



Fowley Cottage
Warblington Road
Emsworth

TRANSPORT STATEMENT

On behalf of
P. Blake & L. Burnet

MT/RK/5970/TS.1

Experience and expertise working together



Document Control Sheet

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Report Issue No.	Date	Author	Authorised
MT/RK/5970/TS.1	22 nd December 2023	RK	MT

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1.0 INTRODUCTION

- 1.1** Bellamy Roberts has been instructed by P. Blake & L. Burnet to prepare a Transport Statement to accompany a planning application for the redevelopment of 46 Warblington Road, Emsworth, to provide 15 residential units. The site is located on land to the south of Warblington Road, and currently comprises a single residential unit (number 46). The existing dwelling, known as Fowley Cottage, will be demolished.
- 1.2** Access to the site will be achieved from Warblington Road and Curlew Close.
- 1.3** This Transport Statement has been prepared to assess the impact of the proposed scheme on the highway network and in this regard will consider traffic generation, vehicular/pedestrian access, car and cycle parking, sustainability and servicing.
- 1.4** A planning application for 7 residential units on this site was submitted on 11th June 2019 (ref. APP/19/00623). The Highway Authority raised no objection to the proposal; however, the scheme was dismissed at Appeal in October 2020 albeit no highway reasons for refusal were given (ref. APP/X1735/W/20/3252953).
- 1.5** A subsequent planning application for 9 residential units was refused in May 2021 (ref. APP/20/00376) albeit no highway reasons for refusal were given.



2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

2.1 The application site is located on land to the south of Warblington Road, approximately 500m south-west of its junction with the A259 Havant Road. For clarity, the location of the site is shown on the plan at [Appendix 1](#).

2.2 The site currently comprises a single large residential unit and is served directly from Warblington Road via a vehicle crossover access.

2.3 Curlew Close borders the western boundary of the application site and provides access to three residential properties, and these do not form part of this application. Curlew Close is approximately 3.8m wide for the majority of its length, albeit a passing area is located close to its junction with Warblington Road, thus enabling an entering car to wait clear of the public highway.

2.4 Pedestrian ingress/egress to the existing dwelling is currently achieved via the site access from Warblington Road. Footways are present on both sides of Warblington Road in the vicinity of the site, and a system of street lighting is also present.

2.5 Warblington Road is approximately 5m wide in the vicinity of the site and is subject to a posted speed limit of 30mph. Warblington Road runs on a south-west/north-east alignment and provides access to the A259 Havant Road to the north-east. To the south-west, Warblington Road is a 'no through road' and as such there are few traffic movements to/from this direction.

[Review of Recent Traffic Collision Data](#)

2.6 Collision data for the most recent 5-year period (01/03/2018 to 28/02/2023) has been obtained from Hampshire Constabulary. The search extent is shown below in Figure 1 and Hampshire Constabulary collision data is provided at [Appendix 2](#).

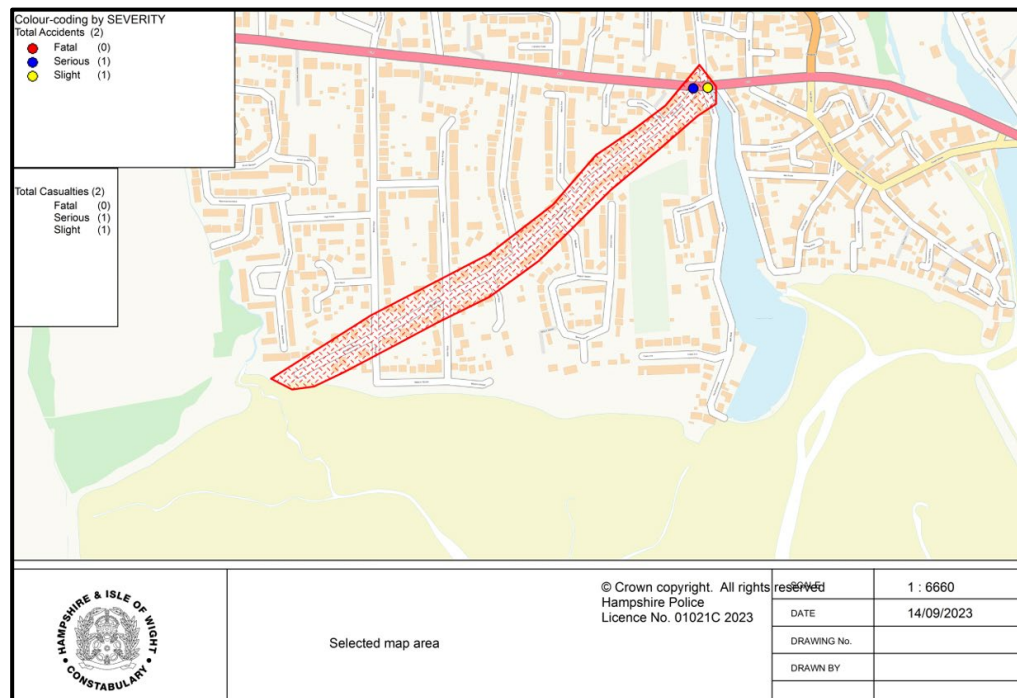


Figure 1: Hampshire Constabulary Collision Data Search Extent

2.7

The collisions are classed into three categories, slight, serious and fatal. The definitions of which are provided as follows:

- **Slight Injury.** Injuries of a minor nature such as sprains, bruises or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not pre-requisite for an injury to be defined as slight)
- **Serious Injury.** Injuries for which a person is detained in hospital as an inpatient or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. A serious category therefore covers a very broad range of injury.
- **Fatal Injury.** Injuries which cause death either immediately or at any time up to 30 days after the collision.

2.8

No collisions have been recorded at or near the site access. Two accidents were recorded at the Havant Road and Warblington Road/Bridge Road/Bath Road junctions to the north-east of the site.

2.9

One collision involved a car and motorcycle and is categorised as serious. The report states that the car was travelling along Warblington Road before pulling out



onto Havant Road into the path of the motorcycle. The report states that the accident was caused by a poor turn manoeuvre, failing to look properly, failing to judge the other persons path or speed and being careless/reckless/in a hurry.

2.10 The other collision involved a car and goods vehicle over 7.5 tonnes and is categorised as slight. The collision report states that the car was travelling along Havant Road and failed to notice stationary traffic ahead before colliding into the rear of the lorry. The collision report states that the driver failed to judge the other persons path or speed.

2.11 The two collisions discussed above are the result of driver error and not due to any highway safety deficiency. There is no evidence within the report to suggest that the local highway network has any inherent safety issue that could be exacerbated by the proposed scheme.

Summary

2.12 The application site is well located to take advantage of the existing highway network within the local area.

2.13 The review of collision data did not identify any specific highway safety problems within the search area that the proposed development would exacerbate.

3.0 ACCESSIBILITY

3.1 This section of the Transport Statement examines the sustainable transport connections at the site and assesses the potential of such links to reduce the level of car borne traffic.

Walking and Cycling

3.1 It is recognised that walking is the most important mode at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The site is within a 1.2km radius of Emsworth centre and therefore ideally located to walk, giving residents and visitors the realistic option of using this alternative mode of transport.

3.2 The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) – Planning for Walking, 2015;
- The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) – Planning for Cycling 2015; and,
- Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations – Planning for Walking, 2015.

