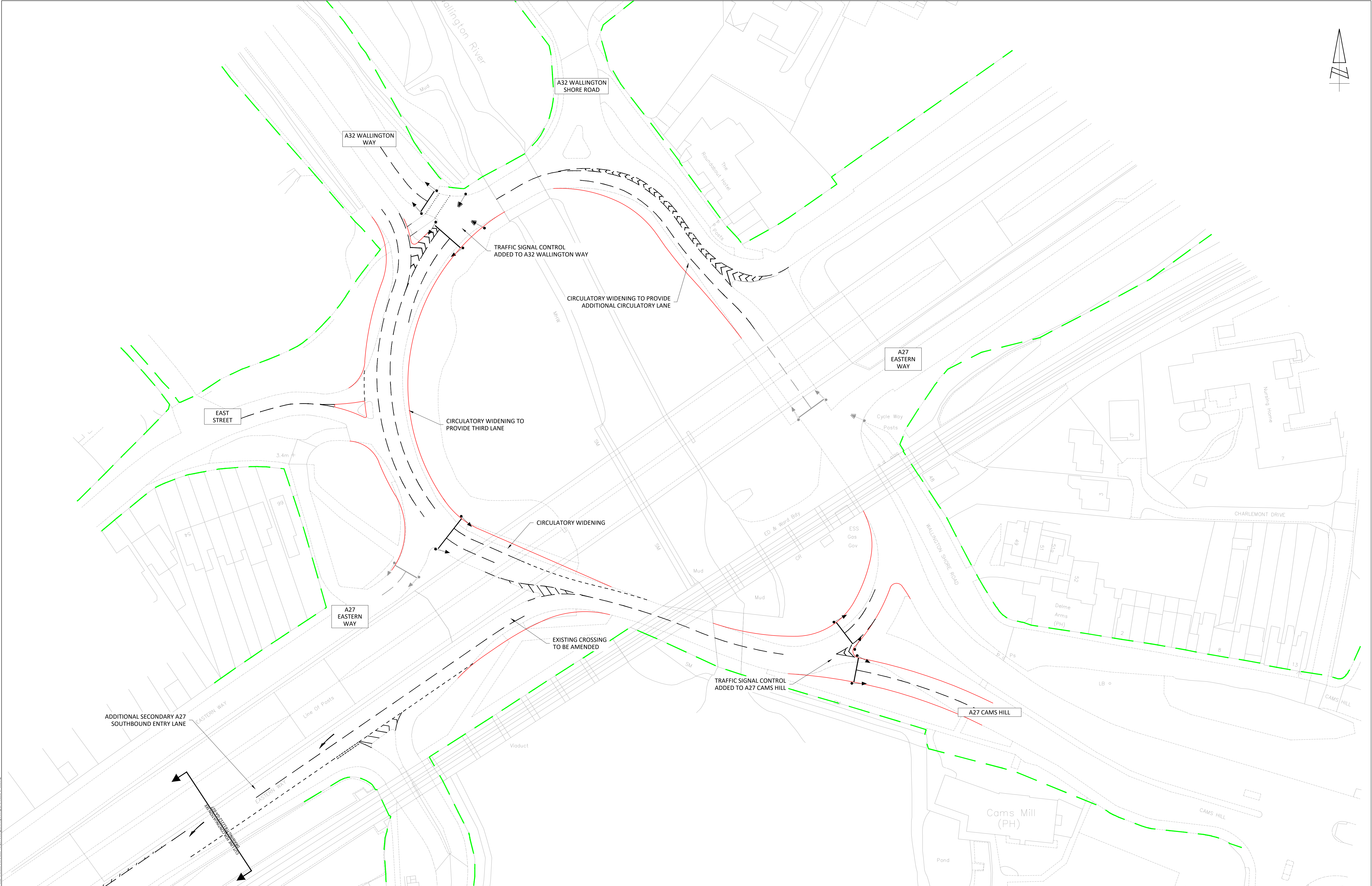
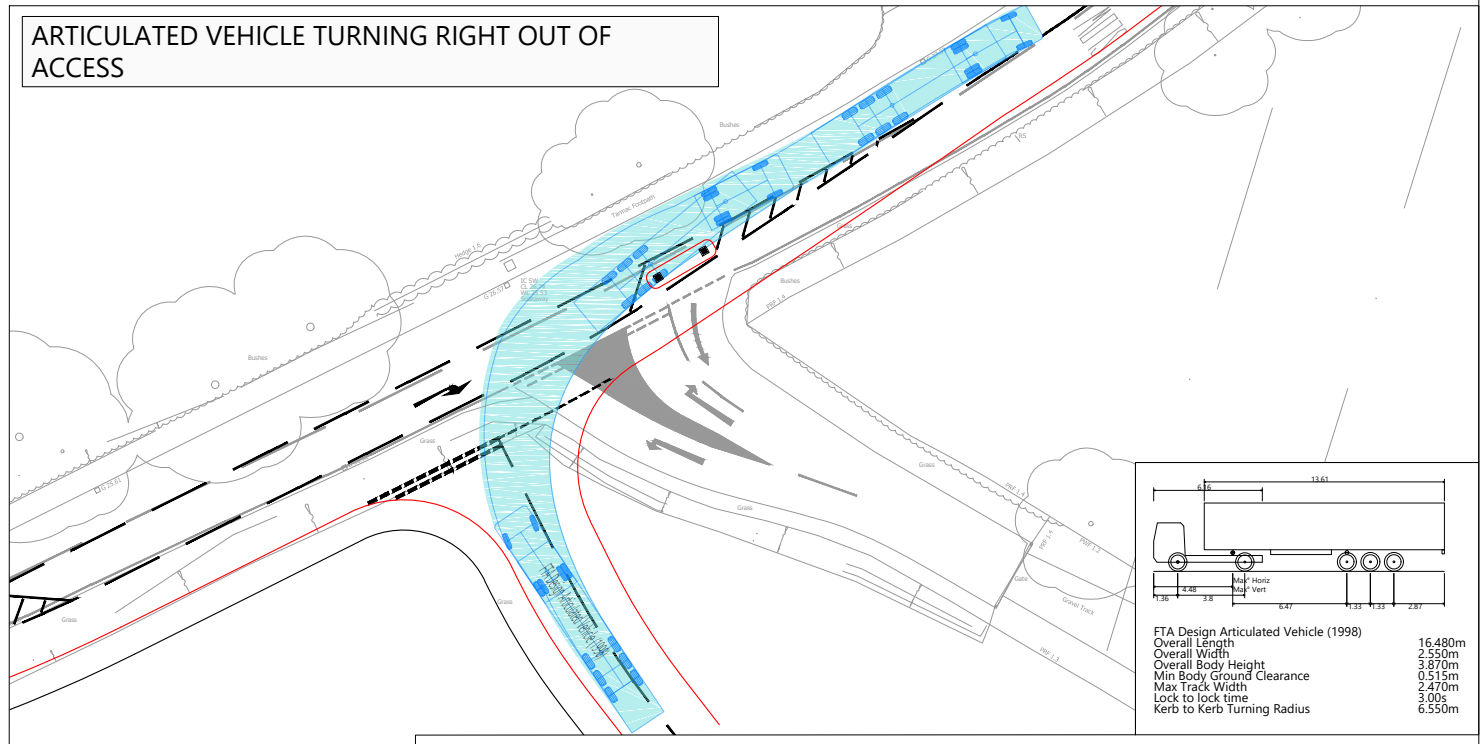
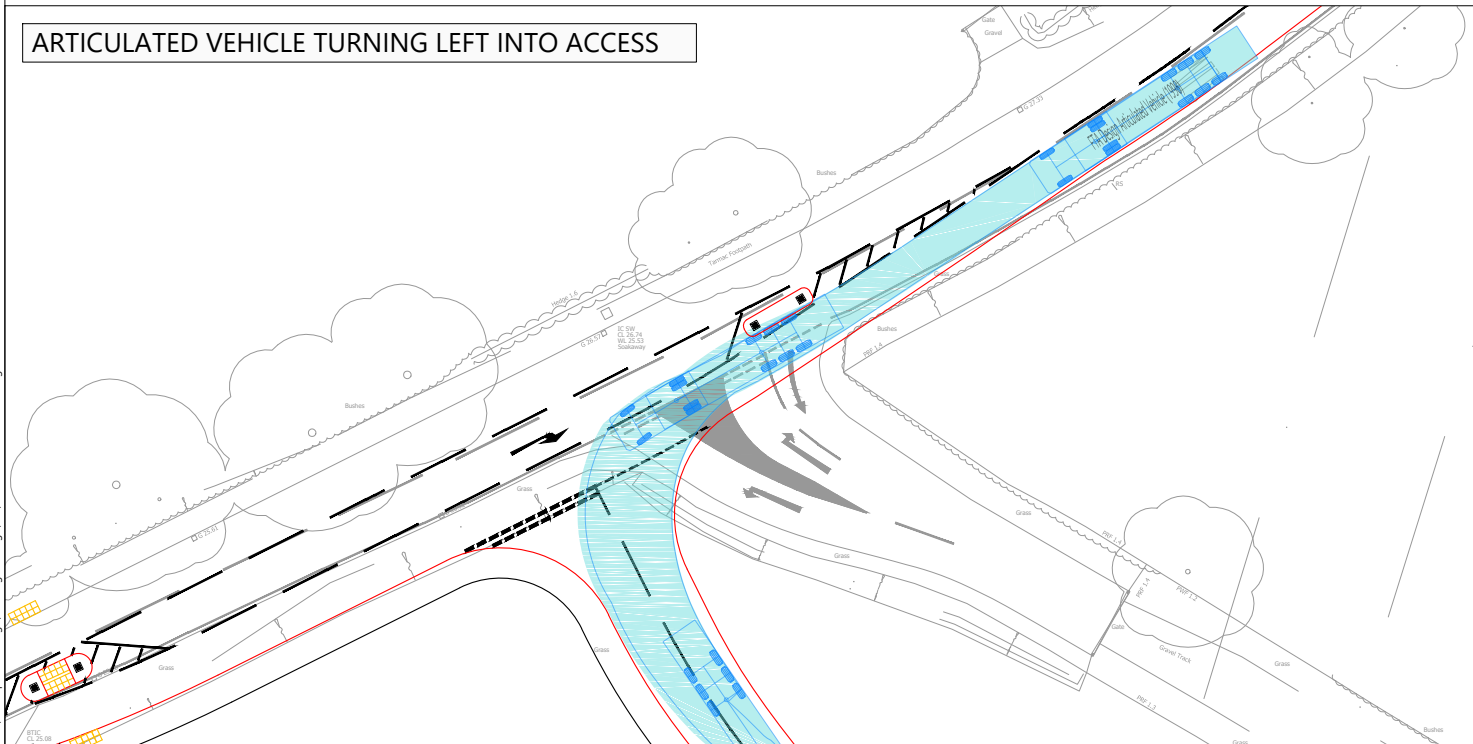
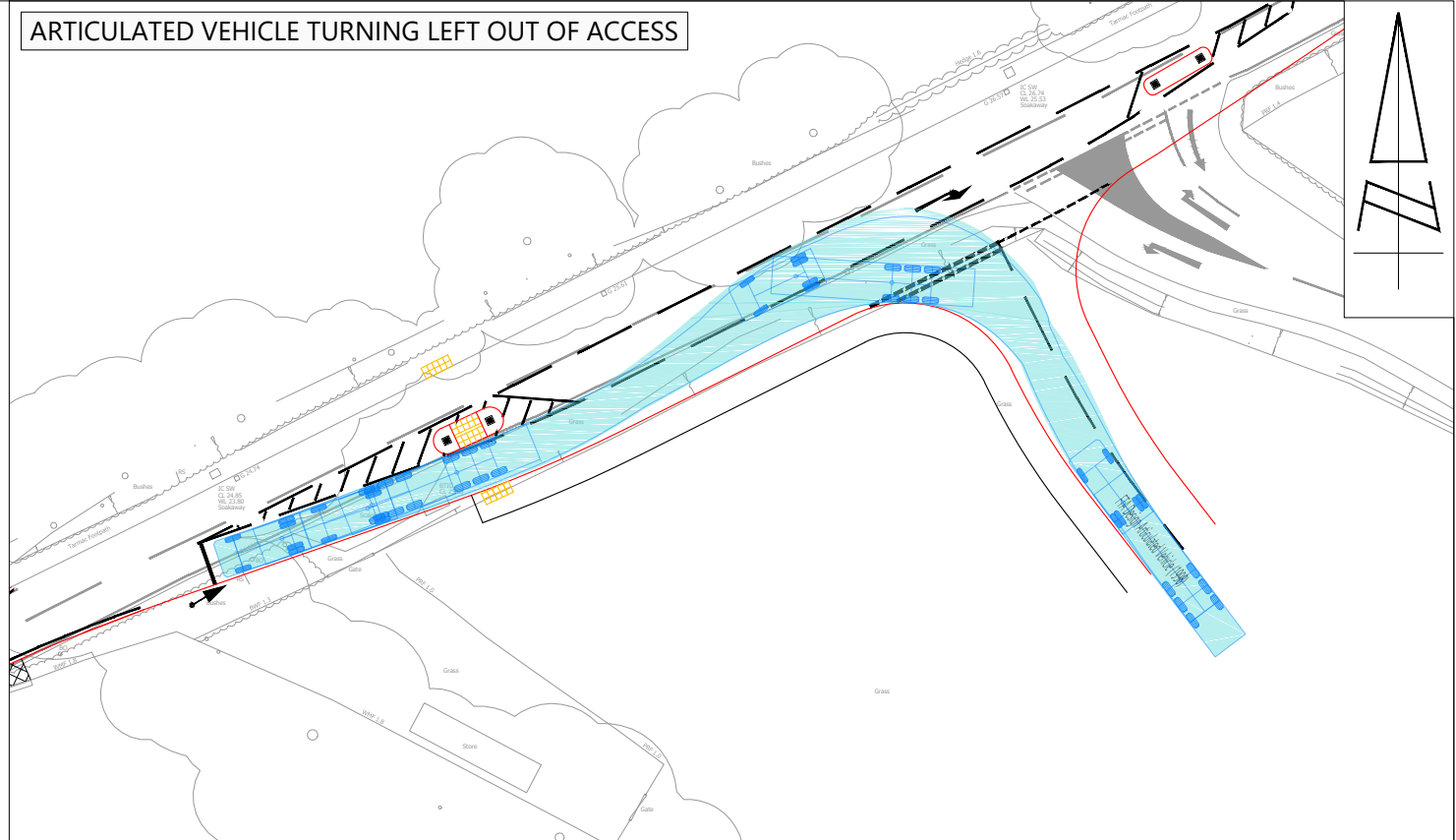
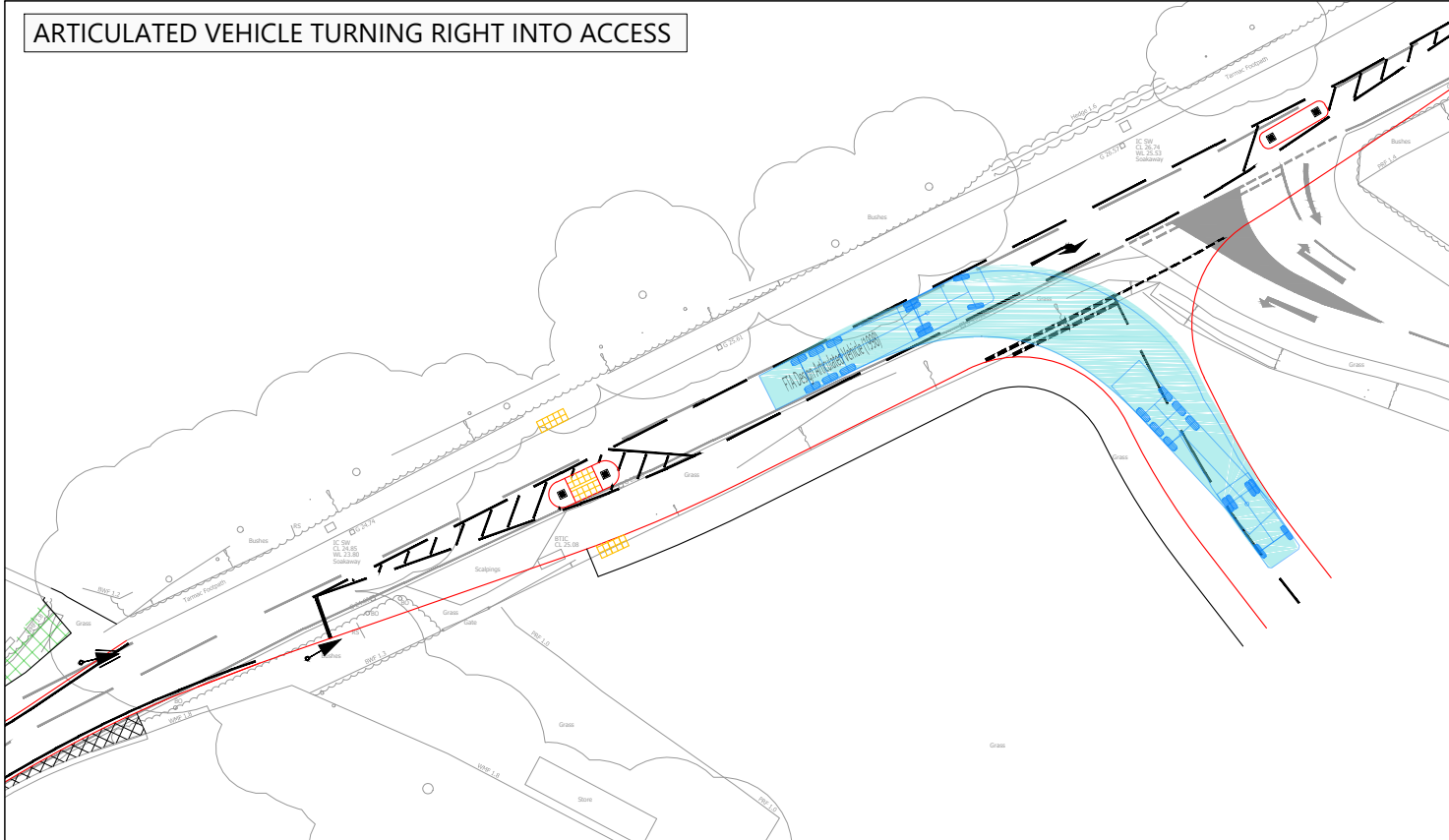


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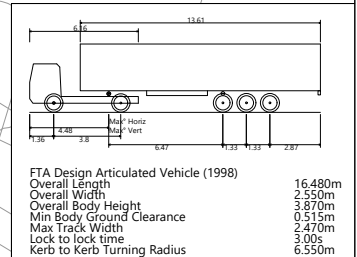
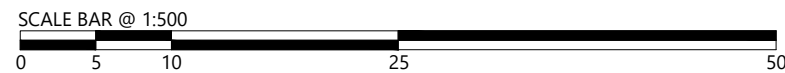






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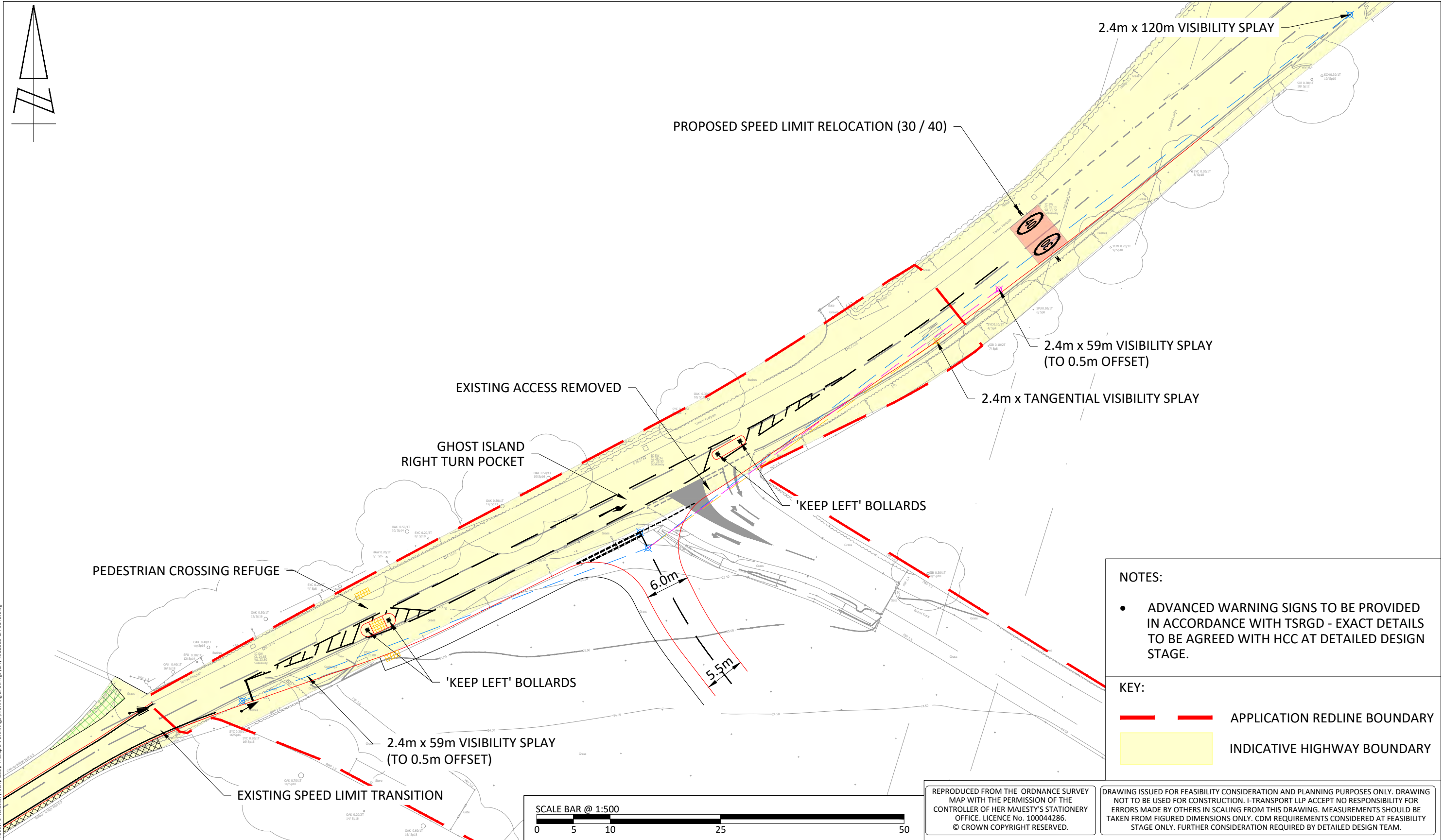
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REV	DATE	BY	DESCRIPTION	CHK	APD
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A	15.01.20	SH	ALIGNMENT REVISED	TW	TW
STATUS: FOR INFORMATION					

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PROJECT: DOWNEND ROAD, PORTCHESTER			PROJECT No: ITB12212	SCALE @ A3: 1:500	DATE: 15.08.17
CLIENT: MILLER HOMES			DRAWING No: ITB12212-GA-013	REV: B	



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Tel: 01256 338640  
Fax: 01256 338644

D	05.08.20	MC	UPDATED IN LINE WITH HCC COMMENTS	RS	TW
C	05.02.20	JD	RSA COMMENTS INCORP'D	RS	TW
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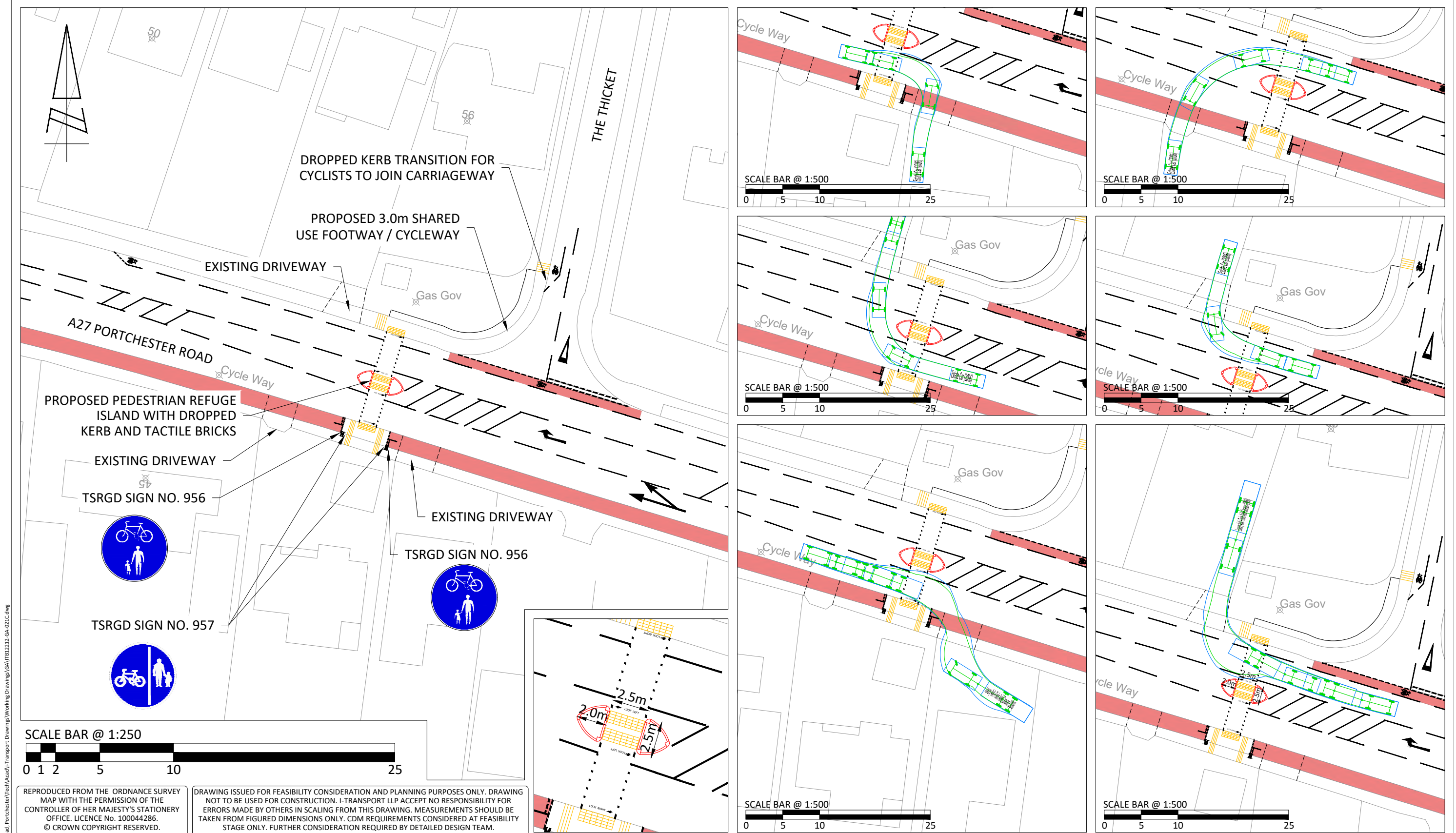
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PROJECT No:	ITB12212				REV: D



