

Project Name:	Land off Cobbett Way, Botley
Document Reference:	187.0012/HRN/2
Document Name:	Highways Response Note
Prepared By:	Tom Purnell (January 2024)
Checked By:	Caroline Duff (January 2024)
Approved By:	Mark Smith (January 2024)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd
2	31.01.24	CID	Updated Red Line Boundary	MDS

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1. INTRODUCTION

1.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates on behalf of The Mulberry Investments Pension Scheme in relation to works supporting an outline planning application for a development comprising of c34 dwellings at Land off Cobbett Way, Botley. This HRN considers comments from HCC Highways (21st December 2023) which are attached as **Appendix A**.

1.2 HCC outlined no objection in principle to the development proposed but did seek some further information in relation to the vehicular and pedestrian access to the site.

HCC Comments - Vehicle Access

1.3 HCC have requested clarification as to whether access onto the A334 Broad Oak has been investigated as a potential vehicle access.

1.4 HCC highways acknowledge the additional trips generated by the development are relatively low when compared to the existing trip levels on Broad Oak (and as a result have requested no further assessment on capacity on Broad Oak), however have requested information as to how the additional trips will affect Brook Lane where the carriageway reduces in width to single lane at points and requires a cursory give way between oncoming vehicles.

- 1.5 HCC requested that an exercise is undertaken to clearly demonstrate the nature of Brook Lane and how it may be impacted by trips generated by the development, via:
- i. *A vehicle tracking exercise of Brook Lane between Broad Oak and Cobbett Way, clearly identifying the pinch point positions, and the area required to be kept clear to enable vehicles to adequately manoeuvre past each other in opposing directions; and*
 - ii. *A commentary as to how many vehicles could be accommodated within a give-way queue before the junction of Brook Lane and Broad Oak is reached.*
 - iii. *The investigation into whether formal priority build-outs would be beneficial.*
- 1.6 It has also been requested that a visibility splay drawing to demonstrate that the access junction of Cobbett Way and Brook Lane conform to current standards is provided.

HCC Comments - Pedestrian Access

- 1.7 The field gate access to the north of the site onto Broad Oak would be promoted for access to the adjacent bus stop, but currently has no adjacent footway of formal crossing point. HCC have requested clarification on the purpose of this access and also investigation for the potential to either provide a formal pedestrian crossing point with appropriate visibility splays, and/or provide a footway link to the existing footway network to the east.
- 1.8 Utilisation of the existing footway link between the northern end of Cobbett Way and Broad Oak was proposed and is considered by HCC acceptable as a short and safe link option. However, HCC are seeking the abovementioned improvement (ideally including a crossing element) to reduce the need to double back on yourself if travelling towards Hedge End.

2. VEHICLE ACCESS

Direct onto Broad Oak

- 2.1 HCC have requested clarification as to whether access onto the A334 Broad Oak has been investigated as a potential vehicle access. An access from the existing field access onto the A334 was investigated and could have been deliverable from a purely highways perspective. However, due to localised flood risk in the vicinity of the field gate, it is not possible to have a connection in this location. Therefore, access via Cobbett Way has been proposed.

Access via Cobbett Way/Brook Lane

- 2.2 In response to HCC Point (i), a tracking exercise has been completed along Brook Lane between Broad Oak and Cobbett Way, which clearly identifies the existing pinch point positions, and a swept path analysis of vehicles passing each other in opposing directions. The existing conditions and swept path analysis of this has been attached as **Appendix B**.
- 2.3 As demonstrated in **Appendix B**, as existing the refuse vehicle encroaches into the opposite side of the carriageway at the give-way line. Despite this, there is enough space for a vehicle to wait at the give-way lines while a refuse vehicle passes. The straight road alignment and good intervisibility along Brook Lane means that drivers would be able to see a larger vehicle coming and wait further back to prevent any conflict. The combination of adequate space for a refuse to pass a waiting vehicle, good intervisibility along Brook Lane and that this would be very infrequent, at a worst-case scenario once a week, the location of the give-way lines can remain as existing. Furthermore, the introduction of the additional development would not lead to more large vehicles using Brook Lane, just the existing refuse vehicle collecting from circa 34 additional properties.
- 2.4 HCC Point (ii) questions how many vehicles could be accommodated within a give-way queue before the junction of Brook Lane and Broad Oak is reached. The distance between the give-way line and the junction of Brook Lane and Broad Oak measures circa 110m. Although a large family car measures less than 5m in length, a measurement of 5.75m has been used for robustness and to factor in space left between each car (a Passenger Car Unit, PCU). Therefore with 5.75m used, a queue of 19 cars could be accommodated between the give-way line at the pinch point and the junction of Brook Lane and Broad Oak.
- 2.5 The proposed development trip generation of 4 arrival trips in the AM peak and 10 arrival trips in the PM peak has been accepted by HCC. This would reflect on additional arrival every half hour in the AM peak and every 10 minutes in the PM peak. Even *if* multiple vehicles arrived at the same time and *if* another vehicle was approaching from the south, the likelihood of a 19+ vehicle queue forming and extending back to and beyond the Brook Lane/Broad Oak junction is very remote.
- 2.6 Therefore, the residual cumulative impact of the modest addition of vehicle traffic on Brook Lane is not considered to be severe in the context of the NPPF para 115.

- 2.7 In response to HCC Point (iii), an investigation into whether formal priority build-outs would be beneficial has taken place.
- 2.8 Formal build-outs were considered, however are challenging due to the available carriageway width along Brook Lane, the need to retain access to the frontage properties and manoeuvring requirements for refuse vehicles and fire tenders. As Brook Lane narrows to 3m in width at the pinch point, in order to enable a refuse vehicle to pass through the pinch point and access Cobbett Way, the formal build-out can only be extended 0.1m into the Brook Lane carriageway, narrowing the lane width to 2.9m. If the 0.1m build-out was implemented the give-way lines would have to be moved so that the refuse vehicle can manoeuvre past the waiting vehicle. Such a minor physical build out is considered more of a safety risk (being struck) than a traffic management feature.
- 2.9 Although there are existing give-way lines on Brook Lane where the lane narrows, there is no signage to identify which direction has the right of way. With the build-out suggestion not feasible due to the nature of Brook Lane, an alternative mitigation option of priority right of way could be implemented instead, as shown within **Appendix C**.
- 2.10 It is proposed that vehicles travelling southbound would have priority at the priority pinch point, and this would further reduce the likelihood of waiting vehicles affecting the Brook Lane/Broad Oak junction. Southbound the road sign will read, "Priority over oncoming vehicles" and northbound the road sign will read "Give way to oncoming vehicles". This will help to prioritise traffic flows and alleviate any conflict where the road narrows.
- 2.11 In terms of a visibility splay at the junction of Cobbett Way and Brook Lane, visibility of 2.4m x 43m (to the posted 30mph speed limit utilising MfS guidance) appears achievable in both the primary and secondary direction. A visibility splay drawing is attached as **Appendix D**.

