



transport planning

Noviniti

Proposed MSCP and New Emergency Department at QAH, Portsmouth

Transport Assessment

15 February 2021



modetransport.co.uk





transport planning

Noviniti

Proposed MSCP and New Emergency Department at QAH, Portsmouth

Transport Assessment

OFFICE ADDRESS:
9 Greyfriars Road
Reading RG1 1NU

PROJECT NO:
J325214

DATE:
15 February 2021

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
V4.1	210215 J325336 TA V4.1.docx	CS/CH	15 February 2021	Final	CH	CH

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
V1.1	01 February 2021	CH	First Issue
V2.0	03 February 2021	CH	Second Issue
V3.0	05 February 2021	CH	Third Issue
V4.0	09 February 2021	CH	Fourth Issue
V4.1	15 February 2021	CH	Planning Submission

CONTENTS

1.	Introduction	1
1.1	Context	1
1.2	Document Purpose and Structure	1
2.	Planning Policy Context	3
2.1	National Planning Policy Framework (NPPF)	3
2.2	Local Policy	4
3.	Existing Conditions	5
3.1	The QAH Site	5
3.2	Modular Ward Committed Development	7
3.3	Location and Use of MSCP and ED Application Sites	8
3.4	Off-Site Car Parking Arrangements – Fort Southwick Park & Ride	10
3.5	Cycle Parking Arrangements	11
3.6	Local Highway Network	11
3.7	Highway Safety Analysis	11
4.	Sustainable Accessibility	13
4.1	Overview	13
4.2	Pedestrian & Cycle Accessibility	13
4.3	Bus Service Accessibility	14
4.4	Rail Service Accessibility	17
4.5	Summary	18
5.	Development Proposals	19
5.1	Overview	19
5.2	Access and Servicing Arrangements	19
5.3	Changes in Parking Provision and Allocations by Month	21
5.4	Car Parking Provision	21
5.5	Sustainable Travel Opportunities	23
6.	Development Impact and Mitigation	24
6.1	Overview	24
6.2	Changes to Parking Provision and Allocations over (Modular Ward), MSCP and ED Projects	24
6.3	Increased Public Parking Allocations	27
6.4	Changes in Public versus Staff Trip Generation	28
6.5	Mitigating a Reduction in On-site Staff Parking Allocations	32

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

7.	Conclusions and Recommendation	33
7.1	Conclusions	33
7.2	Recommendation	33

APPENDICES

APPENDIX A Proposed Site Plans

APPENDIX B Changes in Parking Provision and Allocations by Month

APPENDIX C Trip Rate and Trip Generation Calculations

APPENDIX D Summary of Impacts and Mitigation for MSCP and ED
Development Phases

1. Introduction

1.1 Context

- 1.1.1 This Transport Assessment (TA) has been prepared by mode transport planning (mode) on behalf of Noviniti and Portsmouth Hospitals University NHS Trust (the “Trust”) to support planning applications for the construction of a multi-storey car park (MSCP) and the provision of a new, enhanced Emergency Department (ED) facility to replace the existing facility at the Queen Alexandra Hospital (QAH) in Cosham. Site proposal plans are provided in [Appendix A](#).
- 1.1.2 Planning applications for the MSCP and ED elements are being submitted independently but underpinned by a single combined strategy to ensure that public and staff car parking continues to be appropriately provided and managed. The MSCP proposal is being submitted as a full planning application, whilst the ED proposal is being submitted as an Outline planning application (with all matters other than access reserved).
- 1.1.3 Both planning applications are being pursued further to planning permission secured for the development of a 72-bed Modular Ward on one half of the current North Car Park (20/01256/FUL); the other half being the application site of the proposed MSCP.
- 1.1.4 In support of the already consented Modular Ward, and planning applications for the MSCP and ED proposals, the Trust has been progressing a comprehensive Transport Strategy for the QAH site (with support from and preparation by mode). This exists as a ‘Framework’ version in its current form. The latest revision, V3.1, also accompanies the MSCP and ED planning applications. Reference should be made to this document in addition to this TA, where outlining the overarching strategy for how parking provision and travel will be managed at the QAH over the short, medium and longer term.

1.2 Document Purpose and Structure

- 1.2.1 The purpose of the TA is to assess the implications of the MSCP and ED proposals at the QAH and on the surrounding highway and transport networks, both independently and in combination. In doing so, the remainder of the report is structured as follows:

Chapter 2 – Planning Policy

- 1.2.2 This chapter reviews the relevant national and local transport-related planning policies applicable to the development proposals.

Chapter 3 – Existing Conditions

1.2.3 This chapter details the existing conditions of the application site with a particular focus on existing car parking arrangements at the QAH sites and the Forth Southwick Park & Ride (P&R) site. An overview of the local highway network and analysis of accident statistics in the vicinity of QAH is also provided.

Chapter 4 – Sustainable Accessibility

1.2.4 Existing sustainable transport infrastructure is detailed in this Chapter including the QAH site's accessibility by foot, cycle and public transport.

Chapter 5 – Development Proposals

1.2.5 This chapter provides a detailed overview of the development proposals and examines the access strategy, servicing arrangements and parking arrangements across both the MSCP and ED proposals.

Chapter 6 – Development Impact and Mitigation

1.2.6 This chapter assesses the development impact in terms of changes to car parking provision and allocations between the public and staff, along with proposed mitigation.

Chapter 7 – Conclusions and Recommendation

1.2.7 This chapter provides conclusions and recommendation of the TA.

2. Planning Policy Context

2.1 National Planning Policy Framework (NPPF)

2.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these are expected to be applied. The NPPF was published in March 2012 and has since been revised, most recently in June 2019.

2.1.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Core land use planning principles are put forward to underpin both plan-making and decision-making, one of which is Policy 9, Promoting Sustainable Transport which aims to:

"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

2.1.3 Paragraph 110 suggests that developments should be located and designed where practical to, among other things, give priority to pedestrian and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport.

2.1.4 Paragraph 108 of the NPPF states that when assessing specific sites uses for development applications, it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.1.5 Paragraph 109 of the 2019 NPPF ultimately states the following for transport:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe".

2.2 Local Policy

2.2.1 The Portsmouth Plan is the principal document of the City's Local Development Framework. Policy PCS17 focuses on transportation and states that "the council will work with its partners to deliver a strategy that will reduce the need to travel and provide a sustainable and integrated transport network, which will include:

- *"Encouraging development in areas around public transport hubs and along corridors where there is good access not only to public transport but also to goods and services. Locating development where there is the potential to improve accessibility for all through walking, cycling and public transport;*
- *Creation of Bus Rapid Transit (BRT) routes in the short to medium term, with support for the implementation of a sub-regional BRT linking Gosport, Fareham, North Fareham SDA and Portsmouth (including Port Solent and Queen Alexandra Hospital) in the longer term;*
- *Promoting walking and cycling and improved integration with other modes."*

2.2.2 The Portsmouth Plan sets out a monitoring framework for delivering PCS17 which includes improvements to QAH's accessibility such as provision of a new bus route between Waterlooville and the City Centre via QAH, pedestrian / cycle improvements between QAH and the City Centre and an improved interchange at QAH.

2.2.3 The Portsmouth City Local Plan was adopted in 2006 and policies were 'saved' in 2009. Policy CM6 focuses on the QAH and states that, *"development proposals within the Queen Alexandra Hospital boundary...will be permitted provided that:*

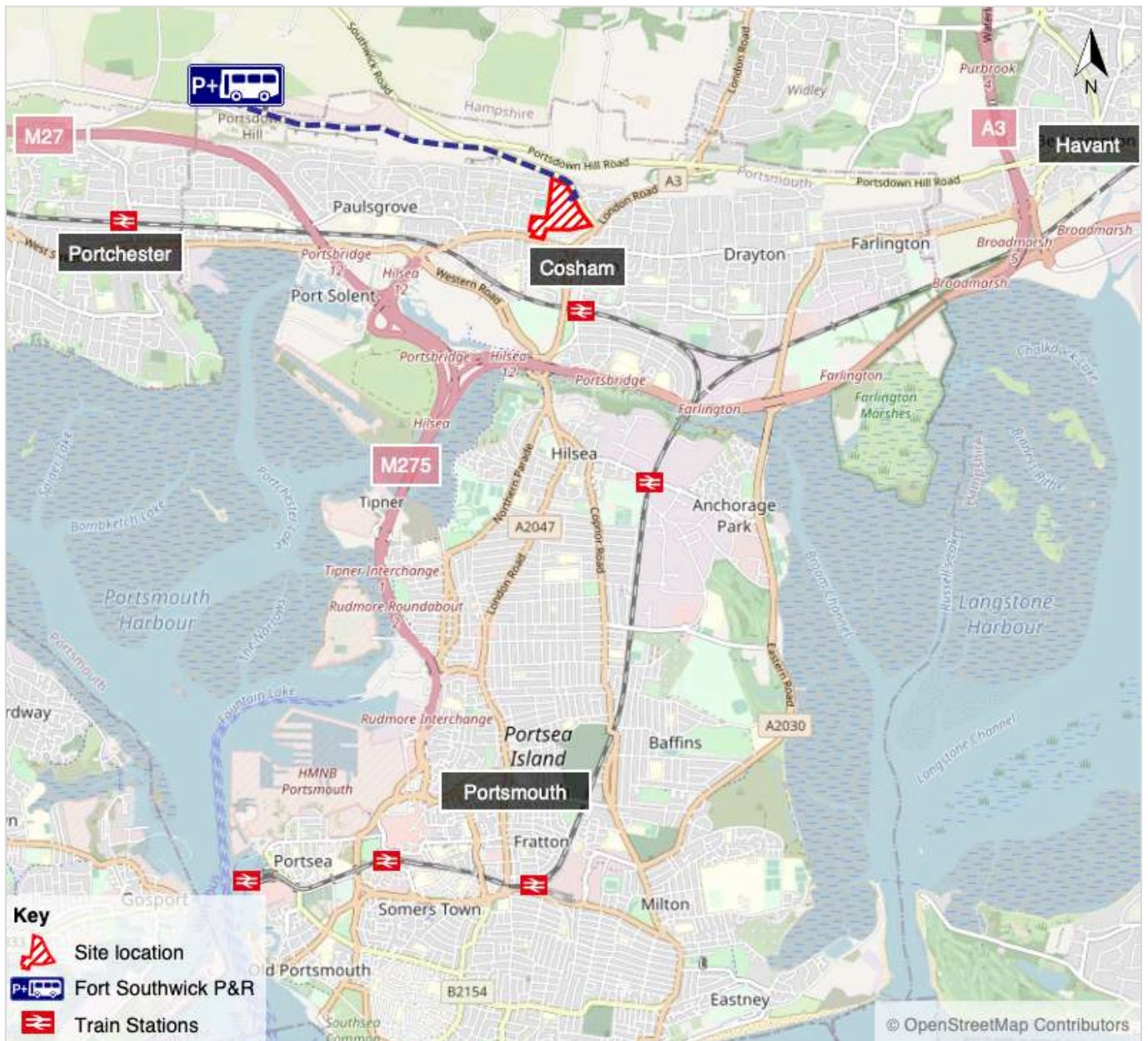
- *They contribute to the long-term strategy to consolidate its status as a sub-regional hospital;*
- *They are compatible in scale and form to the existing hospital complex*
- *The surrounding highway network, improved where necessary, can accommodate any additional traffic generation; and*
- *They are supported by a travel plan or are specifically designed to reduce the need to travel by car."*

3. Existing Conditions

3.1 The QAH Site

3.1.1 The QAH is located in Cosham, to the north of Portsmouth and the M27. The location of QAH in context with the local area is demonstrated on **Figure 3.1**.

Figure 3.1 QAH Location Plan



3.1.2 The Trust is one of the largest employers in Portsmouth, with approximately 7,500 staff, along with 700 volunteers and more than 1,000 staff delivering the Trust's services on behalf of the Project Co's main contractor (Engie).

- 3.1.3 Comprehensive secondary care and specialist services are provided by the Trust at the QAH, serving around 675,000 people across Portsmouth and South East Hampshire. Some tertiary services are also provided to a catchment area of more than 2 million people.
- 3.1.4 Following substantial financial investment in 2009 via the Government's Private Finance Initiative (PFI), services previously delivered from three hospitals were centralised at the QAH at a new hospital building. This major redevelopment of the QAH wrapped and integrated with a number of original blocks, which were also substantially refurbished.
- 3.1.5 The QAH site provides for both public car parking managed by Engie, whilst a range of staff parking facilities are also provided on-site and managed by the Trust (including by way of a staff parking permit system based upon eligibility criteria). In addition, the Trust leases 992 car parking spaces at the Fort Southwick Park and Ride (P&R) at James Callaghan Drive, less than 3km from the site and with a dedicated, direct bus service operated by First Bus Group. The public and staff also access the site by a variety of other travel methods, including by local bus services directly and indirectly accessing the site.
- 3.1.6 The planning permission from PCC (ref: A*36713/AC) for the past major redevelopment of the QAH was accompanied by a Section 106 legal agreement (S106). This includes covenants on part of the developer related to minimum permitted public car parking spaces and maximum staff car parking spaces at the QAH, as per the following:

“Covenant 5.7: To ensure that not less than 664 car parking spaces within the Car Parking Facilities are permanently reserved exclusively for patients and visitors attending Queen Alexandra Hospital and to take all reasonable measures to ensure that the 664 spaces so reserved are not used by staff working at the Queen Alexandra Hospital; and

Covenant 5.8: Not without prior written consent of the Council to provide at Queen Alexandra Hospital and the Sevenoaks Road Site combined more than 1572 vehicle parking spaces in total for vehicle parking by staff and to use all reasonable endeavours to ensure that not more than 1572 vehicles are parked at any one time at Queen Alexandra Hospital.”

- 3.1.7 The permitted total provision of car parking spaces at the QAH is implied by the above to be 2,236. Moreover, the Trust is entitled to allocate all of these 2,236 spaces to members of the public whilst remaining in accordance with the S106. However, the operational need to provide for a degree of on-site staff car parking and known demand for public spaces limited to a much lesser extent than the total available, means that in practice, 801 spaces are currently allocated to the public and 1,411 spaces are currently allocated to the staff (with only 2,212 spaces currently implemented on the ground, despite as much as 2,236 being permitted).

- 3.1.8 The above does not withstand the need for a greater allocation of on-site public car parking provision, which is one key outcome intended from the collective implementation of the various planning applications, whilst remaining compliant with the S106 governing existing built development at the QAH.
- 3.1.9 Existing car parking provision at the QAH, divided into four groups of areas most relevant to the development proposals, is summarised in **Table 3.1** (prior to implementation of the Modular Ward).

Table 3.1 Existing Car Parking Provision at the QAH

Parking Area	Public	Staff	Total
Main MSCP	304	220	524
North Car Park	294	0	294
Staff MSCP	0	522	522
All Other Areas	203	669	872
Total Provision	801	1411	2212

3.2 Modular Ward Committed Development

- 3.2.1 Pursuant to full planning permission granted in December 2020 (20/01256/FUL), the Trust will construct a 72-bed Modular Ward on one half of the existing North Car Park (beginning in February 2021).
- 3.2.2 Whilst the North Car Park currently provides for 294 car parking spaces exclusively for use by members of the public, once the Modular Ward is complete and operational, 195 car parking spaces will remain in-place and exclusively for use by the public.
- 3.2.3 The Modular Ward planning application was subject to close liaison with PCC, including their highways officer as part of a Planning Performance Agreement (PPA).
- 3.2.4 The 99 reduction from 294 car parking spaces to 195 in the North Car Park as a result of the Modular Ward proposal had been agreed with PCC to be acceptable on the basis that 99 staff spaces in the (existing) main MSCP will be reallocated to the public, with the loss of these 99 staff car parking spaces to be met at the Fort Southwick P&R. Public car parking spaces would therefore remain at existing levels of 801 spaces at the QAH (although as noted above, a maximum of 2,236 public car parking spaces could be allocated at any time in accordance with the S106).
- 3.2.5 The car parking provision at the QAH following completion of the Modular Ward, as per the same four groups above, is summarised in **Table 3.2**.

