

The Welborne Plan

Issue 7: Transport, Access and Movement (WEL23 – WEL28)

Actions arising from hearing session

November 2014

CD-40

Introduction

Chapter 7 of the Welborne Plan deals with transport, access and movement. At the Welborne Plan Examination hearing session on Issue 7: Transport, Access and Movement (WEL23 – WEL28), a number of pieces of work were requested by the Inspector and some additional work was offered by the Council to address the points raised at the hearing session. These are set out in this note.

Specifically, this note addresses the following;

1. The Council's proposed changes to policies to reflect better the relationship Welborne will have with South Hampshire and the movement patterns which will arise.
2. A note on how the A32 treatment will ensure the community acts as a cohesive whole.
3. Note on the Local Economic Impact Model forms part of the Sub-Regional Transport Model.
4. A paper on how the transport evidence produced to date will be developed into a Transport Assessment which will accompany the outline planning application.

1 Welborne and South Hampshire

At the Issue 7 hearing session, Council officers accepted that the Plan was not sufficiently clear on the relationship the new community will have with South Hampshire, and in particular the movement patterns that will arise.

The participant statement submitted by Winchester City Council on Issue 7 (WP041-03) suggests a number of changes to the Welborne Plan with regards to this point. The Borough Council is minded to accept a number of the City Council's suggestions, as it is considered they will improve the Plan by ensuring that it better reflects the expected movement patterns to and from the new community.

Therefore the Council proposes the following as a modification to the 6th bullet point (4th sub-bullet) of WEL2, with new text underlined and deleted text ~~struck through~~.

- *Access will be principally to / from the south via the A32 and junction 10 of the M27;*

The Council also proposes the following as a modification to criterion iii. of policy WEL23 (Transport Principles for Welborne), with new text underlined and deleted text ~~struck through~~:

- iii. Achieves a development which is southwards-facing in transport terms through the delivery of access via the A32 and an improved junction 10 of the M27;*

The Council also proposes the following as a modification to the first sentence of policy WEL25 (Local Road Transport and Access), with new text underlined and deleted text ~~struck through~~:

The principal vehicular access to Welborne will be from the south via the A32 and junction 10 of the M27.

The Council is mindful that Winchester City Council also suggest that policy WEL23 is further amended, with the additional wording “with design and traffic management measures to limit north-bound traffic movements” added to criterion iii. The Borough Council, in consultation with the Highway Authority, is of the opinion that such an amendment is not necessary, as the measures are not considered essential to deliver the desired effect of encouraging vehicular movements to the south or desirable, as their implementation will unnecessarily restrict movements around and from the new community.

2 A32 Treatment

At the Welborne Plan Examination hearing session on Issue 7 the Inspector asked the Council to provide information on the treatment of the A32, and how it was envisaged that Welborne would be delivered to ensure that the part of the site which is east of the A32 is not isolated from the remainder of the community.

Policy WEL28 of the Welborne Plan concerns walking and cycling. The Policy states that “*the development will include good pedestrian and cycle links to key destinations by including...Attractive links across the A32 to encourage east-west pedestrian and cycle movements*”. The Welborne Transport Strategy (EV17) recognises this and pages 22 to 25 specifically address the treatment of the A32 to deliver an environment which is attractive to pedestrians and cyclists and ensures the land uses on the east of the A32 are properly integrated.

Following the Issue 7 hearing session, transport consultants acting on behalf of the site promoters have provided the Council with a technical note setting out an approach to providing suitable infrastructure to ensure accessibility across the A32 for all modes of transport. The note is included as Appendix A of this document.

The note is not part of the Welborne Plan but it does provide additional detail of how crossings of the A32 are likely to be delivered and the Council considers that it is consistent with the approach set out in in the Plan.

