

Project Title:	Downend Road, Portchester
Title:	SoCG on Matter 1 (Pedestrian Accessibility and Safety)
Date:	21 August 2019

Matters of Agreement and Disagreement – Matter 1 (Pedestrian Accessibility and Safety)

Topic	Application Approach	Agreement or Disagreement	FBC Comments
Traffic Flows at on local highway network.	<p>The suite of traffic surveys supporting the TA comprise:</p> <ul style="list-style-type: none"> Manual Classified Counts undertaken on Tuesday 8 November 2016 across the local highway network including A27 and Downend Road corridor junctions. 7 day Automatic Traffic Counts undertaken between Monday 7 November and Sunday 13 November 2016 on Downend Road and A27 corridors. Automatic Number Plate Recognition survey was undertaken on Tuesday 27 February 2017 to determine traffic using Cams Hill and The Causeway. Manual Classified Count and pedestrian survey undertaken of Downend Road Railway Bridge on 27 February 2018. 	<p>Agreed</p> <p>Agreed</p> <p>Not considered</p> <p>Not Agreed</p>	<p>One day winter survey not considered sufficient as pedestrian movements could be greater at other times of year.</p>
Existing Pedestrian and Cycle Flows at Downend Road Bridge	<ul style="list-style-type: none"> Pedestrian and cycle counts undertaken of Downend Road Railway Bridge on 27 February 2018 between 0700 – 1900 and recorded the number of pedestrians and cyclists travelling both northbound and southbound. 7-day Automatic Traffic Counts undertaken between Monday 7 November and Sunday 13 November 2016 on Downend Road included a classified count of cycle movements (no pedestrians). 	<p>Not Agreed</p> <p>Agreed</p>	<p>As above</p>

PIA Record at Downend Road	<ul style="list-style-type: none"> • Personal Injury Accident analysis was obtained for the local highway network for the most recent ten-year period at the time of the application. The data ranged between 1 April 2009 and 31 March 2019. • This data demonstrated that at the Downend Road bridge there was one accident recorded, a collision between two vehicles. There have been no accidents involving vulnerable users over this time period on the bridge. 	<p>Agreed</p> <p>Agreed</p>	A total of 9 accidents were recorded on Downend Road during this period between its junctions with The Causeway and the Ellerslie House access. 5 of these accidents were serious in severity and four were slight accidents.
Pedestrian Access Strategy	<ul style="list-style-type: none"> • There are three proposed pedestrian access points available from the site which is considered to be a reasonable access strategy to serve the development. • Downend Road – the site access is available for pedestrian and cyclists to use. Pedestrian facilities are shown on Drawing ITB12212-GA- 014A and include crossing refuge island. • Cams Bridge – from the centre of the site pedestrians and cyclists will be able to use this connection to join onto The Thicket and onwards to the A27 Portchester Road. This route will be improved as shown illustratively on Drawing ITB12212-GA-023B. • Upper Cornaway Lane – this access point is located to the east of the site This route will be upgraded as shown illustratively on Drawing ITB12212- GA-020C. 	<p>Agreed</p> <p>Agreed</p> <p>Agreed</p> <p>Agreed</p>	

Topic	Application Approach	Agreement or Disagreement	FBC Comments
Pedestrian Demand Assessment	<ul style="list-style-type: none"> • Pedestrian and cycle demand is estimated using NTS and Census 2011 data. It is estimated that the site would produce 504 trips per day. • To understand the likely routes that pedestrians and cyclist would take from each plot of the site a pedestrian demand assessment was undertaken. This assessment was presented as part of the TA Addendum (ITB12212-026 TN). • The following method was undertaken and is a reasonable basis to estimate future demand: <ul style="list-style-type: none"> • Identify the potential walking and cycling routes from the three potential access points. • Using the parameter plan determine the size of parcels and where residents would route from. • Measure the distance from the centre of each development parcel to each facility. • For each parcel, estimate the likely route choice using trip purpose (NTS) and route distance. • This assessment estimated the following distribution of pedestrian and cycle demand: 	Not Agreed	The methodology for calculating pedestrian demand is not agreed.

Topic	Application Approach	Agreement or Disagreement	FBC Comments
	<ul style="list-style-type: none"> ▪ Downend Road – 8% (38 daily trips) ▪ Cams Bridge – 62% (312 daily trips) ▪ Upper Cornaway Lane – 31% (154 daily trips) • At FBC's request a sensitivity test was undertaken which included further facilities to the west and in Portchester (Report ITB12212-036b). This resulted in a small increase in pedestrian demands to Downend Road: <ul style="list-style-type: none"> ▪ Downend Road – 13% (64 daily trips) ▪ Cams Bridge – 52% (260 daily trips) ▪ Upper Cornaway Lane – 36% (180 daily trips) 		
Downend Road Railway Bridge – Mitigation Scheme 1 – Virtual Footway (Option1)			
Virtual Footway Scheme	<ul style="list-style-type: none"> • Drawing ITB12212-GA-003B presented a virtual footway scheme (similar to the existing arrangement). HCC did not consider this to be an acceptable scheme and therefore is not being considered further. 	Agreed	