3. PEDESTRIAN ACCESS

- 3.1 It is proposed that pedestrian access in and out of the site onto Broad Oak is made via up to two connections, being (a) via the field gate access and (b) via an existing pedestrian access path from the northern end of Cobbett Way linking into Broad Oak.
- 3.2 HCC's request for a more formal crossing from the north of the site has been investigated. The potential to provide a footway link to the existing footway network to the east was also

explored, but due to the available verge width of c1m to the east of the field gate, a footway of acceptable width to HCC could not be delivered. Pedestrian access for eastbound footfall is therefore accommodated through the existing Cobbett Way link and the introduction of a crossing point to utilise the northern footway/cycleway on Broad Oak.

- 3.3 As mentioned in the Transport Statement, the westbound 'Brook Cottages' bus stop is located at the existing gated site access onto Broad Oak and a pedestrian access will be provided to allow residents direct access to the bus stop. It is envisaged that the pedestrian link between the north of the site and 'Brook Cottages' bus stop will be in the form of a hoggin footpath which will connect to the existing footway along Broad Oak where the existing bus stop is located.
- 3.4 The existing conditions of the gated access and the westbound 'Brook Cottages' bus stop is demonstrated in **Photograph 1**.



Photograph 1: Existing conditions of Westbound Bus Stop

- 3.5 As shown in **Photograph 1** there is existing pavement to serve the bus stop, which measures circa 3.8m in length and 1.4m in width. Updated proposals are including improvements to the existing conditions, which would see the footway extended to c12m in length and c2m in width as well as providing a crossing point equipped with dropped kerbs and tactile paving. The design is shown within **Appendix D**.

- 3.6 The proposed crossing point which will provide a connection to the existing footway along the northern side of the A334 Broad Oak requires pedestrian visibility splay of 1.5m x 63m in both directions based on the recorded vehicle speeds of 36.4mph eastbound and 36.0mph westbound and TG3 guidance. A drawing showing the crossing point design and pedestrian visibility splay along with the results of the ATC survey is attached as **Appendix E**.
- 3.7 The proposed crossing point would provide a more convenient route for residents in the northern end of the proposed development. This would ensure residents in the northern end of the development would not have to double back on themselves to reach a pedestrian link and therefore fully promote sustainable journeys.
- 3.8 As outlined in the HCC comments, whilst there is a formal signalised crossing of Broad Oak to the east of its junction with Brook Lane, there are no safe crossing points for users heading west in the direct vicinity of the site. The next available westbound crossing point is at the Maypole Roundabout, circa 525m west of the site. The proposed crossing point along the A334 Broad Oak would mean site users would have access to an accessible route westbound without them having to double back on themselves to utilise the existing pedestrian infrastructure. This also provides a material benefit to any users of the current bus stop, who do not benefit from safe and suitable access.

4. SUMMARY AND CONCLUSIONS

- 4.1 This HRN has been prepared by Paul Basham Associates on behalf of The Mulberry Investments Pension Scheme in relation to an application to support an outline planning application for a development comprising of c34 dwellings at Land off Cobbett Way, Botley and considers the latest set of comments from HCC Highways (21st December 2023).
- 4.2 Whilst HCC raised no objection in principle to the proposed development, additional details were requested regarding the vehicle and pedestrian accesses. This report therefore responds to those outstanding queries.
- 4.3 Vehicle tracking has been provided for Brook Lane between Broad Oak and Cobbett Way. A robust assessment explains that 19 vehicles can be accommodated between the pinch point give-way line and the junction of Brook Lane and Broad Oak. Mitigation is proposed to provide a more formal give-way pinch point through the provision of signage, improving

the existing arrangement and further prevent a queue between the give-way line and the junction of Brook Lane and Broad Oak.

- 4.4 The proposed development also now incorporates an improved section of footway at the westbound bus stop on Broad Oak, and implementation of a dropped kerb/tactile paved crossing to facilitate improved access to/from the site and bus stop for existing and future residents.
- 4.5 It is considered that this report has suitably addressed the comments received from HCC as part of the planning application and we therefore encourage HCC to look favourably on this development in relation to highways.

Appendix A

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

*Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD*

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Matt Grantham

*My
reference* 051813

Direct Line

*Your
reference* O/23/96432

Date 21 December 2023

Email eastleighdc@hants.gov.uk

Dear Ms Sharpe,

Land to the west of Cobbett Way (please see location plan) , Land Off Cobbett Way, Botley

Outline application for residential development of up to 34 dwellings and associated infrastructure (access only to be considered).

In regard to application O/23/96432, it is understood that the proposals involve the construction of up to 34 dwellings, accessed from an existing end stub of highway to the south western end of Cobbett Way. Cobbett Way itself is accessed via Brook Lane, which itself links into the wider highway network via a priority junction onto the A334 Broad Oak.

It is further understood that this application is for the consideration of access into the proposed development only at this point, with no assessment of the internal layout proposed.

Having reviewed the information submitted as part of the overall application pack, most notably the Transport Statement (187.0012/TS/5 - Original, dated November 2023), whilst there would be no objection in principle to the development proposed, there are concerns and questions which have not been fully covered by the TS, as outlined below. It would be requested that this information is provided prior to a formal no objection being issued from HCC as Local Highway Authority.

