Long Copse Lane, Emsworth

Additional Transport Information

Client: Land and Partners

i-Transport Ref: SJ/SJH/LJ/ITB13525-012B

Date: 28 January 2022

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB13525-012	1st Draft for client	December 2021	SJ/SJH/LJ	SJ
ITB13525-012A	2nd Draft for client	21 December 2021	SJ/SJH	SJ
ITB13525-012B	For submission	28 January 2022	SJ/SJH	SJ

File Ref: T:\Projects\13000 Live Projects\13525ITB Long Copse Lane, Emsworth\Admin\Report and Tech Notes\ITB13525-012B Additional Transport Information.docx

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SECTION 1 Introduction

1.1 Land and Partners has submitted an outline planning application to Havant Borough Council (HBC) for the development of land on Long Copse Lane, Emsworth for approximately 210 dwellings (Application ref: APP/21/00893).

1.2 Hampshire County Council (HCC) responded to the application in a letter dated 18 November 2021 **(Appendix A)**.

1.3 The response seeks additional information as summarised below:

- A WCHAR assessment including consideration of routes to school and wayfinding needs and equine use of Long Copse Lane;
- Updates to the internal footway/cycle provision including the adoption status;
- Further consideration of access to BOAT 66A;
- Updated plans in relation to the Redlands Link (footpath 67) including provision of a safety audit;
- Updated assessment of suitable walking and cycling distances;
- Provision of a contribution value for bus infrastructure and bus services;
- An assessment of cycle parking at Emsworth Rail Station;
- A contribution towards the Warblington Footbridge scheme;
- Updated forecast year junction assessment;
- Amendments to the junction capacity assessment model builds;
- Provision of a Framework Construction Traffic Management Plan (CTMP);
- Updates to assumed committed development;
- Long Copse Lane east – assessment of forward visibility and passing opportunities;
- Provision of a contribution value for Wraysbury Park Drive closure; and
- An updated travel plan.

1.4 A meeting was held with HCC on 29 November 2021 where the above was discussed and agreement was reached on the extent of work to be completed. This is set out in **Table 1.1** along with the reference in this report where the additional information is provided.

Table 1.1: Summary of HCC comments and agreed actions at meeting on 28 November 2021

HCC Comment	Action / Information
A WCHAR, schools and wayfinding needs	
WCHAR to include equestrian use.	In addition to the 'core' walking and cycling routes to be assessed an assessment of Long Copse Lane for equestrian users will be completed. This will include an audit of existing equine based businesses, local bridleways and existing and proposed highway conditions. **See Section 2** and **Appendix B.**
The routes listed below should be included with regards access to shops, school etc as part of the WCHAR assessment *-Emsworth Train Station and Emsworth centre (taken as Emsworth Co-Op)* *-Southleigh Co-Op* *-Westborne Co-Op* *-St James Primary (walking only)* *-Warblington Secondary School (cycle only)*	A series of WCHAR and Non-Motorised User Route Audits to cover Routes have been completed as summarised in **Section 2** shown in **Figure WCHAR1** and included in full in **Appendix B** The WCHARs include a series of drawings to identify and design improvements on routes and the improvements have been costed. The applicant is prepared to help bring these improvements forward through a Section 106 contribution.
The crossing at Southleigh Road/Horndean Road has been identified as requiring upgrading. It is currently of a historic design and is inconspicuous to drivers. The applicant should consider improvements to this crossing point as a result of increasing demand, with the crossing forming part of the route to school for Warblington. Measures here may be tied to the need for capacity improvements but should consider bringing the crossing up to standard and providing measures to highlight the crossing provision. Observations should be taken on the number of crossing demands at this location to determine appropriate measures for improvement	Morning and afternoon school time pedestrian and cycle surveys have been completed and an assessment completed in **Section 3**.
Updates to the internal footway/cycle provision including the adoption status	

HCC Comment	Action / Information
Pedestrian and cycle improvements directly within the application site that run parallel with Long Copse Lane, a minimum width of 3m, with a sealed surface and lit so it can be utilised as an all-purpose route should be provided. At present the route is shown indicatively on the masterplan (drawing 170116/SL/SK1) to be present from just to the east of the eastern vehicle access to the start of the footway provision on the bend of Long Copse Lane and Hollybank Lane. The path would serve as a pedestrian/cycle and potentially equestrian route should be put forward for adoption and constructed to an adoptable standard. The Highway Authority would welcome further discussions on this matter. *The delivery of the footway/cycleway within the site must be delivered in a comprehensive way and in a manner which ensures that the full provision (i.e. that part within the western parcel) will come forward in a timely manner. The Highway Authority are mindful of representations and discussions held at the Local Plan Enquiry and seek to engage further with the landowners and Planning Authority to determine if a more comprehensive delivery mechanism can be agreed between all parties.*	**Section 4** covers the site masterplan which has been updated to show a 3m walking and cycling route within the site and a potential new point of pedestrian and cycle access at the south-eastern extremity of the site has been designed on **drawing ITB13525-GA-007**. The application ensures routes and accesses are designed in a comprehensive way and delivered early, but also in a manner that accommodate the phasing of development. The application ensures that the application scheme (and each phase in turn) can be delivered independently but in a joined-up way. This assists in the delivery of the homes and the funding (and provision of) substantial benefits such as improvements to local walking routes, cycle routes, highway geometry and drainage including the reduction of a known flooding issue on Long Copse Lane and also the improvements to Redlands Lane which will provide significant wider benefits.
Further consideration of access to BOAT 66A	
Consideration of providing the footway within the highway land at the bend of Long Copse Lane/Hollybank Lane and appropriate crossing to BOAT should be given. *Consideration of how those from the development will access the BOAT should be given.*	An assessment of the proposed access to BOAT66a from the development and the accessibility of it is included in **Section 5** and on **drawing ITB13525-GA-008**. This includes a design for a crossing point from bend of Hollybank Lane into BOAT66 as shown on **drawing ITB13525-GA-101 Rev B**.
Updated plans for Redlands Link (footpath 67) including provision of a safety audit	

HCC Comment	Action / Information
Reference is made within drawing ITB123525-GA-103 Rev A to the provision of bark chipping. This should be amended as it would not make a suitable all purpose surfacing material as it would not be appropriate for mobility impaired, wheelchair users, pushchairs or pedal cyclists. A hogging path should be provided to be in keeping with the right of way status and provide the required suitable sustainable access link. The works to Redlands Lane to convert the existing verge shared use path would result in the felling of 3 well established trees. A full Arb assessment of these trees would need to be undertaken in order to determine their value as an asset. The Highway Authority don't generally support the removal of trees unless necessary and the designers should seek to avoid tree loss through design if possible. A safety audit should be undertaken on this element of the proposed improvements as this was not included within the original Safety Audit Assessment.	**Section 6** provides details of how the design of the improvements to Redlands Lane have been updated and a hoggin surface is now proposed. The trees on Redlands Lane (road) are proposed to be retained – all shown on **drawing ITB13525-GA-103 Rev C** A Stage 1 Road Audit and Designers Response has been completed in **Appendix E.**
Pedestrian link via Colman Copse	
The link from the site to the crossing on Long Copse Lane should be provided at 3m to adequately cater for pedestrians and cyclists.	**Section 4** covers this matter and **Drawing ITB13525-GA-102** has been updated.
Updated assessment of suitable walking and cycling distances	
Amend Table 6.2 to confirm routes and measurements are from centre of site	**Section 7** provides updated measurements and have been taken from the centre of the site and reconcile (where they follow the same roue) with the routes in the WCHARs (**Section 2**)
Provision of a contribution value for bus infrastructure and services and Warblington Footbridge	
Discussions should be held with the Highway Authority on that funding No.27. *In addition, a contribution should be made to provide real time information at the bus stop closest to the site along with the stop in Emsworth centre. The stops closest to the site would also benefit from improvements to the waiting facilities including the shelters and information poles.* *A contribution towards the Warblington Footbridge scheme should be made.*	**Section 8** considers the funding of Bus No.27 and bus waiting facilities. It also assessing the cycle parking at Emsworth Station and proposes a potential contribution towards the HBC Warblington Footbridge scheme.

HCC Comment	Action / Information
Cycle parking at Emsworth Rail Station	
Consideration should be given on whether cycle parking infrastructure is sufficient at the railway stations and whether support for additional provision would ensure travel by rail from the site would be considered an attractive travel mode. Access to Warblington Station would also be enhanced by the provision of Warblington footbridge discussed elsewhere in this response.	**Section 8** considers cycle parking at Emsworth Station.
Updated forecast year junction assessment	
The Highway Authority require modelling up to 2026.	**Section 9** summarises the traffic assessment work and the full assessment work including 2026 is included in **Appendix F.**
Amendments to the model builds	
Model builds to be updated for: *Redlands Roundabout* *Southleigh Road / Hollybank Lane T-Junction* *Wraysbury Park Drive / Long Copse Lane T-Junction* *Eastern Site Access T-Junction* *Western Site Access T-Junction* *Southleigh Road / Horndean Road staggered crossroad junction* *Emsworth Common Road / Bartons Road / Horndean Road staggered crossroad Junction*	**Section 9** includes updated base models and results and the full modelling work in included in **Appendix F.**
Provision of a framework CTMP	
Consideration will need to be given in the provision of any obligation or condition on how to ensure no construction traffic accesses the site in the absence of the improvement works to Long Copse Lane and the associated CTMP. It may be that this would be aided through provision of a framework CTMP at this stage	**Section 10** provides a draft Framework CTMP.
Updates to assumed committed development	

HCC Comment	Action / Information
Since pre-application discussions there have been a number of additional development sites along the Bartons Road corridor which may impact the assessment. There have also been approve and built out development on Horndean Road which would not feature in the traffic surveys. These are: *•The crematorium site on Bartons Road – Redrow Development* *•Colt International on Bartons Road – Drew Smith Development* *•Land West of Horndean Road - Bellway Development* *Planning is also being sought at present of land at the former SSE offices on Bartons Road.* *How committed development has been considered within the data should be set out by the applicant.*	**Section 9** summarises the treatment of committed development and the full assessment work is included in **Appendix F.**
Long Copse Lane east – assessment of forward visibility and passing opportunities	
The demonstration of vehicles being able pass each other and of appropriate forward visibility should however be provided for the remaining section of Long Copse Lane to the east of the site to ensure its safe for those small number of additional movements proposed.	**Section 11** and **drawing ITB13525-GA-029** assesses the forward visibility on the eastern part of Long Copse Lane and **Appendix G** the WSCC response is also relevant.
Provision of a contribution value for Wraysbury Park Drive closure	
A S106 contribution will be required to address the impacts arising from increased use of Wraysbury Park Drive which will enable the Highway Authority to consider the future position on access between Long Copse Lane and Wraysbury Park for vehicle traffic to address this issue. An appropriate contribution amount will need to be agreed with the applicant.	**Section 12** and **Appendix H** provides a cost for the potential closure of the access between Long Copse Lane and Wraysbury Park Drive.
Updated travel plan	
Minor updates to Travel Plan	An updated Travel Plan is included at **Appendix I.**

SECTION 2 Walking, Cycling and Horse-Riding Assessment Reviews (WCHARs)

2.1 Introduction

2.1.1 The HCC response **(Appendix A)** notes that a series of WCHARs are required for the routes listed below:

- Emsworth Train Station and Emsworth centre (taken as Emsworth Co-Op)
- Southleigh Co-Op
- Westborne Co-Op
- St James Primary (walking only)
- Warblington Secondary School (cycle only)

2.1.2 In addition, the response notes:

"***the Highway Authority are aware of equine traffic along Long Copse Lane and it is noted that this use has not been identified within the work set out within TA. As set out this should be included within the WCHAR assessment and considered when reviewing the requested amendments to the internal provision as set out above"***

2.1.3 The necessary information is set out below.

2.2 Equine based WCHAR of Long Copse Lane

TG19

2.2.1 HCC's Technical Guidance Note 19 – *Walking, Cycling and Horse-Riding Assessment Review* (TG19) describes the process for undertaking a WCHAR and notes, it "***shall be used to consider the needs of people walking, cycling or riding horses within the design of all highway improvement schemes".***

2.2.2 The objective is to ensure that the Design Team has sufficient information to allow them to fully consider the interests of people walking, cycling or riding horses within the scheme design, be they existing users or potential users that may choose to use the route as a result of the scheme.

2.2.3 In the context of the proposed development an equine based WCHAR is most germane to the proposed highway improvements on Long Copse Lane.

Long Copse Lane improvement scheme - WCHAR

2.2.4 Firstly, it is important to note that the proposed highway improvements on Long Copse Lane have already been approved by HCC at the Preliminary Design (i.e. Section 278 stage). This assessment included a Non-Motorised User (NMU) Context Assessment which was the prevailing guidance before WCHARs were conceived.

2.2.5 However, notwithstanding the previous work, the applicant has completed an equine based WCHAR for the agreed highway works on Long Copse Lane.

2.2.6 TG19 notes the following useful background information for completing a WCHAR:

- Vehicles flows and speeds
- Cycle and pedestrian flows
- Existing and expected desire lines
- Carriageway and footway widths
- Rights of Way
- Casualty data
- Highway boundaries
- Trip generators
- Relevant strategies and studies (Local Cycling and Walking Infrastructure Plans, Cycle Strategies, School/Development Travel Plans, Accessibility Studies, Land Development Frameworks, Propensity to Cycle Tool)
- Existing audits including Cycling Level of Service and Junction Assessment Tool Audits

2.2.7 The above information is all included in the equine based WCHAR for Long Copse Lane in **Appendix B**.

Summary

2.2.8 The equine based WCHAR in **Appendix B** identifies that the development will remove two groups of stables and a livery from Long Copse Lane which are currently within the site. The development will therefore reduce equestrian demands locally.

2.2.9 Two stables to the east of Long Copse Lane will remain and the equine based WCHAR concludes that the proposed highway scheme within the study area will benefit the remaining equestrian users by delivering a greater width of usable carriageway on Long Copse Lane.

2.2.10 The British Horse Society Guidance for Drivers recommends a four 'Simple Steps for Drivers', three of which are set out below, along with details of how the existing and proposed conditions will aid equestrian safety and use:

- **Slow Down to a maximum speed of 15mph** – The existing 85th%tile speeds on Long Copse Lane are between 21-26mph. These are automatically measured speeds and reflect 'free flow' conditions meaning it is likely that drivers current pass any equestrians at a lower speed i.e. in accordance with the guidance.
- **Be patient** – The improvement scheme will provide a greater useable width and provide an alternative route for walkers and cyclists. This has the potential to reduce the occurrence of drivers meeting both equestrian, pedestrian and cycle users at any one time.
- **Pass the horse wide and slow with at least a cars width if possible** - The improvement scheme will deliver a 5.5m carriageway width for around 350m of Long Copse Lane. This width improvement is over the totality of that part of Long Copse Lane which will experience any material increase in vehicle traffic. The improvement scheme will enable cars to pass equestrians (Typical width 1.525m ref: DMRB CD143 5.17) and motorised traffic (Typical width 2.0m) to pass with a car width (2.0m) i.e. a 5.5m total width enables the use of Long Copse Lane to comply with the British Horse Society Guidance for Drivers.

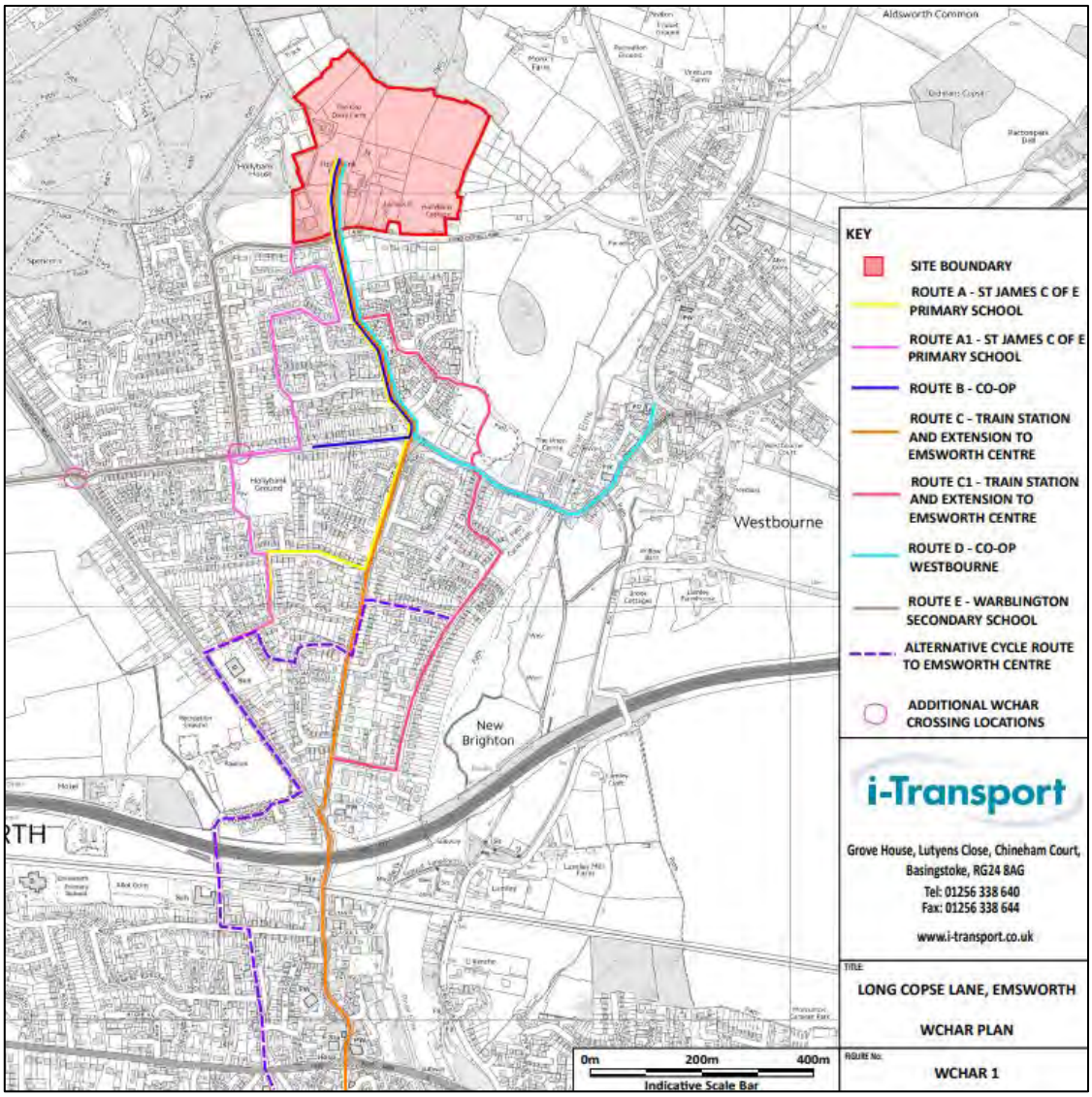
2.3 Core WCHARs

2.3.1 The Technical Note in **Appendix B** provides an assessment of the walking and cycling routes to:

- **Route A**: St James C of E Primary School
- **Route A1**: St James C of E Primary School
- **Route B**: Co-op Southleigh Road
- **Route C**: Train Station and extension to Emsworth Town Centre – Walking
- **Route C1**: Train Station and extension to Emsworth Town Centre - Cycling
- **Route D**: Co-op Westbourne
- **Route E**: Warblington Secondary School

2.3.2 The routes and site location are shown on **Figure WCHAR1** (extract of which is at **Image 1**).

Image 2.1: Location of Audited Routes (Extract of Figure WCHAR1)



2.3.3 The audit is based on a site visit undertaken in November and December 2021. The audit has been undertaken with reference to five core principles that are broadly common to both pedestrians and cyclists, identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 'Policy, Planning and Design for Walking and Cycling' (2004), and the Chartered institute of Highways and Transportation (CIHT) 'Designing for Walking' (March 2015) guidance and the cycle infrastructure design advice in LTN 1/20/ The principles used are:

- ***Coherent / Convenient*** – Networks should be easy to navigate, allow people to reach their day-to-day destinations as directly and with as little delay as possible, and with appropriate signage;

- ***Direct / Accessible*** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. They should be at least as direct (preferably more) as for private motor vehicle. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be considered;
- ***Safe*** – Infrastructure must be safe and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;
- ***Comfort*** – Infrastructure should meet design standards for width, gradient, and surface quality etc., and cater for all types of users (and volumes) including wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and
- ***Attractive*** – The walking and cycling environment should be attractive, interesting, and free from litter, dog mess and broken glass. Signs or markings should be easy to use and not be unattractive.

