and cycling distances presented in the TA at paragraph 6.3 are appropriate to consider the accessibility of the site to local facilities. The facilities presented in **Table 5.1** are considered to be appropriately located to the site and offer options for walking, cycling and public transport to and from the site.

Table 5:1: Local Facilities (selected)

Facility	Destination	Shortest Distance (m)	Walk Journey Time	Cycle Journey Time
Education	Red Barn Primary and Pre-school	1,050	13	4
	Cams Hill Secondary School	1,200	14	5
Employment	Portchester Town Centre	2,100	25	8
	Portchester Engineering	2,100	25	8
	Portchester Business Centre	2,300	27	9
	Cams Hall	2,000	24	8
Leisure	24-7 Fitness Fareham Gym	730	9	3
	Portchester Community Centre	1,700	20	6
	Fort Nelson	1,400	17	5
	Portchester Library	2,000	24	8
	Cams Mill	1,700	20	6
	Seagull PH	1,200	14	5
	Highview Park	850	10	3
	Portchester Park Play Area	1,600	19	6
Retail	Delme Arms PH	1,800	21	7
	BP Garage with M&S Food	1,100	13	4
	Wicor Post Office	1,600	19	6
	Co-Op	1,700	20	6
Health	Portchester Town Centre	2,100	25	8
	Westlands Medical Centre	1,800	21	7
	Lloyds Pharmacy	1,700	20	6
Transport	Portchester Health Centre	2,000	24	8
	Nearest A27 Bus Stop	550	7	2
	Portchester Railway Station	1,900	23	7

Notes: Walk Distances – ✓✓✓ less than 800m ✓✓ between 800m and 2km, ✓ between 2km and 3.2km
Cycle Distances – ✓✓✓ less than 2km, ✓✓ between 2km and 5km, ✓ between 5km and 8km

5.3 Pedestrian Demand Assessment

Existing Pedestrian Demands at Downend Road Railway Bridge

- 5.3.1 To understand the number of existing pedestrians which use Downend Road bridge, pedestrian surveys were undertaken through both the earlier application and appeal in both 2018 and 2019. The results of these surveys are presented in Table 4.9 of the TA.

Predicted Pedestrian and Cycle Demand

5.3.2 As part of the earlier application, a methodology to estimate future pedestrian and cycle demand was derived, comprising:

- Determine the population of the development and estimate pedestrian / cycle demand using NTS and Census 2011;
- Identify the journey purpose of development trips;
- Identify the potential walking and cycling routes to the site to key facilities;
- Measure the distance from the site using each access point; and
- Estimate likely route choice taking account of trip purpose (NTS) and route distance.

5.3.3 The assessment was updated as part of the Appeal to account for the latest 2018 NTS data, to disaggregate pedestrian and cycle mode share and to separate education trips. The results of the assessment are presented in **Table 5.2**.

Table 5.2 – Pedestrian and Cycle Demand and Assignment

	Route A - Downend Road	Route B - Cams Bridge	Route C - Upper Cornaway Lane	Total Trips
Walking Trips	56	309	332	697
Cycle Trips	5	14	18	37
Total Trips	61	323	350	734
% Trips	8.3%	44.0%	47.7%	100.0%

5.3.4 HCC agrees that the estimates of pedestrian and cycle trips which would be generated as a result of the development is a reasonable basis for assessment of the application.

5.4 Sustainable Transport Strategy

5.4.1 The TA and FTP all identify a comprehensive package of measures designed to promote sustainable travel. These measures include:

Improvements to Encourage Walking and Cycling:

- Pedestrian connection to Downend Road;
- Pedestrian improvement to Downend Road bridge;
- Improvements to Cams Bridge to The Thicket;

- Improvements to Upper Cornaway Lane;
- Provision of uncontrolled pedestrian crossing at The Thicket/ A27 Portchester Road Junction (**Drawing ITB12212-GA-021C**);
- Provision of tactile paving along key walking routes (**Figure T5**);
- Improved internal connections between Public Footpath 117 and 505;
- Provision of information and marketing of walking and cycling opportunities through the FTP; and
- Offer of a £50 travel voucher to each dwelling for cycle equipment purchase.

Improvements to Encourage Improved Public Transport Use:

- Negotiation of Bus Taster Ticket with local operators; and
- Improvements to local bus stops.

5.4.2 It is agreed that these measures are adequate to ensure that opportunities for sustainable travel at the site are taken up, in line with NPPF requirements.

SECTION 6 Traffic Impacts

6.1.1 The extent of the study area for the Transport Assessment, the approach to assessment, and the detail of the parameters used to undertake the traffic impact assessment are all agreed and result in an acceptable assessment for the purposes of considering the application. This section summarises the agreed assessment.

6.2 Scope of Assessment

6.2.1 The scope of assessment presented in the TA is agreed and comprises:

- Junction 1 - Downend Road / Site Access;
- Junction 2 - Downend Road / The Thicket;
- Junction 3 - A27 / Downend Road / Shearwater Avenue;
- Junction 4 - A27 / The Thicket;
- Junction 5 - A27 / Cams Hall;
- Junction 6 - A27 Delme Roundabout; and
- Junction 7 - Portsdown Hill Road/ Swivelton Lane.

6.3 Committed Development

6.3.1 It is agreed that the following committed developments were included within the assessment:

- **Trafalgar Wharf (13/00993/OUT)** - 163 new residential dwellings and 3.9 hectares of employment use (mix of B1, B2 and B8 with associated D2 and A3). The application remains undetermined, albeit a resolution to grant consent was achieved at Portsmouth CC Committee in June 2014;
- **Welborne (P/17/0266/OA)** - A new community of up to 6,000 dwellings together with a district centre. Welborne is allocated in the Fareham Local Plan Part 3 but does not benefit from any planning consent at this time; and
- **Land North of Cranleigh Road, Portchester (P/15/0260/OA)** – An appeal was heard, and in August 2017, the appeal was allowed. This permission is for 120 dwellings was therefore included as a committed development.

6.4 Background Traffic Growth

6.4.1 The TA prepared assessments for 2021 (opening year) and at a future year of 2026. Traffic growth estimates were obtained from National Transport Model (NTM) based on urban principal roads in Portchester to reflect future conditions, and committed development was directly input.

6.4.2 To understand whether the traffic growth rates previously obtained are still representative, updated growth rates were obtained from the latest version of the TEMPro database, using the same parameters (all road types). The updated growth rates demonstrated that the growth rates previously used are higher than those which have been obtained with the most recent version of TEMPro. Therefore, the future years used with the modelling are robust and likely overestimate the level of traffic on the network.

6.5 Trip Generation

6.5.1 The vehicular trip generation of the Appeal scheme has been estimated using residential vehicle trip rates derived from comparable survey data contained within the TRICS trip generation database. The trip rate estimate has been compared to local data collected in Portchester to ensure that it is robust. The trip rates used are agreed and shown below in **Table 6.1**.

Table 6.1: Trip Generation

	In	Out	Total	In	Out	Total
Trip Rate	0.155	0.376	0.531	0.370	0.214	0.584
Trip Generation	54	132	186	130	75	204

Source: TRICS

6.6 Trip Distribution and Assignment

6.6.1 It is agreed that the following method of estimating the distribution and assignment of development trips, as set out in Section 7 of the TA, is an accepted and robust approach:

- Disaggregation of commuting / non-commuting trips using National Travel Survey data;
- Census Journey to Work data used to establish the destinations of commuting trips;
- A gravity model used to establish non-commuting trip destinations; and
- Trips assigned to the local network using Google Maps 'Destinations' facility, applying the shortest journey time to each destination.

ANPR Survey Results

6.6.2 ANPR Data was collected on Tuesday 28 February 2017 to understand impact of any routing to Downend Road via The Ridgeway to avoid congestion on A27 Portchester Road / Cams Hill. It is agreed the assessment is appropriate and is not considered to represent a significant increase in demand using local roads at The Causeway.

6.7 Junction Modelling, Traffic Impact and Mitigation

6.7.1 HCC has assessed the junction modelling presented in the TA and updated reports to consider the traffic impacts of the Appeal scheme and is satisfied that the assessments are appropriate to assess the impacts of the development.

6.7.2 The results of the modelling are agreed which identifies that the following junctions will / will continue to operate within capacity with development traffic:

- Downend Road / Site Access;
- Downend Road / The Thicket;
- A27 / The Thicket;
- A27 / Cams Hall; and
- Portsdown Hill Road / Swivelton Lane.

6.7.3 To mitigate the impact of the development (cumulatively with committed development and background growth), the following improvements are necessary, and the principles of the following improvement schemes are agreed:

- A27 Portchester Road / Downend Road / Shearwater Ave (**Drawing ITB12212-GA-026**);
- A27 Delme Roundabout (**Drawing ITB12212-GA-006B and 027**).

6.7.4 It is agreed that the proposed mitigation measures are sufficient to address the impacts of the development.

6.8 Mitigation Delivery

6.8.1 It is agreed that the necessary highway mitigation will be delivered through a combination of physical works to be delivered by the Appellant under subsequent Section 278 Agreements at the A27 / Downend Road / Shearwater Avenue junction and through the payment of financial contributions to deliver improvements to the A27 Delme Roundabout. The mitigation package is set out in **Table 2.1**.

6.9 Summary

- 6.9.1 HCC has assessed the Transport Assessment in detail and is satisfied that subject to the agreed mitigation package, the development will not result in a severe residual cumulative transport impact on the local road network, or an unacceptable safety impact, in the context of paragraph 109 of the NPPF.

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SECTION 7 Conclusion

7.1 It is agreed that the Transport Assessment and supplementary information prepared by i-Transport and submitted to accompany the Appeal scheme is robust and the parameters on which the traffic assessment is based are acceptable.

7.2 To promote sustainable development and to mitigate adverse transport impacts a package of improvements has been developed and agreed which will be secured through planning conditions, the Section 106 Legal Agreement and subsequent Section 278 Legal Agreements.

7.3 The package of measures comprises the following:

Delivery of Safe and Suitable Site Access

- Delivery of a ghost island junction including pedestrian facilities at Downend Road **(ITB12212-GA-014E)**;
- Delivery of improvements to Cams Bridge to facilitate improve walking and cycling connections to The Thicket **(ITB12212-GA-023B)**; and
- Delivery of improvements to Upper Cornaway Lane to facilitate cycling connections to Lancaster Close and walking facilities along the footpath (ITB12212-GA-020C).

Mitigating Off-site Traffic Impacts

- Delivery of the A27 / Downend Road / Shearwater Avenue junction improvement (as shown on **ITB12212-GA-026**); and
- Financial contribution to A27 corridor improvements including Delme Roundabout.

Maximising Sustainable Transport Opportunities

- Delivery of a Downend Road Railway Bridge improvement scheme **(ITB12212-GA-051D)**
- Delivery of a pedestrian / cycle refuge at A27 / The Thicket;
- Financial contributions to deliver NMU Audit improvements as shown on Figure T5;
- Financial contributions to improving local bus stops; and
- Implementation of a Travel Plan comprising measures designed to encourage sustainable access to the site in with the Framework Travel Plan (ITB12212-059B).

