

APPENDIX L. PADR Submission including Stage 1
Road Safety Audit



Land East of Newgate Lane East, Fareham

S278 Pre-Application Design Review

Client: Miller Homes & Bargate Homes

i-Transport Ref: TW/MC/ITB10353-012b

Date: 20 December 2021

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Quality Management

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SECTION 1 Introduction

- 1.1.1 i-Transport LLP has been appointed by Miller Homes and Bargate Homes to provide highways and transport advice in relation to the proposed residential development of up to 375 dwellings on land to the east of Newgate Lane East, Fareham.
- 1.1.2 The site is located to the south of Fareham and immediately to the west of Bridgemary ward boundary. The site location plan is shown in **Image 1.1**. As shown, the B3385 Newgate Lane East forms the western boundary of the site whilst the existing residential area of Bridgemary forms the eastern boundary of the site. Sports pitches are present to the northwest of the site and Brookes Lane development site is located to the south.

Image 1.1: Site Location



- 1.1.3 The site forms the northern part of a wider site which was formerly identified as an allocation for circa 475 dwellings under Fareham Borough Council's (FBC) draft Regulation 19 Local Plan Policy HA2, but the site has since been omitted from the current draft Local Plan 2037.
- 1.1.4 The southern part of the site (Brookes Lane development, Application Ref: 19/00516/OUT) has been granted outline planning permission at appeal in June 2021 for the construction of up to 99 residential dwellings. The access to this site is proposed from Brookers Lane to the east. There is no vehicular access proposed between the Site and the consented land to the south.

- 1.1.5 To deliver vehicular access to the proposed development, it is proposed to provide a four-arm, 50m ICD roundabout with Newgate Lane East, which follows the proposed access strategy that supported the earlier identification of the site for allocation.
- 1.1.6 The Roundabout has been designed in accordance with DMRB standards (including primarily CD116 / CD109) based on the design speed of Newgate Lane East (70kph / 40mph).
- 1.1.7 HCC identifies the level of information required to support a Pre-Application Design Review in its checklist (June 2021) and this Report presents the required information. A copy of the completed checklist is provided at **Appendix A**.

1.2 Drawings

- 1.2.1 One paper copy of the following drawings is supplied (as well as electronic copies):

Drawing Number	Drawing Title	Revision
ITB10353-GA-100	Site Location Plan	A
ITB10353-GA-101	Existing Detail	A
ITB10353-GA-102	Proposed Site Access Arrangements	A
ITB10353-GA-103	Proposed Pedestrian Connection to Existing Bus Stops	A
ITB10353-GA-104	Entry Path Deflection	A
ITB10353-GA-105	Proposed Geometry	A
ITB10353-GA-106	1.5 x Stopping Sight Distance (Entry)	A
ITB10353-GA-107	1.5 x SSD Long Section Sheet 1 of 4	A
ITB10353-GA-108	1.5 x SSD Long Section Sheet 2 of 4	A
ITB10353-GA-109	1.5 x SSD Long Section Sheet 3 of 4	A
ITB10353-GA-110	1.5 x SSD Long Section Sheet 4 of 4	A
ITB10353-GA-111	1.5 x Stopping Sight Distance (Exit)	A
ITB10353-GA-112	Circulatory Exit Visibility	A
ITB10353-GA-113	Forward Visibility at Roundabout	A
ITB10353-GA-114	Vehicle Swept Path Analysis – 16.5m Articulated Vehicle	A
ITB10353-GA-115	Vehicle Swept Path Analysis – Pantechnicon	A
ITB10353-GA-116	Vehicle Swept Path Analysis – Single Decker Bus	A
ITB10353-GA-117	Vehicle Swept Path Analysis - Large Refuse Vehicle	A
ITB10353-GA-118	Land Plan	A
ITB10353-GA-119	Vehicle Swept Path Analysis – 16.5m Articulated Vehicle (Southern Approach)	-

1.3 **Designers Competency**

1.3.1 Miller Homes and Bargate Homes have appointed i-Transport LLP based on their designer's skill, knowledge and experience to carry out the submission. i-Transport is an independent transport planning consultancy specialising in the transport elements of development planning across the UK. i-Transport has offices in Basingstoke, London, Manchester and Leeds. i-Transport is a SMAS Worksafe Consultant Designer as recognised by the Safety Schemes in Procurement (**Appendix B refers**). i-Transport has undertaken numerous Preliminary Stage Design Checks for approval by HCC and Miller Homes and Bargate Homes confirms their competence to carry out this work.