2.3.4 The following potential improvements are identified in **Table 2.1** as a result of the WCHAR which could improve wider accessibility of the routes.

Table 2.1: WCHAR improvements

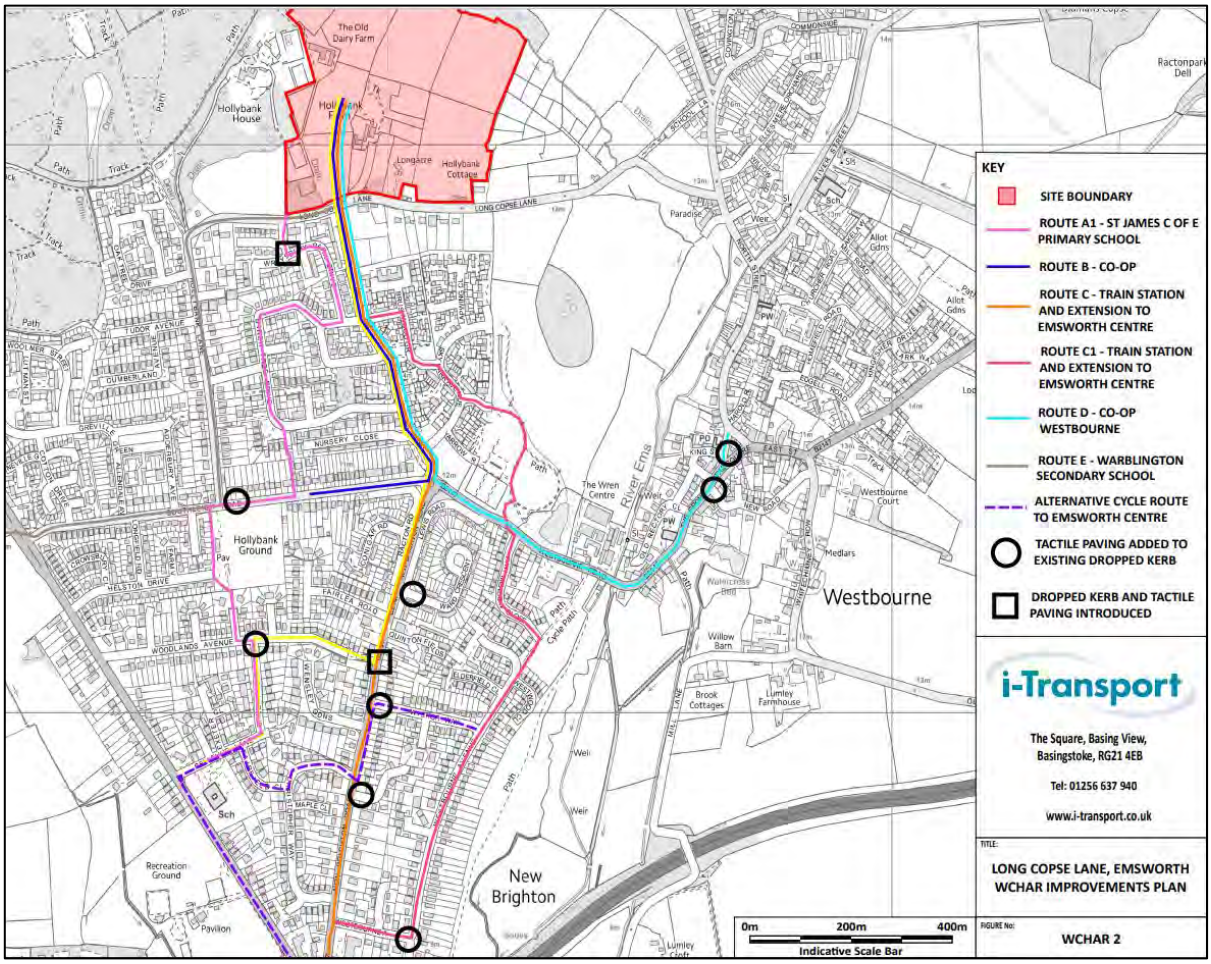
Route	Improvement	Cost
A – St James Primary School	Tactile paving at Ward Crescent. Tactile paving at Garland Avenue to access the western side of the carriageway. New Brighton Road to access pedestrian link to Woodlands Avenue – dropped kerb and tactile paving.	£5,000
A1 – St James Primary School (Alternative)	Dropped kerbs and tactile paving at Wraysbury Park Drive (side road). Suitable tactile paving at the crossing point over Southleigh Road to reach recreation ground.	£3,000
B – Southleigh Road Co-Op	None	-
C – Train Station and Emsworth Centre	Tactile paving at existing dropped kerbs Wickor Way Tactile paving at existing dropped kerbs Silvertrees. Tactile paving at existing dropped kerbs Westbourne Avenue.	£3,000
C1 - Train Station and Emsworth Centre (Alternative)	None	-

Route	Improvement	Cost
D – Westbourne Co-Op	Tactile paving at existing dropped kerbs of New Road / White Horse pub. Tactile paving at existing dropped kerbs of The Square / opposite the Co-Op.	£7,500
E – Warblington School	None	See Section 8 of this report.

Source: i-Transport

2.3.5 The identified improvements are shown on **Figure WCHAR2,** extracted below.

Image 2.2: Location of WCHAR potential improvements (Extract of Figure WCHAR2)



2.3.6 The potential improvements have been costed with the costings provided in **Appendix B** and summarised in **Table 2.1** below.

Table 2.2: Cost of potential WCHAR measures

Route	Cost
A - St James C of E Primary School	£5,000
A1 - St James C of E Primary School	£3,000
C - Co-op Southleigh Road	£3,000
C1 - Train Station and Emsworth Centre (Alternative)	-
D - Co-op Westbourne	£7,500
E - Warblington Secondary School	-
Total	**£18,500**

Source: Appendix B

2.3.7 The above improvements would help improve local accessibility. The applicant is content for any CIL payment the development might make to include use on bringing forward some or all of these local accessibility improvements or would be willing to provide these improvements by way of a Section 106 contribution if they are considered by the Highway Authority to be necessary to make the development acceptable in planning terms.

SECTION 3 Southleigh Road / Horndean Road crossing assessment

3.1 Introduction

3.1.1 The HCC response **(Appendix A)** notes:

> ***From site visits undertaken by the Highway Authority the crossing at Southleigh Road/Horndean Road has been identified as requiring upgrading. It is currently of a historic design and is inconspicuous to drivers. The applicant should consider improvements to this crossing point as a result of increasing demand, with the crossing forming part of the route to school for Warblington. Measures here may be tied to the need for capacity improvements but should consider bringing the crossing up to standard and providing measures to highlight the crossing provision. Observations should be taken on the number of crossing demands at this location to determine appropriate measures for improvement.***

3.2 Existing conditions

3.2.1 The crossing of the Southleigh Road / Horndean Road junction is shown below in **Image 3.1**.

Image 3.1: Southleigh Road / Horndean Road junction



Source: i-Transport site photographs December 2021

3.2.2 The crossing provides a continuous pedestrian and cycle route and crossing of Horndean Road.

3.2.3 The crossing includes:

- Street lighting;
- Reflective bollards;
- Shared-use pedestrian and cycleway signage;
- Tactile paving;
- Cycle give-way markings; and
- A generous central area with wide and kerbed grass verges for pedestrians and cyclist to wait in.

Personal Injury Accident (PIA) data

3.2.4 A review of the PIA data submitted as part of the Transport Assessment shows that the junction has a good safety record in respect of pedestrian and cyclists. The data shows there has only been a single PIA involving a pedestrian or cyclist in the five-year period and that did not involve a crossing movement:

- *14/11/16 at 20.34 – pedal cyclist travelling southeast on Horndean Road was clipped on handlebars by southeast bound car.*

3.2.5 The causation factors are listed as the pedal cyclist possibly being:

- *Impaired by alcohol*
- *Not displaying lights*
- *Wearing dark clothing at night*

3.2.6 A more detailed assessment has been carried out over a 22-year period using the on-line resource *Crashmap (***Appendix C)**. This shows that there have been no other PIAs involving pedestrians or cyclists in the 22-year period reviewed.

3.2.7 Put simply, there is no evidence that the junction is inconspicuous or provides unsafe crossing facilities.

3.3 Design Guidance

3.3.1 The existing crossing has been reviewed in accordance with HCC's TG4-2 – Signal Crossings and DfT's Manual for Streets and DMRB CD143.

3.3.2 In respect of the DMRB, CD143 notes that the existing pedestrian and cycle refuge island is suitable as this is located within the 30mph speed limit and as such compiles with CD143 E/4.6.

3.3.3 Manual for Streets, notes that refuges are useful features in urban areas to enable pedestrians and cyclists to cross carriageways in two stages (Ref: MfS2 8.7.1) and advises that they should be a minimum width of 2.0m to accommodate cyclists (Ref: MfS8.7.2). The width of the refuge at this location is in excess of 6m.

3.3.4 In order to further confirm the suitability of the use of a refuge island, an assessment has been completed with reference to HCC's Traffic Management Policy - Policy TM7, this states:

> ***The County Council shall consider the provision of crossing facilities based upon the level of demand for and difficulty in crossing a road at a particular location, its effect on the safety of all road users, the physical constraints of the location to enable a crossing to operate safely and effectively, and its impact on traffic flow***

3.3.5 Policy TM7 does not make any reference to refuge islands not being suitable in this location.

3.3.6 Policy TM7 also provides an assessment of where signalised crossings can be provided, it states:

> ***The County Council uses a well-established objective numerical assessment for considering requests for controlled crossings based on the PV2 value (where 'P' is the number of pedestrians, cyclists and horse riders, and 'V' the number of vehicles). It is used to identify the difficulty pedestrians have in crossing a road***

3.3.7 HCC's TG4-2 Signal Controlled Crossings guidance notes that PV^2 is a useful measure for sifting requests for crossings using a single hourly flows and a further assessment is generally only appropriate where the initial PV^2 is greater than or equal to 0.25×10^8, TG4-2 states:

> ***This ensures that requests that do not warrant further consideration are quickly discounted, saving both officer time in undertaking a detailed assessment and the cost of a full 12 hour survey.***

3.4 Demand assessment

3.4.1 In order to further assess the suitability of the existing crossing traffic, pedestrian and cycle survey has been completed. The data was collected on Thursday 9 December 2021 with a copy provided at **Appendix F**. Upon review the turning count data obtained on the same day was lower than that recorded in 2018. Therefore, for robustness the basis of the traffic flows used within the assessment remains the future year flows (2026 + Committed + Development) presented in this note.

3.4.2 In order to derive the secondary school pupil yield a factor of 0.21 per dwelling has been used as per HCC's forecast value.

3.4.3 In addition, an assumption has been made that all secondary age children from the development will attend Warblington School and this in itself is very robust as some pupils will attend other schools including private schools.

3.4.4 Furthermore the assessment allows for 50% of pupils walk to school across the junction – bearing in mind the school is 3.7km (a 45-minute walk) from the site and there is a bus service to the school (No.28A) which departs Southleigh Road at Hollybank Lane at 07.27 and there is a return service from Warblington School at 15.04 and 15.59 this is also a very robust assessment.

3.4.5 Beyond the above, to provide a highly robust assessment of the suitability of the existing crossing, the following parameters have been used:

- The highest hourly walking and cycling trips have been combined (1400-1500 walking and 0800-0900 cycling);

- This has then been combined with the highest vehicles per hour through the junction at the crossing point from the 2026 + Committed + Development scenario (i.e. the evening peak hour); and
- All development children to attend Warblington School, 50% of pupil yield from the site assumed to walk through this junction.

3.4.6 Using these highly robust assumptions and layering several worst case scenarios the PV^2 analysis as per HCC TG4-2 is provided in **Table 3.2** below.

Table 3.2: TG4-2 PV^2 Analysis - 2026 + Development Assessment

Peds Per Hour (P)	Vehicles per Hour (V)	$PV^2 x 10^8$
47	1,172	0.65

Source: Consultants Calculations and HCC TG4-2 Guidance

3.4.7 The assessment demonstrates that even with the absolute worst-case assumptions layered the PV^2 value remains at 0.65 in the busiest hour of the day. Therefore, in line with HCC's guidance a signalised pedestrian / cycle crossing would not be justified in this location. The full analysis is provided at **Appendix F**.

3.5 Summary

3.5.1 In summary:

- The existing crossing has an exemplary safety record;
- It meets design guidance;
- It can accommodate the forecast additional movements from the application site;
- It does not meet HCC's criteria for improvement to a signal crossing; and
- There is no evidence or justification for it to be improved.

SECTION 4 Site Masterplan and non-car route within site

4.1 Introduction

4.1.1 The HCC response **(Appendix A)** notes:

> ***The link from the site to the crossing on Long Copse Lane should be provided at 3m to adequately cater for pedestrians and cyclists.***
>
> ***At present the route is shown indicatively on the masterplan (drawing 170116/SL/SK1) to be present from just to the east of the eastern vehicle access to the start of the footway provision on the bend of Long Copse Lane and Hollybank Lane. The path would serve as a pedestrian/cycle and potentially equestrian route should be put forward for adoption and constructed to an adoptable standard. The Highway Authority would welcome further discussions on this matter.***
>
> ***The delivery of the footway/cycleway within the site must be delivered in a comprehensive way and in a manner which ensures that the full provision (i.e. that part within the western parcel) will come forward in a timely manner.***

4.2 Context

4.2.1 Long Copse Lane is subject to low traffic speeds and low traffic volumes. These are conditions which will continue in the post development scenario. The western section of Long Copse Lane is considered further in Section 5 and despite the western section of the lane being subject to the greatest increase in traffic volumes, it is clear that its post development characteristics align with the DfT LTN1/20 definition of being suitable for 'mixed traffic' – including being suitable for use by 'young children'.

4.2.2 The eastern section of Long Copse Lane (i.e. between the site access and North Street) will be subject to very low levels of increased traffic. This is a matter that is agreed with WSCC - the Highway Authority for the majority of that part of the lane. Similarly the development is unlikely to result in any material increase in pedestrian activity on the eastern part of Long Copse Lane. The eastern part of Long Copse Lane will continue to be a quiet lane, with characteristics that meet the DfT LTN1/20 definition of being suitable for 'mixed traffic'.

4.2.3 There is no evidence of any existing road safety issues involving pedestrians, cyclists or young persons on the eastern part of Long Copse Lane. Put simply, Long Copse Lane is and will continue to be a quiet lane, used and suitable for use by all. It will continue to have the physical attributes of a lane, like many across Hampshire and the wider country. There is no evidence that it's lengthy history of safe use will change as a result of the development and this is a conclusion which is shared by WSCC.

4.3 Masterplan update

4.3.1 Notwithstanding the above, the provision of an on-site east west route for pedestrians and cyclists has been incorporated within the updated masterplan (**Appendix D**). The provision of the route is fundamentally for new residents of the development as there are very limited existing demands to the east – save for occasional leisure users. The on-site route has been carefully designed with reference to a number of constraints including needing to ensure the design (and specifically lighting) is compatible with ecological requirements including Bechstein's Bats. The route is highlighted for information in **Image 4.1**

Image 4.1: Potential walking/cycling routes through southern part of site



Source: Annotated updated masterplan

4.3.2 The applicant is willing to secure the delivery of the routes shown indicatively through a suitably worded planning condition or Section 106 Agreement.

4.4 Design

4.4.1 The design of the route within the site will follow the alignment shown on the updated masterplan in **Appendix D** and highlighted in **Image 4.1**. The details of the path in terms of width, alignment and construction details will agreed as part of suitably worded planning condition or Section 106 Agreement and will be in accordance with the parameters below:

- 3m in width;
- An all-weather surface or either compacted material or tarmac;
- Sensitivity lit through Bat Friendly up lighting; and

- Will be permanently available to the public and maintained in perpetuity by either a legally binding management arrangement or adopted as part of public open space.

4.4.2 The point the route will meet Long Copse Lane at it the site's eastern boundary has been designed to ensure it can provide suitable pedestrian and cycle visibility splays within the highway. The design is shown on **drawing ITB13525-GA-007.**

4.4.3 In addition, the point at which the route joins Long Copse Lane (near Wraybury Park Drive) has been widened to 3m as shown on **drawing ITB13525-GA-102** as requested by HCC.