3 The Sub-Regional Transport Model

At the Welborne Plan Examination hearing session on Issue 7, the Inspector asked the Council for a note to explain the workings and impact of the Local Economic Impact Model, which forms part of the Sub-Regional Transport Model (SRTM) as has been used by the Council and the Highway Authority to assess the likely transport impacts of Welborne (EV41-EV45, EV50).

Following the hearings, the Highway Authority has produced a note from Systra consultants who undertake the modelling. That note is set out in Appendix B of this document.

Hampshire County Council (in its capacity as Highways Authority) has confirmed that the SRTM has been developed and validated in accordance with standard modelling procedures and endorsed as fit-for-purpose by the Department for Transport

4 How transport work will progress

At the Welborne Plan Examination hearing session on Issue 7, the Inspector asked the Council to produce a paper setting out how the transport evidence produced to date will be developed into a Transport Assessment which will accompany the outline planning application.

The Transport Assessment report will be prepared in accordance with Department for Transport (DfT) Guidance published in 2007. A Transport Assessment will support the forthcoming outline planning application for Welborne. It will be informed by a description of the proposed land uses within the site and the phasing of development, and will provide a detailed assessment and discussion of the following topics:

- A full assessment of the existing conditions in the vicinity of Welborne, in terms of the operation of the local highway network and the accident history, the local amenities, the existing walking and cycling facilities and the existing public transport facilities;
- An audit of the accessibility of the Welborne site, in terms of the existing situation and the situation following development;
- A full overview of the Welborne development proposals including:
 - A Walking and Cycling Strategy;
 - A Public Transport Strategy; and
 - A Highway Access Strategy.
 - And the interrelationships between them.
- Full details of the expected trip generation and trip distribution associated with Welborne for all modes;
- Full details of the transport modelling at both a local and strategic level that has been undertaken to assess the impact of Welborne. This will include both SRTM modelling and modelling of individual junctions on both the existing and proposed new highway network;
- Full details of the highway mitigation package proposed for Welborne, including improvements to M27 Junction 10 and junctions on the local highway network;
- Details of the Preliminary Travel Plans for the main land uses and a Smarter Choices Strategy for the site; and
- Details of the impact of construction traffic during the build-out of Welborne.

This assessment will be informed by a description of pre-application discussions held with the County Council as Highways Authority and engagement with the local communities.

The Welborne Standing Conference has been the primary means through which local community engagement regarding Welborne has been undertaken. The Standing Conference meets in public approximately every 4 months with the first

meeting taking place in June 2012, the most recent in June 2014 and the next scheduled for December 2014. The purpose of the Standing Conference is to bring together different local interest groups in a formal round-table setting to advise them on the progress made and the available opportunities to make comments on the Welborne planning process.

In addition to formal meetings, several workshop style events have taken place (from November 2012 onwards), which have given local resident groups a more informal setting in which to give their views. These views are then taken away and fed directly into the planning process, with a summary note being produced as a record of each workshop. Recent topics that have been covered include local traffic issues in March 2014 and the principal landowners emerging proposals for Welborne in July 2014.

At the workshop in March 2014 a round table discussion was held with representatives from the local Highway Authority and local residents and community groups from Wickham and North Fareham. Residents were given the chance to discuss their views on potential local highway improvements and mitigation measures that could be implemented as part of the Welborne development in order to manage the local impacts of Welborne.

Further community engagement by the site promoters will be required as part of the pre-application process. It is envisaged that this will include, but not be limited to, further engagement of the Standing Conference.

Appendix A –Treatment of A32

Note from CH2M HILL, setting out proposals on the treatment of the A32, and how it was envisaged that Welborne would be delivered to ensure that the part of the site which is east of the A32 is not isolated from the remainder of the community.

