

Appendix T: Correspondence with HCC ITS Team on the potential Wide Lane Toucan Crossing north of the Spitfire Roundabout

From: [Lee, Graham](#)
To: [Gammer, Nick](#); [Martin Hubbard](#)
Cc: [Mundy, Jonathan](#); [Ali Memory](#); [AdamConnor](#); [john](#); [Steve Thurston](#); [Jamie Loxley](#); [Matthew Thomas](#); [Jon Williams](#); [Carl Morrish](#); [McCart, Gemma](#); [Harrison, Liz](#); [Longhurst, Craig](#)
Subject: RE: Navigator Quarter - Updated Mitchell Way South Design & Wide Lane Signalised Crossing
Date: 24 October 2025 15:19:16
Attachments: [image001.png](#)

Hi Martin,

ITS are generally happy with the crossing location and format. We will have design comments; these can be dealt with at the preliminary S278 stage.

As long as the roundabout exit arm crossing stop line does not get any closer to the roundabout, a departure from standard is not required in this instance.

In order for us to support a crossing we required a PmV² in line with TG4-2. Given the timescales of this project and the foreseen difficulty in predicting ped/ cycle flows, we are prepared to consider a modified approach...

Using the simplified version of the equation (PV²) please use the traffic demand during the peak hours (AM and PM) and calculate the volume of pedestrians/ cyclists required to satisfy a value of 0.5 x 10⁸ and again for 1.0 x 10⁸. We will consider if these values are in the right 'ball park'. Any commentary you can provide on likely pedestrian desire lines and an idea of how many crossing users might be generated from the site would be helpful.

Should we be satisfied that a crossing is appropriate, a full pedestrian/ cyclists survey as detailed in TG4-2 and PmV² assessment will still be required at the preliminary stage.

Any problems or questions please get in touch.

Regards

Graham

From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 24 October 2025 14:13
To: Martin Hubbard <Martin.Hubbard@steergroup.com>
Cc: Mundy, Jonathan <jonathan.mundy@hants.gov.uk>; Ali Memory <Ali.Memory@steergroup.com>; AdamConnor <AdamConnor@blocgroup.org>; john <john@atkinsproperty.co.uk>; Steve Thurston <steve.thurston@agsairports.co.uk>; Jamie Loxley <j.loxley@msa-architects.co.uk>; Matthew Thomas <m.thomas@msa-architects.co.uk>; Jon Williams <Jon.Williams@steergroup.com>; Carl Morrish <Carl.Morrish@steergroup.com>; McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Harrison, Liz <liz.harrison@eastleigh.gov.uk>; Lee, Graham <Graham.Lee@hants.gov.uk>; Longhurst, Craig <Craig.Longhurst2@hants.gov.uk>
Subject: RE: Navigator Quarter - Updated Mitchell Way South Design & Wide Lane Signalised Crossing

Hi Martin

Jonathan and Graham are currently reviewing the Toucan crossing proposals and we'll respond in due course; I'm on leave next week but I'm hoping Gemma can keep things moving (assuming her jury service doesn't overrun...).

In terms of a DfS, ITS have a slightly different process (and a different Chief Engineer) to non-signalised highway schemes. It's likely you won't have to go through the formal in-principle DfS process for this Toucan scheme, as long as Jonathan and Graham are comfortable a DfS will be approved at the S278 stage.

Best wishes

Nick

Nick Gammer

Team Leader - Transport Policy

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Hampshire County Council operates a pre-application highway advice service for developers.

Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information

<https://www.hants.gov.uk/transport/developers/highwaysdevelopmentplanning>

From: Martin Hubbard <Martin.Hubbard@steergroup.com>

Sent: 24 October 2025 13:59

To: Gammer, Nick <Nick.Gammer@hants.gov.uk>

Cc: Mundy, Jonathan <jonathan.mundy@hants.gov.uk>; Ali Memory <Ali.Memory@steergroup.com>; AdamConnor <AdamConnor@blocgroup.org>; john <john@atkinsproperty.co.uk>; Steve Thurston <steve.thurston@agsairports.co.uk>; Jamie Loxley <j.loxley@msa-architects.co.uk>; Matthew Thomas <m.thomas@msa-architects.co.uk>; Jon Williams <Jon.Williams@steergroup.com>; Carl Morrish <Carl.Morrish@steergroup.com>; McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Harrison, Liz <liz.harrison@eastleigh.gov.uk>; Lee, Graham <Graham.Lee@hants.gov.uk>; Longhurst, Craig <Craig.Longhurst2@hants.gov.uk>

Subject: RE: Navigator Quarter - Updated Mitchell Way South Design & Wide Lane Signalised

Crossing

EXTERNAL EMAIL - This email was sent by a person outside the organisation. Do not open any links or attachments if you were not expecting them. If in doubt, contact the IT Service Desk.

Hi Nick,

I wanted to follow up on the below to see if you have managed to review the conceptual layout please, as it will require a Departure from Standard submission.

Kind regards,

Martin

Martin Hubbard

Associate

=====



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From: Martin Hubbard

Sent: 20 October 2025 17:23

To: Gammer, Nick <Nick.Gammer@hants.gov.uk>

Cc: Mundy, Jonathan <jonathan.mundy@hants.gov.uk>; Ali Memory <Ali.Memory@steergroup.com>; AdamConnor <AdamConnor@blocgroup.org>; john <john@atkinsproperty.co.uk>; Steve Thurston <steve.thurston@agsairports.co.uk>; Jamie Loxley <j.loxley@msa-architects.co.uk>; Matthew Thomas <m.thomas@msa-architects.co.uk>; Jon Williams <Jon.Williams@steergroup.com>; Carl Morrish <Carl.Morrish@steergroup.com>; McCart, Gemma <gemma.mccart2@hants.gov.uk>; Harrison, Liz <liz.harrison@eastleigh.gov.uk>; Lee, Graham <Graham.Lee@hants.gov.uk>; Longhurst, Craig <Craig.Longhurst2@hants.gov.uk>

Subject: Navigator Quarter - Updated Mitchell Way South Design & Wide Lane Signalised Crossing

Hi Nick,

Thanks for providing your feedback on this. We are currently preparing the Departure from Standard and will confirm once submitted.

On the potential improvement of the pedestrian/ cycle crossing on the northern Wide Lane arm of the Spitfire Roundabout we originally considered a signalised, parallel pedestrian/cycle crossing but following our call with you on 8 October and the suggestion

that it could be a toucan crossing we have prepared the attached design. It was also mentioned that if we had concerns over the proximity to third party land then we could reduce the footway slightly directly at the access point to the crossing on the western side. Therefore this has been reduced to 2.84m behind the crossing.

The crossing is located 36m back from the exit of the roundabout - this is based on a measurement adjacent to the kerb line, so it would require a Departure from Standard (TG-4-2 states 40m from a junction). We could not push it further north without encroaching on third party land.

Please note the ultimate feasibility of the crossing will be subject to the outcome of updated junction modelling for the Spitfire Roundabout which is proposed to be run with and without the crossing as the crossing will cause queuing back into the Spitfire roundabout at peak times. The acceptability of that will need to be considered in relation to potential signalisation of the crossing.

Please can you review the principle of the design and confirm that you are happy with it progressing to a Departure from Standard submission.

Kind regards,

Martin

Martin Hubbard

Associate

—



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From: Gammer, Nick <Nick.Gammer@hants.gov.uk>

Sent: 20 October 2025 12:46

To: Martin Hubbard <Martin.Hubbard@steergroup.com>; Longhurst, Craig <Craig.Longhurst2@hants.gov.uk>

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Subject: RE: Navigator Quarter - Updated Mitchell Way South Design

Hi Martin

Thank you for the attached, comments below.