3.3 The Department for Transport's 'Manual for Streets' (MfS, March 2007) identifies *'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential area which residents may access comfortably on foot"*. However, MfS does not consider 800 metres to be a maximum walking distance and the publication contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Further, 82% of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2021). See Figure 2.

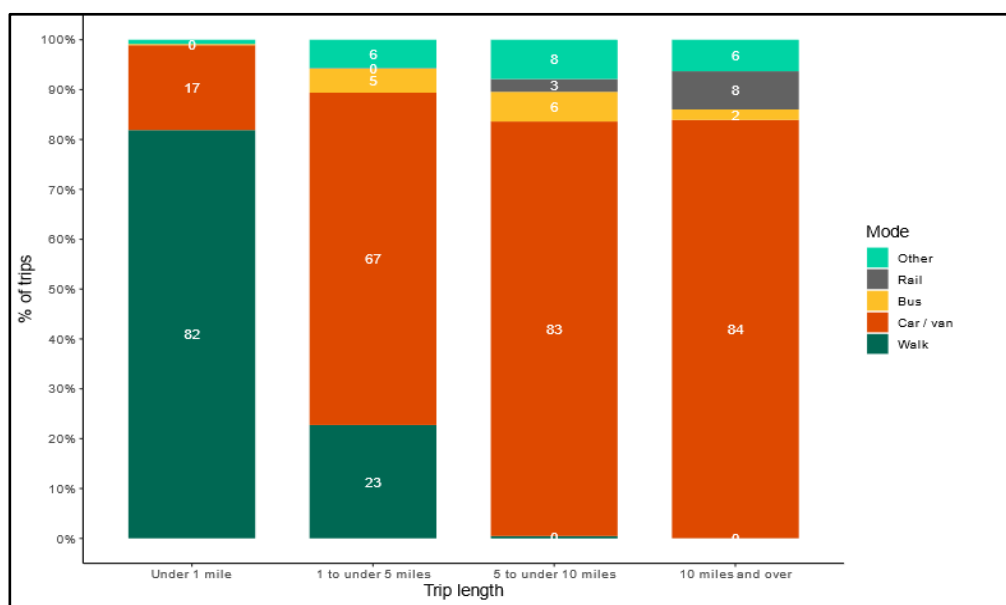


Figure 2: Source: National Travel Survey, England 2021

- 3.4** As such, providing new homes on the application site, within 1.6km (1 mile) of the facilities available within Emsworth would provide a realistic opportunity for trips to be made on foot. The site lies within 1.2km from the Centre of Emsworth.
- 3.5** The distance of one mile (1.6km) is not the maximum that people are prepared to walk, not that development must be located within one mile of everything. It is evident from the National Travel Survey (NTS) data that approximately 23% of journeys between 1 to 5 miles (1.6km to 8km) are undertaken on foot.
- 3.6** Pedestrian and cycle isochrone plans have been prepared and these demonstrate the multitude of facilities within walking and cycling distance of the site. Both plans are attached at [Appendix 3](#).

Public Transport

Bus Services

- 3.7** The nearest bus stops are located on the A259 Havant Road, at its junction with Warblington Road, approximately 500m north-east of the site.
- 3.8** Bus stops are located on both sides of the road. The northern, eastbound bus stop comprises a layby and bus shelter. The southern, westbound bus stop includes a bus shelter and raised bus kerbs. Both bus stops benefit from streetlighting into to/from the site.

3.9 A summary of the available services has been provided in Table 1. All local timetables and route maps are available from Stagecoach (<https://www.stagecoachbus.com/>).

Table 1: Summary of Bus Services

Route	Route	Max.	Mon-Fri		Saturday		Sunday	
Number	Summary	Frequency	First	Last	First	Last	First	Last
700	Portsmouth – Havant – Chichester – Bognor Regis - Littlehampton	3/hr	558	2310	608	2310	708	2040
700	Littlehampton – Bognor Regis – Chichester – Havant - Portsmouth	3/hr	653	4	703	4	733	2134

Rail Services

3.10 Emsworth Railway Station is located approximately 1.1km walking distance north of the site.

3.11 The station is located on the West Coastway Line, which runs between Brighton and Southampton, and services at the station are provided by Southern. A summary of the available services has been provided within Table 2, below.

Table 2: Summary of Rail Services (Emsworth Railway Station)

Destination	AM Peak (0700-1000)		PM Peak (1600-1900)	
	Direct	Indirect	Direct	Indirect
Brighton	4	2	6	0
Southampton Central	6	1	6	0
London Victoria	4	2	3	5
(via Horsham)				
Portsmouth Harbour	1	8	0	11
Littlehampton	3	4	3	3

Summary

3.1

In summary, the site is clearly accessible and well served by public transport, thereby providing the opportunity for future residents to travel by alternative modes of transport, other than the private car.

4.0 DEVELOPMENT PROPOSAL

4.1 The development proposal will provide 15 residential units on land to the south of Warblington Road. The following mix of units is proposed:

- 4 x 2-bedroom flats;
- 8 x 3-bedroom dwellings; and
- 3 x 4-bedroom dwellings.

Pedestrian/Vehicle Access

4.2 Vehicular and pedestrian access to the site will be achieved from Warblington Road and Curlew Close. The existing access from Warblington Road currently serving Fowley Cottage is approximately 3.4m and will be widened to 3.7m and relocated approximately 1.5m to the south from its existing location. The site will also be accessible via Curlew Close, which is approximately 3.8m wide. A passing area is provided at the entrance to allow two vehicles to pass.

4.3 Similar access arrangements have previously been accepted by the Highway Authority. Both widths are appropriate and sufficient to allow a fire tender vehicle to operate at the scene of a fire (re. MfS para 6.73).

4.4 Although there is no dedicated pedestrian footway at either access, this is considered to be appropriate given the low traffic volume at both accesses and within the site. Paragraph 7.2.14 of MfS states that shared surface streets are likely to work well where the volume of motor traffic is below 100 vehicles per hour (vph) (peak). It is clear that neither access will be serving traffic volumes close to 100vph in any given hour.

4.5 In line with the speed limit along Warblington Road (30mph), and guidance contained within Manual for Streets (MfS), commensurate visibility splays of 2.4m x 40m are required. Notwithstanding this, the Highway Authority, within their consultation comments to the previous scheme stated that the required visibility splays are 2.4m x 43m. Whilst this incorrectly includes an allowance for bonnet length (not required when calculating the y-dimension), splays of 2.4m x 43m have been plotted at the site accesses. It is clear that such splays are achievable within land under the control of the applicant, and highway boundary. A copy of the

highway boundary is provided at [Appendix 4](#) and the proposed visibility splays have been shown at [Appendix 5](#).

Traffic Generation

4.6 In order to determine the level of traffic generation the proposal would likely generate, the TRICS (7.10.3) database has been interrogated. Trip rates have been calculated for Mixed Private Housing (Flats and Houses) in edge of town and suburban locations, in England and Wales only and excluding Greater London. The location criteria used in this TRICS analysis was used in the previous application which the Highway Authority reviewed and raised no objection.

4.7 A summary of the proposed traffic generation has been provided in Table 3, and the full TRICS has been attached at [Appendix 6](#).

Table 3: Proposed Net Traffic Generation (15 dwellings)

Peak Hours	Vehicle Trip Rate (per dwelling)			Traffic Generation (15 dwellings)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
Morning Peak 0800-0900	0.083	0.221	0.304	1	3	4
Evening Peak 1700-1800	0.172	0.128	0.3	3	2	5
Daily 0700-1900	1.403	1.409	2.812	21	21	42

4.8 The scheme will generate in the region of 4-5 additional two-way flows during the critical peak hours. Such a modest increase will be imperceptible to existing road users as the additional traffic will quickly disperse across the highway network. Such flows will not have a detrimental impact on the operation local highway network, or the safety of its users.