1 **Introduction and purpose of the note**

- 1.1 *CH2M HILL has prepared this note to provide a concise summary of the approach to providing suitable infrastructure to ensure accessibility across the A32 for all modes of transport. This builds on and provides confirmation to the approach outlined in the Welborne Transport Strategy with regard to the provision of suitable pedestrian and cycle crossing facilities. This note considers and contrasts the provision in the current situation, allowing for the nature of the forecast traffic and vehicle speeds along the A32 corridor once the development has been fully built. This has been focused on the specific scheme proposals provision for pedestrians along the section of the A32 that is proposed to be modified by the development contained within the Welborne Plan area.*

2 **Current situation for pedestrians and cyclists.**

2.1 Current position

The A32 forms part of the Hampshire County Council primary road network connecting Fareham and Gosport with Wickham, where it intersects with other county roads before continuing to Alton. The road is generally single carriageway with a section of dual carriageway extending from the junction with the existing M27 westbound exit slip road for some 440m from the back of the merging nose to some 90m north of the current access to Dean Farm. Footway provision is generally limited to the western side of the road where a shared cycle footway is provided.

The existing speed limit along the road varies from 30mph at the North Hill roundabout junction; increasing to 40mph at that point up until the northern edge of the M27 underbridge where the limit increases to 50mph.

There are two main informal pedestrian crossing sites; one immediately to the north of the roundabout connecting the A32 to North Hill that also permits access to the Furze Court development. The second location is at the roundabout that connects the A32 to Knowle Road where there are informal pedestrian crossings on all 4 approaches to the roundabout. Beyond this point there are footways on both sides of the A32, although there are no formalised crossing points.

As well as the defined crossing points there are 3 main rights of way within the Welborne Plan area that link with the A32 these are:

- Along the south side of Hellyers Farm along the access track that connects to the A32 from the west;*
- To the north of Dean Farm, along to the main access of the current site with the A32 from the west; and*
- To the south of Albany Farm, connecting to the A32 from the East.*

2.2 Proposed situation

The highways proposals for Welborne retain the provision of crossings at all current

locations with the addition of crossings where appropriate, to ensure convenient access to all parts of the site. By this means, all modes will be well provided for as part of the fully integrated transport solution that encourages walking and cycling as a primary form of mobility.

There is always a delicate balance in the provision of pedestrian crossings across main highways, and the aim here, as is national best practice in this type of design, is to provide appropriate pedestrian crossings for the highways they cross, ranging from grade separated or signal controlled crossings across dual carriageway links, signal controlled crossing for single carriageway highway links and generally informal crossings provided at roundabouts and other junctions where traffic speeds are likely to be low.

Following the build-out of Welborne, the nature of the A32 will change from a rural primary road to an urban primary road with additional junctions. As a consequence, the potential to reduce the speed limit along the frontage of Welborne will be considered between North Hill roundabout and the northern boundary of Welborne following further liaison with the Highways Authority,

In doing so, the design has drawn upon and developed the Welborne Transport Strategy approach including the outline option 3 design for Junction 10 / A32, as well as the sustainable transport principles that have been embedded in the scheme design for the site as articulated in the Transport Strategy.

This provides the following crossings across the A32 (which will be subject to further design and agreement with the Highway Authority) starting to the south at the North Hill roundabout Junction:

1. Enhanced crossings and traffic management provided to the A32 North Hill roundabout junction.
2. Existing crossing connecting to the public right of way south of Hellyers Farm.
3. New crossings near to the East West Spine Road, comprising at-grade crossing of Pook Lane, grade separated crossing across the East West Spine Road and a formal crossing of the A32, type to be confirmed following further design and consideration of options.
4. At-grade crossings around the new roundabout (between the East West Spine roundabout and the Knowle Road roundabout) to provide access to the District Centre and land to the east of the A32.
5. New formal crossing, type to be confirmed following further design and consideration of options connecting land east of the A32 with the potential secondary school site, the Charity Farm area and the local centre to the north of the site.
6. Enhanced at-grade crossings provided at the modified roundabout connecting Knowle Road to land to the east of the A32, allowing access to the Local Centre.
7. New at-grade crossing provided at the new northern roundabout to provide access to the Local Centre.