4.5 Delivery

4.5.1 The route between the eastern extent of the application site and the western boundary of the application site will be delivered by the applicant. The application site will ensure that the path can be extended in due course to also provide access to those parts of the site allocation that are outside of the application site. The path will be provided to the edge of the application site land ownership i.e. contiguous with the site boundary such that it can connect with an extension within the adjoining part of the allocation when that comes forward for development.

SECTION 5 Access to BOAT66a

5.1 Introduction

5.1.1 The HCC response **(Appendix A)** notes:

> ***"Consideration of providing the footway within the highway land at the bend of Long Copse Lane/Hollybank Lane and appropriate crossing to BOAT should be given."***
>
> ***"Consideration of how those from the development will access the BOAT should be given."***

5.2 Extension of footway on Hollybank Lane

5.2.1 The provision of a footway at the bend of Long Copse Lane / Hollybank is now shown on **drawing ITB13525-GA-101**. The design includes a new dropped kerb crossing with tactile paving that provides visibility of 1.5m x 27m in accordance with measured 85th%tile traffic speeds in this part of Long Copse Lane as agreed as part of the Section 278 Preliminary Design Check approval by HCC. An extract of the updated drawing is shown in **Image 5.1**.

Image 5.1: Proposed footway on Hollybank Lane



Source: Drawing ITB13525-GA-101 Rev B

5.3 Access to BOAT66a

Context

5.3.1 Firstly, it is important to recognise that the application will provide new, direct and continuous walking connections to all core local services and facilities. The local accessibility improvements include the works to Long Copse Lane, Redlands Lane, Wraysbury Park Drive and the measures within the WCHARs described above.

5.3.2 In addition, as part of pre-application discussions with HCC it has been agreed that all facilities apart from the Secondary School at Warblington (which is a 3.5km walk i.e. a 44-minute walk) are closer / quicker when walking via Redlands Lane (which itself will be improved) as opposed to walking on Long Copse Lane. Therefore the use of the western part of Long Copse Lane by pedestrians is only likely to be attractive to leisure based pedestrian trips wishing to access BOAT66a.

5.3.3 As set out in Section 4, an on-site route between the eastern extent of the application site and the western boundary of the application site will be delivered by the applicant. The path can be extended in due course to route through the western part of the site allocation as and when that site is developed and connect to the new footway on Hollybank Lane as proposed in Section 5.2. The application site thus makes a significant contribution to both improving local accessibility and enabling a route between the allocation site and BOAT66a.

Cycle access

5.3.4 Cyclists from the development will exit via the site access and cycle on-street in a westerly direction in order to access BOAT66a.

5.3.5 Figure 4.1 of LTN1/20 notes the suitability of cycling on street with 'mixed traffic' in 20mph environments where Annual Average Daily Traffic (AADT) flows are up to 2,500vpd. Locations that met these criteria are classed as being "suitable for most people" which is the most universal category of provision.

5.3.6 The post development conditions on Long Copse Lane meet the conditions in LTN1/20 as forecast AADT with development flows are around 1,350[1] and the Transport Assessment (Table 4.4) confirms that 85th%tile speeds in this area are not more than 10% over 20mph. LTN1/20 (Table 4.1 Note 1) notes that where speeds are not more than 10% over 20mph the next highest speed limit should not be applied.

5.3.7 Put simply, cycle access to BOAT66a will be provided via the improved section of Long Copse Lane.

Pedestrian access

5.3.8 Pedestrian connections from the application site to BOAT66a will be achieved by pedestrians exiting the site at a new pedestrian access opposite Wraybury Park Drive and crossing Long Copse Lane at the new drop kerb crossing provided as part of the agreed site access works. Pedestrians will then cross Wraybury Park Drive at dropped kerbs as shown on drawing **ITB13525-GA-102**.

5.3.9 The existing footway on the north-western side of Wraybury Park Drive / Long Copse Lane terminates at No.20. From this point onwards pedestrians are able to walk on street for a very short distance of just 9 properties (120m or approximately a 1-minute walk) to reach the proposed footway on Long Copse Lane on approach to Hollybank Lane (**Drawing ITB13525-GA-101)**. The proposed walking route is shown in **Image 5.2** and is what happens now across this western part of the lane.

Image 5.2: Walking route to BOAT66a



Source: i-Transport annotated masterplan

[1] The 'with development AADT' is based on the development morning peak hour traffic factored by 5. The factor of 5 is a locally derived factor from the combined recorded peak hour traffic on Long Copse Lane of 4.83 taken from an Automatic Traffic Count on Long Copse Lane that has been growthed to 2023.

Assessment

5.3.10 LTN1/20 provides advice on the circumstances where roads can be used by 'mixed traffic' and this is helpful guidance when considering the suitability of Long Copse Lane for pedestrian use. LTN1/20 notes (7.1.1) notes:

> ***Where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic, as shown in Figure 4.1. Most people, especially with younger children, will not feel comfortable on-carriageways with more than 2,500 vehicles per day and speeds of more than 20 mph. These values should be regarded as desirable upper limits for inclusive cycling within the carriageway***

5.3.11 Whilst this advice is focused on cyclists, it is important to note that LTN1/20 is clear that "young children" will feel comfortable cycling where traffic speeds are 20mph and daily traffic flows are up to 2,500 vpd. As noted above, 85th%tile traffic speeds on this section of Long Copse Lane are 21mph and post development AADT is forecast to be around 1,350 (i.e. 50% less than the upper threshold in LTN1/20), if Long Copse Lane is suitable for cycling by young children it follows that it is suitable for walking also.

5.3.12 To support this, LTN1/20 provides further advice on the need for 'separation' at paragraph 4.4.4, this notes:

> ***Although there may be fewer cyclists and pedestrians in rural areas, the same requirement for separation from fast moving motor vehicles applies***

5.3.13 In terms the pedestrian use of Long Copse Lane to access BOAT66a, the section of Long Copse Lane where pedestrians would walk 'on-street' i.e. in 'mixed traffic conditions' will be improved as part of the Long Copse Lane improvement works that the application site will deliver. The carriageway will be widened to between 5.5m and 6.1m thus providing a generous width and enough for either walking within the carriageway or to make use as necessary of the various existing refuges areas on the southern side of this short section of the lane.

5.3.14 In terms of the timing of the use of BOAT66a, this is likely to be focused on daylight hours (i.e. broadly 0700-1900). The forecast 2023 'with development' peak hour traffic flows (i.e. the busiest time for both traffic and BOAT66a users) on this part of Long Copse Lane are shown to be less than 3 vehicles per minute[2]:

- Morning peak eastbound – 48 vehicles

[2] Traffic from the western parcel is excluded as this assessment is based on the scenario it does not come forward. If it does come forward then an on-site walking route to BOAT66a will be provided and the assessment of walking on Long Copse Lane is irrelevant.

- Morning peak westbound – 113 vehicles
- Evening peak eastbound – 97 vehicles
- Morning peak westbound – 67 vehicles

5.3.15 Outside peak hours and therefore for most of the day the traffic flows on this section of Long Copse Lane will be lower than the figures shown above meaning that a pedestrian using this section of Long Copse Lane to access BOAT66a will be unlikely to encounter more than one or two vehicles whilst walking along it – if any. In addition, should a car encounter a pedestrian then the car will simply need to pass the pedestrian which is what happens now and this will be aided by the improvement works and excellent forward visibility available as shown on **drawing ITB13525-GA-008.**

5.3.16 In the event that pedestrians encounter two vehicles (one in each direction), as they will from time to time (and indeed they will do now and have done for many years without any road safety consequences) then the likelihood is that common courtesy will prevail and one car will give-way to the other.

5.3.17 It is important to recognise the extensive public highway land on the southern side of Long Copse Lane (beyond the carriageway edge) which is currently laid out as a series of driveways, parking areas, verges and landscaping.

5.3.18 The vast majority of this public highway land is in practice (and law) available for pedestrians to take momentary refuge in the highly unlikely event that two cars insist on passing one another at the same time and at the same precise point that a pedestrian is located.

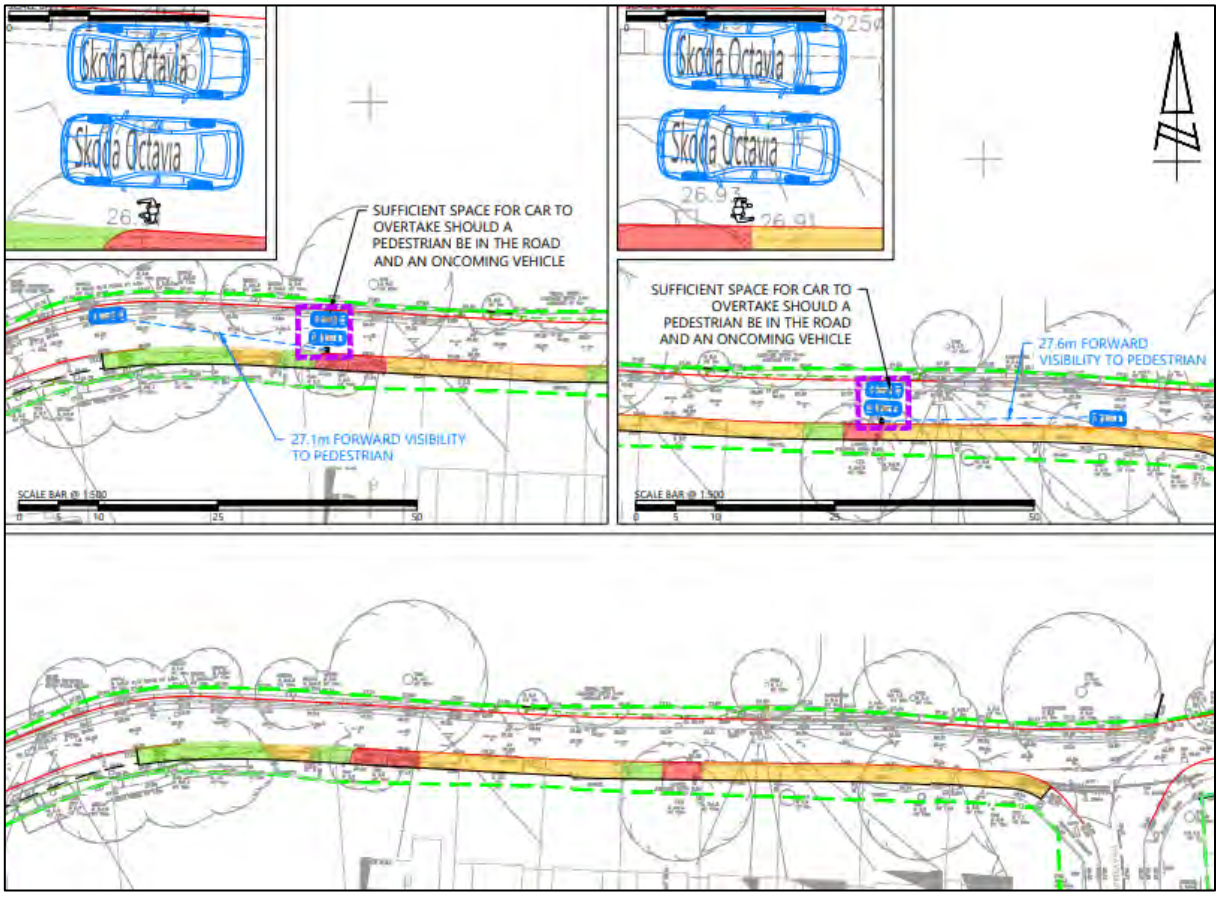
5.3.19 This is a matter recognised by way of example in a recent appeal decision in Warsash, Hampshire where the Inspector stated:

> ***Although without pavements the lane has good visibility and is a generous width. Along much of the lane's length there are areas of verge and accesses that would serve as places for refuge that would allow pedestrians to step off the road surface if necessary. I am mindful that there are some drainage ditches beyond these areas of verge, however these appeared to be of limited length and did not appear to be so hazardous that they would render the sides of the road unsuitable as a refuge area. In any case the evidence before me suggests that the resulting level of traffic would remain low and the road has the characteristics that mean that it would remain safe for cyclists and pedestrians to use the main area of carriageway. The road would continue to carry only local vehicular traffic and drivers would be naturally cautious of hazards arising from vehicles and pedestrians emerging from numerous domestic accesses..***[3]

[3] Appeal Ref: APP/A1720/W21/3279162 Land between and to the rear of 56-66 Greenaway Lane, Warsash,

5.3.20 **Drawing ITB13525-GA-008** identifies all of the above matters and an extract is shown in **Image 5.3**.

Image 5.3: Assessment of walking route on Long Copse Lane



Source: Extract of drawing ITB13525-GA-008

5.3.21 Furthermore, should, for whatever reason the western part of the allocation not come forward and the Highway Authority decided at a future date to deliver improvements for pedestrians on this short stretch of highway, the applicant is willing to provide funding to the Highway Authority for them to implement improvements for pedestrians within the highway at a future date (having monitored the post development situation over a reasonable period), with such funding to be returned to the applicant after an agreed period if that funding has not been spent.

Summary

5.3.22 A thorough assessment of how those from the proposed development will access the BOAT has been completed. In summary:

- Cycle access to BOAT66a will be provided via the improved section of Long Copse Lane which provides LTN1/20 compliant conditions for all types of cyclists.

- Pedestrian access will be provided via an on-site route between the eastern extent of the application site and the western boundary of the application site that will be delivered by the applicant to the boundary of the application site so that the route can be extended through the western part of the site allocation as and when that part of the housing allocation site is developed which would in turn connect to the new footway on Hollybank Lane and BOAT66a.
- Following completion of the proposed development any pedestrians wishing to travel further west towards BOAT66a will be able to walk on street (as pedestrians do now) for the short stretch of the lane to connect onto the proposed footway on the south side of Long Copse Lane on the approach to Hollybank Lane which is being delivered by the proposed development.
- This short section of the western end of Long Copse Lane will be improved and widened to between 5.5m and 6.1m thus providing a generous width and its post development characteristics align with the DfT LTN1/20 definition of being suitable for 'mixed traffic' – including being suitable for use by 'young children'.
- The comprehensive drainage scheme which forms part of the agreed improvements will ensure the existing surface water drainage issues are removed.
- Pedestrians using this short section of Long Copse Lane to access BOAT66a will be unlikely to encounter more than one or two vehicles whilst walking along it. Should a car encounter a pedestrian then the car will simply need to pass the pedestrian which is what happens now and this will be aided by the excellent forward visibility available.
- Extensive public highway land on the southern side of Long Copse Lane currently laid out as a series of driveways, parking areas, verges and landscaping is in practice (and law) available for pedestrians to take momentary refuge as necessary.
- In addition, the applicant is willing to provide funding for improvements in this location within the highway, such funding to be held by HCC and allows for the post development characteristics to be monitored and a decision made by the Highway Authority at a future date to deliver any additional works as they consider necessary.

SECTION 6 Redlands Lane walking and cycling improvements

6.1 Introduction

6.1.1 The HCC response **(Appendix A)** notes:

> ***Reference is made within drawing ITB123525-GA-103 Rev A to the provision of bark chipping. This should be amended as it would not make a suitable all-purpose surfacing material as it would not be appropriate for mobility impaired, wheelchair users, pushchairs or pedal cyclists. A hogging path should be provided to be in keeping with the right of way status and provide the required suitable sustainable access link. The works to Redlands Lane to convert the existing verge shared use path would result in the felling of 3 well established trees. A full Arb assessment of these trees would need to be undertaken in order to determine their value as an asset. The Highway Authority don't generally support the removal of trees unless necessary and the designers should seek to avoid tree loss through design if possible.***
>
> ***A safety audit should be undertaken on this element of the proposed improvements as this was not included within the original Safety Audit Assessment***

6.2 Redlands Lane surfacing

6.2.1 Firstly the submitted drawing did not propose bark chippings, the reference is to the existing bark chippings that are currently laid on Redlands Lane. In any event the drawing now specifically confirms that the surface will be upgraded to Hoggin or similar to HCC requirements as shown on drawing **ITB13525-GA-103 Rev C.**

6.3 Redlands Lane (road) trees

6.3.1 **Drawing ITB13525-GA-103 Rev C** has been updated and the footway/cycleway design now retains the trees in question with no construction works in that vicinity.

6.4 Stage 1 Road Safety Audit

6.4.1 A Stage 1 Road Safety Audit (RSA) has now been completed for the scheme of works to Redlands Lane. The RSA is included at **Appendix E** and the design shown on **drawing ITB13525-GA-103 Rev C** has been updated to reflect the detailed matters raised by the Audit and covered in the integral Designers Response.

SECTION 7 Distances to facilities

7.1 Introduction

7.1.1 The HCC response (**Appendix A**) notes:

Amend Table 6.2 to confirm routes and measurements are from centre of site

7.2 Updated assessment

7.2.1 Table 6.2 has been updated. It is now split to reflect the walking route choices of Redlands Lane and Wraysbury Park Drive. It also and now precisely measures the distanced to all facilities for a position in the centre of the site.

Table 7.2: Key Local Destinations

Purpose	Destination	TA Distance from Site	Wraybury Distance	Redlands Distance
Education	Children's Learning Centre	1000	1300	1100
	Westbourne Primary School	1200	2310	2100
	Daisy Chain Nursery	1200	1500	1300
	Saint James CEC Primary School	1600	1900	1700
	Emsworth Primary School	2800	3100	2900
	Warblington School	3600	4000	3800
Retail	Co-op Food	850	1000	1000
	The Cooperative Westbourne	1400	1700	1500
Train Station	Emsworth Train Station	1900	2100	1900
Leisure	Westbourne Parish Hall	1200	1500	1300
	The Westbourne Club	1200	2200	2000
	The Cricketers	1300	2600	2400
	Spice Cottage	1400	1800	1600
	The White Horse	1400	1700	1500
Health	Westbourne Osteopathic Clinic	1100	1100	1300
	George and Dragon Surgery	1400	1400	1110

Source: i-Transport

7.2.2 Some of the differences reflect the measurements in the Transport Assessment being cycle distances as opposed to walking distance. Now all distances are walking distances and use tarmac footways in their entirety. There are some variations presented within the WCHARs which include walking routes through the Hampshire Farm development.