Table 3.2 Car Parking Provision at the QAH Post Modular Ward

Parking Area	Public	Staff	Total
Main MSCP	403	121	524
North Car Park	195	0	195
Staff MSCP	0	522	522
All Other Areas	203	669	872
Total Provision	801	1312	2113

3.2.6 In terms of additional demand associated with the consented 72-bed Modular Ward, a Transport Assessment Addendum report submitted during the consultation stage of the Modular Ward planning application confirmed a forecast demand an additional 30 public and 28 staff car parking spaces associated with the additional 72 beds.

3.2.7 Whilst the mitigation strategy of the Modular Ward is to meet unmet staff demand resulting from an overall net reduction of 99 staff car parking spaces at the QAH site at Fort Southwick P&R, the above demand for an additional 30 public and 28 staff car parking spaces is nevertheless established as part of the Modular Ward permission.

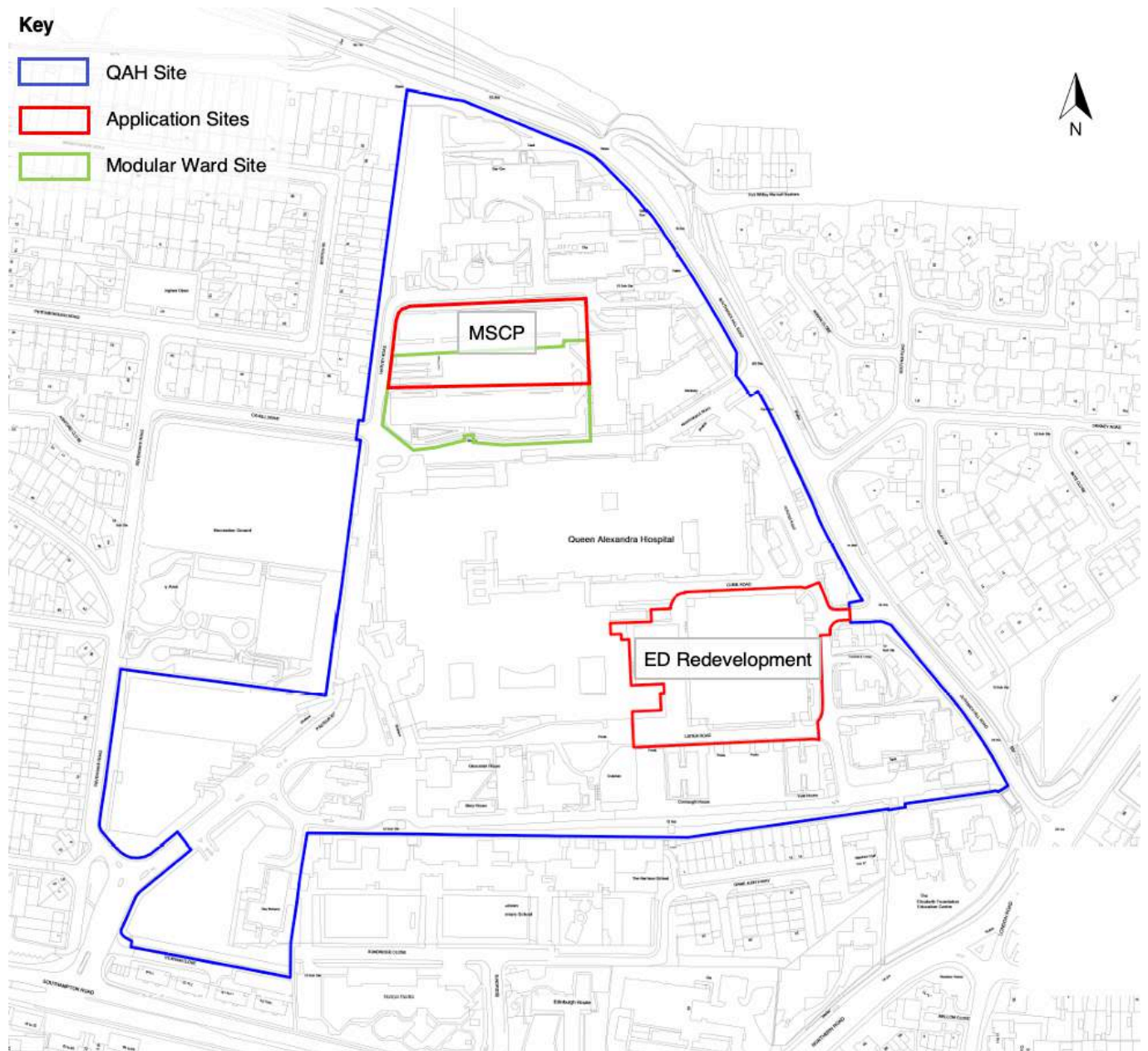
3.3 Location and Use of MSCP and ED Application Sites

3.3.1 The location of the MSCP and ED application sites within the QAH site (along with the already consented Modular Ward application site for reference) are demonstrated on **Figure 3.2**.

3.3.2 The MSCP application site will accommodate 195 public car parking spaces in the remaining area of the North Car Park once the Modular Ward development is complete (and prior to the construction and operation of the proposed MSCP).

3.3.3 The ED application site currently accommodates the staff MSCP (providing for 522 staff car parking spaces), along with an area of ground floor parking (39 spaces) and the existing ambulance bay area.

Figure 3.2 Location of Application Sites (and Modular Ward)



3.4 Off-Site Car Parking Arrangements – Fort Southwick Park & Ride

- 3.4.1 QAH staff benefit from the use of the Fort Southwick P&R, which is located approximately 3km from the QAH site. The P&R provides a total of 992 car parking spaces split across 5 zones (A – E).
- 3.4.2 A dedicated P&R bus service operates at a frequency of every 4 minutes during the morning and evening peak period and every 10 minutes during the day between 5.30am – 9.30pm. The transfer between the P&R and QAH takes approximately 8 minutes.
- 3.4.3 Staff are allocated permits to use the P&R facility and further details regarding this are detailed in the submitted Framework Transport Strategy. The ratio reflects the varying shift patterns of staff and as such all permit holders do not require use of the P&R at the same time.
- 3.4.4 To quantify the existing demand at the P&R, car parking beat surveys were undertaken by an independent survey company on Tuesday 25th and Friday 27th November 2020, as appended to the aforementioned Transport Assessment Addendum submitted as part of the Modular Ward planning application. Beats were taken at 10am and 2pm to capture the peak periods of demand as they correspond with peak clinical hours.
- 3.4.5 A summary of the results by the 5 distinct parking zones at the P&R is provided in **Table 3.3**, which shows that the P&R is highly underutilised.

Table 3.3 Existing Parking Demand at Fort Southwick P&R

Parking Zone	Total No. of Spaces	Tuesday 24 th November		Friday 27 th November	
		10:00	14:00	10:00	14:00
A	175	165	156	143	131
B	18	18	16	14	13
C	430	150	113	129	103
D	103	82	80	67	71
E	160	80	79	93	82
Total	886	495 (56%)	444 (50%)	446 (50%)	400 (45%)

- 3.4.6 At peak times there is a minimum spare capacity of 391 spaces, equivalent to 44% during the AM and a minimum spare capacity of 442 spaces, equivalent to 50% during the PM.
- 3.4.7 Of note, the consented Modular Ward planning application concluded that demand to the P&R will increase by 93 vehicles, taking the peak occupancy rate to 588 in the AM, equivalent to a minimum spare capacity of 298 spaces (33%) and 537 in the PM, equivalent to a minimum spare capacity of 394 spaces (39%).

3.5 Cycle Parking Arrangements

- 3.5.1 Cycle parking facilities are provided for staff and visitors of the QAH at multiple locations across the site, totalling over 200 spaces.
- 3.5.2 Covered cycle stores, including secure lockers are located next to the existing Emergency Department entrance with additional facilities located next to the main MSCP.

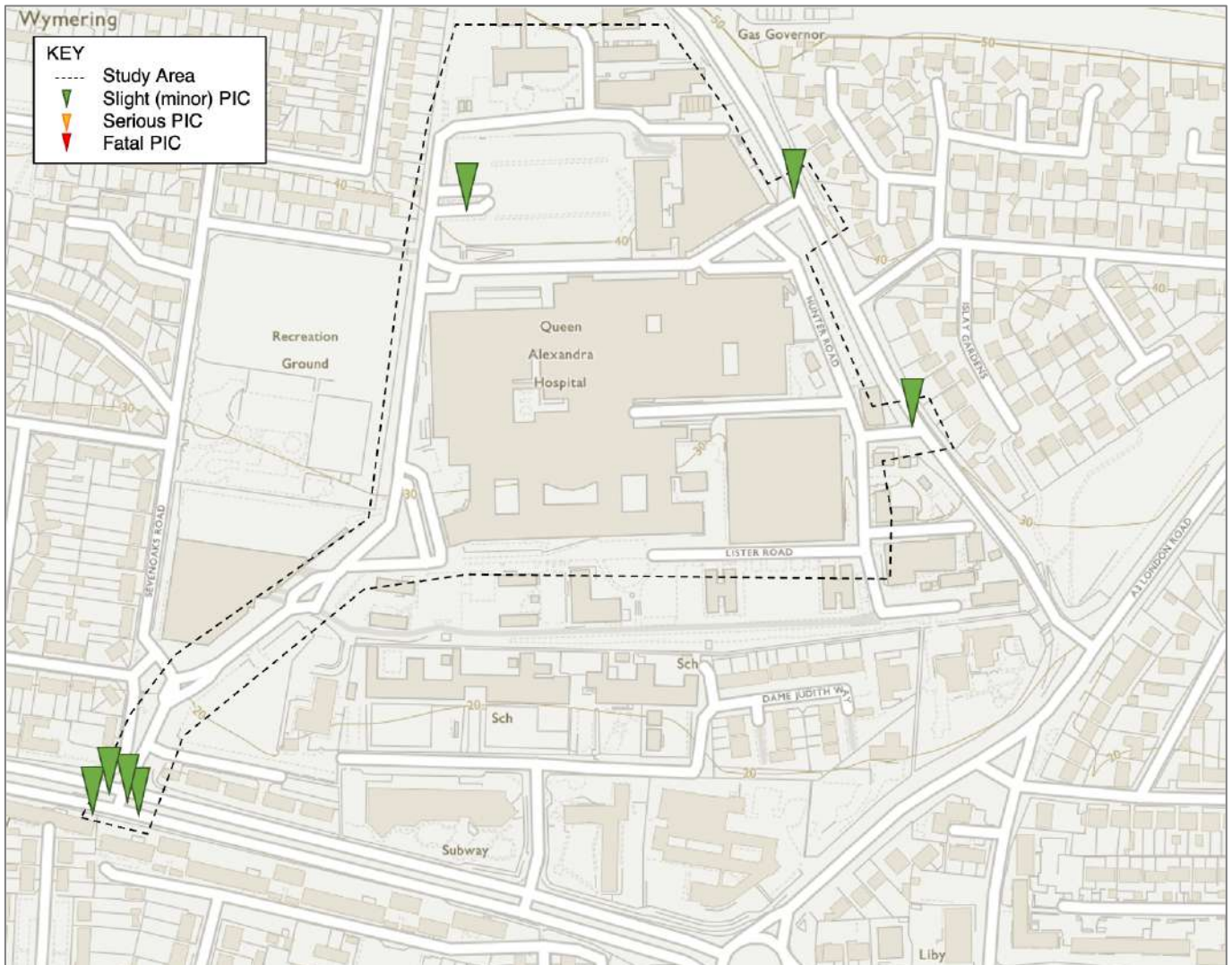
3.6 Local Highway Network

- 3.6.1 The primary access to the QAH campus is from the Sevenoaks Road / A3 Southampton Road signalised junction, which benefits from advanced cycle stops lines on the A3 Southampton Road. From this junction there is a further signalised junction with Pasteur Road. All roads within the campus beyond the site accesses are subject to a 10mph speed limit and remain private, unadopted highway.
- 3.6.2 Two further accesses are provided onto the B2177 Southwick Hill Road at the eastern end of the site. The northern of these two entrances is also used by the Fort Southwick P&R dedicated bus service, whilst the southern entrance is also a blue light access.
- 3.6.3 A further emergency access (also allowing buses / pedestrians / cyclists) is provided onto Cavell Drive at the western end of the site.

3.7 Highway Safety Analysis

- 3.7.1 To enable a review of the road safety record on the highway network in the vicinity of QAH, Personal Injury Collision (PIC) data has been obtained from Crash Map Pro over the latest 5-year period.
- 3.7.2 Analysis has been undertaken to determine if there are any trends in the type or location of collisions on the local highway network within the vicinity of the application site. The locations of the recorded PICs are illustrated in **Figure 3.3**.

Figure 3.3 PIC Locations



- 3.7.3 Of the 'slight' (minor) PICs recorded one took place within the QAH campus at the exit of the North car park and did not involve any vulnerable road users. No other PIC has been recorded within QAH.
- 3.7.4 At QAH's main entrance at Sevenoaks Road / Southampton Road, four 'slight' (minor) incidents have taken place, of which one involved a pedestrian, and one involved a pedal cyclist.
- 3.7.5 At both the Swithick entrance and Nightingale Road entrance, one 'slight' (minor) PIC took place and neither involved vulnerable road users.
- 3.7.6 From this review, no significant patterns or trends have been observed and it is considered that the development proposals will have no adverse impact on highway safety.

4. Sustainable Accessibility

4.1 Overview

4.1.1 Planning policy at national and local levels seek to ensure that development is accessible by a range of sustainable transport modes. As such this chapter of the TA examines site accessibility with respect to walking, cycling and public transport.

4.2 Pedestrian & Cycle Accessibility

4.2.1 The location of QAH is such that there is a well-established network of pedestrian and cycle routes along key highway links providing excellent connectivity to nearby bus stops and residential areas offering patients, visitors and staff with a realistic opportunity to travel to the site by sustainable modes of transport.

4.2.2 The main roads through the campus i.e., Nightingale Road, Pasteur Road, Harvey Road and Hunter Road are provided with wide and lit footways. Numerous crossing points are located throughout along pedestrian desire lines facilitating convenient pedestrian access between car parks and the hospital entrances. Zebra crossings are provided with dropped kerbs and tactile paving and are located c. 15m south and c. 30m north of the QAH main entrance.

4.2.3 A dedicated pedestrian entrance to the QAH campus is also provided from Nightingale Road which provides both stepped and ramped access. The access point connects to a 6m wide zebra crossing with dropped kerbs and tactile paving, facilitating convenient pedestrian access to the QAH North Entrance.

4.2.4 Southampton Road benefits from cycle lanes and signalised crossing facilities are located at the Sevenoaks Road junction.

4.2.5 Internally within the QAH campus, a 10mph speed restriction applies and as such is conducive for cycle access.

4.2.6 The local cycle routes in the vicinity of the QAH are illustrated in [Figure 4.1](#) which shows that Pasture and Nightingale Road are considered to be low trafficked routes and Cosham railway station is accessible by solely low traffic routes and cycle lanes offering staff in particular to travel safely to QAH by bicycle.