*Director of Hampshire 2050
Garry Westbrook*

VEHICLE ACCESS:

As outlined in the TS, an additional (up to) 34 dwellings are proposed on site, and it would be anticipated that this would generate approximately 148 vehicle trips over an average 12 day period, with a peak hour generation of 16 trips in the AM (4 in / 12 out) and 15 trips in the PM (10 in / 5 out).

This is of course in addition to the trips already on the local network associated with the approximate 30 dwellings located in Cobbett Way, vehicles utilising the access into the rear of the adjacent car sales garage, and vehicles accessing facilities such as Manor Farm to the south, all of which already utilise Brook Lane, and its junction with Broad Oak.

Whilst the additional trips are relatively low when compared to the existing trip levels on Broad Oak, there are concerns with how the additional trips may impact the working of Brook Lane, which as outlined in the TS is single lane at points, and requires a cursory give way between oncoming vehicles. Historically there have been concerns raised as to how any increase in traffic flow may affect this.

It would therefore be requested that the applicants undertake an exercise to clearly demonstrate the nature of Brook Lane and how it may be impacted, via:

- i) A vehicle tracking exercise of Brook Lane between Broad Oak and Cobbett Way, clearly identifying the pinch point positions, and the area required to be kept clear to enable vehicles to adequately manoeuvre past each other in opposing directions; and
- ii) A commentary as to how many vehicles could be accommodated within a give-way queue before the junction of Brook Lane and Broad Oak is reached.
- iii) The investigation into whether formal priority build-outs would be beneficial.

This information would enable the assessment of the suitability of Brook Lane to accommodate additional traffic flows, and potentially inform the requirement for additional transport modelling to be undertaken dependant on the findings.

Additionally, again given the intensification of use that the development will bring, it would be requested that a visibility splay drawing is provided to demonstrate that the access junction of Cobbett Way and Brook Lane conform to current standards.

In terms of the proposed connection between Cobbett Way and the development site, drawings submitted within the TS (dimension, tracking and visibility splay) have been assessed and would be acceptable. Whilst again there is a narrowing of road width which will require a cursory give way between opposing vehicles, this will be between the lower level resident specific traffic flows, and with good intervisibility it is not

Director of Hampshire 2050
Gary Westbrook

foreseen that highway safety issues will arise. It may however be prudent for formal give way / build-outs to be provided to clarify priority, and the developer may wish to investigate this.

Finally, in terms of vehicle access, it is noted that there is an existing field gate access from the site directly onto Broad Oak. Clarification as to whether this access has been investigated as a potential vehicle access is requested, given it has potential to reduce the impact on the road users of Cobbett Way and Brook Lane, and negate potential issues as outlined above.

Whilst visibility splays have not been assessed, there is the potential for a dedicated vehicle access into the site, and with the future reduction in vehicle flows on Broad Oak as the Botley By Pass is finalised, it may be a more appropriate location with less neighbour impact.

PEDESTRIAN ACCESS:

It is proposed that pedestrian access in and out of the site onto Broad Oak is made via up to two connections, being (a) via the field gate access and (b) via an existing pedestrian access path from the northern end of Cobbett Way linking into Broad Oak.

In regard to the field gate access, in its current form it would only be promoted for access to the adjacent bus stop, with no adjacent footway or formal crossing point. As such, clarification of purpose of this access is requested, and also investigation for the potential to either provide a formal pedestrian crossing point with appropriate visibility splays, and/or provide a footway link to the existing footway network to the east.

Alternatively, utilisation of the existing footway link between the northern end of Cobbett Way and Broad Oak is proposed, and this would be acceptable in the main as a short safe link option. It is however noted that its convenience for residents in the northern end of the proposed development in particular is debatable, and does not necessarily fully promote sustainable journeys given the need to essentially double back on yourself to reach the link. As such, it would be requested that the applicants investigate potential links between the application site and Cobbett Way to the north to give adequate permeability.

Finally, in regard to pedestrian movements, and indeed cyclists who may wish to link into the local cycleway's after an initial walk and push, clarification of where safe pedestrian crossing points are located is requested. Whilst there is a formal signalised crossing of Broad Oak to the east of its junction with Brook Lane, which will be beneficial for users accessing the village amenities, and primary school, where is the nearest safe crossing point for users heading west? It would be anticipated that future residents will require this movement for secondary school journeys (anticipated to be on Woodhouse Lane). Drop kerbs and tactile paving will be required as a minimum, and more formal crossing points (i.e. refuges) should be fully investigated.

Director of Hampshire 2050
Gary Westbrook

If the applicants can provide details and clarification of the issues as outlined above, then a re-assessment of the application can be undertaken, and an updated consultation response supplied.

This updated response will also cover any highway infrastructure requirements; the level of developer contributions required; and details of any conditions that would need to be applied should a permission be granted.

