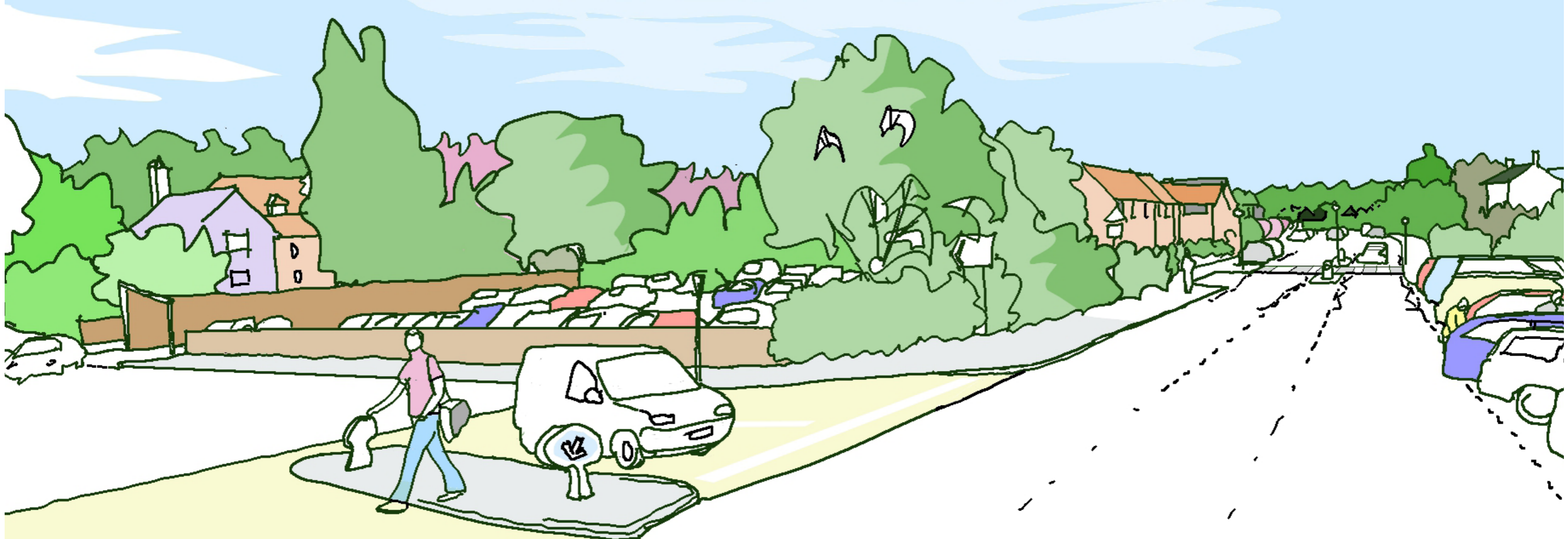


**PARSONS
BRINCKERHOFF**

Land Adjacent to Milford Hospital (Upper Tuesley) – Ref. WA12/1592 Summary of Transport Mitigation Projects

Homes and Communities Agency (HCA) and Parsons Brinckerhoff

21 May 2013



Document overview

This document summarises the general approach to transport planning and the transport mitigation schemes which have been agreed with Surrey County Council (SCC) as Highway Authority and Waverley Borough Council (WBC) as Local Planning Authority.

The purpose of this document is to provide an overview of the schemes to give clarity and certainty to Members and stakeholders prior to the Planning Committee meeting.

Summary of Transport Assessment work undertaken and the planning context

Waverley Borough Local Plan

Milford Hospital is allocated in the adopted Local Plan 2002 as a Major Developed Site in the Green Belt. This designation is maintained within the emerging Core Strategy which enables the redevelopment of the site.

Upper Tuesley Development Brief – Adopted July 2012

SCC's objective to see the regeneration of the Upper Tuesley site for residential development located in a high quality landscape setting is developed through the brief.

The brief was prepared to guide the size and nature of the residential development to inform planning applications for the site. The traffic generation potential of the surplus site, based on its current lawful use, was provided by SCC. This trip generation potential, minus the traffic generation expected from the parts of the hospital that is still in operation, gave a total of 551 daily trips of traffic generation potential for the site.

In January 2013, SCC advised Parsons Brinckerhoff to undertake fresh analysis of the potential number of vehicular trips that could be generated by the lawful C2 use of the site, to illustrate a range of possible uses within the C2 use class. Parsons Brinckerhoff found that the extant uses could be expected to generate a wide variety of travel intensity from as low as 570 daily trips to over 2,400 for a private hospital. At the SPD stage it was accepted in policy that a figure of 551 daily trips should guide the size of development. This further analysis demonstrates that the agreed figure is within the range of potential uses. SCC agreed with the conclusions of this analysis.

Transport Assessment – August 2012

This document assessed the full impact of the 104 dwelling residential development, without consideration of extant permissions. If these extant permission reductions were applied to this assessment, a near nil-detriment (no further impact) situation would expect to be created.

The extant uses could be expected to generate a similar, near nil-detriment, proportion of trips to that of the Upper Tuesley development. However, despite this, the conclusions of the Transport Assessment are based on the full impact of the development alone, without any discounting for extant development trips from the hospital uses.

It is the intent of the applicant (HCA) to provide a high quality development, and it was decided that a significant package of measures should be put forward to promote the development. The measures have been designed to enhance highway safety, manage traffic capacity and to encourage the use of public transport, walking and cycling.

With consideration for the semi-rural nature of the area, the cost of the package of mitigation measures is more than twice that normally provided for a development of this size and type.

Transport Assessment Addendum – December 2012

This document was prepared in response to comments received from SCC at a meeting on 20 November 2012, providing more detailed information on accident data, through traffic and traffic distribution.

WSP Rebuttal Document – December 2012

WSP was commissioned to undertake an appraisal of the Transport Assessment. This report summarised Parsons Brinckerhoff's response to WSP's Appraisal document and concluded that their points regarding traffic generation were not significant and the Transport Assessment conclusions and mitigation measures proposed would not be affected.

Response to SCC comments – January 2013

This note was prepared in response to comments received from SCC. Further details regarding walking and cycling conditions, traffic distribution, accident data and the mitigation measures were provided. Parsons Brinckerhoff also confirmed the trip rates applied in the Transport Assessment remained appropriate and the conclusions of the original Transport Assessment remained unchanged.

Summary of mitigation projects

Based on the Transport Assessment work undertaken, a comprehensive package of measures have been agreed between the applicant (HCA) and SCC/WBC.

Section 278 Works

The HCA team has estimated the Section 278 Works costs as shown opposite. These schemes will be developed further by the future site developer. Initially this will include their detailed design including further engagement with stakeholders. The Section 278 Works require formal sign off by SCC, allowing the developer to then deliver the work on site under the authority of SCC.

Project	Description	Est. Cost
P1 Church Road/ Station Lane	Station Lane/Church Road junction capacity and pedestrian safety improvement scheme, comprising dedicated left and right turn lanes on Station Lane and pedestrian crossings to the west of the junction.	£85,415**
P2 Rake Lane	Pedestrian safety/traffic management improvements on Rake Lane, comprising: <ul style="list-style-type: none"> • Rake Lane speed limit review/implementation of new speed limit • Pedestrian safety/traffic management measures between Rodborough School and the Rake Lane/Station Lane junction • Provision of footway on the south side of Rake Lane/Station Lane junction • Pedestrian crossing facility (dropped kerbs and tactile paving), south of the Rake Lane/Station Lane junction 	£181,310**
P3 Station Lane/ Tuesley Lane (south)	Station Lane/Tuesley Lane (southern section) traffic management improvements, comprising: <ul style="list-style-type: none"> • Shared footway for pedestrians and cyclists between the site and Milford Station • Speed limit review on Station Lane and Tuesley Lane and implementation of new speed limit • Localised carriageway narrowing on Tuesley Lane and associated lining and signage to discourage through traffic • Parking bays formalised on Tuesley Lane outside the existing hospital 	£518,000* **
P4 Tuesley Lane (north)	Northern section of Tuesley Lane (between northern site access and Minster Road), comprising: <ul style="list-style-type: none"> • Speed limit review and implementation of new speed limit • Traffic management and safety measures • Provision of anti-skid surfacing on bend adjacent to northern site access and associated safety gateway feature 	£161,450**
Total estimated Section 278 Works cost		£946,175**

Notes

* Approx 1/3 of cost relates to site accesses.