Figure 4.1 Local Cycle Routes



4.3 Bus Service Accessibility

4.3.1 The bus network servicing the QAH in terms of direct services is shown on **Figure 4.2** (as currently advertised), which include for the QAH Park & Ride, First Bus Group Services 2, 3, 7, 8 and 18, as well as Stagecoach Bus Service 20, all stopping within the QAH site itself.

4.3.2 The above buses can access the QAH site through a combination of the main site access, the northern of the eastern accesses onto Southwick Hill Road, and a bus only access onto Cavell Drive. A main bus interchange is located adjacent to the main hospital entrance in the south western corner of the site on Pasteur Road. All on-site bus stops are equipped with shelters fitted with real-time information on upcoming buses.

4.3.3 All bus services directly accessing the QAH (i.e without changes required), including those stopping on London Road to the south-east, are summarised further in terms of route and frequency in **Table 4.1**.

Figure 4.2 Bus Network Servicing the QAH (Direct Services as Currently Advertised)

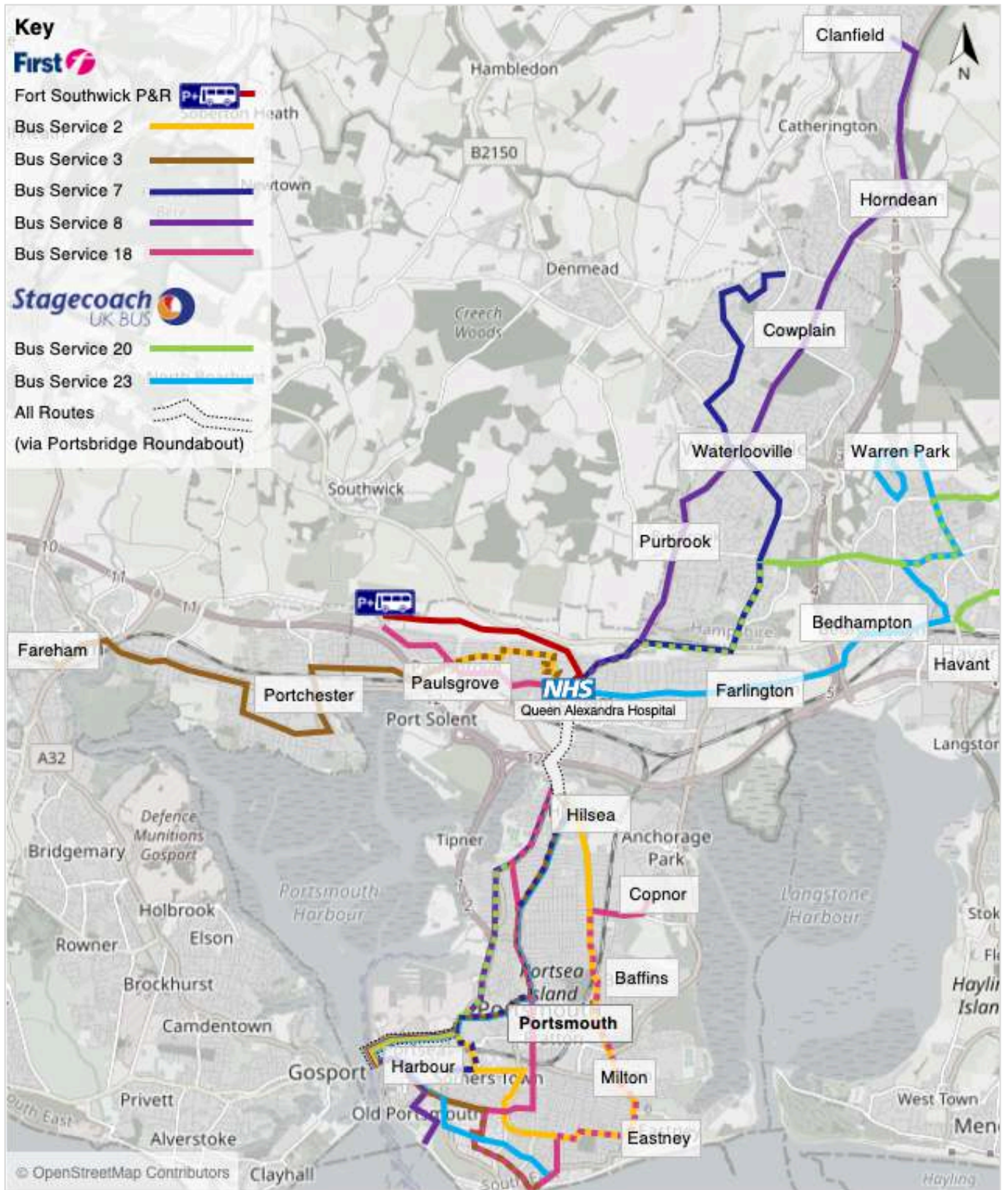


Table 4.1 Bus Service Routes and Frequency of Buses Directly Servicing the QAH

No.	Two-Way Route	Headway (minutes per bus in both directions)			
		Week (peak)	Week (off-peak)	Saturday	Sunday
First Bus Group					
QAH P&R	Fort Southwick P&R – QAH	4	10	10	10
2	Paulsgrove – QAH – Cosham Station – Hilsea – Copnor – Kingston – Milton – Eastney – Southsea – Portsmouth & Southsea Station – Portsmouth Harbour Station	8-12	8-30	14-30	10-30
3	Fareham – Portchester – Paulsgrove – QAH – Cosham Station – Hilsea – Buckland – Landport – Portsmouth & Southsea Station – Portsmouth Harbour Station	10	8-30	12-75	20-75
7	Cowplain – Waterlooville – Purbrook – QAH (London Road) – Cosham Station – Hilsea – Buckland – Landport – Portsmouth & Southsea Station – University	15-17	20-30	20-30	20-30
8	Clanfield – Horndean – Cowplain – Waterlooville – Purbrook – QAH (London Road) – Cosham Station – Hilsea – Landport – Portsmouth & Southsea Station – Portsmouth Harbour Station – Old Portsmouth	12-15	20-60	16-60	17-60
18	Paulsgrove – QAH – Cosham Station – Hilsea – Buckland – Fratton Station – Southsea – South Parade – Eastney – Milton – Copnor	20	20-60	60	60
Stagecoach					
20	Havant – West Leigh – Purbrook – Drayton – QAH – Cosham Train Station – Hilsea – Landport – Portsmouth & Southsea Station – Portsmouth Harbour Station	30	30	30	-
23	Warren Park – Leigh Park – Bedhampton – Farlington – Drayton – QAH (London Road) – Cosham Train Station – Hilsea – Buckland – Portsmouth & Southsea Station – Gunwharf Quays – Southsea – South Parade	20	12-30	12-30	15-60

4.3.4 The bus services shown on **Figure 4.2** and in **Table 4.1** provide direct bus travel options from a significant range of locations, and with a generally high frequency of service throughout the week. The accessibility of these direct bus services in terms of approximate journey time to the QAH from key locations is summarised further in **Table 4.2**.

Table 4.2 Approximate Journey Time to QAH from Key Location by Direct Bus Services

Approximate Journey Time	Locations Accessible by Direct Bus Services
0 – 15 minutes	Paulsgrove, Purbrook, Cosham Station, Hilsea
15 – 30 minutes	Portchester, Drayton, Waterlooville, Cowplain, Bedhampton, Havant, Buckland, Landport, Copnor, Kingston, Milton, Portsmouth & Southsea Station, Portsmouth Harbour Station
30 – 45 minutes	Fareham, Clanfield, Horndean, West Leigh, Warren Park, Leigh Park, Fratton Station, Old Portsmouth, Eastney, Southsea, Eastney

4.3.5 **Table 4.2** demonstrates that the QAH is accessible from a number of more local areas by direct bus service within 15-minutes, including Cosham train station. A significant range is further available within 30-minutes, whilst slightly further locations remain accessible within 45-minutes.

4.3.6 It should be noted that further connecting services may offer additional bus connectivity for site users not within accessible distance of a direct bus service (for example, Gosport to Fareham via the number 11 or E2 Eclipse bus services, then Fareham to the QAH via the number 3 bus service).

4.3.7 The above appraisal of the bus network servicing the QAH is considered to offer excellent opportunity for harnessing continued and further opportunity to encourage staff (and to some extent patients and visitors) to routinely travel to and from the QAH by bus (including via Cosham train station). This is especially the case for the large number of staff living in the Portsmouth and surrounding area.

4.4 Rail Service Accessibility

4.4.1 Cosham railway station is located c. 1.4km south from QAH, accessible within a walk time of 18 minutes or a cycle time of 7 minutes. Typical journey times, frequencies to a selection of direct destinations are outlined in **Table 4.3**.

Table 4.3 Direct Rail Services from Cosham Station

Destination	Frequency	Journey Time	Destination	Frequency	Journey Time
Havant	2 per hour	7 minutes	Chichester	2 per hour	20 minutes
Fareham	5 per hour	8 minutes	Southampton Central	4 per hour	28 minutes
Portsmouth & Southsea	2 per hour	12 minutes	Horsham	1 per hour	58 minutes

4.5 Summary

- 4.5.1 QAH is well located in terms of proximity to frequency public transport services and established pedestrian / cycle routes. This provides the opportunity for staff and visitor to travel to the site by sustainable modes such as on foot, by cycle or via public transport, thereby reducing reliance on the private car.

5. Development Proposals

5.1 Overview

- 5.1.1 The development proposals comprise the construction of an MSCP on the area of the North Car Park remaining following completion of the Modular Ward, as well as the construction of a new, enhanced Emergency Department (ED) facility to replace the existing facility covering, on an area currently accommodating the staff MSCP and adjacent staff car parking spaces / ambulance bays.
- 5.1.2 The MSCP element of the development proposals is being submitted as a full planning application with a fixed 541 car parking spaces sought (plus 6 retained motorcycle spaces), whilst the ED element is being submitted as an Outline planning application (with all matters except access reserved) with an indicative re-provision of 216 car parking spaces at ground level (subject to future Reserved Matters planning permission). Proposed site plans for both planning applications are provided in [Appendix A](#).
- 5.1.3 Whilst the proposed MSCP will help to alleviate existing parking pressures at the QAH, as well as increased public and staff demand established as part of the consented 72-bed Modular Ward, it is not otherwise associated with new development or new demand in itself.
- 5.1.4 Likewise, the ED proposal is not intended to result in any increased demand associated with its use at the QAH as-a-whole. The ED proposal will otherwise provide for an improved ED to benefit a higher standard of service and deliver upon the Trust's objectives for enhancing the existing estate.
- 5.1.5 Currently it is anticipated that the MSCP construction will commence in June 2021, whilst the ED enabling works will commence in May 2022, at which point the staff MSCP would be demolished and adjacent staff car parking area be needed for construction purposes. The ED is anticipated to have a construction programme up to an indicative completion date of July 2024.

5.2 Access and Servicing Arrangements

MSCP Proposal

- 5.2.1 The proposed MSCP will retain the existing access arrangements for the North Car Park onto Harvey Road, albeit the access will be rationalised to a single in and out arrangement only to suit the design of the MSCP. Internal access arrangements of the MSCP have been designed in accordance with relevant design standards over a ground floor, first floor, second floor and third floor decked parking levels.

5.2.2 A service road will also be implemented between the proposed MSCP and Modular Ward, with a pedestrian sky-bridge otherwise linking the MSCP with the Modular Ward and over the service road. This service road will allow for fire appliance access, including a turning head at its eastern end.

ED Proposal

5.2.3 The ED proposal requires the demolition of the existing, decked staff car park (522 spaces) as enabling work for the project. The development will re-provide a single level of car parking (Level A), with 216 spaces (Subject to Reserved Matters design), which will be located beneath the new ED building. The two at grade access points on Lister Road will be re-used to provide access to the new car park area.

5.2.4 The clinical accommodation for the new ED will be provided on Level B (first floor level) with vehicular access to the first-floor level deck provided via the retained access point on Hunter Road. This access point will provide for two-way access to a new ambulance area with 12 ambulance bays to provide direct access into the blue-light entrance of the new ED and paediatric ED. The same access point from Hunter Road will also accommodate a drop off / pick up area for patients accessing the new ED department. Care will be taken to provide suitable separation between the ambulance and patient drop-off areas. Vehicular access to the drop off area will be from the same, retained access point on Hunter Road but a new egress will be created from the patient drop off / pick up area. This will result in an additional egress in this location, however the removal of traffic associated with staff car parking at the existing access is anticipated to result in significantly fewer manoeuvres occurring on Hunter Road in this location.

5.2.5 The new ED will continue to be serviced as per the existing arrangements already in place on Curie Road, with delivery vehicles accessing the ED Building on its north side and able to manoeuvre in the existing service yard to the northwest of the ED building so as to be able to exit in forward gear.

5.2.6 There are anticipated to be only a limited number of pedestrian movements at the front side of the new ED and main entrance, given the proposed western link back into the main QAH building and having regard to the fact that public parking will be located mostly to the west of the site (especially following implementation of the proposed MSCP on the North Car Park).

5.3 Changes in Parking Provision and Allocations by Month

- 5.3.1 The existing access to the first-floor level car park deck on Hunter Road will also be retained as a two-way access. This will provide for two-way access for a new ambulance area with 12 ambulance bays to provide direct access into the blue-light entrance of the new ED. This area will also accommodate a drop off / pick up area for further accessing the new ED department, which will be accessed via the retained access and via a new egress onto Hunter Road. Whilst this will result in an additional egress in this location, the removal of staff car parking at the existing access is anticipated to mean significantly less manoeuvres occurring on Hunter Road in this location.
- 5.3.2 The new ED will continue to be serviced as per the existing arrangements already in place on Curie Road, with delivery vehicles able to turn at the north western corner of the new ED.
- 5.3.3 There are anticipated to be only a limited number of pedestrian movements at the front side of the new ED and main entrance, given a proposed western link into the main QAH, and public parking otherwise being very much mostly to the west (especially following implementation of the proposed MSCP on the North Car Park).

5.4 Car Parking Provision

MSCP Proposal

- 5.4.1 The proposed MSCP will provide for 541 car parking spaces to replace 195 car parking spaces left at the North Car Park following completion of the Modular Ward (i.e a net increase of 346 spaces at the North Car Park). These 541 car parking spaces will include 503 standard bays, 31 accessible bays, 1 Electric Vehicle (EV) accessible bay and 7 standard EV bays. 6 motorcycle spaces will also be retained from the existing North Car Park, over and above the 541 car parking spaces.

ED Proposal

- 5.4.2 The ED proposal is being submitted as an Outline planning application (with all matters except access reserved) and therefore any re-provision of car parking spaces at the application site remains subject to future Reserved Matters planning application(s). Nevertheless, it is anticipated that 216 spaces will be re-provided at ground level, where there are currently 522 staff spaces in the staff MSCP and 39 adjacent ground level staff spaces, all of which will be removed to enable the ED proposal (i.e. a net decrease of 267 spaces at the ED application site).

Changes in Parking Levels at the QAH Resulting from the Development Proposals

- 5.4.3 Both development proposals in combination provide opportunity for the Trust to manage ongoing provision and allocation of car parking spaces at the QAH for both members of the public and staff.