7.4 It is agreed that the bespoke transport mitigation package set out is fully compliant with the CIL Regs 2010, and in particular that it:

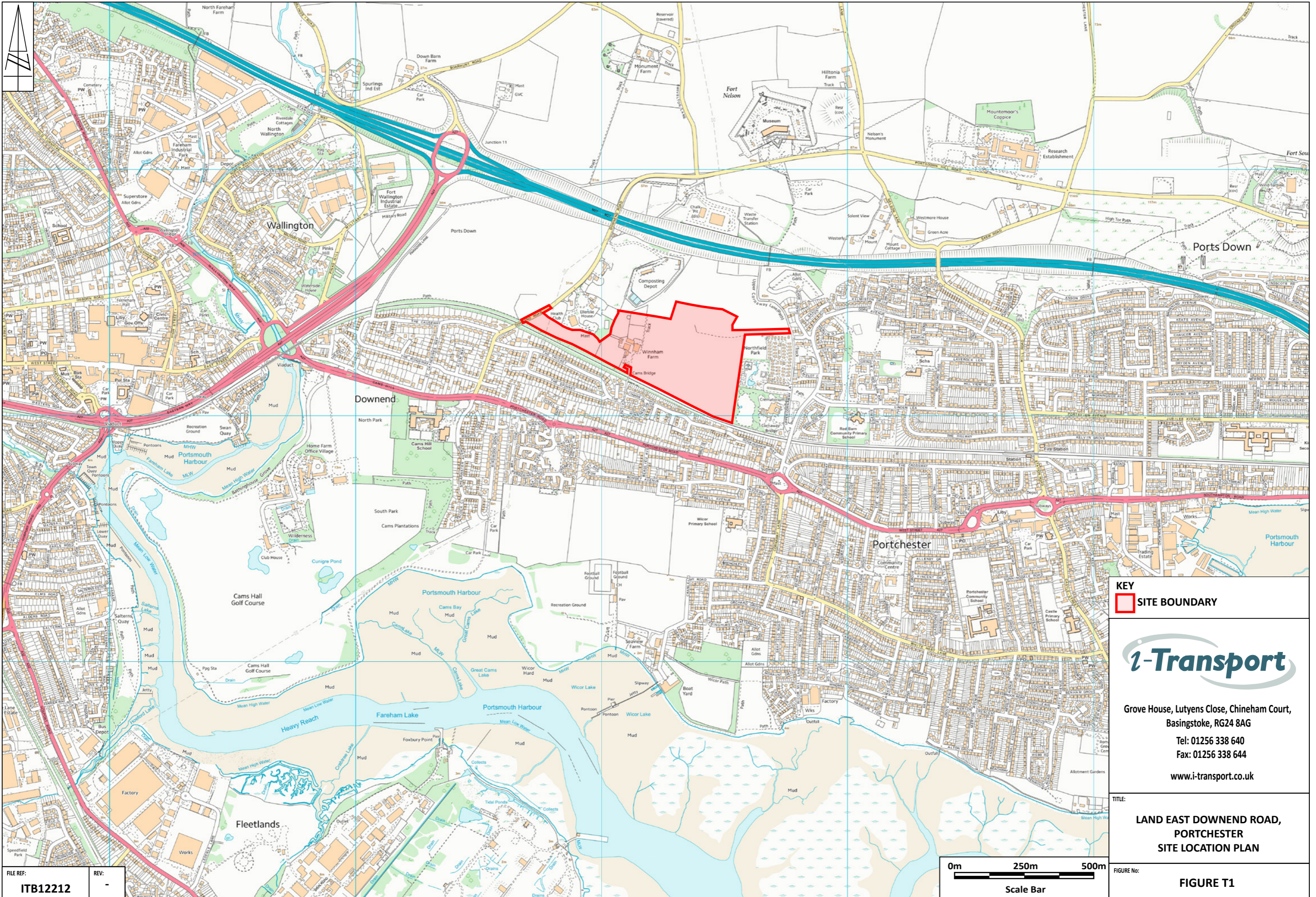
- Presents a package of cost effective improvements that are shown to be necessary to mitigate the predicted impacts of the development and in line with the NPPF at paragraph 108/109 ensures that the development:
 - provides safe and suitable access for all people;
 - takes up opportunities for sustainable travel modes; and
 - does not result in a severe residual cumulative impact
- Identifies works that are directly related in form and function to the predicted impact of the proposed development, mitigating the impacts of traffic generated by the development and encouraging all mode access to the development; and
- Is reasonably related in scale and kind to the development being based on the specific and proportionate costs required to deliver works that are shown to be needed to mitigate the impact of the development.

7.5 Subject to the delivery of the mitigation package at 7.2, it is agreed that:

- The development proposals deliver safe and suitable access to the site for all modes of travel and that therefore the proposals are compliant with the NPPF paragraph 108 and also policies of the Fareham Borough Local Plan (DSP40 criteria ii and CS5);
- The site is in a sustainable location, within acceptable proximity of local facilities and services, and in that respect, it is compliant with Policies DSP40 criteria ii and CS5 of the Fareham Borough Local Plan as well as paragraph 108 of the NPPF. It is agreed that the transport mitigation package will provide residents with a choice of travel modes and that the opportunities for sustainable travel are taken up; and
- That the appeal scheme will not have a severe residual cumulative impact on the local road network and as such does not conflict with paragraphs 108/109 of the NPPF. The development proposal is in that regard also shown to meet the requirements policy DSP40 criteria ii of the Fareham Borough Local Plan.


FIGURES

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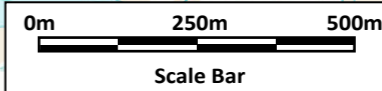
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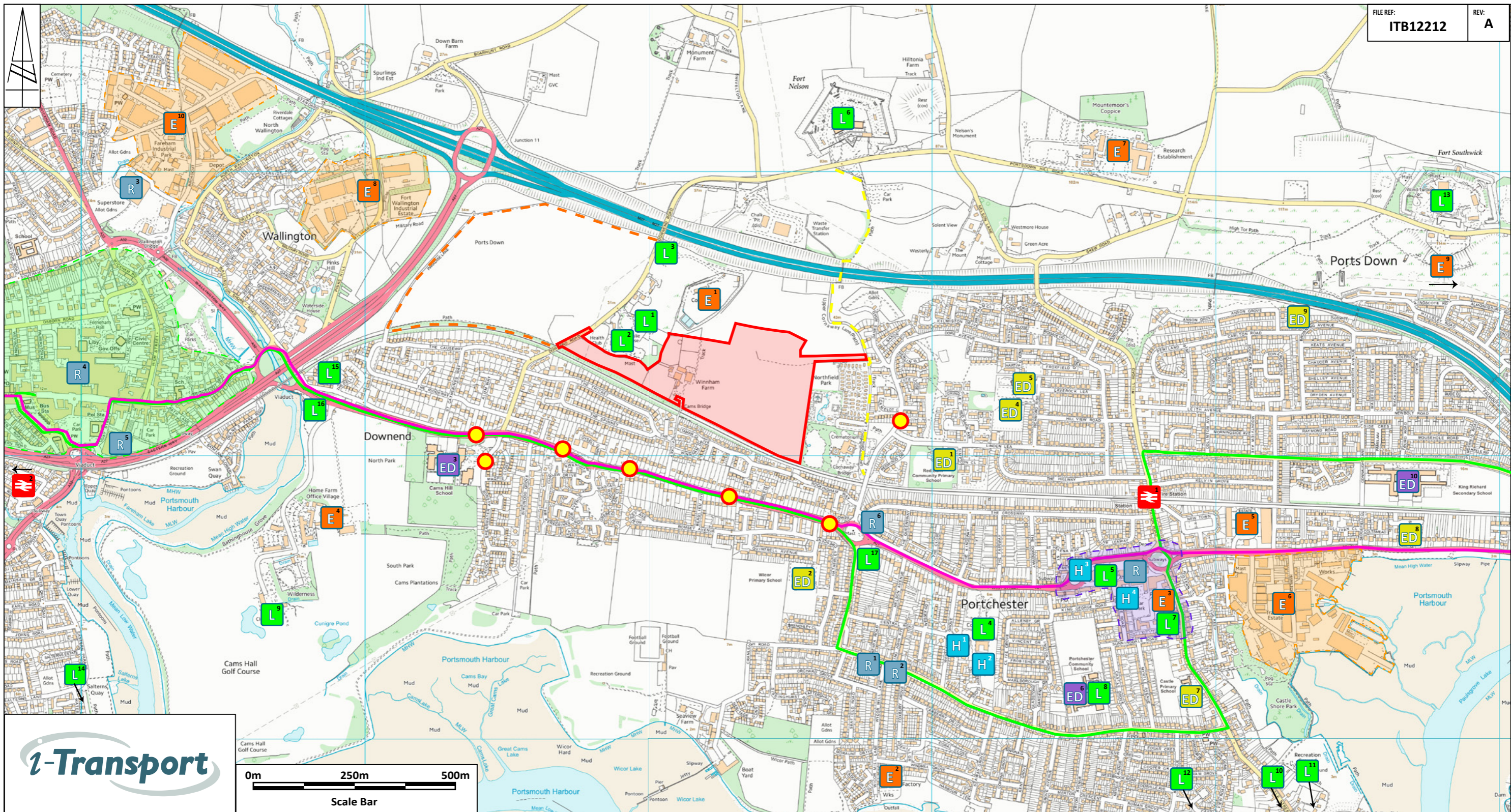


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TITLE:
**LAND EAST DOWNEND ROAD,
 PORTCHESTER
 SITE LOCATION PLAN**

FIGURE No:
FIGURE T1





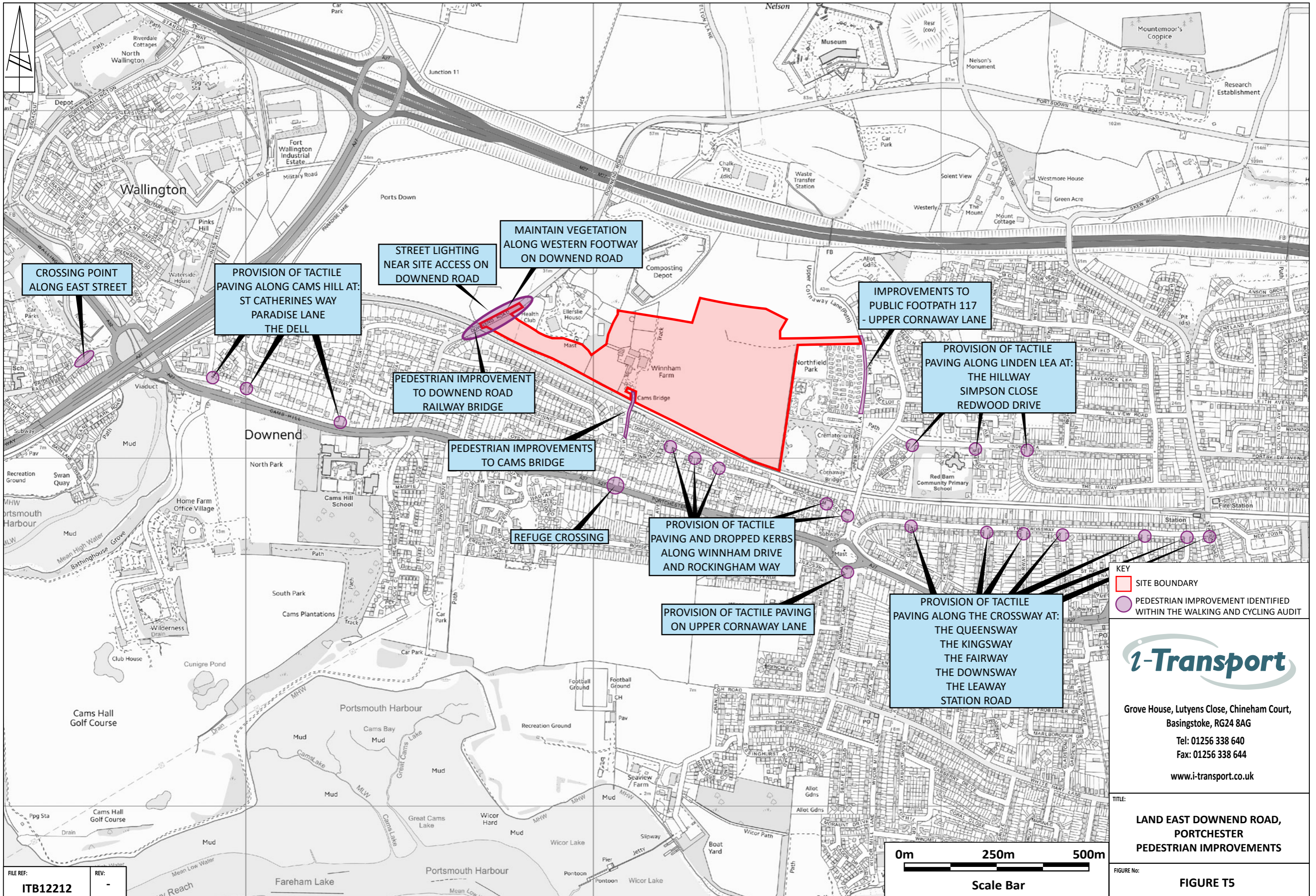
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TITLE:
**LAND EAST OF DOWNEND ROAD,
PORTCHESTER
ACCESSIBILITY PLAN**