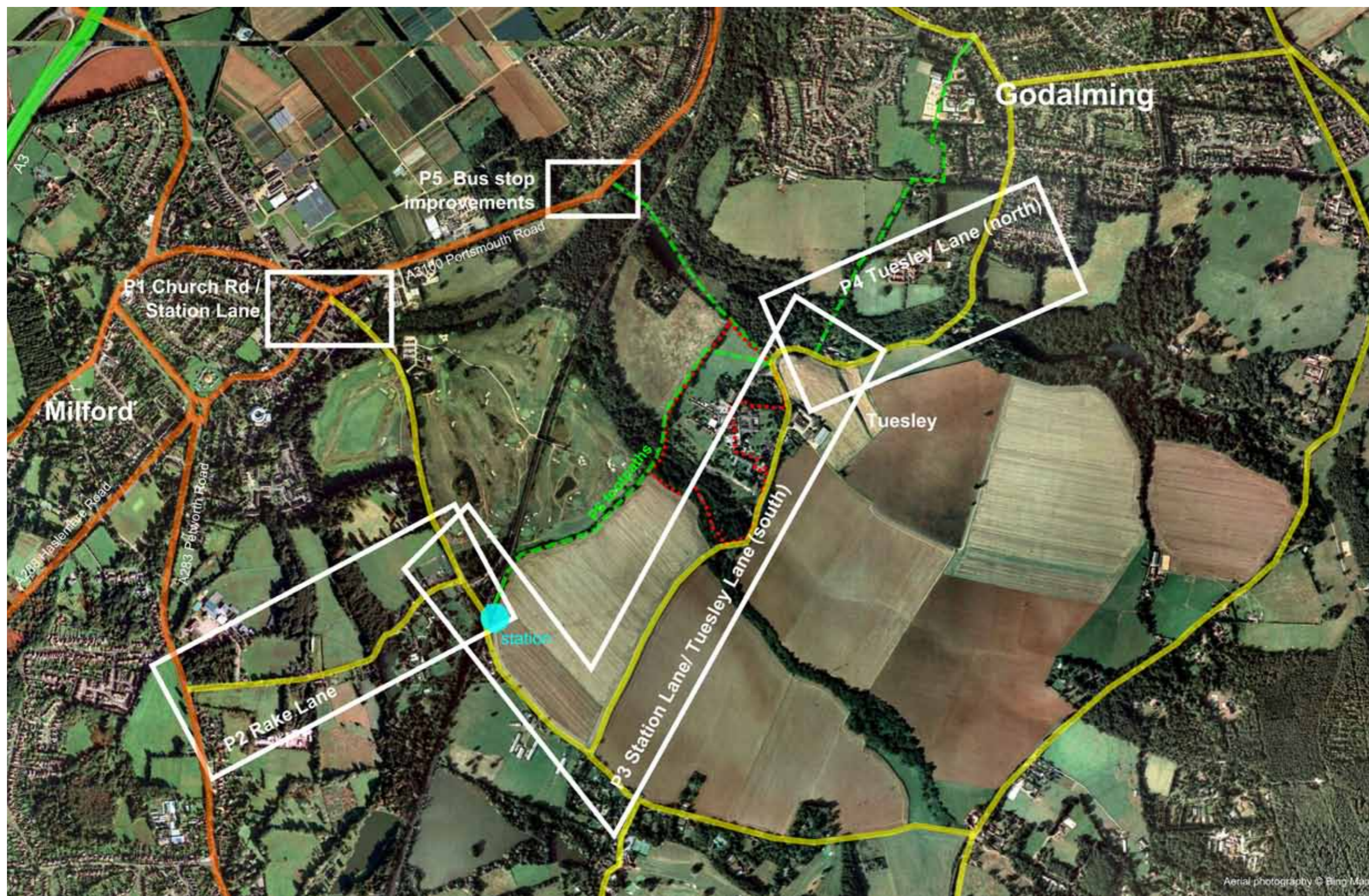
** Includes allowance for contingency at 25%, VAT, inflation, design and supervision not included.

Section 106 Planning Obligations

In addition to Section 278 Works delivered by the developer, a Section 106 Planning Obligation has also been agreed. This requires the developer to fund a number of transport improvements in the local area. Section 106 Obligations require SCC and WBC to deliver the work on site.

Project	Description	Cost
Portsmouth Road – southbound bus stop	Bus shelter, timetable case/flag/pole, accessibility improvements and real time passenger information	£46,345
Portsmouth Road – northbound bus stop	Bus shelter, accessibility improvements and real time passenger information	£29,325
Portsmouth Road crossing	Informal pedestrian crossing island	£12,800
Footpath 39/167 to Portsmouth Road	General improvements to footpath 39/167	£25,600
Footpath 161	General improvements to footpath 161	£19,200
Total agreed Section 106 Obligations (Transport) cost		£133,270

Key plan

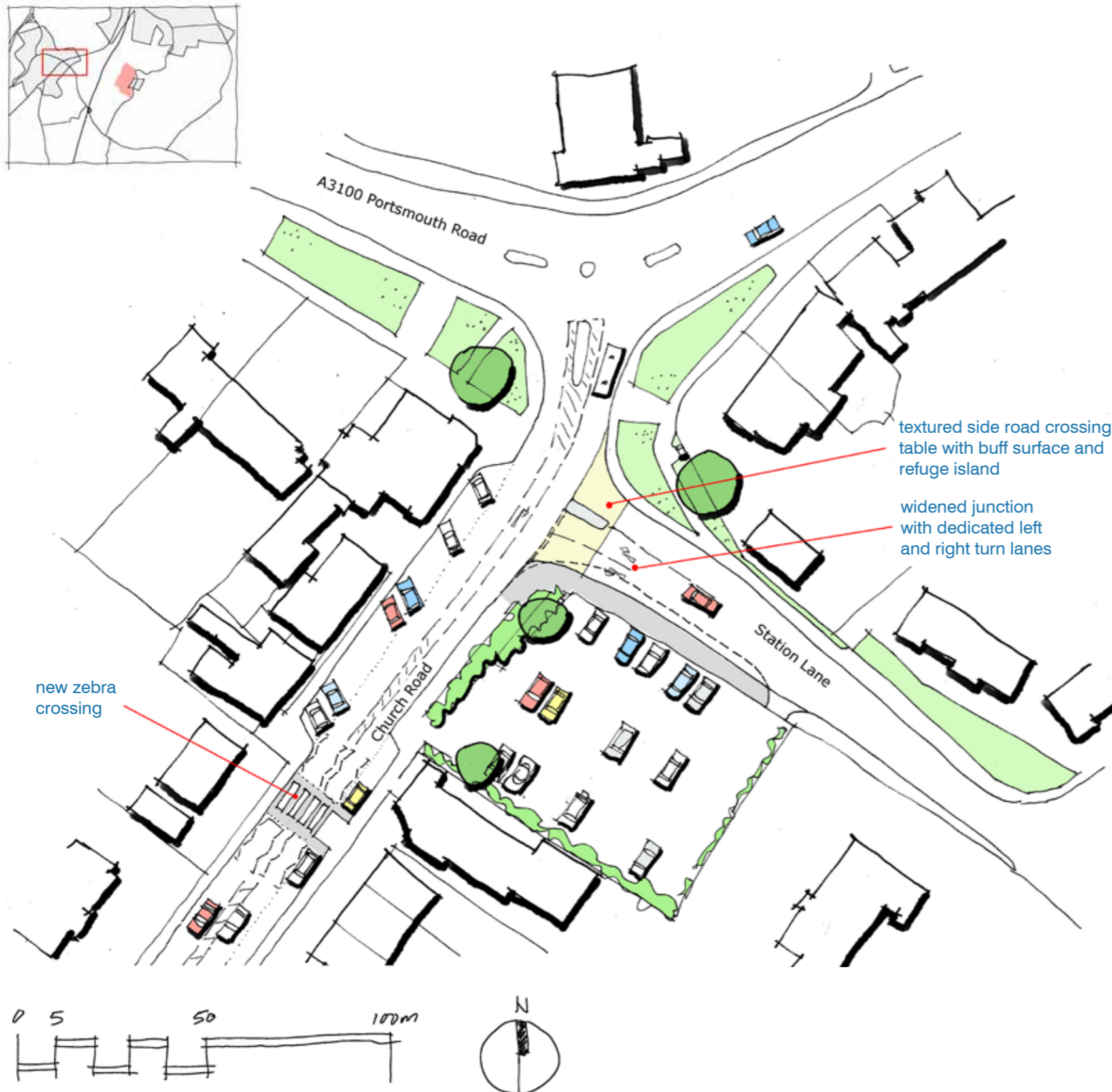


P1-P5 Project locations

Key

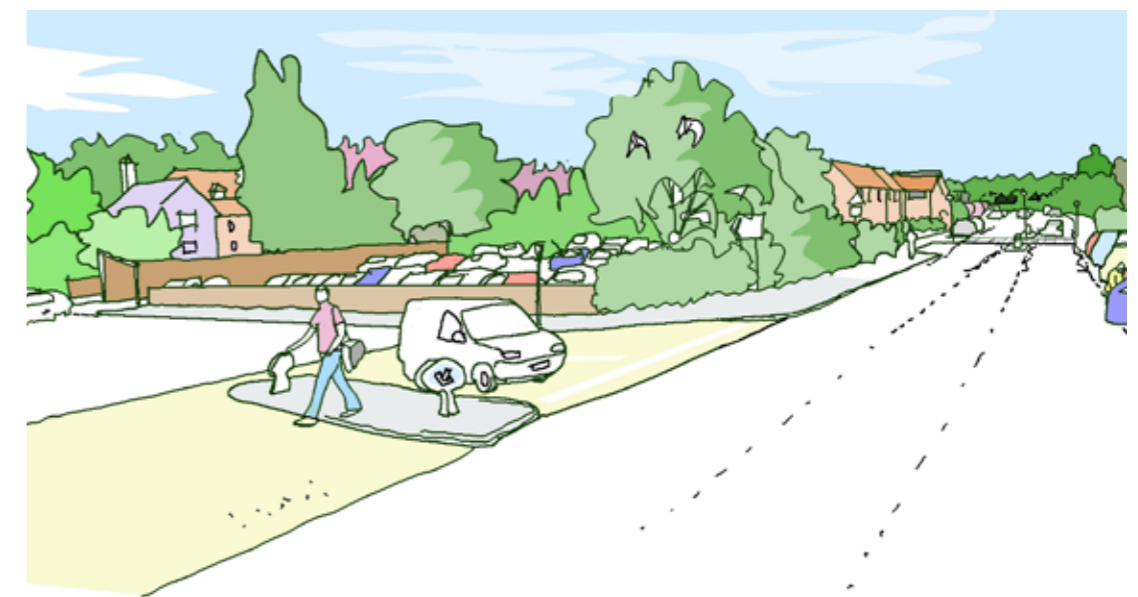
-  Distributor roads
-  Minor roads/lanes
-  Footpaths
-  Planning application boundary