SECTION 8 Buses, rail station cycle parking and Warblington footbridge

8.1 Introduction

8.1.1 The HCC response **(Appendix A)** notes:

> ***Discussions should be held with the Highway Authority on funding bus No.27.***
>
> ***In addition, a contribution should be made to provide real time information at the bus stop closest to the site along with the stop in Emsworth centre. The stops closest to the site would also benefit from improvements to the waiting facilities including the shelters and information poles.***
>
> ***Consideration should be given on whether cycle parking infrastructure is sufficient at the railway stations and whether support for additional provision would ensure travel by rail from the site would be considered an attractive travel mode.***
>
> ***Access to Warblington Station would also be enhanced by the provision of Warblington footbridge discussed elsewhere in this response. A contribution should be made to the bridge provision for this site to facilitate a safe route to school.***

8.2 Bus service No.27

8.2.1 A meeting was held with HCC on 29 November 2021 to discuss bus service No27. At that meeting it was confirmed by HCC that it currently funds the service at a cost of £68,000 per year. It was also confirmed that due to pressures on bus service support funding that HCC is looking for developer contributions to continue to support the service in the event the support funding is withdrawn.

8.2.2 Bus service No.27 provides access to Emsworth – Rowlands Castle and Havant. It can be accessed from bus stops located to the south of the site on Southleigh Road. The service currently provides a 2-hourly service Monday-Saturday with the first bus at 09.06 (to Rowlands Castle) and the first to Emsworth at 10.44. As such the bus does provide the opportunity to travel to local destinations and onward connections via Emsworth Rail station to higher order centres.

8.2.3 However, the relative attractiveness of bus No.27 is questionable as 'mode share' in this area is 3%[4] by bus, meaning a very small number of people from the application will be likely to make use of the bus service and therefore it would not be appropriate for the development to fully fund its continuation.

[4] MSOA Havant 013

8.2.4 In terms of the bus services ability to provide a connection to rail services, it is noted that the frequency is limited with the first bus serving Emsworth Rail Station being at 10.44 and the last bus arriving from Emsworth Rail Station arriving at the bus stop at 17.41. On the basis of the limited attractiveness of bus No.27 for rail linked trips and the general proximity of the rail station (approximately a further 12-minute walk) from the bus stop it's continuation is not necessary to make the development acceptable in planning terms.

8.2.5 Beyond what is set out above, it is not clear what the basis for any contribution towards bus No.27 is as any contribution would need to meet the CIL Reg 122 tests:

a necessary to make the development acceptable in planning terms;

b directly related to the development; and

c fairly and reasonably related in scale and kind to the development

8.3 Bus stops

8.3.1 At the meeting with HCC it was also confirmed that HCC were seeking to improve three bus stops, two of which are on Southleigh Road (serving the No.27) and the other is in Emsworth centre. It is understood that HCC are seeking to install shelters at each (estimated cost £4,500 each) and Real Time Information (£5,000 at each), total cost £28,500.

8.3.2 A review of the locations identified shows:

- There is already a bus shelter, pole, flag and timetable along with seating at the westbound (Havant direction) bus stop on Southleigh Road.
- The eastbound (Emsworth) bus stop has a pole, flag and timetable provided but the available highway land does not appear to be sufficient to accommodate a shelter. In addition, given that there are only four buses a day from the stop (10.42, 13.27, 15.22, and 17.22) it does not appear to be a location where there is a need for a bus shelter or the space to provide one with reference to HCC's Standard Details.
- The stop in Emsworth (northbound) already has shelter, timetables etc and the southbound stop is effectively the terminus point.

8.3.3 On this basis there is no requirement or necessary to provide or fund new bus shelters. However the applicant is prepared to contribute towards the provision of Real Time Information at the three bus stops, i.e. a contribution of £15,000.

8.4 Cycle parking at Emsworth Station

8.4.1 A series of site visits have been conducted at Emsworth Rail Station and no significant cycle parking capacity issues have been observed.

8.4.2 In addition, google street view imagery has been reviewed over the last 10 years and it is noted that cycle parking has recently been upgraded with a double height cycle parking facility installed and visible in 2019. The imagery shows the parking at the station in 2011 and 2015 on the top row and from 2015 and June 2019 on the bottom row. The June 2019 image shows significant capacity available.

Image 8.1: Emsworth Station Cycle Parking



Source: Google Streetview

8.4.3 Since 1 March 2020 (nine months after the latest image above), rail use nationally has dropped from 97% of an equivalent day or week to 4% during Spring 2020 back to 72%[5] in November 2021. This is supported by a report by the industry body the Rail Delivery Group (RDG) who found that trips made by people going to or from work on the UK's railways in mid-October 2021 were 45% of what they were before autumn 2019. In the same period motor vehicle use returned (not necessarily at peak times) to 100%. This suggests the pandemic led reduction in rail use is likely to be permanent.

[5] https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic

8.4.4 Based on the significant cycle parking capacity shown in June 2019 it is clear that there is sufficient cycle parking at Emsworth station.

8.5 Warblington Footbridge

8.5.1 Access to Warblington school involves crossing the railway line at a barrier-controlled crossing close to the school. HBC have a proposal to introduce a footbridge which will prevent pedestrians being delayed by barrier closures.

8.5.2 The Warblington Footbridge is a Strategic Infrastructure Project identified by HBC in their published Infrastructure Funding Statement 2020. A design has been prepared and the scheme has been costed with Community Infrastructure Levy (CIL) funding allocated to the value of £2,075,000 (as of 15/12/2021).[6] The application site will make a CIL payment and this can be utilised by HBC towards the footbridge if needed.

Potential Section 106 Contribution

8.5.3 It is noted that the HCC response notes, "*a contribution should be made to the bridge provision for this site to facilitate a safe route to school*".

8.5.4 Any contribution would need to meet the CIL Reg 122 tests:

a necessary to make the development acceptable in planning terms;

b directly related to the development; and

c fairly and reasonably related in scale and kind to the development

8.5.5 The HBC Cabinet Report of 15 December 2021 notes a funding gap of £767,951 against the estimated cost of the scheme. Whilst the vast majority of committed funding to the scheme is via CIL (which would also seem appropriate for the application site), it maybe appropriate for the application site to make a contribution provided it met the above tests.

8.5.6 It is accepted that the footbridge scheme is directly related to the development but whether it is necessary to make the development acceptable in planning terms is not agreed. The footbridge scheme does not feature in the site allocation policy requirements or associated text. In addition, it is not clear if any other developments have been required to make a Section 106 contribution towards it. Notwithstanding the above and on a without prejudice basis, some further analysis has been completed. A contribution based on the school catchment area and the number of new homes proposed within it could, potentially meet the above tests.

[6] HBC Cabinet Report 15 December 2021

8.5.7 The catchment area is shown below in **Image 8.2.**

Image 8.2: Warblington School Catchment



Source: HCC

8.5.8 The draft HBC Local Plan 2036 includes proposals for 4,791 new homes within the catchment of which the application site presents 4.4%. On this basis a contribution of £33,661 could meet the necessary tests.

8.5.9 The applicant would be prepared to contribute towards the footbridge on the above basis and is in discussion with HCC over a proportionate contribution in line with the necessary tests, this will be agreed and can be secured in a Section 106 Agreement.

SECTION 9 Additional Traffic Assessments

9.1 Amendments to Model Builds

9.1.1 Following submission of the traffic assessments presented to HCC within the Transport Assessment (report reference ITB13525-004) HCC requested that the models be provided in late September 2021 for a further review.

9.1.2 Following this exercise, a number of comments have been received as part of the application response **(Appendix A)** specifically relating to the modelling undertaken. This section of the report provides additional information where required and deals with each point in turn. The comments received from HCC are provided in **Table 9.1** along with a response to each comment.

Table 9.1: HCC Comments from Application Response

HCC Comment	i-Transport Response
Redlands Roundabout	
1. The approach width on Southleigh Road has been over estimated and should be updated 2. The entry width has been overestimated on all arms – this should be rectified 3. The flows and HGV % need to be amended as the flows mentioned in the model are not matching the TA	1. Approach width updated, half width and entry width reduced to 2.3m and 3.5m respectively. 2. Entry width updated on all arms. 3. Flows and HGV %s checked in updated model. **Updated Modelling Below**
Southleigh Road / Hollybank Lane	
1. Minor discrepancies in CAD measurements and modelled parameters for width of the carriageway at Southleigh Road (major arm), visibility for B-C (Hollybank Lane to Southleigh Road) and width on Hollybank Lane needs to be rectified 2. Discrepancies in the flows also need to be amended as they are not matching the TA	1. Southleigh Road has been checked and the parameters are considered robust. However, given the presence of an advisory cycle lane this has been updated in this instance for robustness. Minor arm left turn visibility has also been reduced from 74m to 60m. 2. Flows and HGV %s checked in updated model. **Updated Modelling Below**
Wraysbury Park Drive / Long Copse Lane	

HCC Comment	i-Transport Response
1. Minor discrepancies in CAD measurements and modelled parameters for width of the carriageway at Long Copse Lane (major arm) to be rectified	1. Long Copse Lane width has been amended to 5.5m from 6m as measured previously. 2. Visibility measurement from minor arm has also been revised to 20m. **Updated Modelling Below**
Eastern Site Access	
1. Minor discrepancies in CAD measurements and modelled parameters for width of the carriageway at Long Copse Lane (major arm) and the width of the Eastern access needs to be rectified	1. This is a proposed junction with minimal RFC and queueing. No ability to validate against any existing observations. It is clear and (indeed beyond any doubt) that any minor amendments to the model will plainly not alter the outcomes. **No additional Modelling has been Undertaken**
Western Site Access	
1. The geometric parameters that have been input into the models have not been checked against measurements because the latest CAD layouts have not been provided	1. Western Site access has been demonstrated on ITB13525-GA-101 however as set out in the Transport Assessment is not part of the application. **No additional Modelling has been Undertaken**
Southleigh Road / Horndean Road Staggered Crossroad	
1. Minor discrepancies in the flare length on the Southleigh Road (W) needs to be rectified 2. Flow provided in the TA does not match input flows in the LinSig model. The flow needs to be updated to include the HGV flows after converting to PCUs using a suitable conversion factor 3. Supply the Junctions 9 model of this staggered crossroad for audit	1. PICADY calibration used to inform the LinSig model for slope and intercepts due to right turn out of minor arms being a two-step movement not catered for in a staggered right/left priority. LinSig file uses a 10m/1.7pcu flare length which accords with mapping measurement (4.7m width at this distance) and the CAD 4.2m at this distance. This makes very little difference to the model result but is considered to be correct. 2. Flows and HGV %s checked in updated model. The flow difference mentioned is a result of the LinSig being run in PCU's, i.e. adding HGV's to Total Vehicles to obtain a PCU value within the assessment. 3. PICADY model provided where intercepts and slope derived for LinSig. **Updated Modelling for 2026 below**

HCC Comment	i-Transport Response
Emsworth Common Road / Bartons Road / Horndean Road Staggered Crossroads	
1. Minor discrepancies in the flare length on the B2148 southbound between T-junctions needs to be updated 2. Flow provided in the TA does not match the input flows in the model. The flow needs to be updated to include the HGV flows after converting to PCUs using a suitable conversion factor 3. Both Arm 6 and Arm 8 cannot exceed a queue of 1 PCU based on the geometric measurements – this needs to be addressed by using queue restrictors 4. Supply the Junctions 9 model of this staggered crossroad for audit	1. Flare length on arm 7 in the LinSig (B2148 southbound) set to 42m, CAD measured at 41m. This difference makes no difference to the result. 2. Flows and HGV %s checked in updated model. The flow difference mentioned is a result of the LinSig being run in PCU's, i.e. adding HGV's to TV's to obtain a PCU value within the assessment. 3. Queue restrictors cannot work within a LinSig model where there is no signalisation provided. This junction has only been modelled in LinSig to better replicate the operation of the junction rather than using the Junctions 9 model for this. 4. PICADY model provided to show where intercepts and slope has been derived from. **Updated Modelling for 2026 below**

Source: i-Transport and HCC

9.1.3 The remainder of this section summarises the updated modelling for each junction using the Transport Assessment flows. In all models presented below the flows and HGV%'s have been checked.

Redlands Roundabout

9.1.4 Following the minor amendments to the model build set out in **Table 9.1** the Transport Assessment flows have been re-assessed. The results are presented in **Table 9.2** below with the full Junctions 9 output provided as **Appendix F**.

Table 9.2: Redlands Roundabout Amended Model Operational Assessment

	Morning Peak			Evening Peak		
	RFC	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)
2023 + Committed Development						
Redlands Lane	0.31	1	8	0.14	<1	6
Westbourne Road	0.43	1	7	0.51	1	8
New Brighton Road	0.40	1	8	0.48	1	9
Southleigh Road	0.44	1	11	0.42	1	11
2023 + Committed Development + Development						
Redlands Lane	0.32	1	8	0.14	<1	6

	Morning Peak			Evening Peak		
	RFC	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)
Westbourne Road	0.43	1	7	0.51	1	8
New Brighton Road	0.40	1	8	0.48	1	9
Southleigh Road	0.44	1	11	0.42	1	11

Source: Junctions 9

9.1.5 As demonstrated in **Table 9.2** the amendments to the model result in a very slight reduction in junction performance compared to the results presented in Table 7.7 of the Transport Assessment. Irrespective of this the junction remains well within capacity on all arms and in both scenarios.

Southleigh Road / Hollybank Lane Junction

9.1.6 Minor amendments to the model build have been undertaken as detailed in **Table 9.1**. Following this the Transport Assessment flows have been tested with the results presented in **Table 9.3** below with the full Junctions 9 output provided as **Appendix F**.

Table 9.3: Southleigh Road / Hollybank Lane Amended Model Operational Assessment

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (vehs)	Delay (s/veh)	RFC	Queue (vehs)	Delay (s/veh)
2023 + Committed Development						
Hollybank Lane Left out	0.03	0	7	0.02	0	7
Hollybank Lane Right out	0.21	<1	10	0.16	<1	10
Southleigh Road	0.03	0	5	0.05	<1	5
2023 + Committed Development + Development						
Hollybank Lane Left out	0.04	0	8	0.04	0	8
Hollybank Lane Right out	0.45	1	15	0.45	1	15
Southleigh Road	0.03	0	5	0.03	0	5

Source: Junctions 9

9.1.7 The analysis presented in **Table 9.3** above demonstrates that the minor amendments to geometry on Southleigh Road do not materially impact the operation of the junction with all arms and scenarios continuing to operate well within capacity.

Wraysbury Park Drive / Long Copse Lane Junction

9.1.8 Following the requested minor geometry amendments, the Wraysbury Park Drive junction has been re-modelled using the Transport Assessment flows, as presented below in **Table 9.4**. The full results are provided at **Appendix F**.

Table 9.4: Operational Assessment for Long Copse Lane / Wraysbury Park Drive Junction

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (vehs)	Delay (s/veh)	RFC	Queue (vehs)	Delay (s/veh)
2023 + Committed Development						
Wraysbury Park Drive	0.04	0	6	0.04	0	6
Long Copse Lane	0.02	0	6	0.03	0	6
2023 + Committed Development + Development						
Wraysbury Park Drive	0.04	0	7	0.05	<1	7
Long Copse Lane	0.02	0	6	0.03	0	6

Source: Junctions 9

9.1.9 As demonstrates by the analysis in **Table 9.4** the Wrasybury Park Drive / Long Copse Lane junction will continue to operate well within capacity in all scenarios and on all arms.

9.2 2026 Sensitivity Testing

9.2.1 In addition to the above clarifications on the modelling HCC have requested that a 2026 sensitivity test be undertaken whilst clarification was also sought regarding the committed developments allowed for within the assessment.

Updated TEMPRO and Committed Development

9.2.2 HCC have identified in their application response that the Transport Assessment took account of two specific committed developments:

- Bartons Road, Havant (55 Dwellings); and
- South of Bartons Road, Havant (175 Dwellings).

9.2.3 These sites were explicitly allowed for on the network by routing the committed development traffic (based upon their respective TA's) through the assessed network.

9.2.4 Following the submission HCC have requested that the following developments also be considered:

- The crematorium site on Bartons Road – Redrow Development (72 dwellings);

- Colt International on Bartons Road – Drew Smith Development (100 dwellings + 2,800sqm of employment); and
- Land West of Horndean Road - Bellway Development (up to 140 dwellings).

9.2.5 As mentioned above a 2026 sensitivity test has been requested, as part of this new TEMPRO growth rates have been obtained to derive a 2026 future year from the 2018 surveys. The updated TEMPRO rates are summarised in **Table 9.5** below for 'Havant 013' and 'Principal' Roads. It should be noted that since submitting the Transport Assessment and the previous work being undertaken in 2018 TEMPRO has been updated to account of the latest local planned growth.

Table 9.5: Traffic Growth Factors

Growth Period	Time Period	Growth Rate
2018 - 2026	AM Peak	1.0684
	PM Peak	1.0647

Source: TEMPRO (version 7.2c)

9.2.6 The above growth rates are unadjusted and allow for the following growth within the local area between 2018 and 2026:

- 230 additional households; and
- 110 additional jobs.

9.2.7 Given that the above additional committed developments total 'up to 312' additional dwellings and considerably less than 110 additional jobs it is considered that the use of unadjusted TEMPRO growth rates are robust and appropriate to use to account for these additional sites.

9.2.8 In addition, the traffic distribution agreed by HCC for the above additional committed sites shows that the primary routing of traffic from the committed development sites is towards Petersfield Road and Eastleigh Road – both of which are outside the study area for the application site. Looking in more detail at the Colt site (18/00244), the agreed Transport Assessment for that site shows that just 7 morning peak vehicles route east / west on Bartons Road to enter/exit the application site study area (at the Bartons Road / Horndean Road junction) and only 6 do that in the evening peak hour. On the other hand the use of an unadjusted TEMPRO growth rate is applied to the entire study area for the application site.

9.2.9 Therefore, the remainder of this section presents the 2026 sensitivity testing on the basis of the updated TEMPRO rates. The updated traffic flows are provided as:

- 2026 + Committed Development – **TFAd1 / TFAd2**
- 2026 + Committed Development + Development – **TFAd3 / TFAd4**

Redlands Roundabout

9.2.10 The amended Redlands Roundabout model has been run using the 2026 sensitivity test flows with the results presented in **Table 9.6** below and provided in full at **Appendix F**.

Table 9.6: Redlands Roundabout Amended Model Operational Assessment

	Morning Peak			Evening Peak		
	RFC	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)
2026 + Committed Development						
Redlands Lane	0.31	<1	8	0.14	<1	6
Westbourne Road	0.43	1	7	0.51	1	8
New Brighton Road	0.40	1	8	0.47	1	9
Southleigh Road	0.44	1	10	0.42	1	11
2026 + Committed Development + Development						
Redlands Lane	0.32	1	8	0.14	<1	6
Westbourne Road	0.43	1	7	0.51	1	8
New Brighton Road	0.40	1	8	0.48	1	9
Southleigh Road	0.44	1	10	0.42	1	11

Source: Junctions 9

9.2.11 As demonstrated by **Table 9.6** the outcome of the 2026 test remains the same as that presented in the Transport Assessment, i.e. the junction operates well within capacity on all approaches and in all scenarios.