Downend Road Railway Bridge – Mitigation Scheme 2 – Reduced Width Footway (Option 2)			
Design Considerations	<ul style="list-style-type: none"> The scheme includes re-providing the available carriageway between bridge parapets to deliver a 4.8m wide carriageway and a minimum of 1.2m footway. This scheme is shown on Drawing ITB12212-GA-004B. A 4.8m carriageway will retain two-way traffic use of Downend Road. A 1.2m footway will enable pedestrians of all mobilities to cross the bridge safely. 	<p>Not agreed</p> <p>Not agreed</p>	<p>The footway and carriageway widths are considered to be insufficient</p> <p>The proposed works at the bridge would adversely impact on highway safety.</p> <p>The proposed road narrowing would adversely impact on the operation of Downend Road</p>
RSA	<ul style="list-style-type: none"> An RSA has been undertaken of this scheme. All the issues which were raised have been addressed and considered acceptable by the Auditor. 		

Downend Road Railway Bridge – Mitigation Scheme 3 – Priority Shuttle Working (Option 3)			
Design Considerations	<ul style="list-style-type: none"> • This includes providing a priority shuttle working arrangement (northbound traffic has priority) which allows for a 2.0m wide footway to be delivered and a single traffic lane of 3.5m. This scheme is shown on Drawing ITB12212-GA-011B. • A 3.5m carriageway is sufficient for all vehicles to pass in single file. • A 2.0m footway will enable pedestrians of all mobilities to cross the bridge safely. 	<p>Agreed</p> <p>Agreed</p>	<p>The proposed works at the bridge would adversely impact on highway safety.</p> <p>The proposed road narrowing would adversely impact on the operation of Downend Road.</p>

Topic	Application Approach	Agreement or Disagreement	FBC Comments
RSA	<ul style="list-style-type: none"> An RSA has been undertaken of this scheme. All the issues which were raised have been addressed and considered acceptable by the Auditor. 		
Traffic Model	<ul style="list-style-type: none"> Traffic modelling was undertaken to estimate the operation of the shuttle working scheme using the Arcady module of Junctions 9. This is considered and acceptable basis to assess the scheme. The modelling demonstrated estimated average delay of 23 seconds in the morning peak and 11 seconds in the evening peak hour for southbound traffic. HCC has confirmed it agreed with this modelling and that the impact on traffic is not significant. It is agreed that this will not result in an unacceptable impact on the safety or operation of the network. 	<p>Not agreed</p> <p>Not agreed</p>	<p>The traffic modelling does not appropriately assess the proposed highway works as it utilises software for assessing roundabouts which doesn't accurately assess the proposed highway scheme.</p>

STATEMENT OF COMMON GROUND (MATTER 1)

BETWEEN

MILLER HOMES LIMITED

&


FAREHAM BOROUGH COUNCIL

Signed.....