P1 Church Road / Station Lane



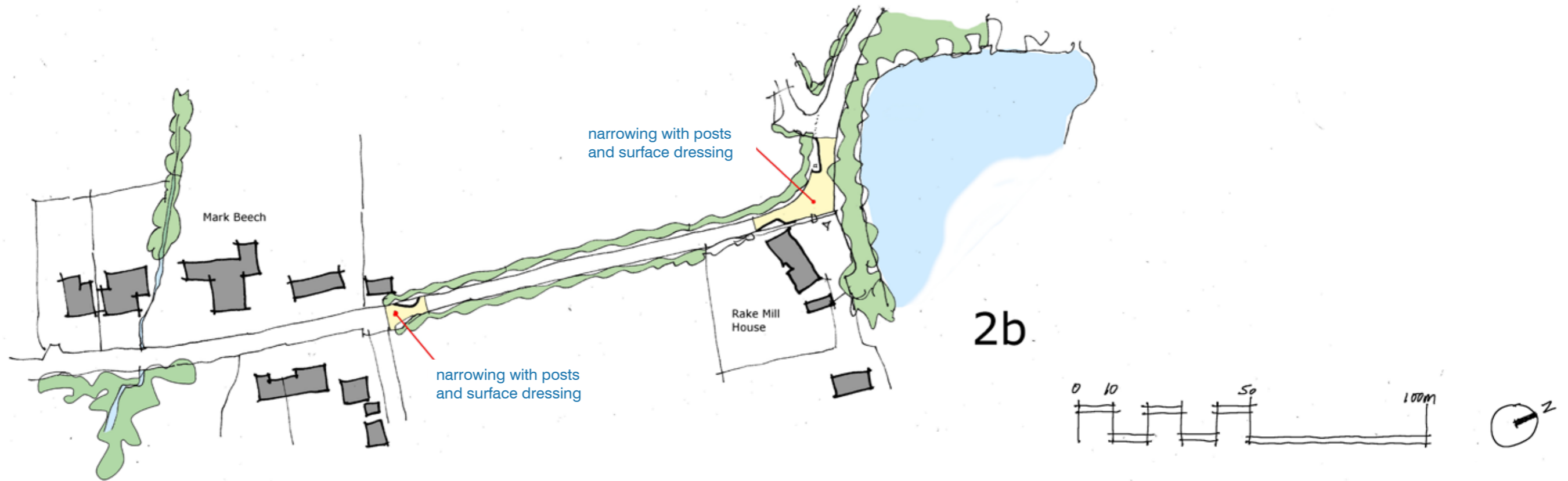
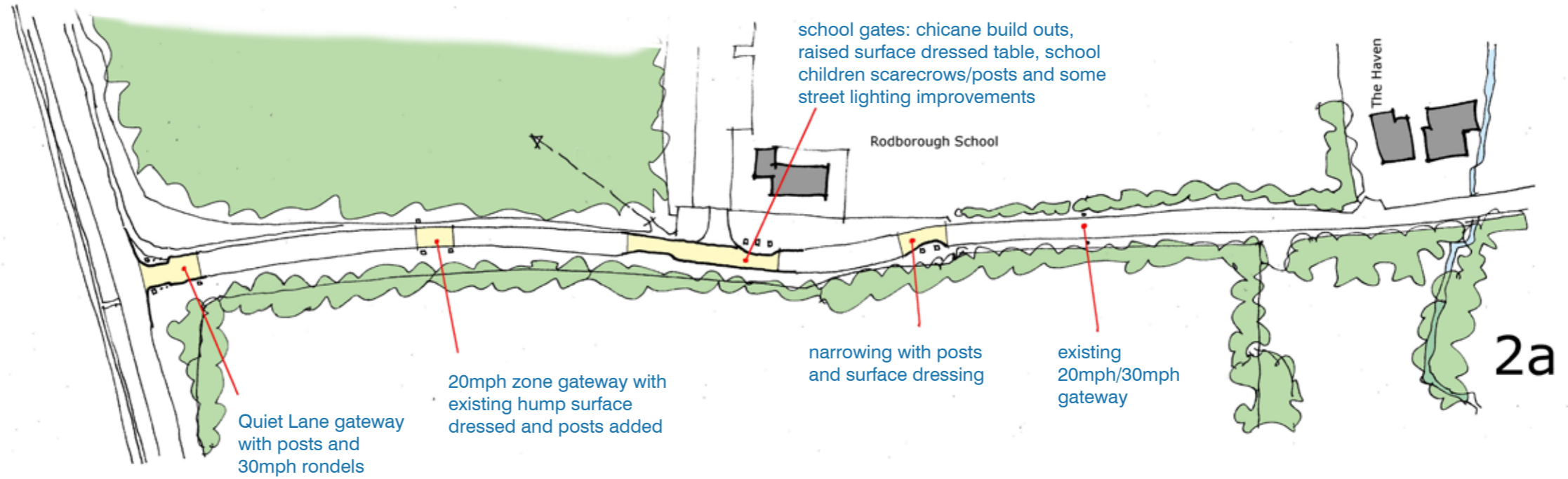
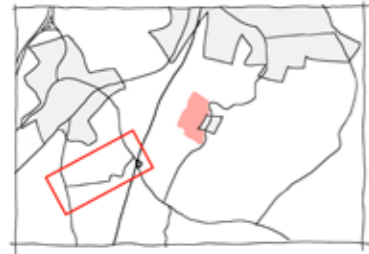
Proposed scheme	Benefits of proposed scheme
Widening Station Lane close to the junction with Church Road and lengthening the left turn waiting area.	Improved ability to turn left out of Station Lane into Church Road. Reduced vehicle queuing along Station Lane at the junction with Church Road.
Addition of refuge island at the top of Station Lane.	Improved ease of crossing across Station Lane.
Provision of a zebra crossing across Church Road.	Improved crossing facilities across Church Road with links through from the car park and Doctors surgery.
Retention of existing parking spaces.	Parking levels maintained for local village needs.

Design option considered	Reasons for discounting option
Placement of pedestrian crossing within existing parking area along Church Road removing some bays.	Would have resulted in loss of existing parking spaces. Drivers are not permitted to cross chevron markings – as provided along the parking bays – and so approach would be unsuitable.