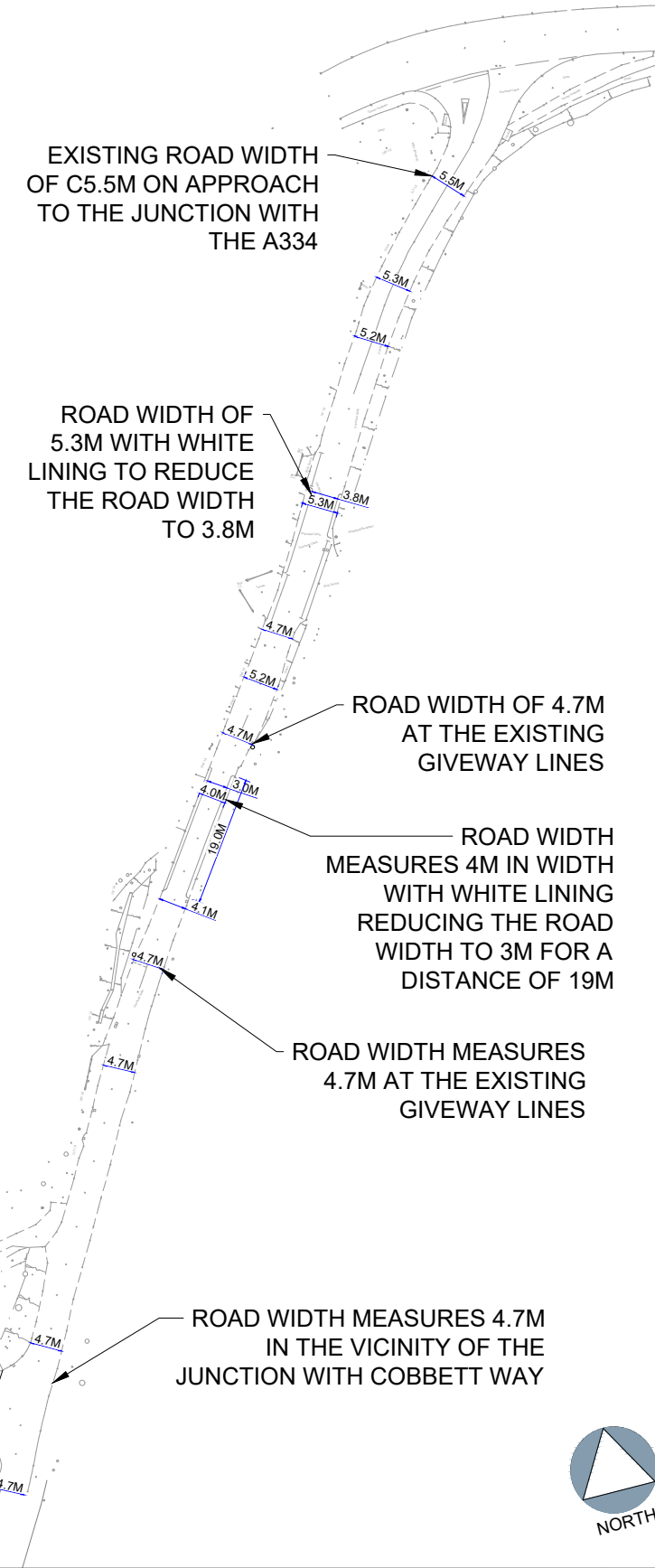
Yours sincerely,

Matt Grantham

Director of Hampshire 2050
Gary Westbrook

Appendix B

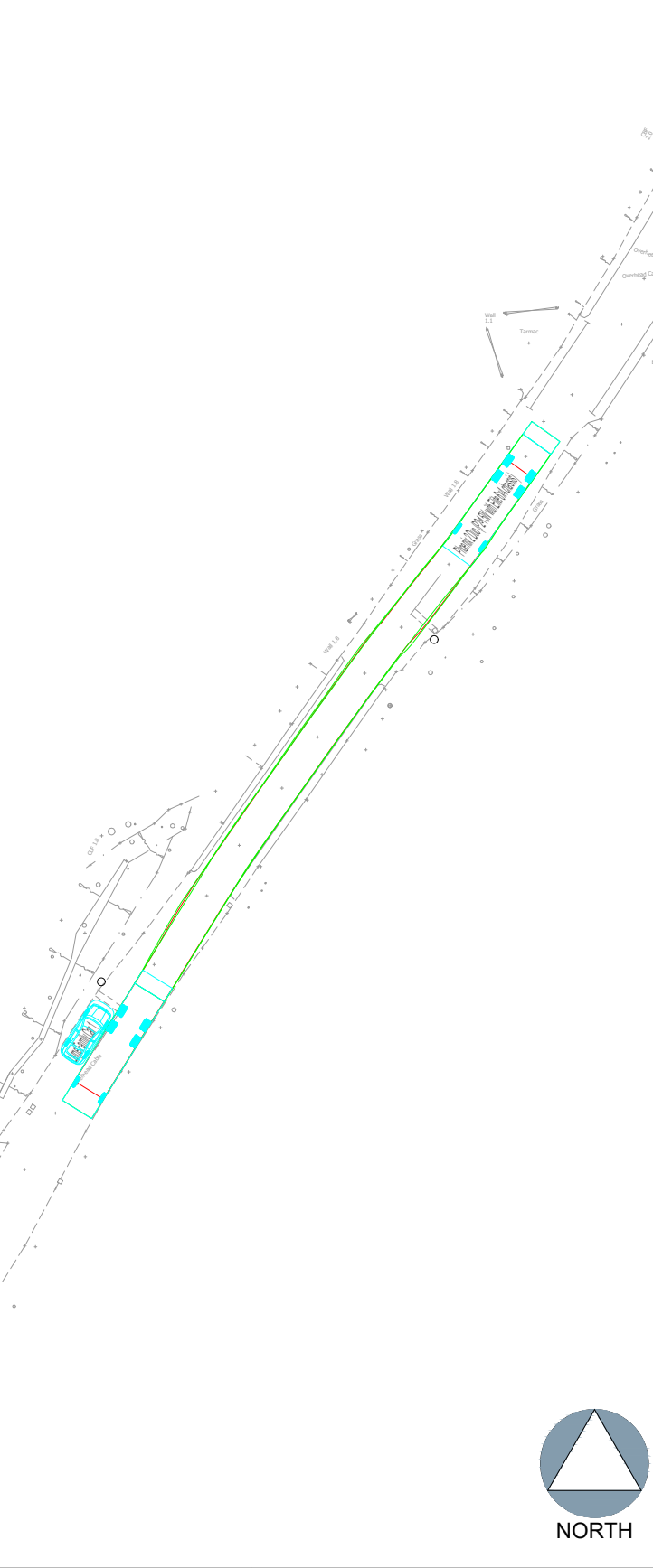
EXISTING LAYOUT ALONG BROOK LANE
- SCALE 1:1000



CAR TRACKING ALONG BROOK LANE -
SCALE 1:1000



CAR WAITING AT SOUTHERN GIVE-WAY
LINE AS REFUSE VEHICLE PASSES -
SCALE 1:500



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- VEHICLES HAVE BEEN TRACKED AT 10MPH.