Southleigh Road / Hollybank Lane Junction

9.2.12 The amended Southleigh Road / Hollybank Lane junction has been assessed using the 2026 flows with results presented in **Table 9.7** and provided in full at **Appendix F**.

Table 9.7: Southleigh Road / Hollybank Lane Amended Model Operational Assessment

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (vehs)	Delay (s/veh)	RFC	Queue (vehs)	Delay (s/veh)
2023 + Committed Development						
Hollybank Lane Left out	0.03	0	7	0.01	0	7
Hollybank Lane Right out	0.21	<0	10	0.16	<1	10
Southleigh Road	0.03	0	5	0.05	<1	5

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (vehs)	Delay (s/veh)	RFC	Queue (vehs)	Delay (s/veh)
2023 + Committed Development + Development						
Hollybank Lane Left out	0.04	0	8	0.01	0	7
Hollybank Lane Right out	0.45	1	15	0.27	<1	11
Southleigh Road	0.03	0	5	0.05	<1	6

Source: Junctions 9

9.2.13 As demonstrated by **Table 9.7** the outcome of the 2026 test remains the same as that presented in the Transport Assessment, i.e., the junction operates well within capacity on all approaches and in all scenarios.

Wraysbury Park Drive / Long Copse Lane Junction

9.2.14 The amended Wraysbury Park Drive / Long Copse Lane junction has been assessed using the 2026 flows with results presented in **Table 9.8** and provided in full at **Appendix F**.

Table 9.8: Operational Assessment for Long Copse Lane / Wraysbury Park Drive Junction

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (vehs)	Delay (s/veh)	RFC	Queue (vehs)	Delay (s/veh)
2026 + Committed Development						
Wraysbury Park Drive	0.04	0	6	0.04	0	6
Long Copse Lane	0.02	0	6	0.03	0	6
2026 + Committed Development + Development						
Wraysbury Park Drive	0.04	0	7	0.05	<1	7
Long Copse Lane	0.02	0	6	0.03	0	6

Source: Junctions 9

9.2.15 As demonstrated by **Table 9.8** the outcome of the 2026 test remains the same as that presented in the Transport Assessment, i.e., the junction operates well within capacity on all approaches and in all scenarios.

Long Copse Lane

9.2.16 In addition to the off-site junctions both the western and eastern site access junctions have been assessed for the new 2026 scenario summarised in **Table 9.9** and **Table 9.10** below and provided in full at **Appendix F.**

Table 9.9: Proposed Western Long Copse Lane Site Access – 2026 'with development'

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (PCUs)	Delay (s/PCU)	RFC	Queue (PCUs)	Delay (s/PCU)
2026 + Committed Development + Development						
Site Access	0.04	0	7	0.02	0	7
Long Copse Lane	0.00	0	5	0.01	0	6

Source: Junctions 9

Table 9.10: Proposed Eastern Long Copse Lane Site Access – 2026 'with development'

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (PCUs)	Delay (s/PCU)	RFC	Queue (PCUs)	Delay (s/PCU)
2026 + Committed Development + Development						
Site Access	0.21	<1	8	0.09	<1	7
Long Copse Lane	0.01	0	6	0.02	0	6

Source: Junctions 9

9.2.17 As demonstrated above both site access junctions work well within capacity in the amended 2026 scenario.

Southleigh Road / Horndean Road Staggered Crossroad

9.2.18 The Southleigh Road / Horndean Road staggered crossroads junction has been assessed using the 2026 flows with results presented in **Table 9.11** and provided in full at **Appendix F**.

Table 9.11: Operational Assessment of Southleigh Road / Horndean Road - 2026

Arm	AM Peak Hour			PM Peak Hour		
	DoS	Queue (PCUs)	Delay s/PCU	DoS	Queue (PCUs)	Delay s/PCU
2026 + Committed Development						
Horndean Road (N)	20.7%	<1	1	25.6%	<1	1
Southleigh Road (E)	68.5%	1	9	79.3%	2	16
Horndean Road (S)	18.3%	<1	1	22.5%	<1	1
Southleigh Road (W)	34.1%	<1	4	32.2%	<1	5
2026 + Committed Development + Development						
Horndean Road (N)	21.5%	<1	1	27.7%	<1	1
Southleigh Road (E)	82.5%	2	15	89.3%	4	28

Arm	AM Peak Hour			PM Peak Hour		
	DoS	Queue (PCUs)	Delay s/PCU	DoS	Queue (PCUs)	Delay s/PCU
Horndean Road (S)	18.8%	<1	1	23.9%	<1	1
Southleigh Road (W)	35.7%	<1	4	34.0%	<1	6

Source: LinSig

9.2.19 As demonstrated above the Southleigh Road crossroads junction works within capacity on all arms and in both 2026 sensitivity test scenarios. The addition of development traffic results in a maximum increase in queuing of 2 vehicles and 12 seconds of additional delay. Therefore, the conclusions put forward in the Transport Assessment relating to this junction, i.e. that it will work within capacity with the addition of development, remains valid.

Emsworth Common Road / Bartons Road / Horndean Road Staggered Crossroads

9.2.20 The Emsworth Common Road / Bartons Road / Horndean Road staggered crossroads junction has been assessed using the 2026 flows with results presented in **Table 9.12** and provided in full at **Appendix F**.

Table 9.12: Operational Assessment of Emsworth Common / Horndean Road / Bartons Road Staggered Crossroads – 2026

Arm	AM Peak Hour			PM Peak Hour		
	DoS	Queue (PCUs)	Delay s/PCU	DoS	Queue (PCUs)	Delay s/PCU
2026 + Committed Development						
B2148 Comley Hill (N)	22.5%	<1	1	20.6%	<1	1
Emsworth Common Road (E)	47.9%	1	6	91.6%	5	30
Horndean Road (S)	30.7%	<1	1	25.3%	<1	1
Bartons Road (W)	92.9%	5	36	74.6%	1	12
2026 + Committed Development + Development						
B2148 Comley Hill (N)	22.7%	<1	1	21.3%	<1	1
Emsworth Common Road (E)	48.3%	1	6	93.4%	6	37
Horndean Road (S)	33.6%	<1	1	26.5%	<1	1
Bartons Road (W)	96.7%	8	53	81.1%	2	16

Source: LinSig

9.2.21 As demonstrated above the Emsworth Common Road staggered crossroads operates approaching capacity however remains within capacity on all arms in both the with and without development scenario. The development results in a maximum impact of 3 queueing vehicles in the morning peak hour and an additional 17 seconds of delay. This is the same impact identified in the Transport Assessment with the junction continuing to operate within theoretical capacity.

9.3 Summary

9.3.1 Following comments received from HCC additional checks of the capacity models as well as a 2026 sensitivity test has been undertaken. This demonstrates that the results presented in the Transport Assessment remain robust and valid and the conclusions remain the same, i.e. that development can be accommodated on the local highway network without materially impacting upon the operation of nearby junctions.

SECTION 10 Construction Traffic Management Plan (CTMP)

10.1 Introduction

10.1.1 The HCC response **(Appendix A)** notes:

> ***Consideration will need to be given in the provision of any obligation or condition on how to ensure no construction traffic accesses the site in the absence of the improvement works to Long Copse Lane and the associated CTMP. It may be that this would be aided through provision of a framework CTMP at this stage.***

10.1.2 The proposed development will involve construction activity. Construction activities will involve the creation of the site access, on site roads and infrastructure and the construction of the new homes. This will involve the delivery of plant and materials and earthworks and excavation which will require the use of Heavy Goods Vehicles (HGVs).

10.1.3 One of the first activities will be to complete the proposed improvements to Long Copse Lane which have been tested as part of the technical approval process and they are agreed with HCC to be sufficient to allow the safe passage of all traffic including HGVs. The technical approval process including the testing of a car passing all types of commercial vehicle and two 8m lorries passing one another.

10.2 Construction traffic

10.2.1 The construction process (both the improvements and the development) will require contractors, operatives and other site staff who will need to travel to and from the site in light vehicles.

10.2.2 The peak daily construction traffic movements for the proposed development are anticipated to be around 40 two-way car and van movements and 5 two-way HGV movements. Construction traffic movements are expected to occur over a four or five-year period.

10.2.3 The effects of construction traffic would be temporary and the above numerical assessment is likely to be an over estimation. To support this assumption, it is noted that the assessment for a nearby site by Barratt David Wilson of 320 dwellings (the Forty Acre farm) assumes number of daily HGV movements during its construction period.

10.2.4 The proposed working hours for construction will be controlled and this will mean that few construction personnel will be arriving or departing during the peak hour periods, with the construction working hours controlled through the CEMP.

10.2.5 The volumes of traffic associated with the construction period are considerably lower than those predicted once the proposed development becomes complete and fully occupied. Therefore, any impact will be comparatively lower than the impact post completion as set out in the Transport Assessment.

10.3 Framework Construction Traffic Management Plan

Access and Compounds

10.3.1 It is envisaged that there will be a number of compounds in use during the construction. The exact location and period of operation of these compounds would be determined in detailed design and this framework CTMP would be updated for approval by HBC and HCC to reflect these locations. However, at this stage it is expected that the principal compounds would be on the site itself. These compounds would be accessed via Long Copse Lane and will be manned and secure enabling control of movements.

10.3.2 It is likely there will be internal compounds associated with certain phases of the development, although not necessarily in use at the same time. It is likely that all construction workers will park at the main compound on the site. Any workers employed at other compounds/construction areas would walk or be transported in groups to those locations.

Vehicle routing

10.3.3 All construction vehicles (other than workers arriving and departing) would be required to follow a pre-determined route as set out in the CTMP in agreement with HBC / HCC. The primary aim would be to ensure no construction vehicles route through Wraysbury Park Drive or Long Copse Lane to the east and instead use Hollybank Lane and the primary highway network that has been assessed in this report.

10.3.4 Accordingly, the prescribed route is likely to be:

- Leave A27(T) turn onto A259;
- North onto B2148;
- Right onto Southleigh Road; and
- Left into Hollybank Lane.

10.3.5 Vehicle routes would be provided to all contractors, sub-contractors and delivery firms prior to arrival and relayed to site personnel via tool-box talks.

10.3.6 In addition, dedicated "Long Copse Lane Construction" temporary signs would be installed at key locations along the route to direct construction traffic to follow the prescribed route. In addition, signs must be located on the approach to roads where construction vehicles will not be permitted on the key routes. Final locations would be approved by HBC/ HCC.

Exceptional / Abnormal Loads

10.3.7 During the construction period, there maybe be an occasional requirement for abnormal loads associated with delivery of specific plant or pre-fabricated structures and these could be outside of those tested through the technical approval process completed to date. A more detailed CTMP will form part of a CEMP that will include further testing of the passage of vehicles to HCC's satisfaction. Further management of these exceptional loads could be managed by control measures on site and could be co-ordinated with HBC and HCC (with appropriate notification to the Police).

10.3.8 The exact nature of these exceptional / abnormal loads is not known at this stage. However, swept path analysis will be undertaken and included within the final CTMP for the construction route in operation at the time; this would confirm the suitability of the route for these vehicles. The timing of these loads must be programmed to ensure it did not coincide with the busiest periods on the road network.

SECTION 11 Long Copse Lane East Assessment

11.1 Introduction

11.1.1 The HCC response **(Appendix A)** notes:

> ***The demonstration of vehicles being able pass each other and of appropriate forward visibility should however be provided for the remaining section of Long Copse Lane to the east of the site to ensure its safe for those small number of additional movements proposed.***

11.2 Assessment

11.2.1 Firstly it is noted that WSCC are the Local Highway Authority of part of Long Copse Lane to the east of the site. They have confirmed that they have no objection to the proposed development and their consultation response is included in **Appendix G**.

11.2.2 A further assessment of that part of Long Copse Lane to the east of the site that is in the control of HCC is now shown on **drawing ITB13525-GA-007** which shows the existing inter-visible passing places on Long Copse Lane in the HCC area.

11.2.3 On the basis of the very low existing traffic flows, the minimal increase arising from the development (one extra vehicle every three minutes), the existence of no recorded accidents anywhere on Long Copse Lane in the last seven-year period, it is concluded that the section of Long Copse Lane to the east (but in the HCC area) will continue to provide a safe and suitable highway environment for traffic with the development in place. This is the published conclusion that WSCC have reached.

SECTION 12 Wraysbury Park Drive

12.1 Introduction

12.1.1 The HCC response **(Appendix A)** notes:

> ***A S106 contribution will be required to address the impacts arising from increased use of Wraysbury Park Drive which will enable the Highway Authority to consider the future position on access between Long Copse Lane and Wraysbury Park for vehicle traffic to address this issue. An appropriate contribution amount will need to be agreed with the applicant.***

12.2 Response

12.2.1 The traffic assessment work shows that the potential closure of Wraybury Park Drive does not have any material consequence for the results of the traffic assessments within the Transport Assessment.

12.2.2 On this basis, it is not clear what the basis for a contribution is, as any contribution would need to meet the CIL Reg 122 tests:

a necessary to make the development acceptable in planning terms;

b directly related to the development; and

c fairly and reasonably related in scale and kind to the development

12.2.3 A design for the closure of the junction was included within the Transport Assessment, to assist HCC's aspiration for the closure as shown on **drawing ITB13525-GA-020**. As stated in the Transport Assessment, this was prepared for HCC to consider developing and implementing as part of its forward programme of county-wide transport schemes.

12.2.4 However, in order to assist HCC, the scheme has been costed with the full breakdown included in **Appendix H**.

SECTION 13 Updated Travel Plan

13.1 The HCC response **(Appendix A)** notes:

> ***This Framework Travel Plan (FTP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A Guide to Development Related Travel Plans". Whilst the quality of this FTP is generally excellent it still requires some amendments before it can be approved.***

13.2 The points raised by HCC are limited to:

- *The Framework Travel Plan should reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Land and Partners would suffice.*
- *The Framework Travel Plan includes an action plan. However, it does not include a cost estimate for the proposed measures and the Travel Plan coordinator. This figure must be included and be used to approximate a Travel Plan Cash Deposit.*
- *The action plan should consider provision of funding for additional cycle and scooter parking for the catchment schools to encourage sustainable travel. Given the distances to the catchment schools this is considered an appropriate form of mitigation.*
- *A minimum 35% response rate must be attained in order for travel questionnaire surveys to be considered statistically significant. If this cannot be achieved, then discussions should be had with HCC regarding carrying out TRICS, SAM or ATC surveys*.

13.3 These points have all been addressed in the updated Travel Plan included in **Appendix I.**

SECTION 14 Summary and Conclusion

14.1 Summary

14.1.1 Hampshire County Council (HCC) responded to the application in a letter dated 18 November 2021 **(Appendix A)**.

14.1.2 The response sought additional information as summarised below:

- A WCHAR assessment including consideration of routes to school and wayfinding needs;
- Updates to the internal footway/cycle provision including the adoption status;
- Further consideration of access to BOAT 66A;
- Updated plans in relation to the Redlands Link (footpath 67) including provision of a safety audit;
- Updated assessment of suitable walking and cycling distances;
- Provision of a contribution value for bus infrastructure and services;
- Updated forecast year junction assessment;
- Amendments to the junction capacity assessment model builds;
- Provision of a Framework Construction Traffic Management Plan (CTMP);
- Updates to assumed committed development;
- Long Copse Lane east – assessment of forward visibility and passing opportunities;
- Provision of a contribution value for Wraysbury Park Drive closure; and
- An updated travel plan.

14.1.3 A meeting was held with HCC on 29 November 2021 where the above was discussed and agreement was reached on the extent of work to be completed. The work has now been completed as set out above and summarised in **Table 14.1**.