FIGURE No:
FIGURE T2

KEY	RED BARN COMMUNITY SCHOOL AND PRE SCHOOL	TEDDY BEARS NURSERY SCHOOL	MURILLS ESTATE	ROSHAUNA RIDING SCHOOL	PORTCHESTER ALLOTMENTS	FAREHAM SHOPPING CENTRE	PORTCHESTER RAIL STATION
WICOR PRIMARY SCHOOL	LITTLE PAWS NURSERY	TRAFALGAR WHARF	COMMUNITY CENTRE	FORT SOUTHWICK	TESCO SUPERSTORE	FAREHAM RAIL STATION	PUBLIC FOOTPATH 117
CAMS HILL SCHOOL	KING RICHARD SECONDARY SCHOOL	DSTL DEFENCE SCIENCE AND TECH LAB	PORTCHESTER LIBRARY	GO KARTING	BP GARAGE AND M&S SIMPLY FOOD	PUBLIC FOOTPATH 505	BUS STOPS
NORTHERN JUNIOR SCHOOL	VEOLIA COMPOSTING	FORT WALLINGTON INDUSTRIAL ESTATE	FORT NELSON	DELME ARMS	WESTLANDS MEDICAL CENTRE	ROUTE SOLENT RANGER X4 - EVERY 30 MINUTES	ROUTE 3 - EVERY 10 - 12 MINUTES
NORTHERN INFANT SCHOOL AND PRE SCHOOL	PORTCHESTER ENGINEERING	PORTSDOWN TECHNOLOGY PARK	SOCIAL CLUB	CAMS MILL	LLOYDS PHARMACY	PORTCHESTER TOWN CENTRE	FAREHAM TOWN CENTRE
PORTCHESTER COMMUNITY SCHOOL	PORTCHESTER BUSINESS CENTRE	FAREHAM INDUSTRIAL PARK	YOUTH CENTRE	THE SEAGULL	PORTCHESTER HEALTH CENTRE	SITE BOUNDARY	
CASTLE PRIMARY SCHOOL	CAMS HALL	ELLERSLIE HOTEL	CAMS HALL GOLF COURSE	WICOR POST OFFICE	ROWLANDS PHARMACY		
		24-7 FITNESS	PORTCHESTER CASTLE	CO-OP	SAINSBURYS SUPERSTORE		
			PORTCHESTER SAILING CLUB	SAINSBURYS SUPERSTORE			

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CROSSING POINT ALONG EAST STREET

PROVISION OF TACTILE PAVING ALONG CAMS HILL AT: ST CATHERINES WAY PARADISE LANE THE DELL

STREET LIGHTING NEAR SITE ACCESS ON DOWNEND ROAD

MAINTAIN VEGETATION ALONG WESTERN FOOTWAY ON DOWNEND ROAD

PEDESTRIAN IMPROVEMENT TO DOWNEND ROAD RAILWAY BRIDGE

PEDESTRIAN IMPROVEMENTS TO CAMS BRIDGE

REFUGE CROSSING

PROVISION OF TACTILE PAVING AND DROPPED KERBS ALONG WINNHAM DRIVE AND ROCKINGHAM WAY

PROVISION OF TACTILE PAVING ON UPPER CORNAWAY LANE

IMPROVEMENTS TO PUBLIC FOOTPATH 117 - UPPER CORNAWAY LANE

PROVISION OF TACTILE PAVING ALONG LINDEN LEA AT: THE HILLWAY SIMPSON CLOSE REDWOOD DRIVE

PROVISION OF TACTILE PAVING ALONG THE CROSSWAY AT: THE QUEENSWAY THE KINGSWAY THE FAIRWAY THE LEAWAY STATION ROAD

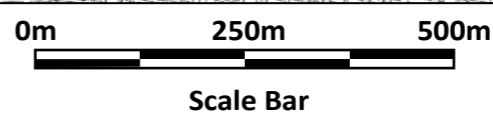
KEY
▭ SITE BOUNDARY
● PEDESTRIAN IMPROVEMENT IDENTIFIED WITHIN THE WALKING AND CYCLING AUDIT



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TITLE:
**LAND EAST DOWNEND ROAD,
 PORTCHESTER
 PEDESTRIAN IMPROVEMENTS**

FIGURE No:
FIGURE T5

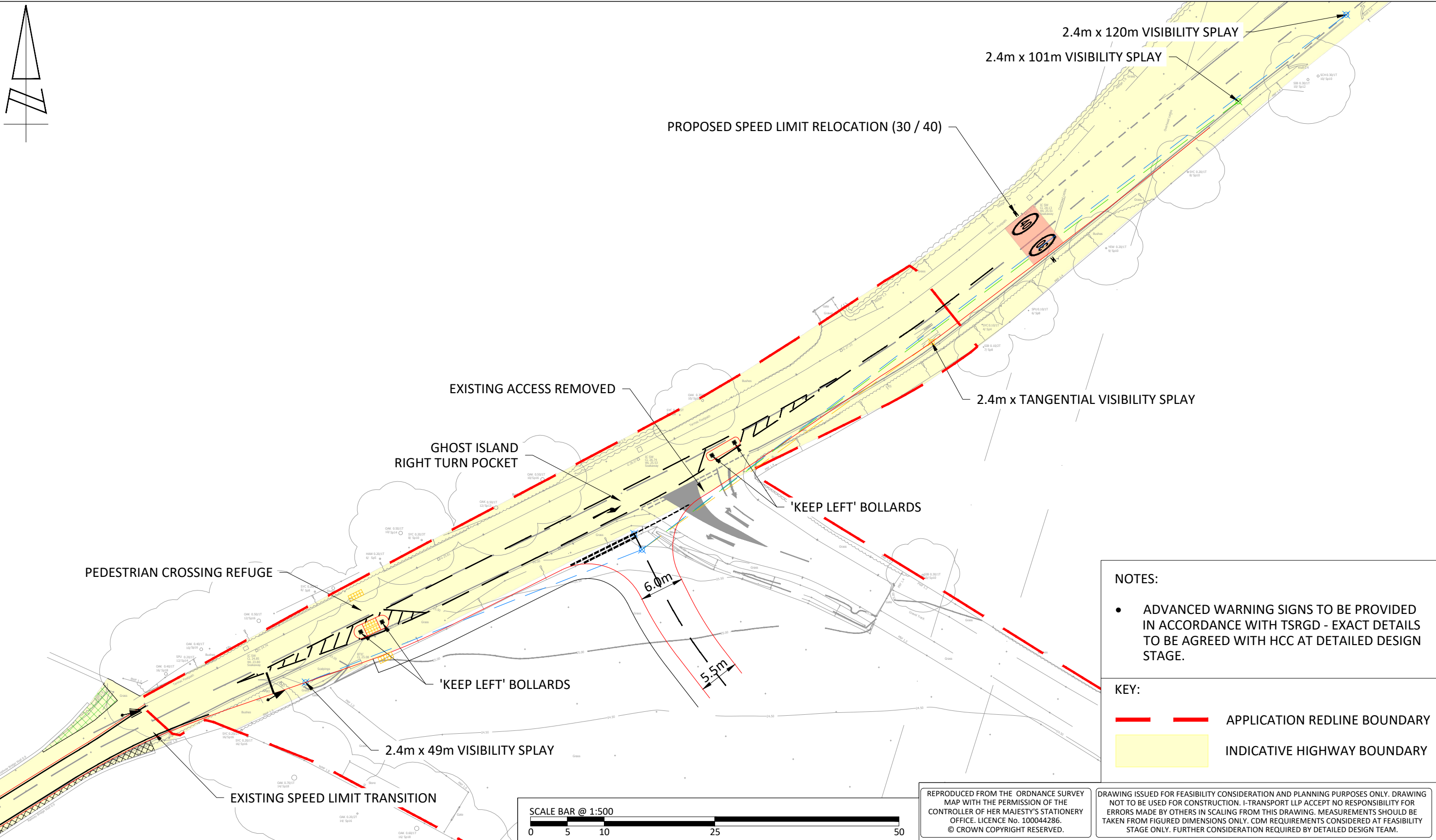


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DRAWINGS

Working Draft



NOTES:

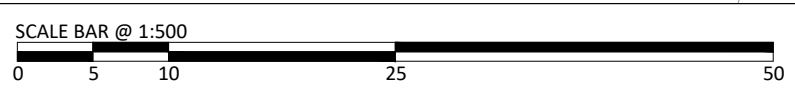
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KEY:

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- INDICATIVE HIGHWAY BOUNDARY

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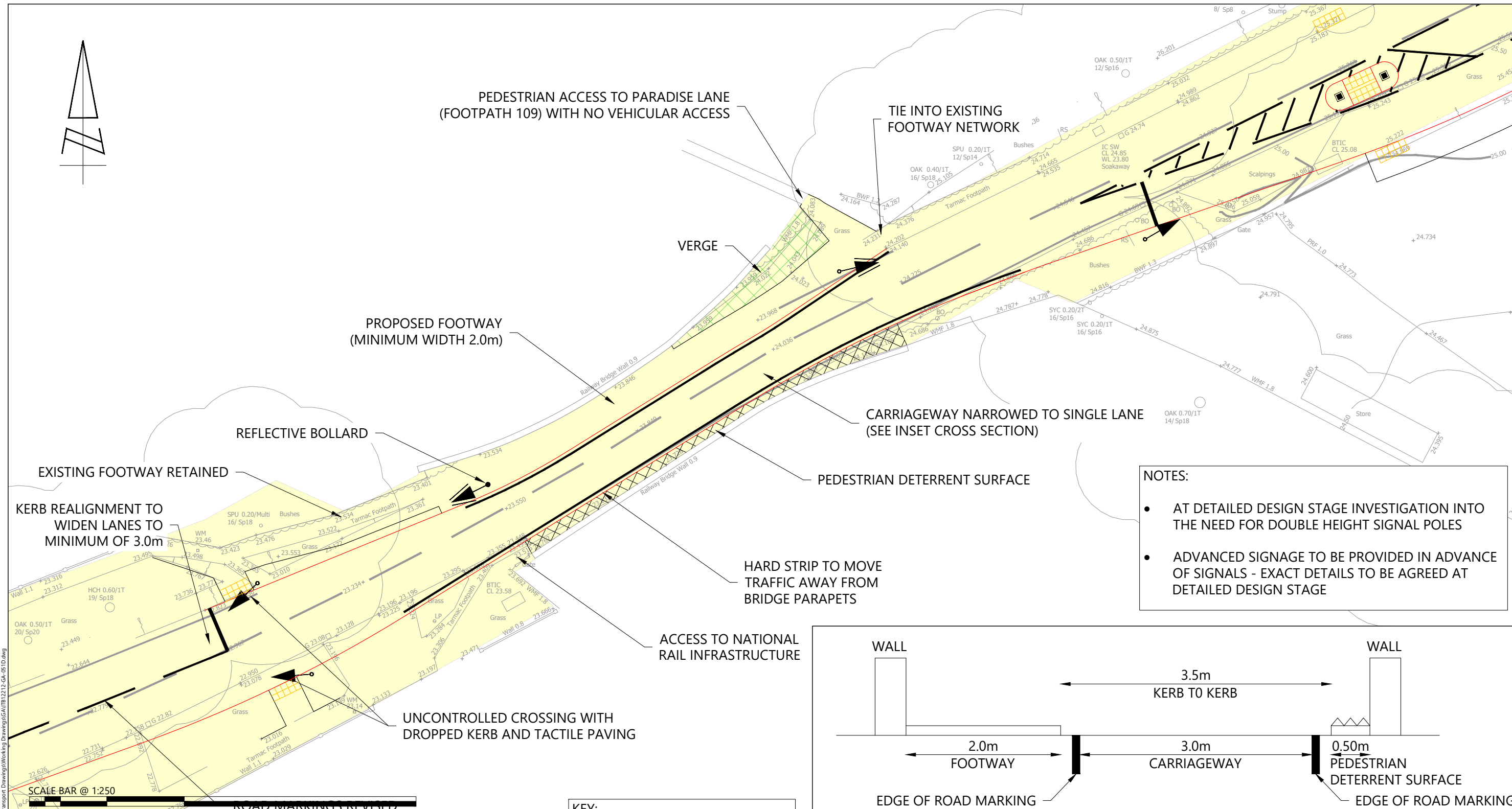
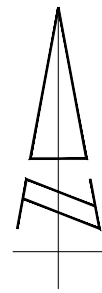
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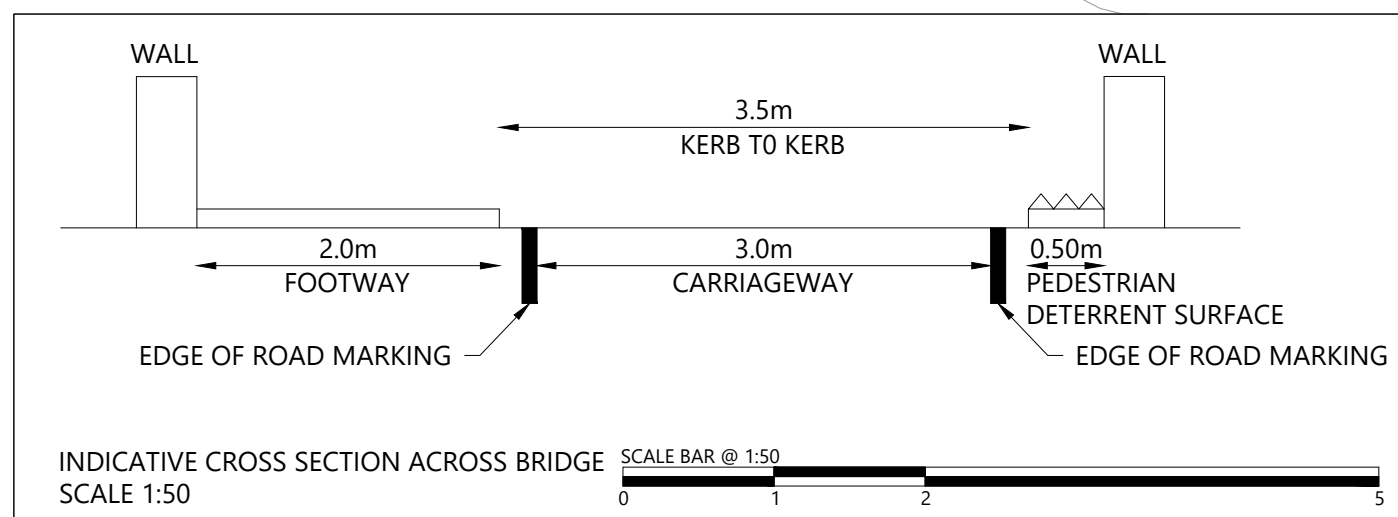
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DRAWING No:	ITB12212-GA-014			PROJECT No:	ITB12212
REV:	E				