KEY

VEHICLE PROFILE

Large Family Car 1

Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

P01	FIRST ISSUE	25.01.24	CID	MDS
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	25.01.24	CID	MDS	-
	PBA Project Number	Scale		
	187.0012	AS SHOWN	(AT A3)	
PBA Drawing No:				Revision
187.0012-0008				P01

Project Name LAND OFF COBBETT WAY, BOTLEY	Title BROOK LANE EXISTING LAYOUT	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client THE MULBERRY INVESTMENTS PENSION SCHEME	Date Created 25.01.24	Drawn By CID	Approved By MDS	Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 187.0012	Scale AS SHOWN	(AT A3)	
PBA Drawing No: 187.0012-0008				Revision P01			

Appendix C

Technical drawing of a road layout, likely a plan view. The drawing shows a road with a dashed center line and solid edge lines. A car is depicted on the left side of the road, with the text "Large Family Car" written inside its outline. The car is oriented towards the top left. A red line extends from the front of the car, labeled "Overhead Cable". The road curves to the right. Various labels are present: "CLF 1.8" is written near the top left; "Wall 1.8" is written twice along the right side of the road; "Grass" is written near the top right; and "Paved 20m (20.5m) with 5m (5m) class" is written along the bottom right edge. The drawing includes numerous small 'x' marks and circles, possibly representing trees or other features. A scale bar is visible at the bottom left, showing a distance of 1.0m.

ALL ROAD MEASUREMENTS TO REMAIN AS EXISTING

GIVEWAY LINES TO BE REMOVED AND SIGNAGE PROVIDED TO SHOW THOSE TRAVELING SOUTH HAVE PRIORITY OVER THOSE TRAVELING NORTH

ROAD WIDTH MEASURES 4M IN WIDTH WITH WHITE LINING REDUCING THE ROAD WIDTH TO 3M FOR A DISTANCE OF 19M TO REMAIN

GIVEWAY LINE TO REMAIN AND SIGNAGE PROVIDED TO SHOW THOSE TRAVELING NORTH WILL NEED TO GIVE PRIORITY TO THOSE TRAVELLING SOUTH

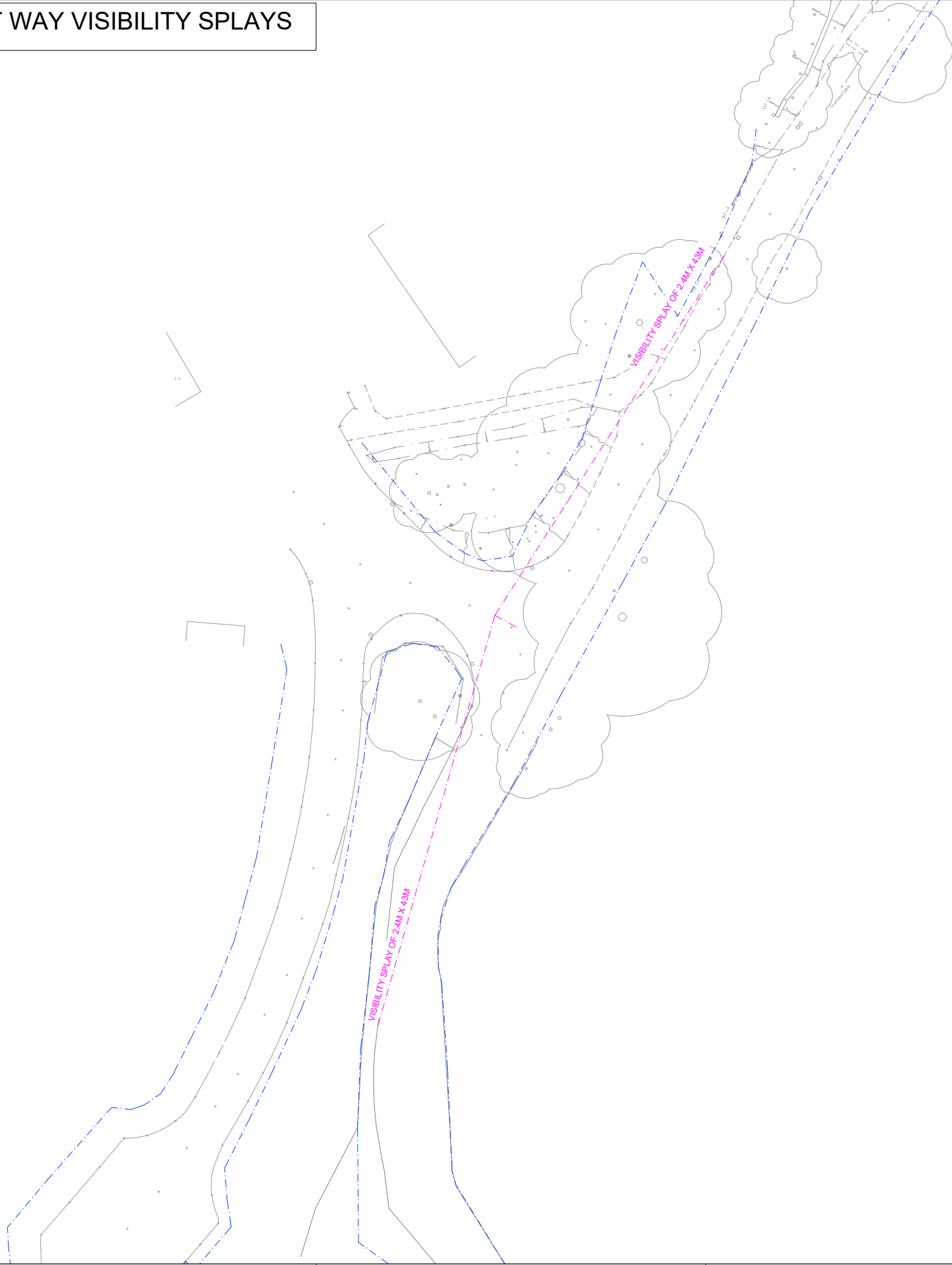
Priority over oncoming vehicles

Give way to oncoming vehicles

P01	FIRST ISSUE	25.01.24	CID	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
25.01.24	CID	MDS	-	
PBA Project Number		Scale	(AT A3)	
187.0012		AS SHOWN		
PBA Drawing No:			Revision	
187.0012-0010			P01	

Appendix D

COBBETT WAY VISIBILITY SPLAYS



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- VISIBILITY SPLAYS ARE BASED OFF OF MANUAL FOR STREETS GUIDANCE FOR 30MPH SPEED LIMIT ROADS
- ANY EXISTING VEGETATION WITHIN THE VISIBILITY SPLAYS WILL BE CUT BACK TO BELOW 600MM AND TREE CANOPIES WILL BE OVER 2M.