Car and Cycle Parking

4.9 In order to determine the level of parking that should be provided to serve the proposed development, the Havant Borough Council Parking SPD (July 2016) (Partially updated September 2019) has been consulted. Car parking standards for residential (C3) use is provided in Table 4A of the aforementioned document, and a summary of the quoted *minimum* standards is provided below:

	No. Bedrooms	Allocated	Unallocated
•	2 bed unit -	2 spaces	1.3 spaces
•	3 bed unit -	2 spaces	1.9 spaces
•	4+ bed unit -	3 spaces	2.4 spaces

4.10 In accordance with the LPA car parking guidance, the scheme should provide a minimum of between 28 and 33 car parking spaces, based on either all spaces being unallocated or allocated, respectively. An additional 20% provision for visitor parking should also be included.

4.11 The scheme will provide 36 car parking spaces which includes 23 allocated spaces, 7 unallocated spaces and 6 visitor spaces. Such a level is considered sufficient to serve the scheme of this size and accords with the minimum levels set out in the LPA standards.

4.12 With regard to cycle parking provision, Table 4D of the LPA standards states that the proposed units are required to provide 2 long stay spaces per unit and a visitor allowance equal to 20% of the long stay requirement. Such a provision will be allowed for within rear garden sheds, or a suitable alternative.

Swept Path Analysis

4.13 Refuse collection will take place from within the site using the southern access via Curlew Close and in this regard, swept path analysis of a refuse vehicle has been undertaken and demonstrates that the site is suitable to accommodate this vehicle, allowing it to turn within the site.

4.14 Furthermore, swept path analysis of a fire tender has also been undertaken.

4.15 Swept Path Analysis has been undertaken at Curlew Close which shows that an arriving large car can wait at the passing area, allowing the departing large car to leave. All swept path analysis is provided at [Appendix 7](#).

Summary

4.16 The scheme will improve and continue to use the existing crossover and will also be accessible via a second access from Curlew Close. Visibility splays demonstrate



that sufficient visibility splays can be achieved and are commensurate to the local speed limit on Warblington Road.

- 4.17** The scheme will produce a modest increase in traffic generation that will not have a detrimental impact on the operation local highway network, or the safety of its users.
- 4.18** Car parking provision has been demonstrated to be sufficient for the proposed scheme and will include EV charging capability for each household. Additionally, cycle parking provision will exceed the minimum cycle parking standard thus promoting cycling as an alternative mode of transport.
- 4.19** Swept path analysis demonstrates that both refuse and fire tender vehicles can successfully access and manoeuvre within the site in forward gear.

5.0 SUMMARY AND CONCLUSION

Summary

- 5.1** Bellamy Roberts has been instructed by P. Blake & L. Burnet to prepare a Transport Statement to accompany a planning application for the redevelopment of 46 Warblington Road, Emsworth, to provide 15 residential units. The site is located on land to the south of Warblington Road, and currently comprises a single residential unit (number 46). The existing dwelling, known as Fowley Cottage, will be demolished.
- 5.2** The application site is well located to take advantage of the existing highway network within the local area.
- 5.3** The review of collision data did not identify any specific highway safety problems within the search area that the proposed development would exacerbate.
- 5.4** The site is clearly accessible and well served by public transport, thereby providing the opportunity for future residents to travel by alternative modes of transport, other than the private car.
- 5.5** The scheme will improve and continue to use the existing crossover and will also be accessible via a second access from Curlew Close. Visibility splays demonstrate that sufficient visibility splays can be achieved and are commensurate to the local speed limit on Warblington Road.
- 5.6** The scheme will produce a modest increase in traffic generation that will not have a detrimental impact on the operation local highway network, or the safety of its users.
- 5.7** Car parking provision has been demonstrated to be sufficient for the proposed scheme and will include EV charging capability for each household. Additionally, cycle parking provision will exceed the minimum cycle parking standard thus promoting cycling as an alternative mode of transport.
- 5.8** Swept path analysis demonstrates that both refuse and fire tender vehicles can successfully access and manoeuvre within the site in forward gear.



Conclusion

5.9

It has been demonstrated that:

- There are genuine opportunities for residents to travel to/from the application site using sustainable modes of transport.
- The access is safe and suitable for all users.
- The parking provision will reflect current national and local guidance.
- The local highway network can accommodate the traffic generated by the site during peak periods without resulting in a severe residual cumulative impact on the network.