- 5.4.4 One key objective of the MSCP proposal is to consolidate existing public car parking provision within the new MSCP at the North Car Park as well as the existing main MSCP. Such a consolidation of public car parking isn't currently possible without the MSCP proposal.
- 5.4.5 The above will be achieved by reallocating various ground level public parking areas throughout the QAH to staff (with the exception of 38 accessible bays which will continue to be well placed for members of the public in these areas). In addition to consolidating public car parking in the North Car Park MSCP and main MSCP, this will help to mitigate the loss of staff car parking in the staff MSCP to be demolished as part of the ED proposals (as well as removal of adjacent car parking).
- 5.4.6 The resulting changes in parking levels at the QAH on the above basis, following completion of the MSCP and ED proposals, is summarised in **Table 5.1**.

Table 5.1 Resulting Changes in Parking Levels at the QAH

Parking Area	Public	Staff	Total
Main MSCP	469	55	524
North Car Park (proposed MSCP)	541	0	541
ED (formerly Staff MSCP and adjacent parking)	0	216	216
All Other Areas	38	795	872
Total Provision	1048	1066	2114

- 5.4.7 **Table 5.1** demonstrates that all public car parking (with the exception of 38 accessible bays) will be consolidated within the North Car Park MSCP and main MSCP following completion of both the proposed MSCP and ED. 55 staff parking spaces will however be retained within the main MSCP, with staff car parking otherwise allocated at various ground level parking areas throughout the QAH and to be re-provided at the ED application site (albeit subject to Reserved Matters approval).
- 5.4.8 Whilst the total 1,048 and 1,066 respective public and staff car parking allocations in **Table 5.1** will remain in accordance with the S106 minimum and maximum requirements for public and staff parking respectively (and 1,048 public spaces being significantly less than the permissible 2,236 at the QAH), the impacts of changing parking levels at the QAH have been assessed over time, as per **Chapter 6** (including identifying mitigation).

5.4.9 Notwithstanding the contents of **Chapter 6** and as per **Table 5.1**, the headline outcome of the MSCP and ED proposals will realise a new total on-site parking provision of 2,114. This is less than the 2,212 currently on-site (prior to construction of the Modular Ward) and even less than the 2,236 currently permissible at the QAH. This stands to considerably benefit the ongoing sustainability of the QAH site in terms of the site as an origin and destination of car-based travel.

5.5 Sustainable Travel Opportunities

5.5.1 As noted in **Chapter 2**, the promotion of sustainable development and accessibility by non-car modes of travel are a key thread of current government and local policy. Within **Chapter 3**, it has been demonstrated that the proposed development benefits from access to alternative means of travel to the private car with the availability of a good pedestrian and cycle infrastructure, and nearby frequent bus and rail services, providing suitable travel alternatives.

5.5.2 As referred to in **Chapter 6** with respect to mitigation, the Framework Transport Strategy submitted with both the MSCP and ED planning applications includes for measures to further encourage sustainable travel to and from the QAH. These measures will very much be pursued alongside the implementation of the MSCP and ED proposals, especially where mitigation will require the Trust to reduce the number of off-site parking permits issued to staff.

6. Development Impact and Mitigation

6.1 Overview

- 6.1.1 The MSCP and ED proposals, once both fully operational, will enable the Trust to allocate 1,048 and 1,066 car parking spaces to the public and staff at the QAH, respectively, and for almost all public spaces to be consolidated in the North Car Park MSCP and main MSCP (with the exception of 38 accessible bays).
- 6.1.2 The total 2,114 spaces is less than both the 2,212 currently on-site (prior to construction of the Modular Ward) and the 2,236 currently permissible at the QAH. This extent of public car parking allocation is also considerably less than the 2,236 that could currently be allocated for public use by the Trust whilst remaining in accordance with the S106. The Trust intends to limit public car parking provision at the 1,048 enabled by the development proposals.
- 6.1.3 Whilst the above demonstrates that the development proposals will collectively bring about both a reduction in total car parking provision at the QAH and have public parking limited to a level considerably less than what is permissible by way of the S106, an assessment of the impacts associated with the changes to public and parking provision has been undertaken, and where necessary mitigation identified.
- 6.1.4 The mitigation principally addresses how the Trust intends to manage the loss of staff parking allocations (even though this could be re-allocated at any time, provided the public parking allocations remain above the 664 Section 106 minimum). The principle of this approach has already been established as part of the Modular Ward planning application, where reductions in on-site staff parking allocations can be met at Fort Southwick P&R. This approach will be continued further with the MSCP and ED proposals, which corresponds with the broader Framework Transport Strategy at the QAH in any event, although further intervention will be necessary during the construction phase of the ED proposals.

6.2 Changes to Parking Provision and Allocations over (Modular Ward), MSCP and ED Projects

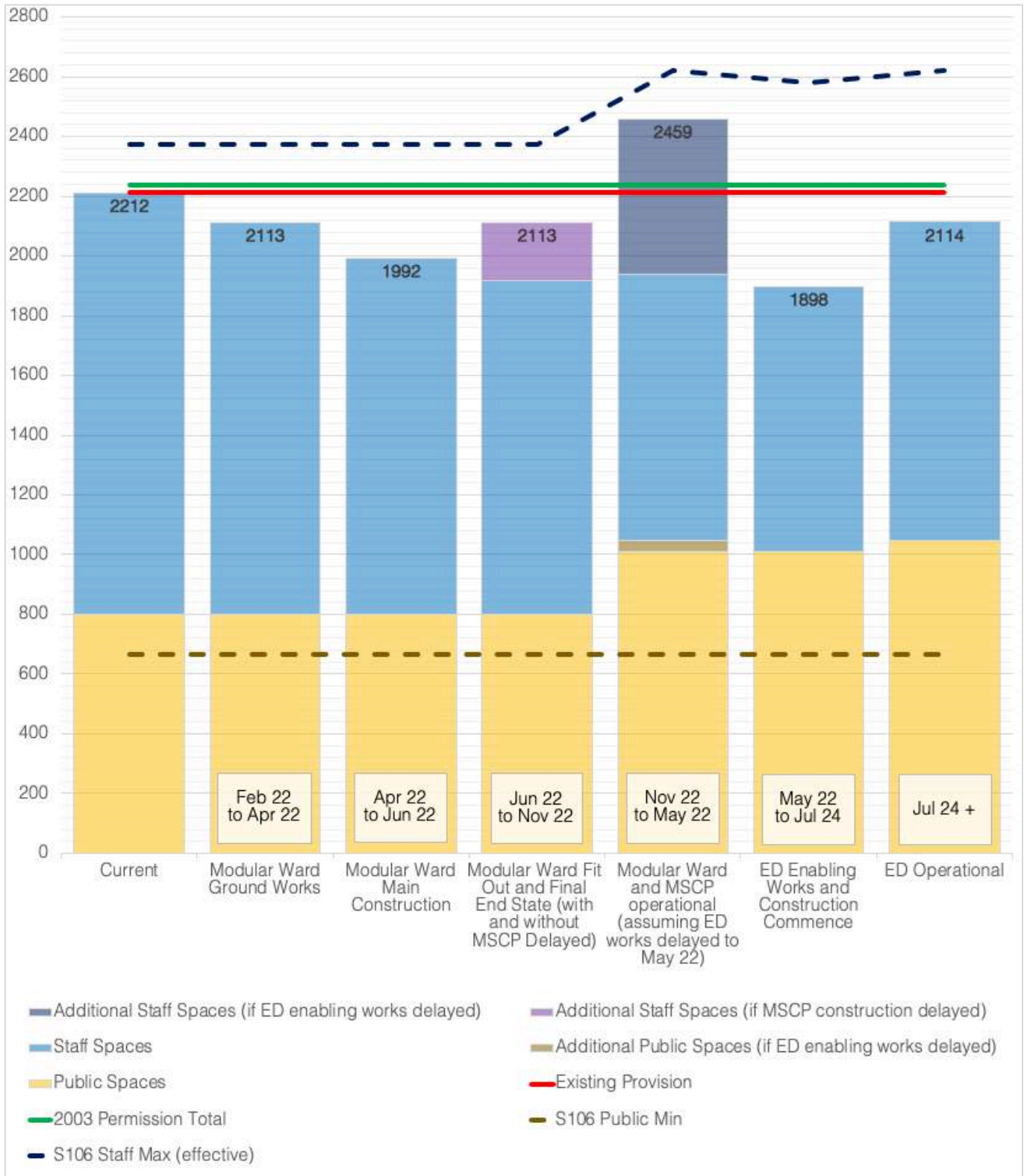
- 6.2.1 The Trust has worked closely with PCC planning and highways officers as part of a PPA with respect to how parking provision and public / staff allocations is anticipated to change over time, and how this has been placed at the centre of how the Modular Ward, MSCP and ED development projects have been considered and developed.

6.2.2 The consented Modular Ward as well as the MSCP and ED proposals are very much interdependent in terms of an overarching strategy to parking provision at the QAH. This is detailed further in the Framework Transport Strategy accompanying both planning applications. For the purposes of this TA, a summary of the changes to parking provision and allocations is provided in [Table 6.1](#) and illustrated graphically on [Figure 6.1](#). A more detailed figure demonstrating this on a month-by-month basis is also provided in [Appendix B](#).

Table 6.1 Changes to Parking Provision and Allocations

Phase	Timescales	Public	Staff	Total
0. Current	-	801	1411	2212
1. Modular Ward Ground Works	18/02/21 to 08/04/21	801	1312	2113
2. Modular Ward Main Construction	08/04/21 to 31/05/21	801	1191	1992
3a) Modular Ward Fit-out and Final End State (only if MSCP delayed)	01/06/21 to 01/11/21	801	1312	2113
3b) North MSCP Construction	01/06/21 to 01/11/21	801	1117	1918
3c) Modular Ward and North MSCP operational	01/11/21 +	1048	1411	2459
4. ED Enabling Works / Construction Commence	Between 01/11/21 and 01/05/22	1009	889	1898
5. ED operational	01/07/24 +	1048	1066	2114

Figure 6.1 Changes to Parking Provision and Allocations



Note: S106 Staff Max (effective) = total public provision + 1,572

- 6.2.3 The 6-month period shown on **Figure 6.1** between November 2022 and May 2022 identifies a time over which the Modular Ward and MSCP will both be in place and operational. Assuming enabling works for the ED proposals do not take place until May 2022 (which is the latest start date intended), then the 522 spaces at the staff MSCP and adjacent 39 staff spaces (on the ED application site) will remain in-place during this time.
- 6.2.4 The additional car parking spaces in place at the QAH during the above described 6-month period is not considered a concern by PCC on the basis that this is a temporary period, and the ED proposals would be expected to commence in May 2022. No further assessment of this period has been undertaken on this basis.
- 6.2.5 The quantum of public car parking provision would however increase from 801 to 1,048 once the North MSCP is operational (albeit reducing to 1,009 during construction of the ED proposals). This would, to at least some extent, be balanced by the reduction in staff parking allocations (and this reduction met at the Fort Southwick P&R). Nevertheless, PCC has requested clarification surrounding the impact associated with an increase in public parking allocations following implementation of the MSCP and ED proposals. This is detailed in the following paragraphs.

6.3 Increased Public Parking Allocations

- 6.3.1 As stated earlier in this TA, the S106 does not prevent the Trust from allocating all of a total permitted 2,236 car parking spaces at the QAH site from being allocated to the public. In this sense, the intention to modestly increase public car parking allocations at the QAH from 801 to a limit of 1,048 represents a potential reduction in planning terms of 2,236 less 1,048, equalling 1,118 public parking spaces not to be allocated.
- 6.3.2 Notwithstanding the above, the practical implications surrounding a 247 public car parking increase from 801 to 1,048 and staff car parking loss of 345 has been quantified as a means of assessing the impact of the end-state of the combined development proposals.
- 6.3.3 In the first instance, it should be noted that the already consented Modular Ward had established an increased demand for 30 public and 28 staff car parking spaces. This can be both subtracted from the 247 increase of public car parking and considered removed further from the 1,066 staff parking spaces following ED completion (where these staff spaces must be met at the Fort Southwick P&R).
- 6.3.4 On the above basis, there would be an effective increase of 217 public and reduction of 375 staff car parking spaces at the QAH following ED completion, when accounting for the Modular Ward planning permission.

6.4 Changes in Public versus Staff Trip Generation

6.4.1 The above effective gain of 217 public and loss of 375 staff car parking spaces has been assessed through deriving public and staff vehicle trip rates per parking space, as per barrier entry and exit data at the main MSCP and existing North Car Park, in September 2019 (pre-Covid). This is the same data applied in the Transport Assessment and Transport Assessment Addendum that had accompanied the Modular Ward planning application.

6.4.2 To the above end, the following methodology has been adopted in deriving trip rates, as per the average of Tuesdays, Wednesdays and Thursdays (known to be the days of peak activity at the QAH):

- Calculating arrival and departure trip rates per public parking space as per entry and exit movements at the public only North Car Park in September 2019, when public car parking demand will have been unaffected by the coronavirus pandemic;
- Calculating arrival trip rates per staff parking space as per entry movements at the staff only MSCP (on the ED application site) in September 2020, which has been largely unaffected by the coronavirus pandemic and is in any event controlled by the availability of staff parking provision and permits at the QAH; and
- In absence of exit movements recorded at the staff MSCP (given exit movements are automatic), departure trip rates per staff parking space have been calculated by applying a departure corresponding with the number of arrivals 8-hours prior (to represent a typical shift length).

6.4.3 Detailed calculations of the above are provided in **Appendix C**. The outputs of this are summarised in **Tables 6.2 to 6.4**. These confirm the trip generation that will be introduced as a result of the gain of 217 public parking spaces, the trip generation that will be removed as a result of the loss of 375 staff parking spaces, and the resulting net change in trip generation. This is provided at hourly intervals over a 24-period, including a daily total.