KEY

HIGHWAY BOUNDARY

SITE BOUNDARY



NORTH

P01	FIRST ISSUE	26.01.24	TNP	MDS
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	26.01.24	TNP	MDS	-
	PBA Project Number	Scale	(AT A3)	
	187.0012	1:500		
PBA Drawing No:				Revision
187.0012-0011				P01

Project Name

LAND OFF COBBETT WAY,
BOTLEY

Project Phase

PRELIMINARY

Title

COBBETT WAY JUNCTION
VISIBILITY SPLAYS



paulbasham
associates

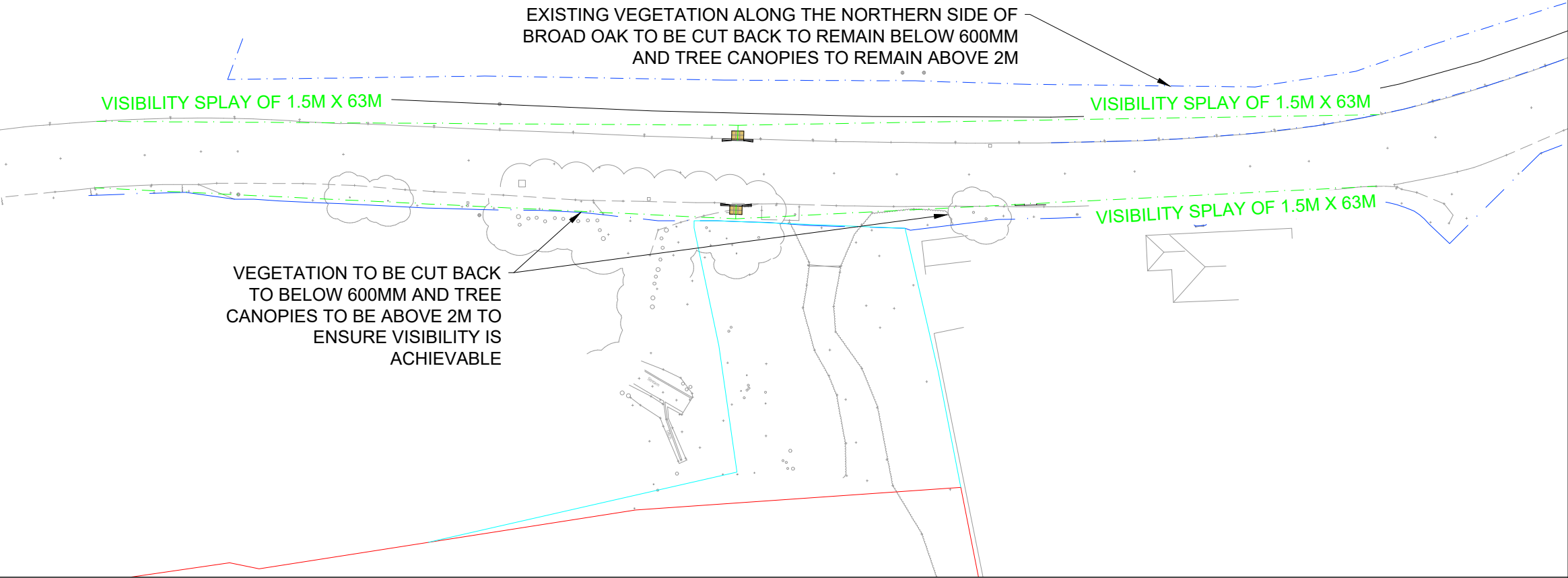
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client