Table 14.1: Summary of HCC comments and agreed actions at meeting on 28 November 2021

HCC Comment	Action / Information
A WCHAR, schools and wayfinding needs	

HCC Comment	Action / Information
WCHAR to include equestrian use.	An equine based WCHAR has been completed which shows that the proposed highway scheme within the study area will benefit equestrian users by delivering a greater width of usable carriageway on Long Copse Lane and delivering highway conditions that align with those recommended by the British Horse Society. **See Section 2** and **Appendix B.**
The routes listed below should be included with regards access to shops, school etc as part of the WCHAR assessment *-Emsworth Train Station and Emsworth centre (taken as Emsworth Co-Op)* *-Southleigh Co-Op* *-Westborne Co-Op* *-St James Primary (walking only)* *-Warblington Secondary School (cycle only)*	A series of WCHAR and Non-Motorised User Route Audits to cover Routes have been completed as summarised in **Section 2** shown in **Figure WCHAR1** and included in full in **Appendix B** The WCHARs include a series of drawings to identify and design improvements on routes and the improvements have been costed. The applicant is prepared to help bring these improvements forward through CIL or a Section 106 contribution
The crossing at Southleigh Road/Horndean Road has been identified as requiring upgrading. It is currently of a historic design and is inconspicuous to drivers. The applicant should consider improvements to this crossing point as a result of increasing demand, with the crossing forming part of the route to school for Warblington. Measures here may be tied to the need for capacity improvements but should consider bringing the crossing up to standard and providing measures to highlight the crossing provision. Observations should be taken on the number of crossing demands at this location to determine appropriate measures for improvement	Morning and afternoon school time pedestrian and cycle surveys have been completed and an assessment completed in **Section 3**. This shows the existing crossing meets design standards and no improvements are needed.
Updates to the internal footway/cycle provision including the adoption status	

HCC Comment	Action / Information
Pedestrian and cycle improvements directly within the application site that run parallel with Long Copse Lane, a minimum width of 3m, with a sealed surface and lit so it can be utilised as an all-purpose route should be provided. At present the route is shown indicatively on the masterplan (drawing 170116/SL/SK1) to be present from just to the east of the eastern vehicle access to the start of the footway provision on the bend of Long Copse Lane and Hollybank Lane. The path would serve as a pedestrian/cycle and potentially equestrian route should be put forward for adoption and constructed to an adoptable standard. The Highway Authority would welcome further discussions on this matter. *The delivery of the footway/cycleway within the site must be delivered in a comprehensive way and in a manner which ensures that the full provision (i.e. that part within the western parcel) will come forward in a timely manner. The Highway Authority are mindful of representations and discussions held at the Local Plan Enquiry and seek to engage further with the landowners and Planning Authority to determine if a more comprehensive delivery mechanism can be agreed between all parties.*	**Section 4** covers the site masterplan which has been updated (**Appendix D**) to show a 3m walking and cycling route within the site and a new potential point of pedestrian and cycle access at the south-eastern extremity of the site has been designed on **drawing ITB13525-GA-007**.
Further consideration of access to BOAT 66A	
Consideration of providing the footway within the highway land at the bend of Long Copse Lane/Hollybank Lane and appropriate crossing to BOAT should be given. *Consideration of how those from the development will access the BOAT should be given.*	An assessment of the likely additional demands on the BOAT from the development and the accessibility of it is included in **Section 5** and **Appendix D**. This includes a design for a crossing point from bend of Hollybank Lane into BOAT66.
Updated plans for Redlands Link (footpath 67) including provision of a safety audit	

HCC Comment	Action / Information
Reference is made within drawing ITB123525-GA-103 Rev A to the provision of bark chipping. This should be amended as it would not make a suitable all purpose surfacing material as it would not be appropriate for mobility impaired, wheelchair users, pushchairs or pedal cyclists. A hogging path should be provided to be in keeping with the right of way status and provide the required suitable sustainable access link. The works to Redlands Lane to convert the existing verge shared use path would result in the felling of 3 well established trees. A full Arb assessment of these trees would need to be undertaken in order to determine their value as an asset. The Highway Authority don't generally support the removal of trees unless necessary and the designers should seek to avoid tree loss through design if possible. A safety audit should be undertaken on this element of the proposed improvements as this was not included within the original Safety Audit Assessment.	**Section 6** provides details of how the design of the improvements to Redlands Lane have been updated and a hoggin surface is now proposed. The trees on Redlands Lane (road) are proposed to be retained – all shown on **drawing ITB13525-GA-103.** A Stage 1 Road Audit and Designers Response has been completed in **Appendix E.**
Pedestrian link via Colman Copse	
The link from the site to the crossing on Long Copse Lane should be provided at 3m to adequately cater for pedestrians and cyclists.	**Section 4** covers this matter and **Drawing ITB13525-GA-102** has been updated to show a 3m width.
Updated assessment of suitable walking and cycling distances	
Amend Table 6.2 to confirm routes and measurements are from centre of site	**Section 7** provides updated measurements and have been taken from the centre of the site. There is some lack of reconciliation with the routes in the WCHARs (**Section 2**) as the WCHARs consider a number of varying route choices.
Provision of a contribution value for bus infrastructure and services	
Discussions should be held with the Highway Authority on that funding No.27. In addition, a contribution should be made to provide real time information at the bus stop closest to the site along with the stop in Emsworth centre. The stops closest to the site would also benefit from improvements to the waiting facilities including the shelters and information poles.	**Section 8** considers the funding of Bus No.27 and bus waiting facilities and proposes to help fund local Real Time Information at local bus stops.
Warblington Footbridge	
Access to Warblington Station would also be enhanced by the provision of Warblington footbridge discussed elsewhere in this response.	**Section 8** considers Warblington Footbrige and puts forward a potential methodology for the development providing a contribution to the footbridge.

HCC Comment	Action / Information
Cycle parking at Emsworth Rail Station	
Consideration should be given on whether cycle parking infrastructure is sufficient at the railway stations and whether support for additional provision would ensure travel by rail from the site would be considered an attractive travel mode.	**Section 8** considers cycle parking at Emsworth Station and shows that there is ample parking for cycles at the station.
Updated forecast year junction assessment	
The Highway Authority require modelling up to 2026.	**Section 9** summarises the traffic assessment work and the full assessment work including 2026 is included in **Appendix F** - *Traffic Assessment* Technical Note
Amendments to the model builds	
Model builds to be updated for: *Redlands Roundabout* *Southleigh Road / Hollybank Lane T-Junction* *Wraysbury Park Drive / Long Copse Lane T-Junction* *Eastern Site Access T-Junction* *Western Site Access T-Junction* *Southleigh Road / Horndean Road staggered crossroad junction* *Emsworth Common Road / Bartons Road / Horndean Road staggered crossroad Junction*	**Section 9** includes updated base models and results and the full work in included in **Appendix F** - *Traffic Assessment* Technical Note.
Provision of a framework CTMP	
Consideration will need to be given in the provision of any obligation or condition on how to ensure no construction traffic accesses the site in the absence of the improvement works to Long Copse Lane and the associated CTMP. It may be that this would be aided through provision of a framework CTMP at this stage	**Section 10** provides a draft Framework CTMP.
Updates to assumed committed development	

HCC Comment	Action / Information
Since pre-application discussions there have been a number of additional development sites along the Bartons Road corridor which may impact the assessment. There have also been approve and built out development on Horndean Road which would not feature in the traffic surveys. These are: *•The crematorium site on Bartons Road – Redrow Development* *•Colt International on Bartons Road – Drew Smith Development* *•Land West of Horndean Road - Bellway Development* *Planning is also being sought at present of land at the former SSE offices on Bartons Road.* *How committed development has been considered within the data should be set out by the applicant.*	**Section 9** summarises the treatment of committed development and the full assessment work is included in **Appendix F** - *Traffic Assessment* Technical Note
Long Copse Lane east – assessment of forward visibility and passing opportunities	
The demonstration of vehicles being able pass each other and of appropriate forward visibility should however be provided for the remaining section of Long Copse Lane to the east of the site to ensure its safe for those small number of additional movements proposed.	**Section 11** and **drawing ITB13525-GA-029** assesses the forward visibility on the eastern part of Long Copse Lane.
Provision of a contribution value for Wraysbury Park Drive closure	
A S106 contribution will be required to address the impacts arising from increased use of Wraysbury Park Drive which will enable the Highway Authority to consider the future position on access between Long Copse Lane and Wraysbury Park for vehicle traffic to address this issue. An appropriate contribution amount will need to be agreed with the applicant.	**Section 12** provides a cost for the potential closure of the access between Long Copse Lane and Wraysbury Park Drive and the costings are provided in **Appendix H.**
Updated travel plan	
Minor updates to Travel Plan	An updated Travel Plan is included at **Appendix I.**

Proposed improvements and benefits

14.1.4 As set out above, the application site will deliver and enable a large amount of significant highway benefits, including:

Off-site highway improvements

- The delivery of the comprehensive highway improvement scheme to Long Copse Lane including a new footway on Hollybank Lane, new crossings to Redlands Lane, Wraybury Park Drive and BOAT66a shown on drawings **ITB13525-GA-101** and **ITB13525-GA-102;**

- The delivery of the comprehensive surface water drainage scheme embedded in the improvement scheme to Long Copse Lane shown on drawings **ITB13525-GA-101** and **ITB13525-GA-102;** and
- The delivery of the improvements to Redlands Lane enabling a continuous walking and cycling route to all local services and facilities as shown on **drawing ITB13525-GA-103**;

On-site highway works

- The delivery of an east-west walking and cycling route within the site as shown on the updated Masterplan in **Appendix D**.

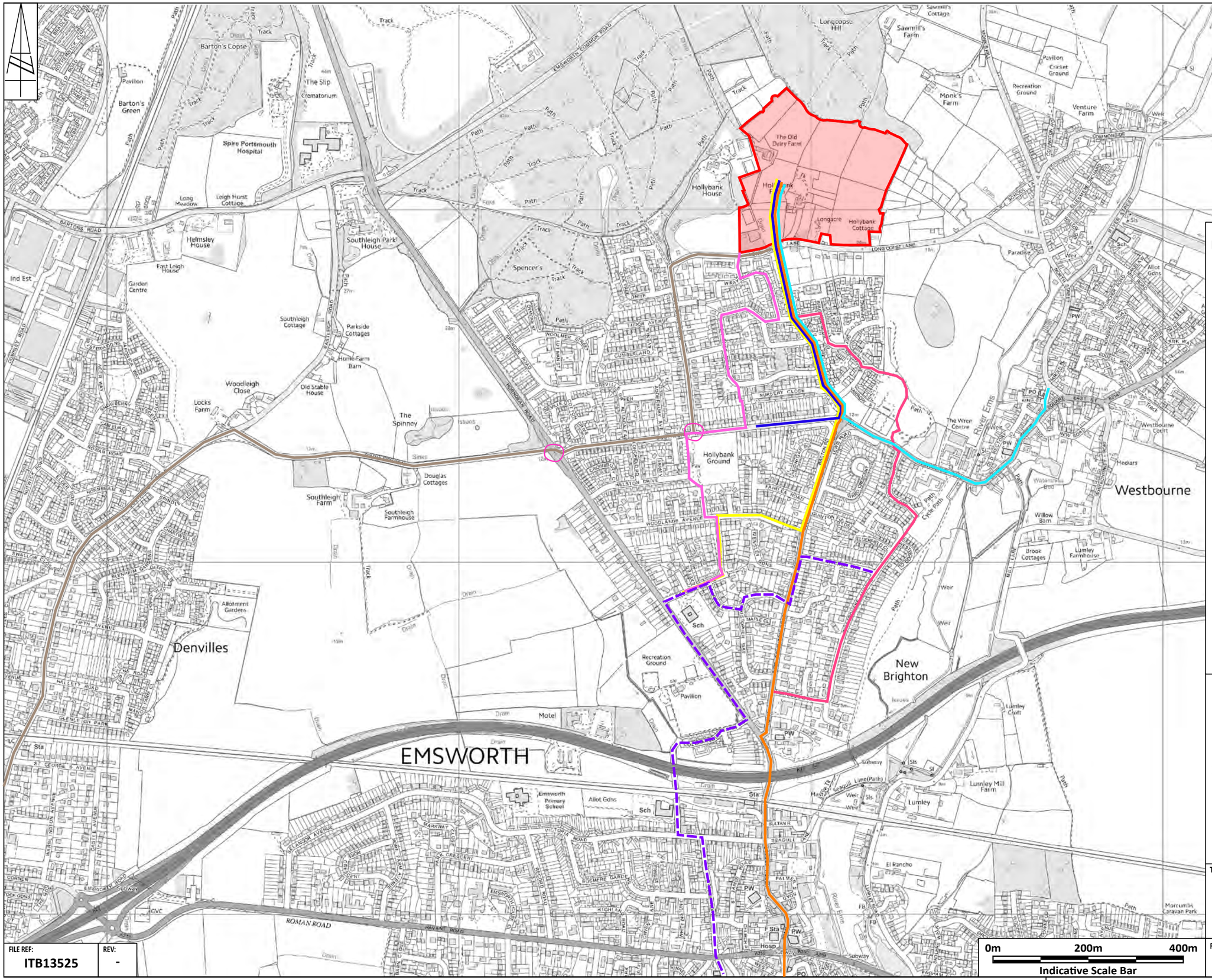
Financial contributions

- A financial contribution of £15,000 towards the installation of local Real Time Information for local bus services as set out in **Section 8**;
- A financial contribution (to be agreed with HCC) towards the Warblington Footbridge project as set out in **Section 8**;
- A financial contribution of £15,300 towards the potential closure of Wraysbury Park Drive as set out in **Section 12**;
- A financial contribution of £18,500 towards a series of local walking and cycling improvements to Emsworth, local schools, the train station and Westbourne as set out in **Appendix B**;
- A Travel Plan for the site with a range of costed measures totalling £37,500 as set out in **Appendix I**; and
- The payment of HCC's Travel Plan monitoring and approval costs totalling £16,500.

14.2 Conclusion

14.2.1 This report has provided all the additional information sought by HCC in their application response (**Appendix A**). It demonstrates that the application site will provide and enable a large amount of significant highway benefits and in the context of both relevant local and national planning policy there is no reason to prevent this site (which is identified for development by HBC) from coming forward subject to the conclusion of a Section 106 Agreement and imposition of planning conditions.

FIGURES



KEY

- SITE BOUNDARY
- ROUTE A - ST JAMES C OF E PRIMARY SCHOOL
- ROUTE A1 - ST JAMES C OF E PRIMARY SCHOOL
- ROUTE B - CO-OP
- ROUTE C - TRAIN STATION AND EXTENSION TO EMSWORTH CENTRE
- ROUTE C1 - TRAIN STATION AND EXTENSION TO EMSWORTH CENTRE
- ROUTE D - CO-OP WESTBOURNE
- ROUTE E - WARBLINGTON SECONDARY SCHOOL
- ALTERNATIVE CYCLE ROUTE TO EMSWORTH CENTRE
- ADDITIONAL WCHAR CROSSING LOCATIONS

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TITLE:

LONG COPSE LANE, EMSWORTH

WCHAR PLAN

FIGURE No:

WCHAR 1

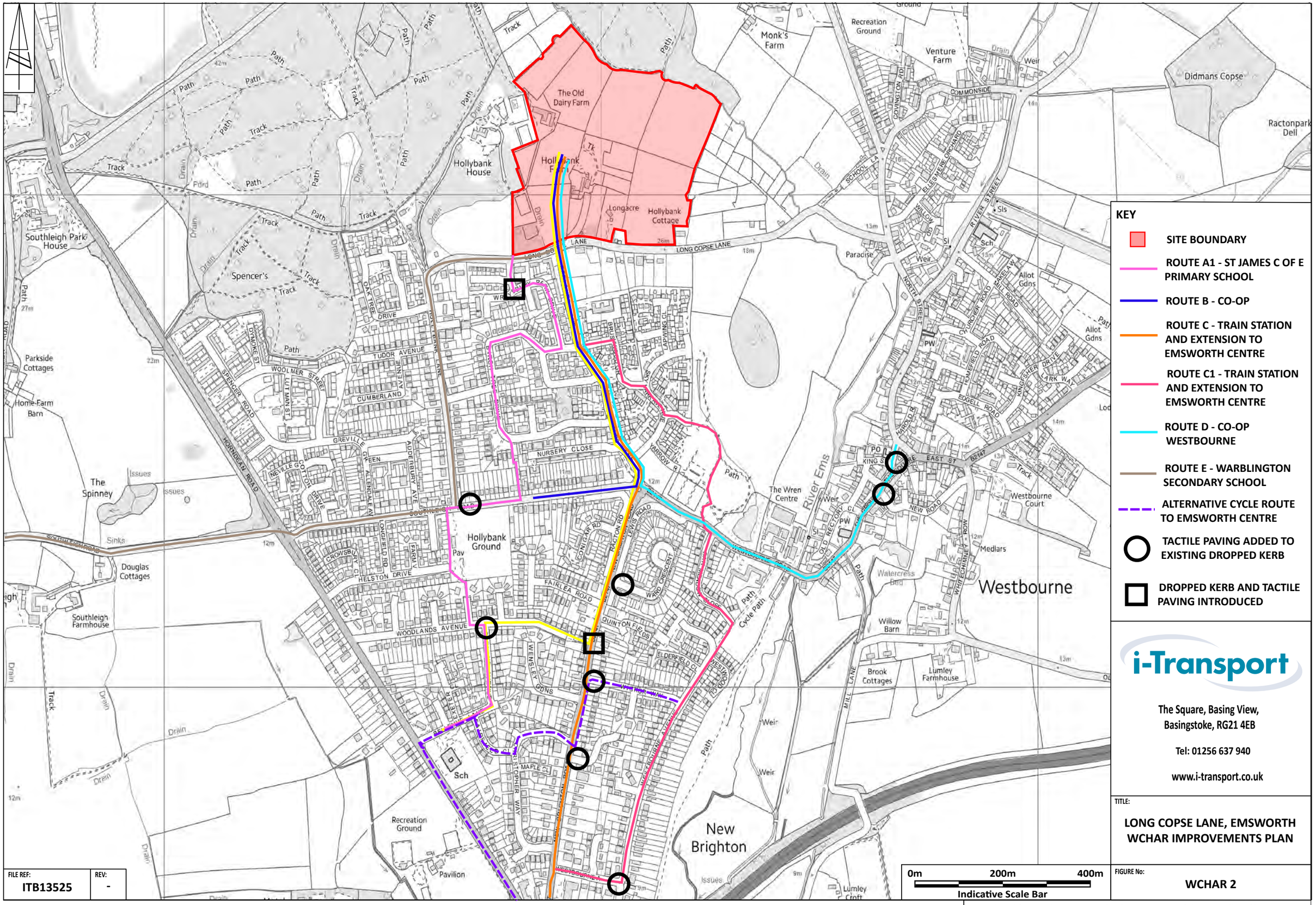
FILE REF: **ITB13525**

REV: **-**

0m 200m 400m

Indicative Scale Bar

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KEY

- SITE BOUNDARY
- ROUTE A1 - ST JAMES C OF E PRIMARY SCHOOL
- ROUTE B - CO-OP
- ROUTE C - TRAIN STATION AND EXTENSION TO EMSWORTH CENTRE
- ROUTE C1 - TRAIN STATION AND EXTENSION TO EMSWORTH CENTRE
- ROUTE D - CO-OP WESTBOURNE
- ROUTE E - WARBLINGTON SECONDARY SCHOOL
- ALTERNATIVE CYCLE ROUTE TO EMSWORTH CENTRE
- TACTILE PAVING ADDED TO EXISTING DROPPED KERB
- DROPPED KERB AND TACTILE PAVING INTRODUCED

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TITLE:

LONG COPSE LANE, EMSWORTH WCHAR IMPROVEMENTS PLAN

FILE REF: ITB13525

REV: -

0m 200m 400m

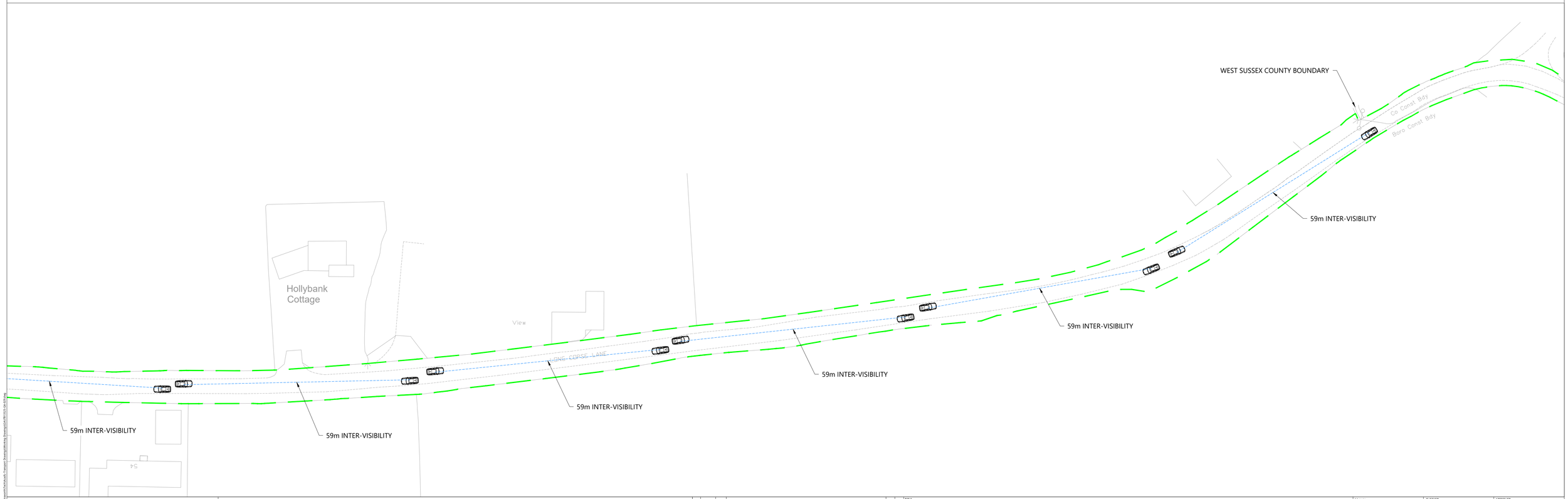
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FIGURE No: WCHAR 2

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DRAWINGS





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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: LONG COPSE LANE INTER-VISIBILITY

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
JD	SJ	SJ
PROJECT No:	SCALE @ A1:	DATE:
ITB13525	1:500	20.12.21
DRAWING No:		REV:
ITB13525-GA-029		-

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POTENTIAL ACCESS POINT TO SERVE WESTERN PARCEL

2.4m x 27.1m VISIBILITY SPLAY

RADII 8.0m

5.5m

2.4m x 27.6m VISIBILITY SPLAY

RADII 8.0m

PEDESTRIAN VISIBILITY 1.5m x 27.6m

PEDESTRIAN VISIBILITY 1.5m x 27.1m (TO TANGENT)

EXISTING VEGETATION ALONG THIS SECTION OF WIDENING TO BE REMOVED AND LANDSCAPE TREATMENT TO BE RE-PROVIDED

6.1m

5.5m

5.5m

5.5m

5.6m

LONG COPSE LANE

PEDESTRIAN VISIBILITY 1.5m x 27.6m

PEDESTRIAN VISIBILITY 1.5m x 27.1m

CUTLINE FOR CONTINUATION SEE DRAWING ITB13525-GA-102

RADII 10.0m

2.4m x 27.1m VISIBILITY SPLAY

TREE RETENTION SUBJECT TO ARBORICULTURALIST

BEND WIDENED TO ALLOW TWO-WAY MOVEMENT USING EXISTING VERGE. EXISTING VEGETATION/SCRUB TO BE CUT BACK TO ACHIEVE MINIMUM OF 25m FORWARD VISIBILITY (20mph).

PEDESTRIAN VISIBILITY 1.5m x 27.6m

PEDESTRIAN VISIBILITY 1.5m x 27.6m (TO TANGENT)

1.8m FOOTWAY

WIDENING OF EXISTING CARRIAGEWAY TO 5.5m TO TIE INTO EXISTING ROAD ALIGNMENT TO THE SOUTH

PEDESTRIAN VISIBILITY 1.5m x 27.1m

PEDESTRIAN VISIBILITY 1.5m x 27.1m

5.5m

PROPOSED GATEWAY FEATURE EXACT DETAILS TO BE AGREED WITH HCC AT DETAILED DESIGN STAGE

HOLLYBANK LANE

CARRIAGEWAY REDUCED TO 5.5m, TO ALLOW FOR 1.8m FOOTWAY TO TIE INTO EXISTING FOOTWAY NETWORK.

OAK TREE DRIVE

No. 59

No. 56

No. 51

No. 2

No. 6

No. 20

No. 71

NOTES:

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- LIGHTING TO BE PROVIDED TO THE LHA SPECIFICATION AND APPROVAL AT THE DETAILED DESIGN STAGE;
- ARBORICULTURAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS; AND
- ECOLOGICAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	14.12.21	MC	FOOTWAY CONNECTION UPDATED	MC	SJ
A	08.04.20	MC	FOOTWAY CONNECTION UPDATED	MC	SJ

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENTS SHEET 2 OF 3

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A1:	DATE:
ITB13525	1:250	12.08.19
DRAWING No:		REV:
ITB13525-GA-101		B

I:\Projects\ITB13525 Land at Emsworth\CAD\GA Long Copse Lane, Emsworth\Overlays\Working Drawings\ITB13525-GA-101 B.dwg

PROPOSED SITE ACCESS
5.5m WIDE WITH 8m RADII AND
2.0m FOOTWAY ON EASTERN SIDE

5.5m

2.0m

RADII 8.0m

2.4m x TANGENT VISIBILITY SPLAY

PEDESTRIAN VISIBILITY 1.5m x 34.6m

2.4m x 34.6m VISIBILITY SPLAY



RADII 8.0m

PEDESTRIAN VISIBILITY 1.5m x 33.0m

2.4m x 33.0m VISIBILITY SPLAY

PEDESTRIAN CONNECTION
WITHIN SITE

5.5m

2.0m

TIE INTO EXISTING CARRIAGEWAY
AND EXISTING WIDTHS TO BE
RETAINED EASTBOUND

PEDESTRIAN VISIBILITY 1.5m x 34.6m

UNCONTROLLED CROSSING WITH
DROPPED KERBS AND TACTILE PAVING





PROPOSED FOOTWAY TO
TIE INTO REDLANDS LANE

SHARED USE UNTIL PAST PADDOCKS
COPSE TO THE SOUTH

PEDESTRIAN VISIBILITY 1.5m x 27.6m

UNCONTROLLED CROSSING WITH
DROPPED KERBS AND TACTILE PAVING

PEDESTRIAN VISIBILITY 1.5m x 33.0m

2.2m

5.5m

PEDESTRIAN VISIBILITY 1.5m x 27.1m

5.5m

5.5m

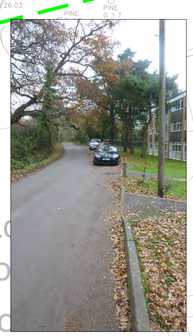
EXISTING LAY BY
TO BE FORMALISED



ENHANCEMENTS TO REDLANDS LANE
AGREED WITH HCC RoW TO ALLOW
PEDESTRIAN AND CYCLE USE



EXISTING TRACK HAS BEEN UPGRADED
AND WIDENED FOR VEHICULAR ACCESS
TO NEW RESIDENTIAL DEVELOPMENT -
PADDOCKS COPSE



PEDESTRIAN VISIBILITY 1.5m x 27.6m

PROPOSED FOOTWAY 1.5m
IN FRONT OF FENCELINE

EXISTING FENCELINE

RADII 8.0m

RADII 10.0m

PEDESTRIAN VISIBILITY 1.5m x 27.1m

2.4m x 27.6m VISIBILITY SPLAY



NO CHANGE TO SURFACE



FURTHER PEDESTRIAN AND CYCLE
IMPROVEMENTS SHOWN ON DRAWING
ITB13525-GA-103

CUT LINE FOR CONTINUATION SEE
DRAWING ITB13525-GA-101

LONG COPSE LANE

WRAYSBURY PARK DRIVE

No. 20

No. 30

El Sub Sta

NOTES:
- ALL WORKS OUTSIDE THE APPLICATION SITE AREA ARE SHOWN INDICATIVELY AND WILL BE SUBJECT TO S278 SCHEME TO BE AGREED
- DRAINAGE SOLUTION HAS BEEN AGREED BETWEEN HIGHWAYS, FLOOD AND WATER MANAGEMENT AND LAND AND PARTNERS LTD;
- LIGHTING TO BE PROVIDED TO THE LHA SPECIFICATION AND APPROVAL AT THE DETAILED DESIGN STAGE;
- ARBORICULTURAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS; AND
- ECOLOGICAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS

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NOTE:

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REV	DATE	BY	DESCRIPTION	CHK	APD
C	14.12.21	MC	PEDESTRIAN CONNECTION ADDED	MC	SJ
B	10.08.21	MC	ANNOTATION ADDED	MC	SJ
A	08.04.20	MC	FOOTWAY CONNECTION UPDATED	MC	SJ

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENTS
SHEET 3 OF 3

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A1:	DATE:
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DRAWING No:		REV:
ITB13525-GA-102		C

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VIEWPORT 1

PROPOSED IMPROVEMENTS TO LONG COPSE LANE

SHARED USE UNTIL PAST PADDOCKS COPSE TO THE SOUTH

EXISTING TRACK HAS BEEN UPGRADED AND WIDENED FOR VEHICULAR ACCESS TO NEW RESIDENTIAL DEVELOPMENT - PADDOCKS COPSE



NO CHANGE TO SURFACE



STAGGERED BARRIERS ON CYCLEWAY

NOT:E

- MEASURES TO BE IMPLEMENTED AT DETAILED DESIGN STAGE EITHER SIDE OF THE PROPOSED STAGGERED BARRIERS IN ORDER TO PREVENT CYCLISTS FROM BY-PASSING THE STAGGERED BARRIERS
- ADVANCED WARNING SIGNS TO BE PROVIDED ON APPROACHES TO SHARED SURFACE - EXACT DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE
- SUITABLE MEASURES TO BE PROVIDED ON APPROACH TO THE SHARED CARRIAGEWAY TO ENSURE USERS ARE MADE AWARE OF THE CHANGE IN ROUTE CHARACTERISTICS - EXACT DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE
- APPROPRIATE SURFACE TO BE PROVIDED - EXACT DETAILS TO BE AGREED AT DETAILED DESIGN STAGE
- LIGHTING STRATEGY TO BE AGREED WITH HCC AT DETAILED DESIGN STAGE



EXISTING TRACK IS CURRENTLY A BARK SURFACE. SURFACE TO BE UPGRADED TO HOGGIN OR SIMILAR TO HCC REQUIREMENTS TO PROVIDE ALL YEAR ROUND SURFACE

SCALE BAR @ 1:500

0 5 10 25 50

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CUT LINE FOR CONTINUATION SEE VIEWPORT 2

VIEWPORT 2

CUT LINE FOR CONTINUATION SEE VIEWPORT 1

APPROPRIATE ENTRY TREATMENT TO BE AGREED WITH HCC AND DETAILED DESIGN STAGE



EXISTING TREES TO BE RETAINED

PROPOSED CORDUROY PAVING

PROPOSED CORDUROY PAVING

EXISTING VERGE TO BE REMOVED TO PROVIDE SHARED FOOTWAY/CYCLEWAY WITH MINIMUM WIDTH OF 3.0m

FOOTWAY NARROWED IN LOCATION OF EXISTING TREES TO MINIMUM OF 2.4m

EXISTING TREE TO BE RETAINED



DIRECTION SIGN FOR CYCLISTS DIRECTING THEM THROUGH HAMPSHIRE FARM DEVELOPMENT TO EXISTING CYCLE NETWORK

CYCLISTS TO RE-JOIN CARRIAGEWAY

DROPPED KERB TO ALLOW CYCLISTS TO TRAVEL ON CARRIAGEWAY ALONG REDLANDS LANE SHOULD THEY WISH NOT TO TRAVEL THROUGH HAMPSHIRE FARM DEVELOPMENT

HAMPSHIRE FARM DEVELOPMENT

STAGGERED BARRIERS ON CYCLEWAY

PROPOSED CORDUROY PAVING

ON CARRIAGEWAY CYCLE ROUTE TO CONNECT TO CYCLE FACILITIES AT WESTBOURNE ROAD / NEW BRIGHTON ROAD

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Tel: 01256 338640

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REV	DATE	BY	DESCRIPTION	CHK	APD
C	14.12.21	MC	UPDATED TO INCORPORATE STAGE 1 RSA COMMENTS	MC	SJ
B	01.12.21	MC	FOOTWAY CONNECTION UPDATED ALONG REDLANDS LANE	MC	SJ
A	08.04.20	MC	FOOTWAY CONNECTION UPATED ALONG LONG COPSE LANE	MC	SJ

STATUS: FOR INFORMATION

TITLE: PROPOSED FOOTWAY/CYCLEWAY IMPROVEMENTS ALONG REDLANDS LANE

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A2:	DATE:
ITB13525	1:500	30.08.19
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ITB13525-GA-103		C

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Hollybank Cottage

EXISTING FIELD ACCESS TO BE IMPROVED AS PART OF ON-SITE WALKING / CYCLING ROUTE

2.5m x 33m CYCLE VISIBILITY SPLAY

1.5m x 34.6m PEDESTRIAN VISIBILITY SPLAY

1.5m x 33m PEDESTRIAN VISIBILITY SPLAY

2.5m x 34.6m CYCLE VISIBILITY SPLAY (TO ONCOMING TRAFFIC)

1.2mH post and wire

brambles and bushes

NOTE:

VISIBILITY SPLAYS IN ACCORDANCE WITH RECORDED 85th %ILE SPEEDS.

KEY:

EXTENTS OF HIGHWAY BOUNDARY (BASED ON OS MAPPING

SITE BOUNDARY

SCALE BAR @ 1:250

0 1 2 5 10 25

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i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: POTENTIAL EASTERN PEDESTRIAN / CYCLE ACCESS

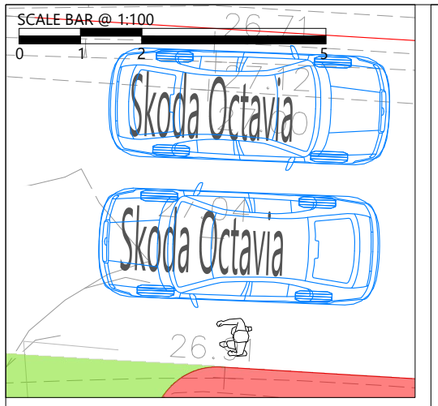
PROJECT: LONG COPSE LANE, EMSWORTH

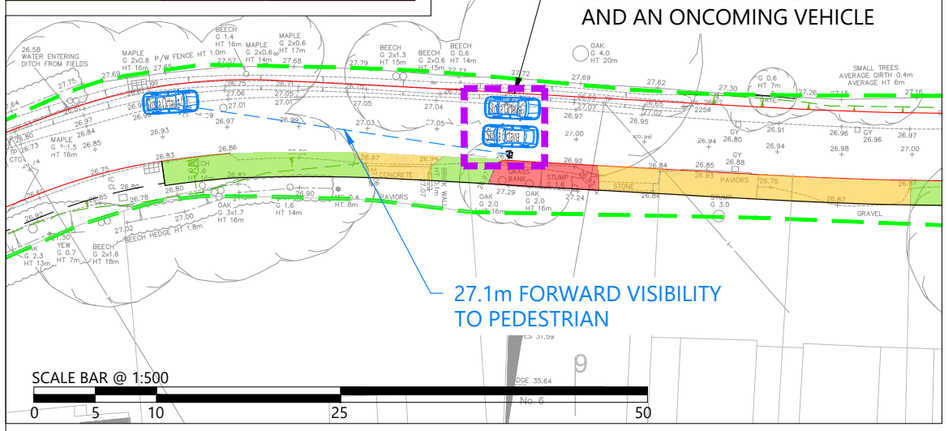
CLIENT: LAND AND PARTNERS

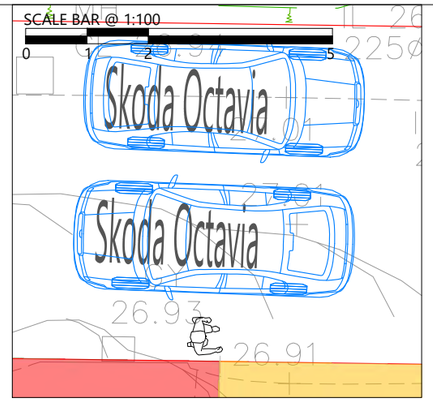
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MC	MC	SJ
PROJECT No:	SCALE @ A3:	DATE:
ITB13525	1:250	14.2.21