SECTION 2 Baseline Data

2.1 Introduction

2.1.1 To inform the design of the access, baseline data has been collected to determine existing traffic speeds and flows and to consider the safety record on Newgate Lane East.

2.2 Traffic Volumes

2.2.1 To inform the design of the access, baseline traffic data has been collected to determine existing traffic flows on B3385 Newgate Lane East and Newgate Lane. A manual classified count was undertaken in January 2019 (**Appendix C**) and is summarised in **Table 2.1**.

Table 2.1: Manual Classified Count

Arm	Direction	Morning Peak (0745-0845)	Evening Peak (1600-1700)
B3385 Newgate Lane East (south)	Northbound	1,529	980
	Southbound	835	1,442
	Total 2-Way	2,364	2,422
Newgate Lane	Eastbound	42	36
	Westbound	44	41
	Total 2-Way	86	77
B3885 Newgate Lane East (north)	Northbound	1,526	980
	Southbound	836	1447
	Total 2-Way	2,362	2,427

Source: Manual Classified Turning Count January 2019

2.3 Traffic Speeds

2.3.1 An Automatic Traffic Count (ATC) was undertaken in November 2021 (Weds 3/11 – Tues 9/11) to the north and south of the proposed access arrangements (**Appendix C**). The weather during the survey was dry, other than for a period of ~1hour of scattered showers on the 3 November (**Appendix C**). On this basis, no wet weather correction has been applied.

2.3.2 The recorded 85th percentile weekday speeds are presented in **Table 2.2** calculated for the periods 1000-1200 and 1400 – 1600 in line with DMRB CD185.

Table 2.2: Observed Speeds (1000-1200 and 1400-1600)

Location	Average		85%ile	
	NB	SB	NB	SB
Newgate Lane East (South of Newgate Lane)	38.9mph	36.9mph	43.8mph	42.1mph
Newgate Lane East (North of Newgate Lane)	37.9mph	39.2mph	42.5mph	44.5mph

Source: ATC Survey – November 2021

2.4 Traffic Generation

2.4.1 The traffic generation of the development proposal has been presented to HCC in the Transport Assessment Scoping Note (i-Transport report reference No. ITB10353-GA-018). HCC has confirmed its preference that only Private Dwelling trip rates are used, which have been applied.

2.4.2 A summary of the resultant peak hour trips from the proposed residential development are presented in **Table 2.3**.

Table 2.3: Proposed Development Trip Generation

Time	Morning Peak			Evening Peak		
	In	Out	Total	In	Out	Total
Private (per dwelling)	0.131	0.382	0.513	0.361	0.156	0.517
Total Trips (375 Dwellings)	49	143	192	135	59	194

Source: TRICS Vehicle Speeds

2.5 Relevant Design Guidance

2.5.1 HCC's Technical Guidance Note TG3 - Stopping Sight Distances (SSD) and Visibility Splays states that SSD's may be calculated from first principles.

2.5.2 Based on the 85th percentile speeds identified in **Table 2.3**, depending on the vehicle type will dictate the 'y' distance. **Table 2.4** identifies 'y' distance required based on 'All vehicles 2' using HCC Stopping Sight Distance (SSD) Calculator. The full workings and HCC's TG3 calculation sheet is contained in **Appendix D**.