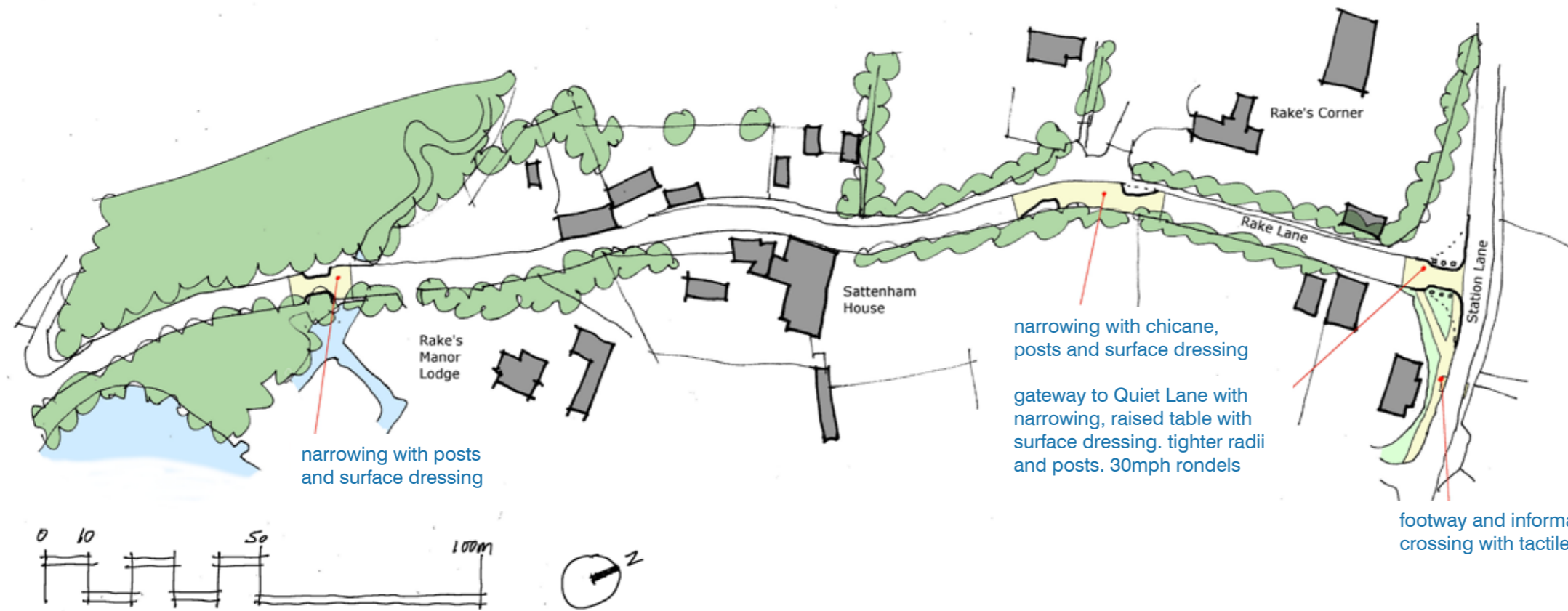


Visualisation of Milford Village Centre improvements

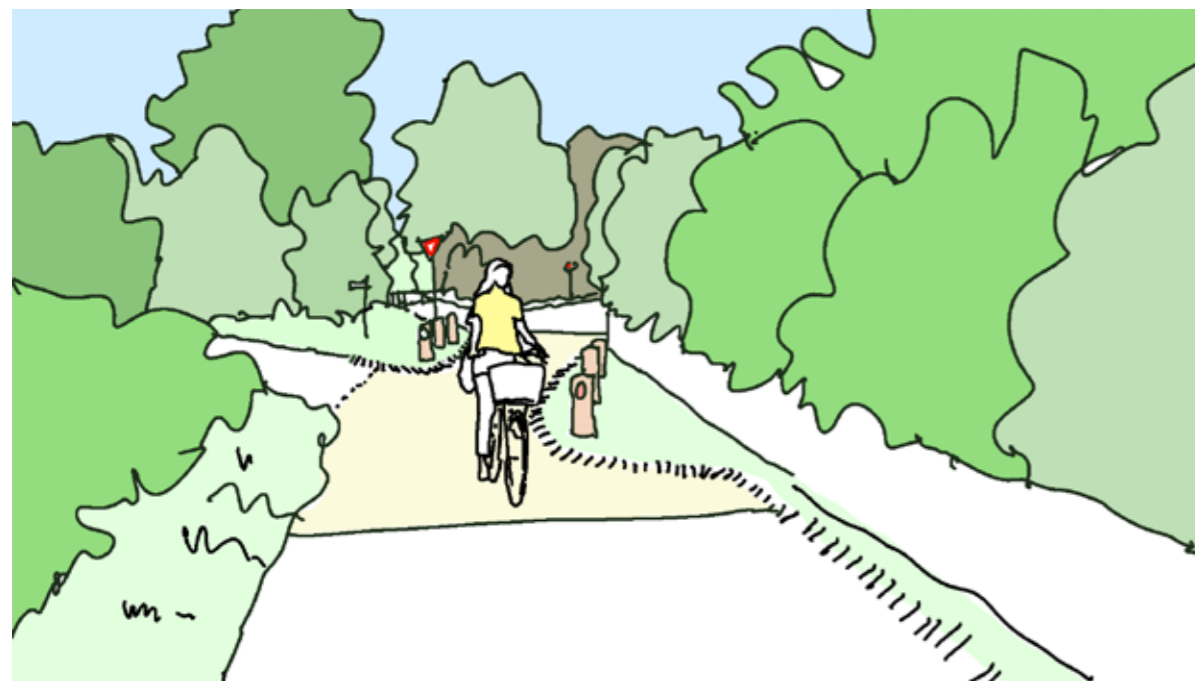
P2 Rake Lane



P2 Rake Lane



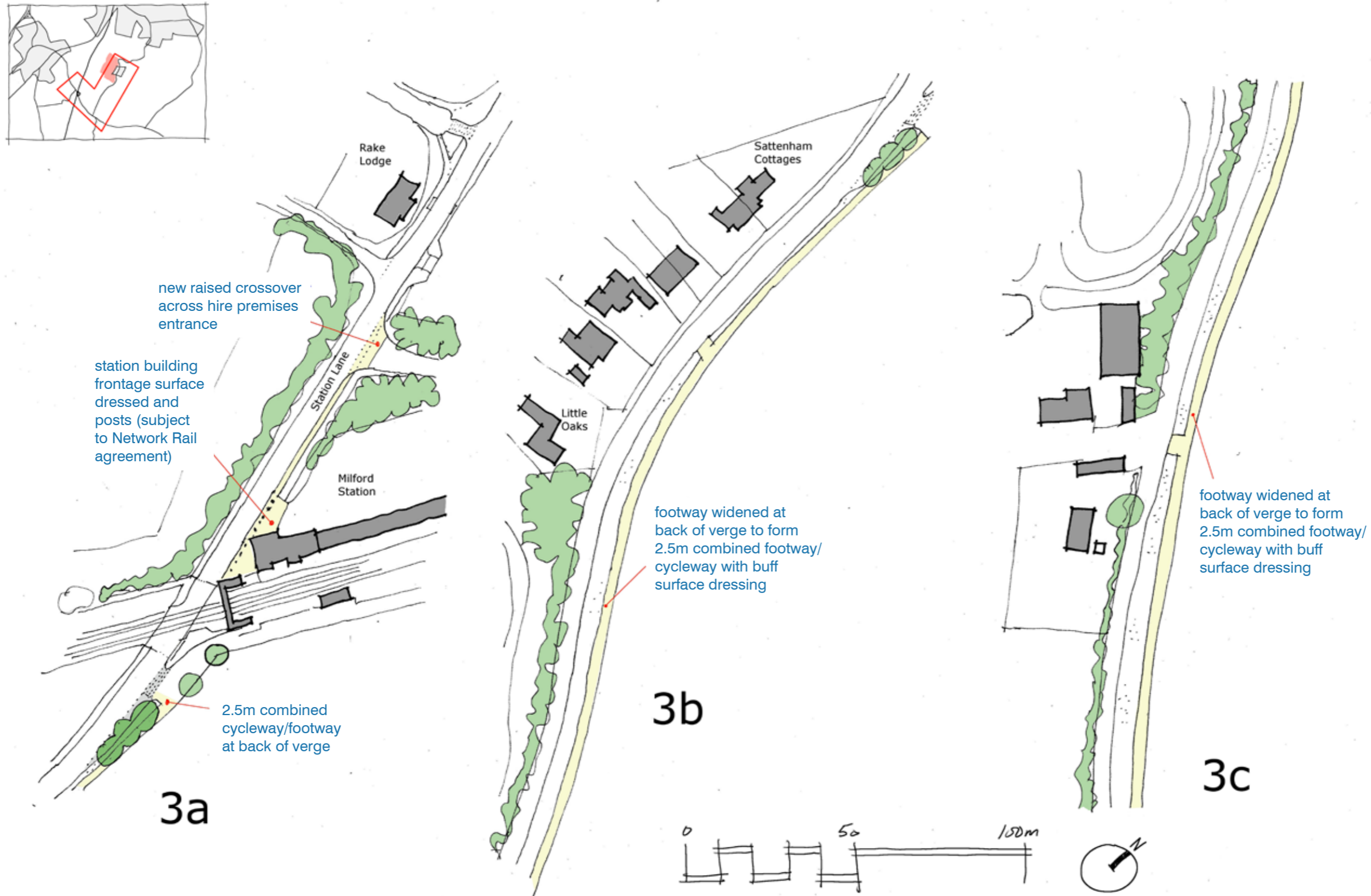
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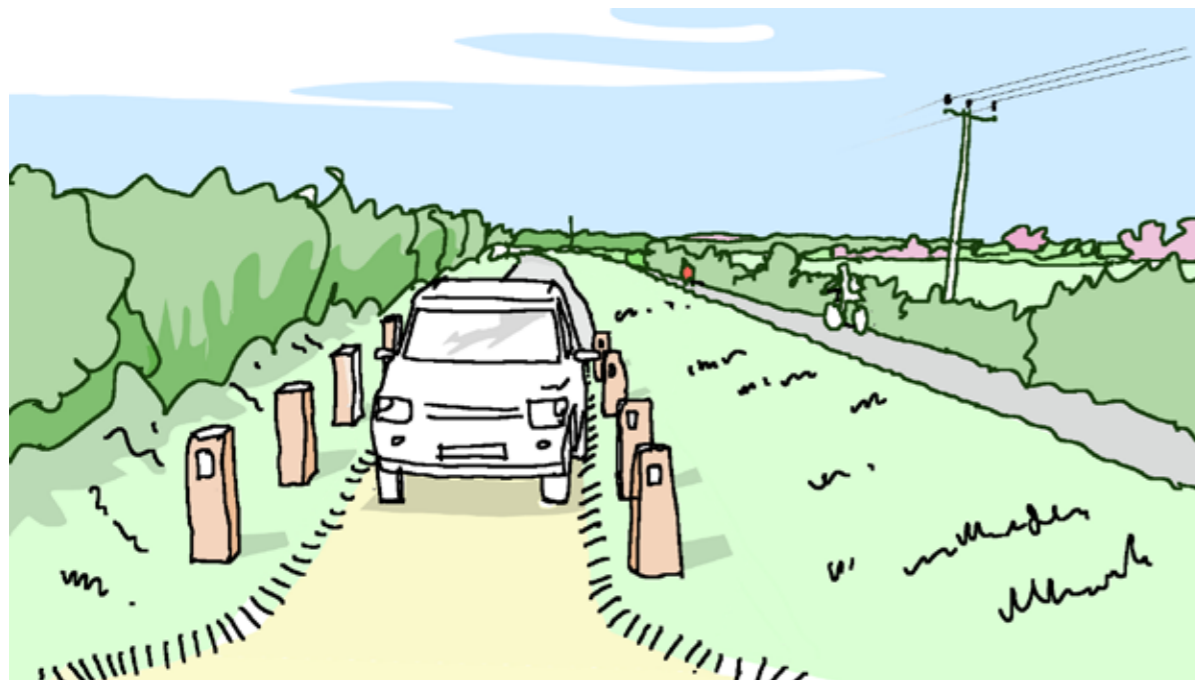
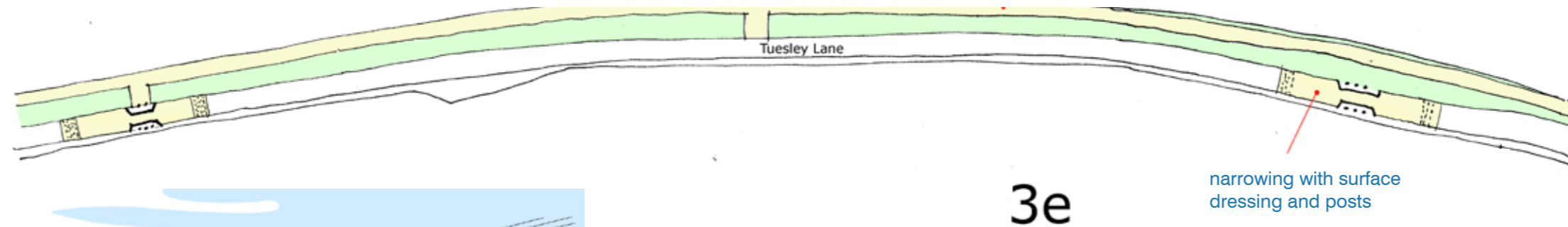
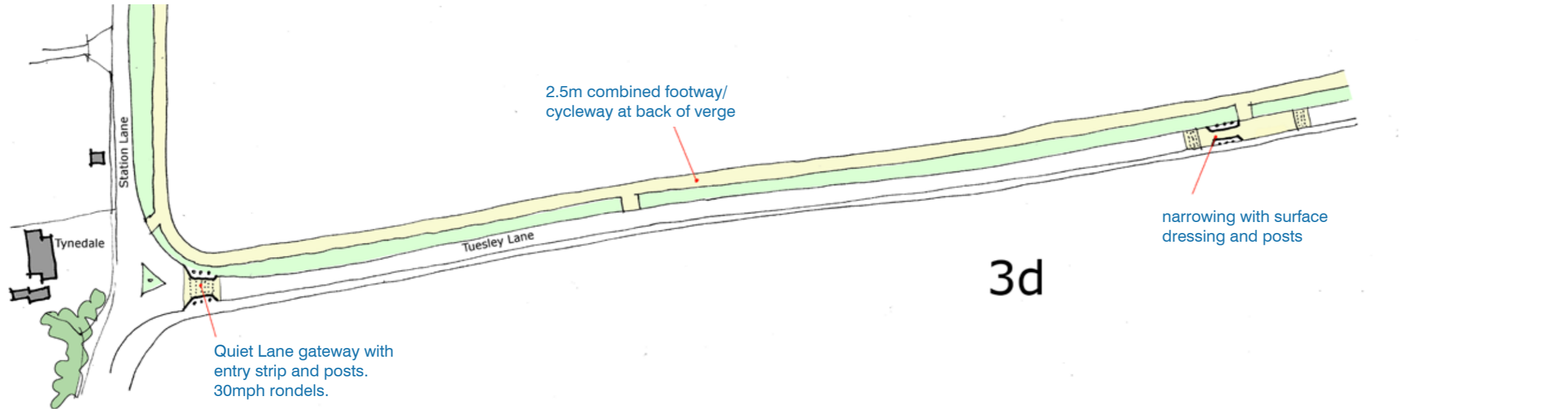
Visualisation of typical narrowing on Rake Lane

Proposed scheme	Benefits of proposed scheme
Turning Rake Lane into a Quiet Lane with appropriate speed signing and gateway features.	Improved awareness of drivers to the quiet/special nature of the road.
Additional surface dressing in and around Rodborough School entrance. Raised table at school entrance point.	Reduced speeds in and around the school entrance.
Provision of narrowing points and surface dressing at key positions along Rake Lane.	To slow traffic and provide refuge points for pedestrians to wait at as traffic passes.
Provision of an informal crossing and safe waiting area at the Station Lane/Rake Lane junction.	Improved crossing facilities to and from Rake Lane/Station Lane. Dedicated safe waiting area for pedestrians.