Tim Wall BA (Hons) MSc MCIHT
Associate Partner

Dated.....22/02/19

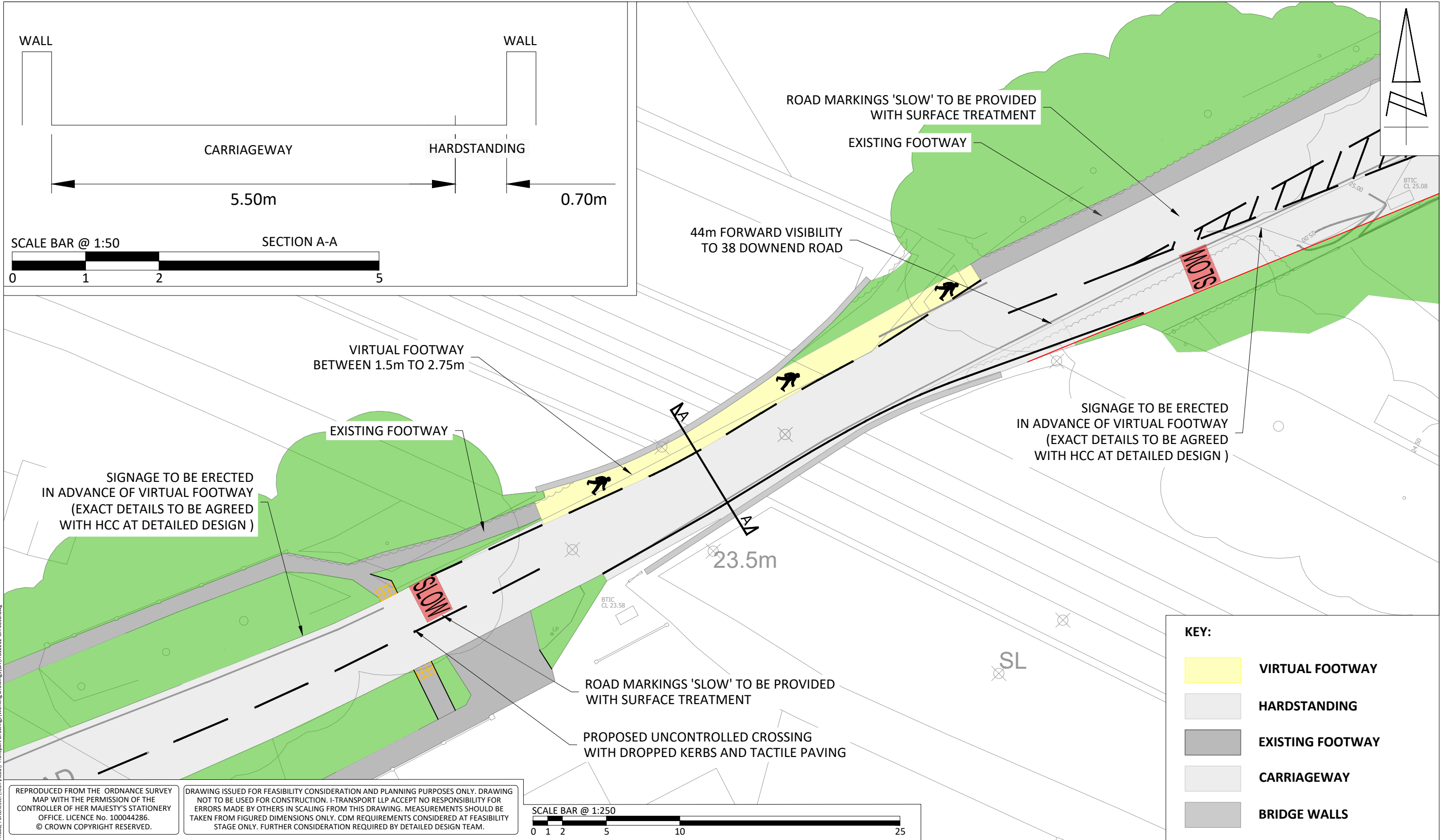
i-Transport LLP
(on behalf of Miller Homes Limited)

Signed.....

Vera Lamont BE (Civil) CEng MICE FCIHT MCMI
Director

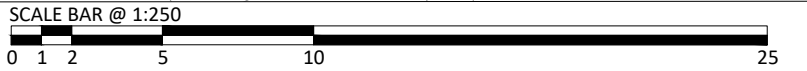
Dated.....21/2/2019

Mayer Brown
(on behalf of Fareham Borough Council)



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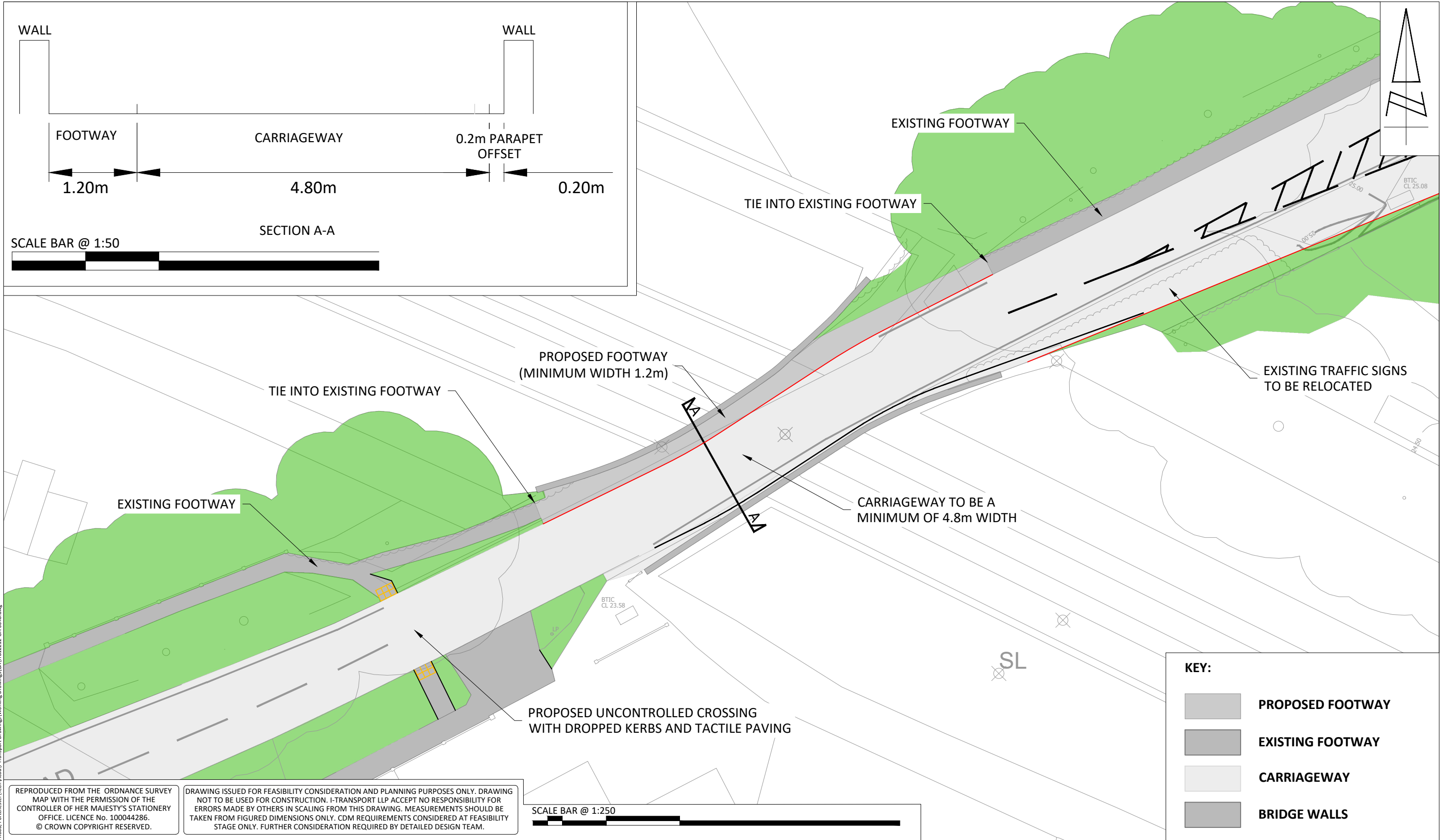
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Fax: 01256 338644