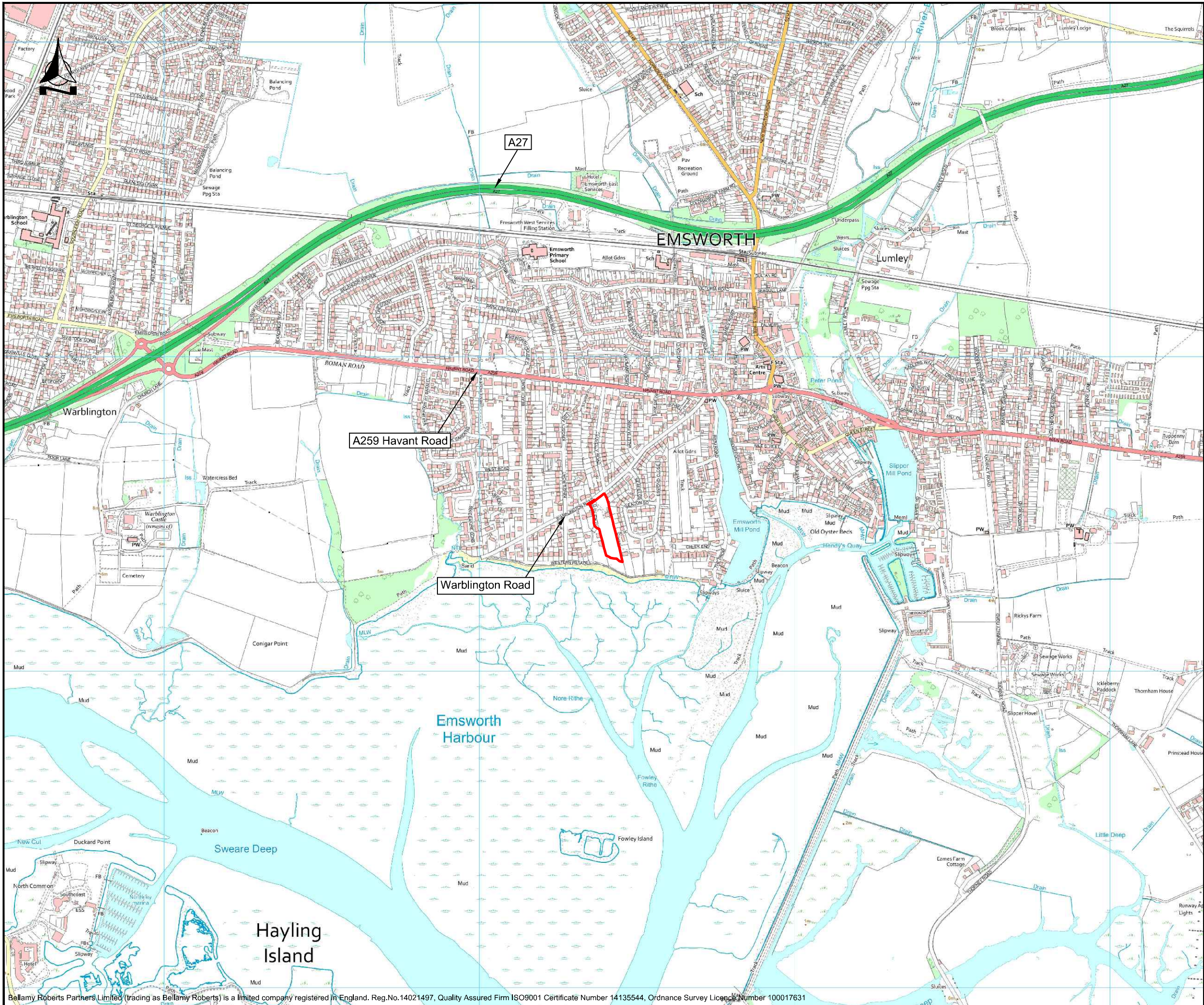
5.10

The scheme fully complies with the requirements of the NPPF and should therefore be acceptable in transport and highway terms.

APPENDICES

APPENDIX 1

Site Location Plan



Notes

— Site



Bellamy Roberts

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Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
P. Blake & L. Burnet

PROJECT
Fowley Cottage, Emsworth

TITLE
Site Location Plan

DRAWN BY
MB

DESIGN BY
-

CHK BY
MT

DATE
14/09/23

DRAWING No.

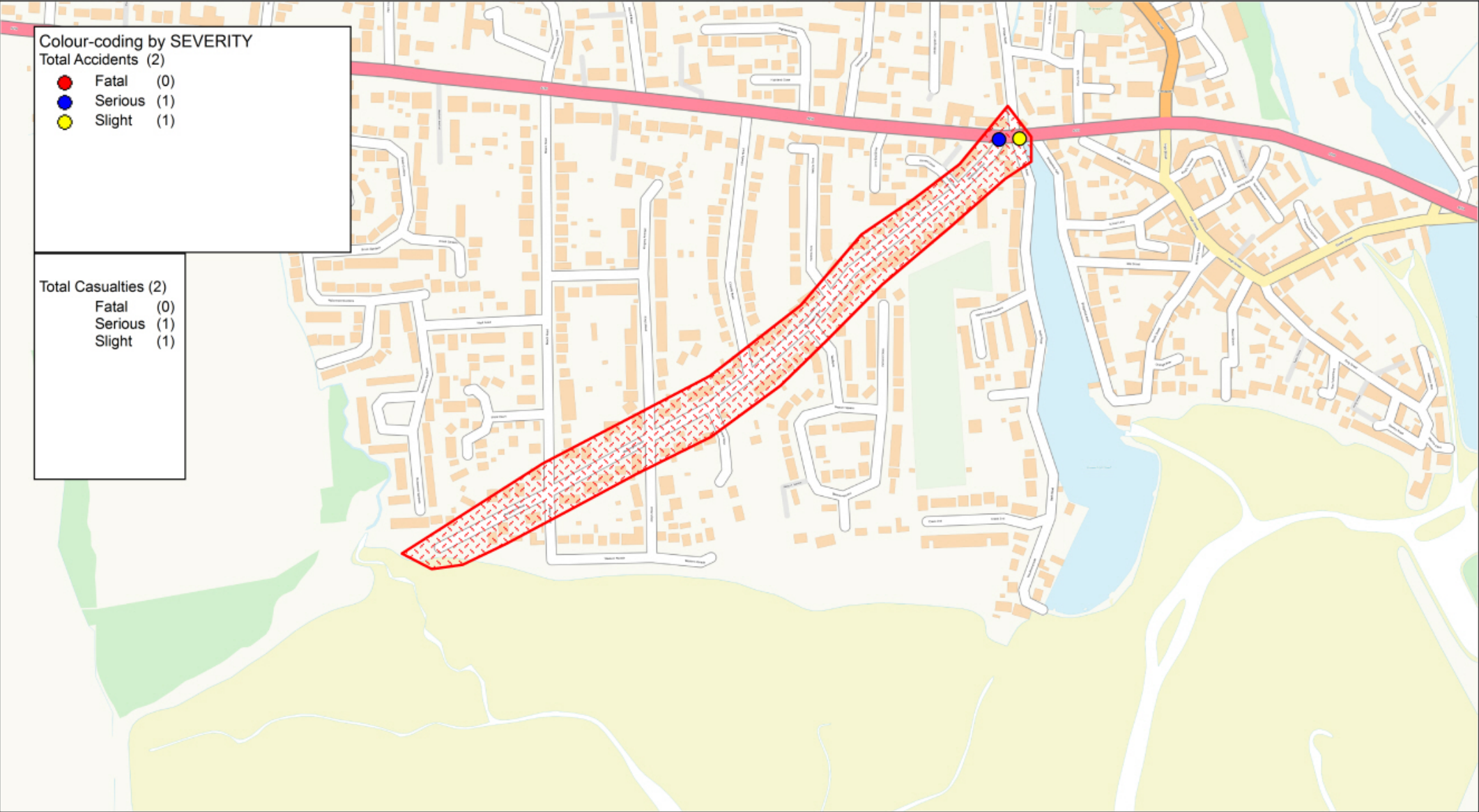
5970 / 301

SCALE
NTS @ A3

REV No.

APPENDIX 2

Hampshire Constabulary Collision Data



Selected map area

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Hampshire Police
Licence No. 01021C 2023

SCALE	1 : 6660
DATE	14/09/2023
DRAWING No.	
DRAWN BY	

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR WARBLINGTON RD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR WARBLINGTON RD")

Selected Polygon:HR WARBLINGTON RD

44180410997 01/11/2018 Time 1700 Vehicles 2 Casualties 1 Serious
E:474713 N: 105874 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG WARBLINGTON ROAD PULLS OUT ONTO A259 HAVANT ROAD INTO THE PATH OF VEH2 (M/CYCLE) TRAVELLING W ALONG A259 HAVANT ROAD.

Occurred on A259 HAVANT ROAD AT JUNCTION WITH WARBLINGTON ROAD, EMSWORTH, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from SW to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR WARBLINGTON RD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR WARBLINGTON RD")

44200346346 08/09/2020 Time 1125 Vehicles 2 Casualties 1 Slight
E:474739 N: 105875 First Road: A 259 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W ALONG A259 HAVANT ROAD FAILS TO NOTICE STATIONARY TRAFFIC AHEAD AND COLLIDES WITH THE REAR OF VEH 2 (HGV) TRAVELLING W ALONG A259.