P3 Station Lane / Tuesley Lane (south)



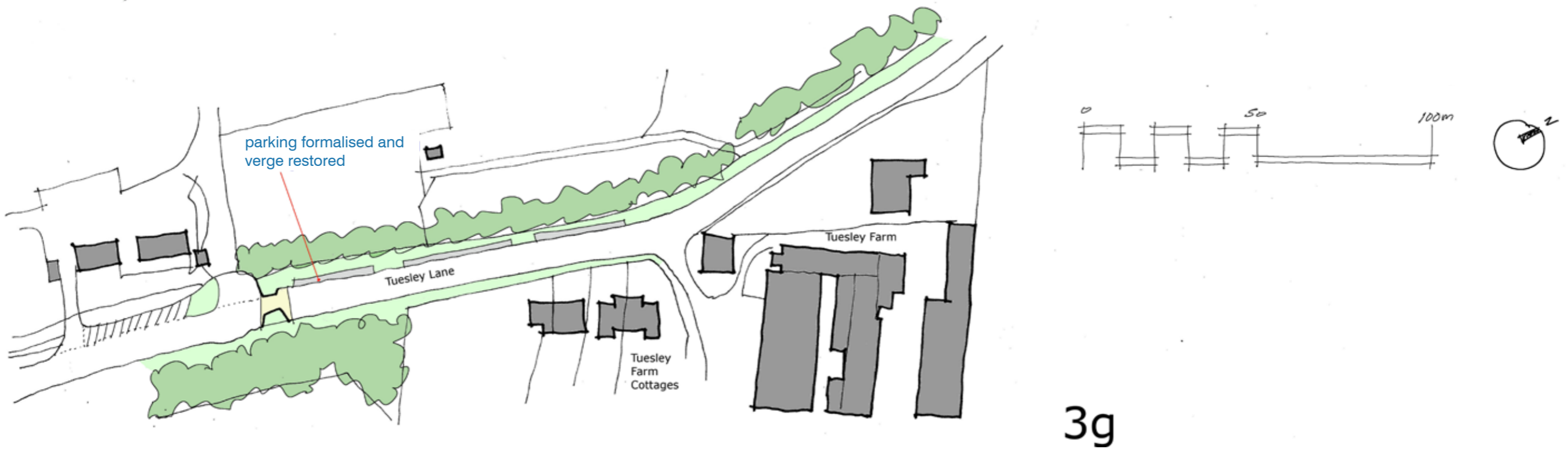
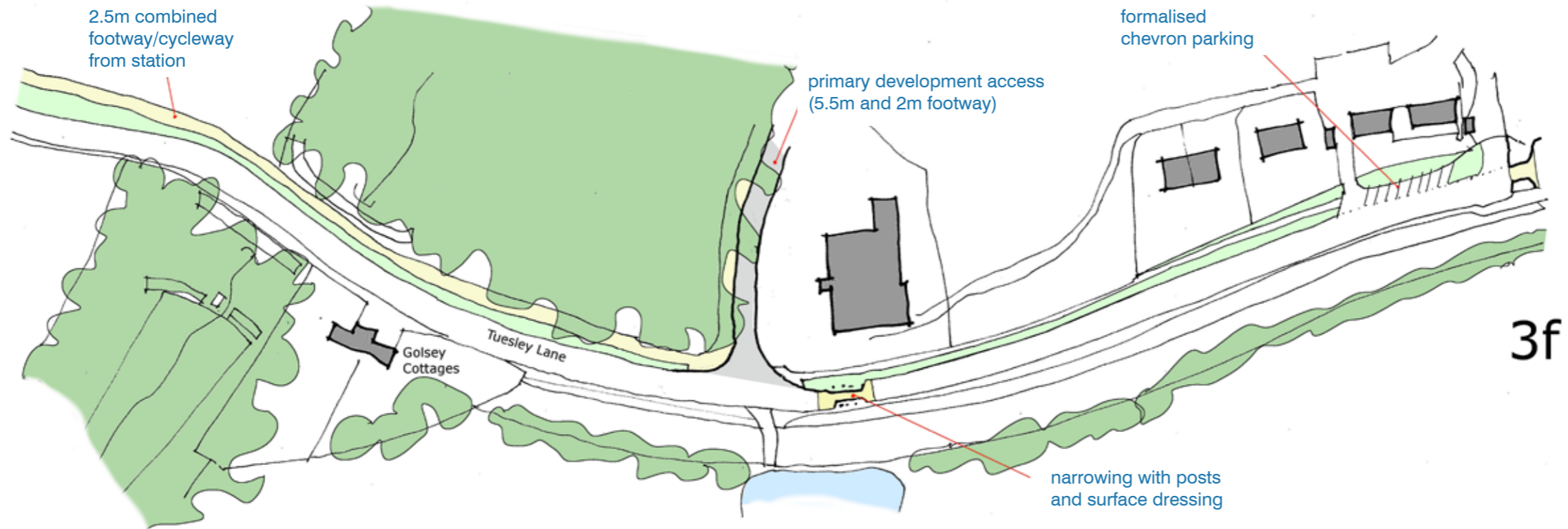
P3 Station Lane / Tuesley Lane (south)



Visualisation of typical narrowing on Tuesley Lane (south)

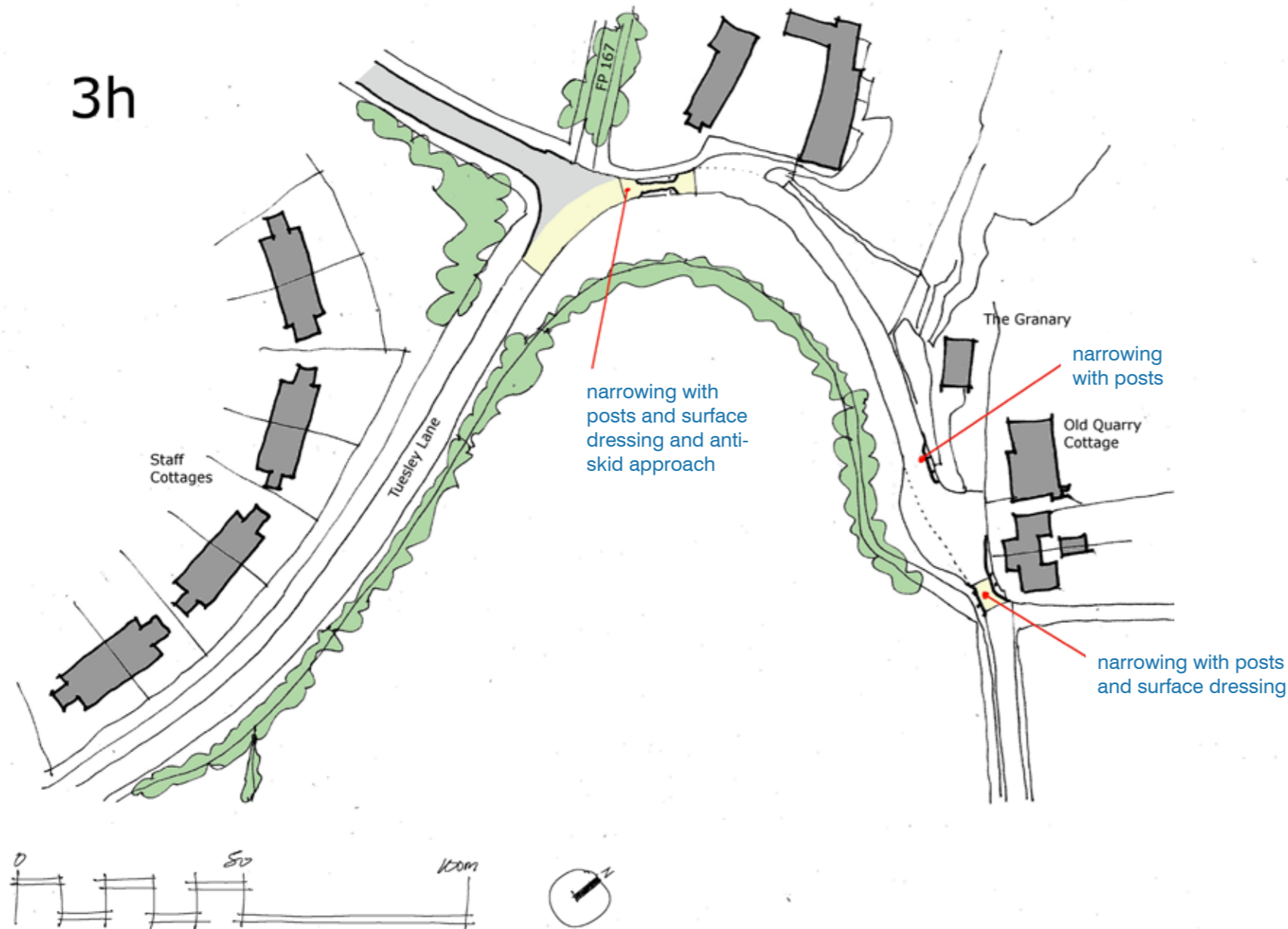


P3 Station Lane / Tuesley Lane (south)

