

Solent Gateway: Traffic Note

Summary

Transport consultant i-Transport LLP has worked with Solent Gateway Limited (SGL) and Hampshire County Council to assess the current level of traffic coming to and from Marchwood Port, as well as to determine the traffic movements that will be generated in the future as the port is developed.

The traffic movements fall into two categories:

1. Light vehicles: staff and visitors coming to the port
2. HGVs: heavy good vehicles taking cargo to and from the port

Ports are busy commercial places that accommodate a range of business types and sizes, with different numbers of employees. Accordingly, in forecasting the likely traffic movements associated with the proposed development, i-Transport has pooled together a mix of likely types of occupiers to ensure that forecast traffic movements are representative of the businesses that will occupy space within the port.

Covid 19

Due to lockdown restrictions to help stop the spread of Covid 19, we did not consider it appropriate to use survey data from March 2020 onwards due to the reduction in traffic movements due to people being put on furlough or working from home.

As such, and in discussion with the Highway Authority, pre pandemic existing survey data that is less than five years old has been processed using an agreed industry standard - TEMPRO - to provide an accurate set of traffic flows across the study area for 2020.

The baseline

i-Transport has used the pre-pandemic 2020 figures and made additional allowances for the traffic movements that could be generated without further planning permission at the port to determine the level and type of traffic that the current port could generate per hour and over a day.

The anticipated traffic generated by the mix of uses on the port following its proposed redevelopment has then been modelled to calculate the number of additional traffic movements.

Areas of study

The junctions that have been looked at as part of the traffic assessment are:

- Proposed Access / Cracknore Hard junction
- Cracknore Hard / Normandy Way junction
- Normandy Way / North Road roundabout
- Normandy Way / Bury Road roundabout
- A326 / Jacobs Gutter Lane signal junction
- A35 / A326 roundabout
- A35 / M271

Traffic surveys of these roads and junctions have been undertaken over a number of different years and as outlined above, they have been processed using TEMPRO to establish a 2020 survey base year and a future year of 2024. The work has enabled an assessment of the volume of traffic from the port that will use these junctions in the future to be completed. In undertaking our assessment into the capacity of these junctions we have allowed for the impacts of other approved developments in the local area such as at Fawley Waterside.

Based on the recorded HGV movements at the junction of Cracknore Hard and Normandy Way, the traffic work assumes that only 3% of HGVs from the port would need to route through Marchwood in order to reach local customers in that area and that all other HGVs would reach the wider highways network using different routes, with around 60% via the A35 / M271 / Redbridge Road junction.

When looking at light vehicle movements, which will be mainly staff commuting for work at the port, we have used 2011 Census Journey to Work data for the Marchwood area which identifies where people who work in Marchwood live and also how they travel to work. This has helped inform our assessments.

Traffic movements

The current and future HGV movements to and from the port are detailed below:

	Average hourly HGV movements	Average daily HGV movements
SGL's current use of the port	12	200
If SGL intensified the use of the port within its existing planning consent	15	220
The additional activity generated by the proposed development	22	265
Total of the fully developed port at capacity	49	685

As happens now, the vast majority of these will continue to be within normal working hours.

When completed the finished port, at capacity, is expected to generate a total of 49 HGV movements an hour and 685 HGV movements a day. As happens now the vast majority of these will continue to be within normal working hours.

In addition to HGV traffic, the completed port will result in some additional light vehicle traffic associated with the creation of new jobs on the site. Employee related traffic is expected to increase from around 100 vehicle movements in the busiest hour of the day to around 200 vehicle movements, the main employee movements will occur in the typical morning and evening peak hour periods.

It is worth noting that SGL has a seven-year development programme for the site, so the increase in traffic numbers will be gradual. SGL will also look to encourage staff

to travel to work sustainability and will develop a Travel Plan and car sharing scheme which could reduce the anticipated light vehicle movements. The port will continue to operate 24/7/365 in order to support the MOD, and port operations will continue at weekends as they do at present. The majority of activity takes place - and will continue to take place - inside normal working hours of 8am to 6pm Monday to Friday.

Mitigation

The proposals will encourage sustainable transport to and from the site and will provide:

- a new footway connection from Cracknore Hard, west on Normandy Way to link to Autumn Road.
- an extension to the cycling route from Bury Road (at Corks Lane) to the entrance to the site.
- a new site-wide Travel Plan that will encourage those working at or visiting the port to cycle and walk where possible.
- should the reopening of the Waterside Passenger Railway go ahead, along with a new station at Marchwood, it is possible that staff could use this to commute at the port and SGL will support this through the site-wide Travel Plan.

Our traffic modelling shows that the junctions closest to the site, referred to earlier in this document, currently have enough capacity to accommodate the proposed development at the port without any upgrades.

The junction of the A35 / A326 roundabout is currently operating over capacity and the increased traffic generated by the port will impact this junction. The approved Fawley Waterside scheme has proposed, modelled and agreed to contribute towards an improvement here. Hampshire County Council (HCC) is now progressing updated plans to implement an improvement scheme at the junction through its successful bid to the Transforming Cities Fund (TCF). Our studies show the emerging HCC plans are able to accommodate the additional traffic expected from Marchwood Port. We are in discussions with Hampshire County Council to understand if wider upgrades are required to accommodate additional traffic arising from SGL's proposals.

Conclusion

SGL believes that the port is a great opportunity to bring investment and growth to the local area and is committed to using the port as sustainably as possible and encouraging its customers to make use of the sea and rail connections. However, as with all ports, road traffic will continue to be a part of the overall port operations and SGL understands that the development proposed at the port will increase vehicle movements to and from the port.

Whilst SGL does not have the authority to maintain roads (this responsibility lies with the Highway Authority – the County Council), SGL will do all that it can to encourage the Highway Authority to maintain the roads to a high standard. We are continuing to look at other considerations in relation to this, including opportunities for walking and cycling and potential increases in noise from the additional traffic movements. Full

details of this will be provided in the planning application submitted to New Forest District Council. Once the application has been submitted the Council will run its own consultation on the proposals when the community and local residents will have the opportunity to comment.