Occurred on A259 HAVANT ROAD AT THE JUNCTION WITH BATH ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 1 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Goods 7.5 tonnes mgw and over Going ahead but held up
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/03/2018 and 28/02/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR WARBLINGTON RD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR WARBLINGTON RD")

Notes:

Accidents involving:

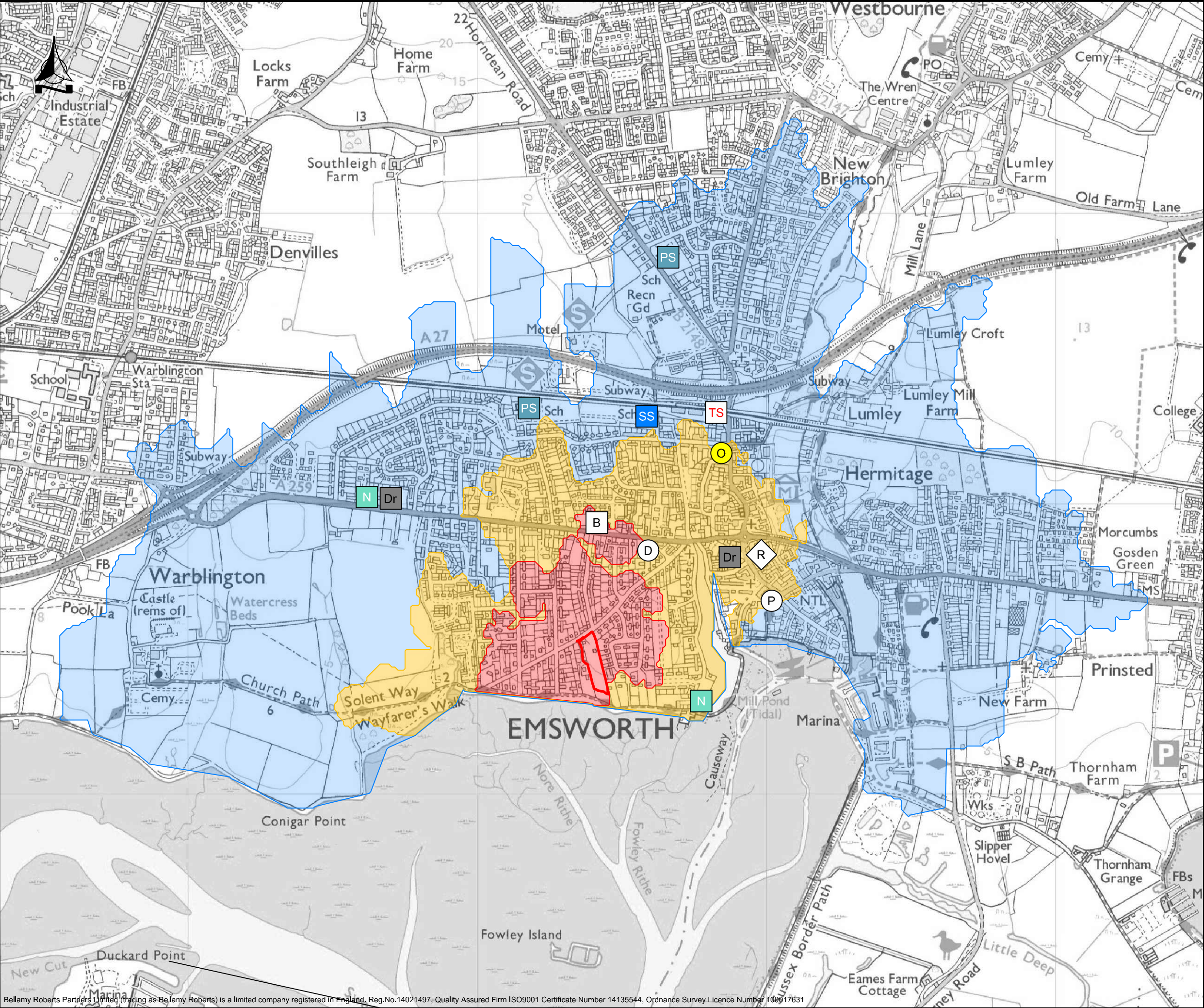
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	1	0	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	1	2

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	1	1
Motorcycle rider	0	1	0	1
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	1	2

APPENDIX 3

Pedestrian & Cycle Isochrones



Notes

— Site

Pedestrian Isochrones

- 400m
- 800m
- 2000m

Facilities

- Dentist
- Doctor
- Optician
- Pharmacy
- Nursery
- Primary School
- Secondary School
- Retail
- Train Station
- Bus Stop

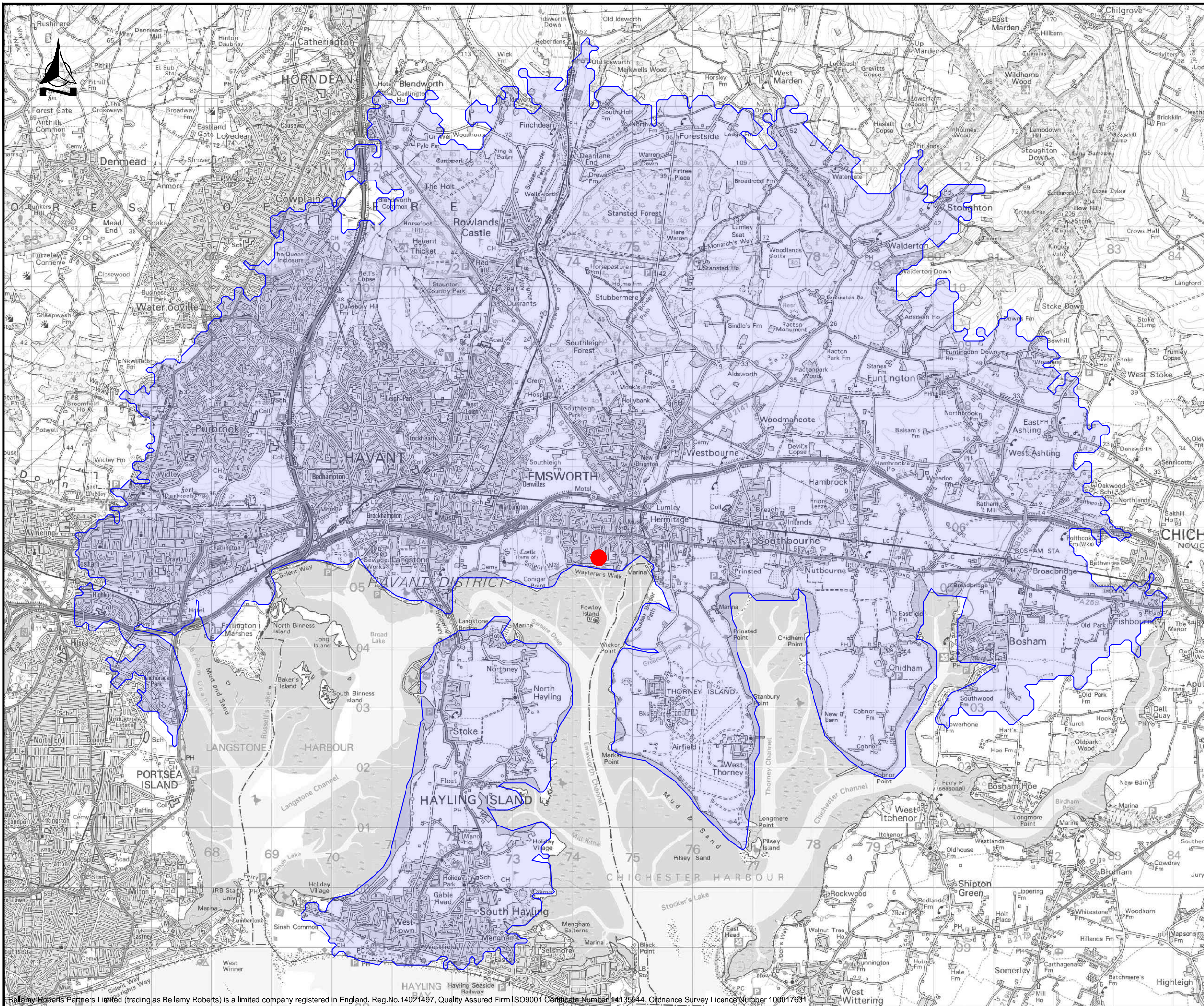
Bellamy Roberts
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CLIENT
P. Blake & L. Burnet

PROJECT
Fowley Cottage, Emsworth

TITLE
Pedestrian Isochrone

DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 14/09/23	DRAWING No. 5970 / 302	REV No. -
SCALE NTS @ A3		



Notes

● Site

Cycle Isochrone

8km



Bellamy Roberts
Clover House
Western Lane
Odiham
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Tel: 01256 703355
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CLIENT

P. Blake & L. Burnet

PROJECT

Fowley Cottage, Emsworth

TITLE

Cycle Isochrone

DRAWN BY

MB

DESIGN BY

-

CHK BY

MT

DATE

14/09/23

DRAWING No.

