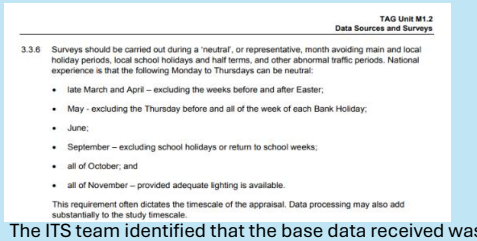
Item Ref	Section	Page	HDP Comment	Responsible	Designer/Stantec Responses	Open/ Closed
001	Site Context	7	The assertion that the scheme may reduce risk to vulnerable users by improving pedestrian and cycle infrastructure is noted. However, this statement would benefit from being supported by a qualitative review of how the proposed layouts address existing risk factors, particularly at key conflict points such as crossing locations, bus egress movements, and areas of shared surface.	Stantec	An appropriate comentry of the improved safety can be provided.	Open
002	Active Travel Benefits	10	The reference to Active Travel England (ATE) as a statutory consultee is noted, and the application of the ATE Route Assessment Tool to West Street and Western Avenue is welcomed. While detailed outputs are provided in Appendix F, a high-level summary of key route scores and their implications for design compliance would have been beneficial within the main body of the TA.	Stantec	No further action required as TA provides the detail in Appendix F as stated. If supplementry information is required we can provide the summaries of the assessment as request.	Open
003	Active Travel Benefits	11	It is assumed that all tactile paving and kerb alignments will be delivered in accordance with current DfT guidance, however this should be confirmed.	HES	All tactile paving and kerb alignments have been designed in accordance with HCC Technical Guidance and current DfT guidance (including Guidance on the Use of Tactile Paving Surfaces, December 2021)	Open
004	Public Transport Strategy	14	The proposal to re-provide taxi facilities on Waterloo Court (adjacent to the proposed new theatre) is reasonable in principle but falls outside the red line boundary of this application. The Highway Authority therefore considers the deliverability of this element to be uncertain and recommends that interim provision be identified within or adjacent to the application site to avoid a potential service gap.	HES	The requirement to provide interim taxi provision will be written into the construction contract to ensure it is maintained during the works until the permanent alternative provision is delivered on Waterloo Court as part of the Theatre project.	Open

005	Highways Impact	18	The baseline traffic data is derived from ANPR and ATC surveys undertaken in April and September 2024. The Highway Authority acknowledges the use of 13 ATC locations for one-week counts and 8 ANPR survey points for two individual survey days (Thursday 18 April and Saturday 20 April). However, as stated in the pre-application response, national guidance recommends that surveys undertaken to represent neutral conditions should avoid the two-week period surrounding Easter. The surveys presented fall immediately after the Easter break, raising a concern that the data may not represent typical weekday or weekend traffic patterns. Additionally, survey days appear limited to a single weekday and Saturday, which may restrict the robustness of origin-destination analysis. **The Highway Authority invites the applicant to clarify the justification for the chosen dates and to confirm whether validation of data variability was undertaken.** **Confirmation of consultation with HCC's ITS team regarding the methodology and suitability of the ANPR approach is also requested.**	ITS	the school holidays are fine. Only the holidays themselves should be avoided - see image. Demonstrating 'Typical' Conditions - PJA ANPR survey dates = 18/04/24 & 20/04/24 Easter Sunday 2024 = 31/03/24 School holidays – Fri 29/03/24 (good Fri) to 12/04/24 inclusive.  TAG Unit M1.2 Data Sources and Surveys 3.3.6 Surveys should be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods. National experience is that the following Monday to Thursdays can be neutral: • late March and April – excluding the weeks before and after Easter; • May - excluding the Thursday before and all of the week of each Bank Holiday; • June; • September – excluding school holidays or return to school weeks; • all of October; and • all of November – provided adequate lighting is available. This requirement often dictates the timescale of the appraisal. Data processing may also add substantially to the study timescale. The ITS team identified that the base data received was based on the existing Western Avenue gyratory. This data was insufficient to determine the new traffic turning movements at the proposed Western Avenue/West Street junction with the gyratory removed. The ITS team were involved with defining the requirements and scope of the ANPR survey to ensure that the traffic data would be adequate to derive the traffic movements for the Western Avenue/West Street modelling. ITS advised on the required ANPR survey timeframes to ensure that the survey was carried out after the Easter school holiday period. **Stantec Response:** Furthermore, ATC surveys were undertaken across the local road network in	Open
006			While visual outputs are shown in Figures 10.5 through 10.8, the narrative commentary provided in this section is limited, deferring operational conclusions to Section 11. The Highway Authority advises that **further detail should be included within this section to explain key operational characteristics under the Do Something scenario, including any significant delays, re-routing effects, or new conflict points introduced by the design.**	Stantec	If supplementry information is required we can provide the summaries of the assessment as request.	Open