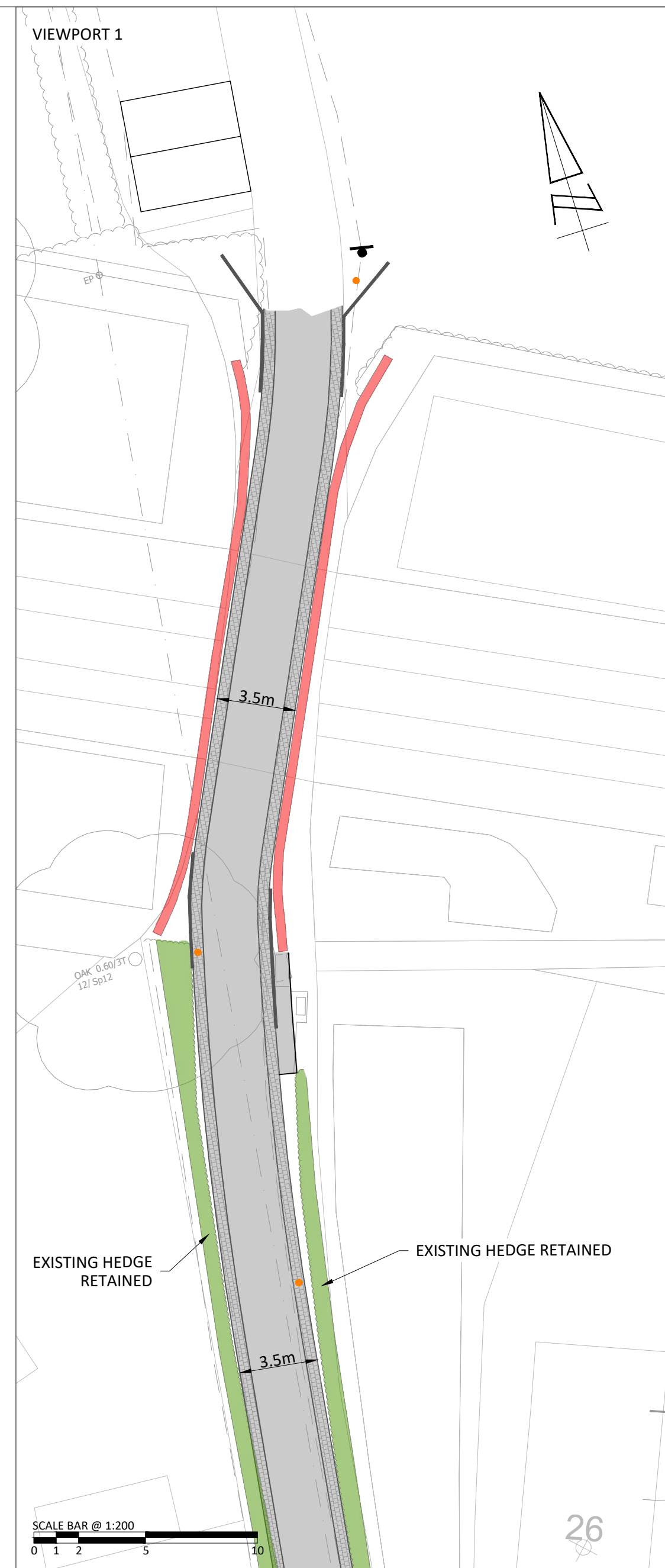




<div><p>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</p><p>Tel: 01256 338640 Fax: 01256 338644</p><p>www.i-transport.co.uk</p></div>		C	15.01.20	SH	FOOTWAY / CYCLEWAY REVISED UPDATES AS PER HCC COMMENTS UPDATES AS PER STAGE 1 RSA	TW	TW	TITLE:  PROPOSED PEDESTRIAN REFUGE ISLAND ALONG A27 PORTCHESTER ROAD	SCALE @ A3: AS SHOWN	CHECKED: TW	APPROVED: TW	
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		A	09.04.18	MC		TW	TW					
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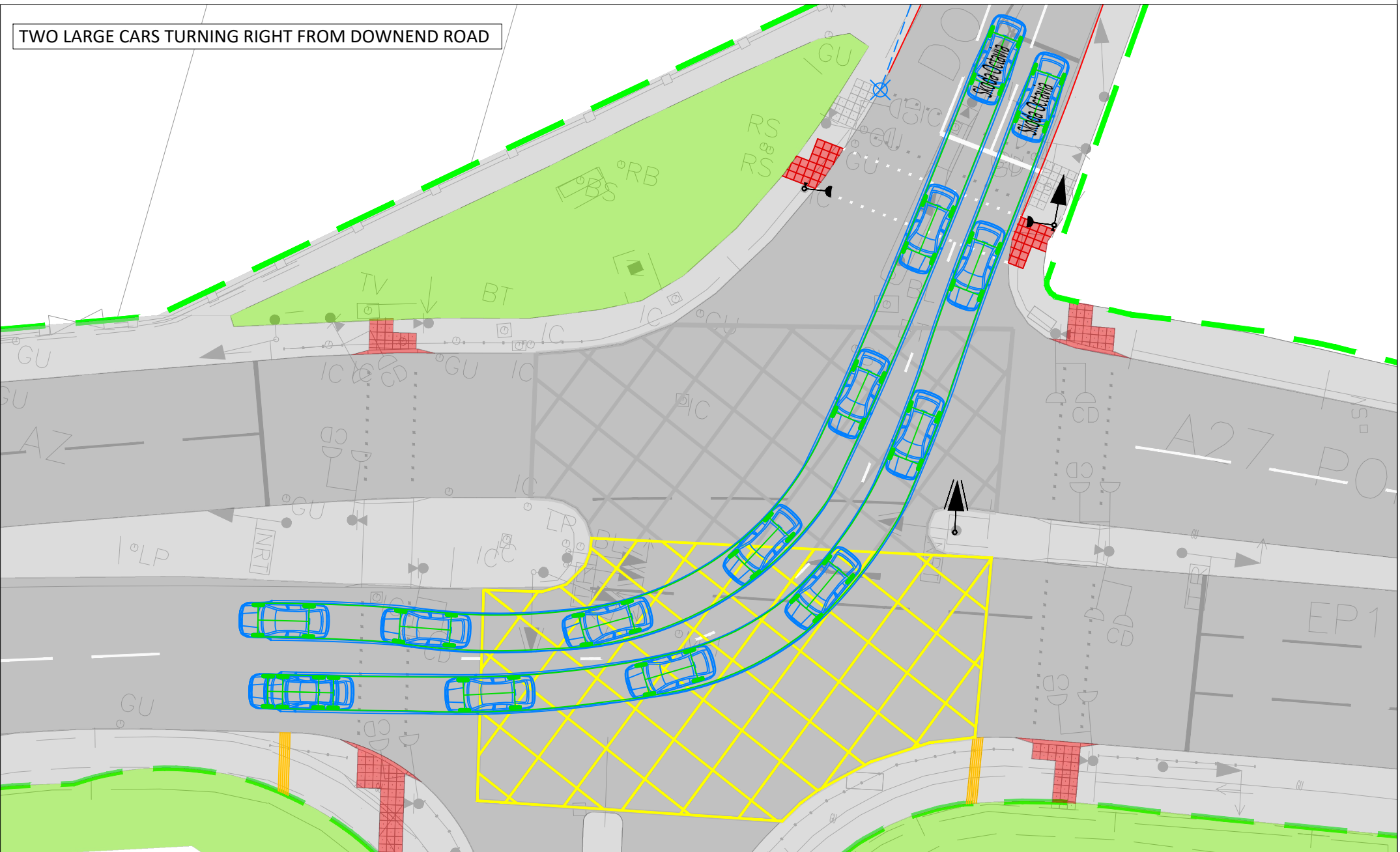
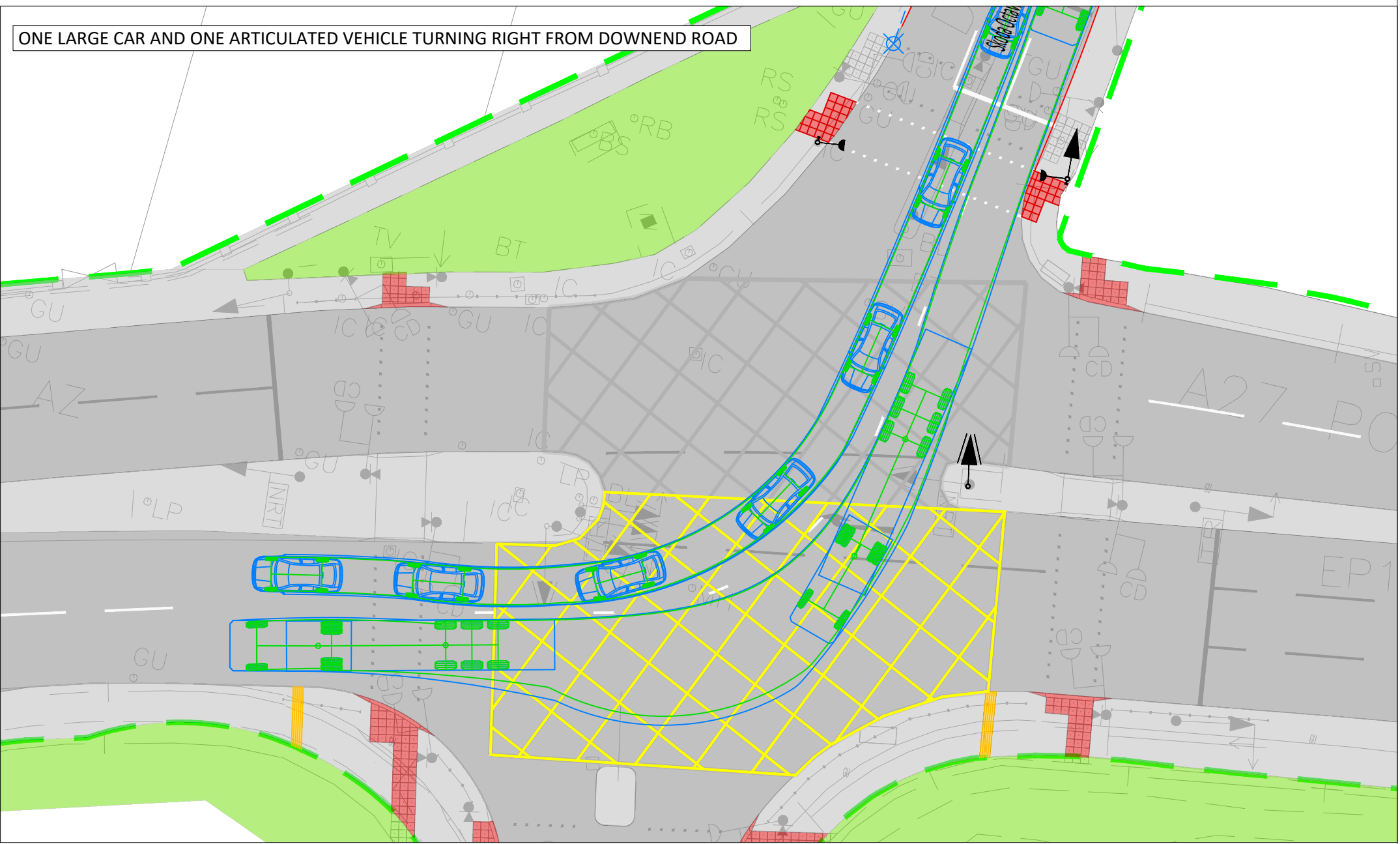
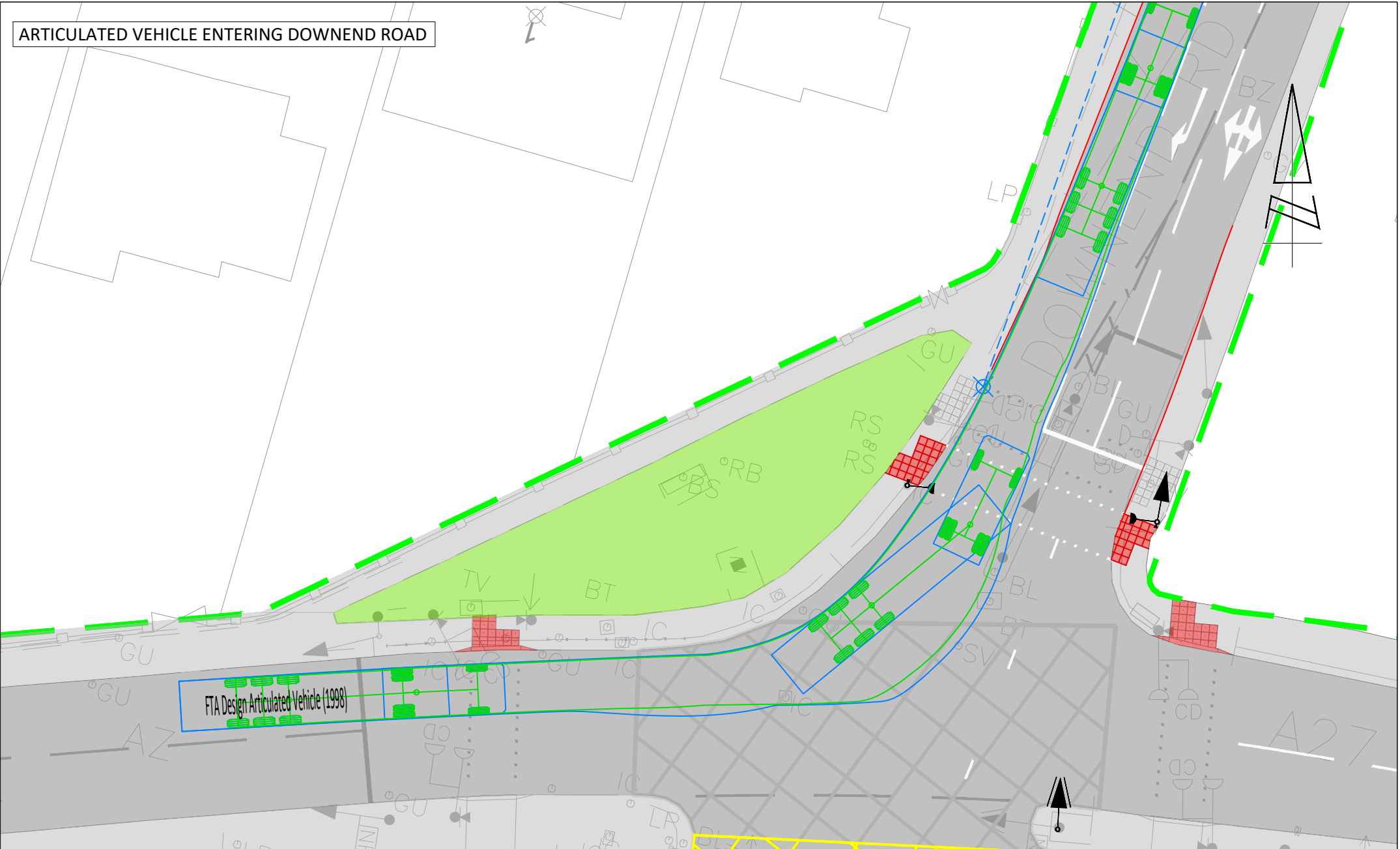
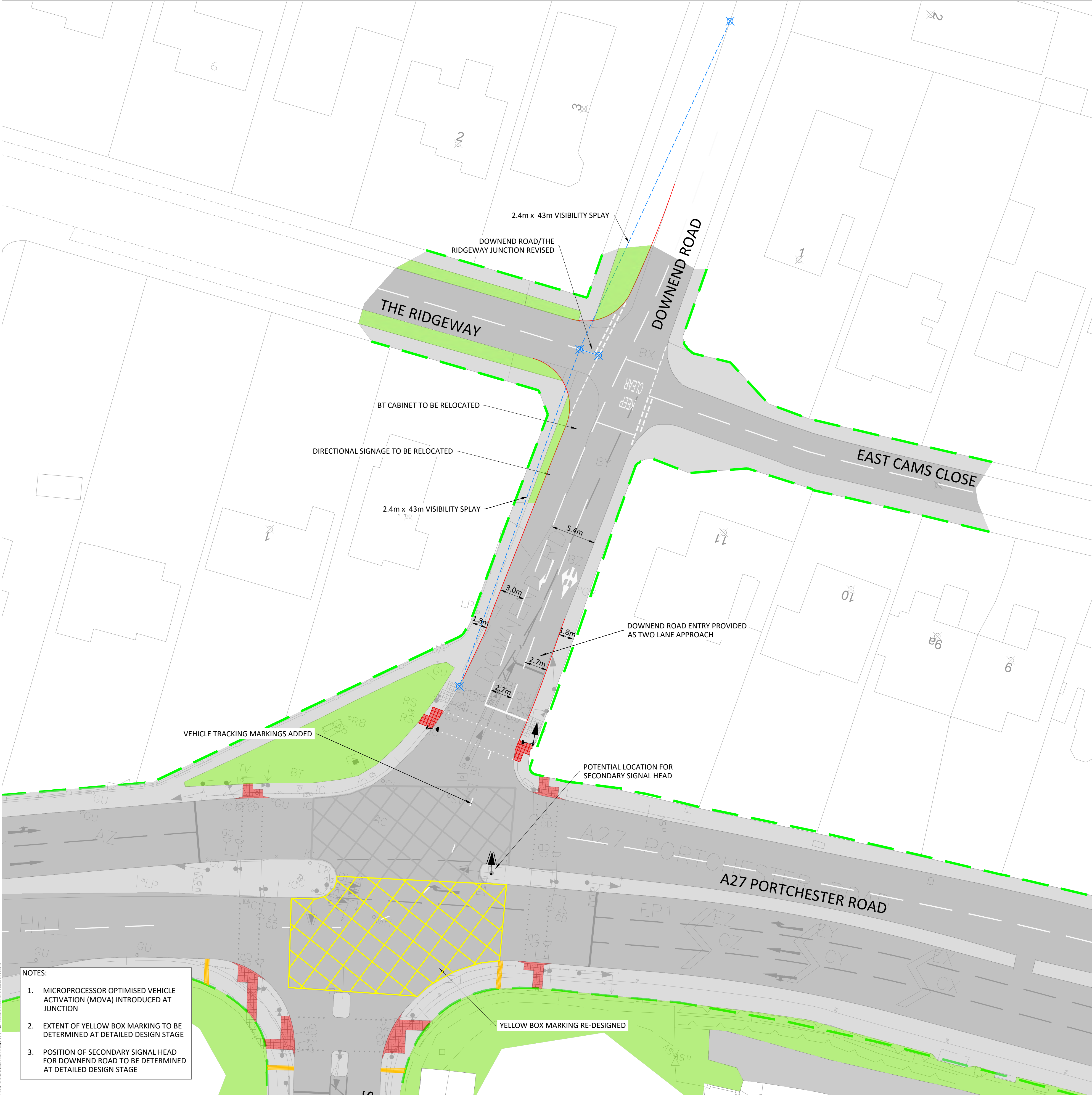
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Grove House, Lutyens Close, Chineham, Basingstoke, Hampshire, RG24 8AG Tel: 01256 338640 Fax: 01256 338644 www.i-transport.co.uk				CLIENT: MILLER HOMES			
B 25.04.18 MC MINOR UPDATES A 23.04.18 MC MINOR UPDATES				PROJECT: DOWNEND ROAD, PORTCHESTER			
REV DATE BY DESCRIPTION				DRAWING No: ITB12212-GA-023			
STATUS: FOR PLANNING				PROJECT No: ITB12212			
				REV: B			





- 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



**i-Transport**

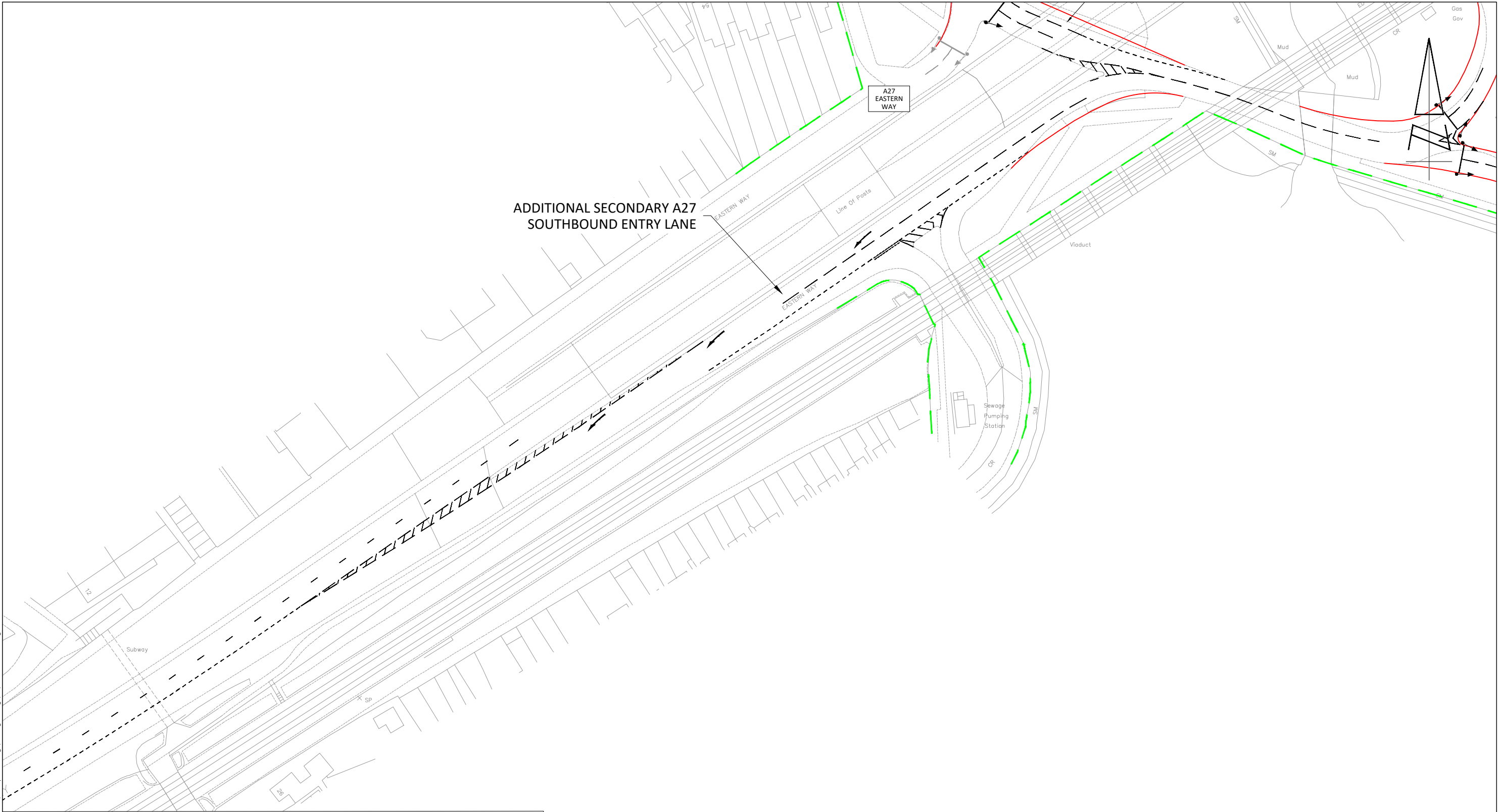
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REV	DATE	BY	DESCRIPTION	CHK	APP

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

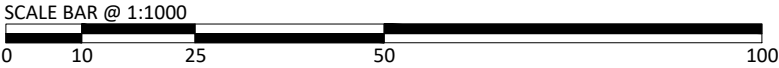
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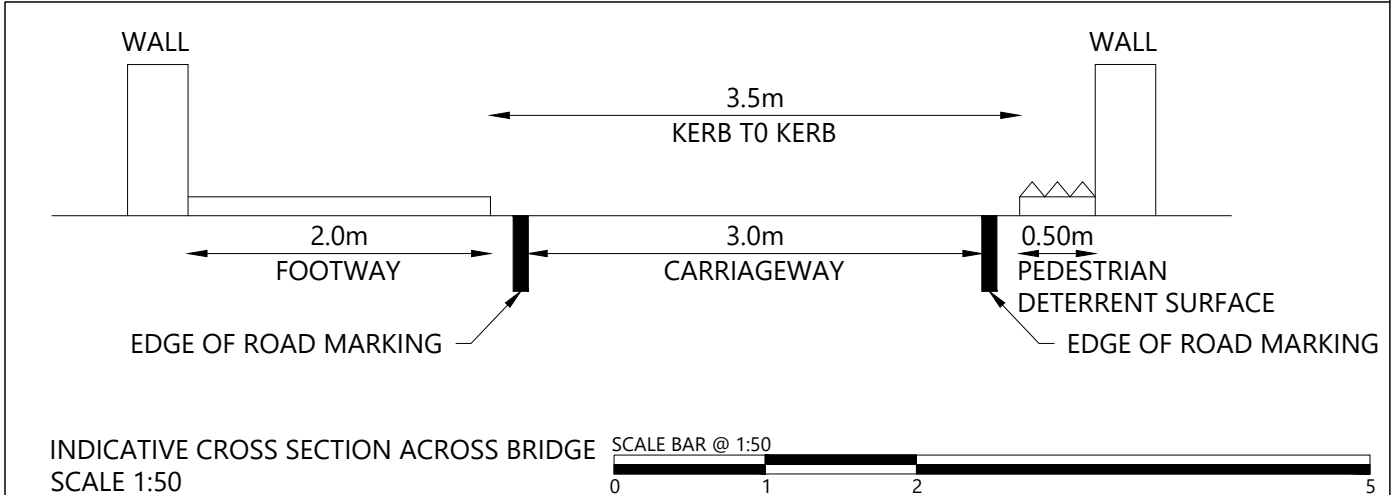
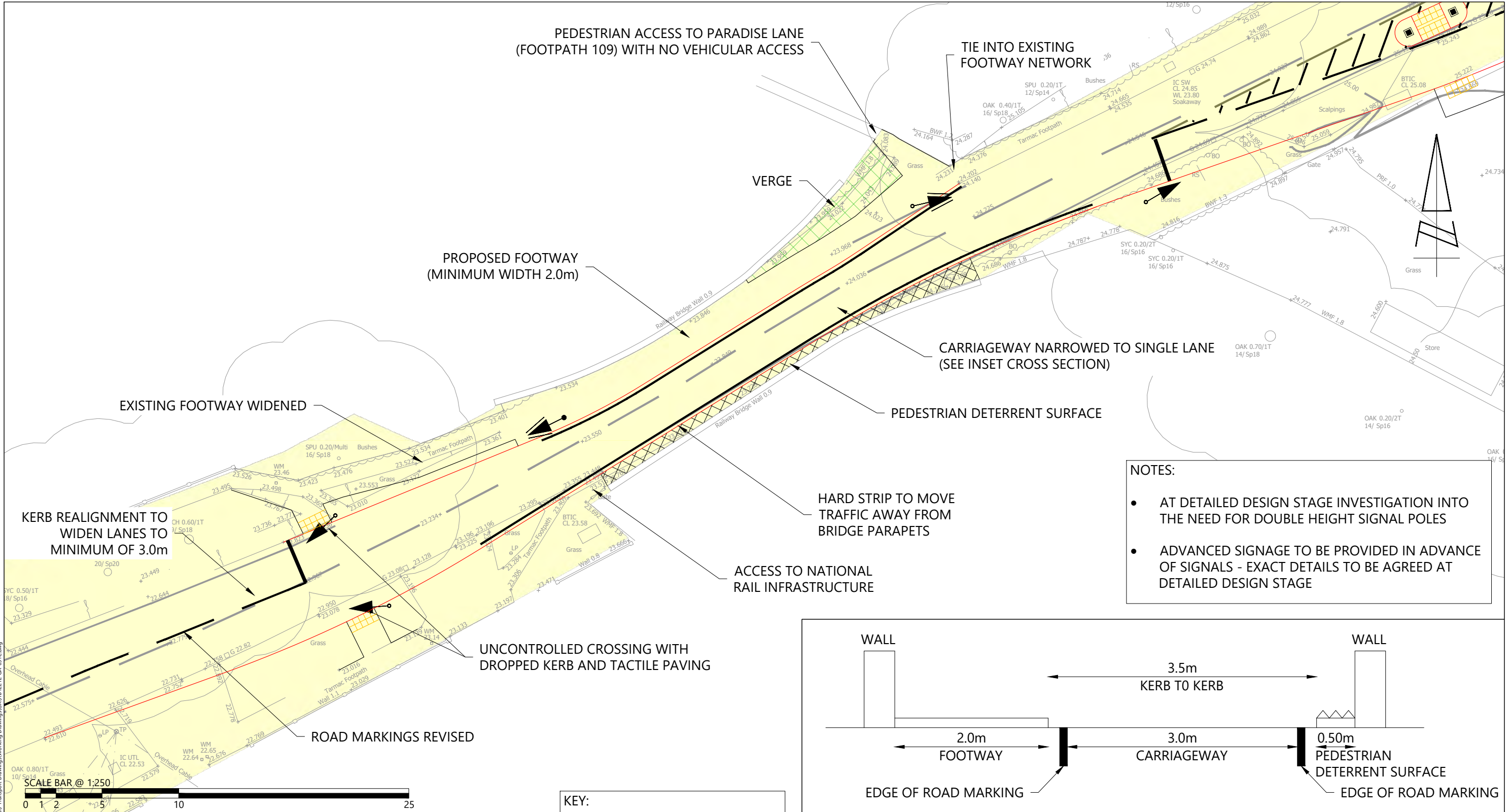