5970 / 303

REV No.

SCALE

NTS @ A3

APPENDIX 4

Adopted Highway Boundary

474225 345217

474325 345217

474425 345217

474525 345217



Hampshire
County Council

Fowley Cottage, 46 Warblington Road, Emsworth

105528 445235

105528 445235

474225 345217

474325 345217

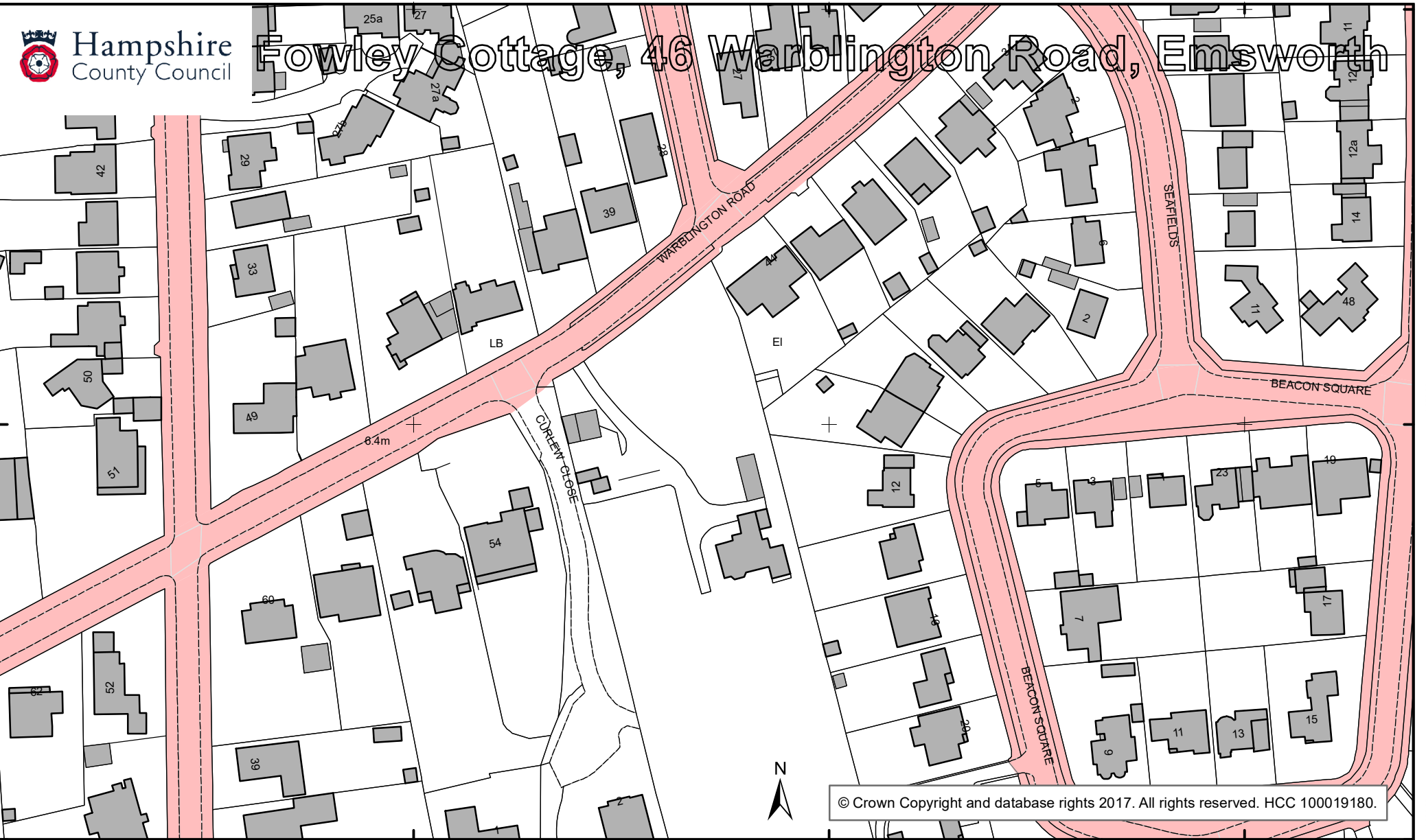
474425 345217

21495217

474525 345217

MW

105428 445235



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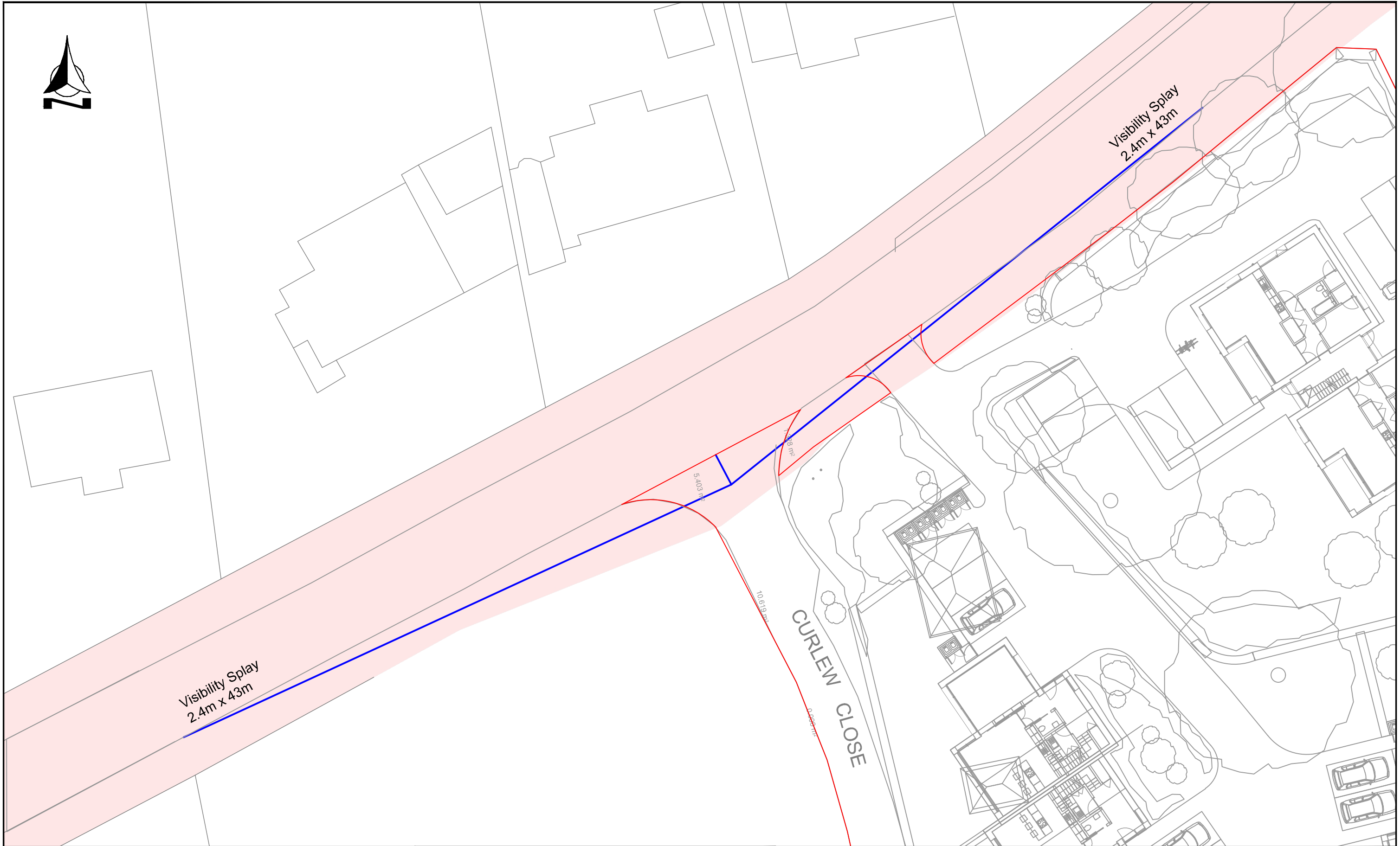
Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: <http://www.ordnancesurvey.co.uk/support/property-boundaries.html>