Table 6.2 Trip Rates per Public Parking Space and Trips for 217 Public Parking Spaces

Time period	Trip Rate Per Parking Space			Trips (217 Public Parking Spaces)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
00:00-01:00	0.003	0.007	0.010	1	2	3
01:00-02:00	0.000	0.003	0.003	0	1	1
02:00-03:00	0.003	0.003	0.006	1	1	2
03:00-04:00	0.000	0.000	0.000	0	0	0
04:00-05:00	0.000	0.003	0.003	0	1	1

Time period	Trip Rate Per Parking Space			Trips (217 Public Parking Spaces)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
05:00-06:00	0.003	0.003	0.006	1	1	2
06:00-07:00	0.020	0.003	0.023	4	1	5
07:00-08:00	0.085	0.017	0.102	18	4	22
08:00-09:00	0.218	0.044	0.262	47	10	57
09:00-10:00	0.221	0.129	0.350	48	28	76
10:00-11:00	0.241	0.190	0.431	52	41	93
11:00-12:00	0.167	0.228	0.395	36	49	85
12:00-13:00	0.136	0.187	0.323	30	41	71
13:00-14:00	0.218	0.139	0.357	47	30	77
14:00-15:00	0.197	0.187	0.384	43	41	84
15:00-16:00	0.160	0.214	0.374	35	46	81
16:00-17:00	0.085	0.190	0.275	18	41	59
17:00-18:00	0.048	0.136	0.184	10	30	40
18:00-19:00	0.034	0.075	0.109	7	16	23
19:00-20:00	0.020	0.051	0.071	4	11	15
20:00-21:00	0.007	0.020	0.027	2	4	6
21:00-22:00	0.007	0.014	0.021	2	3	5
22:00-23:00	0.007	0.010	0.017	2	2	4
23:00-00:00	0.003	0.007	0.010	1	2	3
00:00-00:00	1.883	1.860	3.743	409	406	815

Table 6.3 Trip Rates per Staff Parking Space and Trips for 375 Staff Parking Spaces

Time period	Trip Rate Per Parking Space			Trips (375 Staff Parking Spaces)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
00:00-01:00	0.004	0.002	0.006	2	0	2
01:00-02:00	0.002	0.004	0.006	2	0	2
02:00-03:00	0.002	0.002	0.004	2	0	2
03:00-04:00	0.002	0.002	0.004	2	0	2
04:00-05:00	0.002	0.002	0.004	2	0	2
05:00-06:00	0.015	0.010	0.025	9	0	9
06:00-07:00	0.075	0.029	0.103	39	0	39

Time period	Trip Rate Per Parking Space			Trips (375 Staff Parking Spaces)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
07:00-08:00	0.180	0.297	0.477	179	0	179
08:00-09:00	0.107	0.144	0.251	94	2	96
09:00-10:00	0.023	0.017	0.040	15	2	17
10:00-11:00	0.011	0.010	0.021	8	2	10
11:00-12:00	0.015	0.013	0.029	11	2	13
12:00-13:00	0.017	0.017	0.034	13	2	15
13:00-14:00	0.021	0.019	0.040	15	9	24
14:00-15:00	0.011	0.008	0.019	7	39	46
15:00-16:00	0.034	0.023	0.057	21	179	200
16:00-17:00	0.013	0.015	0.029	11	94	105
17:00-18:00	0.015	0.015	0.031	12	15	27
18:00-19:00	0.048	0.017	0.065	24	8	32
19:00-20:00	0.148	0.077	0.224	84	11	95
20:00-21:00	0.006	0.008	0.013	5	13	18
21:00-22:00	0.006	0.006	0.011	4	15	19
22:00-23:00	0.004	0.002	0.006	2	7	9
23:00-00:00	0.004	0.002	0.006	2	21	23
00:00-00:00	0.765	0.741	1.505	565	421	986

Table 6.4 Forecast Net Change in Trip Generation at the QAH

Time period	Net Trip Generation		
	Arrivals	Departures	Two-way
00:00-01:00	-1	2	1
01:00-02:00	-2	1	-1
02:00-03:00	-1	1	0
03:00-04:00	-2	0	-2
04:00-05:00	-2	1	-1
05:00-06:00	-8	1	-7
06:00-07:00	-35	1	-34
07:00-08:00	-161	4	-157
08:00-09:00	-47	8	-39

Time period	Net Trip Generation		
	Arrivals	Departures	Two-way
09:00-10:00	33	26	59
10:00-11:00	44	39	83
11:00-12:00	25	47	72
12:00-13:00	17	39	56
13:00-14:00	32	21	53
14:00-15:00	36	2	38
15:00-16:00	14	-133	-119
16:00-17:00	7	-53	-46
17:00-18:00	-2	15	13
18:00-19:00	-17	8	-9
19:00-20:00	-80	0	-80
20:00-21:00	-3	-9	-12
21:00-22:00	-2	-12	-14
22:00-23:00	0	-5	-5
23:00-00:00	-1	-19	-20
00:00-00:00	-156	-15	-171

6.4.4 **Tables 6.2 to 6.4** demonstrate that, whilst there are variations over the day, there is forecast to be a net reduction in two-way daily vehicle trips as a result of gaining 217 public car parking allocations and losing 375 staff car parking allocations. Moreover, during the traditional AM (08:00-09:00) and PM (17:00-18:00) peak hour periods, there is forecast to be a reduction of 39 two-way trips in the AM and a modest increase of 13 two-way trips in the PM.

6.4.5 The above provides clear evidence that the proposed increase of 217 public car parking allocations and decrease of 375 staff car parking allocations will generally reduce traffic generation at the QAH site, especially over the day as-a-whole, but also with no significant impact during the peak hour periods on the highway network.

6.4.6 It should also be noted that increases in trip generation associated with public parking, whilst offset by reduction in staff parking, may not be realised in practice. This would only be the case, were existing and suppressed demand for public spaces (that isn't currently met on-site) be released and correspond directly with the existing trip rates per parking space observed at the North Car Park.

6.4.7 A key objective of the MSCP proposal is to better consolidate public car parking whilst also reducing well known on-site congestion at peak times of activity. An increase in public car parking may therefore not necessarily result in an increase in trip generation to the extent assessed above, rather it will assist in providing a more manageable capacity for existing members of the public parking at the QAH.

6.5 Mitigating a Reduction in On-site Staff Parking Allocations

6.5.1 The ED proposals would result in a 522 reduction of on-site staff parking during the construction phase (corresponding with the demolition of the staff MSCP), then this limited to a permanent loss of 345 spaces following completion of the ED proposals (or 375 if including for additional Modular Ward demand). A 294 reduction would also be experience during construction of the North MSCP.

6.5.2 As per that already established as part of the consented Modular Ward planning application, each on-site car parking space allocated to staff corresponds with 2.1 on-site parking permits. Therefore, a 522 reduction during the ED construction could correspond with 1,096 permits and this reducing to 788 permits following completion of the ED proposals (accounting for Modular Ward demand). 617 permits would be affected during the construction of the North MSCP.

6.5.3 As per the submitted Framework Transport Strategy, the Trust intend to reduce on-site car parking permits to enable the reduction in on-site staff parking allocations resulting from the various development phases detailed in this TA. This will partly encourage yet ultimately force a shift from on-site permit provision to provision of a P&R permit provision and uptake instead.

6.5.4 The Transport Assessment Addendum submitted as part of the consented Modular Ward planning application provided evidence to demonstrate that there is a minimum of 390 spaces available at the Fort Southwick P&R (as detailed in [Chapter 3](#)). This would readily accommodate the 294 on-site reduction during the MSCP construction phase. It would also feasibly accommodate the 345-375 reduction in on-site staff parking following completion of the ED proposals. However, during construction of the ED from May 2022, the 540 reduction in on-site car parking provision cannot wholly be met at Fort Southwick P&R should demand for parking already prevalent at Fort Southwick P&R continue.

6.5.5 The Trust fully recognises the need for greater mitigation beyond staff car parking space demand being met at existing provision at Fort Southwick P&R. This is a key aspect of the evolving Transport Strategy, and measures surrounding both staff mode shift to sustainable travel (both for on-site and P&R permit holders), as well as the potential for increased provision of spaces at the Fort Southwick P&R are being pursued further as part of continued implementation of the Transport Strategy.

6.5.6 The impacts and mitigation associated with MSCP and ED development phases beyond the preceding Modular Ward construction is otherwise summarised within [Appendix D](#).

7. Conclusions and Recommendation

7.1 Conclusions

7.1.1 This TA concludes the following with respect to content covered in prior chapters:

- The development proposals will inherit the existing high quality sustainable travel connections already available at the QAH site;
- The proposed site plans of both the proposed MSCP and ED have been prepared to suitably integrate within the existing QAH site, including demonstrating suitable means of access for all travel modes, service vehicles and emergency vehicles;
- The MSCP and ED proposals will realise a new total on-site parking provision of 2,114, whilst allocating up to 1,048 of these spaces to the public and 1,066 to staff, with this quantum of public parking being both in excess of the minimum required by the S106 whilst being considerably less than the 2,236 public spaces permitted by the S106 (which the Trust could allocate at any time);
- The total car parking provision and the allocation between the public and staff will vary over time as part of the various project stages up to completion of both the MSCP and ED (including during the related Modular Ward construction which is already permitted);
- Notwithstanding the S106, which allows an increase in public parking provision at the QAH under existing permitted development, in practical terms, the net increase of 247 public car parking spaces (in combination with a reduction of staff parking and demand already established as part of the consented Modular Ward) will not be expected to induce any significant degree of net traffic generation or to the extent of representing an impact on the surrounding highway network. Moreover, there is forecast to be a reduction in trips over the day as-a-whole, and no significant impact during the AM and PM peaks; and
- A reduction in on-site staff car parking provision will be met at the Fort Southwick P&R, as per a principle already established as part of the consented Modular Ward planning application, although this will not wholly meet staff demand during the ED construction phase, which will require enacting measures detailed in the submitted Framework Transport Strategy.

7.2 Recommendation

7.2.1 This TA, inclusive of the above conclusions, has provided evidence to demonstrate that the proposed MSCP and ED can be suitably implemented in transport terms and without any adverse impact on the site or surrounding area. In which case, it is recommended the respective planning applications be viewed positively from a transport standpoint.

APPENDICES

Noviniti

Proposed MSCP and New Emergency Department at QAH, Portsmouth

Transport Assessment

mode

transport planning



APPENDIX A

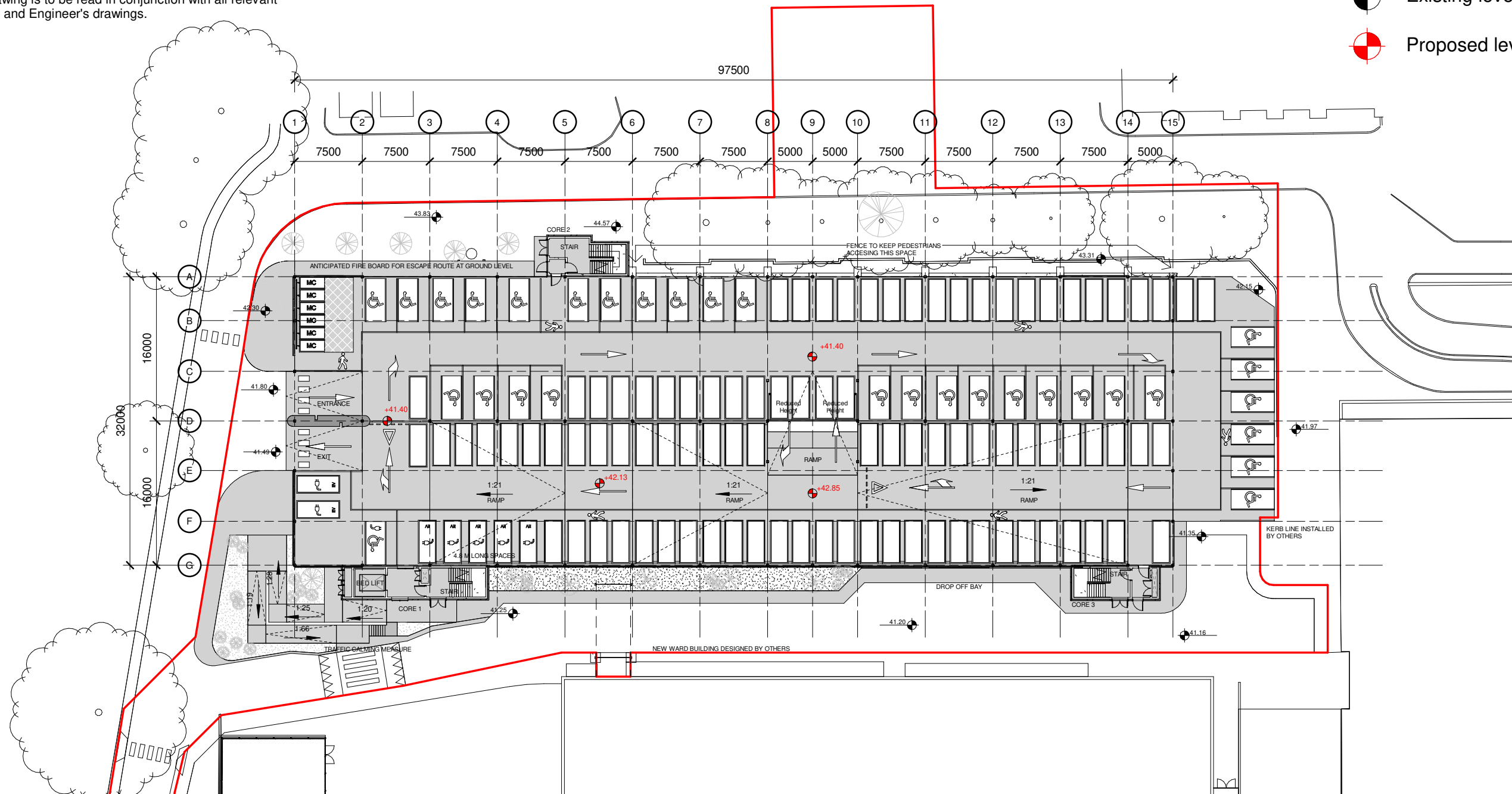
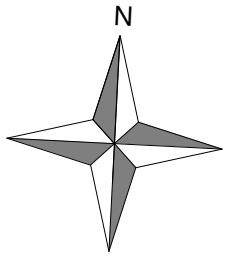
Proposed Site Plans

NOTES:

1. Do not scale from this drawing.
2. All dimensions are in millimeters unless noted otherwise.
3. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings.

Legend

-  Existing levels
-  Proposed levels




00 GA - Proposed site plan

1 : 500





PARKING BAY SCHEDULE						
Level	Standard	Disabled	Disabled EV	EV	Motorcycle	TOTAL
Ground Floor	91	30	1	7	6	129
LEVEL 01	135	-	-	-	-	135
LEVEL 02	137	-	-	-	-	137
LEVEL 03	140	-	-	-	-	140
TOTAL	503	30	1	7	6	541

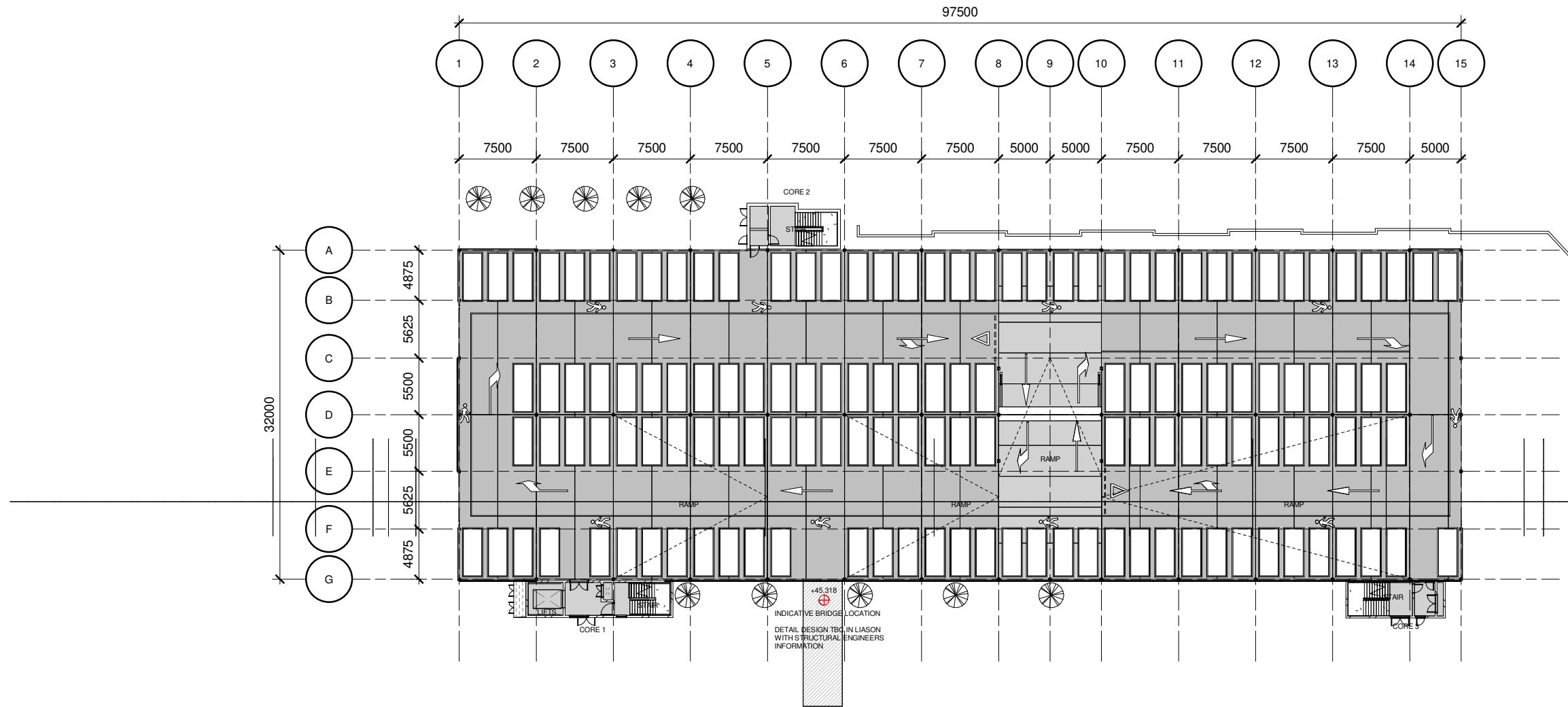
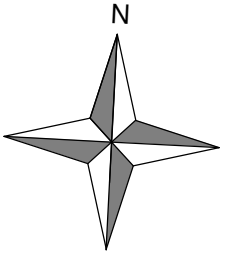
Project: QA HOSPITAL MSCP PORTSMOUTH	Draftsman MY	Control VV	Authorisation CPB
Reference: Proposed Site Plan/ Level 0 Plan	Phase: Preliminary		
	Client: Noviniti		Scale: 1:500 @ A3
Ballast Nedam Parking 3rd Floor 70 Gracechurch Street London EC3V 0HR United Kingdom			Date: 12/02/2021 Version P04
	Project Number: 0039		
	Drawing Number: J1708-STRIPE-XX-00-DR-AX-90002		
	© Ballast Nedam Parking		ext. rev: int. rev:

NOTES:

1. Do not scale from this drawing.
2. All dimensions are in millimeters unless noted otherwise.
3. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings.