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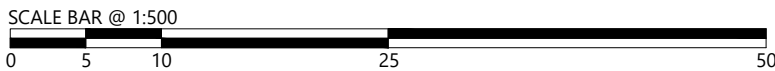
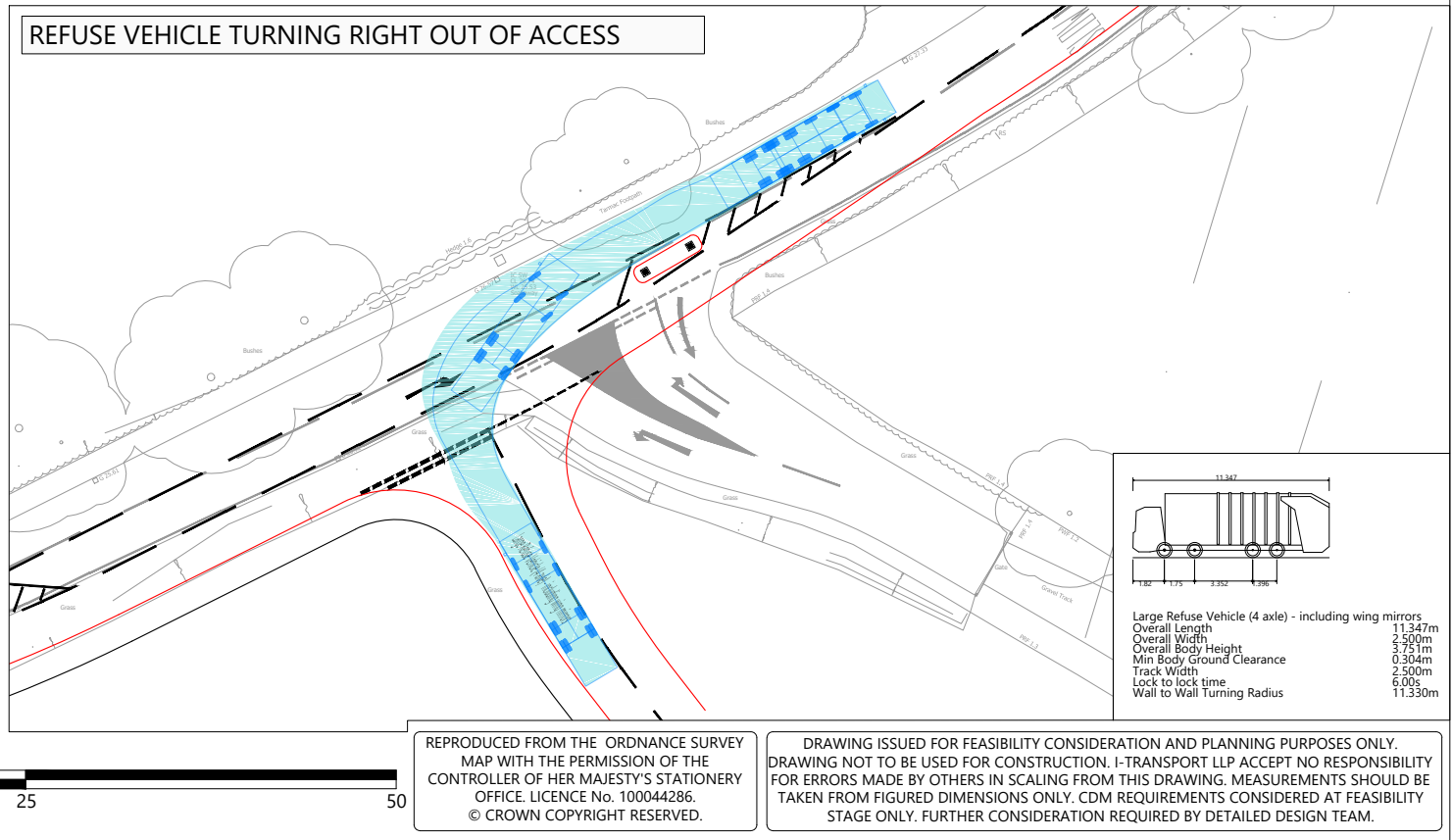
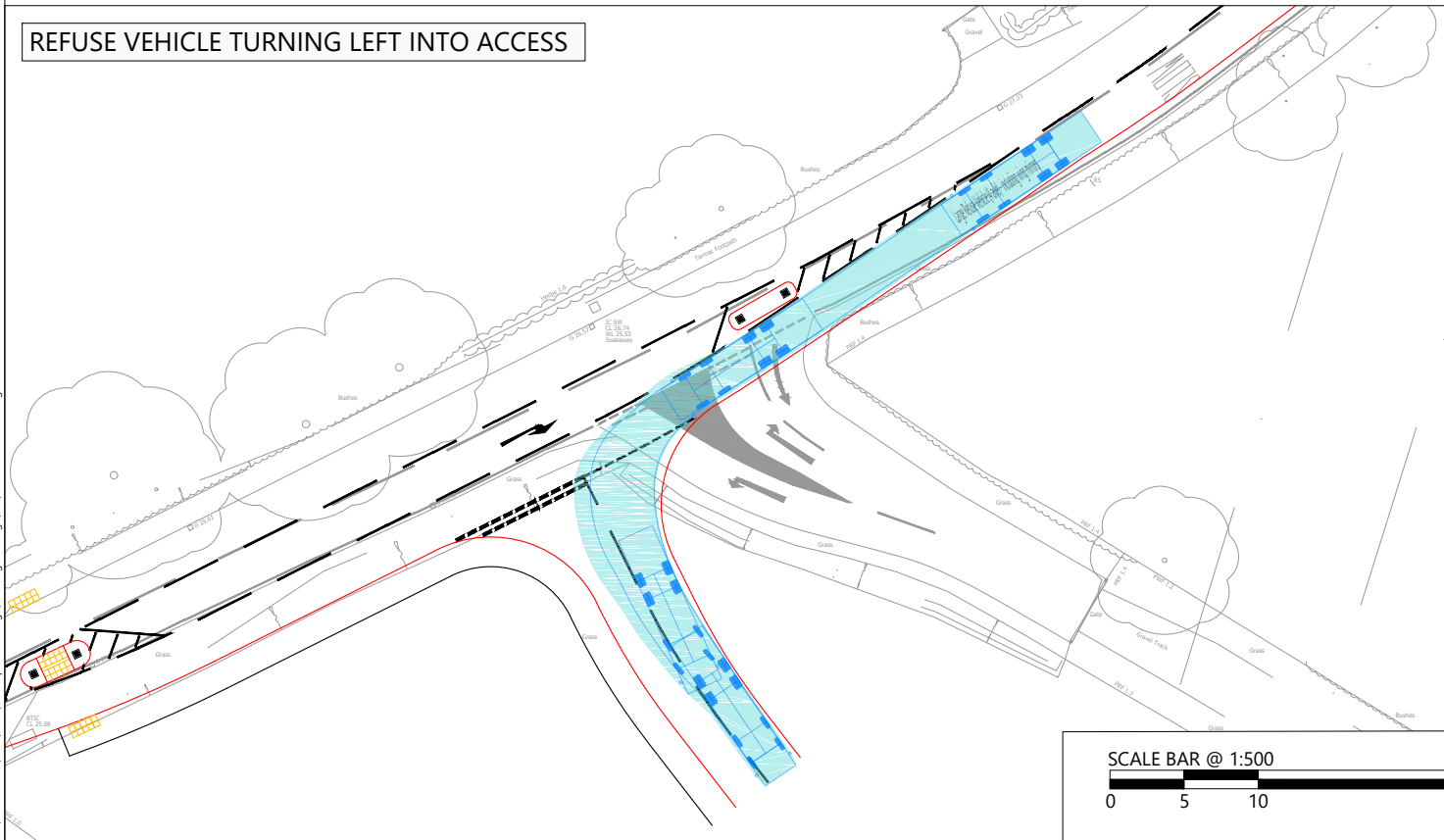
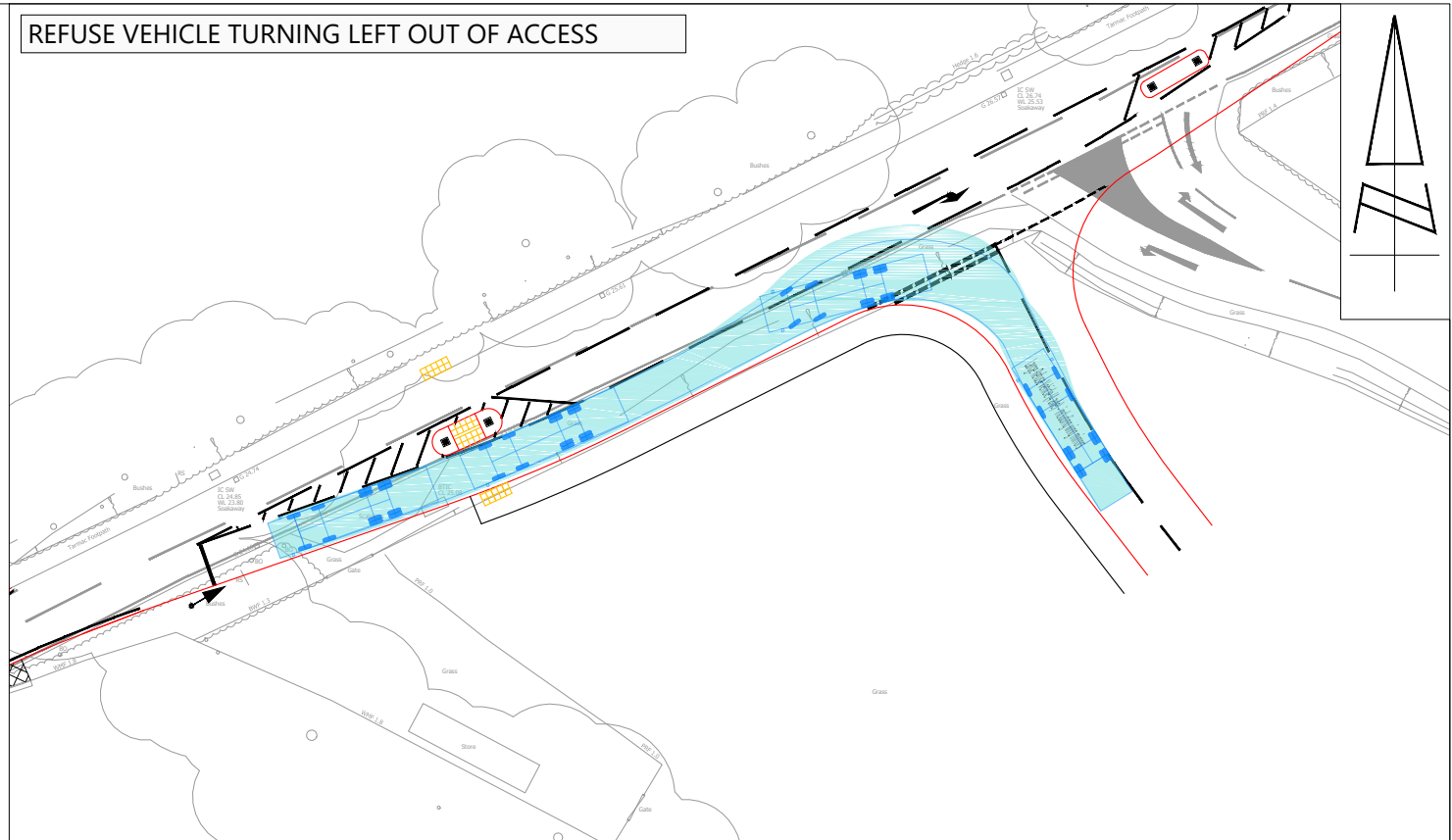
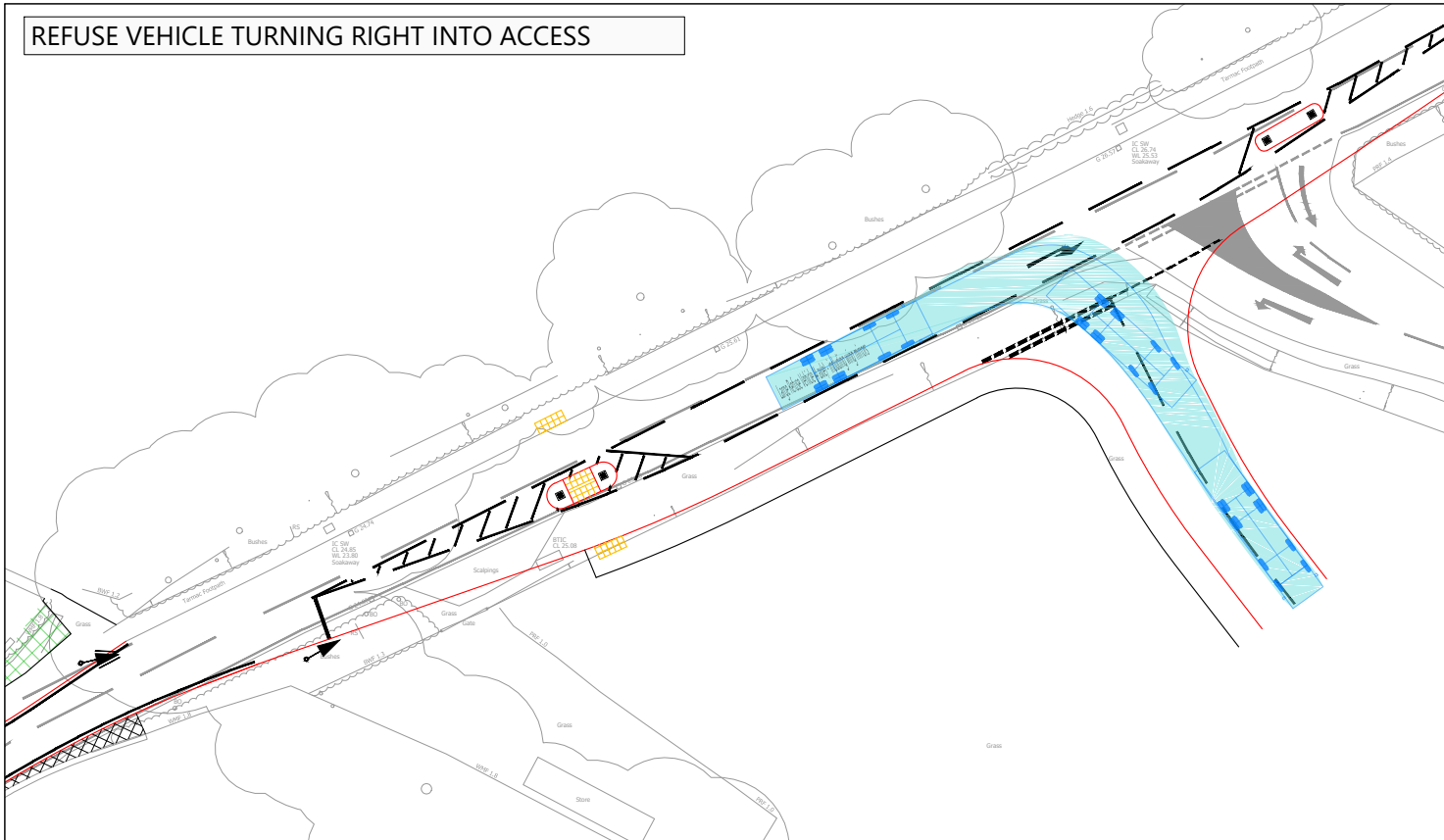
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KEY:

EXTENTS OF HIGHWAY BOUNDARY

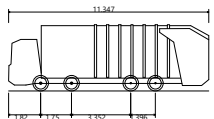
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Large Refuse Vehicle (4 axle) - including wing mirrors  
Overall Length 11.347m  
Overall Width 2.500m  
Overall Body Height 3.751m  
Min Body Ground Clearance 0.304m  
Track Width 2.500m  
Lock to lock time 6.00s  
Wall to Wall Turning Radius 11.330m



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REV	DATE	BY	DESCRIPTION	CHK	APD
			FOR INFORMATION		

TITLE:	SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE	
PROJECT:	DOWNEND ROAD, PORTCHESTER	CLIENT: MILLER HOMES

DRAWN:	CHECKED:	APPROVED:
MC	MC	TW
PROJECT No:	SCALE @ A3:	DATE:
ITB12212	1:500	06.08.20
DRAWING No:		REV:
ITB12212-GA-064		-

## **APPENDIX A.** 2018 Submission – HCC Response





# Hampshire County Council

Economy, Transport and Environment Department  
Elizabeth II Court West, The Castle  
Winchester, Hampshire SO23 8UD

## Head of Planning Services

Fareham Borough Council  
Civic Offices  
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FAREHAM  
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PO16 7AZ

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0300 555 1389 (Recycling Waste & Planning)  
Textphone 0300 555 1390  
Fax 01962 847055

www.hants.gov.uk

FAREHAM BOROUGH COUNCIL PLANNING DEVELOPMENT	
- 4 SEP 2018	
Ref:	

Chris Hirst

My reference

6/3/10/197 (1607&1740)

01962 846877

Your reference

P/18/0005/OA

29<sup>th</sup> August 2018

Email

Chris.Hirst@hants.gov.uk

**For the attention of Richard Wright**

Dear Sir

**P/18/0005/OA – Land East of Downend Road, Fareham. 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.**

Thank you for the opportunity to comment on the above application. The application is for a residential development comprising up to 350 dwellings, with vehicular access provided onto Downend Road and improvements to the pedestrian provision along Cams Bridge.

### Pre-Application Consultation

Pre-application discussions were previously held with Hampshire County Council (HCC) to discuss the Transport Assessment scoping for the outline application. During these discussions, the site access (in principle), trip rates and the method for ascertaining trip distribution were principally agreed.

### Site Location

The site is located north of the Portsmouth to Southampton Railway line, south of the M27 and east of Downend Road, approximately 3km from the centre of Fareham and 2km from Portchester. Vehicular access to the site is proposed through a ghost island junction from Downend Road.

Director of Economy, Transport and Environment  
Stuart Jarvis BSc DipTP FCIHT MRTPI

The development proposals intend to maintain access to C&C Motors south of the site (across Cams Bridge, planning reference P/18/0001/OA), whilst also improving the bridge to become the main pedestrian access point to the development. Vehicular access to Cams Bridge from the site is to be prevented through the use of staggered barriers.

## **Site Accessibility**

### *Walking and Cycling*

Pedestrian access points to the site are proposed in the following locations:

- To Downend Road at the vehicular site access;
- To 'The Thicket' via Cams Bridge;
- To 'Upper Cornaway Lane' via Footpath 117;
- To Lancaster Close via Footpath 117; and
- Cycle access is to be provided at Cams Bridge, Downend Road and to Lancaster Close via Footpath 117.

These proposals are assessed individually below given the distribution of pedestrian trips and potential improvements proposed for all of the routes identified above.

### *Assignment of Pedestrian and Cycle Trips*

To establish which route from the site will be most utilised by pedestrians and cyclists, an appraisal of the 2011 Census Data was used in combination with the 2016 National Travel Survey. This data identifies the destinations of trips which may be generated from the site from existing nearby wards and the mode of travel taken for these trips. Travel behaviour can then be assigned to the proposed development and forecasts on route choice can be made.

The initial appraisal carried out in the Transport Assessment, dated 31<sup>st</sup> October 2017, stated that Cams Bridge would experience a total 255 walking and cycling trips a day, 51% of the overall pedestrian and cycle trips from the site. At the request of the highway authority, further work was carried out by the applicant as part of a review of the wider walking/cycling strategy for the site, with the findings presented in a Transport Assessment Addendum (20<sup>th</sup> April 2018). Following this review, updated route demand figures showed the total number of pedestrian and cycling trips increase to 312 equal to 62% of all pedestrian and cycle trips.

Through this further appraisal work pedestrian movements via Downend Road are forecast over a 24 hour period to equal 38 pedestrians movements. Movements via the new site connection to footpath 117 is forecast to take the remaining pedestrian and cycle movements totalling 154.

### *Pedestrian and Cycle Access Downend Road*

Of the 38 pedestrian and cycle trips onto Downend Road 11 are expected to head south and cross over the bridge. The remaining movements are expected to utilise the circular recreational route north of the bridge.



However, despite these forecast figures, the highway authority was concerned with increased pedestrian usage of the bridge in its current state, especially given that Downend Bridge could be considered by pedestrians as a direct route to Cams Hill Secondary School to the south. It is acknowledged by the applicant that current pedestrian provision across the bridge is limited. Footpaths are located both to the north and south of the bridge, but there is no segregated link across it resulting in pedestrians being required to walk in the carriageway. With the significant propensity for this site to generate additional pedestrian trips this is considered to be unacceptable.

Accident data at the site has been reviewed and there have been 1 personal injury accidents reported in the past 15 year period, however this accident did not involve any vulnerable road users.

Following HCC raising concerns regarding the use of the bridge by pedestrians, the applicant provided video footage of pedestrians and vehicles crossing over Downend Bridge to illustrate how they interacted. This footage demonstrated that in its current state, Downend Bridge can accommodate 2 cars passing simultaneously while a pedestrian walks across the short section of carriageway, between the footpaths provided to the north and south. However, with pedestrian usage forecast to increase as a result of this development providing a more formal arrangement for pedestrians would be essential.

To alleviate the highway authority's concerns raised with the current arrangement, three potential improvements have been tabled to improve walking conditions across the bridge. These are shown in drawing numbers ITB12212-GA-003 Rev B, ITB12212-GA-004 Rev B and ITB12212-GA-011 Rev B. A pedestrian island is also proposed south of the access to provide a safe crossing point for pedestrians looking to walk along Downend Road after exiting the site.

To formalise the existing layout, two of the three tabled improvements are considered to be acceptable in principle. The acceptable improvements are shown in drawing numbers ITB12212-GA-004 Rev B and ITB12212-GA-011 Rev B, which look to provide either a formal 2m footway with a priority shuttle working system, or a 1.2m footway with a narrowed carriageway. Further consultation by the applicant on the options however will be required to ensure that the most appropriate and publically acceptable option is taken forward. This should be committed to within the s106 obligations at an appropriate scale to be agreed with the highway authority. The improvements to be implemented should be agreed prior to occupation of the development. The applicant should also be aware that Network Rail will also need to be informed/consulted on any proposed works to the bridge and may require input into the scheme.

#### *Pedestrian and Cycle Access via Cams Bridge*

The proposed shared surface through The Thicket south towards the A27 is proposed to be the principle pedestrian and cycle access to the site with 62% of total pedestrian trips. Currently, Cams Bridge provides access to C&C Motors. This access is to be maintained, with the bridge becoming a shared pedestrian/vehicular access.

Cams Bridge is subject to a separate planning application (reference P/18/0001/OA) but is considered alongside this application given its importance as the main pedestrian route to and from the site.

Further information has been provided to clarify that the farm sheds north of C&C motors will not be retained and the bridge does not currently accommodate any HGV movements. Vehicle flows along the bridge are low with vehicular access to the development site blocked via this route. A detailed breakdown of the existing traffic flows were provided at the request of the highways authority to demonstrate the composition of traffic accessing C&C Motors and further confirm the low flows and speeds presented in the Transport Statement. Mean vehicle speeds were recorded as 15.2mph Northbound and 13.9mph southbound with traffic flows totalling 21 movements between 7am and 7pm with only 1 vehicle in the AM and PM peak hours.

It has been set out within the TA that the applicant has been in dialogue with Network Rail and has received an 'in-principle' technical clearance to the outline scheme, subject to the inclusion of increased height parapets (1.8m) and the provision of an area for parking and servicing for the Network Rail equipment.

Discussions regarding the improvement required for Cams Bridge are ongoing. The latest illustrative drawing (ITB12212-GA-023 Rev B) confirms that a 3.5m shared surface can be achieved across the bridge, providing sufficient width for a car to safely pass a pedestrian. To further support safety across part of the route open to vehicle traffic, the highways authority has requested that the detailed design includes small build outs to ensure low vehicle speeds. These features can also be utilised to provide the bollard lighting and would act to provide a safe waiting point for pedestrians in the event a larger vehicle is attempting to cross the bridge.

In order to secure Cams Bridge as the main pedestrian/cycle link from the site, a commitment will be required (and included within the S106 agreement) to enter into a Common Law Dedication which will enable the route to be included on the definitive Public Rights of Way map. This dedication will ensure the longevity of the Bridge as the primary pedestrian/cycle access. As mentioned above, given the Bridge's importance for sustainable access to the site, it is considered that suitable conditions should be placed on this application to ensure that this necessary sustainable travel link is provided in an appropriate timescale to this development.

*Pedestrian access via 'Upper Cornaway Lane' and Footpath 117*

This route is forecast to take 30% of pedestrians from the site through the north eastern corner of the development towards Northfields Park, eventually connecting to the existing Footpath 117 which provides access south along Upper Cornaway Lane towards Portchester.

To accommodate the forecast increased pedestrian flows, improvements have been tabled in drawing number ITB12212-GA-020. To maintain the rural nature of the route, resurfacing of the footpath is proposed to deliver a 1.8m – 2m ‘rural style’ path which would remain unlit. These improvements shall be delivered by means of a contribution to be agreed with HCC’s Rights of Way Team.

#### Cycle Access to Lancaster Close

Further to the above, discussions have been held to discuss the improvements for cyclists to Footpath 117 to provide access to Lancaster Close and a safe cycle route from the site to nearby amenities including the railway station and local primary schools.

The internal path within the site shall be provided at a 2.5m width suitable for cycling. It has also been confirmed that there is sufficient width to achieve a short section of shared cycle/footway to connect from the north eastern corner of the site and tie into Lancaster Close.

These improvements are considered acceptable and drawing ITB2212-GA-020 Rev C details these works. It is considered that the HCC Public Right of Way team will be able to carry out all of these improvements to Footpath 117 within the timescales required for the development subject to the funding being provided prior to commencement. Funding for these improvements has been requested directly by the HCC Rights of Way team.

#### A27 Cycle/Pedestrian Crossing

As part of the development, a cycle/pedestrian uncontrolled crossing (drawing number ITB12212-GA-010) has been proposed south west of The Thicket to enable those using Cams Bridge to safely cross the A27 without having to walk to the existing crossing points either to the east or the west of The Thicket access.

Following an initial review of this proposal, HCC requested that confirmation was provided as to the width of the refuge island, along with an amended swept path analysis. To confirm these points, ITB12212-GA-021 Rev B was submitted, outlining a 2.4m wide island (suitable for pedestrians and cyclists) and demonstrating that all required vehicles can safely negotiate the island when egressing The Thicket or adjacent properties.

It has also been confirmed that the position of the crossing will not conflict with any vehicles egressing nearby properties and the width of the island is now acceptable. This highway improvement should be secured as works for the developer to deliver within the S106 Agreement.



### *Pedestrian and Cycle Audit*

To assist in considering sustainability of walking and cycling facilities, a pedestrian and cycle audit was carried out by the applicant, covering the site and nearby walkable routes. This review has highlighted potential improvements along the routes to improve existing infrastructure, and therefore sustainable travel routes from the site.

Some of the recommendations made by the audit included proposals to improve Downend Bridge, Cams Bridge and Upper Cornaway Lane. These have been assessed separately within this response. Other recommendations involve the provision of dropped kerbs and tactile paving to improve the crossing points along some of the nearby residential roads. A comprehensive plan of all pedestrian improvements associated with the site has been provided in Figure T5, attached to the technical note dated 25<sup>th</sup> July 2018. This includes the location of the improvements to the main pedestrian/cycle accesses into the site, along with the further crossing point improvements to some of the wider residential roads in the area. The pedestrian and cycle audit improvements should be secured via contribution in a S106 agreement.

### *Public Transport*

The site benefits from three regular commercial bus services (3, F3 and the Solent Ranger X4) all within a maximum 800m walk from the site. Whilst the walking distance is acknowledged to be above the recommended there is not any scope to redirect the services. The frequency of these services varies from every 10 minutes with Route 3, up to every 2 hours with Route F3. These buses provide regular access to Portchester, Fareham, Portsmouth and other commuter locations. This level of frequency makes the service attractive to perspective users and is considered in this case to overcome the additional walking distances. Pedestrians will access the bus stops along the A27 via the improved Cams Bridge link and the crossing facilities on the A27.

It is noted that the bus stops currently provided along the A27 are simple flag poles. Provision of bus shelters could be considered beneficial to encourage usage from the site in providing more attractive waiting facilities. Subject to the direct sustainable access route through Cams Bridge towards the A27, it is considered that current bus provision is acceptable, subject to a contribution for improvements to waiting facilities and towards wider BRT improvements along the A27 corridor in Portchester.

Portchester Rail Station lies roughly 1,500m to the east of the site. Trains run regularly from this station and the larger Fareham Railway Station lies 3km from the site, with a higher train frequency. Overall, Portchester Station sits within the 'reasonable walking distance' identified by the CIHT and Fareham Station within reasonable cycling distance therefore providing a suitable sustainable option of travel from the site.

### **Personal Injury Accident Data**

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for a five year period, spanning 1<sup>st</sup> October 2011 through to 30<sup>th</sup> September 2016.

The summary provided for this data within the TA concludes that there have been no accident patterns identified within the area. The Highway Authority disagrees with this view, given the Road Safety Foundation has identified the route from the Delme Roundabout to the M27 Junction 12 as one of the ten persistently higher risk roads (2009-2011 and 2012-2014). Hampshire County as the lead authority for the route is one of eight local authorities taking part in the Pathfinding Exercise to improve safety along each of the highest risk roads in Britain by considering and treating the whole route with appropriate countermeasures.

To address the safety concerns along the A27, a number of schemes have been identified to improve the safety of all road users along the route. Given the high frequency of accidents along the route, especially for pedal cyclists, it is considered necessary that a contribution should be made by the applicant towards improvements along this route due to the increase in both vehicle movements and additional pedestrian and cycle demand along the A27 as a result of the development.

### **Vehicular Access**

Vehicular access to the site is shown proposed through a ghost island junction on Downend Road, in drawing number ITB12212-GA-014. The vehicle access has been reviewed and is acceptable in principle to the Highway Authority. An emergency access would be provided via Cams Bridge.

Access drawing number ITB12212-GA-014 also details the repositioning of the speed limit sign further north up Downend Road from it's existing position close to Downend Bridge. The HCC Traffic Management team have been approached to gauge whether this movement would be welcomed. Given Ellerslie House to the north has an accident history, it has been suggested by HCC that the speed limit is moved further north to also encompass this access. This matter can be concluded within a TRO application at the S278 stage.

### **Vehicle Trip Generation**

The TA presents the proposed vehicular trip generation rates for the development during both the weekday AM and PM Peak Hours, and the daily total. The weekday trip rates have been calculated using the TRICS database of surveyed trip generation from similar sites.

These vehicular trip rates are presented as 0.531 (two way AM peak) and 0.584 (two way PM peak), providing vehicular trips from the site as 186 in the AM and 204 in the PM. These vehicular trip rates are considered acceptable for this development.

### **Vehicle Trip Distribution**

The distribution of residential development traffic is split, with commuting trips accounting for 46% of peak hour trips (identified through the 2011 Census Journey to Work dataset) and the remaining 54% distributed in accordance with a gravity model produced for this development.

The combination of results from the two distribution calculations identified Portsmouth as the main attractor with 17% of all trips, followed by Fareham (15%) and Portchester (10%). Both the Census Journey to Work Data and gravity model results provided are considered reasonable and proportionate.

#### Traffic Impact on The Ridgeway

Within the TA, the applicant has carried out an assessment of how many additional vehicles are predicted to use The Ridgeway when travelling to or from the development.

The Ridgeway provides direct vehicular access off the A27, providing an alternative vehicular route to Downend Road instead of utilising the A27/Downend Road signalised junction when heading eastbound. The junction with The Ridgeway/A27 does not allow vehicular access from Cams Hill back onto the A27 westbound, meaning the rerouting of traffic could only occur for vehicles heading to the east towards the proposed development. The TA sets out that within the AM and PM peak periods there are forecast a total of 20 trips in the AM peak and 47 in the PM peak which could potentially utilise The Ridgeway.

An ANPR survey was carried out between 7 AM and 7 PM to ascertain how many vehicles currently use The Ridgeway when travelling to Downend Road. This identified a total of 321 movements travelling from the A27 to Downend Road along the Ridgeway within this time period. When compared with the total number of movements from the A27 to Downend Road this equates to 18.2% of the current overall trips between Delme Roundabout and Downend Road utilising this route.

When considering this percentage against the agreed distribution from the site, 4 vehicles are predicted to use The Ridgeway in the AM peak and 9 in the PM peak. The proposed increase in trips along The Ridgeway is therefore not considered to represent a significant increase in demand along this route.

#### **Junction Modelling**

The following junctions have been modelled as part of the application:

- Downend Road/Site Access;
- Downend Road/The Thicket;
- A27/ The Thicket and;
- Portsdown Hill/Swivelton Lane.
- A27 Portchester Road/Downend Road/Shearwater Avenue; and
- A27 Portchester Road/Wallington Way/Eastern Way 'Delme Arms' roundabout.



An initial review of the modelling submitted for the above junctions was undertaken and further information was requested from the applicant as a result, including: queue data to validate all of the models, Ordnance Survey mapping for all junctions, drawings for the site access, modelling files for Portsdown Hill/Swivelton Lane and outputs for most scenarios at Portsdown Hill/Swivelton Lane. This information was provided within a Transport Assessment Addendum.

The results of this review confirmed that all the non-signalised junctions are forecast to operate within practical capacity across all approaches in the AM and PM peak. It is worth noting that in the 2016 base, the Portsdown Hill/Swivelton Lane junction is operating close to practical capacity, with an RFC of 0.77 on Swivelton Lane in the AM peak. This Ratio of Flow to Capacity (RFC) increases to 0.81 with a 4-vehicle queue in the 2021 'with development' scenario and to 0.82 and 0.85 in the 2021 'Sensitivity Test' and 2026 'With Development' scenarios respectively. In these scenarios, the maximum queue is 5 vehicles.

The current RFC on Portsdown Hill is 0.71 in the PM peak, increasing to 0.76 in the 2021 'Sensitivity Test'. In the 2026 'With Development' scenarios, the RFC is 0.75 and 0.76 respectively. The increase to the RFC values as a result of development is not considered significant in the context of the National Planning Policy Framework (paragraph 32).