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- NOTES:**
- AT DETAILED DESIGN STAGE INVESTIGATION INTO THE NEED FOR DOUBLE HEIGHT SIGNAL POLES
 - ADVANCED SIGNAGE TO BE PROVIDED IN ADVANCE OF SIGNALS - EXACT DETAILS TO BE AGREED AT DETAILED DESIGN STAGE



KEY:

EXTENTS OF HIGHWAY BOUNDARY

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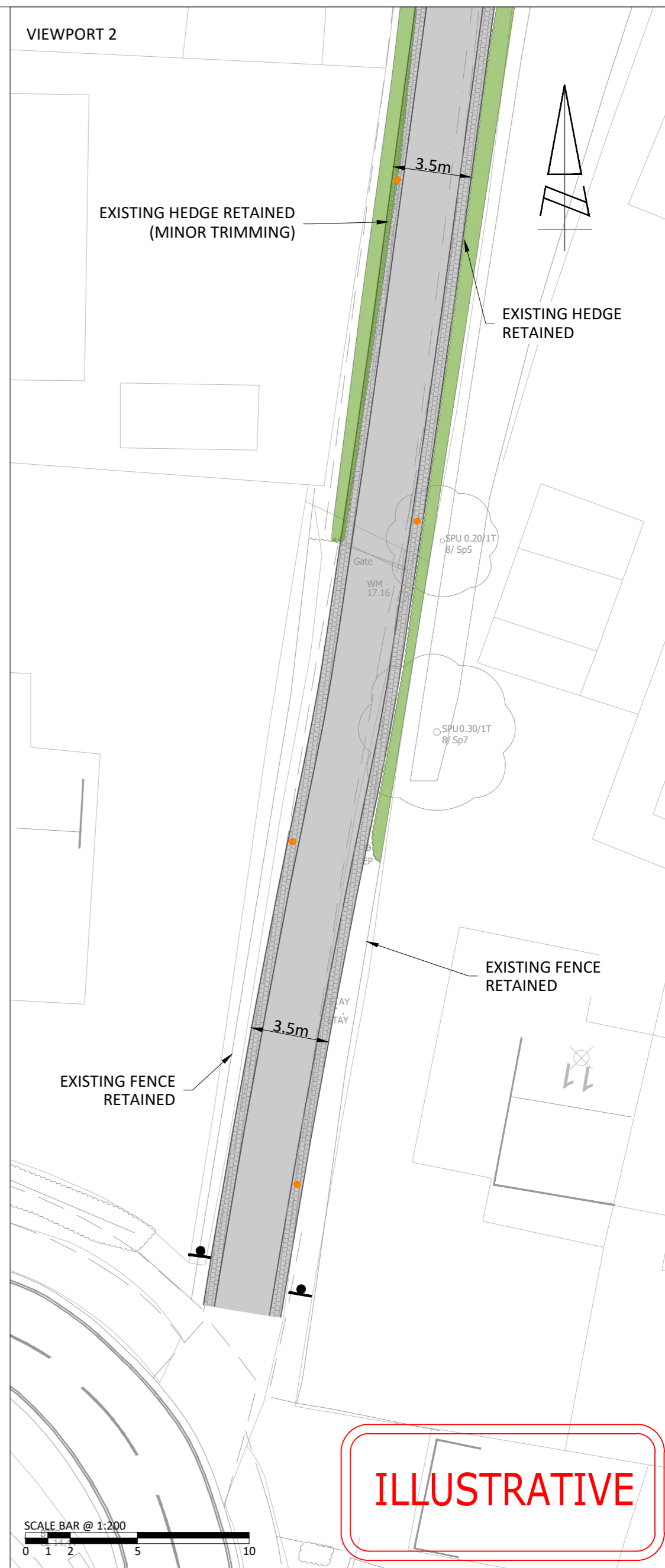
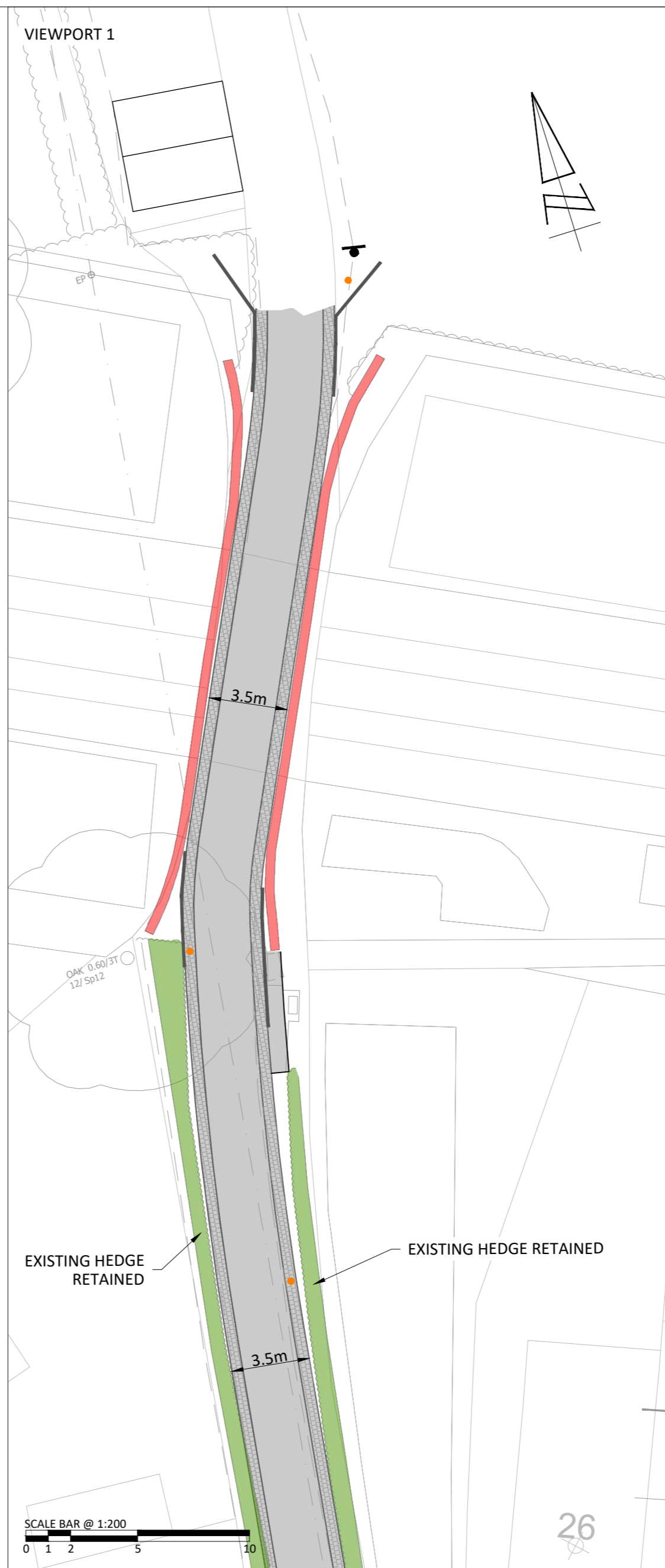