For questions about the responsibility for ditches please refer to Hampshire County Council's website at: <http://www3.hants.gov.uk/roads/highway-flooding/highways-drainage/your-responsibilities.htm>

This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage

APPENDIX 5

Proposed Access Arrangements



Notes

 Highway Boundary

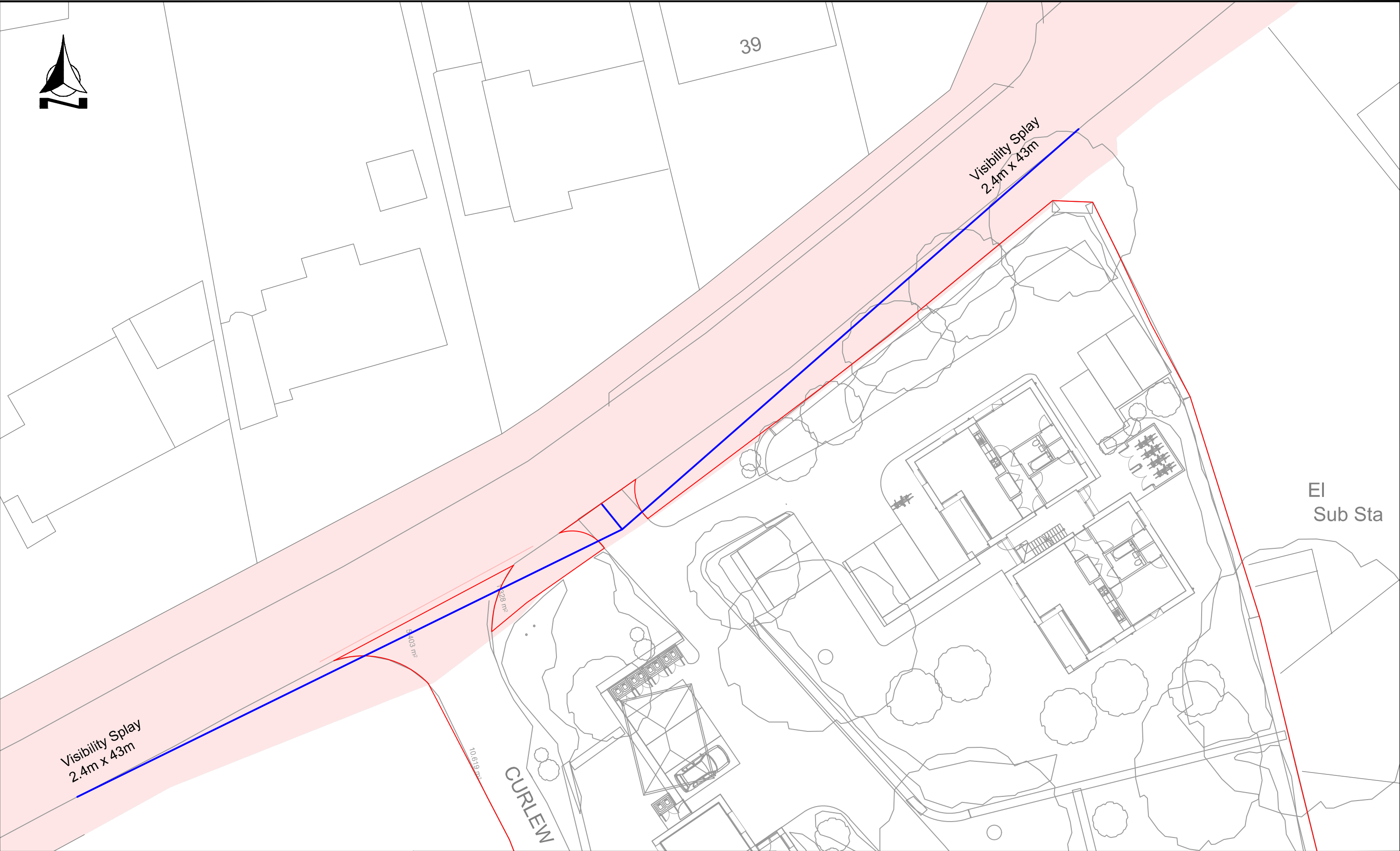
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REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	MB	27/09/23	MT
B	Site Layout Updated	MB	22/12/23	MT



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CLIENT	P. Blake & L. Burnet	DATE	06/09/23
PROJECT	Warblington Road, Emsworth	DESIGN BY	-
TITLE	Access 1 Visibility	DRAWN BY	DE
		CHECKED BY	MT
		SCALE	1:250 @ A3
DRAWING No.	5970 / 001	REV No.	B



Notes



Highway Boundary

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REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	MB	27/09/23	MT
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CLIENT	P. Blake & L. Burnet	DATE	06/09/23
PROJECT	Warblington Road, Emsworth	DESIGN BY	-
TITLE	Access 2 Visibility	DRAWN BY	DE
		CHECKED BY	MT
DRAWING No.	5970 / 002	SCALE	1:250 @ A3
		REV No.	B