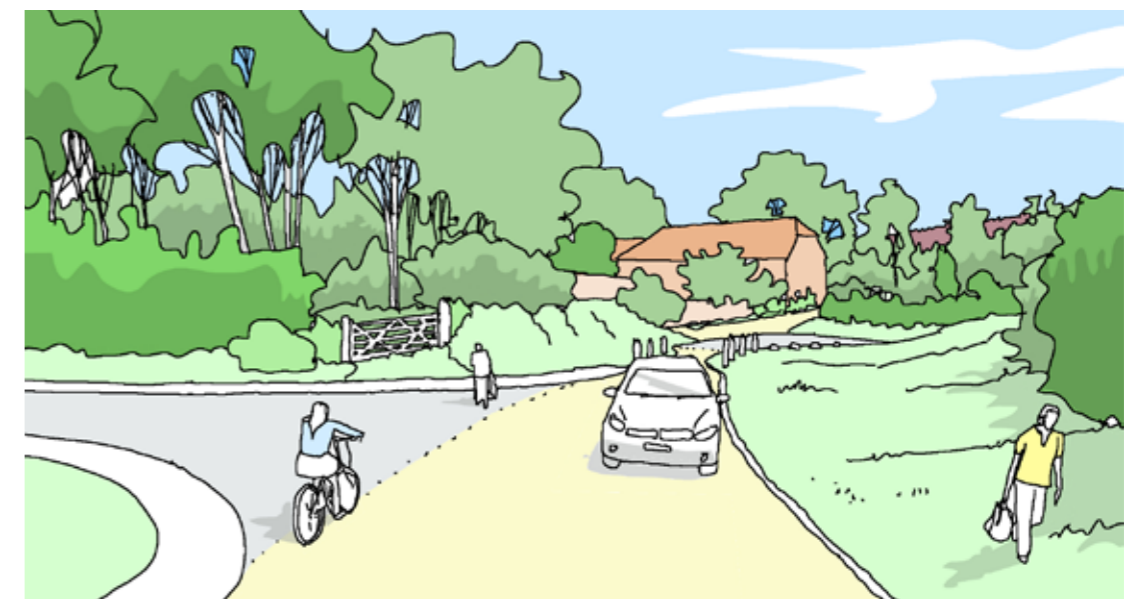


P3 Station Lane / Tuesley Lane (south)

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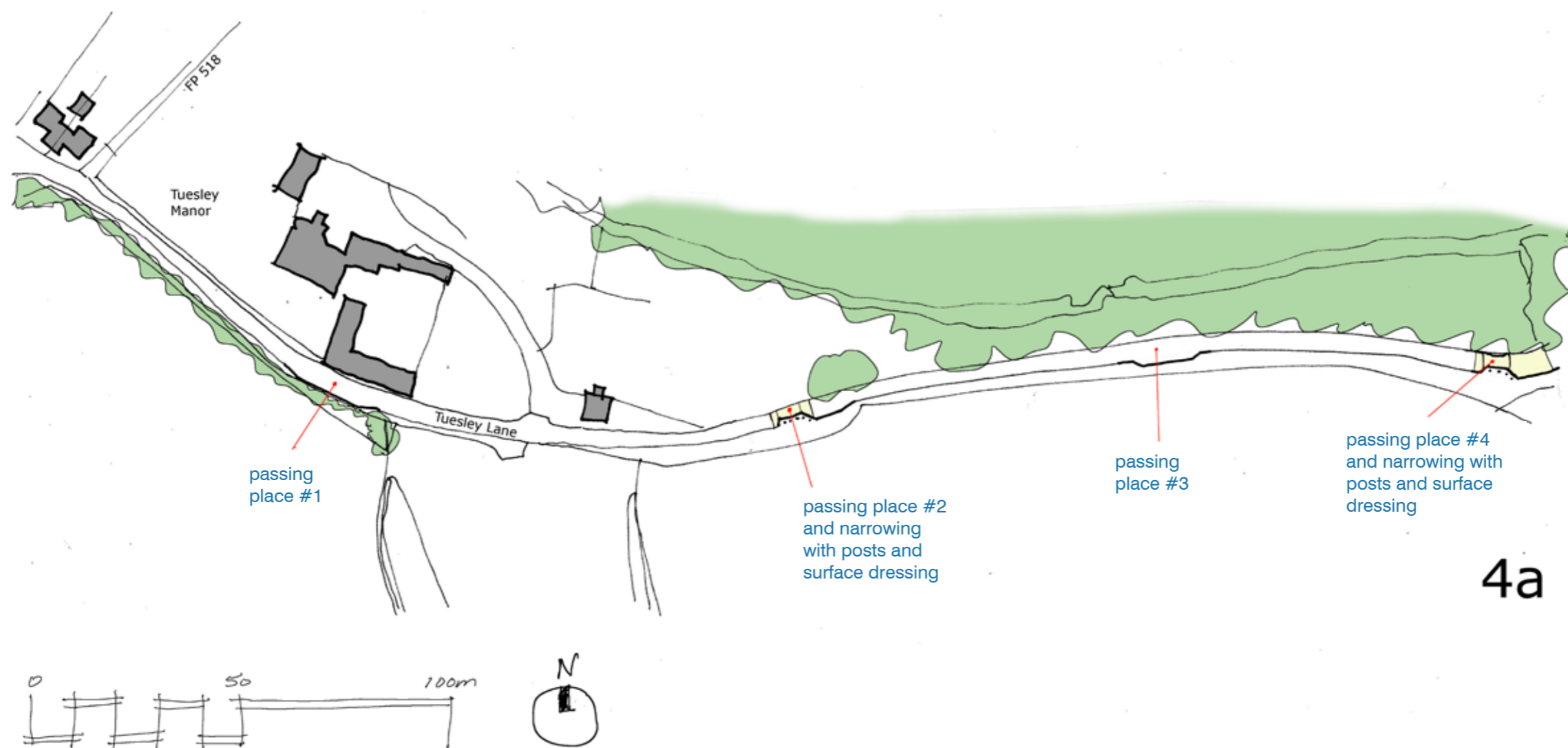


Proposed scheme	Benefits of proposed scheme
Additional cycle parking at Milford Station.	Improved cycle facilities for those cycling to Milford Station.
Surface dressing at entrance points along Station Lane between Rake Lane and the railway line.	Improved horizontal levelling of pedestrian routes leading to more pleasant walking environment.
2.5m combined cycleway/footway between the Upper Tuesley site and Milford Station.	Improved pedestrian and cycling facilities, with a smooth and wide surface – leading to more pleasant walking/cycling environment.
Traffic calming proposals along Tuesley Lane – Quiet Lane signing/gateways, a speed limit reduction and narrowings at key points.	Aimed at reducing traffic speeds and traffic volumes along Tuesley Lane.
Existing on-street parking formalised and verge restored.	Enhanced on-street parking facilities and greater ease of use.



Visualisation of northern development access and narrowing

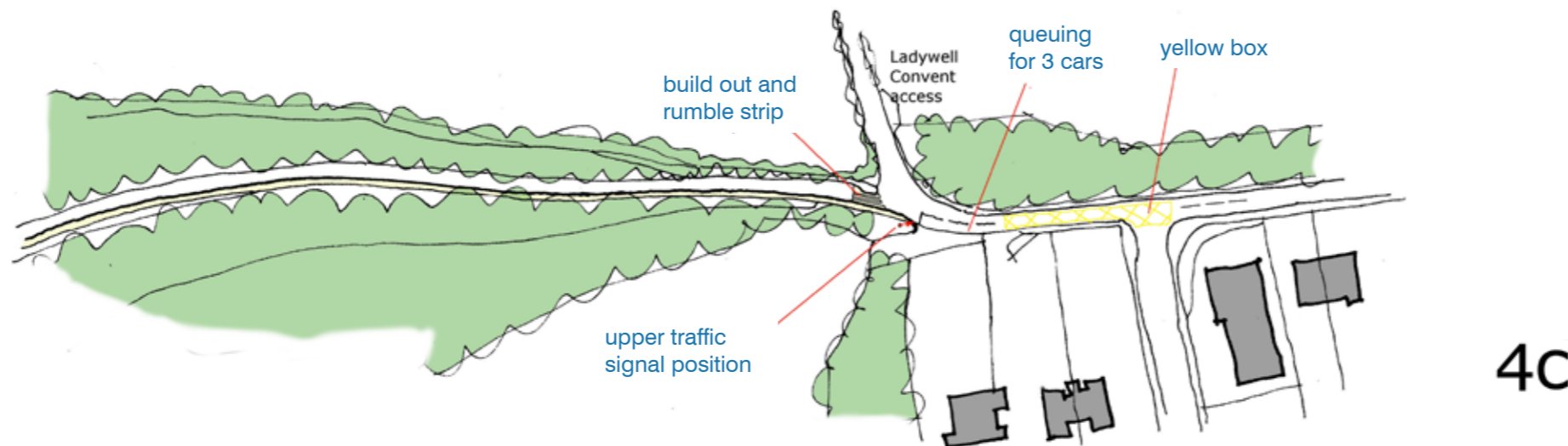
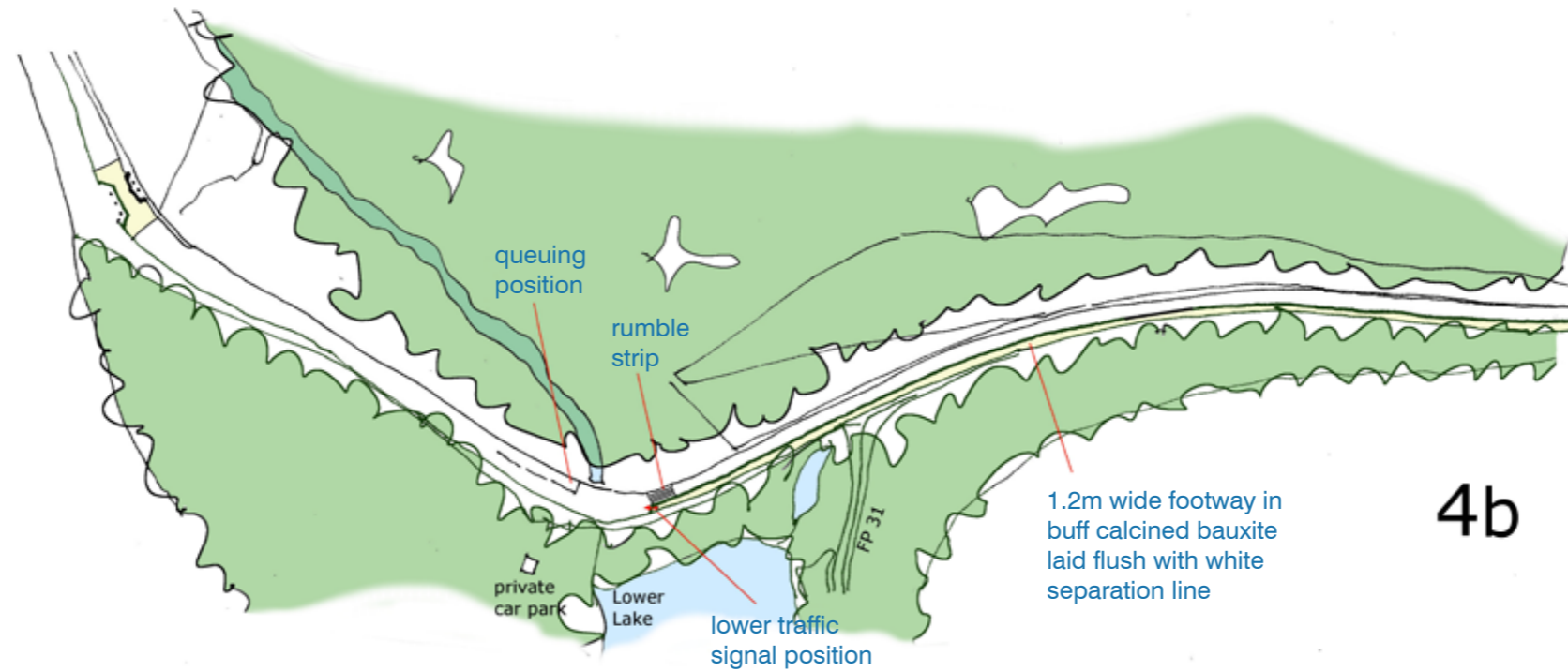
P4 Tuesley Lane (north)