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A	15.06.17	MC	SITE ACCESS ADDED	TW	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: DRAFT

TITLE: DOWNEND ROAD BRIDGE - VIRTUAL FOOTWAY PROPOSAL	
PROJECT: DOWNEND ROAD, PORCHESTER	CLIENT: MILLER HOMES

SCALE @ A3: AS SHOWN	CHECKED: MC	APPROVED: TW
FILE REF: ITB12212	DRAWN: AB	DATE: 14.11.16
DRAWING No: ITB12212-GA-003		
PROJECT No: ITB12212		REV: B



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SCALE BAR @ 1:250



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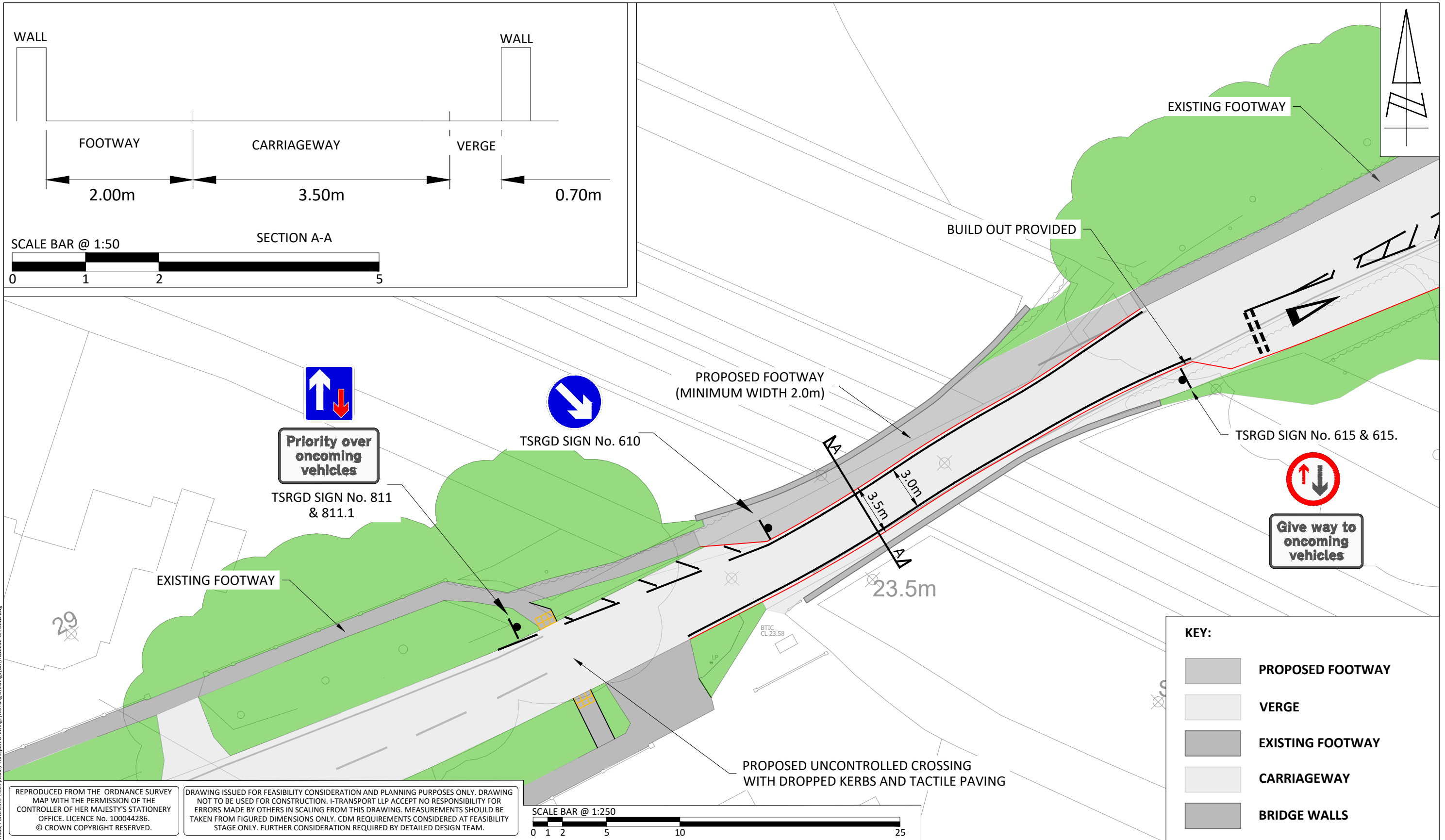
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Fax: 01256 338644