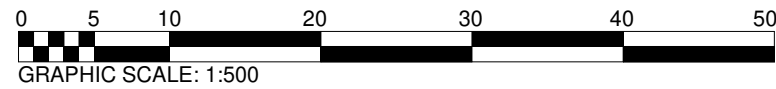
Legend

-  Existing levels
-  Proposed levels




01 GA - Level 01

1 : 500



PARKING BAY SCHEDULE



Level	Standard	Disabled	Disabled EV	EV	Motorcycle	TOTAL
Ground Floor	91	30	1	7	6	129
LEVEL 01	135	-	-	-	-	135
LEVEL 02	137	-	-	-	-	137
LEVEL 03	140	-	-	-	-	140
TOTAL	503	30	1	7	6	541

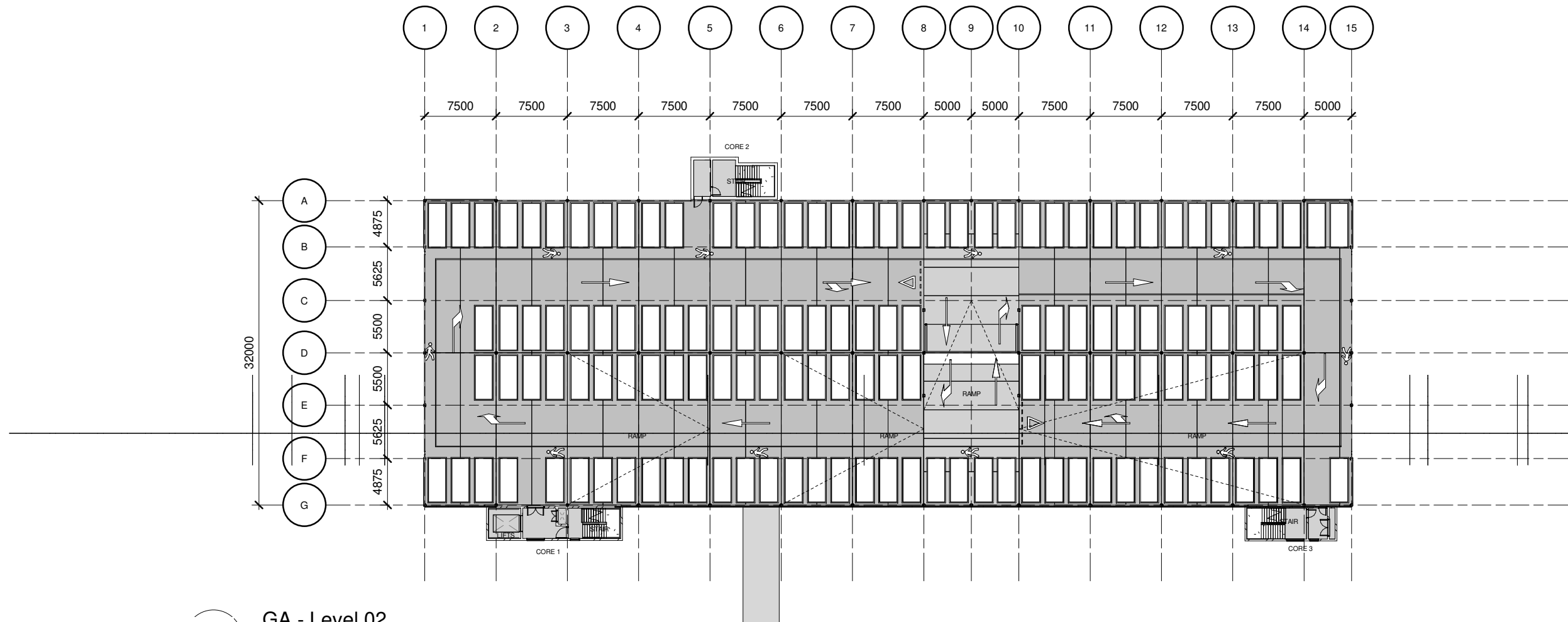
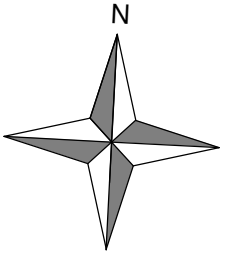
Project: QA HOSPITAL MSCP PORTSMOUTH	Draftsman MY	Control VV	Authorisation CPB
Reference: Level 01	Phase: Preliminary		
	Client: Noviniti Scale: 1:500 @ A3		
Ballast Nedam Parking 3 rd Floor 70 Gracechurch Street London EC3V 0HR United Kingdom			
Tel: +31 (0)30 285 30 30 E-mail: office@bnparking.co.uk	Date: 28/01/2021	Version P02	
	Project Number: 0039	Drawing Number: J1708-STRIFE-XX-01-DR-A-30001	
	© Ballast Nedam Parking	ext. rev:	int. rev:

NOTES:

1. Do not scale from this drawing.
2. All dimensions are in millimeters unless noted otherwise.
3. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings.

Legend

-  Existing levels
-  Proposed levels



02 GA - Level 02
1 : 500





PARKING BAY SCHEDULE						
Level	Standard	Disabled	Disabled EV	EV	Motorcycle	TOTAL
Ground Floor	91	30	1	7	6	129
LEVEL 01	135	-	-	-	-	135
LEVEL 02	137	-	-	-	-	137
LEVEL 03	140	-	-	-	-	140
TOTAL	503	30	1	7	6	541

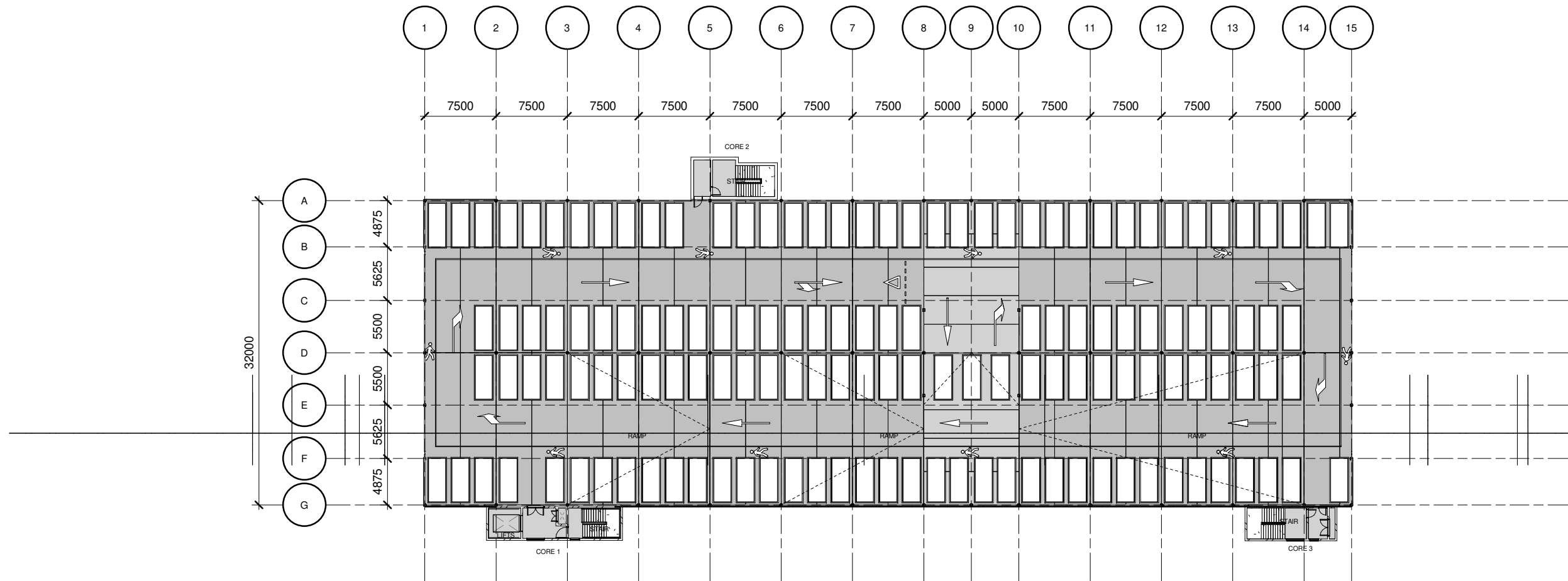
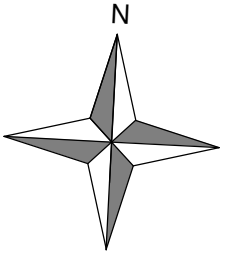
Project: QA HOSPITAL MSCP PORTSMOUTH	Draftsman MY	Control VV	Authorisation CPB
Reference: Level 02	Phase: Preliminary		
	Client: Noviniti		Scale: 1:500 @ A3
Ballast Nedam Parking 3 rd Floor 70 Gracechurch Street London EC3V 0HR United Kingdom			
Tel: +31 (0)30 285 30 30 E-mail: office@bnparking.co.uk	Date: 28/01/2021	Version P02	
	Project Number: 0039	Drawing Number: J1708-STRIFE-XX-01-DR-A-30002	
	© Ballast Nedam Parking	ext. rev:	int. rev:

NOTES:

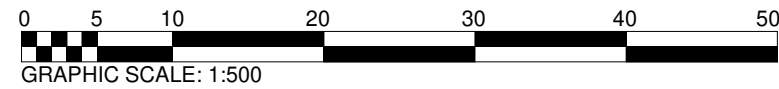
1. Do not scale from this drawing.
2. All dimensions are in millimeters unless noted otherwise.
3. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings.

Legend

-  Existing levels
-  Proposed levels



03 GA - Level 03
1 : 500

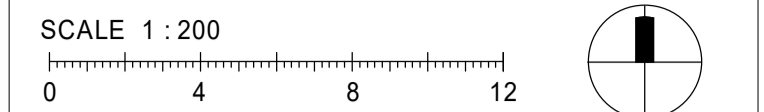


PARKING BAY SCHEDULE						
Level	Standard	Disabled	Disabled EV	EV	Motorcycle	TOTAL
Ground Floor	91	30	1	7	6	129
LEVEL 01	135	-	-	-	-	135
LEVEL 02	137	-	-	-	-	137
LEVEL 03	140	-	-	-	-	140
TOTAL	503	30	1	7	6	541

Project: QA HOSPITAL MSCP PORTSMOUTH	Draftsman MY	Control VV	Authorisation CPB
Reference: Level 03	Phase: Preliminary		
	Client: Noviniti		Scale: 1:500 @ A3
Ballast Nedam Parking 3 rd Floor 70 Gracechurch Street London EC3V 0HR United Kingdom			Date: 28/01/2021 Version P02
	Project Number: 0039		
	Drawing Number: J1708-STRIFE-XX-01-DR-A-30004		
	© Ballast Nedam Parking		ext. rev: int. rev:
	Tel: +31 (0)30 285 30 30		
	E-mail: office@bnparking.co.uk		



Notes



- Key**
- Indicates Existing Building Footprint
 - Indicates Proposed ED Building Footprint
 - Access to Hospital Street
 - Children's ED Emergency access
 - Adult ED Blue Light Access

Rev	Description	Date	Dr	App
P8	Updated following Client Meeting (04.02.2021)	04.02.2021	AE	RS
P7	Updated Level B Deck, Increased Ambulance numbers and Public Drop-Off / Pick-Up	03.02.2021	AE	RS
P6	ED Lifted to Level B	01.02.2021	AE	RS
P5	Additional V Switch Room Added & Indicative PFI Link included	15.01.2021	RB	RS
P4	Updates to Plant Locations and General Levels Added	15.01.2021	RB	RS
P3	Area Reduction & Paediatric ED entrance on West	12.01.2021	RB	RS
P2	Updated Layouts	22.12.2020	RB	RS
P1	First Issue	18.12.2020	RB	KM