4a

P4 Tuesley Lane (north)

Primary option – shuttle working signals



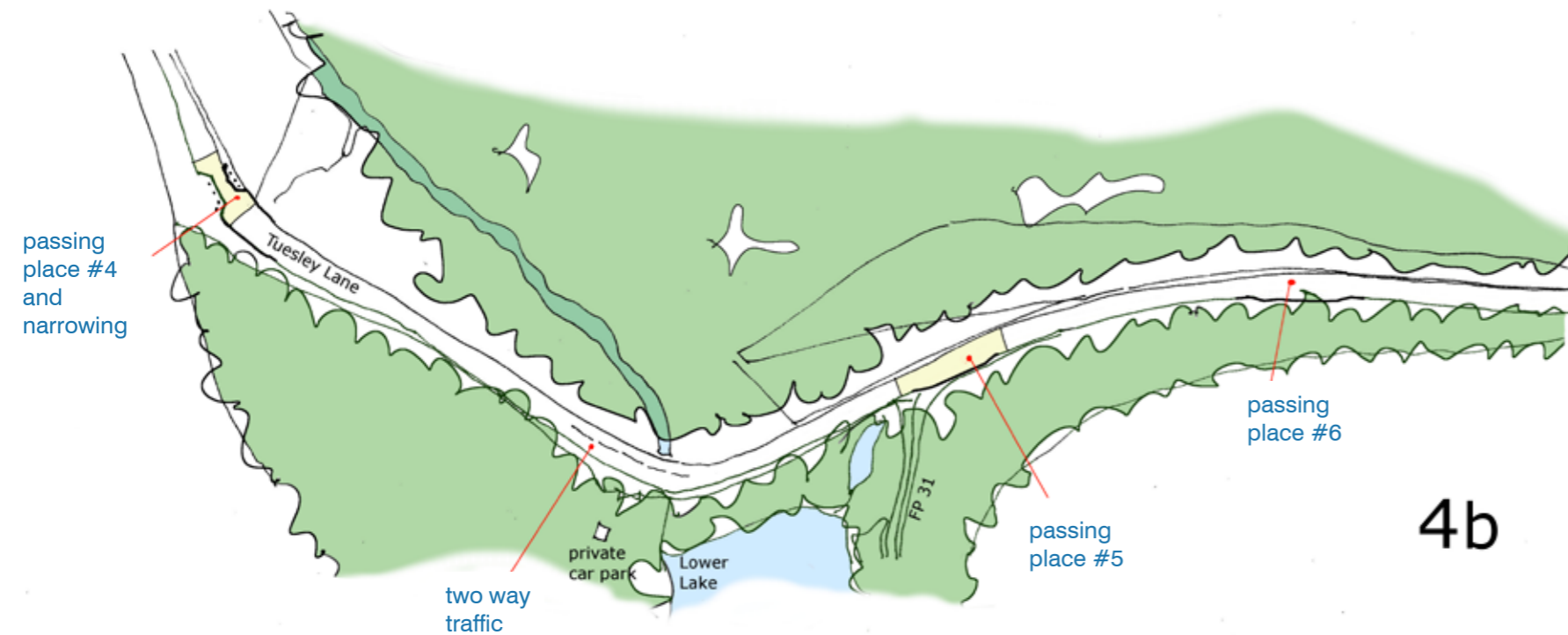
P4 Tuesley Lane (north)



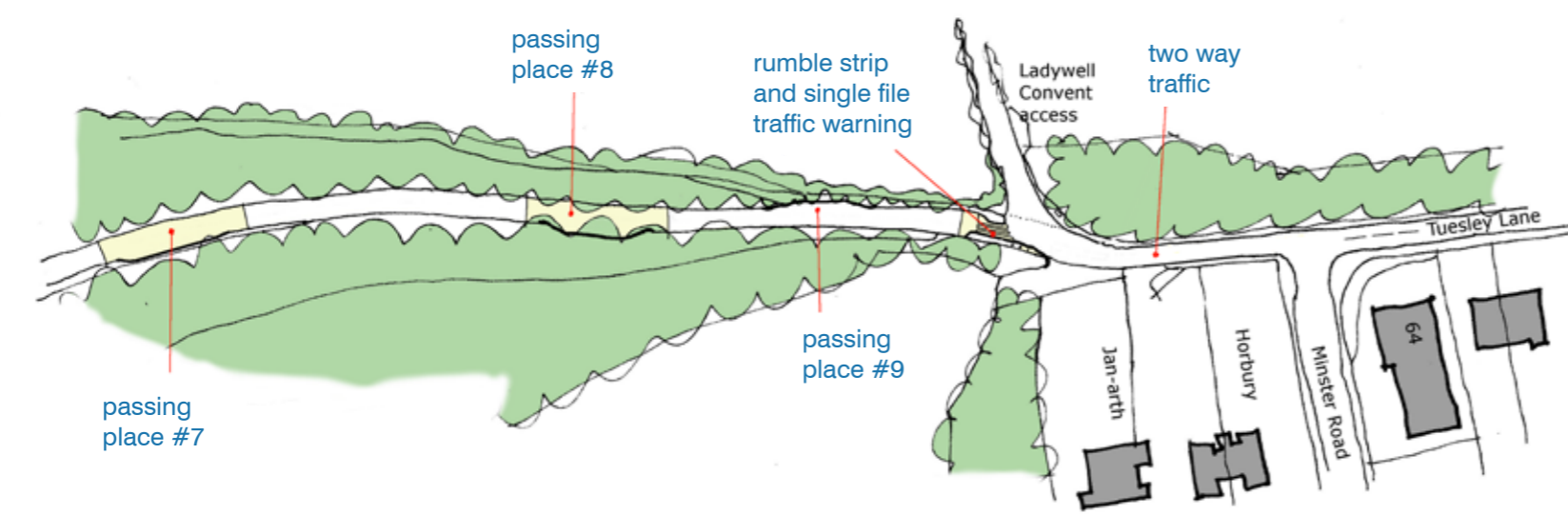
Visualisation of 'shuttle working signals' feature

P4 Tuesley Lane (north)