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

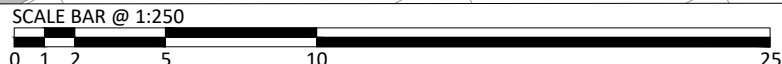
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PROJECT: DOWNEND ROAD, PORCHESTER	CLIENT: MILLER HOMES

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FILE REF: ITB12212	DRAWN: AB	DATE: 14.11.16
DRAWING No: ITB12212-GA-004		
PROJECT No: ITB12212		REV: B



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KEY:	
	PROPOSED FOOTWAY
	VERGE
	EXISTING FOOTWAY
	CARRIAGEWAY
	BRIDGE WALLS



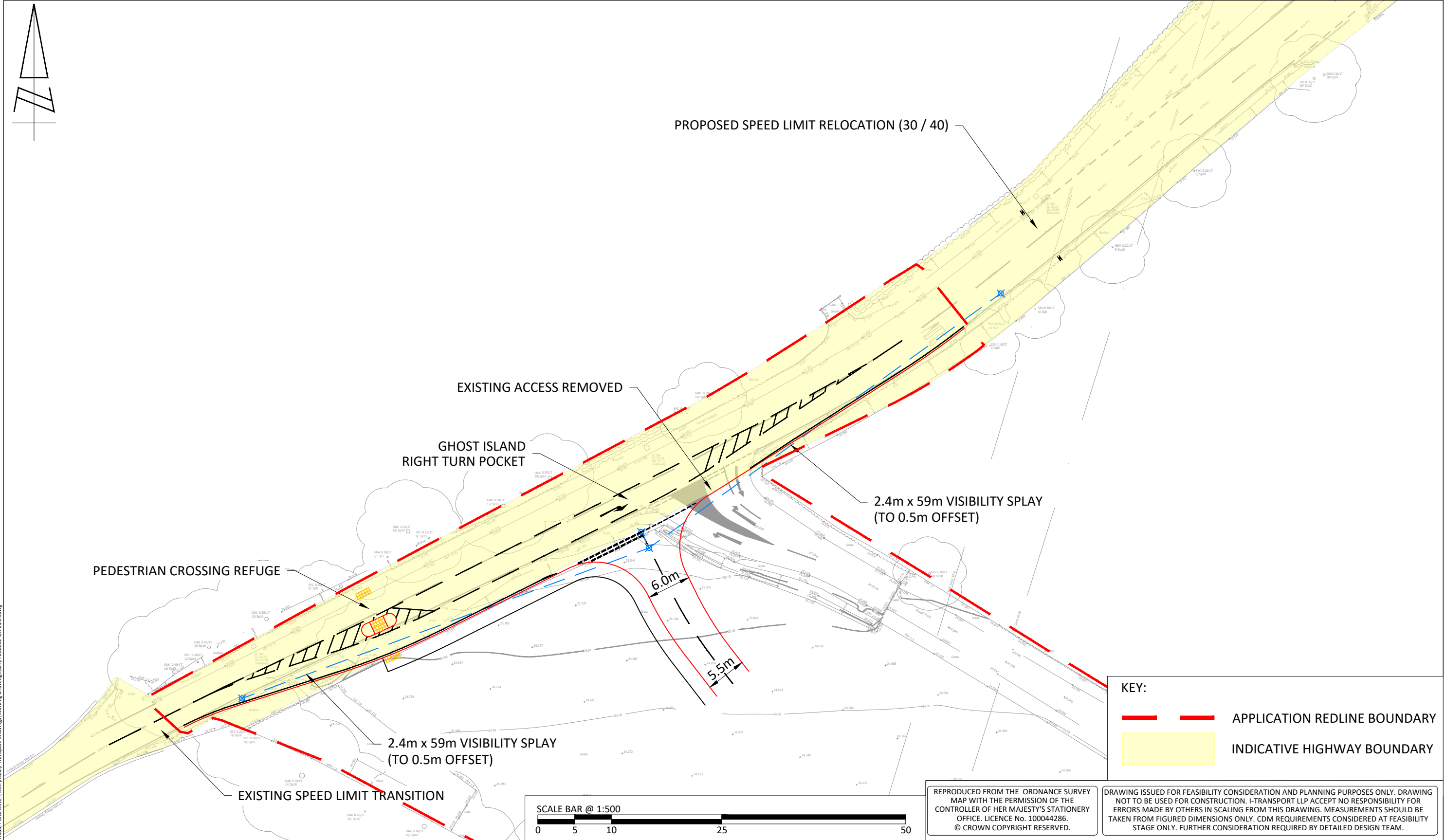
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B	31.07.17	MC	UPDATED AS PER STAGE 1 RSA COMMENTS	TW	TW
A	15.06.17	MC	SITE ACCESS ADDED	TW	TW
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: DRAFT					