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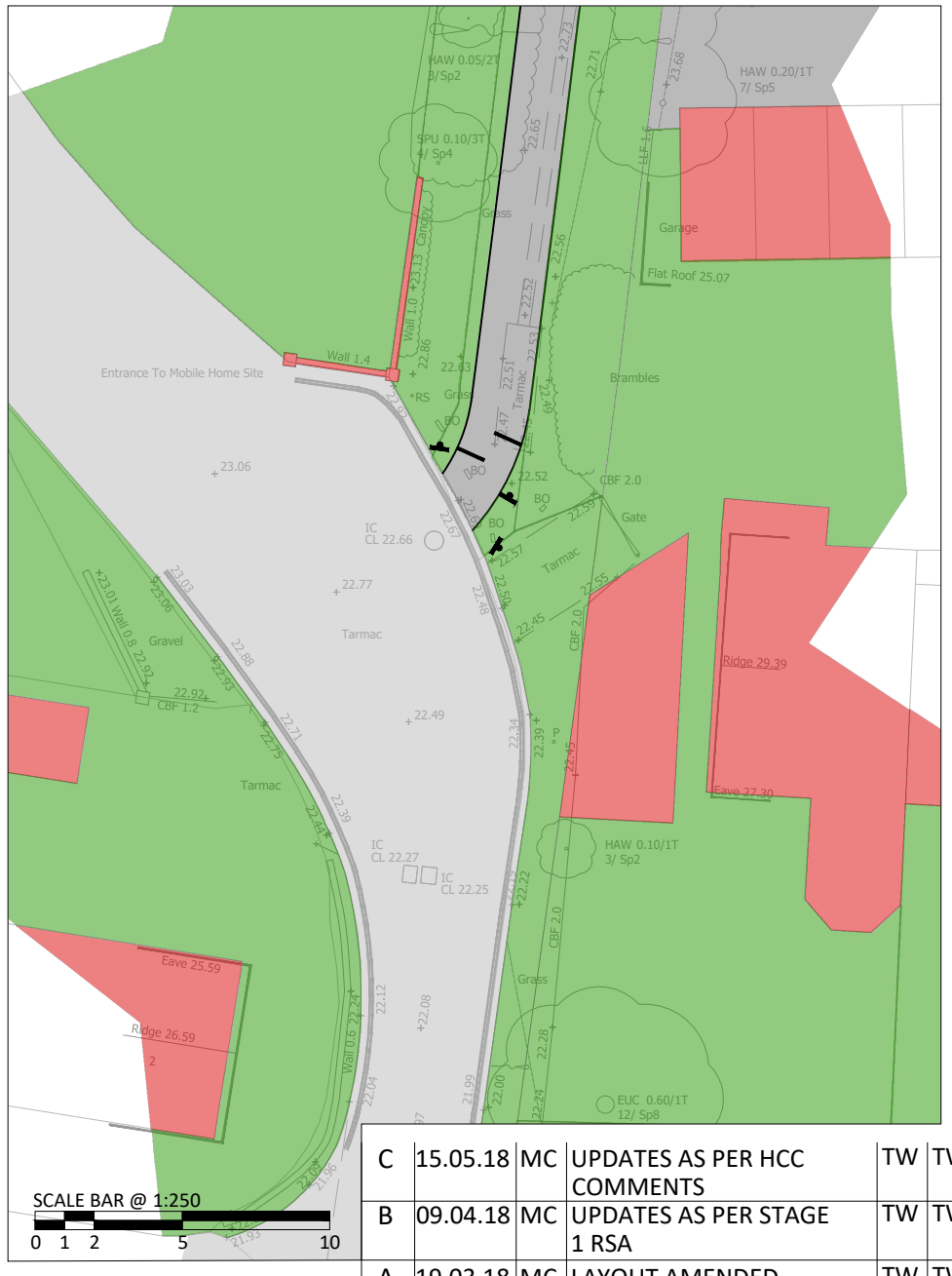
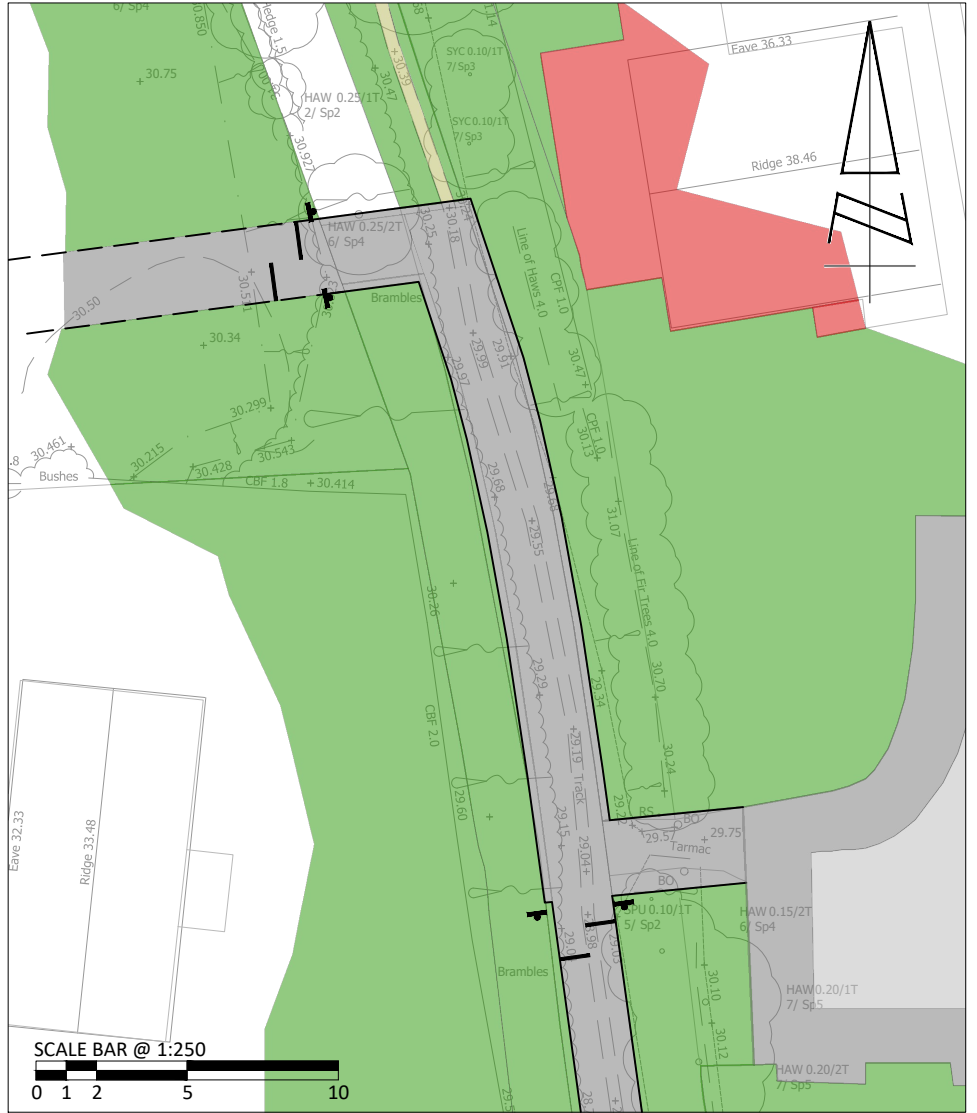
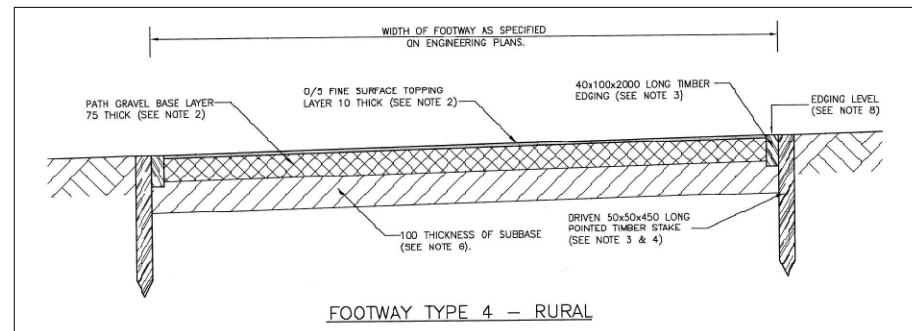
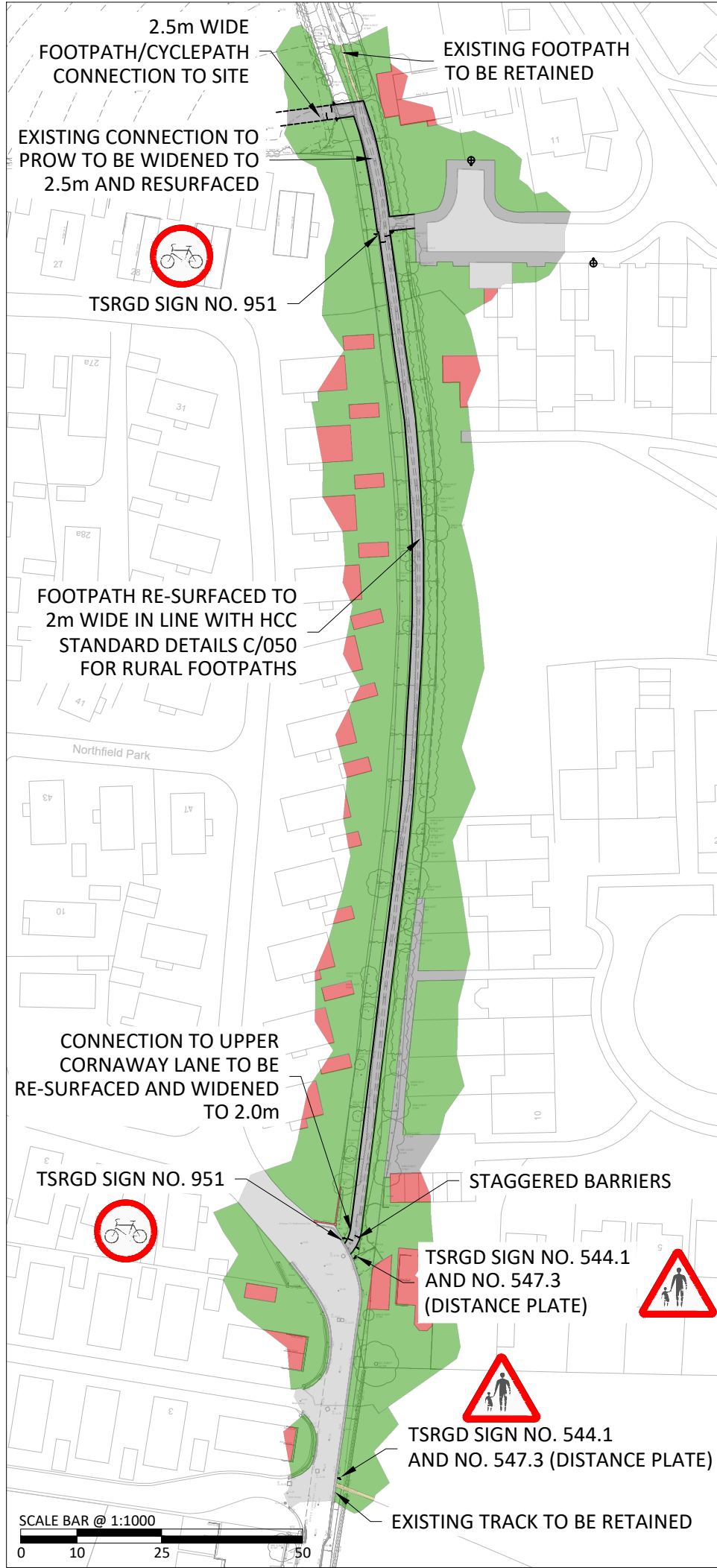
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A	05.02.20	JD	RSA COMMENTS INCORPORATED	RS	TW