007	Highways Impact	19	The Highway Authority further notes that some background model results in Appendix materials flag up data warnings, particularly in relation to PICADY parameters (zero flare lengths and HGV percentages) and visibility assumptions. These issues were previously raised in the pre-application response and should have been addressed in the updated modelling submission. Whilst this is not an issue that would necessarily lead to any formal objection, this is a valid technical concern as it highlights areas where the modelling lacks clarity or robustness and where the **applicant should be expected to provide clarification or updated inputs to support the conclusions.**	Stantec	The warnings flagged by the software were noted and judgement was exercised in reviewing outputs considering the warnings. It should be noted that they are warnings and not errors so the modelling still produced a valid output. In the PICADY model the flare length was inputted as per the geometric measurements taken from the GA design at the time (see extract). The warning generated from PICADY highlights that the flare length is close to 0 PCUs. By default, PICADY has increased this to 1 PCU as a minimum value. Any increase in the flare length above the minimum length would improve the capacity of the **Minor Arm Geometry** | Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
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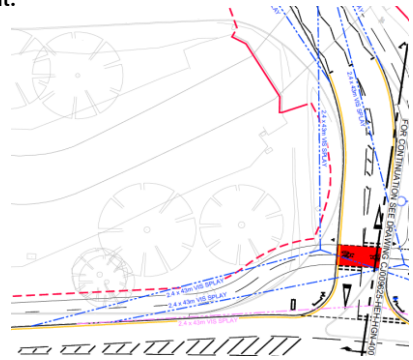
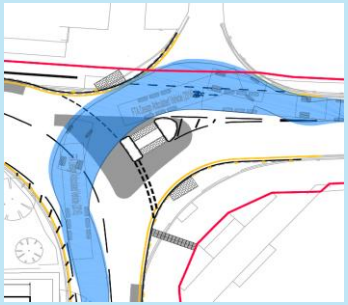
B	One lane plus flare	7.00	3.70	3.60	3.50	3.20	✓	1.00	100	100	 The HGVs in PICADY are included as the flows are PCU data and not just vehicle counts. It is recognised that the warning message says to include HV% even if PCUs are used. I have looked back at my OD calculations and note that just 1 HGV was counted exiting Waterloo Court (this was during the AM peak and is a left turner). I therefore believe using a zero HV% is correct for PM and Saturday scenarios. The presence of 1 HGV in the AM peak is of little consequence since the total count was only 20 vehicles. The unsignalised Level of Service for Waterloo Court arm is Level A in 2040 conditions which indicates no delay to vehicles turning out of the junction. Visibilities were measured from the GA design at the time of modelling. The visibility from the junction remains good, therefore no update to visibility is required.	Open

008	Local Junction Capacity Modelling	22	The Highway Authority welcomes this proactive approach and agrees that the junction is unlikely to become overburdened by the cumulative impact of the Riverside Park and Theatre developments. That said, as noted in the pre-application response, the LINSIG model for the Western Avenue / West Street junction has not been subject to equivalent Theatre-related sensitivity testing. Given the interconnected nature of the two junctions and the likelihood that some Theatre-bound trips will route via West Street, the Highway Authority considers it appropriate for the LINSIG model to be updated in due course to reflect this additional loading, particularly during weekend or evening peaks associated with theatre performances. **It is not clear as to why this has not been included when it has been discussed specifically within pre-application meetings and within the Highway Authority's pre-application response.**	Stantec	Theatre development flows provided were those relating to movements into and out of Waterloo Court only. Since the ANPR data did not extend to cover the Theatre ingress and egress evening periods, ATC data was used to derive the hourly base flows for Western Avenue for the evening periods. The ATC data had the same growth factor applied as that used in the PICADY to model the 2040 design year. The ANPR derived PM peak flows together with Theatre development flows were combined to illustrate a worst-case scenario at Waterloo Court. Sensitivity testing was not carried out on the signalised West St/Western Avenue junction because there is no traffic flow data on West Street during the Theatre ingress & egress evening periods. It is also very clear from the design year traffic flows and modelling outputs that it would operate within capacity with the Theatre flows added. **Stantec Response:** To confirm, Section 11.4 of the TA provides the Theatre sensitivity modelling for both the West Street (Table 11.7) and the Waterloo Court (Table 11.8) junctions. At the proposed West Street signal junction the Theatre related traffic has been added to the mainline through movements on Western Avenue. During the assessed PM peak hour, the threatre realtated traffic is estimated at 20 vehicle trips inbound and 20 outbound and therefore a low generator during the assessed network peak hour. We belive that the majority of these trips will stay on the main road network rather than routing through the High Street and Chantry Street. In any case, if some threatre related traffic did seek to access Western Avenue from West Street there is sufficent residual capacity in the proposed junction to accomodate the flows.	Open
009	Local Junction Capacity Modelling	22	Trip assignment diagrams are included in Figures 6.6 to 6.9 and provide a general indication of the distribution of development traffic across the local network. However, the diagrams do not show how these assigned trips relate directly to the individual entry flows at modelled junctions, nor how reassigned background flows have been routed. **Further clarity or supplementary tabulation would improve transparency and facilitate cross-checking against model inputs.**	Stantec	Require clarifty on figures are being referred to here. The TA doesn't in Figures 6.6-6.9. Additonal flows data can be proivded as requested.	Open
010	Local Junction Capacity Modelling	22	**NOTE:** As previously identified, some background modelling assumptions, particularly zero flare lengths and HGV percentages in PICADY, raise questions about input accuracy. **However, the results are sufficiently low as to provide confidence that even with revised inputs, the junction is unlikely to breach capacity thresholds.**	NOTE		Open