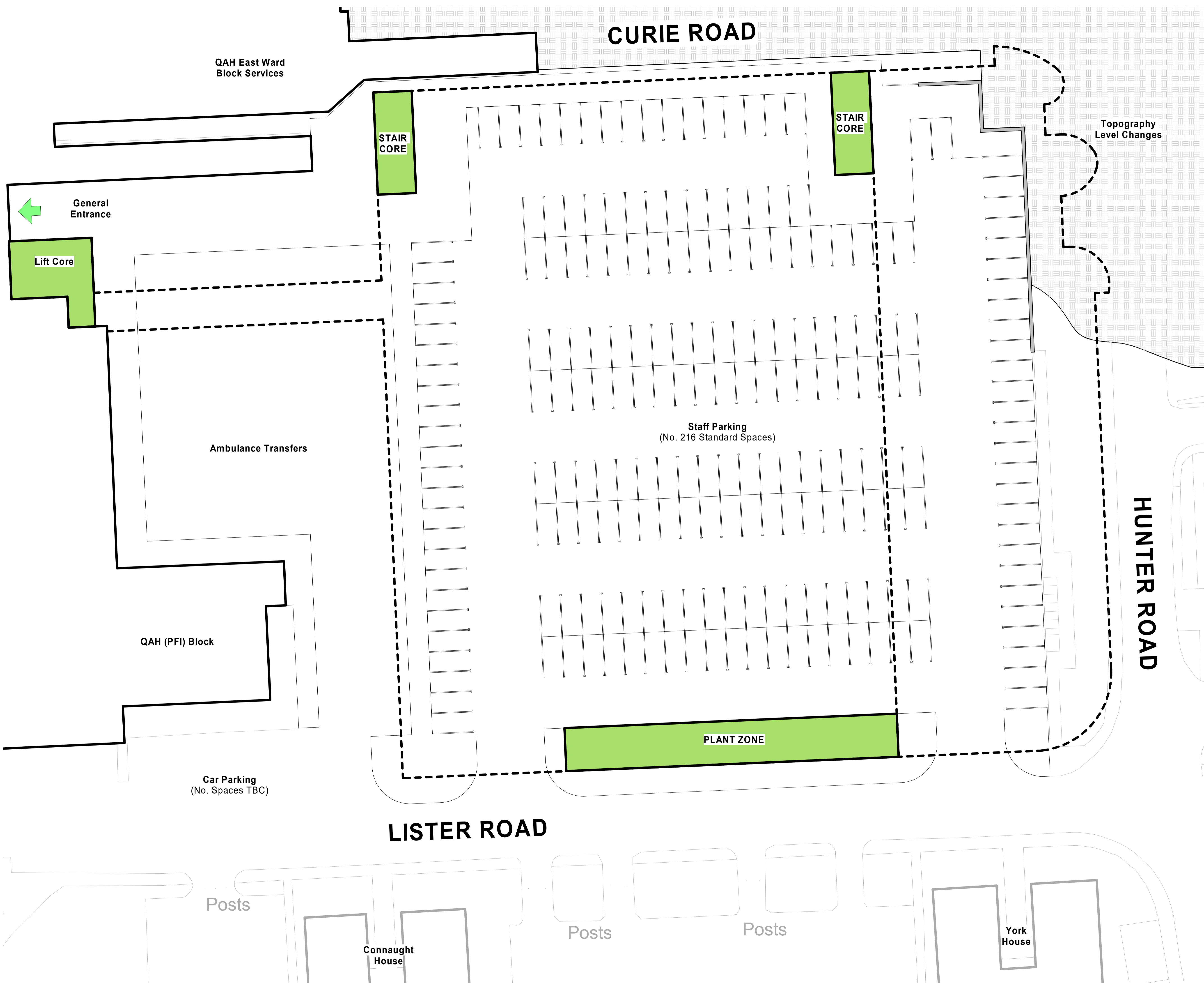
original by	date created	approved by
R Simcox	18.12.2020	AE

AHR Architects Ltd
 First Floor
 Victoria House
 Victoria Quay
 Shrewsbury
 SY1 1HH
 United Kingdom

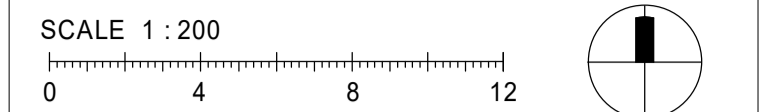
T +44(0)1743 283000
 F +44(0)1743 232717
 E shrewsbury@ahr.co.uk
 www.ahr.co.uk

client name	Portsmouth Hospitals University NHS Trust		
project	Queen Alexandra Hospital - Building Better Emergency Care		
drawing	Proposed Block Plan (Level B)		
computer file	C:\Rev\Projects\QAH\AHR\00-XX\M3-0001 (Update #3).rvt	plot date	04/02/2021
project number	2018.00121.000	scale	1 : 200 @A1
drawing number	QAH-AHR-00-BB-DR-L-9001	rev	P8
		issue status	S2

This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of AHR.



Notes



- Key
- Indicates Existing Building Footprint
 - Indicates Proposed ED Building Footprint
 - Access to Hospital Street
 - Children's ED Emergency access
 - Adult ED Blue Light Access

Rev	Description	Date	Dr	App
P8	Updated following Client Meeting (04.02.2021)	04.02.2021	AE	RS
P7	Updated Level B Deck, Increased Ambulance numbers and Public Drop-Off / Pick-Up	03.02.2021	AE	RS
P6	ED Lifted to Level B	01.02.2021	AE	RS
P5	Additional V Switch Room Added & Indicative PFI Link included	15.01.2021	RB	RS
P4	Updates to Plant Locations and General Levels Added	15.01.2021	RB	RS
P3	Area Reduction & Paediatric ED entrance on West	12.01.2021	RB	RS
P2	Updated Layouts	22.12.2020	RB	RS
P1	First Issue	18.12.2020	RB	KM

original by	date created	approved by
R Simcox	18.12.2020	AE

AHR Architects Ltd
 First Floor
 Victoria House
 Victoria Quay
 Shrewsbury
 SY1 1HH
 United Kingdom

T +44(0)1743 263000
 F +44(0)1743 232717
 E shrewsbury@ahr.co.uk
 www.ahr.co.uk

client name	Portsmouth Hospitals University NHS Trust		
project	Queen Alexandra Hospital - Building Better Emergency Care		
drawing	Proposed Block Plan (Level A)		
computer file	C:\Rev\Projects\QAH\AHR-00-XX\M3-0001 (Update #3).rvt	plot date	04/02/2021
project number	2018.00121.000	scale	1 : 200 @A1
drawing number	QAH-AHR-00-AA-DR-L-9001	rev	P8
		issue status	S2

This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of AHR.

Noviniti

Proposed MSCP and New Emergency Department at QAH,
Portsmouth

Transport Assessment

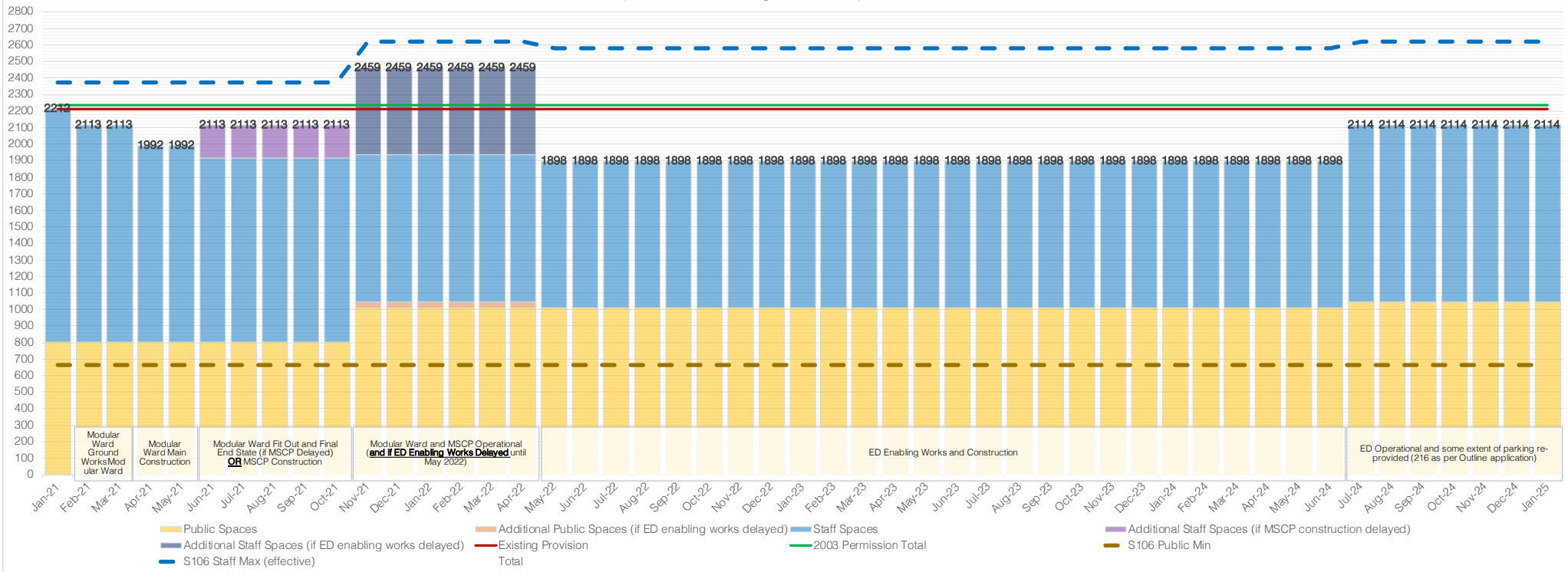
mode

transport planning

APPENDIX B

Changes in Parking Provision and Allocations by Month

Compound Total Parking Provision by Public and Staff



Noviniti

Proposed MSCP and New Emergency Department at QAH,
Portsmouth

Transport Assessment

mode

transport planning

APPENDIX C

Trip Rate and Trip Generation Calculations

North Car Park Barrier Data - September 2019

ENTRIES	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday
	01/09/2019	02/09/2019	03/09/2019	04/09/2019	05/09/2019	06/09/2019	07/09/2019	08/09/2019	09/09/2019	10/09/2019	11/09/2019	12/09/2019	13/09/2019	14/09/2019	15/09/2019	16/09/2019	17/09/2019	18/09/2019	19/09/2019	20/09/2019	21/09/2019	22/09/2019	23/09/2019	24/09/2019	25/09/2019	26/09/2019	27/09/2019	28/09/2019	29/09/2019	30/09/2019							
00:00-01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00-02:00	0	0	0	0	1	0	2	0	0	0	0	0	1	1	1	0	3	0	2	2	2	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	
02:00-03:00	0	0	0	2	0	0	0	0	0	0	0	2	0	2	2	1	0	1	1	1	1	1	1	3	0	0	1	0	0	0	0	0	0	0	0	0	
03:00-04:00	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	1	2	0	2	0	2	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	
04:00-05:00	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	1	0	
05:00-06:00	0	1	0	0	1	1	0	1	1	2	2	1	1	2	0	1	2	2	2	2	2	2	2	1	1	0	0	0	0	2	1	0	0	0	2	1	0
06:00-07:00	6	7	8	10	0	2	9	7	8	7	10	4	3	8	7	4	5	6	4	0	6	4	3	8	6	3	3	3	7	15							
07:00-08:00	30	37	35	39	15	4	24	21	33	21	31	12	3	21	37	37	32	37	2	4	40	39	31	37	31	9	2	32	30	36							
08:00-09:00	105	86	118	68	21	6	82	92	80	84	72	21	8	77	84	89	89	86	18	17	83	81	96	90	79	17	5	71	78	88							
09:00-10:00	93	89	83	86	17	13	93	91	102	103	71	16	10	76	109	97	102	87	23	13	106	111	101	83	91	18	10	103	104	101							
10:00-11:00	70	109	104	105	15	11	89	98	84	84	94	29	15	78	89	101	86	15	10	81	78	96	105	94	18	12	93	101	99								
11:00-12:00	63	68	69	66	13	9	65	69	67	78	53	19	16	59	75	65	73	58	15	12	58	67	68	72	58	16	16	68	72	73							
12:00-13:00	48	56	47	56	19	9	51	54	62	58	48	9	13	47	50	45	50	50	14	13	51	55	49	52	46	30	12	66	65	48							
13:00-14:00	97	73	96	95	25	16	86	90	102	99	68	25	13	103	86	96	81	68	25	19	81	69	86	69	91	24	94	104	99								
14:00-15:00	95	87	85	88	16	18	82	85	83	84	68	22	19	73	80	75	69	64	26	12	101	88	89	76	23	22	89	85	87								
15:00-16:00	67	51	65	56	20	16	72	66	60	71	48	16	21	56	73	55	75	52	20	11	55	55	62	68	47	24	23	70	90	58							
16:00-17:00	25	42	35	22	11	9	35	32	37	40	38	14	18	34	35	31	34	23	12	10	29	28	31	35	25	15	14	32	34	34							
17:00-18:00	16	14	16	14	10	12	17	18	22	18	15	12	13	17	24	13	18	16	9	4	15	20	27	15	18	11	12	22	23	18							
18:00-19:00	14	13	16	6	10	9	17	11	13	11	11	5	13	16	14	9	9	4	5	17	10	13	7	12	6	8	12	11	16								
19:00-20:00	6	10	10	9	5	3	10	5	2	3	8	6	2	3	6	11	9	2	2	1	7	5	8	4	6	4	5	6	7	4							
20:00-21:00	6	6	1	1	0	3	5	1	1	3	2	2	3	5	2	1	1	5	4	3	3	4	4	4	3	2	2	4	6	4							
21:00-22:00	2	2	2	2	1	4	7	1	7	2	0	2	0	0	1	2	4	3	2	3	4	3	4	3	4	5	0	3	5	2							
22:00-23:00	1	0	3	1	1	3	1	3	0	2	1	1	4	0	1	0	1	2	2	2	3	4	3	0	1	0	1	0	3	1							
23:00-00:00	2	1	2	0	2	0	2	3	0	0	1	1	3	2	1	4	2	0	0	4	0	2	0	1	4	0	2	1	1	1							

EXITS	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday					
	01/09/2019	02/09/2019	03/09/2019	04/09/2019	05/09/2019	06/09/2019	07/09/2019	08/09/2019	09/09/2019	10/09/2019	11/09/2019	12/09/2019	13/09/2019	14/09/2019	15/09/2019	16/09/2019	17/09/2019	18/09/2019	19/09/2019	20/09/2019	21/09/2019	22/09/2019	23/09/2019	24/09/2019	25/09/2019	26/09/2019	27/09/2019	28/09/2019	29/09/2019	30/09/2019					
00:00-01:00	3	4	2	3	1	2	1	0	1	0	0	1	2	1	2	2	2	1	3	1	0	3	2	0	0	3	3	1	0						
01:00-02:00	0	2	0	0	1	0	0	1	0	0	1	1	2	2	2	0	2	3	1	1	1	0	0	1	1	0	1	0	0						
02:00-03:00	1	1	0	0	0	0	1	0	1	0	1	0	2	0	1	3	0	0	1	0	0	1	0	0	0	0	1	0	0						
03:00-04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	1	0	1	0						
04:00-05:00	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	1	1	1	1	0	1	0	0	1	0	0	1	0						
05:00-06:00	0	0	0	2	0	0	0	0	3	0	1	0	1	0	1	0	1	1	3	2	1	2	0	0	1	0	0	0	0						
06:00-07:00	0	1	1	0	1	1	3	1	2	5	3	1	0	1	4	1	0	0	1	0	0	1	2	1	3	1	0	3	0						
07:00-08:00	6	3	6	8	0	0	5	3	2	5	6	3	0	4	8	6	8	9	3	0	7	3	5	8	0	0	3	4	3						
08:00-09:00	20	26	22	20	8	4	18	11	16	11	7	5	10	18	18	14	17	16	4	24	20	15	15	15	19	5	1	15	6						
09:00-10:00	54	45	58	38	23	4	50	38	56	56	42	20	4	47	52	52	60	47	11	9	53	57	52	47	45	12	5	44	50	30					
10:00-11:00	74	85	80	73	18	15	67	62	74	78	74	18	8	62	88	76	80	70	11	15	80	80	80	79	13	6	73	75	73						
11:00-12:00	80	86	93	87	17	7	89	64	90	97	76	20	11	65	78	83	101	98	16	10	85	85	89	90	91	15	12	94	99	85					
12:00-13:00	69	84	94	78	8	6	72	66	77	79	55	21	15	73	80	72	85	65	17	7	65	75	44	75	86	19	14	80	89	85					
13:00-14:00	41	55	51	58	21	11	46	57	55	61	47	14	13	52	48	47	43	53	16	16	57	44	42	49	51	24	11	51	56	49					
14:00-15:00	85	72	74	73	15	9	81	80	76	75	79	19	10	84	84	77	71	72	14	12	78	85	70	76	17	17	96	55	91						
15:00-16:00	108	86	96	85	20	22	77	100	108	85	76	17	17	81	96	2	79	67	25	20	93	91	79	92	82	32	23	108	62	103					
16:00-17:00	100	77	83	64	13	15	92	92	75	93	57	20	22	73	72	60	88	62	15	14	80	68	92	99	64	17	26	61	51	81					
17:00-18:00	41	50	64	52	18	11	49	44	55	56	46	23	24	39	65	46	44	19	12	43	46	41	52	40	30	13	55	22	43						
18:00-19:00	26	25	22	35	11	12	22	23	23	24	24	17	11	25	23	21	34	18	15	7	21	23	27	26	13	12	35	12	30						
19:00-20:00	15	26	23	22	6	11	17	20	19	21	16	10	10	20	23	19	19	11	11	8	20	15	24	12	17	13	14	24	8						
20:00-21:00	11	8	6	4	9	4	2	5	10	7	6	7	6	8	14	17	6	5	5	9	4	9	4	6	6	5	8	3	12						
21:00-22:00	2	5	0	6	4	3	0	4	5	5	4	3	1	2	4	5	7	5	4	2	5	6	6	4	4	2	3								