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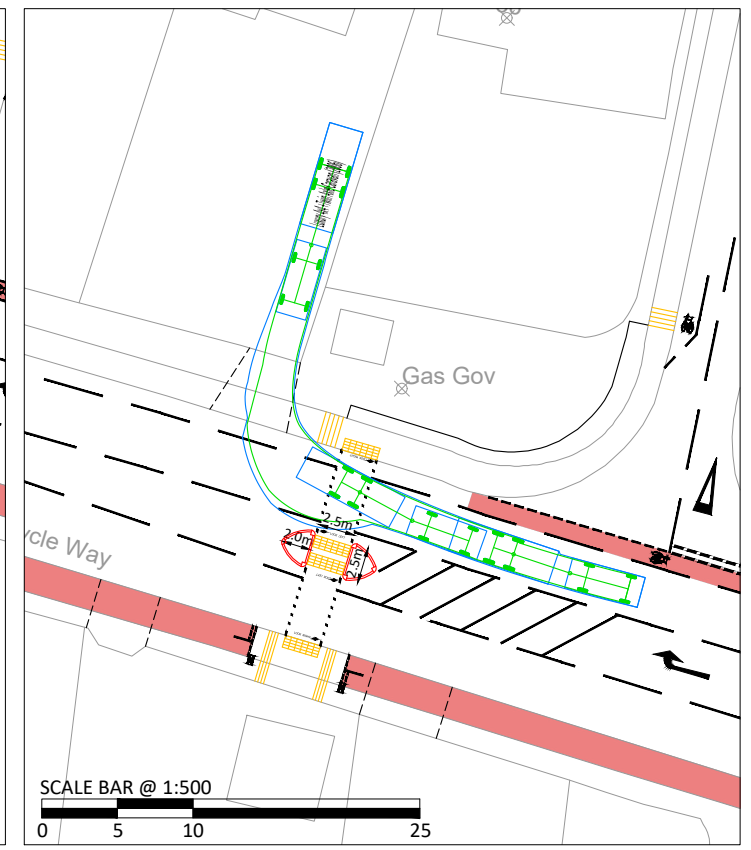
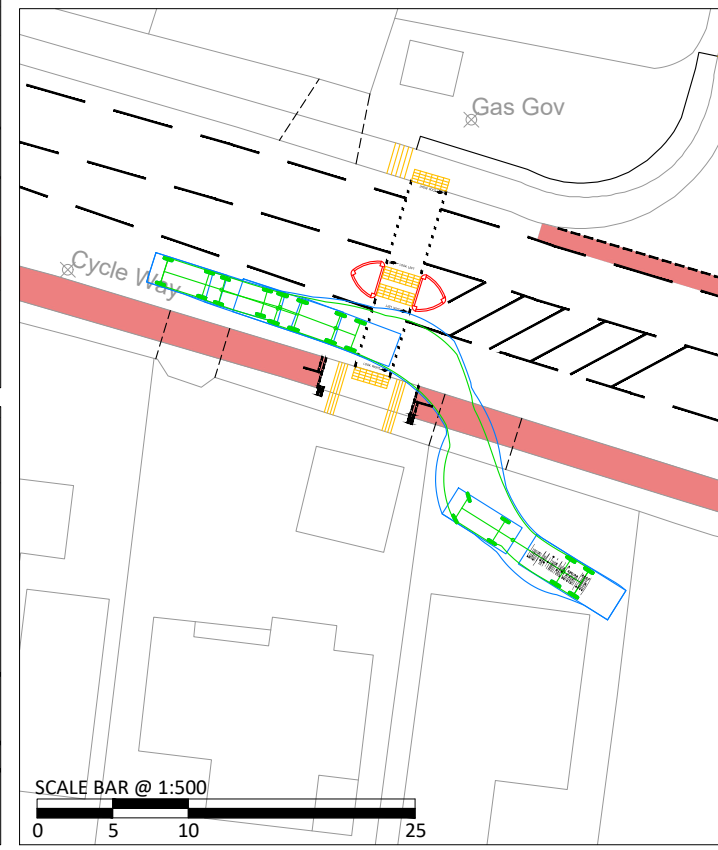
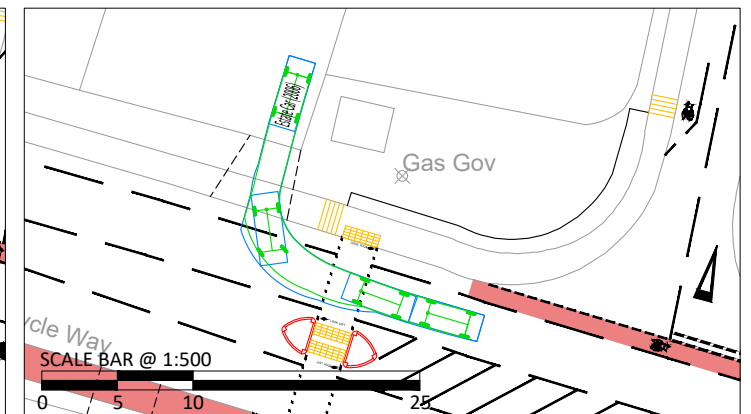
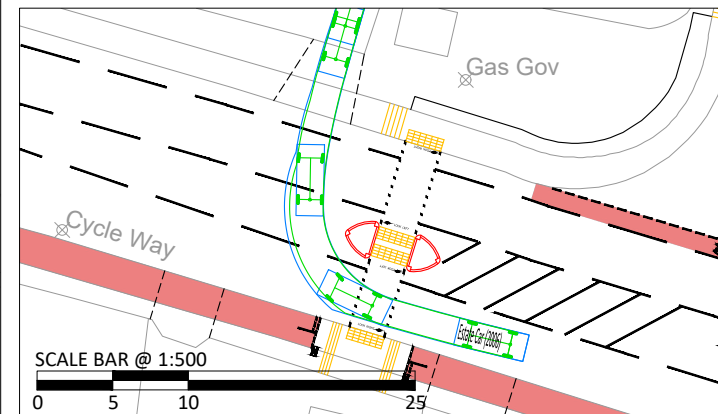
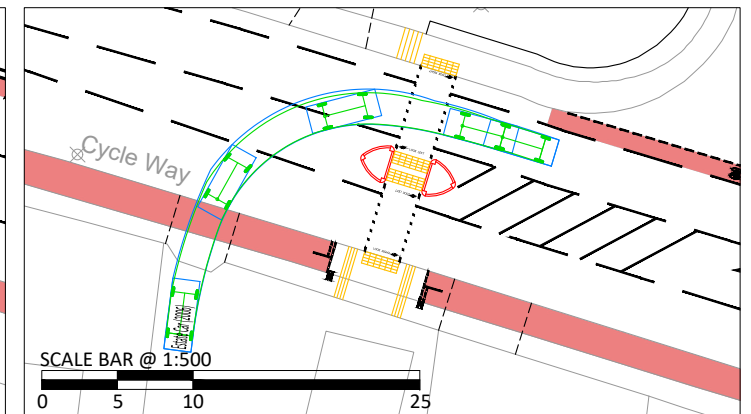
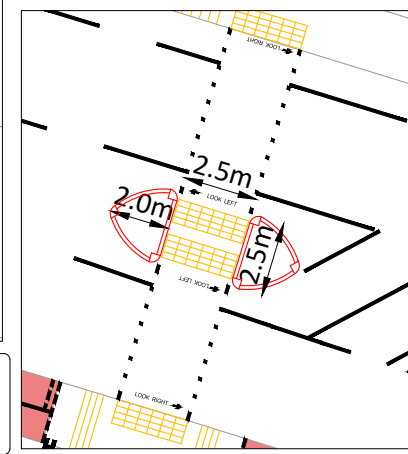
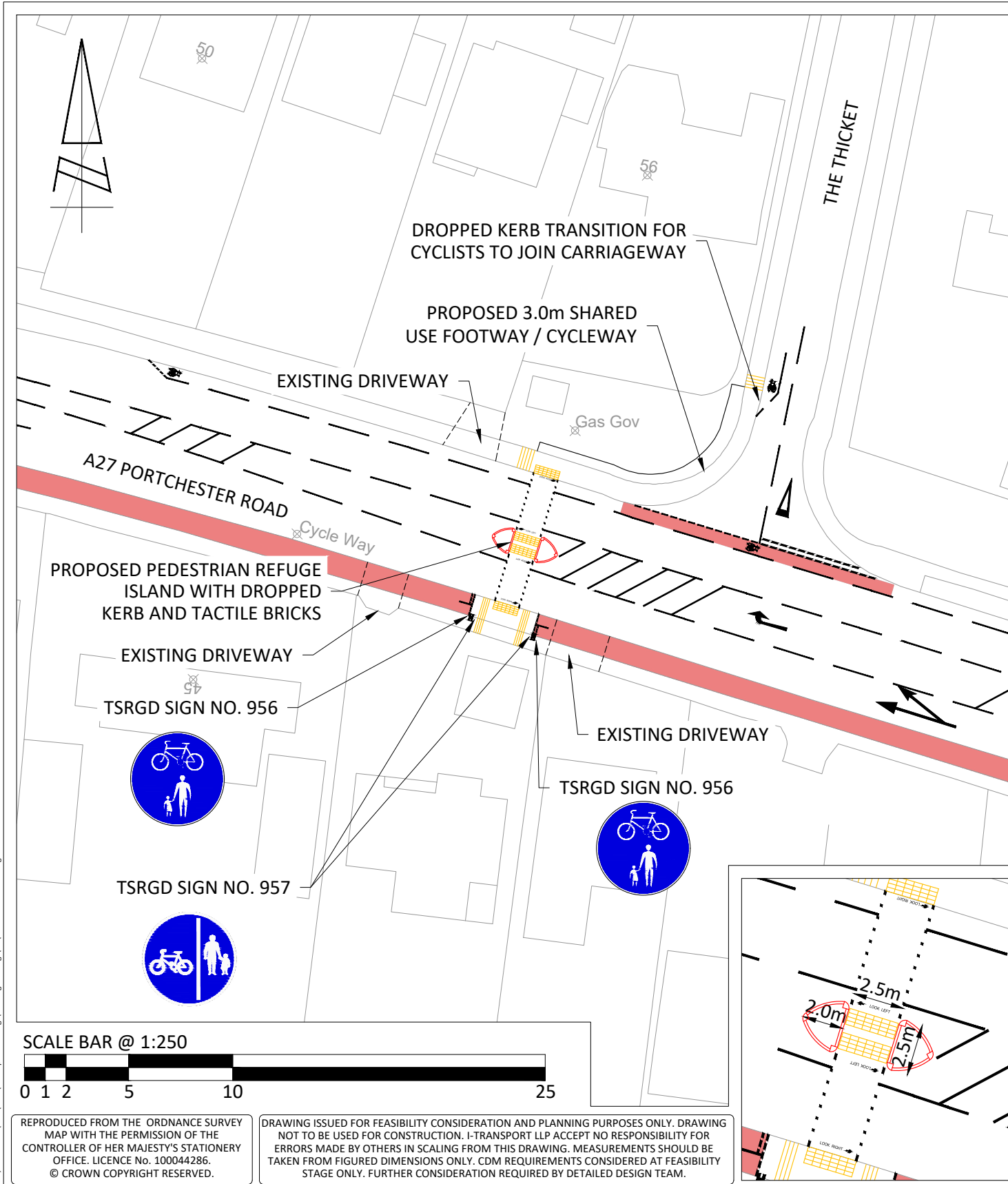
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PROJECT No:	ITB12212	REV: C