Junction model results have also been reviewed for Downend Road/Site Access, Downend Road/The Thicket and A27/The Thicket. The outcome of this review found the Downend Road/The Thicket junction to be operating with reserve capacity in the 2016 base model during both the AM and PM peak. The maximum RFC observed at this junction was 0.21 in the AM peak. Applying the '2026 with Development' scenario sees a small increase in the RFC value to 0.26.

Both the Downend Road/Site Access and A27/The Thicket junctions where the RFC values are low across all scenarios, and therefore there is forecast to be no operational impacts across all development scenarios.

No improvements are therefore sought by the Highway Authority at these junctions.

#### Downend Road/A27 Signalised Junction

The Transport Assessment identifies that the Downend Road/A27 signalised junction currently experiences capacity issues in the morning peak period.

In order to mitigate a number of improvements were proposed by the applicant. These included:

- Upgrading the junction operation to MOVA;
- Upgrading the pedestrian crossings to PUFFIN technology; and
- Delivery of a two-lane approach on Shearwater Avenue.

Following consultation on the initial Transport Assessment, these improvements were reviewed by the highway authority which identified a number of concerns with the improvements. These were mainly regarding formalising the existing informal two-lane approach taken by motorists on Shearwater Avenue which would not provide the capacity improvements anticipated. The other issue centred on the amendments to the current form of the controlled crossing and removal of the countdown timers by Cams Hill School, a system recently put in place to help school children safely access the school. HCC are therefore not favourable to changes to the crossing arrangement.

Following discussion on these issues, the applicant agreed to review a new scheme to improve capacity at this junction, centred on the dualling of the Downend Road approach, with both lanes facilitating right turn movements towards Delme Roundabout.

A subsequent plan was submitted (drawing number ITB12212-GA-024) detailing these proposals.

Swept path analyses were submitted for vehicles both entering and exiting Downend Road via the new alignment, demonstrated in drawing number ITB12212-GA-024 Rev A. The tracking shown confirms that the proposed 2 lane approach of Downend Road can accommodate two large cars simultaneously turning right onto the A27 and a large car turning right alongside an articulated vehicle. It was also demonstrated that an articulated vehicle could safely turn left off of the A27 into Downend Road.

Drawing ITB12212-GA-024 Rev A notes a potential location for a secondary signal head on the island at the junction with Shearwater Avenue and a redesign of the yellow box marking in the middle of the junction. Further consideration should be given to both of the above at detailed design.

Following a review of the dualled approach from Downend Road, it is considered that this junction improvement, along with the implementation of MOVA, will successfully mitigate the impact of traffic from this development.

#### Delme Roundabout

As a consequence of the development impact, a proposed improvement scheme has been put forward by the applicant (shown in drawing number ITB12212-GA-006 Rev B) to provide the following improvements to Delme Roundabout:

- Signalisation of the A27 Cams Hill approach;
- Widening of the southern circulatory to create a third circulatory lane;
- Signalisation of A32 Wallington Way; and
- Widening of the northern circulatory to create a secondary ahead lane.

Whilst a wider improvement scheme for Delme Roundabout is required which takes account of the wider strategic context of the area (future network improvements at M27 junction 10 and Stubbington) it is acknowledged that the improvement scheme proposed as part of this development is of an appropriate scale to mitigate the impact of this development. The highway authority therefore considers that a contribution should be taken from this proposed development and used towards a future improvement scheme for Delme Roundabout to offset development traffic from the Downend Road site and further developments in the local area. The contribution value is to be determined and will be agreed as part of the S106 negotiations.

### **Travel Plan**

An initial travel plan was submitted and reviewed by the highway authority. The travel plan failed to meet the minimum standards set out in HCC's "A guide to development related travel plans". A list of outstanding comments was sent to the applicant to address and provide a revised travel plan covering these matters.

An updated travel plan has since been provided and reviewed, with a cover sheet named 'FTP Comments Log' submitted detailing the changes made. The included improvements address the initial comments made and therefore make the travel plan acceptable. At the time of the reserved matters stage, the Framework Travel Plan submitted will need to be closely observed to ensure that all the measures concerning the design and layout are adequately covered.

### **Recommendation**

Following ongoing discussions with the applicant, the primary areas of concern regarding the highway have now been suitably addressed. Therefore, the highway authority raises no objection to this application, subject to the following conditions and obligations:

#### Conditions

- A Construction Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

*Reason:*

*In the interests of highway safety*

#### Obligations



- A contribution towards the following:
  - Mitigating the impact of development traffic at Delme Roundabout including provision for BRT;
  - Bus infrastructure improvements on the A27 in the vicinity of the site;
  - Implementing A27 safety measures to mitigate the impact of increased pedestrian and cycle movements from the development; and
  - Pedestrian and cycle audit improvements detailed in figure T5.
- Public consultation on the proposed improvements to the Downend Road bridge (detailed in drawing numbers ITB12212-GA-004 Rev B and ITB12212-GA-011) and delivery of the preferred scheme;
- Commitment to enter into a Common Law Dedication to secure Cams Bridge as a Public Right of Way footpath;
- Improvements to Cams Bridge as detailed in drawing number ITB12212-GA-023 Rev B;
- Provision of the crossing point detailed in drawing number ITB12212-GA-010 across the A27;
- Delivery of the site access as detailed in drawing number ITB12212-GA-014;
- Improvement to Upper Cornaway Lane as detailed in drawing number ITB12212-GA-020;
- Delivery of the Downend Road/A27 capacity improvements through a S278 agreement with the highway authority;
- Payment (by developer) of HCC fees in respect of approval (£3,000) and monitoring (£15,000) of the Framework Travel Plan prior to commencement; and
- Provision of a bond, or other form of financial surety, in respect of the measures within the Travel Plan.

I trust the above is clear, but should you wish to discuss any of the above further, please do not hesitate to contact Chris Hirst on the number above.

Yours Faithfully,



Stuart Morton  
Team Leader – Highways Development Planning

Cc – David McMahon – Fareham Borough Council

## **APPENDIX B.** Agreed Statement on Transport Matters (HCC)



Agreed Statement on Transport Matters  
Land East of Downend Road, Portchester  
Client: Miller Homes

i-Transport Ref: TW/RS/ITB12212-039c R

Date: 19 August 2019

Agreed Statement on Transport Matters  
Land East of Downend Road, Portchester  
Client: Miller Homes

i-Transport Ref: TW/RS/ITB12212-039c R

Date: 19 August 2019

Planning Inspectorate Reference: APP/A1720/W/19/3230015

Fareham Borough Council Reference: P/18/0005/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.....

Stuart Morton  
Team Leader – Highways  
Development Planning

Dated.....

Hampshire County Council

## Quality Management

Report No.	Comments	Date	Author	Authorised
ITB12212-039	Skeleton Draft	14/05/2019	TW/RS	-
ITB12212-039a	Draft	14/06/2019	TW/RS	-
ITB12212-039b	HCC Issue	20/06/2019	TW/RS	TW
ITB12212-039-c	Final	19/08/2019	TW/RS	TW

File Ref: T:\Projects\12000 Series Project Numbers\12212ITB Downend Road, Portchester\Admin\Report and Tech Notes\039 - Statement on Transport Matters\ITB12212-039b - Statement on Transport Matters.docx

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## Figures

FIGURE T1	Site Location Plan
FIGURE T2	Accessibility Plan
FIGURE T5	Pedestrian Improvements

## Drawings

ITB12212-GA-014A	Downend Road - Vehicular Site Access
ITB12212-GA-004B	Downend Road Rail Bridge – Option 2 – Formal Footway
ITB12212-GA-011B	Downend Road Rail Bridge – Option 3 – Priority Shuttle Working
ITB12212-GA-023B	Cams Bridge Improvement
ITB12212-GA-020C	Upper Cornaway Lane Improvement
ITB12212-GA-021B	Uncontrolled Pedestrian Crossing on A27 Portchester Road
ITB12212-GA-026	Improvement at Downend Road / A27 / Shearwater Avenue
ITB12212-GA-006B	Potential Improvement at Delme Roundabout

## Appendices

APPENDIX A.	HCC Response – Downend Road
APPENDIX B.	HCC PADR – Site Access
APPENDIX C.	HCC Meeting Note – 8/05/2018
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APPENDIX E.	HCC E-mail (12/03/2019)
APPENDIX F.	Original Pedestrian/Cycle Demand Assessment
APPENDIX G.	Parcel Assignment Plan

## SECTION 1 Introduction

- 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 Planning Inquiry against the Fareham Borough Council (FBC) refusal to grant planning permission for application P/18/0005/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 To support the original 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 and other stakeholders, summarised in Section 2.
- 1.4 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.
- 1.5 In determining the application, FBC refused the application for two transport related reasons:

***1) “The proposal would result in a material increase in 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-003 Rev B (titled “virtual footway proposal”) and the works to the bridge as shown on drawing no. ITB12212-GA-004 Rev B (titled “reduced width formal footway”) would provide inadequate footway provision to ensure the safety of pedestrians using the bridge and other highway users. The works to the bridge as shown on drawing no. ITB12212-GA-011 Rev B (titled “priority shuttle working”) would result in unacceptable harm to the safety and convenience of users of the highway.”***

***2) “The application site is not sustainably located in terms of access to local services and facilities.”***



1.6 This ASoTM relates to highways and transport matters affecting the local transport network in proximity to the Appeal application, including general matters of accessibility relating to walking, cycling and public transport. The following sections of this ASoTM describe the matters that are agreed between the Appellant and HCC, relevant to the consideration of the Appeal.

1.7 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') 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. 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 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.

### 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	£18,480.00	HCC - S106
Downend Rd Bridge - Pedestrian Improvement	Option 2 – Footway Improvement	-	S278
	Option 3 – Priority Shuttle Working	-	
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		£392,820.78	

## 2.3 Application Process

### Pre-application

- 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. The approach and methodology of assessment was agreed by HCC.
- 2.3.2 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

- 2.3.3 A Transport Assessment (TA) (*ref: ITB12212-009C*) was submitted as part of the planning application in January 2018 in line with the agreed TA Scoping Report. This considers the potential impacts of up to 350 residential dwellings on the site. The TA included information on:
- Relevant Transport Policy – which policies (local and national) are relevant to the site;
  - Existing conditions – existing pedestrian and cycling connections, bus and rail services and highway network operation;
  - Site access arrangements – the proposed site access arrangements for both vehicles and non-motorised users;
  - Transport sustainability – the location of key local facilities and services likely to be used by residents and a Sustainable Transport Strategy to promote non-car access; and
  - Traffic Impact – the likely traffic impact of the proposed development on the local highway network, and consideration of options for mitigation schemes.
- 2.3.4 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 in place to ensure opportunities for travel by sustainable modes is 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 operation of the wider highway network will fall short of the “severe” test set by the NPPF.

2.3.5 HCC reviewed and commented on the Transport Assessment and requested further information to support the above conclusions.

#### Framework Travel Plan

2.3.6 To support the TA a Framework Travel Plan (*ITB12212-017B*) was also submitted at the time of the application in January 2018.

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.

#### Post Application

##### Transport Assessment Addendum

2.3.8 Following initial comments from HCC, a Transport Assessment Addendum (*ref: ITB12212-028A*) was submitted in April 2018 and provided the following information:

- Further information on the positioning of the site access and visibility splays to address HCC comments;
- A more detailed ‘plot level’ pedestrian demand assessment focusing on the key desire lines from each parcel, to understand likely pedestrian demands / connectivity;
- Further survey work to understand the number of pedestrians and vehicles using Downend Road Railway Bridge;
- Additional traffic modelling and consideration of, acceptable mitigation proposals;
- Road Safety Audits of Cams Bridge, Upper Cornaway Lane and A27 / The Thicket;
- Engagement with Network Rail with regard to the Cams Bridge improvement and information on the requirement of low level lighting along the route; and
- Confirmation of the width of the A27 refuge island and swept path analysis.



#### Transport Update Note

2.3.9 Following the submission of the Transport Assessment Addendum, a meeting with HCC was undertaken to discuss the information presented where further information was sought on a number of aspects (Meeting minutes at **Appendix C**).

2.3.10 To provide a response to the comments raised a Transport Update Note (*ref: ITB12212-032A*) was submitted in July 2018. This provided further information on:

- Site Access Strategy, to confirm agreement with HCC on matters relating to vehicular access, pedestrian and cycle access and connectivity and associated mitigation package;
- Updates to the Framework Travel Plan;
- Information on the off-site highway improvements including an alternative improvement scheme for Downend Road / Shearwater Avenue / A27 Portchester Road and at A27 Delme Roundabout;
- The transport mitigation package and associated costs.

#### HCC Application Response

2.3.11 HCC issued its planning application response to FBC on the 28 August 2018 (**Appendix A**). This confirmed that:

- During pre-application process, the principles of the site access, the trip rates and method for trip distribution were agreed;
- Following review and dialogue, estimates for pedestrian and cycle demands arising from the site are agreed;
- Pedestrian demands at the Downend Road railway bridge will increase as a result of the development and so improvement of the bridge was required to provide a more formal arrangement for pedestrians. In that regard, HCC confirmed that two of the three options for improvement were agreed (Option 2 – Formal Footway and Option 3 Priority shuttle working). HCC considered both to be equally acceptable and that the decision on which scheme to proceed with would follow later public consultation;
- Improvements to Cams Bridge to improve the route as the primary pedestrian and cycle route were ongoing but 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.

- Improvements to Upper Cornaway Lane would be required to improve the route for pedestrians, and in part for cyclists. A financial contribution to HCC would be needed;
- 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;
- 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;
- Approaches to traffic appraisal (i.e. trip rates, distribution and assignment) and the modelling of the local network is acceptable.
- Traffic impacts on The Ridgeway are not considered to represent a significant increase in demand;
- Traffic impacts on the unsignalized junctions on the local network all operate with spare capacity (\*taking account of committed development and the development). No improvements to these junctions are therefore sought.
- Traffic impacts at the A27 / Downend Road / Shearwater Avenue junction are significant and require mitigation. An acceptable mitigation scheme has been developed to deliver MOVA and a two-lane approach to the junction, and this is shown to be sufficient to mitigate the impact of the development;
- The development will increase traffic on the A27 corridor including at the A27 / Delme roundabout and exacerbate existing capacity problems. A contribution towards the improvement of Delme Roundabout is required, in line with HCC's long term aspirations to improve the junction as part of its wider strategy;
- The Framework Travel Plan is acceptable.

Downend Road / A27 Improvement

2.3.12 At the Fareham Committee Meeting in January 2019, Members raised questions in relation the deliverability of the Downend Road / A27 improvement and sought clarification on how the improvement can be provided within the constraints of the public highway. To respond to these queries a technical note (*ref: A27 / Downend Road – ITB12212-037a*) was submitted to Fareham Borough Council. This demonstrated that the junction improvement can be achieved within the public highway and two vehicles can pass satisfactorily at the approach of Downend Road. This transport note was not reviewed by the Highway Authority, who had previously agreed the junction improvement scheme as acceptable.

Downend Road Railway Bridge – Review of Pedestrian Options

2.3.13 At the Fareham Committee Meeting in January 2019 Members raised concerns regarding the proposed improvements for Downend Road Railway Bridge. To respond to these queries a technical note was submitted to Fareham Borough Council (*ref: Downend Road Railway Bridge - Review of Pedestrian Options – ITB12212-036b*). This technical note provided information on the increase in the number of pedestrian movements and vehicle movements across the railway bridge (including a Sensitivity Test). Alternative improvement schemes for the bridge were presented to HCC who considered these unnecessary for the proposed development (**Appendix E**).

2.3.14 In addition to these points further information was provided in response to other comments by Members. This technical note provided further information on:

- Accident analysis across the bridge;
- The speeds of the vehicles across the bridge;
- The increase of 'rat-running' through local roads;
- The width of the carriageway and footway at the proposed location;
- The modelling of the shuttle working; and
- The concern on the lack of separation between pedestrians and vehicles.

2.3.15 Overall, the HCC application response confirmed that HCC has no objections to the application, subject to conditions and a package of mitigation, as repeated at **Table 2.1**.

## 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 in November 2016 and are presented in the TA. These included:

- Manual Classified Counts undertaken on Tuesday 8<sup>th</sup> 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 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 Fariway;
  - 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.
- Following comments from HCC, a pedestrian survey was undertaken of Downend Road Railway Bridge. This was undertaken on 27 February 2018 between 0700 – 1900 and recorded the number of pedestrians travelling both northbound and southbound and either on the western or eastern side of the carriageway, as well as cyclists and vehicles.
- Following comments from Hampshire County Council, it was requested to undertake Automatic Number Plate Recognition surveys for The Causeway. These were undertaken on 28 February 2017.

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-014A** 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 acceptable.

4.3.2 To the south, at the railway bridge, there is currently no footway, and so the TA explored options for improvement of the route for pedestrians. Three options for improvement were submitted as part of the Transport Assessment to enhance the pedestrian facilities:

### **Options for improvement of Downend Road bridge**

- 1 Option 1 – Virtual Footway - This improvement is shown on **Drawing ITB12212-GA-003B**. This includes a demarcated surface to highlight the presence of pedestrians whilst retaining existing two-way traffic width.
  - 2 Option 2 – Footway Improvement - This proposed improvement is shown on **Drawing ITB12212-GA-004B**. This includes narrowing of the carriageway to 4.8m width to enable a 1.2m footway to be delivered.
  - 3 Option 3 – Priority Shuttle Working - This proposed improvement is shown on **Drawing ITB12212-GA-011B**. This includes the provision of a priority working arrangement with priority given to northbound vehicles.
- 4.3.3 HCC has considered each of these options and considers that Options 2 and 3 are both acceptable options. HCC agrees that the delivery of either Option 2 or Option 3 would provide safe operation of the bridge, taking account of the agreed impacts created by this development.
- 4.3.4 Independent Stage 1 Road Safety Audits have been undertaken for Options 2 and 3. All of the issues raised in these audits have been addressed by the designer's response and are considered acceptable.
- 4.3.5 It is agreed that consultation will be carried out by the developer to determine which of the schemes carries greatest support before the final scheme is chosen. The agreed works will be carried out under a Section 278 Agreement with HCC, and HCC agrees that, subject to submission of suitable detailed design material, it is prepared to enter a S278 agreement in respect of the chosen scheme.
- 4.3.6 It is agreed that the delay incurred to traffic as a result of the Option 3 scheme, the priority shuttle working, 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 shown in **Table 4.1** below.

**Table 4.1: Shuttle Working Results (with Development)**

Approach	Morning Peak Period			Evening Peak Period		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Downend Road (South)	0.26	<1	3	0.18	<1	3
Downend Road (North)	0.79	3	23	0.59	1	11

Source: Junctions 9

### Cams Bridge

4.3.7 The proposals to Cams Bridge are contained in 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.

4.3.8 These illustrative proposals are shown on **Drawing ITB12212-GA-023B**. HCC agreed that the improvement works are acceptable. HCC's response for Cams Bridge can be found in **Appendix D**. FBC subsequently consented the application.

### Upper Cornaway Lane

4.3.9 A connection from the site to Upper Cornaway Lane is proposed, along with an appropriate 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.

4.3.10 HCC agrees the improvement works are acceptable. HCC response can be found in **Appendix A**. This improvement scheme will be secured through the S106 Agreement.

#### 4.4 **Access Strategy Summary**

- 4.4.1 It is agreed that the access proposals 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).

## 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**

Facility	Destination	Distance	Walking	Cycling	Bus
Education	Red Barn Primary and Pre-school	1,050	✓✓	✓✓✓	-
	Northern Junior School	1,500	✓✓	✓✓✓	-
	Northern Infant and Pre-School	1,500	✓✓	✓✓✓	-
	Wicor Primary School	1,300	✓✓	✓✓✓	-
	Cams Hill Secondary School	1,100	✓✓	✓✓✓	-
	Portchester Community School	2,500	✓	✓✓	✓
	King Richard Secondary School	3,400	-	✓✓	✓
Employment	Portchester Town Centre	2,000	✓✓	✓✓	✓
	Portchester Engineering	2,000	✓✓	✓✓	-
	Portchester Business Centre	2,250	✓	✓✓	✓
	Murrills Estate	2,500	✓	✓✓	✓
	Cams Hall	2,100	✓	✓✓	-
	Trafalgar Wharf	2,800	✓	✓✓	✓
	DSTL Defence Science and Tech Lab	3,000	✓	✓✓	-
	Portsmouth Technology Park	4,000	-	✓✓	-
	Fort Wallington Industrial Estate	4,000	-	✓✓	-
Leisure	Ellersie Hotel and 24-7 Fitness	1,150	✓✓	✓✓✓	-
	Portchester Community Centre	1,600	✓✓	✓✓✓	-
	Fort Nelson	1,850	✓✓	✓✓✓	-
	Portchester Library	1,900	✓✓	✓✓✓	✓
	Portchester Social Club	2,000	✓✓	✓✓	✓
	Portchester Youth Centre	2,350	✓	✓✓	✓
Retail	BP Garage with M&S Food	1,100	✓✓	✓✓✓	-
	Wicor Post Office	1,600	✓✓	✓✓✓	✓
	Co-Op	1,750	✓✓	✓✓✓	✓
	Portchester Town Centre	2,000	✓✓	✓✓	✓
	Fareham Shopping Centre	2,800	✓	✓✓	✓
	Tesco Superstore	3,000	✓	✓✓	✓
Health	Westlands Medical Centre	1,600	✓✓	✓✓✓	✓
	Lloyds Pharmacy	1,600	✓✓	✓✓✓	✓
	Portchester Health Centre	1,915	✓✓	✓✓✓	✓

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

### Initial Assessment

5.3.1 An initial pedestrian distribution exercise was undertaken as part of the Cams Bridge application (P/18/0001/OA) to gauge how many pedestrians from the development would utilise the bridge. Pedestrian and cycle trip generation from the development was derived from a combination of 2011 Census Data and the 2016 National Travel Survey data. To understand the usage of each pedestrian/cycle access from the development, a pedestrian and cycle demand assessment was undertaken within the Cams Bridge Transport Assessment. Demand for each access was calculated based upon journey purpose and the travel distance to key local facilities from each access point, with a usage percentage assigned to each of the 3 routes. The number of pedestrians and cyclists using each route was then assessed against the journey purposes identified within the 2016 NTS, providing the overall percentage split between the 3 routes. The calculation is provided within **Appendix F**.

5.3.2 After reviewing these figures, the Highway Authority requested further evidence to understand how route choice had been justified.

5.3.3 A plot level pedestrian and cycling demand appraisal was subsequently undertaken to consider the expected pedestrian and cycle desire lines for the site and was presented as part of the TA Addendum (ITB12212-026 TN). This assessment considered pedestrian and cycle demands using the following methodology:

- Identify the potential walking and cycling routes – In line with the TA, the assessment considered the three non-motorised user access points to Downend Road, Cams Bridge and Upper Cornaway Lane;
- Determine the development parcels – These are derived using the development parameter plan, noting the application is in Outline form only (**Appendix G**);
- Estimate the pedestrian and cycle demands – this is estimated based upon National Travel Survey Statistics and Census 2011 analysis, taking account of population data, trip purpose and travel behaviour. Overall it is estimated that the site would generate some 504 pedestrian and cycle trips each day;
- Measure the distance from the centre of each development parcel to each access point, and from key local facilities to each access point; and

- For each parcel, estimate likely route choice taking account of trip purpose, route distance and attractiveness.

5.3.4 HCC agrees that the approach undertaken to estimate pedestrian and cycle demands from the site is appropriate to forecast future impacts. It is agreed that the likely distribution of pedestrian and cycle demand across the access strategy is likely to be:

- **8% (7.6%)** via Downend Road, equating to some 38 daily pedestrian / cycle trips;
- **62% (61.8%)** via Cams Bridge, equating to some 312 daily pedestrian / cycle trips;
- **31% (30.6%)** via Upper Cornaway Lane, equating to some 154 daily pedestrian / cycle trips.

5.3.5 The agreed pedestrian distribution marginally altered the percentage of pedestrians utilising Downend Road bridge; the trip reassignment reinforced Cams Bridge as the primary walking/cycle route from the development,

#### **Sensitivity Test**

5.3.6 At the January 2019 FBC Planning Committee, Members requested further assessment in relation to the pedestrian demands arising at Downend Road to include additional locations to the east of the site, essentially those located in Fareham.

5.3.7 HCC were not requested by the LPA to comment on this sensitivity test and, given the Highway Authority agreed the approach set out above to estimate pedestrian and cycle demands from the site, no review of the sensitivity test distribution was undertaken.

#### **Additional Pedestrian Demands at Downend Road Railway Bridge**

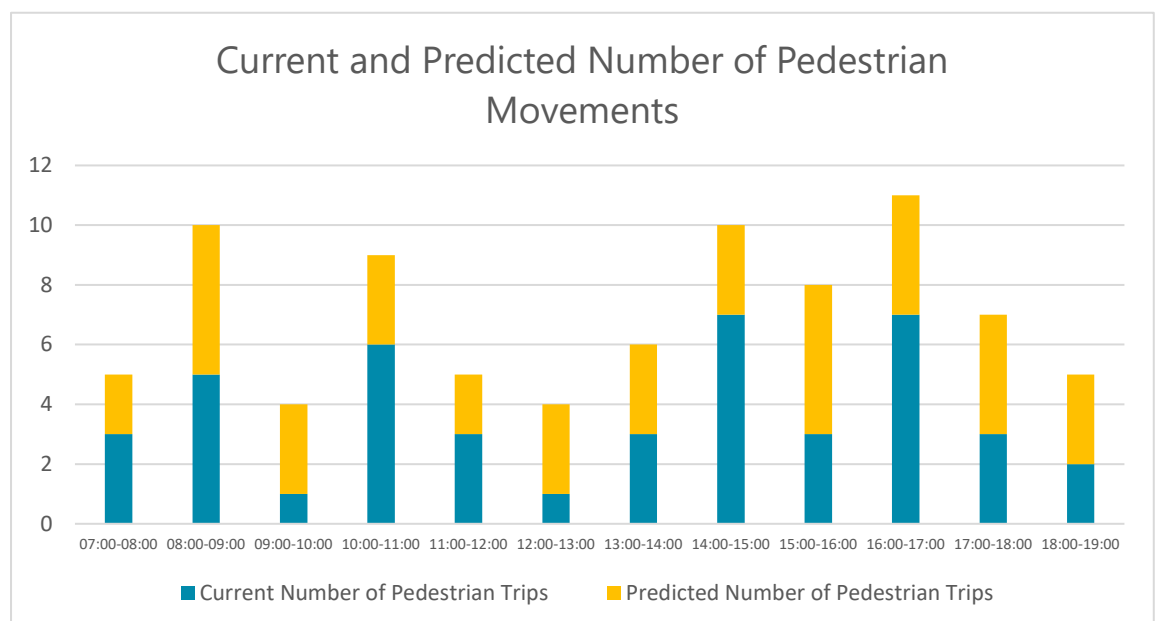
5.3.8 The existing pedestrian use of Downend Road Railway Bridge was surveyed in February 2018 and the results are shown in **Table 5.2**.

**Table 5.2: Existing Pedestrian Trips**

Hour Commencing	Vehicle Movements			Pedestrian Movements		
	NB	SB	Total	NB	SB	Total
07:00	396	257	653	2	1	3
08:00	352	237	589	3	2	5
09:00	204	155	359	1	0	1
10:00	172	178	350	4	2	6
11:00	141	192	333	1	2	3
12:00	170	192	362	1	0	1
13:00	185	183	368	3	0	3
14:00	162	228	390	5	2	7
15:00	167	272	439	1	2	3
16:00	194	317	511	4	3	7
17:00	239	301	540	2	1	3
18:00	161	212	373	1	1	2
<b>TOTAL</b>	<b>2,559</b>	<b>2,724</b>	<b>5,267</b>	<b>28</b>	<b>16</b>	<b>44</b>

5.3.9 The increase in the number of pedestrian trips predicted from the development is shown in **Graph 5.1**, based on the agreed pedestrian distribution

**Graph 5.1: Current Pedestrian Trips vs. Predicted Number of Total Pedestrian Trips**



5.3.10 The highest number of non-motorised trips over the bridge will be between 1600 – 1700 where it is expected that a total of eleven pedestrian trips will cross the bridge. Of these, seven are existing demand, and four result from the proposed development.

5.3.11 Pedestrian demand across the bridge will remain acceptable following implementation of one of the proposed improvement schemes, with around one movement every 5-6 minutes.

5.3.12 It is agreed that the level of additional demands arising at the bridge as a result of the development is acceptable following implementation of one of the proposed improvement schemes.

## 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 Railway 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-021 Rev B**);
- 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 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.

## 6.5 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 6 of the Scoping Note and Section 7 of the TA, is an accepted and robust approach:

- Disaggregation of commuting and non-commuting purposes based on National Travel Survey data;
- Census Journey to Work data used to establish the destinations of commuting trips;
- A simple gravity model (using population and distance data) 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 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).

- 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 and associated update reports 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.

## 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. The package of measures comprises the following:

### Delivery of Safe and Suitable Site Access

- Delivery of a ghost island junction including pedestrian and cycling facilities at Downend Road (ITB12212-GA-014A);
- 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. Improvement scheme to be either Option 2 (ITB12212-GA-004B) or Option 3 (ITB12212-GA-011B);
- Delivery of a pedestrian 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 (ITB12212-017B).