East Staff MSCP Barrier Entry Data - September 2020

Lower Floor	Monday 30-Aug	Tuesday 31-Aug	Wednesday 01-Sep	Thursday 02-Sep	Friday 03-Sep	Saturday 04-Sep	Sunday 05-Sep	Monday 06-Sep	Tuesday 07-Sep	Wednesday 08-Sep	Thursday 09-Sep	Friday 10-Sep	Saturday 11-Sep	Sunday 12-Sep	Monday 13-Sep	Tuesday 14-Sep	Wednesday 15-Sep	Thursday 16-Sep	Friday 17-Sep	Saturday 18-Sep	Sunday 19-Sep	Monday 20-Sep	Tuesday 21-Sep	Grand Total
00:00-01:00		2				1	1		1		2				1	1	2			1			2	13
01:00-02:00		1		1		1	1				1	1			1	1		1		1				10
02:00-03:00			1				1																	6
03:00-04:00		1	1	1	1	1			1	1	1	1			1	1	2	2	2	1	1		1	19
04:00-05:00		1				1																		8
05:00-06:00		11	14	12	11	8	8	9	5	8	9	9	6	9	6	6	9	7	9	7	11	12	6	192
06:00-07:00		31	31	44	42	38	35	48	34	43	44	35	16	41	44	30	37	40	32	36	44	40	37	822
07:00-08:00		89	123	128	133	104	111	101	117	109	2	119	101	86	93	84	105	100	105	100	87	94	110	2201
08:00-09:00	14	19	55	47	49	57	17	20	63	76	21	59	50	19	13	61	65	55	59	53	14	16	61	969
09:00-10:00	2	4	14	10	10	14	6	3	15	15	13	9	16	4	3	12	10	13	12	13	1	4	5	208
10:00-11:00	4	3	8	9	4	4	4	6	4	8	7	5	2	3	3	7	8	5	3	6	1	2	2	108
11:00-12:00	5	8	4	3	11	9	7	6	10	13	4	10	6	9	9	10	8	5	9	11	8	7	7	179
12:00-13:00	6	7	10	14	12	5	8	5	5	4	11	16	16	5	4	6	15	11	11	12	6	6	6	195
13:00-14:00	19	11	12	17	10	11	18	19	8	9	15	8	6	17	17	6	9	14	10	6	12	11		265
14:00-15:00	4	2	5	11	5	5	3	4	5	4	5	4	5	4	6	3	4	5	7	2	6	4	3	102
15:00-16:00	6	7	19	17	15	20	3	3	16	19	20	13	15	6	9	15	15	23	18	18	7	7	7	291
16:00-17:00	3	6	7	6	11	5	3	3	7	5	7	10	8	4	1	5	10	8	8	9	2	2	2	130
17:00-18:00	3	5	10	5	11	11	4	4	8	9	10	9	3	3	3	12	9	5	7	7	1	4		140
18:00-19:00	19	18	22	26	22	15	10	20	26	28	20	25	21	13	17	25	24	25	27	17	13	10	16	421
19:00-20:00	63	68	76	89	91	85	65	49	63	79	73	70	60	67	69	90	77	68	70	69	54			1495
20:00-21:00	3	2	2	2	2	5	4	2	2	3	2	2	4	1	2	3	4	4	6	4	3	5		68
21:00-22:00	4		2	1		3	4	5	4	6			2	2	1	1	3		1		2			44
22:00-23:00	1	1	2	2		3	3						1	1	1	2	1	2	2	1	2	2		23
23:00-00:00	1	1	1	1		2		3	2	2			1	1	1	2	2	1	1	1	1			24
Grand Total	157	298	419	446	440	405	318	310	394	440	274	300	353	292	301	363	433	405	401	379	287	285	233	7933

Upper Floor	Monday 30-Aug	Tuesday 31-Aug	Wednesday 01-Sep	Thursday 02-Sep	Friday 03-Sep	Saturday 04-Sep	Sunday 05-Sep	Monday 06-Sep	Tuesday 07-Sep	Wednesday 08-Sep	Thursday 09-Sep	Friday 10-Sep	Saturday 11-Sep	Sunday 12-Sep	Monday 13-Sep	Tuesday 14-Sep	Wednesday 15-Sep	Thursday 16-Sep	Friday 17-Sep	Saturday 18-Sep	Sunday 19-Sep	Monday 20-Sep	Tuesday 21-Sep	Grand Total	
00:00-01:00			1								1												2	4	
01:00-02:00						1					1				1								2	5	
02:00-03:00								1			1			1										4	
03:00-04:00		1	1	1	1	1			1	2	1	1			1	1	1	1	1	1			1	17	
04:00-05:00		1																				1		2	7
05:00-06:00		3	5	5	9	6	7	3	4	4	3	5	3	2	3	3	4	5	4	3	4	5	10	100	
06:00-07:00		20	16	14	15	16	25	27	16	17	19	19	10	26	20	11	18	12	20	22	25	25	14	407	
07:00-08:00		76	160	167	134	142	74	61	139	141	170	136	137	82	67	132	153	165	132	137	75	69	164	2713	
08:00-09:00	9	17	63	73	77	70	21	17	80	77	75	73	82	11	8	85	81	70	78	75	21	14	71	1248	
09:00-10:00	6	3	7	12	11	9	6	8	12	9	4	6	15	5	8	8	10	10	13	12	8	10	6	198	
10:00-11:00	4	3	4	4	4	4	2	4	4	9	10	5	6	3	3	4	7	5	4	5	1	2	98		
11:00-12:00	6	11	11	6	7	7	6	5	7	11	8	4	8	4	5	7	2	9	11	5	4	3	6	153	
12:00-13:00	3	4	9	13	15	9	4	3	11	9	7	11	8	4	5	7	11	8	5	3	2	3		154	
13:00-14:00	6	8	7	10	3	11	10	12	15	11	11	7	6	8	7	11	8	9	6	10	9	10		195	
14:00-15:00	6	3	2	3	2	3	1	4	2	5	7	7	1	3	4	2	3	5	4	3	3	2		75	
15:00-16:00	2	8	9	8	10	6	5	5	26	11	12	7	9	7	2	11	10	9	5	4	4	3		173	
16:00-17:00	3	4	4	12	10	6	6	5	7	5	13	7	11	3	3	6	9	7	9	10	4	3		147	
17:00-18:00	4	4	4	5	4	7	3	4	5	7	9	3	4	2	11	10	9	10	8	4	3			120	
18:00-19:00	4	9	9	7	5	6	4	1	8	7	18	6	9	5	5	11	9	14	10	5	9			161	
19:00-20:00	24	34	39	37	33	37	30	32	46	40	46	44	36	35	34	34	41	44	36	26	26			754	
20:00-21:00	1	1	2			3	6	5	6	9	3	5	3	4	2	1	2	1	2	3	2	4			62
21:00-22:00	2	2	2	4	5	2	2	5	3	4	3	4	5	6	4	2	4		1		2	2			64
22:00-23:00	1	1	1	3	1	2	1	1	1	1	1		2		1					1	1				18
23:00-00:00				1	1	1	1	1	1					1	1	2	1					1			13
Grand Total	81	214	356	385	347	346	211	200	393	376	429	288	358	219	191	349	377	380	365	347	205	193	280	6891	

Public Car Parking Trip Rate per Car Parking Space (as per North Car Park September 2019 Barrier Data)

Trip Generation	294 spaces			Trip Rate	217 spaces						
	Entry	Exit	Combined		Entry	Exit	Combined				
00:00-01:00	1	2	3	0.003	0.007	0.010	0.000-01:00	1	2	3	
01:00-02:00	0	1	1	0.000	0.003	0.003	01:00-02:00	0	1	1	
02:00-03:00	1	1	2	0.003	0.003	0.006	02:00-03:00	1	1	2	
03:00-04:00	0	0	0	0.000	0.000	0.000	03:00-04:00	0	0	0	
04:00-05:00	0	1	1	0.000	0.003	0.003	04:00-05:00	0	1	1	
05:00-06:00	1	1	2	0.003	0.003	0.006	05:00-06:00	1	1	2	
06:00-07:00	6	1	7	0.020	0.003	0.023	06:00-07:00	4	1	5	
07:00-08:00	25	5	30	0.085	0.017	0.102	07:00-08:00	18	4	22	
08:00-09:00	64	13	77	0.218	0.044	0.262	08:00-09:00	47	10	57	
09:00-10:00	65	38	103	0.221	0.129	0.350	09:00-10:00	48	28	76	
10:00-11:00	71	56	127	0.241	0.190	0.431	10:00-11:00	52	41	93	
11:00-12:00	49	67	116	0.167	0.228	0.395	11:00-12:00	36	49	85	
12:00-13:00	40	55	95	0.136	0.187	0.323	12:00-13:00	30	41	71	
13:00-14:00	64	41	105	0.218	0.139	0.357	13:00-14:00	47	30	77	
14:00-15:00	58	55	113	0.197	0.187	0.384	14:00-15:00	43	41	84	
15:00-16:00	47	63	110	0.160	0.214	0.374	15:00-16:00	35	46	81	
16:00-17:00	25	56	81	0.085	0.190	0.275	16:00-17:00	18	41	59	
17:00-18:00	14	40	54	0.048	0.136	0.184	17:00-18:00	10	30	40	
18:00-19:00	10	22	32	0.034	0.075	0.109	18:00-19:00	7	16	23	
19:00-20:00	6	15	21	0.020	0.051	0.071	19:00-20:00	4	11	15	
20:00-21:00	2	6	8	0.007	0.020	0.027	20:00-21:00	2	4	6	
21:00-22:00	2	4	6	0.007	0.014	0.021	21:00-22:00	2	3	5	
22:00-23:00	2	3	5	0.007	0.010	0.017	22:00-23:00	2	2	4	
23:00-00:00	1	2	3	0.003	0.007	0.010	23:00-00:00	1	2	3	
Daily	554	548	1102	Daily	1.883	1.860	3.743	Total	409	406	815

Staff Car Parking Trip Rate per Car Parking Space (as per East Staff MSCP September 2020 Barrier Data)

East Car Park Entries	East Car Park Entry Trip Rate			522 Total	Proposals	375 Arrivals, 8 Departures, hours Two-way					
	Lower	Upper	Total			Arrivals	Departures	hours Two-way			
00:00-01:00	2	1	3	0.004	0.002	0.006	00:00-01:00	2	0	2	
01:00-02:00	1	2	3	0.002	0.004	0.006	01:00-02:00	2	0	2	
02:00-03:00	1	1	2	0.002	0.002	0.004	02:00-03:00	2	0	2	
03:00-04:00	1	1	2	0.002	0.002	0.004	03:00-04:00	2	0	2	
04:00-05:00	1	1	2	0.002	0.002	0.004	04:00-05:00	2	0	2	
05:00-06:00	8	5	13	0.015	0.010	0.025	05:00-06:00	9	0	9	
06:00-07:00	39	15	54	0.075	0.029	0.103	06:00-07:00	39	0	39	
07:00-08:00	94	155	249	0.180	0.297	0.477	07:00-08:00	179	0	179	
08:00-09:00	56	75	131	0.107	0.144	0.251	08:00-09:00	94	2	96	
09:00-10:00	12	9	21	0.023	0.017	0.040	09:00-10:00	15	2	17	
10:00-11:00	6	5	11	0.011	0.010	0.021	10:00-11:00	8	2	10	
11:00-12:00	8	7	15	0.015	0.013	0.029	11:00-12:00	11	2	13	
12:00-13:00	9	9	18	0.017	0.017	0.034	12:00-13:00	13	2	15	
13:00-14:00	11	10	21	0.021	0.019	0.040	13:00-14:00	15	9	24	
14:00-15:00	6	4	10	0.011	0.008	0.019	14:00-15:00	7	39	46	
15:00-16:00	18	12	30	0.034	0.023	0.057	15:00-16:00	21	179	200	
16:00-17:00	7	8	15	0.013	0.015	0.029	16:00-17:00	11	94	105	
17:00-18:00	8	8	16	0.015	0.015	0.031	17:00-18:00	12	15	27	
18:00-19:00	25	9	34	0.048	0.017	0.065	18:00-19:00	24	8	32	
19:00-20:00	77	40	117	0.148	0.077	0.224	19:00-20:00	84	11	95	
20:00-21:00	3	4	7	0.006	0.008	0.013	20:00-21:00	5	13	18	
21:00-22:00	3	3	6	0.006	0.006	0.011	21:00-22:00	4	15	19	
22:00-23:00	2	1	3	0.004	0.002	0.006	22:00-23:00	2	7	9	
23:00-00:00	2	1	3	0.004	0.002	0.006	23:00-00:00	2	21	23	
Total	400	386	786	Daily	0.765	0.741	1.505	Total	565	421	986

Noviniti

Proposed MSCP and New Emergency Department at QAH,
Portsmouth

Transport Assessment

mode

transport planning

APPENDIX D

Summary of Impacts and Mitigation for MSCP and ED Development Phases

MSCP and ED Development Phase Impact and Mitigation

Phase	Impact	Mitigation	On Site Staff Parking Permits (max)
Baseline (assuming Modular Ward end state)	195 public spaces available in North Car Park	Includes: 121 staff spaces reallocated to public in South (main) MSCP 99 staff displaced to P&R	2,755
Phase 3b 1 June to 1 Nov 21 North MSCP Construction	195 public spaces removed from North Car Park to enable North MSCP construction	121 staff spaces reallocated to public in main) MSCP + 74 staff spaces elsewhere converted to public Pay & Display 294 staff at P&R	2,346
Phase 3c 1 Nov 21 to 1 May 22 Modular Ward and North MSCP Operational	541 public spaces within new North MS Car Park	165 current public Pay & Display parking spaces permanently repurposed to staff (excluding 38 disabled spaces) 55 spaces within South MSCP assigned to priority staff	2,963
Phase 4 – ED enabling works and construction	522 staff spaces in East Staff MSCP removed through demolition, as well as adjacent 39 spaces	522 staff at P&R and where necessary supported by sustainable travel mode shift not reliant on P&R Further 39 spaces within in South MSCP assigned to priority staff	1,867
Phase 5 – ED Operational (subject to Reserve Matters detail)	216 staff spaces re-provided at ground level beneath new ED / adjacent area	39 spaces in South MSCP reallocated to public 345 staff at P&R, albeit expectation for more permanent mode shift to sustainable travel modes	2,239



transport planning

keep up with mode:



Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 464 9495

Reading

☎ 0118 206 2945

✉ info@modetransport.co.uk 📍 modetransport.co.uk 🐦 [@mode_transport](https://twitter.com/mode_transport)