3.0 Summary

The A32 provides a major transport corridor through the Welborne development site. The design as currently proposed provides a total of 7 crossing points across the

A32 along the approximate 2.3 km frontage. These crossings will be designed to cater for all expected Non-Motor Use (NMU) (pedestrian and cycle) movements allowing for the nature and anticipated traffic speeds along the link. It should be recognised that the Transport Assessment is the appropriate mechanism to define proposals, once all of the issues have been resolved and discussed with the Highway Authority

APPENDIX B – Note from Systra regarding Local Economic Impact Model

Note from Systra providing an explanation of the forecast assumptions for population, houses and jobs from the main demand model and the Local Economic Impact Model of the Sub-Regional Transport Model.

For the modelling undertaken within Welborne a number of different scenarios were tested as the scheme and the land use data were developed and the definitions refined. All scenarios are controlled to TEMPRO (the Department for Transport's [DfT] Trip End Model Presentation Program). This software is used for transport planning forecasting based on data from the National Transport Model. These forecasts include population, employment, households by car ownership, trip ends and simple traffic growth factors).

The defined model runs / scenarios consist of the following:

- *Reference Case – known developments and committed (funded) highway schemes are included within this model run to provide the most accurate representation of future year conditions. The land use is controlled to TEMPRO totals (as is also the case below for the Do-Minimum and Do-Something). Within each non-committed development site the uptake of the land is determined by how easy the site is to access (in terms of highway and public transport access). As Welborne is not currently a committed scheme, the development is included within the Reference Case but with the amount of housing and employment determined as described above. This Reference Case also does not include any changes to the M27 J10 or the local network within Welborne, as these are not committed schemes.*
- *Do Minimum scenario – the model has been tested with NO development permitted at the Welborne site, with the highway and public transport network unchanged from the Reference case. This is to provide a set of runs which the impact of the Welborne development can be measured against.*
- *Do Something scenario – the model has been tested with full development at Welborne and the associated highway and public transport changes (M27 J10 and the internal Welborne highway network). In terms of the land use development within Welborne for this scenario, the full quantum of development is forced on (i.e. not determined by how accessible the site is), ensuring that all of the planned number of houses and employment floor space are contained within the model.*

All scenarios are controlled to TEMPRO population and employment growth forecasts for the sub region irrespective of the individual development sites included within each run. Because the overall growth forecasts do not change the model will attempt to fulfil that growth through the uptake of available sites (as informed through Local Authority information/ Local Plans at the time of model development) across the sub region or intensification of existing sites. This provides a common structure for comparing scenarios.

So, with development not permitted at Welborne in the Do Min scenario, take-up of housing, employment floorspace etc. in other Districts would increase (in that scenario) in order to achieve the overall growth forecasts. Therefore the totals in individual Districts in the Do Min may be artificially high (higher than planned or expected) but overall sub

region growth targets should be fulfilled

Inclusion of Welborne in the Do Something scenario (Run 8b) creates an extra supply of housing and employment floorspace compared to the Do-Min but not different growth forecasts. For Run 8b development is forced to occur at Welborne (even if other sites are more attractive / accessible) and because the model is attempting to fulfil the same growth forecasts, development take-up in other areas would be less than in the Do Min.

We should also clarify that if this were a transport scheme only then the land use would need to be consistent between the Do Minimum and Do Something scenarios to allow the cost benefit to operate via TUBA. (TUBA (Transport User Benefit Appraisal) is the transport economic appraisal software developed and sanctioned by the DfT. Its purpose is to assess a scheme's value for money in accordance with the DfT's published guidance. This is undertaken by comparing the costs and benefits of a scheme (in monetary terms) to produce a cost-benefit ratio.

However, this is not a scheme driven Cost-Benefit assessment, these runs are designed to predict the overall impact of Welborne with both the Do Minimum and Do Something scenarios complying to TEMPRO control on overall projections.