2.5.3 The gradients on B3385 Newgate Lane East have also been considered in the SSD calculations and adjusted for a -0.333% gradient for southbound vehicles and -0.286% gradient for northbound vehicles. The gradients have been calculated from the topographic survey data at a point from the give way line to 200m back. The topographic survey is included in **Drawing ITB10353-GA-101**.

Table 2.4: Observed Traffic Flows

Direction	85 th ile Speeds	SSD based on TG3
Northbound	44.3mph	121m
Southbound	45.4mph	126m

Source: Consultants Estimates / HCC TG3 / Topographical Survey

2.5.4 The current posted speed limit along B3385 Newgate Lane East in the vicinity of the proposed access is 40mph. DMRB CD 109 requires SSD of 120m for a design speed of 70kph. It should be noted that the design speeds set in CD 109 are higher than the speed limit to permit a small margin for vehicle speeds in excess of the speed limit. The recorded 85th percentile speeds are marginally higher than the posted speed limit. However, the construction of the roundabout will assist in bringing the 85th percentile speeds in line with the posted speed limit. Therefore, SSD of 120m has been used for B3385 Newgate Lane East. As is clear on the Drawings provided in this design package, if HCC insist on SSD in line with the TG3 calculation rather than design speed (Table 2.3), these can be achieved in the design.

2.5.5 On Newgate Lane, the current speed limit is 30mph and therefore MfS is the appropriate design guidance with requires SSD of 43m for a 30mph design speed. For the site access arm, the design speed is proposed to be 20mph, but for the purposes of the scheme design a 30mph speed has been considered i.e. 43m SSD.

2.6 Personal Injury Accident Data

2.6.1 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the most recently available five-year period between May 2016 and April 2021 (the latest period over which data is published). The study area considered includes the following roads:

- Newgate Lane East;
- Brookers Lane;
- Tukes Avenue;
- The Drive; and
- Wych Lane

2.6.2 In the location of the site access and 250m north and south of B3385 Newgate Lane East there were a total of two accidents of which one was recorded as 'slight' and one was recorded as 'serious'. The accidents are summarised below with the location of the recorded PIA shown in **Image 2.2** and a copy of the collision data is provided at **Appendix E**.

- The serious accident involved a vehicle travelling east along Old Newgate Lane and turned right onto B3385 Newgate Lane East and collided with a motorcycle travelling north along B3385 Newgate Lane.
- The slight injury accident data involved a car travelling north along B3385 Newgate Lane East braking heavily as an animal ran across the road. A vehicle travelling behind the front vehicle failed to brake in time and collided with the rear of the vehicle in front.

Image 2.2 – PIA recorded within the vicinity of the works



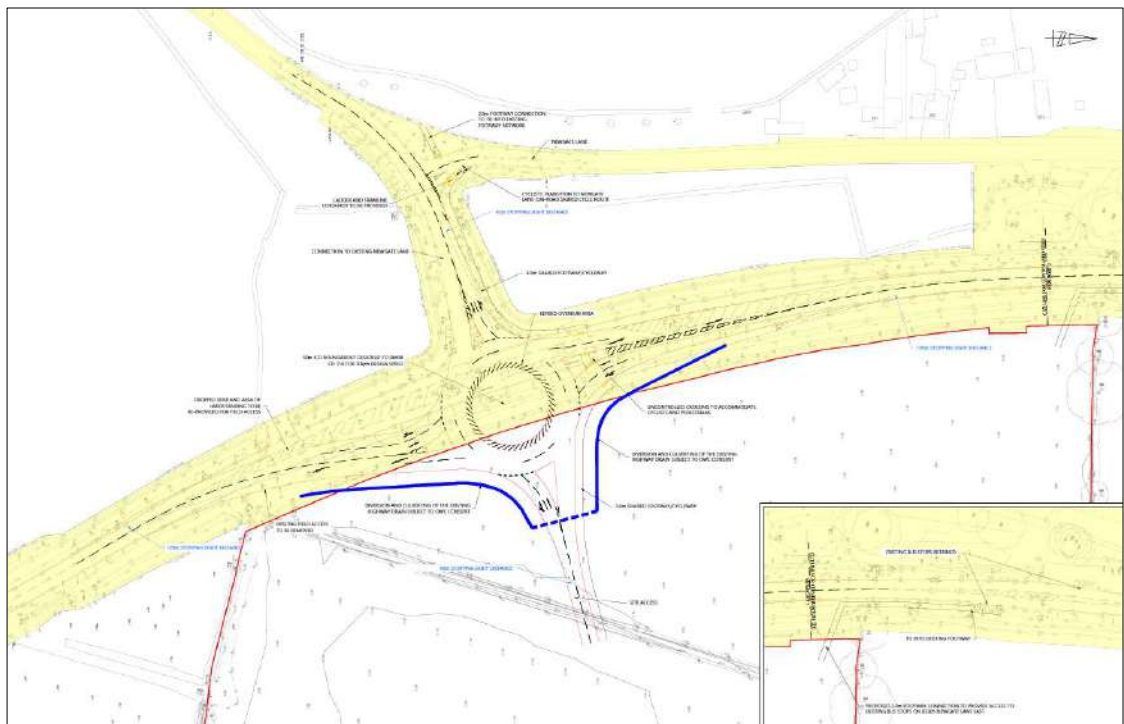
2.6.3 The review does not indicate any road safety trends or patterns in the area of or surrounding the proposed site access and associated works.