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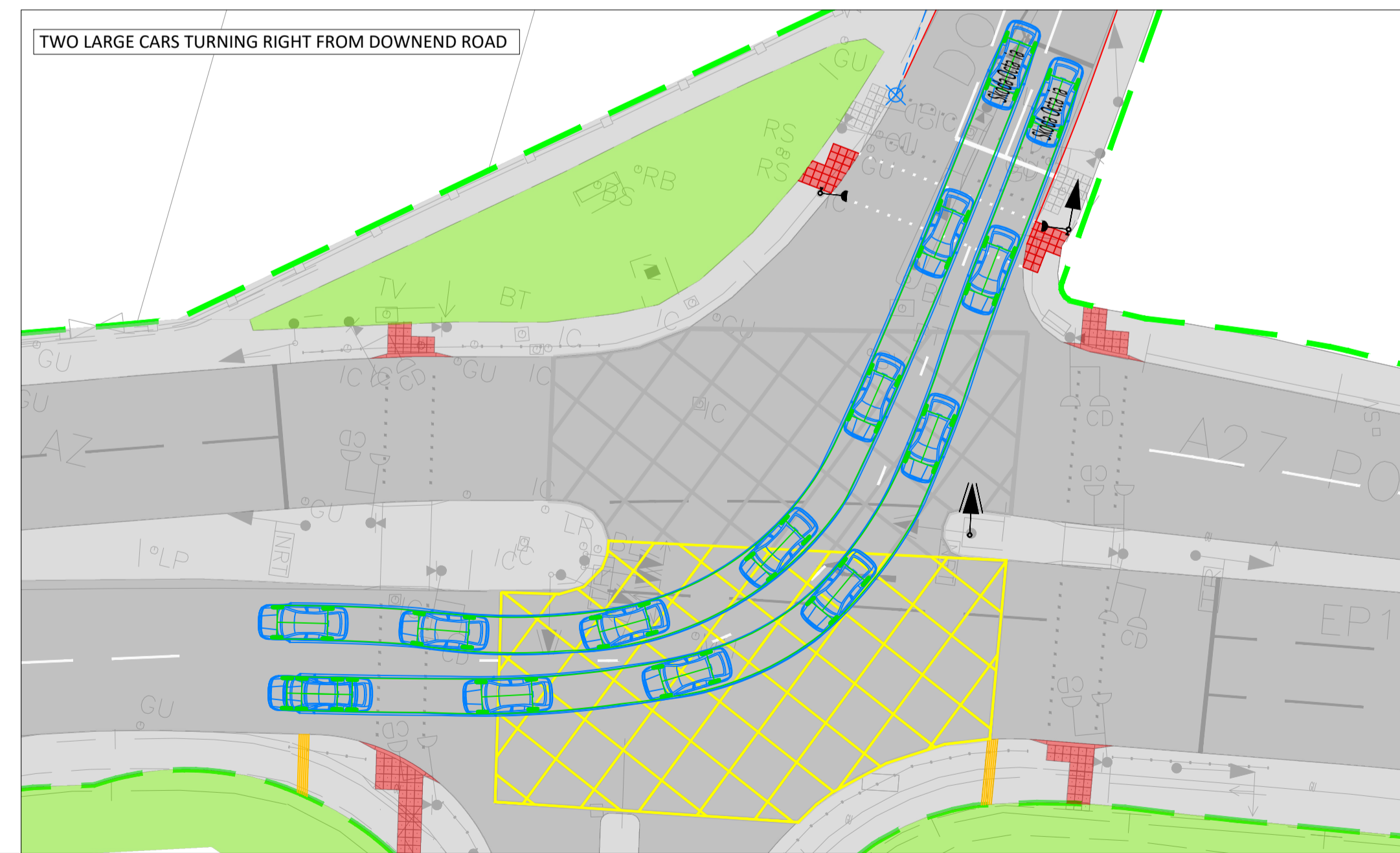
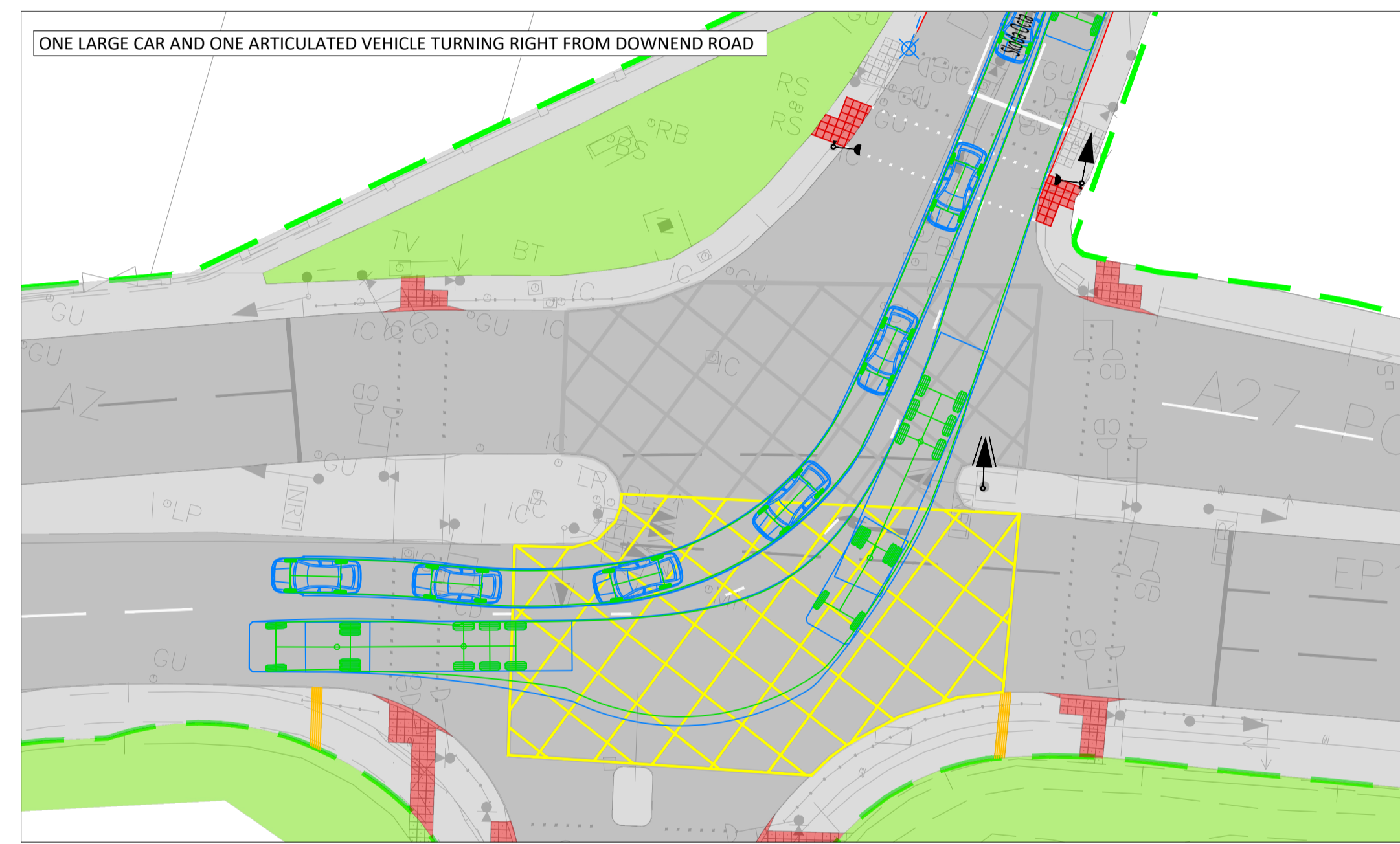
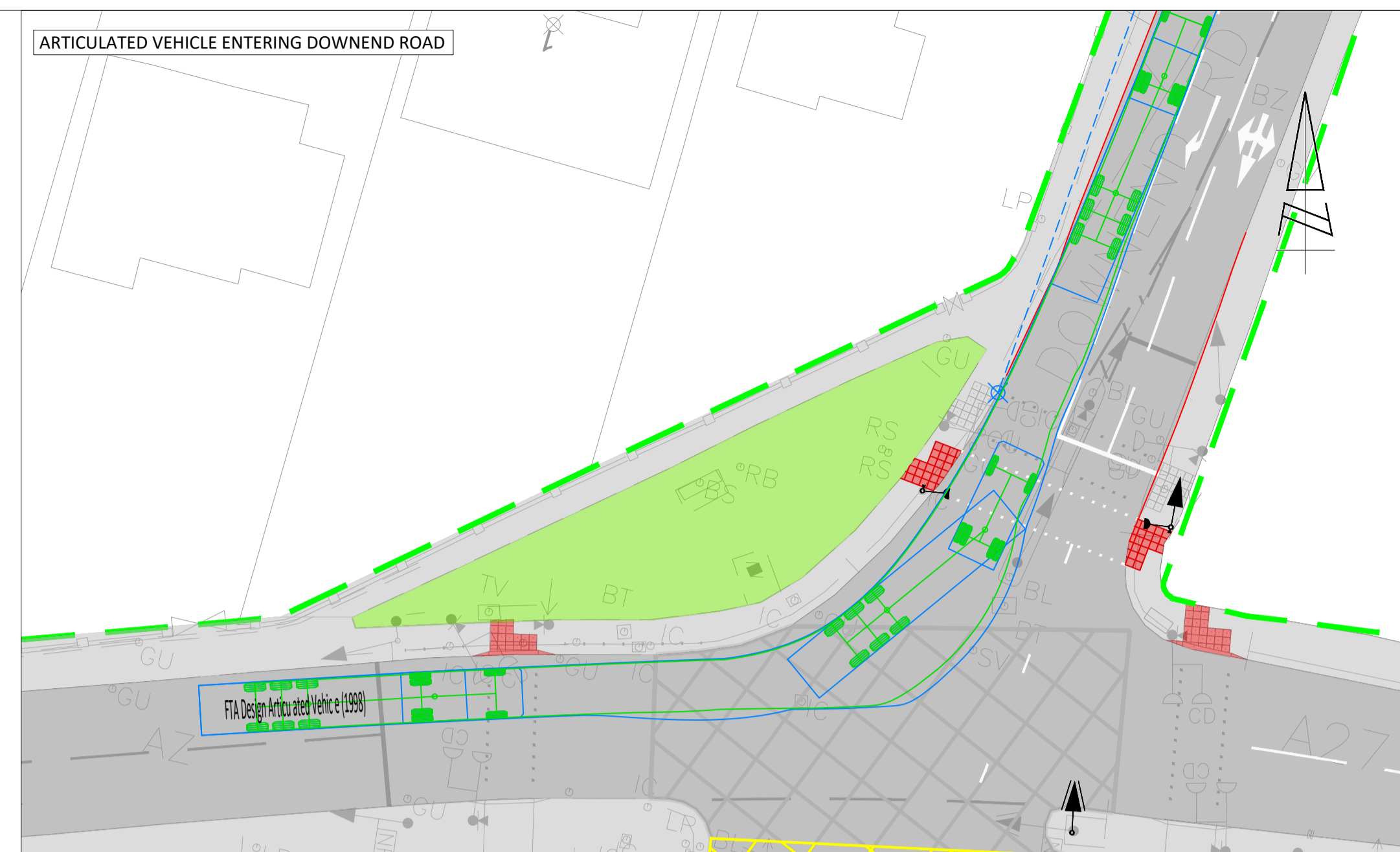
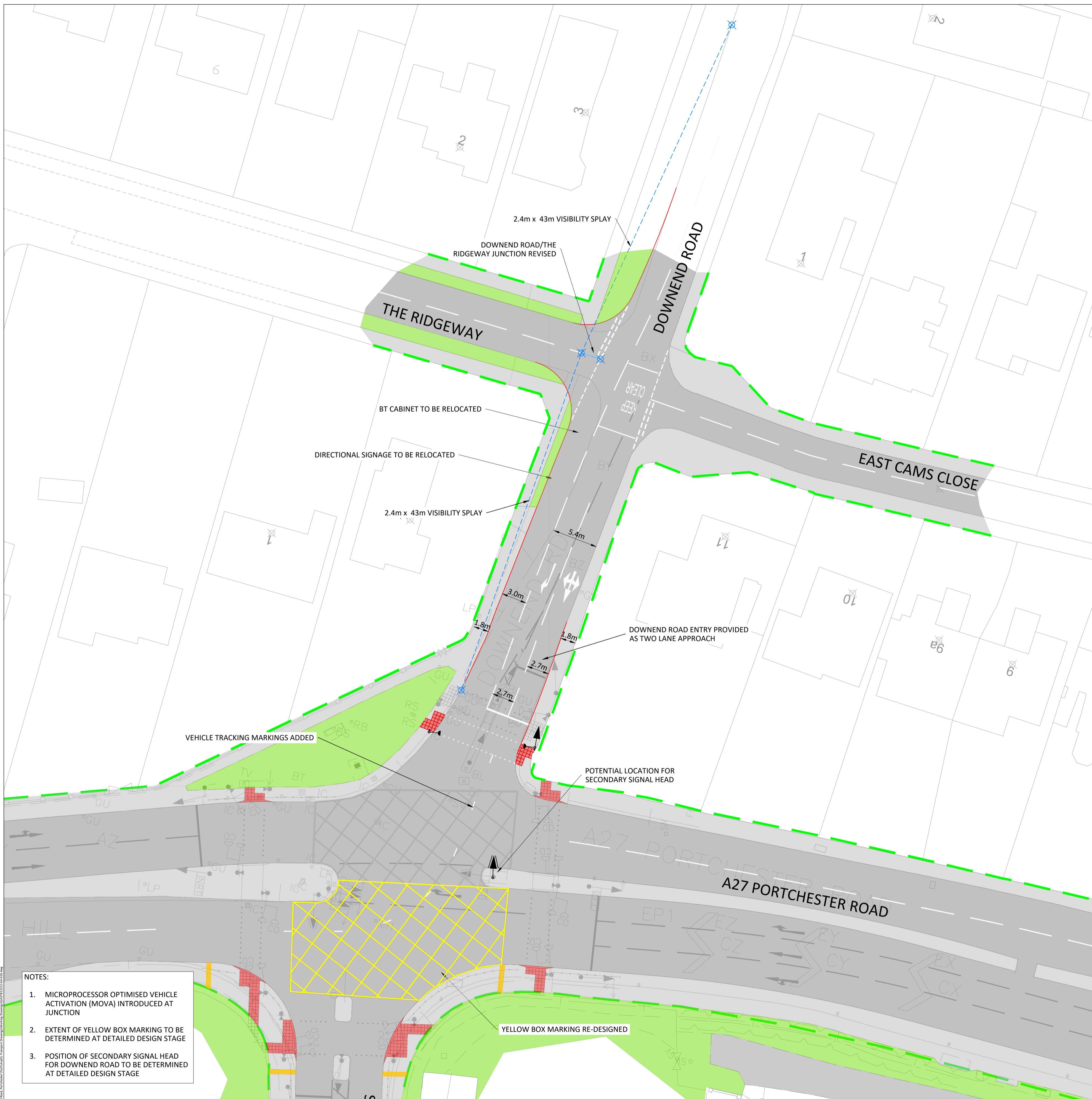
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REV	DATE	BY	DESCRIPTION	CHK	APD
C	15.01.20	SH	FOOTWAY / CYCLEWAY REVISED	TW	TW
B	15.05.18	MC	UPDATES AS PER HCC COMMENTS	TW	TW
A	09.04.18	MC	UPDATES AS PER STAGE 1 RSA	TW	TW