APPENDIX 6

TRICS Output

Calculation Reference: AUDIT-200601-231221-1203

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	SW SWANSEA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 21 to 94 (units:)
Range Selected by User: 15 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/05/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 3 days
Wednesday 1 days
Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 5 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 1
Suburban Area (PPS6 Out of Centre) 2
Edge of Town 2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 3
No Sub Category 2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 days
------------	--------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	ES-03-L-03	HOUSES & FLATS	EAST SUSSEX
	HUGHENDEN ROAD		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
2	GM-03-L-01	TERRACED AND FLATS	GREATER MANCHESTER
	CASTLE AVENUE		
	ROCHDALE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	46	
	Survey date: TUESDAY	20/10/15	Survey Type: MANUAL
3	HC-03-L-03	MIXED FLATS & HOUSES	HAMPSHIRE
	WOODSIDE AVENUE		
	EASTLEIGH		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	03/03/20	Survey Type: MANUAL
4	LS-03-L-01	FLATS & HOUSES	LEEDS
	STATION ROAD		
	LEEDS		
	HORSFORTH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	78	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
5	SW-03-L-03	TERRACED HOUSES AND FLATS	SWANSEA
	CROWN STREET		
	SWANSEA		
	MORRISTON		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	21	
	Survey date: FRIDAY	14/05/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	58	0.031	5	58	0.162	5	58	0.193
08:00 - 09:00	5	58	0.083	5	58	0.221	5	58	0.304
09:00 - 10:00	5	58	0.159	5	58	0.148	5	58	0.307
10:00 - 11:00	5	58	0.093	5	58	0.124	5	58	0.217
11:00 - 12:00	5	58	0.110	5	58	0.097	5	58	0.207
12:00 - 13:00	5	58	0.086	5	58	0.066	5	58	0.152
13:00 - 14:00	5	58	0.083	5	58	0.097	5	58	0.180
14:00 - 15:00	5	58	0.093	5	58	0.100	5	58	0.193
15:00 - 16:00	5	58	0.169	5	58	0.100	5	58	0.269
16:00 - 17:00	5	58	0.141	5	58	0.100	5	58	0.241
17:00 - 18:00	5	58	0.172	5	58	0.128	5	58	0.300
18:00 - 19:00	5	58	0.183	5	58	0.066	5	58	0.249
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.403			1.409			2.812

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	21 - 94 (units:)
Survey date range:	01/01/15 - 14/05/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 7

Swept Path Analysis



Notes

9.62

1.065

3.365

4.005

1.245

Phoenix 2-18W (with Elite 2 6x4 chassis)

Overall Length9.620m

Overall Width2.530m

Overall Body Height3.211m

Min Body Ground Clearance0.416m

Track Width2.530m

Lock to lock time4.00s

Kerb to Kerb Turning Radius8.250m

B	Site and tracking updated	MB	MT	
A	Site and tracking updated	MB	MT	
REVISION	AMENDMENT	DRN	DATE	CHK

b

r

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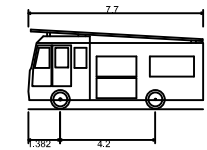
Tel: 01256 703355

Email: info@bellamyroberts.co.uk

CLIENT	P. Blake & L. Burnet				
PROJECT	Warblington Road, Emsworth				
TITLE	Swept Path Analysis Refuse Vehicle				
DRAWN BY	DE	DESIGN BY	-	CHK BY	MT
DATE	06/09/23	DRAWING No.	5970/201	REV No.	B
SCALE	1:500 @ A2				



Notes



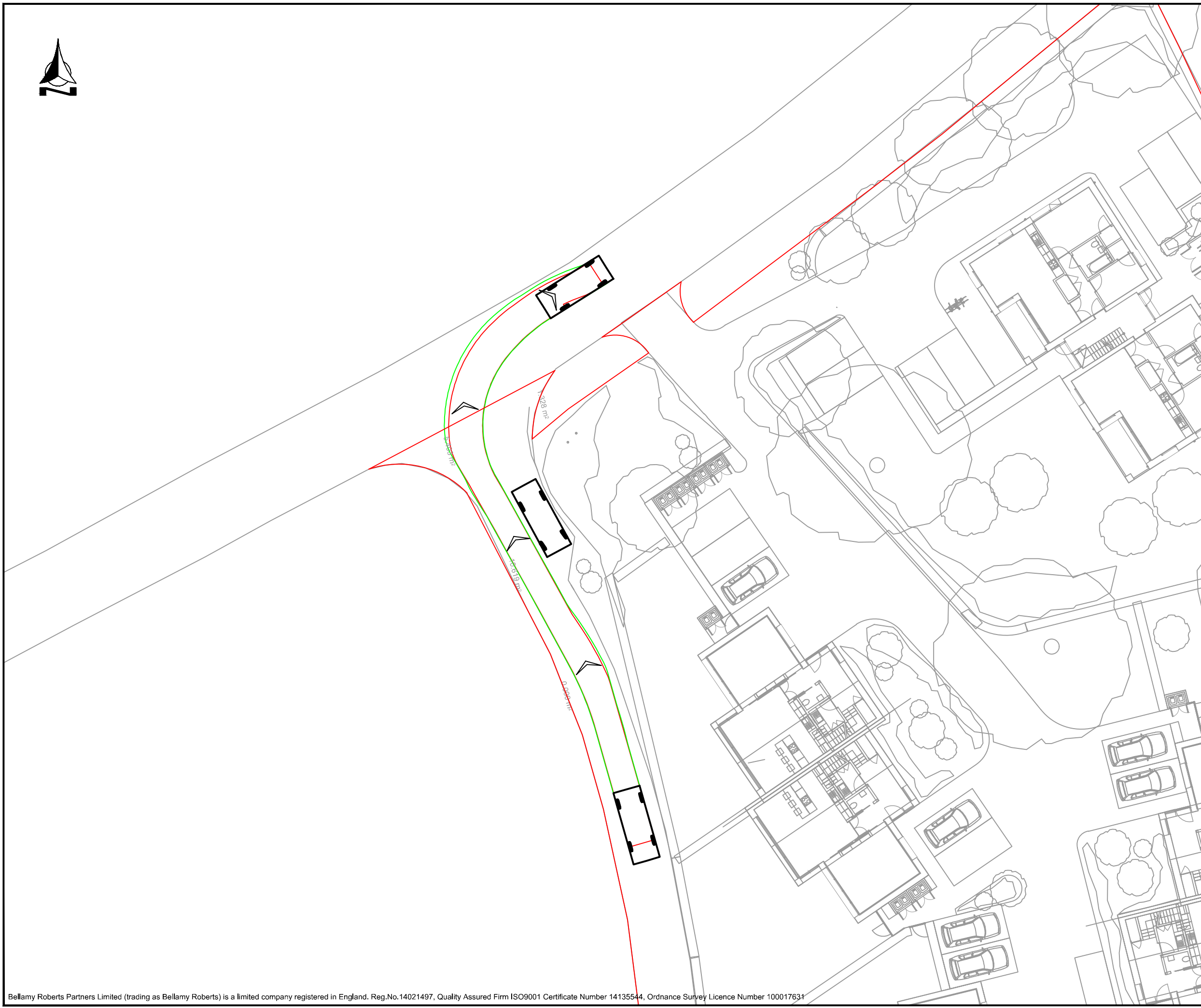
Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

B	Site and tracking updated	MB	MT	
A	Site and tracking updated	MB	MT	
REVISION	AMENDMENT	DRN	DATE	CHK

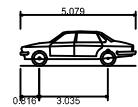


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CLIENT	P. Blake & L. Burnet		
PROJECT	Warblington Road, Emsworth		
TITLE	Swept Path Analysis Fire Tender		
DRAWN BY	DE	DESIGN BY	-
DATE	06/09/23	CHK BY	MT
SCALE	1:500 @ A2	DRAWING No.	5970/202
		REV No.	B



Notes



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

REVISION	A	Site updated			MB	22/12/23	MT
		AMENDMENT			DRN	DATE	CHK

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CLIENT	P. Blake & L. Burnet				
PROJECT	Fowley Cottage, Emsworth				
TITLE	Cars passing at Access 1				

DRAWN BY	MB		DESIGN BY	-		CHK BY	MT	
DATE	27/09/23		DRAWING No. 5970 / 203			REV No. A		
SCALE	1:250 @ A3							