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

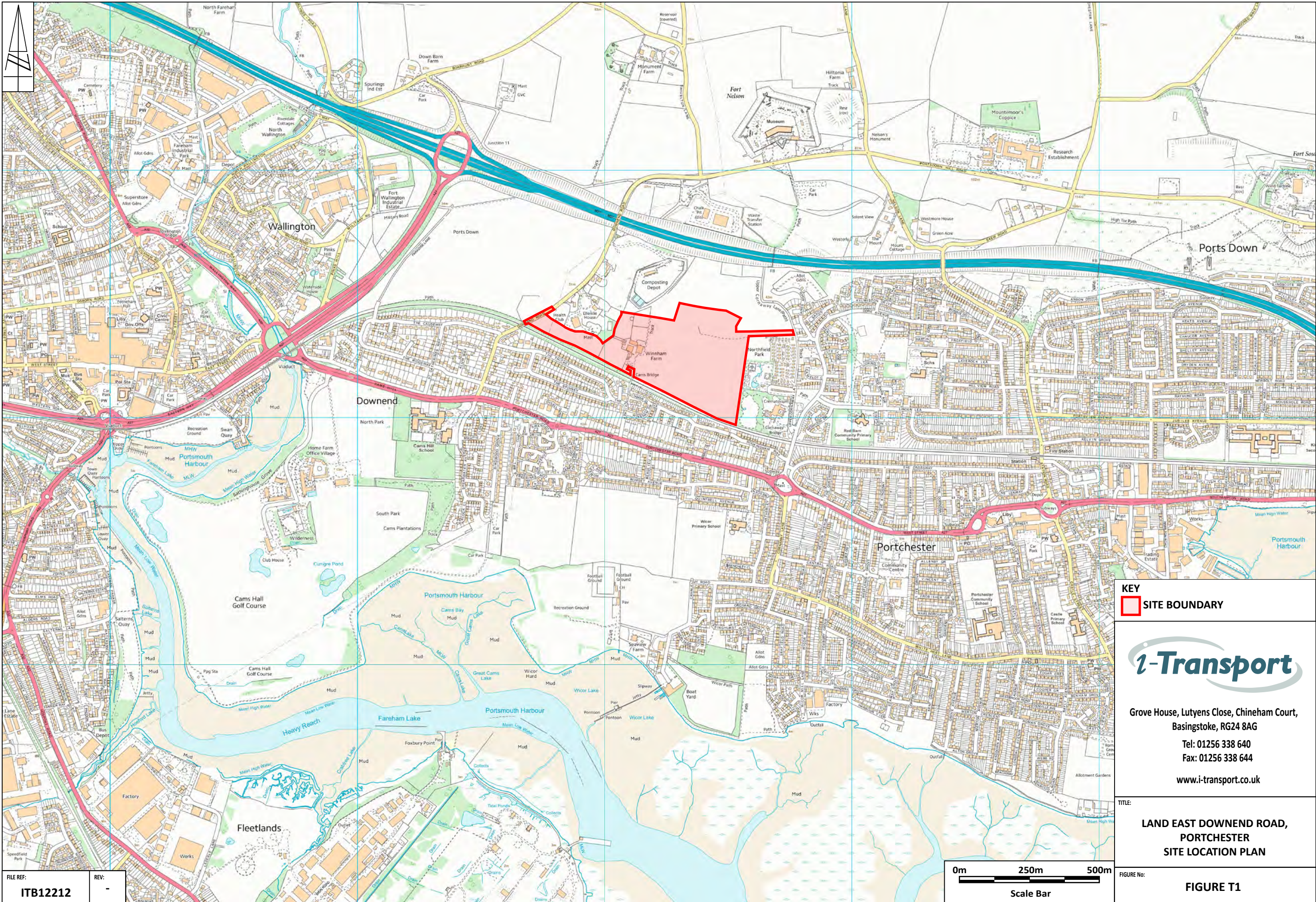
- Presents a package of cost effective improvements that is shown to be necessary to mitigate the predicted impacts of the development and in line with the NPPF at paragraph 108/109 ensures that the development:
  - provides safe and suitable access for all people;
  - takes up opportunities for sustainable 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.

7.4 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**





**KEY**  
 **SITE BOUNDARY**



Grove House, Lutyens Close, Chineham Court,  
Basingstoke, RG24 8AG  
Tel: 01256 338 640  
Fax: 01256 338 644  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

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

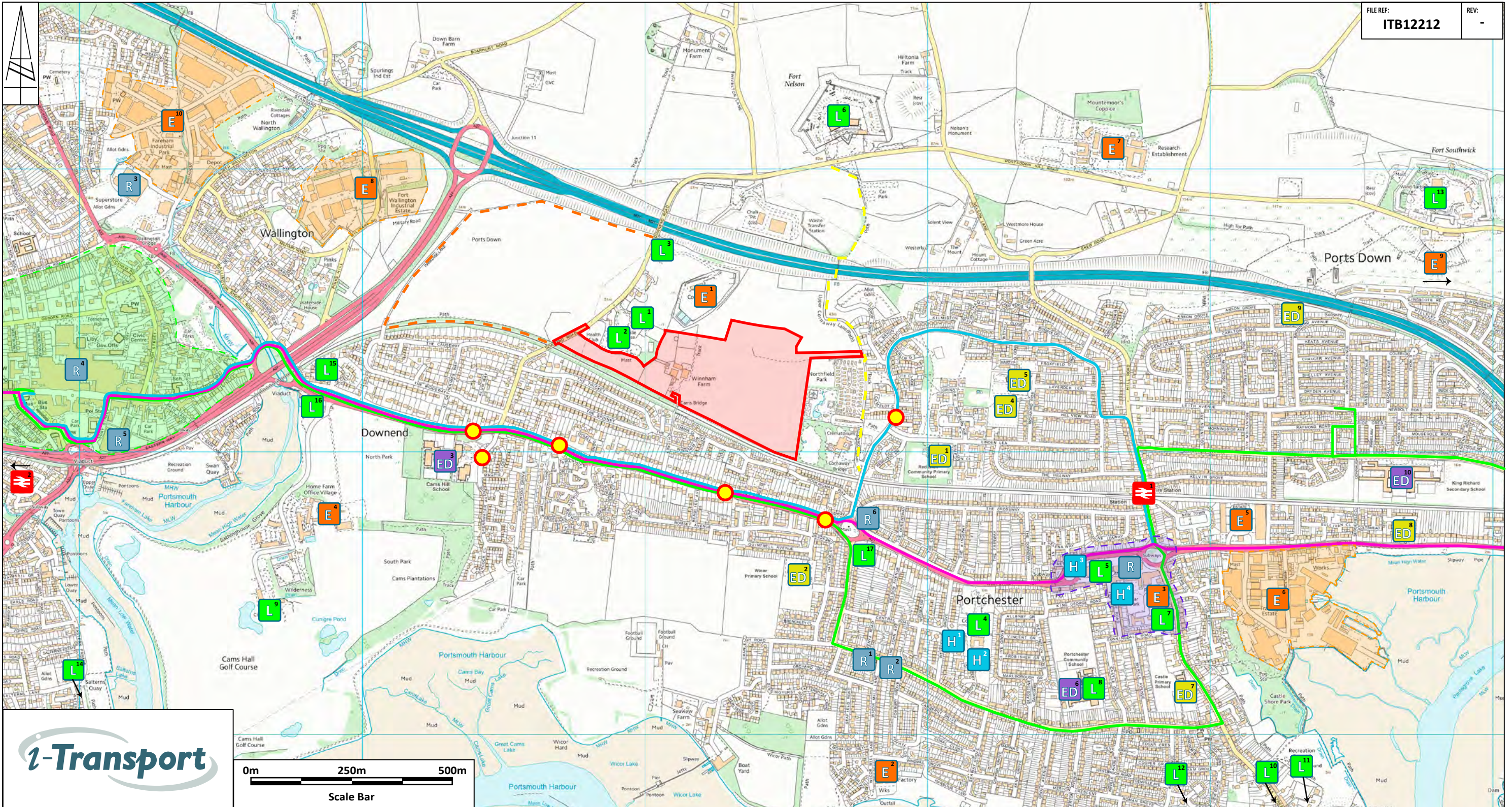
FIGURE No:  
**FIGURE T1**

FILE REF:  
**ITB12212**

REV:  
**-**

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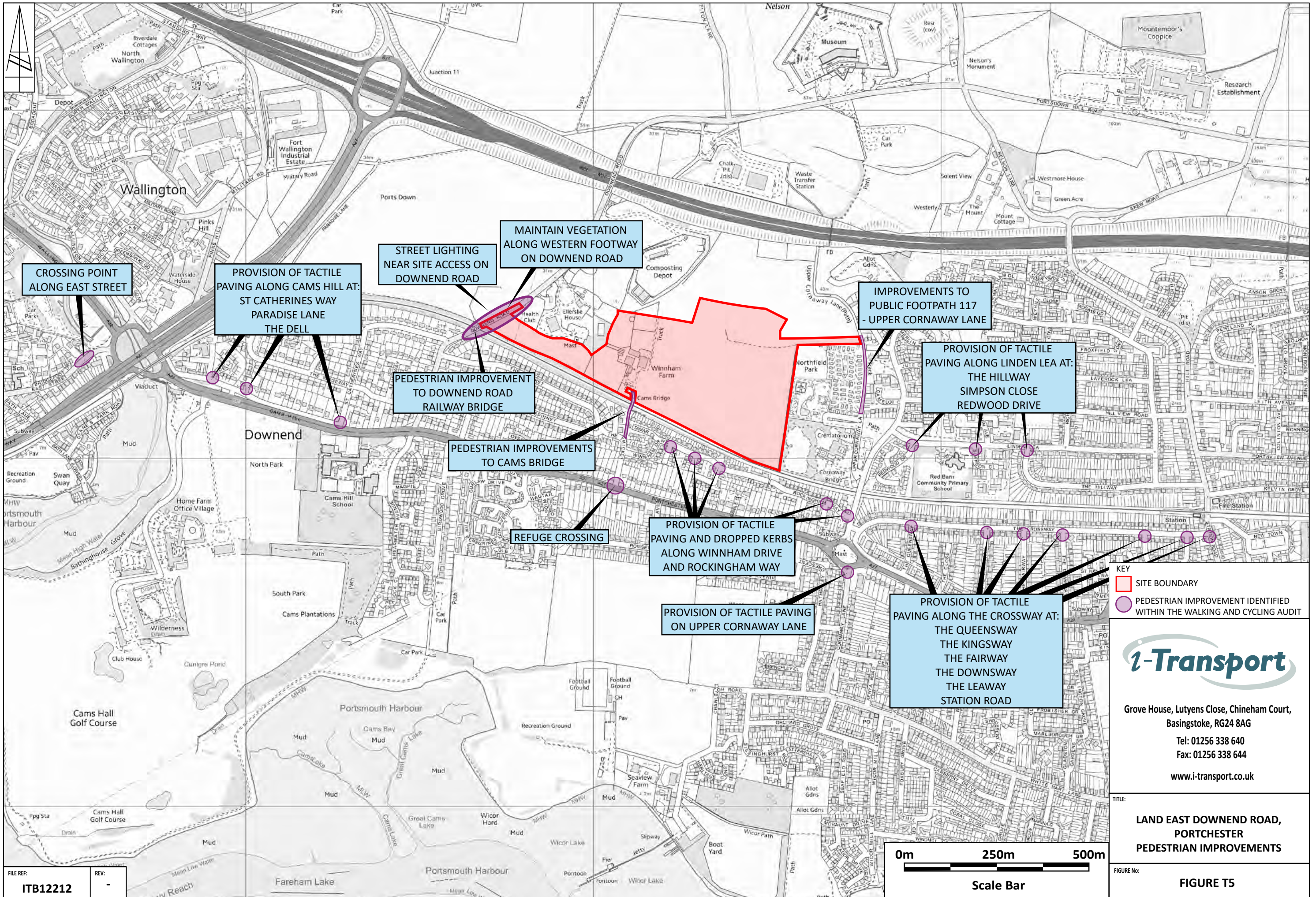
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Basingstoke, RG24 8AG  
Tel: 01256 338 640  
Fax: 01256 338 644  
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TITLE:  
**LAND EAST OF DOWNEND ROAD,  
PORTCHESTER  
ACCESSIBILITY PLAN**

FIGURE No:  
**FIGURE T2**

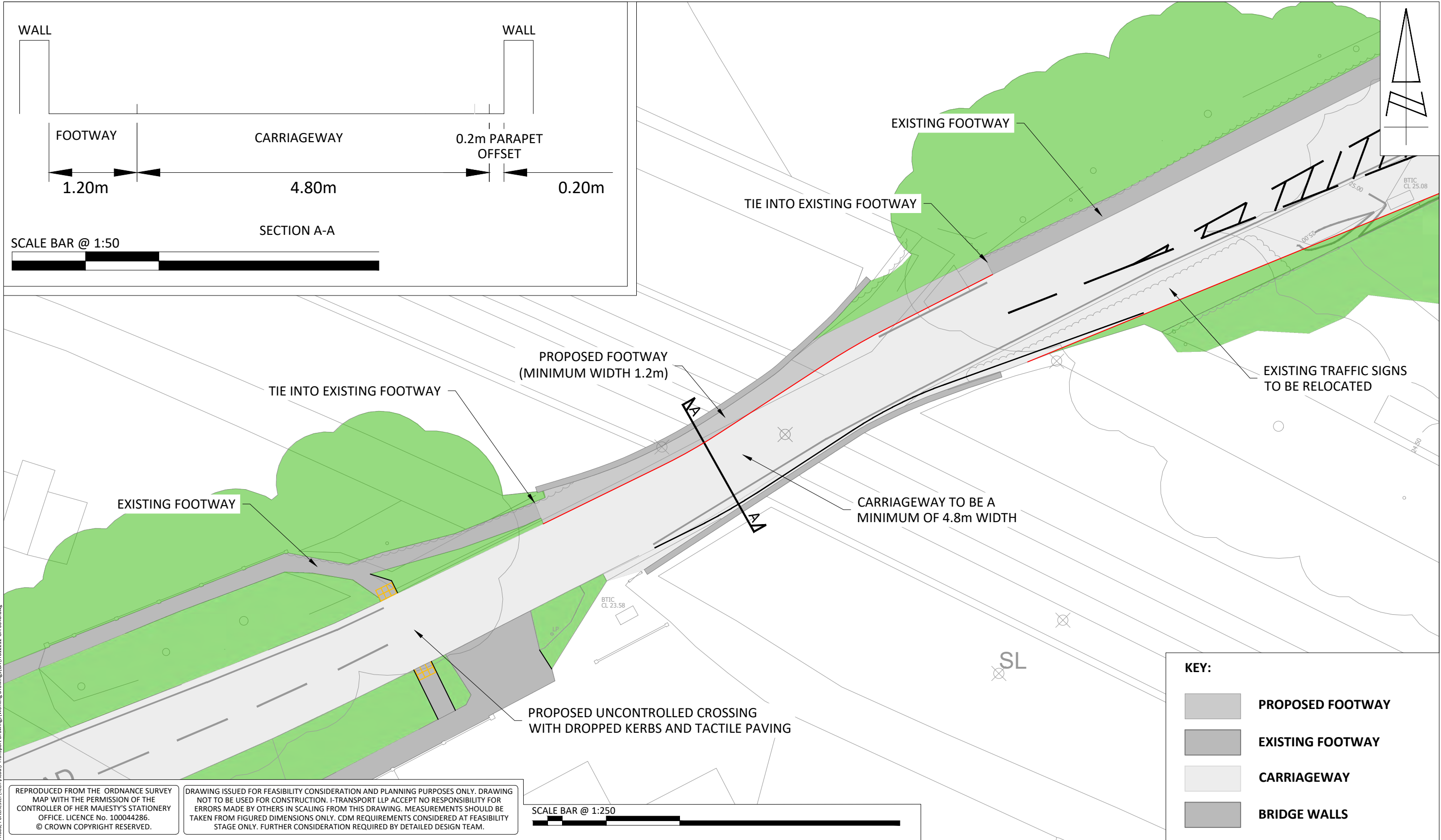
<b>KEY</b>					
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	WICOR PRIMARY SCHOOL		LITTLE PAWS NURSERY		TRAFALGAR WHARF
	CAMS HILL SCHOOL		KING RICHARD SECONDARY SCHOOL		DSTL DEFENCE SCIENCE AND TECH LAB
	NORTHERN JUNIOR SCHOOL		VEOLIA COMPOSTING		FORT WALLINGTON INDUSTRIAL ESTATE
	NORTHERN INFANT SCHOOL AND PRE SCHOOL		PORTCHESTER ENGINEERING		PORTSDOWN TECHNOLOGY PARK
	PORTCHESTER COMMUNITY SCHOOL		PORTCHESTER BUSINESS CENTRE		FAREHAM INDUSTRIAL PARK
	CASTLE PRIMARY SCHOOL		CAMS HALL		ELLERSLIE HOTEL
					24-7 FITNESS
					ROSHAUNA RIDING SCHOOL
					COMMUNITY CENTRE
					PORTCHESTER LIBRARY
					FORT NELSON
					SOCIAL CLUB
					YOUTH CENTRE
					CAMS HALL GOLF COURSE
					PORTCHESTER CASTLE
					PORTCHESTER SAILING CLUB
					PORTCHESTER ALLOTMENTS
					FORT SOUTHWICK
					GO KARTING
					DELME ARMS
					CAMS MILL
					THE SEAGULL
					WICOR POST OFFICE
					CO-OP
					SAINSBURYS SUPERSTORE
					FAREHAM SHOPPING CENTRE
					TESCO SUPERSTORE
					BP GARAGE AND M&S
					SIMPLY FOOD
					WESTLANDS MEDICAL CENTRE
					LLOYDS PHARMACY
					PORTCHESTER HEALTH CENTRE
					ROWLANDS PHARMACY
					SITE BOUNDARY
					PORTCHESTER RAIL STATION
					FAREHAM RAIL STATION
					PUBLIC FOOTPATH 117
					PUBLIC FOOTPATH 505
					BUS STOPS
					ROUTE SOLENT RANGER X4 - EVERY 30 MINUTES
					ROUTE 3 - EVERY 10 MINUTES
					ROUTE F3 - EVERY 2 HOURS
					PORTCHESTER TOWN CENTRE
					FAREHAM TOWN CENTRE







## DRAWINGS



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SCALE BAR @ 1:250



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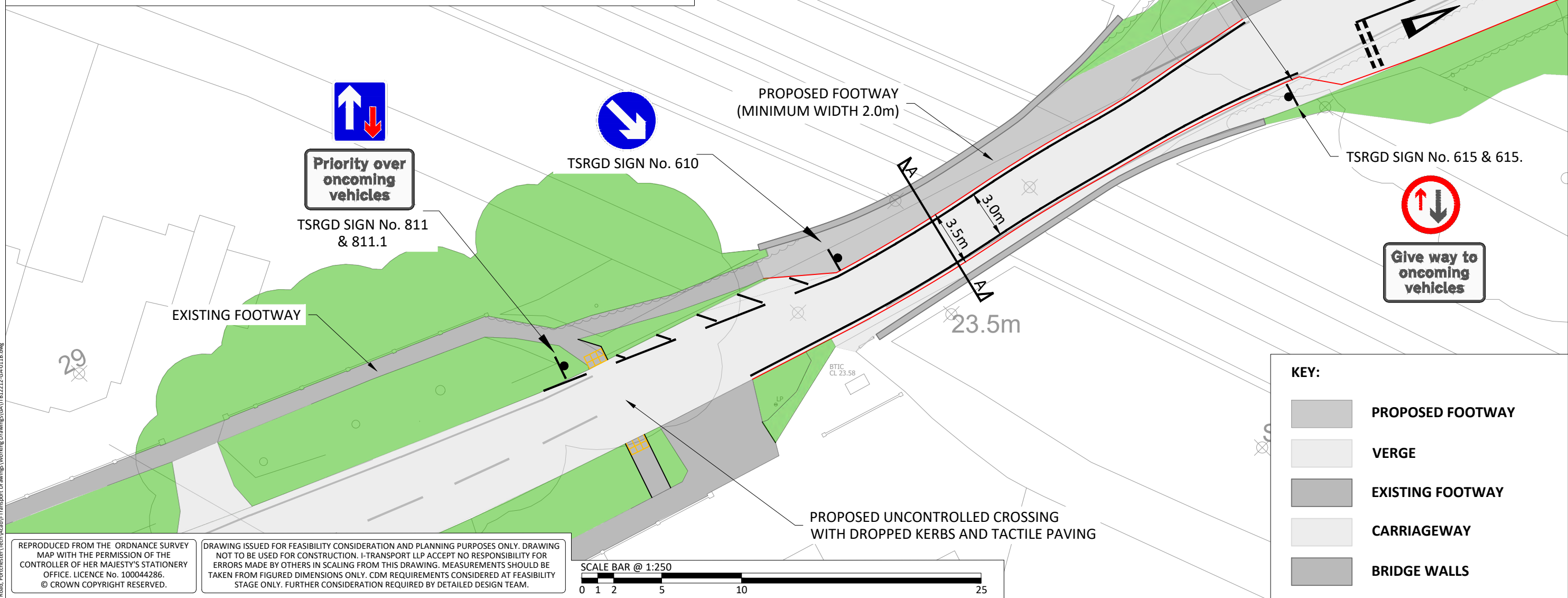
Tel: 01256 338640  
Fax: 01256 338644


B	28.07.17	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: FOR INFORMATION

TITLE: DOWNEND ROAD BRIDGE - REDUCED WIDTH 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-004		
PROJECT No: ITB12212		REV: B

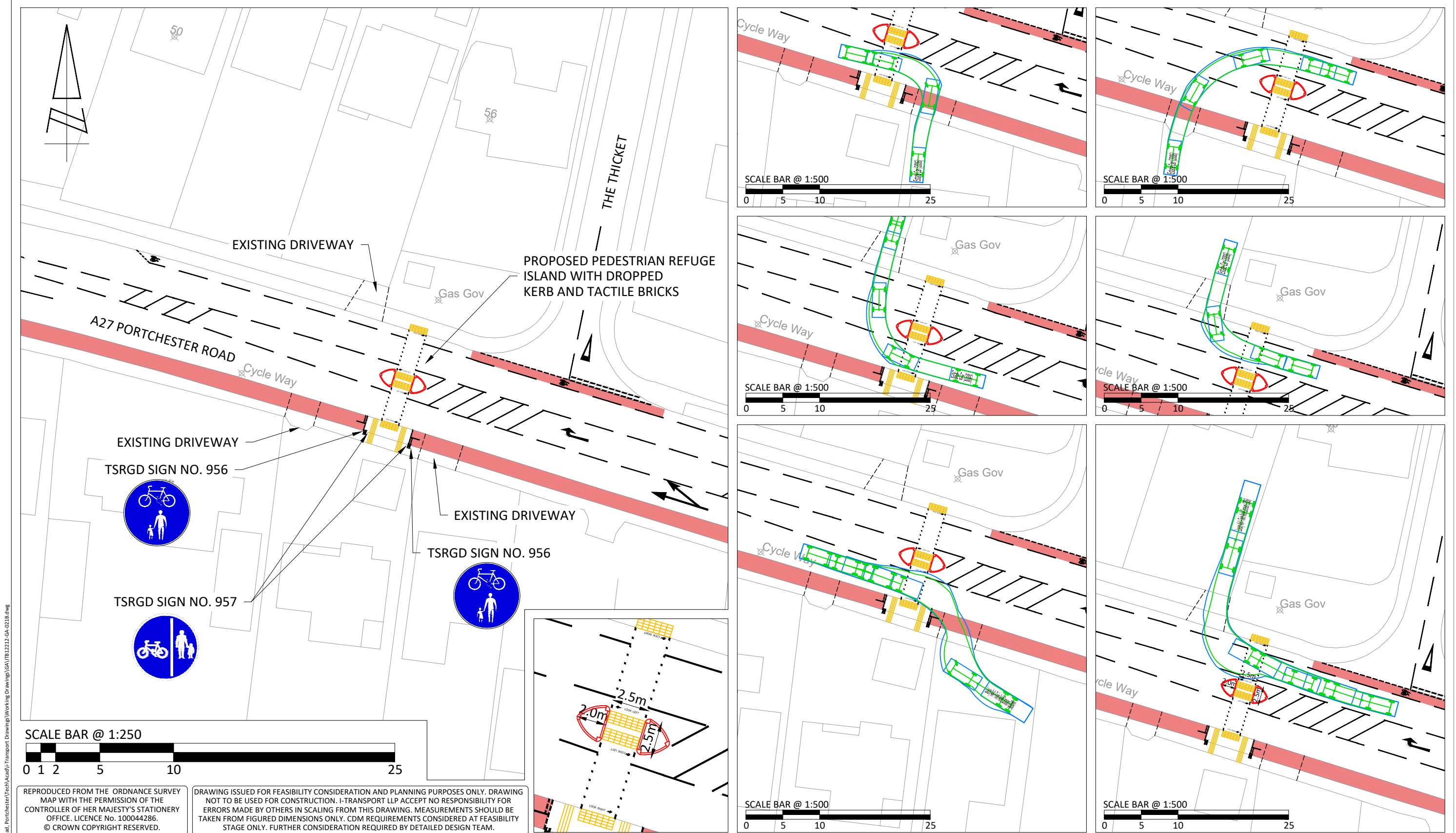



<div></div> <div>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</div> <div>Tel: 01256 338640 Fax: 01256 338644</div> <div>www.i-transport.co.uk</div>	B	31.07.17	MC	UPDATED AS PER STAGE 1 RSA	TW	TW	TITLE:  DOWNEND ROAD BRIDGE - PRIORITY SHUTTLE WORKING	SCALE @ A3:  AS SHOWN	CHECKED:  MC	APPROVED:  TW
	A	15.06.17	MC	SITE ACCESS ADDED	TW	TW				
	REV	DATE	BY	DESCRIPTION	CHK	APD				
	STATUS:  DRAFT									
	PROJECT:  DOWNEND ROAD, PORCHESTER									
CLIENT:  MILLER HOMES						DRAWING No:  ITB12212-GA-011				
PROJECT No:  ITB12212						REV:  B				







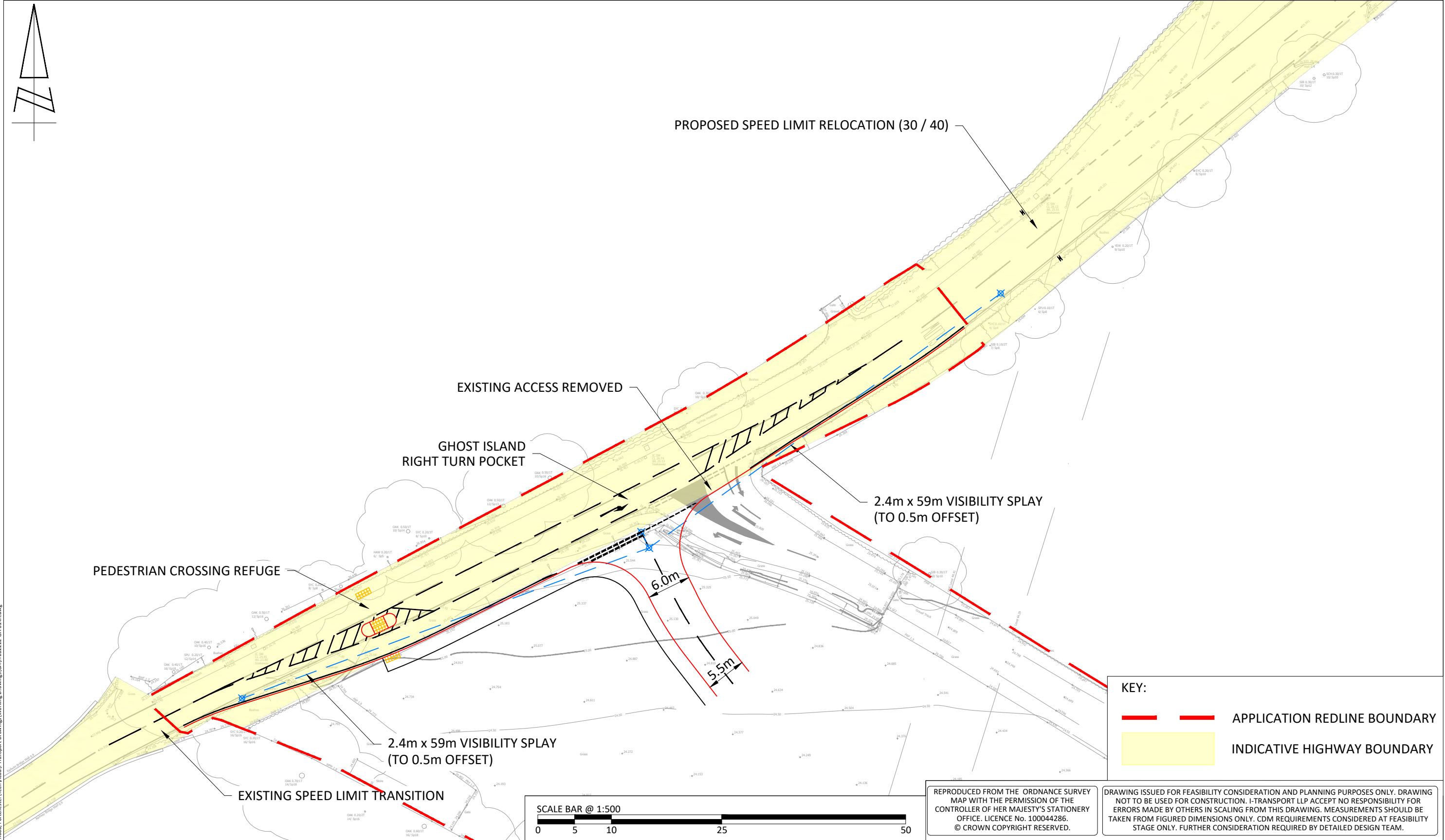


<div><p>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</p><p>Tel: 01256 338640 Fax: 01256 338644</p><p>www.i-transport.co.uk</p></div>							TITLE:		SCALE @ A3:		CHECKED:	APPROVED:	
		B	15.05.18	MC	UPDATES AS PER HCC COMMENTS	TW	TW	PROPOSED PEDESTRIAN REFUGE ISLAND ALONG A27 PORTCHESTER ROAD		AS SHOWN	TW	TW	
		A	09.04.18	MC	UPDATES AS PER STAGE 1 RSA	TW	TW			FILE REF:	DRAWN:	DATE:	
		REV	DATE	BY	DESCRIPTION	CHK	APD	PROJECT:		ITB12212	MC	16.03.18	
		STATUS:						DOWNEND ROAD, PORCHESTER		MILLER HOMES		DRAWING No:	
		FOR PLANNING										ITB12212-GA-021	
												PROJECT No:	
												ITB12212	
												REV:	
												B	

T:\Projects\12000 Series Project Numbers\12212\1218 Downend Road, Portchester\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITB12212-GA-021B.dwg