011	Local Junction Capacity Modelling	23	The evidence indicates that both the new signalised and priority-controlled junctions will operate within capacity under 2040 conditions, with or without the inclusion of the emerging Theatre development. **Subject to confirmation of model inputs and the future inclusion of cumulative sensitivity testing at the signalised junction, the proposed layout is considered acceptable in operational terms.**	NOTE	Sensitivity testing was not carried out on the signalised West St/Western Avenue junction because it is clear from the design year traffic flows that it would operate within capacity	Open
012	Highway Geometry	23	The general arrangement drawings demonstrate an appropriate transition to a lower-speed, place-led environment, with geometry reflecting the balance between highway function and public realm, however, kerb radii, taper lengths, flare lengths, and entry widths are not consistently annotated. These elements are critical for validating the junction modelling (LINSIG/PICADY) and for assessing operational safety and capacity. I**n line with this, the applicant should include full annotation of flare lengths, radii, and entry widths on all layout drawings.** **The applicant should also Cross-verify junction geometry with the assumptions used in the submitted junction models, particularly where capacity claims are sensitive to lane allocation, and ensure future technical approval submissions include cross-sections and kerb-to-kerb widths to demonstrate adequate pedestrian and NMU space.**	HES	LINSIG saturation flows were generated using geometric measurements from the GA drawing available at that time. The LINSIG results indicate a high degree of spare capacity and any refinement of the geometric parameters is likely to have a negligible effect on the junction capacity at Western Avenue/West Street. Geometry used in the junction modelling will be reviewed during internal checks. However it should be noted that any changes to the geometry used in the modelling (if required) are not expected to alter the results which demonstrate both operate well within capacity at the design year.	Open
013	Visibility Splays	24	No splays are shown in vertical section or with reference to potential obstructions such as trees, street furniture, or level changes, although the RSA Stage 1 did not raise visibility concerns, **formal technical approval will require all visibility envelopes be clearly dimensioned and justified.** Additionally, **Identify and mitigate any visibility obstructions, including proposed landscaping, street furniture, or topographical changes and include visibility envelopes within cross-section or longitudinal profile drawings where applicable.**	HES	Landscaping and the placement of street furniture will consider the visibility splays The proposed topography is generally flat or on a constant grade (no crest curves) so does not impair visibility sight lines.	Open

014	Visibility Splays and SSD	25	The area adjacent Waterloo Court requires visibility outside the highway. It is noted this area has highway boundary amendments. Any areas required for visibility should be dedicated to the highway authority. **The red dashed line should be updated to suit.** 	HES	The highway boundary including any changes is yet to be finalised so the proposed boundary at this location will be amended to include the visibility splays between the major and minor roads. As the land is within the control of TVBC, the dedication of this land to highway should be straightforward.	Open
015	Swept Path Analysis (Various Drawings)	26	The West Street/Chantry Street tracking has been improved from the pre-app stages with no overhang of pedestrian areas. The right in movement to Chantry Street does however require the vehicle to use the access of the area to the north requiring land outside the extent of the public highway. **Is this a regular movement expected?** 	HES	This movement would involve a HGV accessing multiple destinations off West Street, which is very unlikely and is not something that is currently known to take place. However the movement has been demonstrated to work to avoid the need for a right turn prohibition and the associated sign clutter. The highway boundary including any changes is yet to be finalised so the proposed boundary at this location will be amended to include the swept path of the HGV. As the land is within the control of TVBC, the dedication of this land to highway should be straightforward.	Open
016	Conclusion	27	The Highway Authority raises no objection in principle to the proposed development, however, **amendments and/or clarifications are required in relation to the specific technical matters addressed** before the proposals can be considered acceptable in full or recommended for approval.	NOTE		Open