Alternative option – passing points



4b



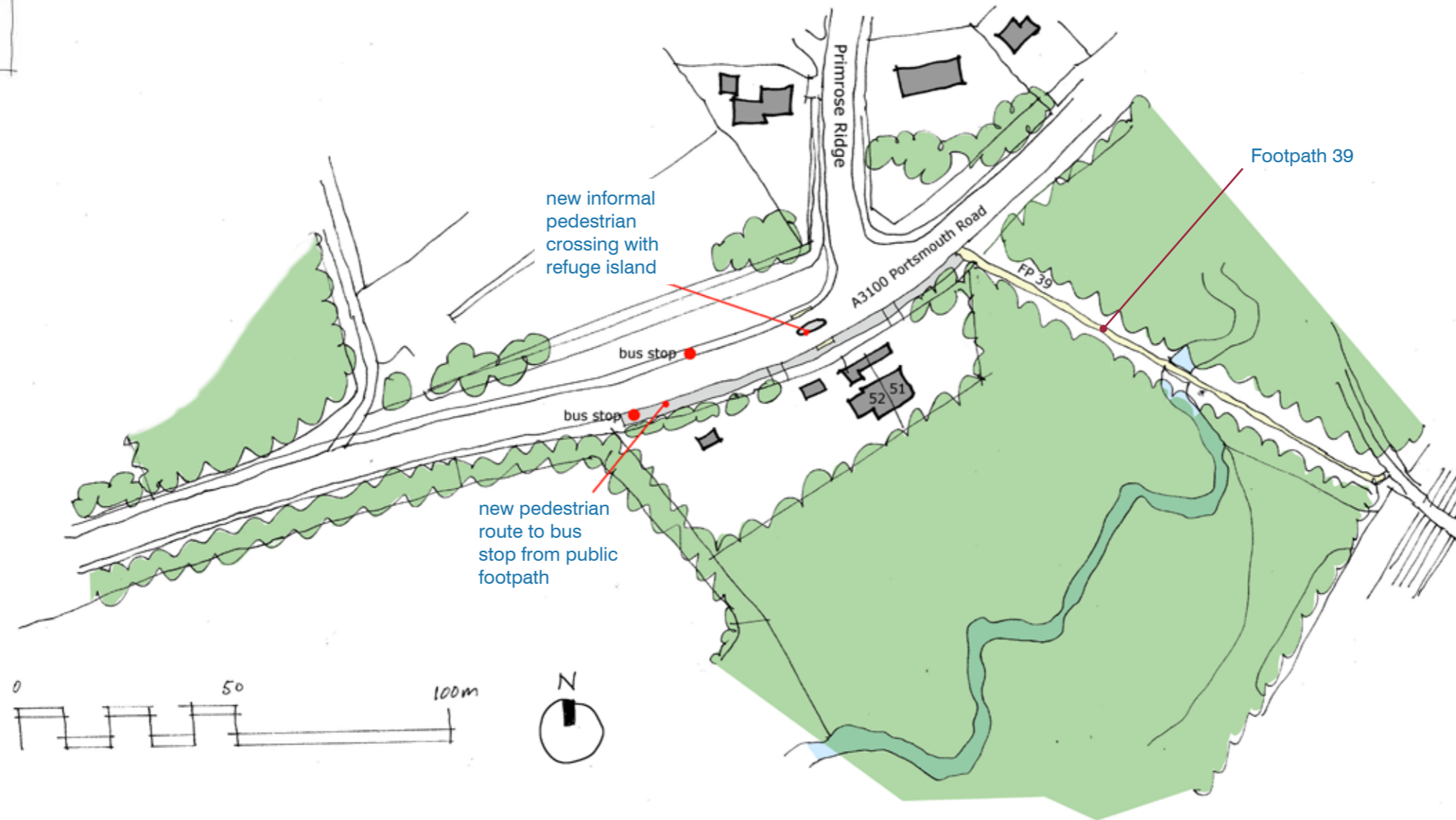
4c



Proposed scheme	Benefits of proposed scheme
Traffic calming proposals along Tuesley Lane – Quiet Lane signing/gateways, a speed limit reduction and narrowings at key points.	Aimed at reducing traffic speeds and traffic volumes along Tuesley Lane.
Primary option – Shuttle working signals on narrowest section of Tuesley Lane (north) from Lower Lake bridge to Ladywell Convent access.	Separation of north/south traffic movements will remove traffic conflicts at the narrowest sections of Tuesley Lane (north). Spare road space available for a pedestrian/cycle pathway along part of the route – leading to a safer walking and cycling environment.
Alternative option – Provision of enhanced passing points along the narrowest section of Tuesley Lane (north) from Lower Lake bridge to Ladywell Convent access.	Improved passing places will ease the two-way vehicle movements along Tuesley Lane. Rural nature of Tuesley Lane held intact. Speeds will remain low.

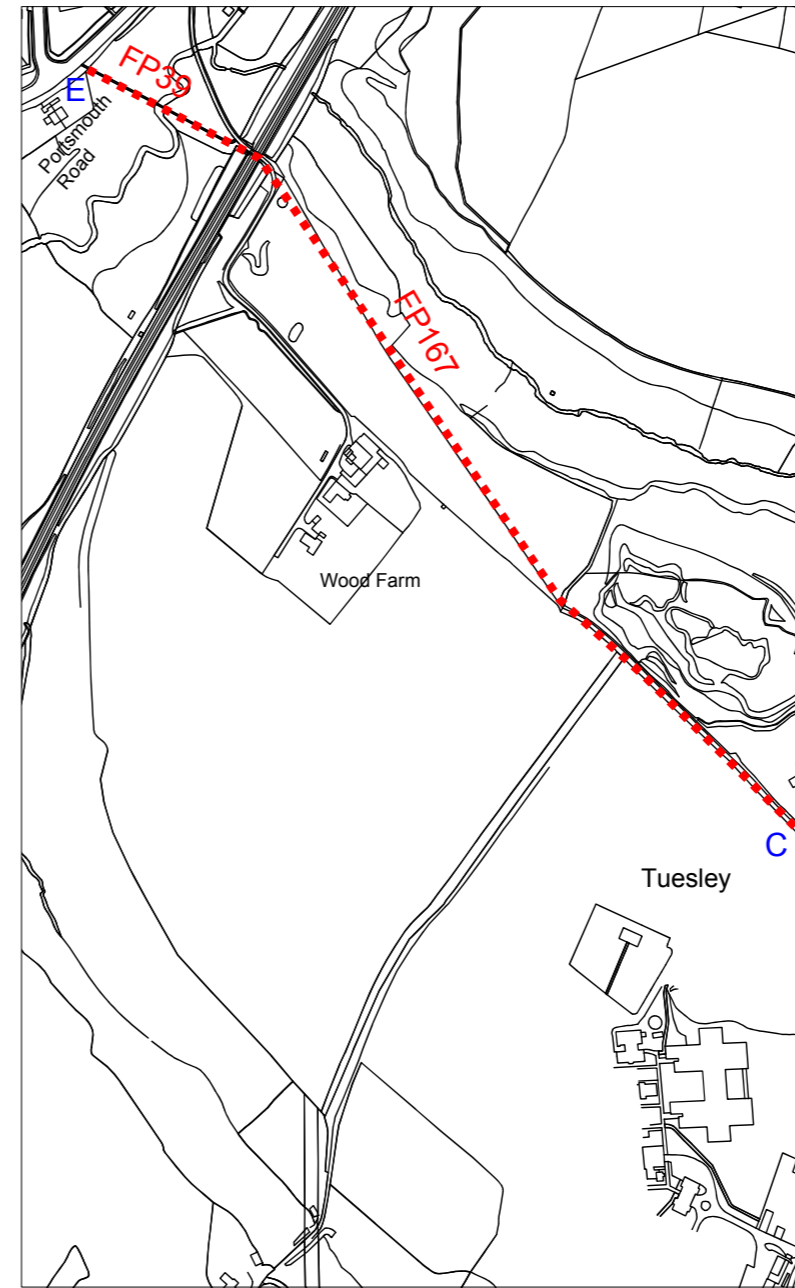
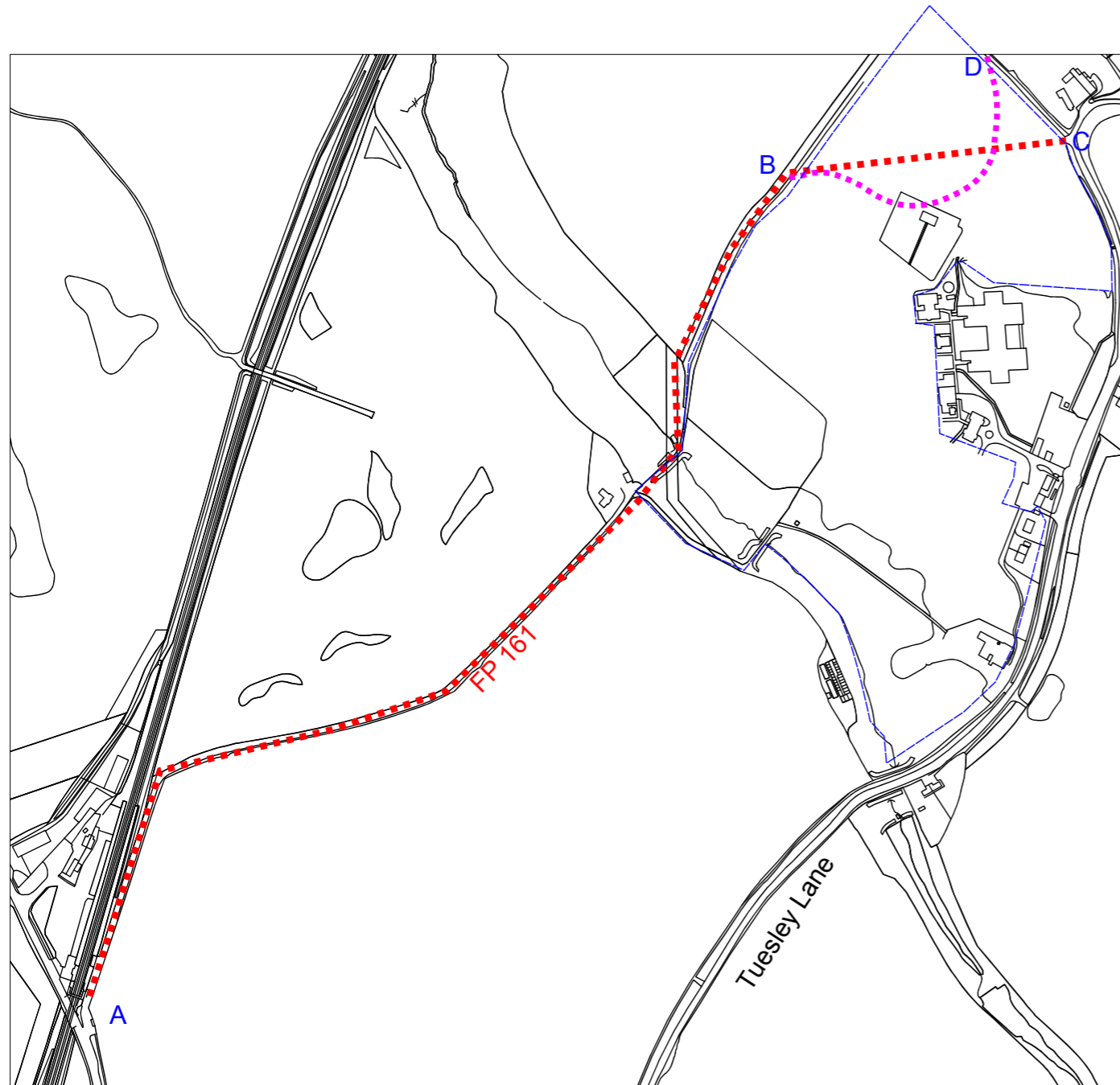
Design option considered	Reasons for discounting option
Limiting left-turn movements from site access to prevent additional development related traffic using Tuesley Lane (north).	Considered unenforceable by the Police.
One-way working on narrowest section of Tuesley Lane (north) from Lower Lake bridge to Ladywell Convent access – creating northbound only route.	Potential to increase traffic heading north along Tuesley Lane into Busbridge and Godalming. Potential to increase traffic speeds as result of removal of conflicting traffic movements. General and emergency access to Tuesley Lane properties impaired.

Section 106 Obligations – Portsmouth Road bus stops



Proposed scheme	Benefits of proposed scheme
Solid surface provided between Footpath 39 and the bus stop on the westbound side of Portsmouth Road.	Removal of grass path improves all-weather connectivity between Footpath 39 and the bus stop.
Pedestrian refuge island on A3100 Portsmouth Road.	Improved crossing facilities across Portsmouth Road.
Upgrade to bus stop facilities.	Improved waiting conditions.

Section 106 Obligations – Footpaths



Proposed scheme	Benefits of proposed scheme
FP161 – Improvement to surface.	Improved connectivity between the site and Milford Station.
FP 167 and 39 – Improvement to surface.	Improved connectivity between the site and Portsmouth Road.

Footpath improvements

FP 161

A - B: improvements to surface via S106 obligation

B - C: diversion to from B to D

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FP 167 and 39

C - E: improvements to surface via S106 obligation

for internal site routes see Illustrative Street Hierarchy in DAS

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