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Basingstoke, Hampshire, RG24 8AG  
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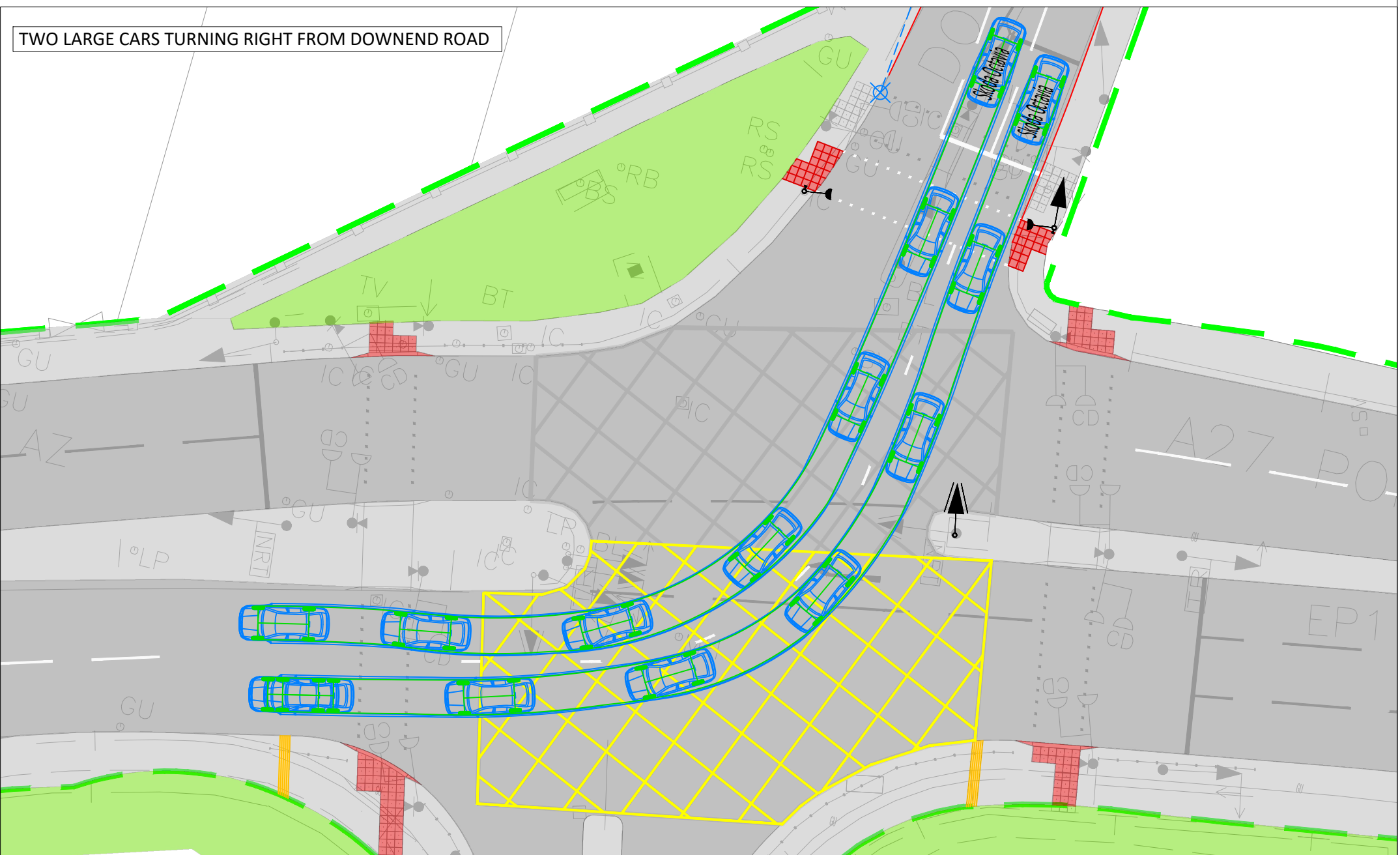
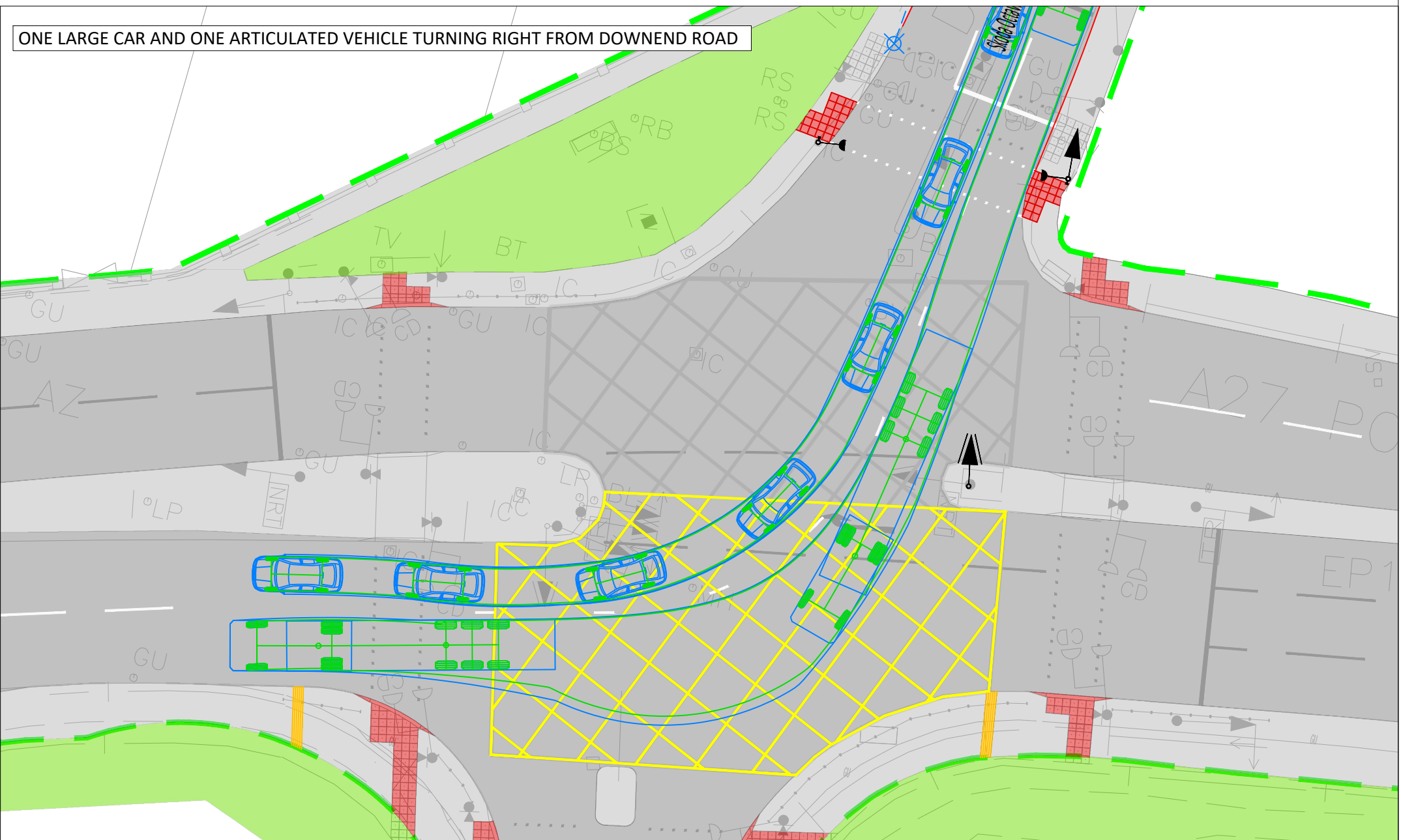
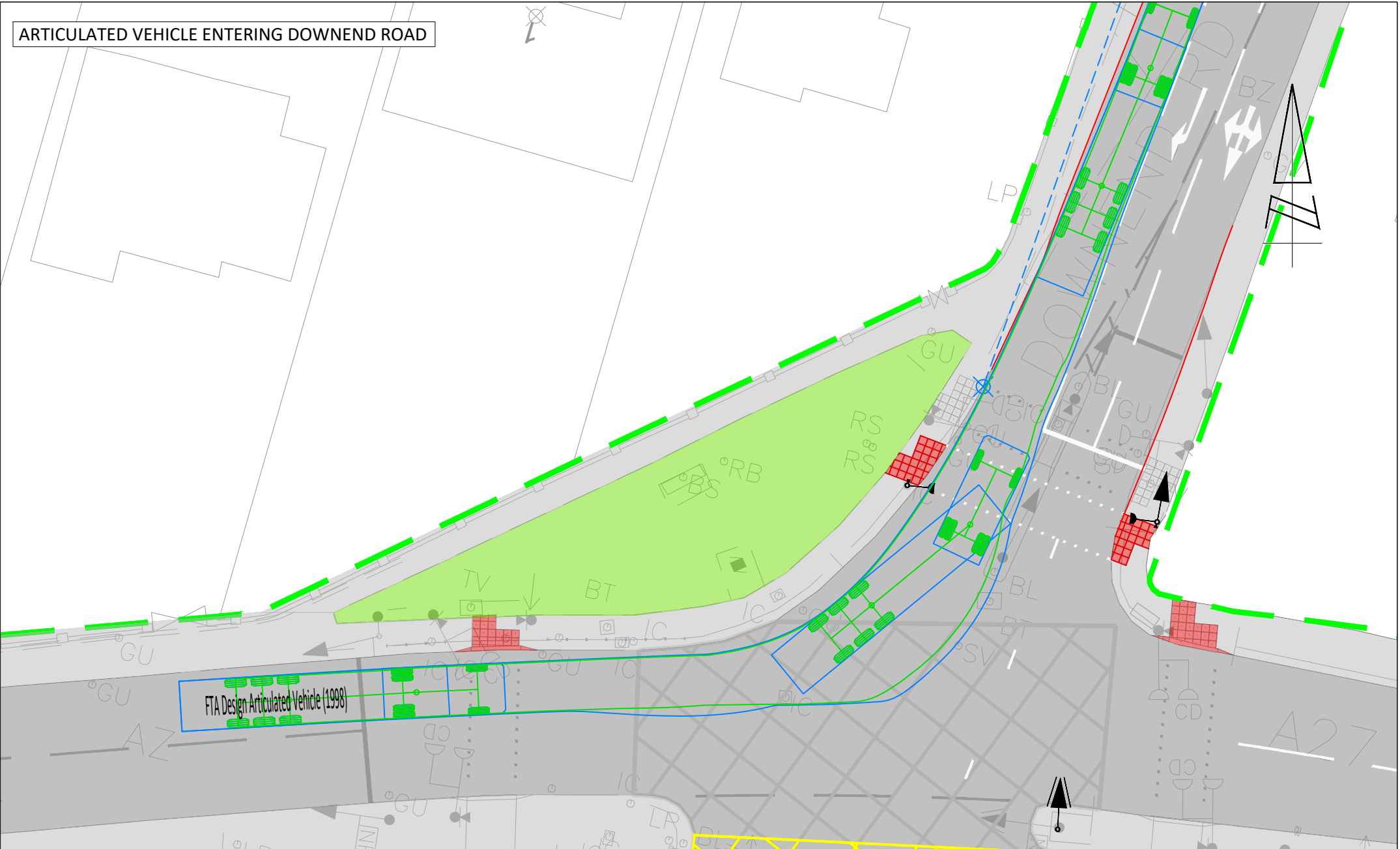
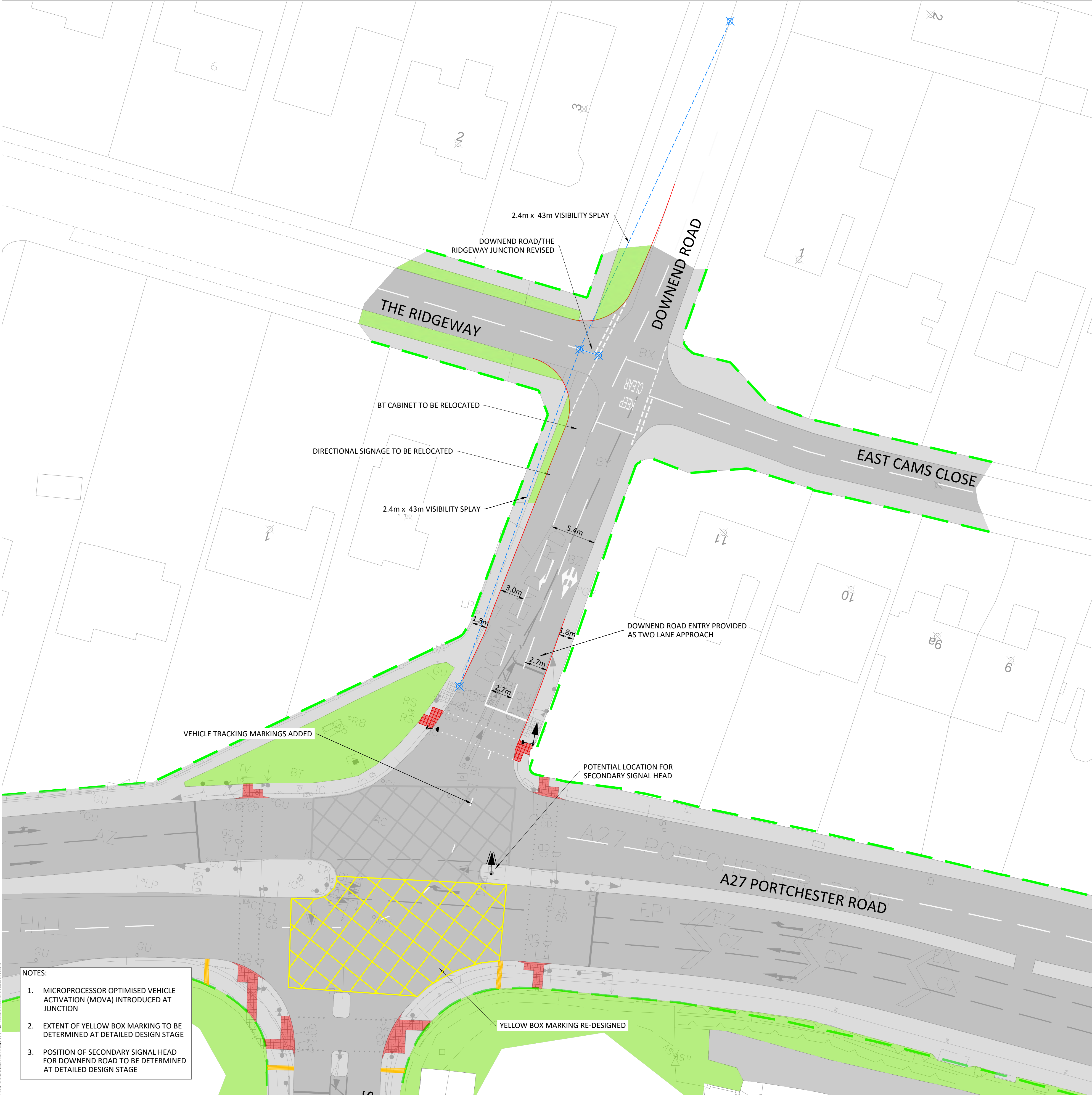
Tel: 01256 338640  
Fax: 01256 338644

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





- 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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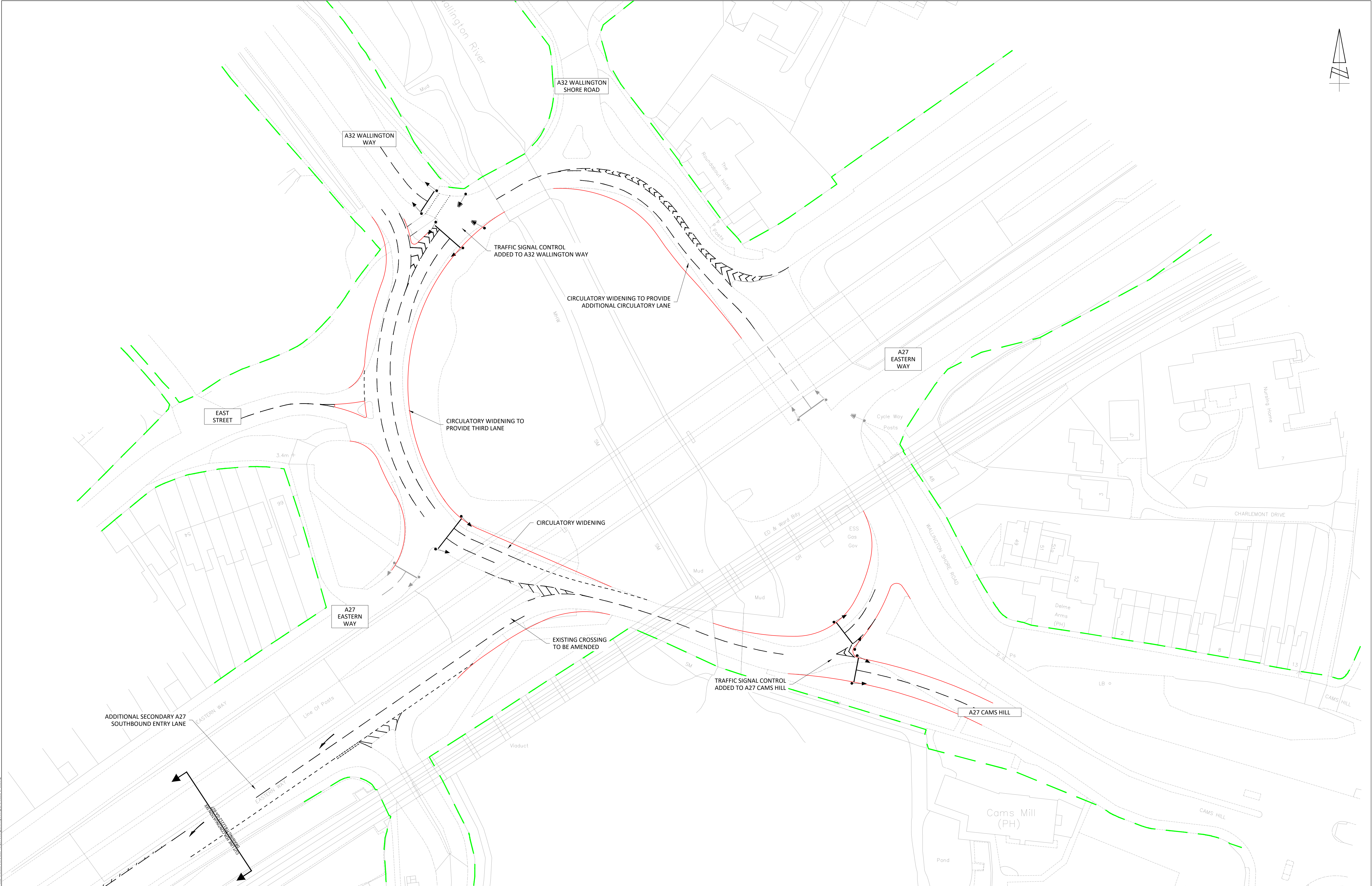
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Basingstoke, Hampshire, RG24 8AG  
Tel: 01256 338640  
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REV	DATE	BY	DESCRIPTION	CHK	APP

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

SCALE @ A3:	1:250	CHECKED:	TW	APPROVED:	TW
FILE REF:	ITB12212	DRAWN:	JD	DATE:	17.07.18
DRAWING NO:	ITB12212-GA-026	PROJECT NO:	ITB12212	REV:	





## **APPENDIX A.** HCC Response – Downend Road



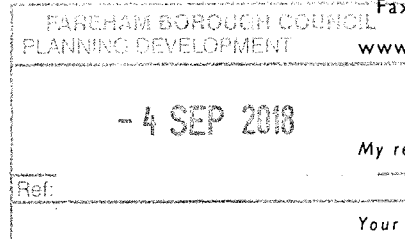
# Hampshire County Council

*Economy, Transport and Environment Department  
Elizabeth II Court West, The Castle  
Winchester, Hampshire SO23 8UD*

## Head of Planning Services

Fareham Borough Council  
Civic Offices  
Civic Way  
FAREHAM  
Hampshire  
PO16 7AZ

Tel: 0300 555 1375 (General Enquiries)  
0300 555 1388 (Roads and Transport)  
0300 555 1389 (Recycling Waste & Planning)  
Textphone 0300 555 1390  
Fax 01962 847055  
www.hants.gov.uk



Chris Hirst

My reference

6/3/10/197 (1607&1740)

01962 846877

Ref:

Your reference

P/18/0005/OA

29<sup>th</sup> August 2018

Email

Chris.Hirst@hants.gov.uk

**For the attention of Richard Wright**

Dear Sir

**P/18/0005/OA – Land East of Downend Road, Fareham. 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.**

Thank you for the opportunity to comment on the above application. The application is for a residential development comprising up to 350 dwellings, with vehicular access provided onto Downend Road and improvements to the pedestrian provision along Cams Bridge.

### Pre-Application Consultation

Pre-application discussions were previously held with Hampshire County Council (HCC) to discuss the Transport Assessment scoping for the outline application. During these discussions, the site access (in principle), trip rates and the method for ascertaining trip distribution were principally agreed.

### Site Location

The site is located north of the Portsmouth to Southampton Railway line, south of the M27 and east of Downend Road, approximately 3km from the centre of Fareham and 2km from Portchester. Vehicular access to the site is proposed through a ghost island junction from Downend Road.

*Director of Economy, Transport and Environment  
Stuart Jarvis BSc DipTP FCIHT MRTPI*

The development proposals intend to maintain access to C&C Motors south of the site (across Cams Bridge, planning reference P/18/0001/OA), whilst also improving the bridge to become the main pedestrian access point to the development. Vehicular access to Cams Bridge from the site is to be prevented through the use of staggered barriers.

## **Site Accessibility**

### *Walking and Cycling*

Pedestrian access points to the site are proposed in the following locations:

- To Downend Road at the vehicular site access;
- To 'The Thicket' via Cams Bridge;
- To 'Upper Cornaway Lane' via Footpath 117;
- To Lancaster Close via Footpath 117; and
- Cycle access is to be provided at Cams Bridge, Downend Road and to Lancaster Close via Footpath 117.

These proposals are assessed individually below given the distribution of pedestrian trips and potential improvements proposed for all of the routes identified above.

### *Assignment of Pedestrian and Cycle Trips*

To establish which route from the site will be most utilised by pedestrians and cyclists, an appraisal of the 2011 Census Data was used in combination with the 2016 National Travel Survey. This data identifies the destinations of trips which may be generated from the site from existing nearby wards and the mode of travel taken for these trips. Travel behaviour can then be assigned to the proposed development and forecasts on route choice can be made.

The initial appraisal carried out in the Transport Assessment, dated 31<sup>st</sup> October 2017, stated that Cams Bridge would experience a total 255 walking and cycling trips a day, 51% of the overall pedestrian and cycle trips from the site. At the request of the highway authority, further work was carried out by the applicant as part of a review of the wider walking/cycling strategy for the site, with the findings presented in a Transport Assessment Addendum (20<sup>th</sup> April 2018). Following this review, updated route demand figures showed the total number of pedestrian and cycling trips increase to 312 equal to 62% of all pedestrian and cycle trips.

Through this further appraisal work pedestrian movements via Downend Road are forecast over a 24 hour period to equal 38 pedestrians movements. Movements via the new site connection to footpath 117 is forecast to take the remaining pedestrian and cycle movements totalling 154.

### *Pedestrian and Cycle Access Downend Road*

Of the 38 pedestrian and cycle trips onto Downend Road 11 are expected to head south and cross over the bridge. The remaining movements are expected to utilise the circular recreational route north of the bridge.



However, despite these forecast figures, the highway authority was concerned with increased pedestrian usage of the bridge in its current state, especially given that Downend Bridge could be considered by pedestrians as a direct route to Cams Hill Secondary School to the south. It is acknowledged by the applicant that current pedestrian provision across the bridge is limited. Footpaths are located both to the north and south of the bridge, but there is no segregated link across it resulting in pedestrians being required to walk in the carriageway. With the significant propensity for this site to generate additional pedestrian trips this is considered to be unacceptable.

Accident data at the site has been reviewed and there have been 1 personal injury accidents reported in the past 15 year period, however this accident did not involve any vulnerable road users.

Following HCC raising concerns regarding the use of the bridge by pedestrians, the applicant provided video footage of pedestrians and vehicles crossing over Downend Bridge to illustrate how they interacted. This footage demonstrated that in its current state, Downend Bridge can accommodate 2 cars passing simultaneously while a pedestrian walks across the short section of carriageway, between the footpaths provided to the north and south. However, with pedestrian usage forecast to increase as a result of this development providing a more formal arrangement for pedestrians would be essential.

To alleviate the highway authority's concerns raised with the current arrangement, three potential improvements have been tabled to improve walking conditions across the bridge. These are shown in drawing numbers ITB12212-GA-003 Rev B, ITB12212-GA-004 Rev B and ITB12212-GA-011 Rev B. A pedestrian island is also proposed south of the access to provide a safe crossing point for pedestrians looking to walk along Downend Road after exiting the site.

To formalise the existing layout, two of the three tabled improvements are considered to be acceptable in principle. The acceptable improvements are shown in drawing numbers ITB12212-GA-004 Rev B and ITB12212-GA-011 Rev B, which look to provide either a formal 2m footway with a priority shuttle working system, or a 1.2m footway with a narrowed carriageway. Further consultation by the applicant on the options however will be required to ensure that the most appropriate and publically acceptable option is taken forward. This should be committed to within the s106 obligations at an appropriate scale to be agreed with the highway authority. The improvements to be implemented should be agreed prior to occupation of the development. The applicant should also be aware that Network Rail will also need to be informed/consulted on any proposed works to the bridge and may require input into the scheme.

#### *Pedestrian and Cycle Access via Cams Bridge*



The proposed shared surface through The Thicket south towards the A27 is proposed to be the principle pedestrian and cycle access to the site with 62% of total pedestrian trips. Currently, Cams Bridge provides access to C&C Motors. This access is to be maintained, with the bridge becoming a shared pedestrian/vehicular access.

Cams Bridge is subject to a separate planning application (reference P/18/0001/OA) but is considered alongside this application given its importance as the main pedestrian route to and from the site.

Further information has been provided to clarify that the farm sheds north of C&C motors will not be retained and the bridge does not currently accommodate any HGV movements. Vehicle flows along the bridge are low with vehicular access to the development site blocked via this route. A detailed breakdown of the existing traffic flows were provided at the request of the highways authority to demonstrate the composition of traffic accessing C&C Motors and further confirm the low flows and speeds presented in the Transport Statement. Mean vehicle speeds were recorded as 15.2mph Northbound and 13.9mph southbound with traffic flows totalling 21 movements between 7am and 7pm with only 1 vehicle in the AM and PM peak hours.

It has been set out within the TA that the applicant has been in dialogue with Network Rail and has received an 'in-principle' technical clearance to the outline scheme, subject to the inclusion of increased height parapets (1.8m) and the provision of an area for parking and servicing for the Network Rail equipment.

Discussions regarding the improvement required for Cams Bridge are ongoing. The latest illustrative drawing (ITB12212-GA-023 Rev B) confirms that a 3.5m shared surface can be achieved across the bridge, providing sufficient width for a car to safely pass a pedestrian. To further support safety across part of the route open to vehicle traffic, the highways authority has requested that the detailed design includes small build outs to ensure low vehicle speeds. These features can also be utilised to provide the bollard lighting and would act to provide a safe waiting point for pedestrians in the event a larger vehicle is attempting to cross the bridge.

In order to secure Cams Bridge as the main pedestrian/cycle link from the site, a commitment will be required (and included within the S106 agreement) to enter into a Common Law Dedication which will enable the route to be included on the definitive Public Rights of Way map. This dedication will ensure the longevity of the Bridge as the primary pedestrian/cycle access. As mentioned above, given the Bridge's importance for sustainable access to the site, it is considered that suitable conditions should be placed on this application to ensure that this necessary sustainable travel link is provided in an appropriate timescale to this development.

*Pedestrian access via 'Upper Cornaway Lane' and Footpath 117*

This route is forecast to take 30% of pedestrians from the site through the north eastern corner of the development towards Northfields Park, eventually connecting to the existing Footpath 117 which provides access south along Upper Cornaway Lane towards Portchester.

To accommodate the forecast increased pedestrian flows, improvements have been tabled in drawing number ITB12212-GA-020. To maintain the rural nature of the route, resurfacing of the footpath is proposed to deliver a 1.8m – 2m ‘rural style’ path which would remain unlit. These improvements shall be delivered by means of a contribution to be agreed with HCC’s Rights of Way Team.

#### Cycle Access to Lancaster Close

Further to the above, discussions have been held to discuss the improvements for cyclists to Footpath 117 to provide access to Lancaster Close and a safe cycle route from the site to nearby amenities including the railway station and local primary schools.

The internal path within the site shall be provided at a 2.5m width suitable for cycling. It has also been confirmed that there is sufficient width to achieve a short section of shared cycle/footway to connect from the north eastern corner of the site and tie into Lancaster Close.

These improvements are considered acceptable and drawing ITB2212-GA-020 Rev C details these works. It is considered that the HCC Public Right of Way team will be able to carry out all of these improvements to Footpath 117 within the timescales required for the development subject to the funding being provided prior to commencement. Funding for these improvements has been requested directly by the HCC Rights of Way team.

#### A27 Cycle/Pedestrian Crossing

As part of the development, a cycle/pedestrian uncontrolled crossing (drawing number ITB12212-GA-010) has been proposed south west of The Thicket to enable those using Cams Bridge to safely cross the A27 without having to walk to the existing crossing points either to the east or the west of The Thicket access.

Following an initial review of this proposal, HCC requested that confirmation was provided as to the width of the refuge island, along with an amended swept path analysis. To confirm these points, ITB12212-GA-021 Rev B was submitted, outlining a 2.4m wide island (suitable for pedestrians and cyclists) and demonstrating that all required vehicles can safely negotiate the island when egressing The Thicket or adjacent properties.

It has also been confirmed that the position of the crossing will not conflict with any vehicles egressing nearby properties and the width of the island is now acceptable. This highway improvement should be secured as works for the developer to deliver within the S106 Agreement.

### *Pedestrian and Cycle Audit*

To assist in considering sustainability of walking and cycling facilities, a pedestrian and cycle audit was carried out by the applicant, covering the site and nearby walkable routes. This review has highlighted potential improvements along the routes to improve existing infrastructure, and therefore sustainable travel routes from the site.

Some of the recommendations made by the audit included proposals to improve Downend Bridge, Cams Bridge and Upper Cornaway Lane. These have been assessed separately within this response. Other recommendations involve the provision of dropped kerbs and tactile paving to improve the crossing points along some of the nearby residential roads. A comprehensive plan of all pedestrian improvements associated with the site has been provided in Figure T5, attached to the technical note dated 25<sup>th</sup> July 2018. This includes the location of the improvements to the main pedestrian/cycle accesses into the site, along with the further crossing point improvements to some of the wider residential roads in the area. The pedestrian and cycle audit improvements should be secured via contribution in a S106 agreement.