SECTION 3 General Arrangement and Work Overview

3.1.1 To deliver vehicular access to the proposed development a normal roundabout is proposed from B3385 Newgate Lane East opposite Newgate Lane, which has been designed in accordance with CD116 Geometric Design of Roundabouts of the Design Manual for Roads and Bridges (DMRB) and the current speed limits which are 40mph for B3385 Newgate Lane East and 30mph for Newgate Lane. The roundabout has also been designed in accordance with HCC Technical Guidance Notes.

3.1.2 **Drawing ITB10353-GA-102 A** show the proposed site access arrangements, an extract is shown in **Image 3.1**.

Image 3.1: Site Access Arrangements



3.1.3 Key aspects are as follows:

- 50m ICD roundabout with two lane entries on each approach and two lane exit on B3385 Newgate Lane East (north and south);
- Visibility in line with existing and proposed design speed (see below);
- 3.0m shared footway/cycleway along the northern side of the roundabout along with an uncontrolled crossing to accommodate pedestrians and cyclists;

- 2.0m footway connection to provide access to the bus stop north of the site with associated modifications to the southbound bus stop;
- 3.1.4 A separate drawing has been produced to provide connection from the site to the existing bus stops on B3385 Newgate Lane East to the north of the proposed access arrangements. This is presented in **Drawing ITB10353-GA-103**.
- 3.1.5 Entry path deflection has been demonstrated on **Drawing ITB10353-GA-104**. In line with DMRB CD116 all arms achieve 100m entry path deflection or less.
- 3.1.6 A drawing highlighting relevant geometry such as entry widths, road widths, radii etc. has been produced and presented in **Drawing ITB10353-GA-105**.

Visibility

- 3.1.7 Forward visibility on approach to the roundabout has been checked and the following can be achieved in the horizontal plane:
- B3385 Newgate Lane East (north) – 120m in line with current design speed of 70kph (DMRB);
 - Site Access – 43m in line with proposed design speed of 30mph (MfS);
 - B3385 Newgate Lane East (south) – 120m in line with current design speed of 70kph (DMRB); and
 - Newgate Lane – 43m in line with current design speed of 30mph (MfS).
- 3.1.8 Visibility in the horizontal plane can also be achieved for 1.5 x Stopping Sight Distance (SSD) and is shown on **Drawing ITB10353-GA-106**.
- 3.1.9 The visibility splays have been checked vertically. **Drawing ITB10353-GA-107 to 110** demonstrates that visibility for 1.5 x SSD on all arms is achievable for the associated design speeds from an eye height of 1.05m to an object height of 0.26m in line with DMRB CD109 and HCC TG3.
- 3.1.10 Exit visibility has been checked for SSD on all arms in line with the current speed limit (existing arms) and proposed design speed (site access). This is shown on **Drawing ITB10353-GA-111**.
- 3.1.11 Circulatory exit visibility has been undertaken in line with Table 3.43 of DMRB CD116 for a roundabout with an ICD between 40m and 60m. This can be seen on **Drawing ITB10353-GA-112**.