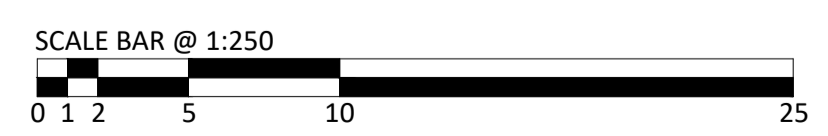
STATUS: FOR PLANNING

TITLE:	PROPOSED PEDESTRIAN REFUGE ISLAND ALONG A27 PORTCHESTER ROAD
PROJECT:	DOWNEND ROAD, PORCHESTER
CLIENT:	MILLER HOMES

SCALE @ A3:	AS SHOWN	CHECKED:	TW	APPROVED:	TW
FILE REF:	ITB12212	DRAWN:	MC	DATE:	16.03.18
DRAWING No:	ITB12212-GA-021				
PROJECT No:	ITB12212	REV:	C		



- NOTES:
1. MICROPROCESSOR OPTIMISED VEHICLE ACTIVATION (MOVA) INTRODUCED AT JUNCTION
 2. EXTENT OF YELLOW BOX MARKING TO BE DETERMINED AT DETAILED DESIGN STAGE
 3. POSITION OF SECONDARY SIGNAL HEAD FOR DOWNEND ROAD TO BE DETERMINED AT DETAILED DESIGN STAGE



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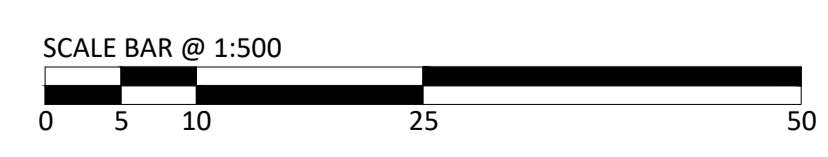
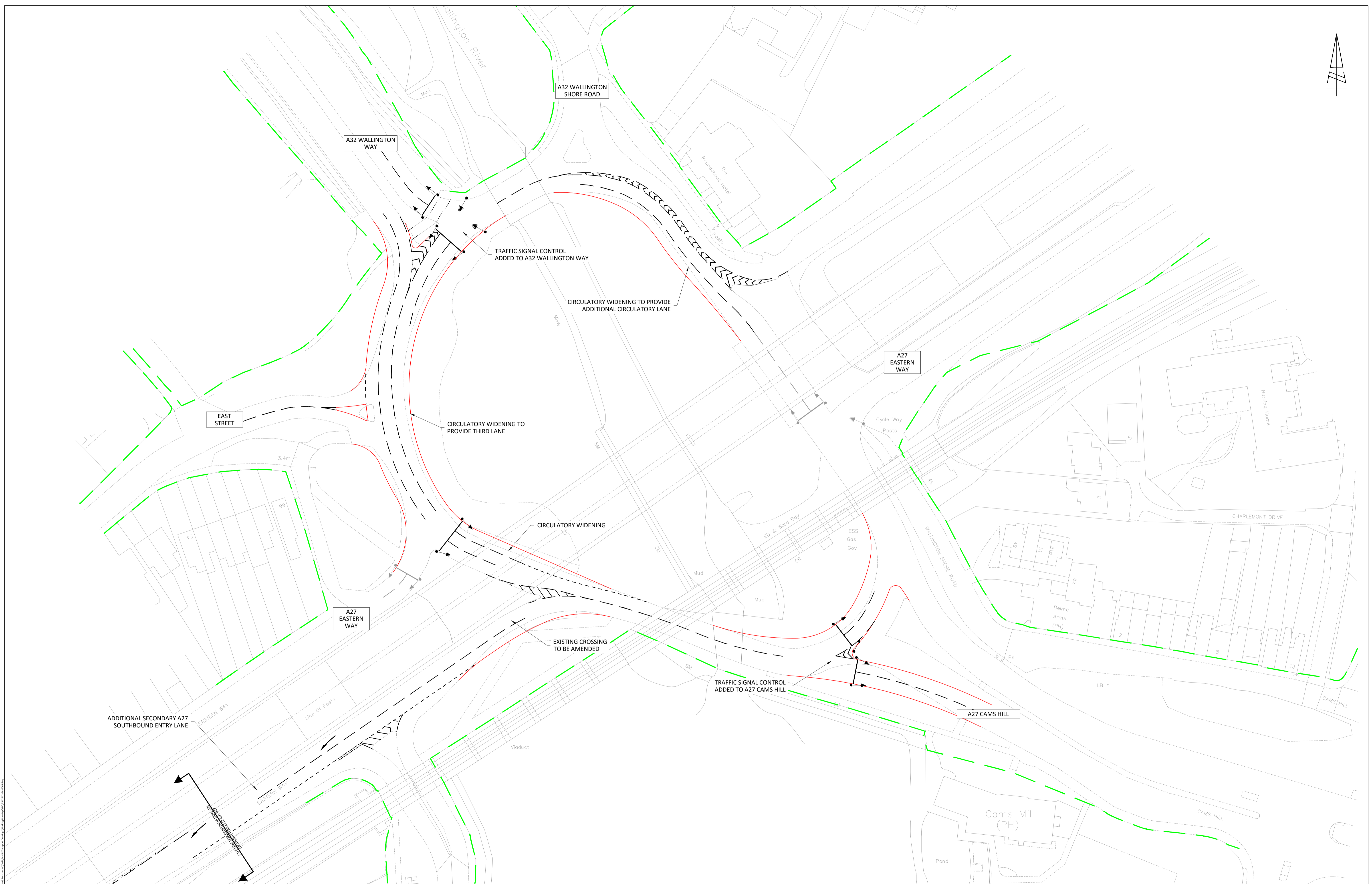
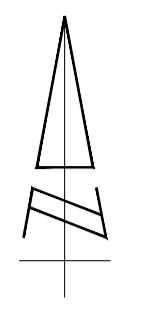
REV	DATE	BY	DESCRIPTION	CHK	APP
			ISSUE		

PROJECT:	A27 / DOWNEND ROAD / SHEARWATER AVENUE - PROPOSED JUNCTION IMPROVEMENT SCHEME
CLIENT:	MILLER HOMES

SCALE @ A1:	1:250	CHECKED:	TW	APPROVED:	TW
FILE REF:	ITB12212	DRAWN:	JD	DATE:	17.07.18
DRAWING NO:	ITB12212-GA-026				
PROJECT NO:	ITB12212				

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KEY:
 HIGHWAY BOUNDARY



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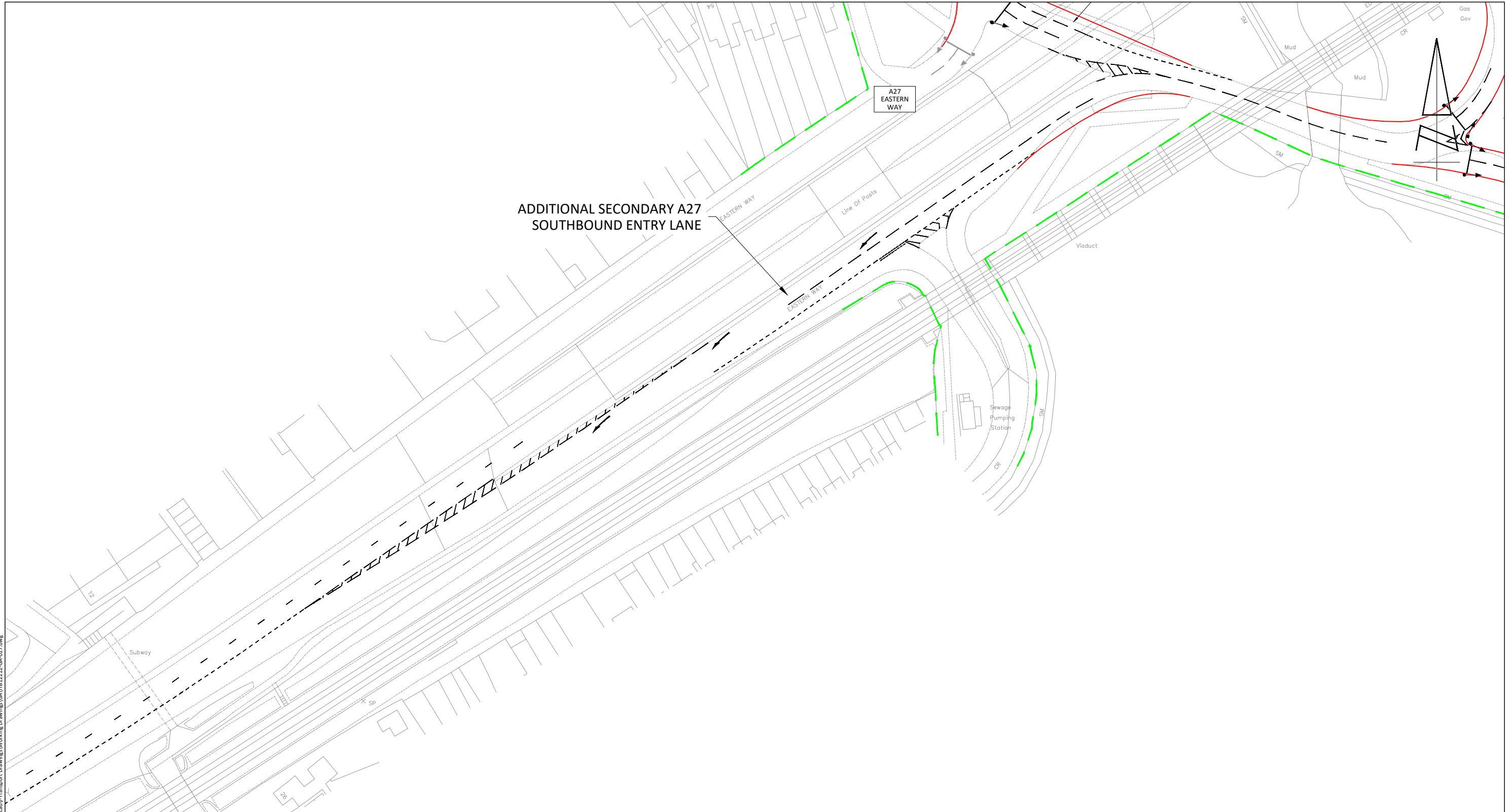
REV	DATE	BY	DESCRIPTION	CHK	APP
B	17.07.18	MC	LAYOUT REVISED	TW	TW
A	07.09.17	MC	LAYOUT REVISED	TW	TW

STATUS: FOR INFORMATION

TITLE: A27 DELME ROUNDABOUT - POTENTIAL IMPROVEMENT SCHEME - SHEET 1 OF 2		CLIENT: MILLER HOMES
PROJECT: DOWNDEN ROAD, PORTCHESTER	DRAWING NO: ITB12212-GA-006	
PROJECT: ITB12212		REV: B

SCALE @ A4: 1:500	CHECKED: TW	APPROVED: TW
FILE REF: ITB12212	DRAWN: SH	DATE: 02.02.17
DRAWING NO: ITB12212-GA-006	PROJECT: ITB12212	

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ADDITIONAL SECONDARY A27
SOUTHBOUND ENTRY LANE

A27
EASTERN
WAY

EASTERN WAY

EASTERN WAY

Line Of Posts

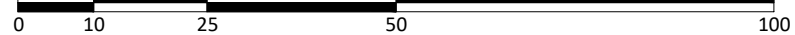
Viaduct

Sewage
Pumping
Station

Subway

SP

SCALE BAR @ 1:1000



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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE:
A27 DELME ROUNDABOUT - POTENTIAL IMPROVEMENT SCHEME - SHEET 2 OF 2

PROJECT:
DOWNEND ROAD, PORTCHESTER

CLIENT:
MILLER HOMES

SCALE @ A3: 1:1000	CHECKED: TW	APPROVED: TW
FILE REF: ITB12212	DRAWN: MC	DATE: 18.07.18

DRAWING No:
ITB12212-GA-027

PROJECT No:
ITB12212

REV:
-

T:\Projects\12000 Series Project Numbers\12212\ITB Downend Road, Portchester\Tech\Acad\Transport Drawings\Working Drawings\GA\ITB12212-GA-027.dwg