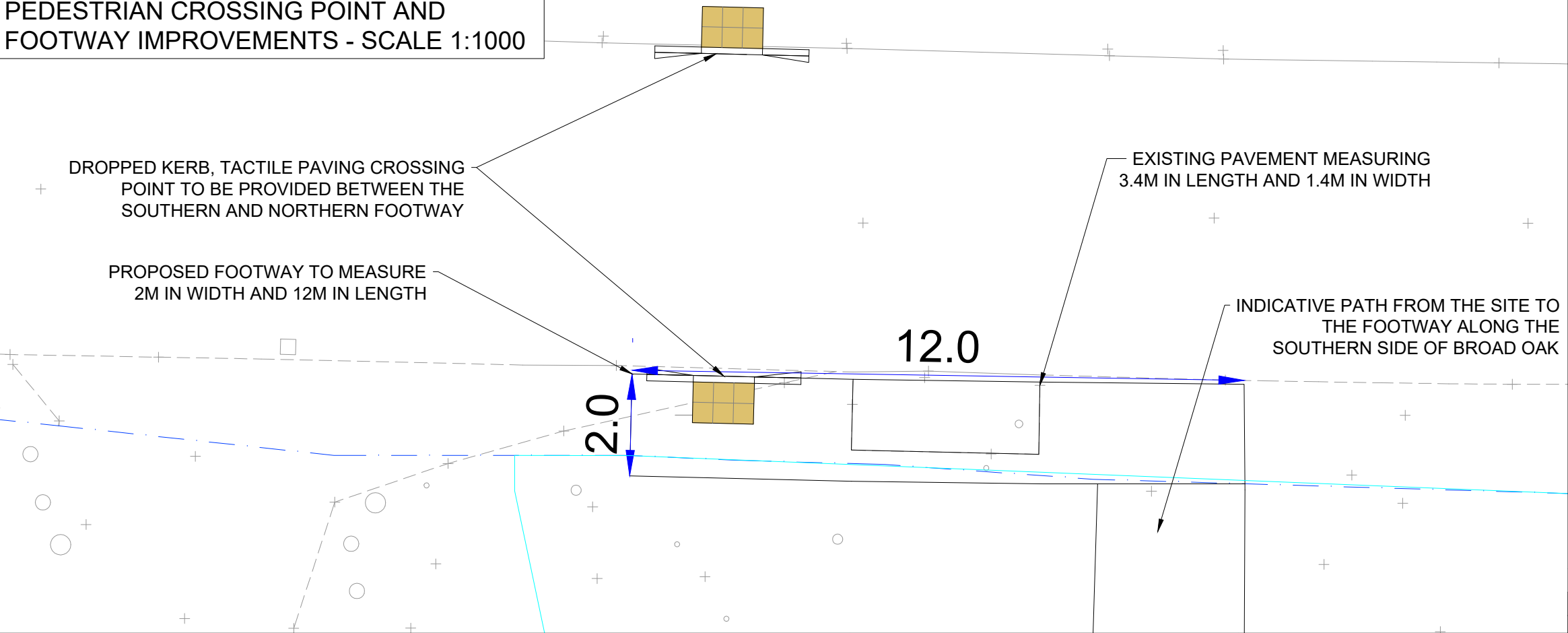
THE MULBERRY
INVESTMENTS PENSION
SCHEME

Appendix E

PEDESTRIAN VISIBILITY SPLAYS - SCALE 1:500



PEDESTRIAN CROSSING POINT AND FOOTWAY IMPROVEMENTS - SCALE 1:1000



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- VISIBILITY SPLAYS ARE BASED OFF OF THE RECORDED 85TH %ILE SPEEDS OF 36.4MPH EASTBOUND AND 36.0MPH WESTBOUND ON THE A334 BROAD OAK.
- ANY EXISTING VEGETATION WITHIN THE VISIBILITY SPLAYS WILL BE CUT BACK TO BELOW 600MM AND TREE CANOPIES WILL BE OVER 2M.

KEY

- HIGHWAY BOUNDARY
- SITE BOUNDARY
- LAND WITHIN THE CLIENTS OWNERSHIP

NORTH

P02	UPDATED SITE BOUNDARY	31.01.24	CID	MDS
P01	FIRST ISSUE	24.01.24	TNP	CID
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
24.01.24	TNP	CID	-	
PBA Project Number		Scale	(AT A3)	
187.0012		AS SHOWN		
PBA Drawing No:			Revision	
187.0012-0009			P02	

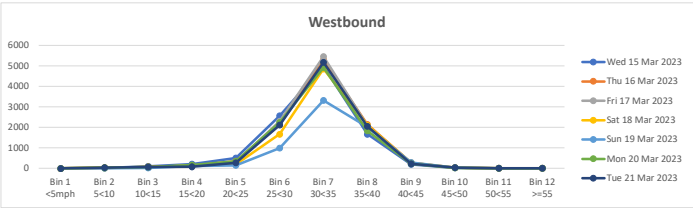
Project Name LAND OFF COBBETT WAY, BOTLEY	Title PEDESTRIAN CROSSING & PEDESTRIAN VISIBILITY SPLAYS	 paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client THE MULBERRY INVESTMENTS PENSION SCHEME	Date Created 24.01.24	Drawn By TNP	Approved By CID	Suitability Code -
Project Phase PRELIMINARY				PBA Project Number 187.0012	Scale AS SHOWN	(AT A3)	
				PBA Drawing No: 187.0012-0009	Revision P02		

Botley ATC, A334 Broad Oak (Western Site)

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	10303	36.6	31.3	5.2	0	27	98	214	508	2569	4985	1668	198	23	10	3
Thu 16 Mar 2023	10461	37.2	32.1	4.9	0	17	70	133	348	2134	5294	2147	267	35	12	4
Fri 17 Mar 2023	10657	37.1	32.1	4.8	0	16	43	150	292	2303	5456	2085	256	41	9	6
Sat 18 Mar 2023	9360	37.6	32.5	4.9	0	28	64	128	191	1667	4851	2107	276	40	5	3
Sun 19 Mar 2023	6957	38.4	33.2	5.0	0	13	27	112	143	988	3321	2015	285	41	9	3
Mon 20 Mar 2023	9839	37.0	31.8	5.0	0	31	62	156	346	2232	4922	1831	223	27	5	4
Tue 21 Mar 2023	10061	37.2	32.2	4.8	0	36	62	81	274	2109	5170	2051	228	38	7	5
5 Day Ave.	10264	37.0	31.9	4.9	0	25	67	147	354	2269	5165	1956	234	33	9	4
7 Day Ave.	9663	37.3	32.2	4.9	0	24	61	139	300	2000	4857	1986	248	35	8	4

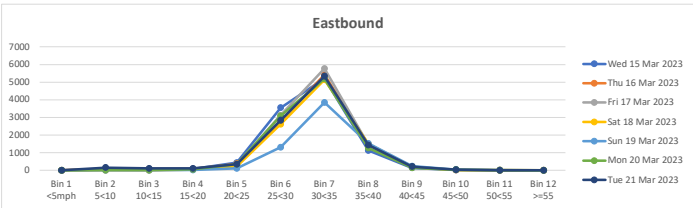
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Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	10711	35.6	30.8	4.7	0	48	57	84	442	3551	5216	1130	141	27	7	8
Thu 16 Mar 2023	10504	36.5	31.3	5.0	0	93	83	73	377	2773	5429	1453	184	25	12	2
Fri 17 Mar 2023	11005	36.1	31.5	4.5	0	44	33	56	308	3121	5776	1453	169	27	12	6
Sat 18 Mar 2023	9831	36.4	31.9	4.3	0	6	11	43	226	2624	5136	1512	209	36	15	13
Sun 19 Mar 2023	7132	37.4	32.9	4.3	0	1	0	23	108	1310	3857	1529	234	46	17	7
Mon 20 Mar 2023	10199	35.9	31.3	4.4	0	22	15	54	355	3083	5194	1272	150	30	13	11
Tue 21 Mar 2023	10631	36.9	31.1	5.6	0	155	122	114	342	2841	5342	1436	212	44	11	12
5 Day Ave.	10610	36.2	31.2	4.8	0	72	62	76	365	3074	5391	1349	171	31	11	8
7 Day Ave.	10002	36.4	31.6	4.7	0	53	46	64	308	2758	5136	1398	186	34	12	8