3.1.12 In line with DMRB CD 116, forward visibility at entry has been checked and demonstrates that forward visibility of 40m can be achieved in line with Table 3.43 of DMRB CD116 for a roundabout with an ICD of between 40m and 60m. This can be seen on **Drawing ITB10353-GA-113**.

3.2 Swept Path Analysis

3.2.1 **Drawings ITB10353-GA-114 to 117 and 119** include swept path movement of proposed junction arrangement including a 16.5m articulated vehicle, pantechnicon, single decker bus, larger refuse vehicle and a large family car.

3.3 Stage 1 Road Safety Audit with Designer's Response

3.3.1 A Stage 1 Road Safety Audit (compliant with GG119) has been completed for the proposed access arrangements. This is presented at **Appendix F** along with the Audit Brief, the Designer's Response, and the Auditor's review of the Designer's Response.

3.3.2 The Stage 1 Road Safety Audit raised 12 safety concerns and the final submission addresses each of these safety concerns.

3.4 NMU Context

3.4.1 In line with DMRB GG142 and HCC Technical Guidance Note TG19 a Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been undertaken and is included in **Appendix G**.

3.5 Land Plan

3.5.1 **Drawing ITB10353-GA-118** provides a 1:500 scale Land Plan for the works area showing the highway boundary (**Appendix H**), and development site, as well as the extent of land proposed to be adopted as public highway. The final extent of road adoption would be confirmed during the Section S278 design process, and to take account of any road adoptions proposed within the wider site, if consented.

3.6 Costs

3.6.1 At this stage, a full cost assessment has not been carried out.

3.6.2 A guideline cost estimate of £1.5m is provided at this stage and will be subject to confirmation at the S278 Design Stage, with final confirmation when the works are put to Tender.

3.7 Abnormal Loads

- 3.7.1 It has been confirmed that B3385 Newgate Lane East is used by abnormal loads. Email correspondence is included in **Appendix I**.
- 3.7.2 The scheme of works has been tested with 16.5m Articulated Vehicles, see Swept Path drawings, along with entry and exit widths a minimum of 7.5m to assist abnormal loads.

3.8 Departures from Standard

- 3.8.1 There are no Departures from Standard within the design.

3.9 Traffic Modelling

- 3.9.1 Capacity analysis has been undertaken for the proposed roundabout arrangement to determine the operation of the surrounding highway network. Operational analysis has been undertaken for 2037 'with development' i.e. allowing for background traffic growth, committed developments and the development proposal, assuming 420 dwellings rather than the 375 proposed as part of the current scheme.
- 3.9.2 The operational assessment has been undertaken for the proposed arrangement using TRL's program Junctions 10. The results are presented in **Table 3.3** below with the full results provided at **Appendix J**.

Table 3.3: 2036 with Committed Development and Development Traffic

Approach	Morning Peak Period			Evening Peak Period		
	RFC	Queue (veh)	Delay (s/veh)	RFC	Queue (veh)	Delay (s/veh)
B3385 Newgate Lane East (north)	0.44	1	3.37	0.62	2	4.89
Site Access	0.12	<1	3.50	0.08	<1	3.99
B3385 Newgate Lane East (north)	0.75	3	5.60	0.48	1	2.70
Newgate Lane	0.15	<1	9.69	0.08	<1	4.29