- This proposal provides an improvement with the continuation of a 2.5m shared use on the western side of Mitchell Way. It is felt these proposals would likely be more acceptable to the DfS board.
- We would suggest highlighting in the DfS submission the footway width before being reduced to 1.62m – it may already be less than 2.0m, which potentially helps support the DfS, as would any justification of relatively light pedestrian flows on this section.
- Whilst the carriageway has been made narrower in the southern section, it provides an overall improvement for southbound users in terms of tracking as the curve is opened out (a positive you may want to mention in the DfS application).
- The 6.8m width meets the minimums in the TG which is 6.4m when a bus route – and crucially appears to demonstrate articulated vehicles can pass in opposing directions, which is required under HCC TG2 for a Primary road.

Regarding the Departures from Standard, comments in red below:

- The shared use footway as the 2.5m width would be below the 3m standard (TG10). **Correct, this is a clear departure.**
- The eastern footway width of 1.62m at its narrowest point which would be below the 2m standard (TG10). Although TG10 does state that widths can be reduced to between 1.8m and 1.5m subject to Highway Authority approval. **Technically this is not a Departure as I understand it, but would need to be considered in relation to the above; that is, justification should be provided in the above DfS regarding why the only option is to narrow this existing eastern footway.**
- **As set out above, the carriageway width of 6.8m is not a DfS.**

One final point is that the attached includes a design for a Toucan crossing on the Wide Lane arm of Spitfire Roundabout. I've not asked my ITS colleagues to review this. I can do if it would be helpful, or will a more detailed/ standalone design of this crossing point be submitted for review in due course?

Best wishes

Nick

Nick Gammer

Team Leader - Transport Policy

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Hampshire County Council operates a pre-application highway advice service for developers.

Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information

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From: Martin Hubbard <Martin.Hubbard@steergroup.com>

Sent: 20 October 2025 11:26

To: Gammer, Nick <Nick.Gammer@hants.gov.uk>; Longhurst, Craig <Craig.Longhurst2@hants.gov.uk>

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Subject: RE: Navigator Quarter - Updated Mitchell Way South Design

EXTERNAL EMAIL - This email was sent by a person outside the organisation. Do not open any links or attachments if you were not expecting them. If in doubt, contact the IT Service Desk.

Hi Nick, Craig,

Wanted to follow up on the below and the attached to see if you have managed to review the proposals and confirm we are in agreement that this is the best solution we can find at this stage as we need to submit the Departures from Standard asap.

Kind regards,

Martin

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From: Martin Hubbard

Sent: 14 October 2025 19:09

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Subject: Navigator Quarter - Updated Mitchell Way South Design

Nick, Craig,

Further to our meeting last Wednesday we have under a further review of the southern section of Mitchell Way and believe we have found a better solution.

The proposed design achieves a minimum 2.5m shared use footway on the western side of Mitchell Way which was suggested as being more acceptable in principle to you. We have achieved this by:

- Reducing the carriageway width to 6.8m in places.
- Moving the carriageway further to the east adjacent and to the north of HSBC house, including adjustments to the inset bus stop.
- Revising the Mitchell Way kerbline to the east. The original location is shown in pink. This also requires the removal of some of the grass verge but does not alter the current back of footway location on the eastern side and does not impact on the airport fence line. The Airport consider that the attached is suitable from an operational/ security perspective.
- Reducing the width of the footway in places on the eastern side to a min of c 1.62m.

Please confirm that this is more satisfactory from a design perspective, as we would like to submit the Departure from Standard asap. Please confirm the Departures from Standard would need to relate to:

- The shared use footway as the 2.5m width would be below the 3m standard (TG10).
- The eastern footway width of 1.62m at its narrowest point which would be below the 2m standard (TG10). Although TG10 does state that widths can be reduced to between 1.8m and 1.5m subject to Highway Authority approval.

I am assuming that a carriageway width of 6.8m would not be a Departure but please advise if you disagree.

If you could confirm the above asap it would be appreciated.

We are currently reviewing the feasibility of the signalised pedestrian/cycle crossing across Wide Lane (northern arm of the Spitfire Roundabout).

Kind regards,

Martin

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