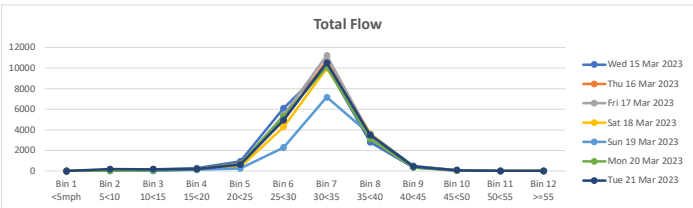
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	21014	36.1	31.0	4.9	0	75	155	298	950	6120	10201	2798	339	50	17	11
Thu 16 Mar 2023	20965	36.9	31.7	5.0	0	110	153	206	725	4907	10723	3600	451	60	24	6
Fri 17 Mar 2023	21662	36.6	31.8	4.6	0	60	76	206	600	5424	11232	3538	425	68	21	12
Sat 18 Mar 2023	19191	37.0	32.2	4.6	0	34	75	171	417	4291	9987	3619	485	76	20	16
Sun 19 Mar 2023	14089	37.9	33.1	4.7	0	14	27	135	251	2298	7178	3544	519	87	26	10
Mon 20 Mar 2023	20038	36.4	31.6	4.7	0	53	77	210	701	5315	10116	3103	373	57	18	15
Tue 21 Mar 2023	20692	37.1	31.6	5.3	0	191	184	195	616	4950	10512	3487	440	82	18	17
5 Day Ave.	20874	36.6	31.5	4.9	0	98	129	223	718	5343	10557	3305	406	63	20	12
7 Day Ave.	19664	36.9	31.9	4.8	0	77	107	203	609	4758	9993	3384	433	69	21	12

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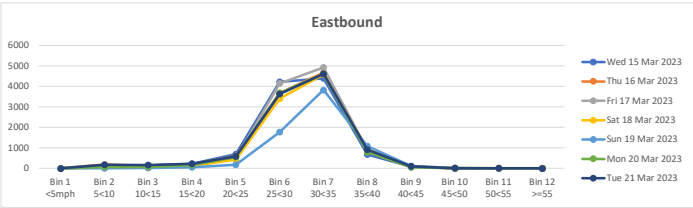


Botley ATC, A334 Broad Oak (Eastern Site)

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	10515	34.7	29.5	5.0	0	83	137	219	686	4216	4397	684	76	8	4	5
Thu 16 Mar 2023	10354	35.4	29.8	5.4	0	185	96	183	595	3674	4673	849	85	12	2	0
Fri 17 Mar 2023	10792	34.9	30.2	4.6	0	75	69	111	489	4145	4919	898	76	8	2	0
Sat 18 Mar 2023	9667	35.3	30.5	4.6	0	34	56	123	421	3398	4585	933	90	22	2	3
Sun 19 Mar 2023	7091	36.2	31.8	4.3	0	6	15	58	182	1775	3825	1077	120	26	7	0
Mon 20 Mar 2023	10016	35.0	30.1	4.7	0	62	73	164	557	3677	4606	797	60	14	5	1
Tue 21 Mar 2023	10401	35.5	29.7	5.6	0	176	161	222	586	3626	4609	908	100	12	1	0
5 Day Ave.	10416	35.1	29.8	5.1	0	116	107	180	583	3868	4641	827	79	11	3	1
7 Day Ave.	9834	35.3	30.2	4.9	0	89	87	154	502	3502	4516	878	87	15	3	1

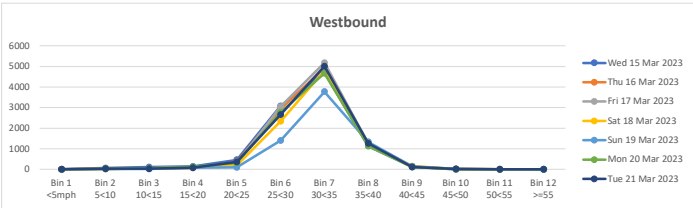
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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	9868	35.9	30.6	5.1	0	70	112	151	462	3085	4704	1131	137	11	4	1
Thu 16 Mar 2023	9747	35.7	31.1	4.4	0	21	47	74	368	2949	4913	1231	126	15	3	0
Fri 17 Mar 2023	10067	35.7	31.2	4.3	0	30	36	66	288	3058	5184	1253	135	16	1	0
Sat 18 Mar 2023	8957	36.2	31.5	4.6	0	36	53	103	199	2341	4797	1260	153	13	1	1
Sun 19 Mar 2023	6901	36.8	32.2	4.4	0	12	25	86	103	1404	3775	1331	149	13	3	0
Mon 20 Mar 2023	9222	35.7	31.0	4.6	0	31	55	127	313	2775	4671	1130	106	11	1	2
Tue 21 Mar 2023	9568	35.9	31.3	4.4	0	34	33	81	360	2663	5005	1262	110	16	3	1
5 Day Ave.	9694	35.8	31.0	4.6	0	37	57	100	358	2906	4895	1201	123	14	2	1
7 Day Ave.	9190	36.0	31.3	4.5	0	33	52	98	299	2611	4721	1228	131	14	2	1

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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Wed 15 Mar 2023	20383	35.3	30.0	5.1	0	153	249	370	1148	7301	9101	1815	213	19	8	6
Thu 16 Mar 2023	20101	35.6	30.4	5.0	0	206	143	257	963	6623	9586	2080	211	27	5	0
Fri 17 Mar 2023	20859	35.3	30.7	4.5	0	105	105	177	777	7203	10103	2151	211	24	3	0
Sat 18 Mar 2023	18624	35.7	31.0	4.6	0	70	109	226	620	5739	9382	2193	243	35	3	4
Sun 19 Mar 2023	13992	36.5	32.0	4.3	0	18	40	144	285	3179	7600	2408	269	39	10	0
Mon 20 Mar 2023	19238	35.4	30.5	4.7	0	93	128	291	870	6452	9277	1927	166	25	6	3
Tue 21 Mar 2023	19969	35.8	30.4	5.1	0	210	194	303	946	6289	9614	2170	210	28	4	1
5 Day Ave.	20110	35.5	30.4	4.9	0	153	164	280	941	6774	9536	2029	202	25	5	2
7 Day Ave.	19024	35.7	30.7	4.8	0	122	138	253	801	6112	9238	2106	218	28	6	2

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