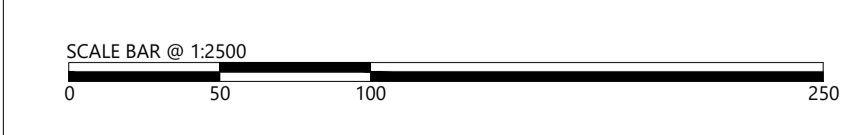
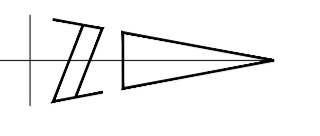
Source: Junctions 10



The results indicate that the proposed junction will operate efficiently and under Free Flow conditions (Level of Service A). The roundabout provides sufficient capacity in the peak periods to accommodate the forecast development generated traffic and will operate without negligible queuing and delay. Maximum delay forecast on any arm of the junction is 10 seconds, and on the main line (i.e. Newgate Lane East) is less than 6 seconds.

SECTION 4 Other Information

- 4.1.1 A Tree survey has been undertaken, and the scheme has no impact on trees. There is a juvenile hedge which would need to be removed in places and this will be addressed at detailed design stage. The planning application will propose replacement planting. The tree survey is contained in **Appendix K**.
- 4.1.2 The proposed scheme is contained entirely within public highway maintainable at public expense and land controlled by the promoters Miller Homes and Bargate Home. No further consultation is required with any other landowners.
- 4.1.3 Consultation with Statutory Undertakers and Utility Plans will be addressed at detailed design stage.

DRAWINGS



KEY:
 HIGHWAY BOUNDARY EXTENTS (BASED ON OS MAPPING)
 SITE BOUNDARY

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REV	DATE	BY	DESCRIPTION	CHK	APP	PROJECT
A	07/12/21	MC	TOPO UPDATED	MC	TW	
STATUS: FOR INFORMATION						

TITLE	CLIENT
SITE LOCATION PLAN	MILLER HOMES AND BARGATE HOMES
LAND EAST OF NEWGATE LANE EAST, FAREHAM	

DRAWN	CHECKED	APPROVED
MC	MC	TW
PROJECT No:	SCALE @ A1:	DATE:
ITB10353	1:2500	25.10.21
DRAWING No:	ITB10353-GA-100	REV:
		A