### *Public Transport*

The site benefits from three regular commercial bus services (3, F3 and the Solent Ranger X4) all within a maximum 800m walk from the site. Whilst the walking distance is acknowledged to be above the recommended there is not any scope to redirect the services. The frequency of these services varies from every 10 minutes with Route 3, up to every 2 hours with Route F3. These buses provide regular access to Portchester, Fareham, Portsmouth and other commuter locations. This level of frequency makes the service attractive to perspective users and is considered in this case to overcome the additional walking distances. Pedestrians will access the bus stops along the A27 via the improved Cams Bridge link and the crossing facilities on the A27.

It is noted that the bus stops currently provided along the A27 are simple flag poles. Provision of bus shelters could be considered beneficial to encourage usage from the site in providing more attractive waiting facilities. Subject to the direct sustainable access route through Cams Bridge towards the A27, it is considered that current bus provision is acceptable, subject to a contribution for improvements to waiting facilities and towards wider BRT improvements along the A27 corridor in Portchester.

Portchester Rail Station lies roughly 1,500m to the east of the site. Trains run regularly from this station and the larger Fareham Railway Station lies 3km from the site, with a higher train frequency. Overall, Portchester Station sits within the 'reasonable walking distance' identified by the CIHT and Fareham Station within reasonable cycling distance therefore providing a suitable sustainable option of travel from the site.

### **Personal Injury Accident Data**

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for a five year period, spanning 1<sup>st</sup> October 2011 through to 30<sup>th</sup> September 2016.

The summary provided for this data within the TA concludes that there have been no accident patterns identified within the area. The Highway Authority disagrees with this view, given the Road Safety Foundation has identified the route from the Delme Roundabout to the M27 Junction 12 as one of the ten persistently higher risk roads (2009-2011 and 2012-2014). Hampshire County as the lead authority for the route is one of eight local authorities taking part in the Pathfinding Exercise to improve safety along each of the highest risk roads in Britain by considering and treating the whole route with appropriate countermeasures.

To address the safety concerns along the A27, a number of schemes have been identified to improve the safety of all road users along the route. Given the high frequency of accidents along the route, especially for pedal cyclists, it is considered necessary that a contribution should be made by the applicant towards improvements along this route due to the increase in both vehicle movements and additional pedestrian and cycle demand along the A27 as a result of the development.

### **Vehicular Access**

Vehicular access to the site is shown proposed through a ghost island junction on Downend Road, in drawing number ITB12212-GA-014. The vehicle access has been reviewed and is acceptable in principle to the Highway Authority. An emergency access would be provided via Cams Bridge.

Access drawing number ITB12212-GA-014 also details the repositioning of the speed limit sign further north up Downend Road from it's existing position close to Downend Bridge. The HCC Traffic Management team have been approached to gauge whether this movement would be welcomed. Given Ellerslie House to the north has an accident history, it has been suggested by HCC that the speed limit is moved further north to also encompass this access. This matter can be concluded within a TRO application at the S278 stage.

### **Vehicle Trip Generation**

The TA presents the proposed vehicular trip generation rates for the development during both the weekday AM and PM Peak Hours, and the daily total. The weekday trip rates have been calculated using the TRICS database of surveyed trip generation from similar sites.

These vehicular trip rates are presented as 0.531 (two way AM peak) and 0.584 (two way PM peak), providing vehicular trips from the site as 186 in the AM and 204 in the PM. These vehicular trip rates are considered acceptable for this development.

### **Vehicle Trip Distribution**

The distribution of residential development traffic is split, with commuting trips accounting for 46% of peak hour trips (identified through the 2011 Census Journey to Work dataset) and the remaining 54% distributed in accordance with a gravity model produced for this development.

The combination of results from the two distribution calculations identified Portsmouth as the main attractor with 17% of all trips, followed by Fareham (15%) and Portchester (10%). Both the Census Journey to Work Data and gravity model results provided are considered reasonable and proportionate.

#### Traffic Impact on The Ridgeway

Within the TA, the applicant has carried out an assessment of how many additional vehicles are predicted to use The Ridgeway when travelling to or from the development.

The Ridgeway provides direct vehicular access off the A27, providing an alternative vehicular route to Downend Road instead of utilising the A27/Downend Road signalised junction when heading eastbound. The junction with The Ridgeway/A27 does not allow vehicular access from Cams Hill back onto the A27 westbound, meaning the rerouting of traffic could only occur for vehicles heading to the east towards the proposed development. The TA sets out that within the AM and PM peak periods there are forecast a total of 20 trips in the AM peak and 47 in the PM peak which could potentially utilise The Ridgeway.

An ANPR survey was carried out between 7 AM and 7 PM to ascertain how many vehicles currently use The Ridgeway when travelling to Downend Road. This identified a total of 321 movements travelling from the A27 to Downend Road along the Ridgeway within this time period. When compared with the total number of movements from the A27 to Downend Road this equates to 18.2% of the current overall trips between Delme Roundabout and Downend Road utilising this route.

When considering this percentage against the agreed distribution from the site, 4 vehicles are predicted to use The Ridgeway in the AM peak and 9 in the PM peak. The proposed increase in trips along The Ridgeway is therefore not considered to represent a significant increase in demand along this route.

#### **Junction Modelling**

The following junctions have been modelled as part of the application:

- Downend Road/Site Access;
- Downend Road/The Thicket;
- A27/ The Thicket and;
- Portsdown Hill/Swivelton Lane.
- A27 Portchester Road/Downend Road/Shearwater Avenue; and
- A27 Portchester Road/Wallington Way/Eastern Way 'Delme Arms' roundabout.

An initial review of the modelling submitted for the above junctions was undertaken and further information was requested from the applicant as a result, including: queue data to validate all of the models, Ordnance Survey mapping for all junctions, drawings for the site access, modelling files for Portsdown Hill/Swivelton Lane and outputs for most scenarios at Portsdown Hill/Swivelton Lane. This information was provided within a Transport Assessment Addendum.

The results of this review confirmed that all the non-signalised junctions are forecast to operate within practical capacity across all approaches in the AM and PM peak. It is worth noting that in the 2016 base, the Portsdown Hill/Swivelton Lane junction is operating close to practical capacity, with an RFC of 0.77 on Swivelton Lane in the AM peak. This Ratio of Flow to Capacity (RFC) increases to 0.81 with a 4-vehicle queue in the 2021 'with development' scenario and to 0.82 and 0.85 in the 2021 'Sensitivity Test' and 2026 'With Development' scenarios respectively. In these scenarios, the maximum queue is 5 vehicles.

The current RFC on Portsdown Hill is 0.71 in the PM peak, increasing to 0.76 in the 2021 'Sensitivity Test'. In the 2026 'With Development' scenarios, the RFC is 0.75 and 0.76 respectively. The increase to the RFC values as a result of development is not considered significant in the context of the National Planning Policy Framework (paragraph 32).

Junction model results have also been reviewed for Downend Road/Site Access, Downend Road/The Thicket and A27/The Thicket. The outcome of this review found the Downend Road/The Thicket junction to be operating with reserve capacity in the 2016 base model during both the AM and PM peak. The maximum RFC observed at this junction was 0.21 in the AM peak. Applying the '2026 with Development' scenario sees a small increase in the RFC value to 0.26.

Both the Downend Road/Site Access and A27/The Thicket junctions where the RFC values are low across all scenarios, and therefore there is forecast to be no operational impacts across all development scenarios.

No improvements are therefore sought by the Highway Authority at these junctions.

#### Downend Road/A27 Signalised Junction

The Transport Assessment identifies that the Downend Road/A27 signalised junction currently experiences capacity issues in the morning peak period.

In order to mitigate a number of improvements were proposed by the applicant. These included:

- Upgrading the junction operation to MOVA;
- Upgrading the pedestrian crossings to PUFFIN technology; and
- Delivery of a two-lane approach on Shearwater Avenue.



Following consultation on the initial Transport Assessment, these improvements were reviewed by the highway authority which identified a number of concerns with the improvements. These were mainly regarding formalising the existing informal two-lane approach taken by motorists on Shearwater Avenue which would not provide the capacity improvements anticipated. The other issue centred on the amendments to the current form of the controlled crossing and removal of the countdown timers by Cams Hill School, a system recently put in place to help school children safely access the school. HCC are therefore not favourable to changes to the crossing arrangement.

Following discussion on these issues, the applicant agreed to review a new scheme to improve capacity at this junction, centred on the dualling of the Downend Road approach, with both lanes facilitating right turn movements towards Delme Roundabout.

A subsequent plan was submitted (drawing number ITB12212-GA-024) detailing these proposals.

Swept path analyses were submitted for vehicles both entering and exiting Downend Road via the new alignment, demonstrated in drawing number ITB12212-GA-024 Rev A. The tracking shown confirms that the proposed 2 lane approach of Downend Road can accommodate two large cars simultaneously turning right onto the A27 and a large car turning right alongside an articulated vehicle. It was also demonstrated that an articulated vehicle could safely turn left off of the A27 into Downend Road.

Drawing ITB12212-GA-024 Rev A notes a potential location for a secondary signal head on the island at the junction with Shearwater Avenue and a redesign of the yellow box marking in the middle of the junction. Further consideration should be given to both of the above at detailed design.

Following a review of the dualled approach from Downend Road, it is considered that this junction improvement, along with the implementation of MOVA, will successfully mitigate the impact of traffic from this development.

#### Delme Roundabout

As a consequence of the development impact, a proposed improvement scheme has been put forward by the applicant (shown in drawing number ITB12212-GA-006 Rev B) to provide the following improvements to Delme Roundabout:

- Signalisation of the A27 Cams Hill approach;
- Widening of the southern circulatory to create a third circulatory lane;
- Signalisation of A32 Wallington Way; and
- Widening of the northern circulatory to create a secondary ahead lane.

Whilst a wider improvement scheme for Delme Roundabout is required which takes account of the wider strategic context of the area (future network improvements at M27 junction 10 and Stubbington) it is acknowledged that the improvement scheme proposed as part of this development is of an appropriate scale to mitigate the impact of this development. The highway authority therefore considers that a contribution should be taken from this proposed development and used towards a future improvement scheme for Delme Roundabout to offset development traffic from the Downend Road site and further developments in the local area. The contribution value is to be determined and will be agreed as part of the S106 negotiations.

### **Travel Plan**

An initial travel plan was submitted and reviewed by the highway authority. The travel plan failed to meet the minimum standards set out in HCC's "A guide to development related travel plans". A list of outstanding comments was sent to the applicant to address and provide a revised travel plan covering these matters.

An updated travel plan has since been provided and reviewed, with a cover sheet named 'FTP Comments Log' submitted detailing the changes made. The included improvements address the initial comments made and therefore make the travel plan acceptable. At the time of the reserved matters stage, the Framework Travel Plan submitted will need to be closely observed to ensure that all the measures concerning the design and layout are adequately covered.

### **Recommendation**

Following ongoing discussions with the applicant, the primary areas of concern regarding the highway have now been suitably addressed. Therefore, the highway authority raises no objection to this application, subject to the following conditions and obligations:

#### Conditions

- A Construction Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

*Reason:*

*In the interests of highway safety*

#### Obligations

- A contribution towards the following:
  - Mitigating the impact of development traffic at Delme Roundabout including provision for BRT;
  - Bus infrastructure improvements on the A27 in the vicinity of the site;
  - Implementing A27 safety measures to mitigate the impact of increased pedestrian and cycle movements from the development; and
  - Pedestrian and cycle audit improvements detailed in figure T5.
- Public consultation on the proposed improvements to the Downend Road bridge (detailed in drawing numbers ITB12212-GA-004 Rev B and ITB12212-GA-011) and delivery of the preferred scheme;
- Commitment to enter into a Common Law Dedication to secure Cams Bridge as a Public Right of Way footpath;
- Improvements to Cams Bridge as detailed in drawing number ITB12212-GA-023 Rev B;
- Provision of the crossing point detailed in drawing number ITB12212-GA-010 across the A27;
- Delivery of the site access as detailed in drawing number ITB12212-GA-014;
- Improvement to Upper Cornaway Lane as detailed in drawing number ITB12212-GA-020;
- Delivery of the Downend Road/A27 capacity improvements through a S278 agreement with the highway authority;
- Payment (by developer) of HCC fees in respect of approval (£3,000) and monitoring (£15,000) of the Framework Travel Plan prior to commencement; and
- Provision of a bond, or other form of financial surety, in respect of the measures within the Travel Plan.

I trust the above is clear, but should you wish to discuss any of the above further, please do not hesitate to contact Chris Hirst on the number above.

Yours Faithfully,



Stuart Morton  
Team Leader – Highways Development Planning

Cc – David McMahon – Fareham Borough Council

## **APPENDIX B.** HCC PADR – Site Access





**Hampshire**  
County Council

# **Winnham Farm, Down End Road, Portchester**

## **Pre-Application Design Review Report**

**Job No: R.J505959.01**

**Report No: PAR 505959**



**Stuart Jarvis BSc DipTP FCIHT MRTPI**

**Director of Economy, Transport and Environment, The Castle, Winchester**

## Winnham Farm, Down End Road, Portchester

Prepared by: Matt Dyer

Signed: 

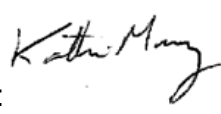
Date: 7/3/17

Checked by: Graham Redman

Signed: 

Date: 7th March 2017

Approved by: Kathie Murray

Signed: 

Date: 8th March 2017

Report issued to Development  
Planning

Officer: Andrew Maclean

Date: 8th March 2017

REPORT EXPIRY DATE: **2 Years after Issue**

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## 1. Scheme Details

### 1.1. Development Planning Officer

Name: Andrew Maclean  
Tel: 01962 832496

### 1.2. Consultant Details

Name: i-Transport LLP  
Address: Grove House, Lutyens Close, Chineham Court,  
Basingstoke, Hampshire RG24 8AG  
Tel: 01256 338640  
Contact: Nick Billingham (nick.billingham@i-transport.co.uk)

### 1.3. Developer

Name: Miller Homes  
Address: TBC

### 1.4. Scheme Location

Downend Road, Portchester, Fareham.

### 1.5. Description of Highway Improvements

Provision of a new bell mouth junction, Option A onto the east side of Down End Road for the proposed residential development of 358 dwellings. Option B also provides a dedicated right turn lane into the site with a pedestrian refuge and footway on the southern side to improve pedestrian crossing facilities.

### 1.6. Estimate

Not submitted as only at pre-application stage.

### 1.7. Submitted Information

#### 1.7.1. Drawings

Drawing no.	Rev	Drawing Title	Date Received
ITB12212-GA-001	B	Potential Site access (Priority Junction Option)	23rd February 2017



ITB12212-GA-002	B	Potential Site access (Ghost island Option)	23rd February 2017
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### 1.7.2. Documents

Document no.	Rev	Document Title	Date Received
NB/ITB12212-010 TN		Pre-Application Design Review Technical Note	23 <sup>rd</sup> February 2017

## **2. DESIGN CHECK DETAILS**

### **2.1. Date documents received from Development Planning**

Documents received 13th February 2017.

### **2.2. Date review meeting was held**

An inception meeting was held on 20<sup>th</sup> February 2017 and whilst the submission was deemed complete, further details of accident data would be required.

### **2.3. Internal Consultations**

No consultation has been undertaken at this stage of the design review.

### **2.4. Quality of Drawings etc. provided**

The supplied drawings and background information supplied by the Consultant are sufficient for a pre-application review.

### 3. COMMENTS ON DESIGN

#### 3.1. Horizontal Alignment

The geometric layouts shown on drawings ITB12212-GA-001 Rev B and ITB122212-GA-002 Rev B are generally suitable for this type of development.

Swept path information was not supplied. The S278 process will require swept path information using a supersize refuse vehicle and articulated lorry as it is likely that the entrance would be used for construction traffic. These vehicles could impact on the layouts submitted.

There is an existing junction into the proposed site and this is proposed to be closed off and a new access constructed approximately 5m to the south. The kerb radii are not known and whilst, it is proposed to construct a 5.5m wide access, there are concerns that this may be too tight for refuse vehicles and of a potential increased risk of rear shunt accidents due to left turning vehicles requirement to slow down considerably to make the turn.

It is recommended the junction is made wider with tapered approaches and larger radii.

Option B (Ghost Island) also shows a pedestrian refuge to the southern end of Down End Road. The southbound alignment appears to 'kink' at the kerb tie in point. This should be reviewed prior to detail design or planning (just in case there are land implications) to see if there are opportunities to 'smooth out' the alignment tie in near the railway bridge.

It is recommended the current speed limit is reduced by relocating the current 30mph limit further north. This will also require any current 40mph repeater signs to be relocated accordingly to accommodate the deceleration in speed limits and subsequently, a TRO will be required.



### 3.2. Vertical Alignment

Down End Road is on a gradient of approximately 2.5% from north to south. The proposed access would be a similar vertical alignment to the current access which falls away from the highway boundary. There is scope to improve the access gradient to prevent a sudden change in alignment from Down End Road.



There may be implications on land take with regards to impact on the existing hedgerow.



### 3.3. Drainage

There are existing gullies on the west side of Down End Road as the carriageway is slightly cantilevered as the alignment approaches the curve in the carriageway. Any potential widening for the implementation of the ghost island would create a 'balanced' carriageway profile and additional gullies will be required. It is not clear if the existing gullies connect directly to soakaways or a positive drainage system and this will need to be confirmed following NRSWA C2 Inquiry and subsequent drainage survey.

The consultant will need to ensure that the proposed access does not drain private water onto the public highway and that drainage is designed for the area of existing carriageway that will be kerbed as part of the proposed footway.



### 3.4. Other elements of design

#### Swept Paths

HCC recommend using a 'super size' refuse vehicle of 11.2m x 2.53m. Additional swept paths are required especially as it is assumed this will be used as the construction access for the development.

#### Sight visibilities / land take

*Option A (Priority Junction)* – Drg ITB12212-GA-001 shows visibility splays of 2.4m x 57m to the north and 2.4mx 52m to the south.

*Option B (Ghost island)* – Drg ITB12212-GA-002 shows visibility splays of 2.4m x 57m to the north and 2.4mx 52m to the south

Both options can achieve visibility splays of 2.4m x 120m to the north (down hill approach) and Manual for Streets guidance; using 2.5% gradient; indicates a minimum splay of 57m to the south which can be achieved by cutting back some of the hedge row. It should be noted that the drawings show the splay at 0.5m offset from the channel line whereas it should be to the actual channel line in accordance with TD42 if MfS criteria had not been established by speed checks.

Two automatic traffic counters (ATC) were installed in Down End Road at the northern and southern limits.

ATC 1(north) recorded 38.7mph N/B and 35.1mph S/B.

ATC 2(south) recorded 33.3mph N/B and 31.6mph S/B.

All of the above speeds were included adjustment for wet weather.

#### Feasibility RSA

A Stage 1 Road Safety Audit has been undertaken and the auditors have found no issues with either of the proposed options. However, there are concerns raised by this report on potential rear shunt incidents (Section 3.1 para 4). It is recommended a further audit is undertaken when the design option is revisited with regards to issues raised earlier in this report (swept paths and speed limit relocation).

#### Street Lighting

There is no street lighting within the immediate area although there is lighting to the south of the railway bridge.

It is likely that new lighting would be required opposite the new entrance however this can be confirmed by HCC Lighting should the scheme proceed any further.

**Weight Restriction**

There is a 7.5T weight restriction on the Network Rail railway bridge which will need to be taken into consideration for any construction traffic movements. Network Rail should also be contacted at the earliest opportunity to ascertain whether the proposed developments will give them cause for concern.

## 4. STATUTORY REQUIREMENTS

Orders. (line / side road)	n/a
Compulsory Purchase Orders.	n/a
Traffic Regulation Orders.	yes
Parking Restriction Orders.	n/a
Road Hump Regulation Consultations.	n/a
Public Consultation.	yes
Hedgerow Regulation Act.	yes
Footway Conversion	n/a

The process of any Statutory requirements will not be commenced until a written request is received from the Consultant; this should include an undertaking to pay all costs incurred.

Consultant to note that the procedure for dealing with any Statutory Requirements will normally take some four to six months, but in exceptional circumstances could exceed nine months. The scheme programme should take this into account.

Initial contact should be made with the Assistant Service Manager for Area

Office	Tel	Email
North	01256 764455	<a href="mailto:highways-transport.north@hants.gov.uk">highways-transport.north@hants.gov.uk</a>
East	01730 235800	<a href="mailto:highways-transport.east@hants.gov.uk">highways-transport.east@hants.gov.uk</a>
South	01329 824757	<a href="mailto:highways-transport.south@hants.gov.uk">highways-transport.south@hants.gov.uk</a>
West	023 8066 3311	<a href="mailto:highways-transport.west@hants.gov.uk">highways-transport.west@hants.gov.uk</a>

## 5. FUTURE SUBMISSIONS

### 5.1. Guidance

Consultant shall note that any future preliminary, combined or detail design submissions must be made in accordance with HCC's Section 278 Technical Submission Guidance, which can be found together with other important information for developers at;

<http://www3.hants.gov.uk/roads/highways-developers/construction-standards.htm>

Ordinary water consent information can be found at:

<http://www3.hants.gov.uk/flooding/hampshireflooding/watercourses.htm>

<http://www3.hants.gov.uk/watercourse-consenting-leaflet-format.pdf>

### 5.2. Considerations

The comments below are to assist the Consultant in future submissions.

#### 5.2.1. Officers

##### **Arboriculture**

An ecological report is required as hedgerows may require removal to accommodate the new access and improve sightlines to the south.

##### **Pedestrians**

There is an existing footway on the west side of Down End Road but this does not continue south beyond the railway bridge but links up to a Public Right of Way to the west.

A trip generator provided in document NB/ITB12212-010 TN estimates that the majority of pedestrian movements from the new development will utilise the existing Cams Railway Bridge to the south of the site. It should be noted that this bridge also does not have a dedicated footway and there may be requirements for traffic calming / shared space design if it were to be used for alternative vehicle access. This link road is not currently public highway.

#### 5.2.2. Preliminary Design Check

##### *Sight visibilities / Land Plan*

Consultant to confirm that all land required for visibility splays will be dedicated to the Highway Authority. A plan showing extent of existing highway, new development land for adoption and any third party land required is required.



*Departures from DMRB / HCC Standards.*

The Consultant is to provide an explanation of the case for inclusion of any departures or relaxations to standards proposed, together with an assessment of risks involved in adopting such proposals, along with any mitigation measures proposed. An independent safety auditor's comment is also required.

The developer shall note that departures or relaxations will not be approved if their inclusion is considered inappropriate. Where proposals have been recommended for approval which are subsequently found to contain 'departures from standards' not previously indicated by the Developers Consultant it must be noted that acceptance of retrospective applications cannot be guaranteed.

*Traffic speed surveys*

The existing speed limit is to be confirmed. The 85th%ile speed of the site required if any Departures from Standard are included within proposals or if Consultant is applying Manual for Streets criteria.

*Accident History Report.*

The Consultant shall provide a narrative of the Accident History Report (5 years) from Hampshire Constabulary, contact the Force Statistical Officer (0845 045 4545) and identify any trends that are addressed by the proposals or that could exacerbated.

**5.2.3. Combined Design Check***HCC Standard Detail Drawing/Specification*

The Consultant shall provide a list of HCC Standard Details, including Revision suffix, relevant to the works. It should be noted that

The latest HCC standard details may be found at:

<http://www3.hants.gov.uk/roads/highways-developers/construction-standards/standard-details.htm>

Also, for all but the smallest schemes a Contract Document will be required. The Consultant must confirm they have based their specification on the latest HCC model contract document. This specification can be supplied, but will need to be made "scheme specific".

*Road Markings and Signing*

Submission to be in accordance with the Traffic Sign Regulations & General Directions and any Highway Authority's requirements. A fully detailed sign schedule will be required for larger schemes.

*Pavement Design.*

The Sub-Base shall be recycled granular material in accordance with HCC Clauses 891AR or 892 AR (Hampshire County Council Master Contract Documents). Virgin crushed rock Sub-Base may only be used

where it can be demonstrated that recycled or secondary materials are not available locally.

Furthermore, during the first week of construction work equilibrium CBR values shall be established.

*Street Lighting Proposals.*

The consultant should note that Southern Electric Contracting will not undertake any servicing works until a 'Certificate of Approval for Illuminated Street Furniture Installation' has been signed the HCC Street Lighting Engineer.

It is a requirement of the Consultant to consult the relevant Local Lighting Authority regarding any proposals. Written confirmation of the consultation will be required prior to commencement of works on site.

<http://www3.hants.gov.uk/index/your-area/localpages/districts.htm> or

<http://www3.hants.gov.uk/index/council/localgov/parish.htm>

*Drainage Proposals.*

To promote the use of recycled plastic, please consider HAPAS certified recycled plastics, such as twinwall drainage piping. Installation of such piping should be installed as per manufacturers recommendations.

Jetting of new drainage runs may be necessary at end of contract, in order to ensure all new pipe-work is free of debris and free running.

## **6. RECOMMENDATION ON PROPOSALS**

### **RECOMMENDED COMBINED APPROACH DUE TO TRO REQUIREMENTS FOR RELOCATION OF 30/40 MPH SPEED LIMIT**

The Highway Authority's preferred option for the site access is shown on drawing number ITB12212-GA-002 (Provision of Ghost Island)

This layout will provide a more conspicuous access to highway users on Down End Road to what will be a major housing development. The provision of the pedestrian refuge in the right turn lane hatching will help to reduce Down End Road vehicle speeds and provide pedestrians from the development a safer way of crossing Down End Road to access the footway network on the western side.

Departures from Standard could be required with regards to DMRB; as a result of restricted sight lines to the south due to the Railway Bridge and geometric layout of the right turn lane; however the speed checks provided indicate MfS Standards could be applied in this instance and potentially support the departures.

## **APPENDIX C.** HCC Meeting Note – 8/05/2018



## Notes of Meeting

Project No: ITB12212  
Project Title: Land East of Downend Road, Portchester  
Date: 8 May 2018  
Venue: HCC Offices, Winchester

### Attendees

Holly Drury	— Hampshire County Council – Highways Development Control (HD)
Chris Hirst	— Hampshire County Council – Highways Development Control (CH)
Jonathan Mundy	— Hampshire County Council – Intelligent Transport Systems (JM)
Graham Redmond	— Hampshire County Council – Engineering Consultancy (GR)
Tim Wall	— i-Transport (TW)
Rachel Stout	— i-Transport (RS)

Item	Action
<b>1.0 Introduction and Context</b>	
<b>1.1.1</b> TW outlined that the applications for Land East of Downend Road and Cams Bridge have been lodged with FBC and are currently subject to consultation. Miller Homes is targeting a committee date in June. HCC's response as Local Highway Authority is one of the key consultee responses outstanding.	
<b>1.1.2</b> TW identified that the meeting was to review HCC's current position on the application, in particular to understand the position reached in relation to the additional information supplied in the Transport Assessment Addendum (April 2018). The key issues identified to be addressed were agreed to be: <ul style="list-style-type: none"><li>Site Access proposal</li><li>Pedestrian and cycle connections at:<ul style="list-style-type: none"><li>Downend Road Railway Bridge</li><li>Cams Bridge at The Thicket including A27 crossing</li><li>Upper Cornaway Lane (FP117)</li></ul></li><li>Off-site highway impacts and associated mitigation package<ul style="list-style-type: none"><li>A27 / Downend Road / Shearwater Avenue</li><li>A27 Delme Roundabout and wider A27 corridor</li></ul></li></ul>	

Item	Action
<p><b>2.0 Site Access Proposals</b></p> <p><b>2.1</b> TW summarised the site access arrangements which comprised the provision of a ghost island right-turn lane junction at Downend Road, incorporating a pedestrian crossing refuge and replacing the existing access to Winnham Farm. The proposed access had been subject to a Pre-Application Design Review with HCC.</p> <p><b>2.2</b> GR confirmed that the only change from the PADR was the inclusion of the pedestrian crossing refuge, which was welcomed. HCC has no remaining concerns with the proposed access and which is now agreed.</p>	
<p><b>3.0 Pedestrian and Cycle Connections</b></p> <p><b>3.1</b> The development proposals include pedestrian and cycle access to Downend Road, The Thicket via Cams Bridge and Upper Cornaway Lane.</p> <p><b>3.2 Access to Downend Road</b></p> <p><b>3.2.1</b> TW noted that the proposed access to Downend Road includes the provision of a pedestrian crossing refuge across Downend Road. To the south of the site access, an improvement is also proposed at the Downend Road Railway Bridge, and the TA outlines three options:</p> <ul style="list-style-type: none"> <li>• Option 1 – Provision of a virtual footway</li> <li>• Option 2 – Delivery of a formal footway (1.2m width)</li> <li>• Option 3 – Introduction of priority working arrangement</li> </ul> <p><b>3.2.2</b> TW outlined that each of the schemes had been promoted in the context of local conditions and that each had been considered by an Independent Road Safety Audit.</p> <p><b>3.2.3</b> TW considered that in the context of existing conditions on Downend Road, its current use (as evidenced by the video footage of the bridge) and the likely limited additional use of Downend Road as a pedestrian and cycle route (it is likely to be the least used of the routes) that a virtual footway scheme is considered the most appropriate to conditions. Notwithstanding this, the three options are presented in the TA and Miller Homes is prepared to deliver each of the options.</p>	

Item	Action
<p><b>3.2.4</b> HD / GR confirmed that HCC do not support the implementation of a virtual footway scheme (Option 1) on the basis of previous experience in HCC where these schemes have proved unpopular, and due to the alignment of the road across the bridge.</p>	
<p><b>3.2.5</b> HD/GR confirmed that either of the alternative options (Option 2 – Footway and Option 3 – Priority shuttle working) were acceptable to HCC and that no further technical work was required to demonstrate a suitable scheme in this location.</p>	
<p><b>3.2.6</b> It was discussed that there were different merits with each scheme. HCC does not have a preference at this stage. TW considered that one option may be to include an obligation that requires either of the schemes to be delivered, thereby allowing HCC to carry out further consultation before confirming which option it preferred. TW and HD to consider this further and TW to take instruction from Miller Homes.</p>	TW/HD
<p><b>3.2.7</b> The access proposals included the proposal to promote the relocation of the 30mph speed limit terminal from its current location (immediately north of the railway bridge) to a position north of the site access. The access drawing proposed a location some 50m north of the access itself. HD is liaising with the Traffic Management team to determine the optimum location and would confirm this.</p>	HD
<p><b>3.3 Access to The Thicket via Cams Bridge</b></p>	
<p><b>3.3.1</b> TW outlined the improvement which is to deliver a shared surface across Cams Bridge and its approaches to provide the primary pedestrian and cycle access to the site. The improvement would comprise surfacing, lining and signing, lighting and the raising of the bridge parapets. Whilst some vehicular access across the track would remain to serve C&amp;C motors, vehicle usage is very low (peak of 5 vehicles in any hour) and so well within the range of where shared surfaces are supported by MfS.</p>	
<p><b>3.3.2</b> TW noted that the application for Cams Bridge is made in outline only and subsequent Reserved Matters applications would confirm the final detail. A variant scheme had been submitted to FBC to demonstrate that a 3.5m surface can be delivered without requiring removal of the adjacent hedgerows and boundary treatments. Network Rail design requirements have been incorporated in the illustrative scheme including 1.8m parapets, parapet protection and parking.</p>	