TITLE: DOWNEND ROAD BRIDGE - PRIORITY SHUTTLE WORKING	
PROJECT: DOWNEND ROAD, PORCHESTER	CLIENT: MILLER HOMES

SCALE @ A3: AS SHOWN	CHECKED: MC	APPROVED: TW
FILE REF: ITB12212	DRAWN: AB	DATE: 22.05.17
DRAWING No: ITB12212-GA-011		
PROJECT No: ITB12212		REV: B



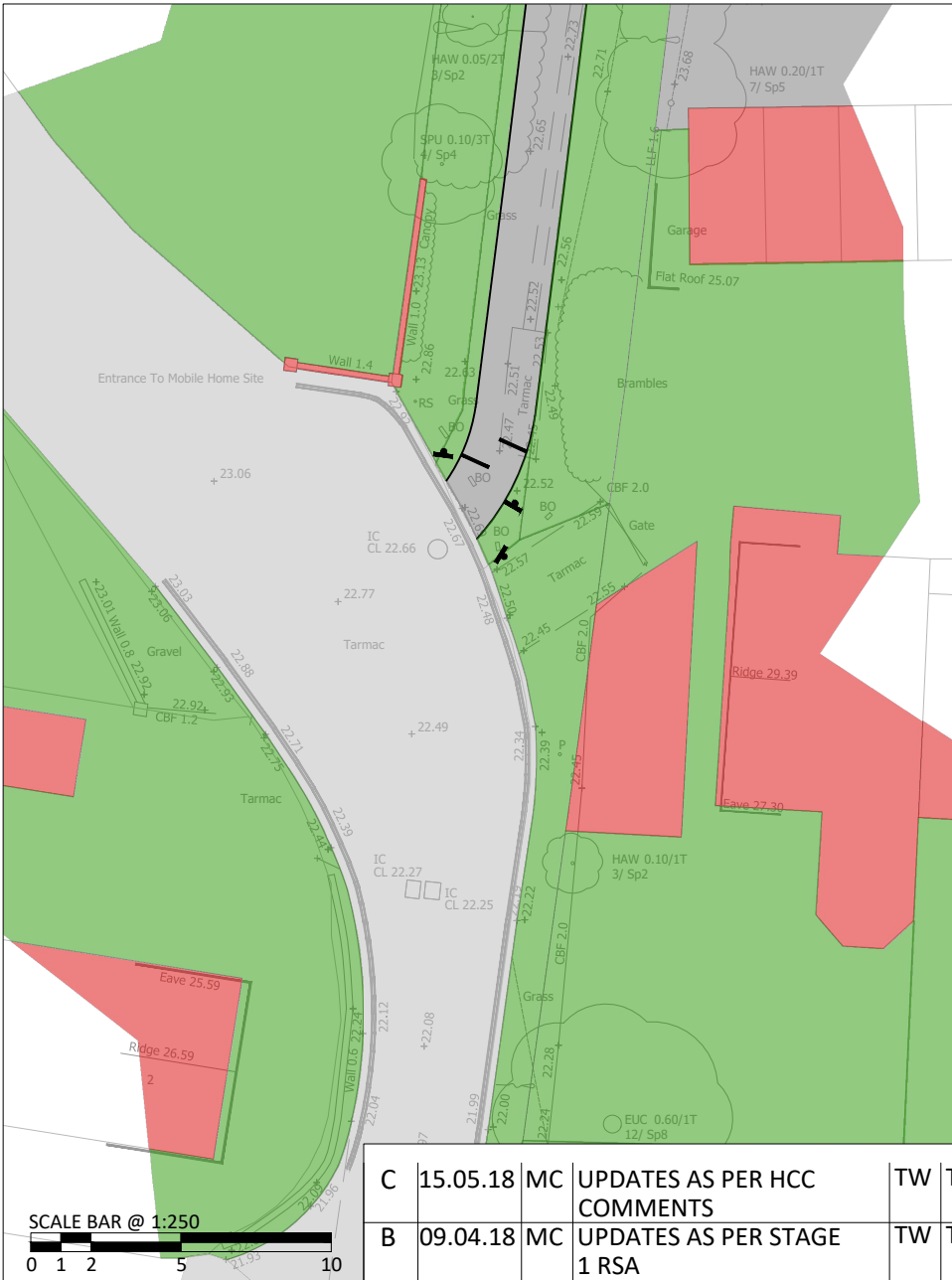
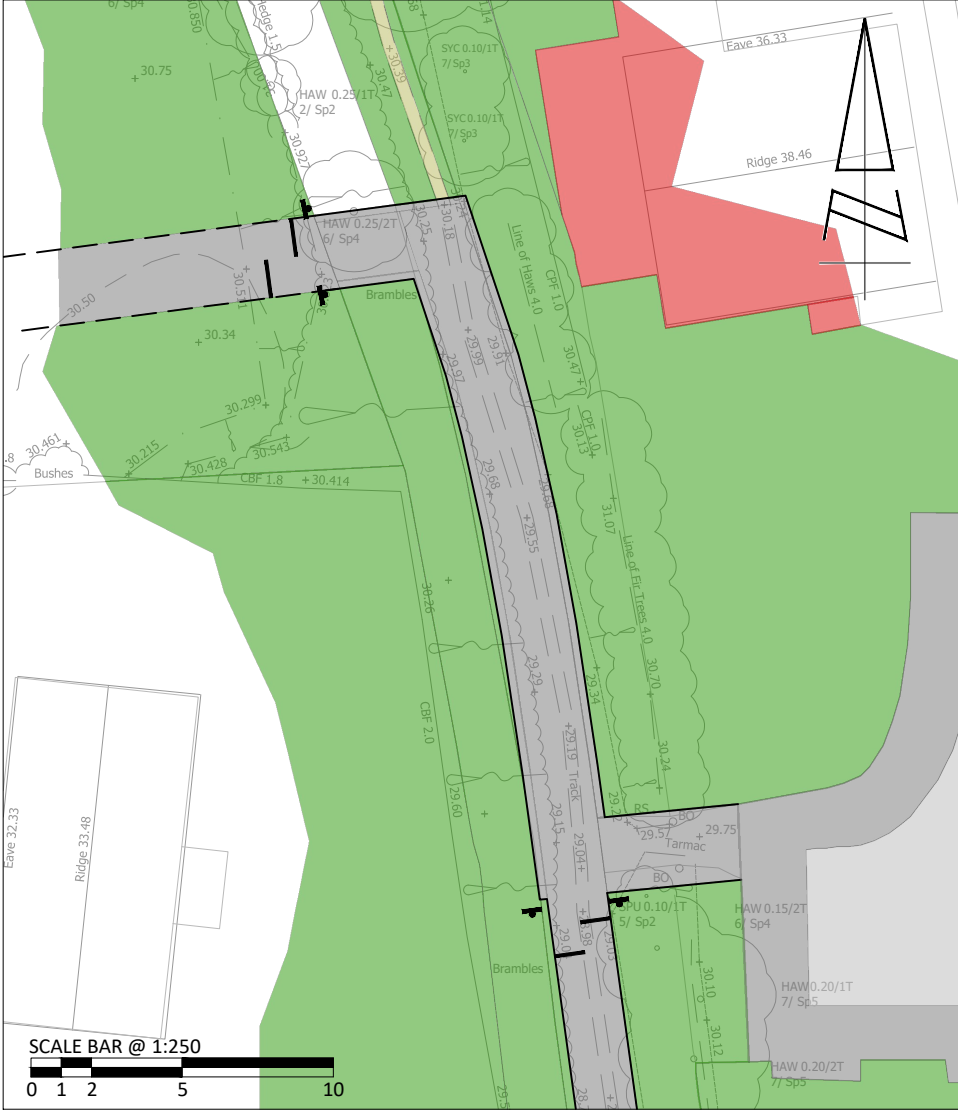
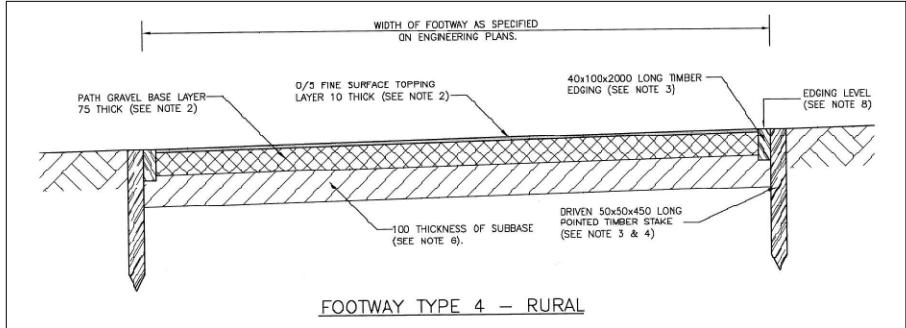
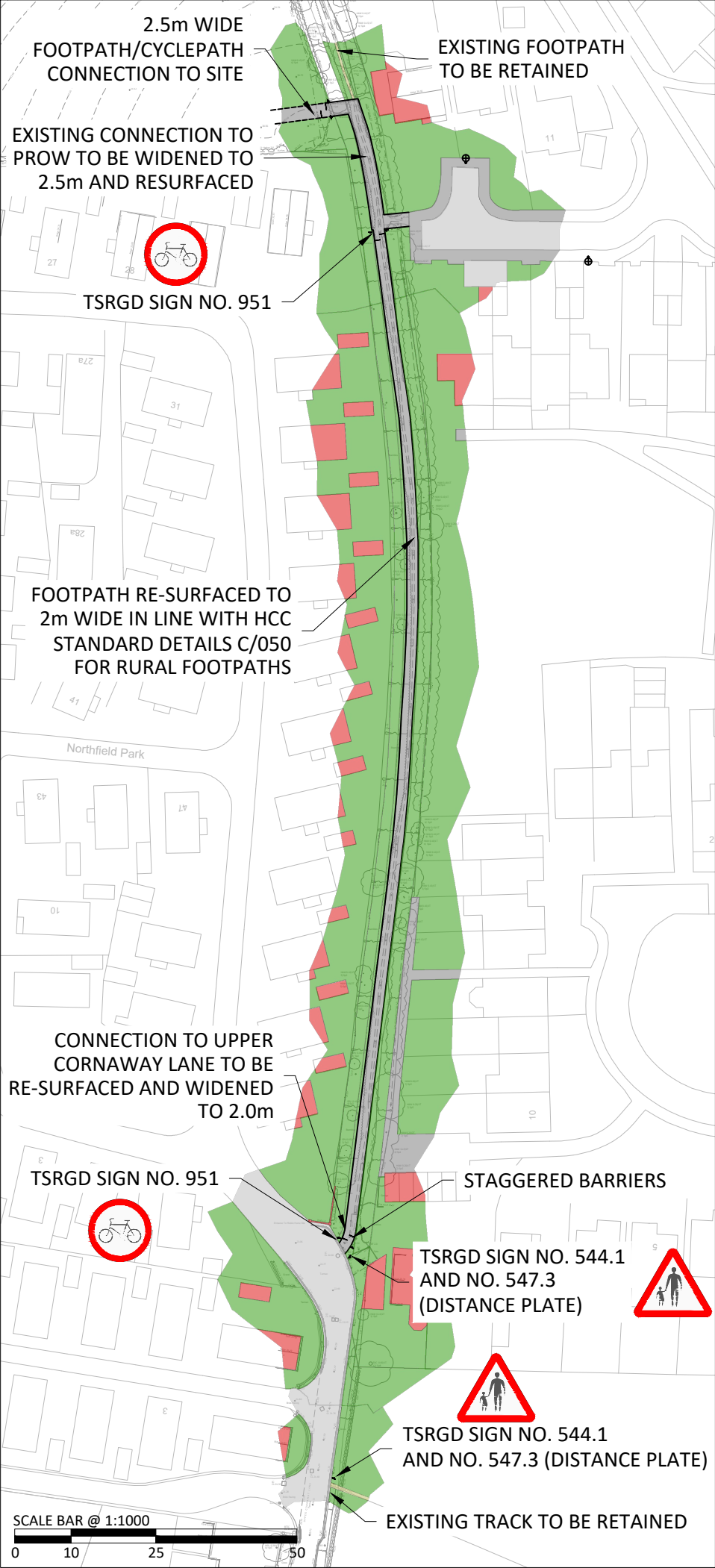
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A	26.10.17	MC	SITE BOUNDARY UPDATED	TW	TW
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR PLANNING					

TITLE: SITE ACCESS ARRANGEMENT - GHOST ISLAND	
PROJECT: DOWNEND ROAD, PORCHESTER	CLIENT: MILLER HOMES

SCALE @ A3: 1:500	CHECKED: TW	APPROVED: TW
FILE REF: ITB12212	DRAWN: MC	DATE: 18.08.17
DRAWING No: ITB12212-GA-014		
PROJECT No: ITB12212		REV: A



C	15.05.18	MC	UPDATES AS PER HCC COMMENTS	TW	TW
B	09.04.18	MC	UPDATES AS PER STAGE 1 RSA	TW	TW
A	19.03.18	MC	LAYOUT AMENDED	TW	TW
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS:			FOR PLANNING		
SCALE @ A3:		CHECKED:		APPROVED:	
AS SHOWN		ZB		TW	
FILE REF:		DRAWN:		DATE:	
ITB12212		ZB		25.08.17	
DRAWING No:					
ITB12212-GA-020					
PROJECT No:					REV:
ITB12212					C

MILLER HOMES

PROPOSED FOOTPATH RESURFACING

DOWNEND ROAD, PORTCHESTER

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