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SCALE BAR @ 1:500
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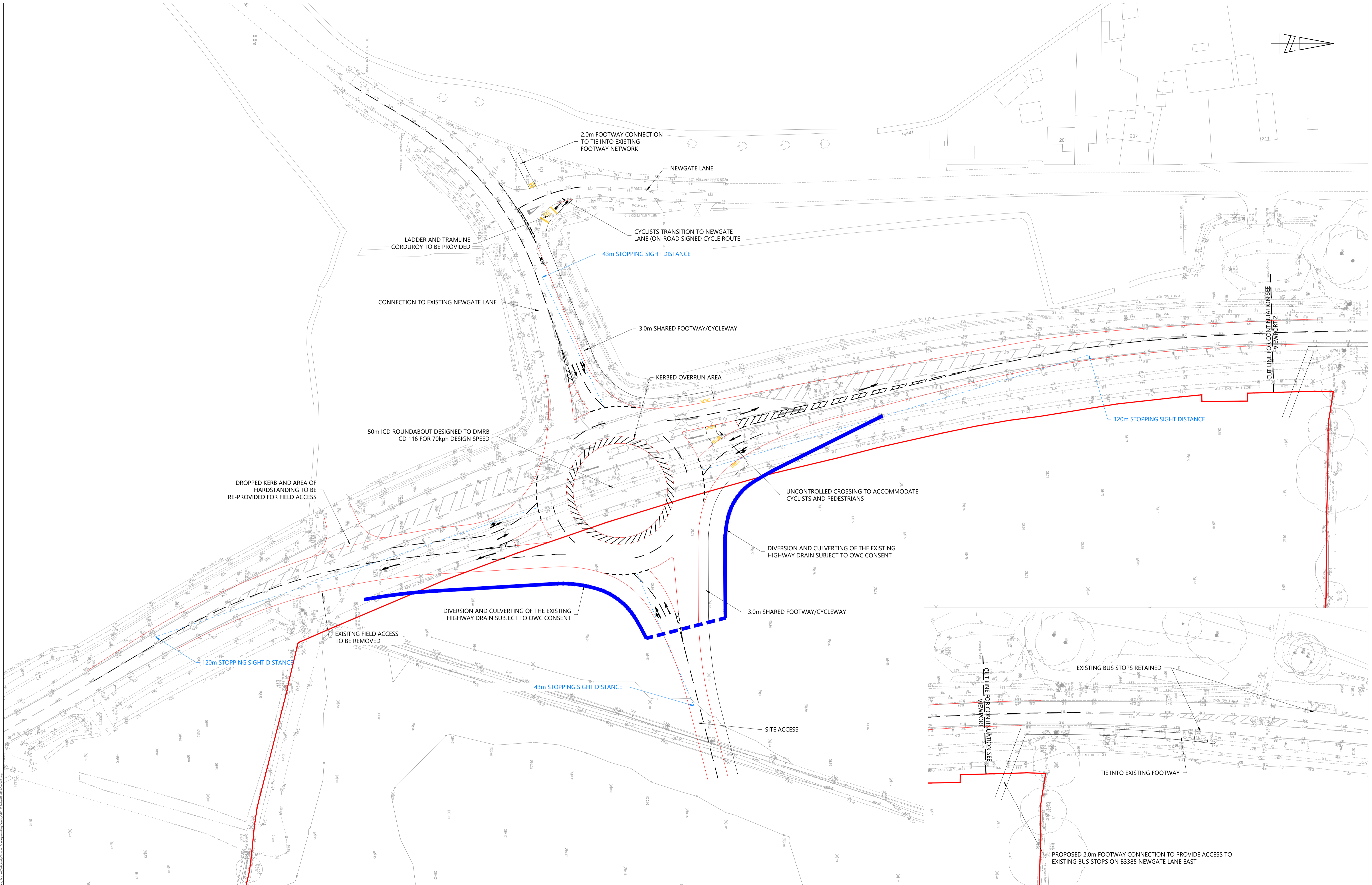
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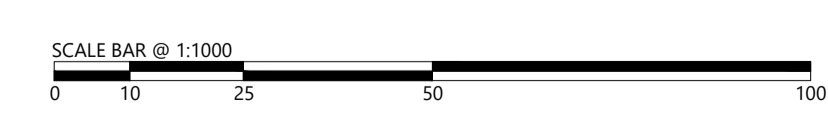
REV	DATE	BY	DESCRIPTION
A	07.12.21	MC	TOPO SURVEY UPDATED
STATUS			
FOR INFORMATION			

TITLE	CLIENT
EXISTING DETAIL	MILLER HOMES AND BARGATE HOMES
PROJECT:	LAND EAST OF NEWGATE LANE EAST, FAREHAM

DRAWN	CHECKED	APPROVED
MC	MC	TW
PROJECT No:	SCALE @ A1:	DATE:
ITB10353	1:500	25.10.21
DRAWING No:	ITB10353-GA-101	REV:
		A



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KEY:

HIGHWAY BOUNDARY EXTENTS (BASED ON OS MAPPING)

SITE BOUNDARY

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REV	DATE	BY	DESCRIPTION	CHK	APP	PROJECT
A	29.11.21	MC	ARRANGEMENTS REVISED TO TAKE ACCOUNT OF STAGE 1 ROAD SAFETY AUDIT	MC	TW	

STATUS: FOR INFORMATION

TITLE	CLIENT
PROPOSED ROUNDABOUT TO NEWGATE LANE EAST - GENERAL ARRANGEMENT	MILLER HOMES AND BARGATE HOMES
LAND EAST OF NEWGATE LANE EAST, FAREHAM	

DRAWN	CHECKED	APPROVED
MC	MC	TW
PROJECT No:	SCALE @ A1:	DATE:
ITB10353	1:500	25.10.21
DRAWING No:		REV:
ITB10353-GA-102		A