Item	Action
<p><b>3.3.3</b> HD confirmed that in principle HCC did not have any concerns with the proposals but would wish to be engaged in the confirmation of the final detail to ensure the scheme delivers sufficient utility as a key pedestrian / cycle connection. This would include ensuring there was sufficient surfacing, lighting and signage to make the route safe and attractive for pedestrians and cyclists. TW/HD agree there were options to achieve this including:</p> <ul style="list-style-type: none"> <li>• HCC agreeing with FBC that it would be consulted on the detail of the works</li> <li>• The S106 could include an obligation that the Applicant advise HCC of the submission of a Reserved Matters application for the bridge detail</li> </ul>	
<p><b>3.3.4</b> HD to liaise with FBC about the mechanism to ensure HCC is consulted on the reserved matters application. HD also confirmed that HCC would seek a planning condition/obligation that the bridge works were completed prior to occupation.</p>	HD
<p><b>3.3.5</b> HD confirmed that HCC would not seek to adopt the bridge or its approaches, but that it is seeking dedication of the route (from The Thicket to the site boundary) as a right of way through the Commons Act. This would ensure the in-perpetuity availability of the route. HD to supply the advice received from HCC Countryside Services to outline how this can be achieved. TW to consider with Miller Homes.</p>	HD/TW
<p><b>3.3.6</b> TW explained that the proposals included the delivery of a crossing refuge across the A27 to the west of The Thicket. The TA Addendum provided a Stage 1 Road Safety Audit and swept path analysis (including of a caravan) to demonstrate that the scheme can be safely achieved. GR confirmed that subject to confirmation that the refuge island is sufficiently wide for cycle use (by way of a dimensioned drawing) that the works were acceptable.</p>	TW
<p><b>3.4 Access to Upper Cornaway Lane</b></p>	
<p><b>3.4.1</b> TW outlined the proposal which is to make a financial contribution to deliver an improved footpath connection from the site to Upper Cornaway Lane, including an intermediary connection to Lancaster Close. This would comprise the delivery of a rural footpath surfacing in line with HCC standard details.</p>	



Item	Action
<p><b>3.4.2</b> HD identified that HCC would seek to upgrade that section of the footpath from the site to Lancaster Close (some 20m) for cycle use. HD confirmed that HCC Countryside Services are supportive and confirmed that this can be achieved within their existing powers. The works are contained to the extent of the Public Footpath, which is defined as 'hedge-to-hedge' in this section. To accompany the higher rights HCC would dedicate, HD is seeking that the section of the route between the site and Lancaster Close is widened to 2.5m to enable safe cycle and pedestrian use.</p> <p><b>3.4.3</b> TW confirmed that Miller Homes is prepared to offer a contribution to deliver the works, and that there is no objection to the promotion of this route as a cycleway, indeed it is fully supported if achievable. To ensure the works can be delivered by HCC in time for the occupation of the scheme, TW suggested the associated contribution could be made at an early stage of the development, to enable HCC lead in time. HD to liaise with HCC Countryside services to confirm their lead in times, and TW to prepare a revised drawing to show how the connection can be delivered.</p>	<p>HD</p> <p>TW</p>
<p><b>4.0 Off-Site Highways Improvements</b></p> <p><b>4.1</b> TW summarised the key traffic issues arising from the TA, which focusses on traffic impacts on the A27 corridor, particularly at the A27 / Downend Road / Shearwater Avenue junction. The TA proposed an improvement scheme for the A27 / Downend Road junction and a proportionate contribution to the improvement of A27 Delme.</p> <p><b>4.2 A27 / Downend Road / Shearwater Avenue Junction</b></p> <p><b>4.2.1</b> TW summarised the findings of the TA Addendum and provided an overview of HCC's comments on the further assessment:</p> <ul style="list-style-type: none"> <li>• HCC agree that MOVA would provide a capacity benefit to the junction</li> <li>• HCC do not consider that the Shearwater Avenue improvement offers improvement above existing conditions due to current driver behaviour on the Shearwater approach</li> <li>• HCC wants to retain the existing pedestrian provision and does not want to see PUFFIN technology implemented</li> </ul>	

Item	Action
<p>4.2.2 TW noted that i-Transport disagree that the Shearwater Avenue improvement does not provide capacity benefit. Equally, i-Transport maintain that PUFFIN technology would offer capacity benefit without diminishing pedestrian safety.</p>	
<p>4.2.3 Notwithstanding this, Miller Homes is keen to work with HCC to reach agreement on an improvement at the junction. An alternative option was tabled for discussion which proposes the re-organisation of road space on Downend Road to provide a two-lane southbound approach to the junction.</p>	
<p>4.2.4 JM noted that HCC has produced a similar sketch scheme and that in principle the proposed improvement is acceptable and would provide benefit. JM confirmed that:</p> <ul style="list-style-type: none"> <li>Reduced width approach lanes on Downend Road would be acceptable. The HCC scheme considered lanes of 2.6m. This is not a Departure from Standard</li> <li>Traffic can be permitted to turn westbound from both lanes to cater for the heavy right-turn bias (similar examples in Hampshire exist). The yellow box markings should be reconsidered to provide lane tracking markings</li> <li>The off-side traffic island can be omitted from the scheme. A secondary signal to be considered on the A27 central median</li> </ul>	
<p>4.2.5 TW agreed that i-Transport would develop a scheme for consideration and provide:</p> <ul style="list-style-type: none"> <li>An engineering feasibility drawing to show how a design can be achieved. This would consider the provision for pedestrians and swept path analysis</li> <li>Information on the traffic composition on Downend Road</li> <li>A revised LinSig traffic model to consider the benefit of the improvement</li> </ul>	TW
<p>4.2.6 JM/HD confirmed that a Stage 1 Road Safety Audit of the scheme would be needed, and that the Auditor should be advised of the traffic composition on Downend Road and the achievable footway widths at the junction approach. JM happy to comment on initial design prior to instructing the Audit. JM to provide topographical survey.</p>	JM
<p>4.2.7 TW confirmed that as HCC do not consider the Shearwater Avenue works aid capacity their inclusion will be reconsidered when the revised modelling is available.</p>	TW

Item	Action
<p><b>4.3 A27 Delme and Wider Corridor</b></p> <p><b>4.3.1</b> TW noted that it had been agreed with HCC previously that a proportionate contribution towards improvement of the A27 including A27 Delme roundabout would be made. HD confirmed that no further technical assessment of the A27 Delme junction is required, and that for the purpose of agreeing a suitable contribution, that the scheme presented is acceptable.</p> <p><b>4.3.2</b> HD identified that HCC is considering improvements on the A27 corridor as a whole, to include potential safety improvements. The A27 is identified as a high-risk route between A27 Delme and the Portsmouth boundary with some 60 PIAs over the last three-year period, of which nearly half involved cyclists and a quarter motor-cyclists. HCC is currently bidding for funding towards a number of schemes which include modification to cycle lanes and pedestrian crossing alterations. HCC also aspires to extend its BRT network along the A27 towards Portsmouth in the future.</p> <p><b>4.3.3</b> HD to provide information on the schemes that it considers are needed along the corridor following an internal meeting w/c 14/05. TW/HD agreed that any contribution made to the improvement of the A27 corridor (including A27 Delme) would need to satisfy the CIL tests, particularly that it would need to be necessary to the development and reasonable in scale and kind to the impact of the scheme.</p>	HD
<p><b>5.0 Framework Travel Plan</b></p> <p><b>5.1</b> CH confirmed that HCC has reviewed the Framework Travel Plan. CH to provide comments for consideration.</p>	CH
<p><b>6.0 AOB</b></p> <p><b>6.1</b> HD requested a cost appraisal of the mitigation package. TW to prepare when a scheme for the A27 / Downend Road / Shearwater Avenue junction is agreed.</p>	TW

**Author:**

**Tim Wall**

## **APPENDIX D.** HCC Response – Cams Bridge





# Hampshire County Council

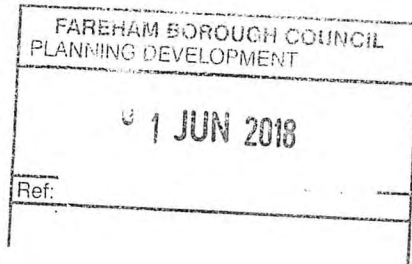
Economy, Transport and Environment Department  
Elizabeth II Court West, The Castle  
Winchester, Hampshire SO23 8UD

Tel: 0300 555 1375 (General Enquiries)  
0300 555 1388 (Roads and Transport)  
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[www.hants.gov.uk](http://www.hants.gov.uk)

## Head of Planning Services

Fareham Borough Council  
Civic Offices  
Civic Way  
Fareham  
Hampshire  
PO16 7AZ



Enquiries to

Chris Hirst

My reference

6/3/10/197 (APP 1596 & 1672)

Direct Line

01962 846877

Your reference

P/18/0001/OA

Date

29<sup>th</sup> May 2018.

Email

Chris.Hirst@hants.gov.uk

### For Attention of Richard Wright

Dear Sir

**Cams Bridge – Land to the North of The Thicket, Fareham. Outline planning application for improvements to Cams Bridge and the approaches to enable use by pedestrian and cyclists and continued vehicle access to the workshop including lighting, raising the bridge parapets, signage, re-surfacing and new road markings.**

Thank you for consultation on the above planning application. It seeks to grant planning permission for the improvements to Cams Bridge, necessitated through the larger Downend Road application (application reference P/18/0005/OA), proposing residential development for 350 dwellings. Given its status as the main pedestrian/cycle access from the site, the improvements to the bridge have also been assessed in the highway authority's planning application response to the main site.

The response below addresses the information provided to date on Cams Bridge only.

#### Existing Conditions

In its current state, Cams Bridge provides vehicular access to C&C Motors, a vehicle garage to the north of the bridge. Access to this garage will be maintained following development, with the bridge proposed as a shared surface to accommodate vehicles, pedestrians and cyclists. The bridge also provides access to the agricultural sheds currently located north of C&C Motors, although these sheds will be demolished as part of the development.

The Cams Bridge route is approximately 3m wide and passes over a Network Rail bridge. The route is currently unlit with parapets between 1.0m – 1.1m high. These will need to be improved to safely accommodate pedestrians and

Director of Economy, Transport and Environment  
Stuart Jarvis BSc DipTP FCIHT MRTPI

cyclists. Mean vehicular speeds across the bridge were recorded as 15.2mph heading Northbound, and 13.9mph Southbound. Heading south across Cams Bridge and down through 'The Thicket' leads directly to the A27, with the option to walk to nearby local amenities and Portchester towards the east.

### Cams Bridge Demand Appraisal

Potential demands at Cams Bridge have been reviewed as part of the pedestrian/cycle access for the wider Downend Road site. Pedestrian access is provided in three locations:

- 1) To 'The Thicket' via Cams Bridge;
- 2) To Downend Road at the site access; and
- 3) To 'Upper Cornaway Lane' via Footpath 117.

To establish which route from the site will be most utilised by pedestrians and cyclists, an appraisal of the 2011 Census Data was used in combination with the 2016 National Travel Survey. This data identifies the destinations of trips which may be generated from the site from existing nearby wards and the mode of travel taken for these trips. This travel behaviour can then be assigned to the proposed development and assumptions on route choice can be made.

The initial appraisal carried out in the Transport Assessment, dated 31<sup>st</sup> October 2017, stated that Cams Bridge would experience a total 255 walking and cycling trips a day, 51% of the overall pedestrian and cycle trips from the site. At the request of the highway authority, further work was carried out by the applicant as part of a review of the wider walking/cycling strategy for the site, with the findings presented in a Transport Assessment Addendum (20<sup>th</sup> April 2018) under planning application P/18/0005/OA. Following this review, updated route demand figures showed the total number of pedestrian and cycling trips increase to 312, or 62% of total trips from the site.

Given the high pedestrian and cyclist usage of Cams Bridge proposed as a result of the development, a number of improvements have been tabled to address concerns raised with vehicles attempting to pass a pedestrian. The acceptability of these proposals is addressed within this response.

### Vehicular Movements

As previously referenced, the vehicular access to C&C motors will be maintained following development. Daily two way traffic flows for the garage were surveyed at 21, illustrating low vehicular usage of Cams Bridge as things stand. Average vehicle speeds across the bridge were low, recorded as 15.2mph heading northbound, and 13.9mph southbound.

Following assessment of the figures above, the Highway Authority requested further information to confirm the composition of traffic across the bridge. The ATC survey information was provided which identified that there were no HGV

movements across the bridge and a total of 4 goods vehicles across the period of a week. This satisfied the highway authority that following improvements to the surface and parapets, pedestrians could safely pass the vehicles that currently access C&C Motors.

### Improvement Proposal

Since Cams Bridge is proposed as the primary walking and cycling access to the site, an initial improvement scheme was identified in drawing number ITB12212-GA-019. The scheme proposed the following:

- Carriageway resurfacing;
- Signage on entry to the bridge;
- Low-level pedestrian lighting;
- Raising of the bridge parapets; and
- Enhanced boundary treatment.

The improvements were principally considered sufficient to facilitate the bridge as a shared surface, subject to a few remaining matters being addressed. Drawing ITB12212-GA-019 was initially reviewed, with concerns raised about how vehicular access to the site would be blocked, and a Stage 1 Road Safety Audit for the scheme completed to establish whether any initial safety concerns would be raised. It was also requested that confirmation of communication with Network Rail was provided. Any works require Network Rail to be informed/consulted on the proposal as they own the structure of the bridge.

To address these concerns, a briefing note was submitted to Fareham Borough Council, dated 21<sup>st</sup> January 2018, containing an indicative sketch with staggered barriers to prevent vehicular access to the site. A further technical note was provided 25<sup>th</sup> April 2018 which included a Stage 1 Road Safety Audit, and considered the comments raised by Fareham Borough Council as to whether a 3.5m surface could be achieved across the bridge.

To illustrate this 3.5m surface being achieved in the wider context of improvements to the bridge, drawing ITB12212-GA-023 Rev B was submitted. The aforementioned drawing confirms that the 3.5m surface being shown is achievable. The applicant has been requested to investigate whether small build outs could be included in the design, which can be utilised as a position for the bollard lighting and provides waiting points for pedestrians in the unlikely event a larger vehicle approaches them whilst crossing the bridge surface. It has been agreed that these matters can be addressed further at the Reserved Matters stage of the application, where full details of the layout of the bridge will be secured. HCC should be given sight of these proposals for agreement.

Furthermore, we have been informed that discussions have been held with Network Rail regarding changes to the bridge surface, with an 'in-principle'

technical clearance to the outline scheme achieved, subject to increased height of the bridge parapets (to 1.8m) and the provision of an area for parking and servicing for the Network Rail equipment. Details of these improvements are shown in drawing number ITB12212-GA-023.

In order to secure Cams Bridge as the main pedestrian/cycle link from the proposed development site, a commitment will be required (and included within the S106 agreement for the Downend Road application) to enter into a Common Law Dedication, which will allow the route to be included on the definitive Public Right of Way map. This dedication will also allow the bridge to be secured in the long run as the primary pedestrian/cycle access. With regards this application suitable conditions should be placed on the application to ensure details of the bridge improvements are agreed prior to commencement of the Downend Road application.

### **Recommendation**

Following ongoing correspondence with the applicant, the highway authority's initial concerns raised with the scheme have been suitably addressed and the improvement scheme considered acceptable, subject to further review and agreement of the detailed design prior to commencement of the wider development. This will incorporate the 3.5m wide shared surface, improvements tabled in drawing ITB12212-GA-023 Rev B and build outs to enable pedestrians to safely wait on the bridge if necessary for passing vehicles.

Subject to the suitable conditions to secure the following the highway authority raises no objection to the application:

- The applicant is to enter into a Common Law Dedication for pedestrian and cycle rights to dedicate the Cams Bridge route (in full) for future use as the primary sustainable access point to the site;
- Details of the improvement works to the route are to be agreed prior to commencement of any development at the wider application site.
- Improvement works to the bridge are required prior to occupation of the wider development site to ensure the safety of pedestrians and cyclists looking to utilise the bridge.

I trust the above is clear, please do not hesitate to contact Chris Hirst on the above number should you wish to discuss anything further.

Yours Sincerely,



Stuart Morton – Transport Team Leader

CC – David McMahon – Fareham Borough Council

## **APPENDIX E. HCC E-mail (12/03/2019)**



## Tim Wall

---

**From:** Drury, Holly <holly.drury@hants.gov.uk>  
**Sent:** 23 April 2019 10:13  
**To:** Tim Wall  
**Cc:** Morton, Stuart; 'Richard Wright'  
**Subject:** Signalised Shuttle Working - Downend Road Bridge - Highway Authority Position

*Hi Tim*

*Further to your phone call last week I have reviewed our position on the proposal for a signalised shuttle working arrangement as per option 4 of your technical note. It is key to note that this improvement does not make up part of the application which is up for consideration within the committee.*

*As set out within the note the provision of signals introduces a delay on the network 24 hours a day 7 days a week which is not present through either of the schemes approved in principle without signals. The impacts of this additional delay are not considered necessary in safety terms to accommodate the level of pedestrian movements and therefore the highway authority do not agree that this scale of works is necessary or proportionate to the development and therefore would not meet the tests of CIL. This is reflected within the technical note provided to support the application.*

*If the applicant wishes to submit this scheme as their preferred solution, which it has not to date, then additional design work would be required in order to ensure that signals here could actually be delivered. The comments from our ITS team on the proposed layout are set out below. Additional speed survey data would be required along Downend Road to confirm the required stopping sight distances, drawings showing achievable forward visibility would need to be provided and a stage 1 RSA would need to be undertaken on the proposed scheme. The Highway Authority therefore are unable to support this scheme as an appropriate alternative which is either deliverable in design terms or necessary under the terms of NPPF to be required by the development.*

**Option 4 - Traffic signals – single file shuttle working traffic signals with dedicated footway**  
*Comments on this option include;*

- 1. There is a long and gradual downhill gradient on the southbound approach to the rail bridge. While a 40 mph speed limit exists on this section, 85<sup>th</sup> percentile speeds may be higher and checks would be needed to verify the visibility requirements. It is recommended that this information is obtained as soon as possible should a signal option be favoured.*
- 2. Based only on the 40 mph speed limit, the DMRB visibility requirement on the southbound approach is 120 metres to the nearside signal head (not 59 metres as annotated). At this stage the 120 metre visibility appears to be achievable. Should the 85<sup>th</sup> percentile require the visibility to be 160 metres (50 mph) this distance could only be achieved by removing vegetation on the west side of Downend Road and accepting that on-coming vehicles would block visibility.*
- 3. On the northbound approach the visibility distance to the nearside signal should be 90 metres (30mph speed limit). This splay cuts across the path of on-coming traffic. In the absence of a continuous stream of on-coming traffic the visibility to the northbound primary signal appears to be achievable.*

4. *The Linsig modelling has been checked and no technical issues are raised. The results indicate that the signals would easily operate within capacity in the both design year peak hours. Queuing would be balanced on both approaches with longer queues in the AM peak (about 55 metres) than the PM peak (around 30 metres). In isolation these queues are not excessive and would clear each green time. However against the context of the existing bridge where no queuing occurs the scheme would introduce delays and queues at all times where none currently exist.*
5. *Visibility to the back of the queue on the southbound approach should be 120 metres based on the speed limit. It appears that this may be achievable subject to clearance of vegetation on the west side of Downend Road. Should the 85<sup>th</sup> percentile speed require 160 metres visibility to the back of the queue this would require vegetation clearance on the west side of the road.*
6. *On the northbound approach the 90 metres visibility to the back of the queue would appear to be possible in the absence of on-coming vehicles.*
7. *If this option was progressed the layout would require some amendments which are;*
  - a) *Southern stop line – minor widening would be needed on the approach to the stop line to provide a 3.0 metre wide lane. The approach lane width is shown as 2.4 metres wide.*
  - b) *Northern stop line – minor widening would be required to ensure that 3.0 metre wide exit lane was provided at and beyond the stop line. Alternatively the stop line could be pushed back by around 5 metres to achieve the required lane widths. This exit lane at the stop line is currently shown as 2.5 metres wide.*
  - c) *Southern side of bridge – the hatched area should be infilled to form part of the footway*
  - d) *North side of bridge - an uncontrolled pedestrian crossing with refuge is shown 20 metres from the stop line. The opportunity would exist to move and include this crossing into the junction*

I hope the above is clear.

Kind Regards

Holly

**Holly Drury BSc (Hons) MSc MCIHT MSoRSA**

**Principal Transport Planner – Highways Development Planning**

Strategic Transport

01962 826996 (HPSN 826996)



**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

[Pre-Application guidance for developers](#)

## **APPENDIX F.** Original Pedestrian/Cycle Demand Assessment

**Table 1** provides an assessment of the likely usage of each route (**Image 1**) to reach the local facilities in Portchester and Fareham. Based upon journey purpose and travel distance to key local facilities from each access point, percentages have been calculated demonstrating the demand for each access. Table 2 provides a summary of each route in relation to the 2016 NTS Journey Purpose Statistics, demonstrating that Cams Bridge is predicted to be the main non-car access.

Table 1

Type of Facility	Destination	Walking Route Distance (m)			Route A usage	Route B usage	Route C usage
		Route A - Downend Road	Route B - Cams Bridge	Route C - Upper Cornaway Road			
Education	Red Barn Community Primary School	2900	1500	1050	0%	25%	75%
	Wicor Primary School	2600	1300	1500	0%	45%	55%
	Cams Hill School	1250	1100	2500	40%	60%	0%
	Northern Infant / Junior School	3400	1850	1500	0%	25%	75%
	Portchester Community School	3800	2500	2600	0%	50%	50%
	King Richard Secondary School	4500	3400	3500	0%	50%	50%
Employment					<b>7%</b>	<b>43%</b>	<b>51%</b>
	Portchester Engineering	3300	2000	2150	0%	50%	50%
	Portchester Business Centre	3500	2250	2300	0%	50%	50%
	Cams Hall	2200	2100	3400	40%	60%	0%
	Portchester Town Centre	3300	2100	2000	0%	50%	50%
	Murrills Estate	3800	2700	2500	0%	40%	60%
	Trafalgar Wharf	4100	3000	2800	0%	50%	50%
	Bus Stops	1150	500	500	0%	100%	0%
Leisure					<b>6%</b>	<b>57%</b>	<b>37%</b>
	Ellerslie Hotel / 24-7 Fitness	770	1300	2500	100%	0%	0%
	Portchester Community Centre	2800	1700	1700	0%	50%	50%
	Portchester Social club	2600	2100	2000	0%	50%	50%
	Portchester Library	3200	2100	2000	0%	50%	50%
Retail					<b>25%</b>	<b>38%</b>	<b>38%</b>
	Wicor Post Office	2800	1600	1700	0%	55%	45%
	BP	2400	1200	1100	0%	45%	55%
	Coop	3500	1850	1750	0%	45%	55%
	Portchester Town Centre	3300	2000	2000	0%	45%	55%
	Nearest A27 stop	1150	500	1200	0%	100%	0%
Personal Business / Other					<b>0%</b>	<b>58%</b>	<b>42%</b>
	Westlands Medical Centre	2900	1600	1600	0%	50%	50%
	Lloyds Pharmacy	2900	1600	1600	0%	50%	50%
	Portchester Health Centre	3200	2000	1915	0%	50%	50%
	Rowlands Pharmacy	3200	2100	2100	0%	50%	50%
	Nearest A27 stop	1150	500	1200	0%	100%	0%
	Portchester Rail Station	3300	2200	1900	0%	45%	55%
					<b>0%</b>	<b>58%</b>	<b>43%</b>

Table 2

Journey Purpose (2016 NTS)		Walking and Cycling Trips	Route A - Downend Road	Route B - Cams Bridge	Route C - Upper Cornaway Lane
Commuting	19%	96	5	55	36
Education	12%	60	4	26	31
Shopping	19%	96	0	56	40
Other Escort and Personal Business	24%	121	0	70	51
Other Leisure	26%	131	33	49	49
Total Trips		<b>504</b>	<b>42</b>	<b>255</b>	<b>207</b>
Total %			<b>8%</b>	<b>51%</b>	<b>41%</b>

Image 1



**Fareham 012**

Number of Households	3212
Number of Residents	7362
<b>Number of Residents / Households</b>	<b>2.292029888</b>

**Fareham 010**

Number of Households	3398
Number of Residents	7820
<b>Number of Residents / Households</b>	<b>2.301353737</b>

Average of Fareham 010 and 012 **2.296691813**

Number of Dwellings (Site)	350
Number of Residents (Site)	805 (Average * No. Dwellings)
NTS 0303 Total trips per person	954
Number of Trips Per Year	767970
Number of all trips per day	2104.027
Number of walking and cycling trips per day	<b>504.9666</b>

<b>Department for Transport statistics</b>	
<a href="#">National Travel Survey</a>	
<b>Table NTS0303</b>	
<b>Mode share - average number of trips: England, 2015</b>	
	<i>Percentage</i>
<b>Main mode</b>	<b>2015</b>
Walk	22
Bicycle	2
Car / van driver	42
Car / van passenger	22
Local and non-local buses	7
Rail <sup>1</sup>	3
Other transport <sup>2</sup>	2
<b>All modes</b>	<b>100</b>
<b>Unweighted sample size:</b>	
Individuals	15,525
trips ('000s)	259
1 Surface rail and London Underground.	
2 All other modes of transport.	
Telephone: 020 7944 3097	
Email: <a href="mailto:national.travelsurvey@dft.gsi.gov.uk">national.travelsurvey@dft.gsi.gov.uk</a>	
<a href="#">Notes &amp; definitions</a>	
The figures in this table are National Statistics	
The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.	
Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.	
The survey results are subject to sampling error.	
Source: National Travel Survey	
Last updated: 8 September 2016	
Next update: Summer 2017	

<b>Purpose</b>	<b>Percentage</b>
<b>Commuting</b>	<b>16</b>
<b>Business</b>	<b>3</b>
<b>Education (including escort)</b>	<b>12</b>
<b>Shopping</b>	<b>19</b>
<b>Other escort and personal business</b>	<b>19</b>
<b>Visiting friends<sup>1</sup></b>	<b>15</b>
<b>Other leisure<sup>2</sup></b>	<b>16</b>
<b>All purposes</b>	<b>100</b>
<b>Unweighted sample size:</b>	
Individuals	15,525
trips ('000s)	259

1 Visit friends at home and elsewhere.

2 Entertainment, sport, holiday, day trip and other including just walk.

**Table NTS0303**

**Average number of trips (trip rates) by main mode: England, 1995/97 to 2016**

Main mode	Trips per person per year																
	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<b>Private:</b>																	
Walk <sup>1</sup>	292	269	241	245	249	247	250	218	220	228	213	220	212	203	200	200	243
Walk (of a mile or more) <sup>2</sup>	..	..	75	76	79	74	74	73	73	71	65	70	67	70	66	68	63
Bicycle	20	18	18	16	17	15	17	15	17	16	15	16	17	14	18	17	15
Car / van driver	432	434	438	427	421	434	432	409	410	393	402	392	396	380	384	381	389
Car / van passenger	239	240	240	233	228	234	227	219	226	218	212	209	213	210	206	204	202
Motorcycle	4	4	4	4	4	4	3	3	4	3	3	4	4	3	3	3	3
Other private transport <sup>3</sup>	8	7	8	8	8	8	7	8	9	9	7	6	7	7	6	7	6
<b>Public:</b>																	
Bus in London	15	15	17	17	18	19	18	20	21	22	25	21	19	21	19	20	16
Other local bus	51	48	46	47	45	43	46	44	44	45	42	42	41	42	40	41	35
Non-local bus	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
London Underground	8	9	11	9	9	9	10	10	11	10	9	9	9	9	10	9	10
Surface Rail	12	14	13	14	17	16	17	18	18	17	19	17	20	20	21	20	21
Taxi / minicab	11	12	12	12	11	11	10	10	10	10	9	10	10	10	10	10	11
Other public transport <sup>4</sup>	1	2	2	3	2	3	3	2	2	2	2	2	2	3	2	3	3
<b>All modes</b>	<b>1,094</b>	<b>1,073</b>	<b>1,051</b>	<b>1,036</b>	<b>1,029</b>	<b>1,045</b>	<b>1,042</b>	<b>976</b>	<b>993</b>	<b>974</b>	<b>961</b>	<b>950</b>	<b>950</b>	<b>923</b>	<b>921</b>	<b>914</b>	<b>954</b>
<b>All modes (excluding walks of less than a mile)<sup>2</sup></b>	<b>..</b>	<b>..</b>	<b>886</b>	<b>867</b>	<b>859</b>	<b>872</b>	<b>866</b>	<b>831</b>	<b>845</b>	<b>818</b>	<b>813</b>	<b>799</b>	<b>805</b>	<b>790</b>	<b>788</b>	<b>782</b>	<b>774</b>
<b>Unweighted sample size:</b>																	
Individuals	19,621	18,739	14,369	16,685	16,487	16,956	16,648	16,858	16,360	17,299	16,553	15,730	16,670	16,192	16,491	15,525	15,840
trips ('000s) <sup>5</sup>	398	371	279	318	314	324	317	303	295	312	292	273	291	274	280	259	276



## **APPENDIX G.**Parcel Assignment Plan



Parcel	Number of Dwellings	Proportion of Total
1	21	6%
2	115	33%
3	42	12%
4	20	6%
5	28	8%
6	99	28%
7	25	7%
<b>TOTAL</b>	<b>350</b>	<b>100%</b>