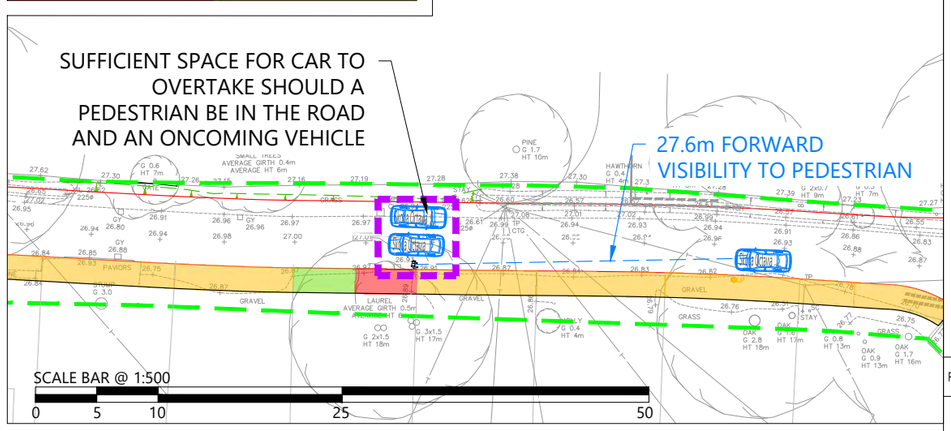
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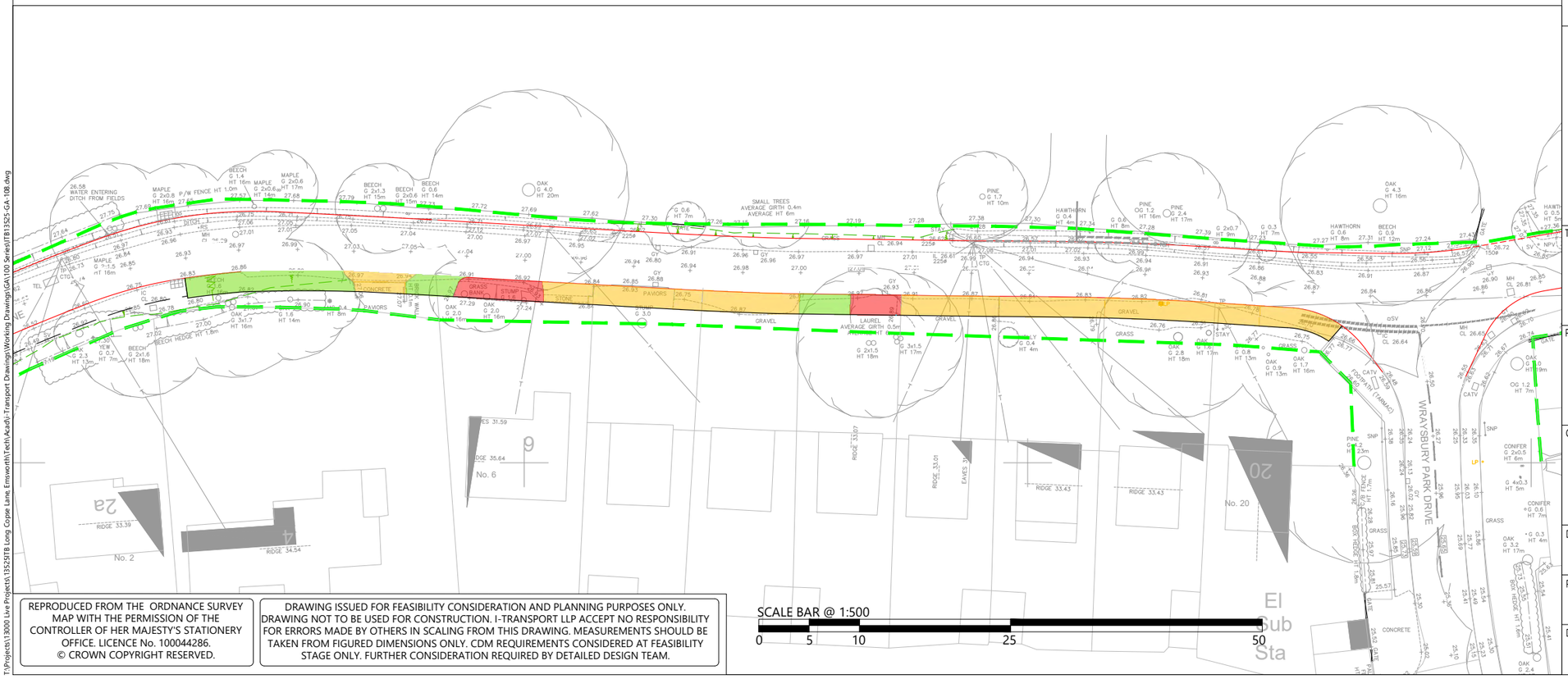
T:\Projects\13000 Live Projects\13525\TB Long Copse Lane, Emsworth\Tech\Acad\i-Transport Drawings\Working Drawings\GA\100 Series\ITB13525-GA-107.dwg











KEY

HIGHWAY BOUNDARY

HARDSTANDING

VERGE

VEGETATION (STANDING NOT POSSIBLE)

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

i-Transport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

TITLE: PEDESTRIAN AREAS FOR WALKING/WAITING

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
MM	MC	SJ
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITB13525	1:500	09.12.21
DRAWING No:		**REV:**
ITB13525-GA-108		-

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APPENDIX A. HCC Response 18 November 2021

Hampshire County Council

Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
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Head of Development Planning
Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

Enquiries to	Holly Drury	*My reference*	6/3/13/174 (033589)
Direct Line	0370 779 3193	*Your reference*	APP/21/00893
Date	18th November 2021	*Email*	Holly.drury@hants.gov.uk

For attention of Mr A Ellis

Dear Sir,

Re: Outline planning application – proposed 210 dwellings with associated landscaping, access and supporting infrastructure on Land North of Long Copse Lane, Emsworth

Thank you for the opportunity to comment on the planning application for the above site. The Highway Authority have considered the information provided within the Transport Assessment (hereafter, TA) and the comments regarding the proposed development are set out below.

Policy Status
The application site makes up part of the area of land identified for development in the emerging local plan under policy H8. The proposed development site covers an area of 14.6ha, more than 85% of the H8 allocation/masterplan area. This site forms part of the wider masterplan area of 16.9ha which proposes circa. 260 dwellings to accommodate the proposed housing allocation in the emerging local plan. This emerging allocation provides the following requirements relevant to the Highway Authority specifically:

- That the development of the site is master planned and delivered in a comprehensive manner;
- Submission on a Transport Assessment and Travel Plan;
- An appropriate means of access is established, which incorporates road widening along Hollybank Lane and Long Copse Lane, to the satisfaction of the Highway Authority;

- The developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in link with Policies E19 and E20; and

- The design and layout:

    - Responds to the semi-urban/rural character of the surrounding residential development to the south;

    - Retains and integrates the protected and existing tree and hedgerows found on and surrounding the site and leaves a substantial landscape buffer between the development and the ancient woodland of Southleigh Forest to the west and north;

    - Provides easy and convenient multi-user links across the site and connecting to existing and planned routes, including those linking north to the Southleigh Forest and the South Downs National Park (Havant BOAT 66a and Havant Bridleway 66b) and those connecting with Emsworth to the south (Havant Footpath 67).

Site Location
The proposed development is located north of Long Copse Lane circa 3.2km north of Emsworth on land that is currently used for horse grazing, rural business, and residential uses. The site is bounded to the north by extensive woodland and to the south by Long Copse Lane. The proposed development site is currently on undeveloped land.

Hampshire County Council's boundary surrounds the site with the West Sussex boarder to the east of the proposed development on the approach to Westbourne.

Sustainable Access
Sustainable access to new development is a key consideration for the Highway Authority and one which is gaining increasing priority when seeking to mitigate the impact of development within an area. It is critical for developments to aid in addressing the climate emergency for sites to be well integrated to existing infrastructure and for the surrounding sustainable infrastructure to be fit for purpose.

It is noted that as part of the TA a narrative has been provided on walking and cycling infrastructure provision. However, the work to date is not considered sufficient in that it fails to identify any deficits in the infrastructure provision and therefore scope of mitigation and improved integration of the site. Given that Long Copse Lane and the surrounding network is subject to a wide range of users including by equestrians, a full WCHAR assessment is required reviewing sustainable access to the development via the surrounding road network. The applicant should make contact with the Highway Authority to agree the study area for the WCHAR assessment. Reference to areas which are required to be included are referenced within this response.

Walking and Cycling

There are a number of existing cycle facilities on the highway network surrounding the proposed development which provide access to Emsworth train station, nearby facilities and local residential areas.

Internal Footway Provision

Long Copse Lane currently operates as a shared surface with no dedicated footways in the vicinity of the site frontage. During pre-application discussions it was agreed between Hampshire County Council and the applicant through a S278 Design Check Approval scheme that Long Copse Lane will be widened not only to provide two-way flow of vehicles but also to provide pedestrian and cycle improvements directly within the site that run parallel with Long Copse Lane itself. This would need to be a continuous link along the frontage of the site and be a minimum width of 3m. The route should be a sealed surface and be lit so it can be utilised as an all-purpose route. At present the route is shown indicatively on the masterplan (drawing 170116/SL/SK1) to be present from just to the east of the eastern vehicle access to the start of the footway provision on the bend of Long Copse Lane and Hollybank Lane. Consideration should be given on whether there is merit extending this link for the full frontage of the allocation to provide opportunity for all vulnerable road users of Long Copse Lane to be separated from vehicular traffic at the earliest point on the network when travelling from the east.

The above route prevents the need for additional highway land to be reclaimed from the southern side of Long Copse Lane across the site frontage. Over time landowners have brought their driveways to the carriageway boundary resulting in encroachment onto the Highway. The Highway Authority are sensitive to the nature of the road and the historic evolvement of the current arrangement and therefore has worked with the applicant to avoid the need for this land to be reclaimed. The delivery of the footway/cycleway within the site however is essential to the acceptance of this provision and must be delivered in a comprehensive way and in a manner which ensures that the full provision will come forward in a timely manner. The Highway Authority are mindful of representations and discussions held at the Local Plan Enquiry and seek to engage further with the landowners and Planning Authority to determine if a more comprehensive delivery mechanism can be agreed between all parties. The importance of this is explained further within this response.

It would be a requirement of the Highway Authority that the route is secured appropriately by condition and for the details to be agreed as part of the discharge of condition prior to a reserved matters application being made, this is to ensure early engagement on the route within the final internal design.

Further consideration must also be given to the adoptable status of the route. As the path would serve as the pedestrian/cycle and potentially equestrian provision the route should be put forward for adoption and constructed to an adoptable standard. The Highway Authority would welcome further discussions on this matter.

Finally, the Highway Authority are aware of equine traffic along Long Copse Lane and it is noted that this use has not been identified within the work set out within TA. As set out this should be included within the WCHAR assessment and considered when reviewing the requested amendments to the internal provision as set out above.

Long Copse Lane/Hollybank Lane provision

To the west of the site, Long Copse Lane merges into Hollybank Lane which has lit footways on both sides of the carriageway apart from a c.65m stretch at the northern end where Hollybank Lane meets Long Copse Lane. Here a footway is only provided along the western stretch of the carriageway and terminates where it meets the access point to BOAT 66A.

It is intended that the footway from within the whole allocation will cross Long Copse Lane on the northern side and a 1.8m wide footway will be provided around the bend into Hollybank Lane to tie into the existing footway on the eastern side of Hollybank.

This provision is not shown on the submitted plan ITB13525-GA-101, instead having been replaced with grass verge. Discussions with the Public Rights of Way team and review of the walking, cycling and equestrian routes from the site to BOAT 66A have highlighted a need for improved connection to the BOAT which has been subject to surface improvements in recent years. It is understood that the applicant believed this section of footway and the associated uncontrolled crossing of Long Copse Lane from the internal footway/cycleway would be provided when the remainder of the site comes forward and discussions were had regarding appropriate access being achieved via Wraysbury Park and the Redlands link to the site. This assessment however did not take into consideration the need to access the BOAT and this was not a matter fully considered at the pre-app stage. Consideration therefore must be given within the WCHAR on the benefit of providing the footway within the highway land at the bend of Long Copse Lane/Hollybank Lane as shown within the Preliminary Design Assessment and an appropriate crossing location identified for pedestrians to safely access the BOAT from the development site.

With the above in mind AADT flows for Long Copse Lane with the introduction of development traffic have been considered against criteria in LTN1/20 to determine that on road cycling would be an appropriate connection to the BOAT and Hollybank Lane from the internal development path. This has demonstrated that the daily vehicle movements are circa 682 two-way movements as recorded in the baseline surveys in 2018. With the development traffic of 732 this totals 1362 vehicle movements a day which is appropriate for on-road cycling as set out within paragraph 7.1.3 of LTN 1/20.

Access via Wraysbury Park Drive

Wraysbury Park Drive provides a walking and cycling route south of the site towards central Emsworth with lit footways on both sides of the carriageway. This provides a pedestrian connection to Southleigh Road via Redlands Lane with continuous footways provided on both sides of the carriageway to the

four-arm roundabout with Southleigh Road, Westbourne Road and New Brighton Road. As discussed at the pre-application stage in accordance with the S278 Design Check Approval scheme, the applicant will be required to provide a pedestrian connection to Wraysbury Park Drive. These are shown as agreed within drawing ITB13525-GA-102 Rev A. However, with the shift in recent policy since the pre-application discussions there is a need to provide even greater focus on the provision for pedestrians and cyclists and the link from the site to the crossing on Long Copse Lane should be provided at 3m to adequately cater for pedestrians and cyclists.

The footway provision has been maximised on the southern side of Long Copse Lane to the east of Wraysbury Park Drive to tie into the existing footway provision and its acknowledged that cyclists would be on carriageway at this point and there is no scope to provide an off-road connection. It is also noted that this is one of 2 access points to this phase of the development for pedestrians and cyclists.

Redlands Link (Footpath 67)

It is proposed within drawing ITB13525-GA-103 Rev A to provide width, alignment and surfacing improvements along Redlands Lane (Footpath 67) as well as the provision of a 3m shared-use footway between Redlands Lane and the Hampshire Farm development providing onward pedestrian and cycle connections. Vegetation clearance will be required to ensure a 3m shared-use footway can be provided along the length of the route as shown in drawing ITB123525-GA-103 Rev A. HCC wish to see the route upgraded to allow cycle use and will process the necessary legal work to deliver this. The Public Rights of Way team through their own representations will be requiring funding to be secured within the S106 to do this work. The route is currently lit, and an assessment will need to be undertaken to ensure that this lighting level is appropriate for its amended use as a result of the development. This would need to be included within any detailed design process and covered through the S278 agreement for the site access works.

It is noted that the northern section of the track has been previously upgraded to provide a vehicle crossover access in tarmac and then a gravel track to the access to 4 new properties. Beyond this, bark has been added to the route which would not be considered to be acceptable. Reference is made within drawing ITB123525-GA-103 Rev A to the provision of bark chipping. This should be amended as it would not make a suitable all purpose surfacing material as it would not be appropriate for mobility impaired, wheelchair users, pushchairs or pedal cyclists. A hogging path should be provided to be in keeping with the right of way status and provide the required suitable sustainable access link.

As footpath 67 is a public right of way the delivery mechanism for the works to this extent of the right of way will need to be agreed with our Public Rights of Way team. It is considered that the improvements here would not fall under the usual S278 approval process and a contribution to implement the works may be a more efficient delivery mechanism.

The works to Redlands Lane to convert the existing verge shared use path would result in the felling of 3 well established trees. A full Arb assessment of these trees would need to be undertaken in order to determine their value as an asset. The Highway Authority don't generally support the removal of trees unless necessary and the designers should seek to avoid tree loss through design if possible. It is noted that the Redlands Link did not make up part of the preliminary design submission and is not subject to the stage 1 safety audit. This would be required to inform the decision making of the Highway Authority. The Highway Authority would welcome further discussion on this provision and the tree loss requirements.

A safety audit should be undertaken on this element of the proposed improvements as this was not included within the original Safety Audit Assessment.

Onward pedestrian provision

Leading on from Redlands Lane towards the town centre, New Brighton Road comprises of a footway along the eastern side of the carriageway for the first 185m south of the roundabout. South of this point, footways are provided on both sides of the carriageway continuously to the junction with Horndean Road. Horndean Road provides connections with Emsworth train station and central Emsworth with a continuous footway provided on the eastern side of the road beneath the A27 and railway bridges.

Westbourne Road to the east of the roundabout provides access to local shops and services in Westbourne. Westbourne Road provides a continuous street lit footway on the southern / eastern side of the carriageway to the junction with New Road. The Square to the northeast, provides access to shops and services surrounding East Street/North Street with footways provided on both sides of the carriageway.

These routes should be included with regards access to shops, school etc as part of the WCHAR assessment.

Cycling Infrastructure

Regarding cycling, there are cycle facilities surrounding the site, these should be considered fully within the WCHAR assessment.

Southleigh Road to the south of the site, is subject to an on-road cycle route which provides connections to Emsworth centre and Emsworth rail station via New Brighton Road. New Brighton Road also is subject to an on-road cycle route connecting with Horndean Road. To the West, the on-road cycle route on Southleigh Road provides connections to Warblington school, Warblington rail station and NCN route 2. NCN route 2 provides connections to the wider network including to Havant, Warblington and Portsmouth to the west and Chichester to the east. From site visits undertaken by the Highway Authority the crossing at Southleigh Road/Horndean Road has been identified as requiring upgrading. It is currently of a historic design and is inconspicuous to drivers. The applicant should consider improvements to this crossing point as a result of increasing demand, with the crossing forming part of the route to

school for Warblington. Measures here may be tied to the need for capacity improvements but should consider bringing the crossing up to standard and providing measures to highlight the crossing provision. Observations should be taken on the number of crossing demands at this location to determine appropriate measures for improvement.

The applicant has based desirable walking and cycling distances on the 2019 National Travel Survey and set out the distances within table 6.2 of the TA. However, the Highway Authority do not deem this acceptable. The assessment should be carried out to identify any local facilities that are within or exceed the recommended walking and cycling distances as set out within 'Providing for Journeys on Foot' (CIHT 2000) which are not superseded by the NTS document. Assessments of walking and cycling routes identified should also be fully supported by a WCHAR assessment as per Hampshire County Councils TG19. The WCHAR should also analyse the suitability of current walking and cycling connections into central Emsworth, to the primary and secondary schools and whether any improvements are deemed necessary.

Under the current assessment measurements are also taken from Long Copse Lane itself. It is clear from the masterplan provided that significant distance will be added to these journeys depending on where in the site residents are located. Therefore, an assumption should be made for distances to be taken to the centre of the site. Table 6.2 should be amended accordingly. It is noted that Saint James' Primary School which would be the catchment school for this site is close to the preferred maximum distance of 2km. Warblington School is already considered above the preferred maximum at 3.6km and therefore is reliant on journeys by pedal cycle. This makes the need for improvements at the Southleigh Road/Horndean Road key to ensuing the route is usable, safe and attractive. Emsworth centre has also not been considered within table 6.2 and should be included, it is considered that the Westbourne Coop acts as an appropriate assessment of the distance to the centre of Westbourne, it is not clear however what route has been used and the route choice for all destinations should be clarified within the table.

Routes to School

The route to Warblington School has in part been covered above in the consideration of the cycling route on Southleigh Road and access to Havant and Warblington Railway Station.

It should also be noted and referenced within the WCHAR that there has been a long-standing requirement for a footbridge at Warblington and this is listed with Havant Borough Councils Infrastructure Plan. At present the bridge isn't fully funded and there remains a deficit to enable its delivery. A contribution should be made to the bridge provision for this site to facilitate a safe route to school.

It is understood from Hampshire County Councils Education team that the catchment primary school for this site would be St James'. Access routes have been identified within the TA but assessment criteria for the routes as set

out above are not clear. This should be more clearly explored through the WCHAR and improvements identified as necessary. The Highway Authority noted from the site visit a lack of crossing provision of Southleigh Road in the vicinity of the access to Southleigh Park. The applicant should explore the scope of providing a pedestrian crossing at the Hollybank Lane/Southleigh Road Junction to provide a safe place for pedestrians to cross when accessing the catchment primary school to the development (St James' CEC Primary School).

Buses:

The nearest bus stops are located to the south of the site on Southleigh Road, east on North Street and south on Westbourne Road which are circa. 750m from the frontage of the site. The two main bus services include route 27 providing opportunities to travel to Emsworth centre, Havant and Rowlands Castle as well as providing connections to Emsworth train station. Route 28A provides a school service between Southleigh Road and Horndean Technology College and only runs during term time. These bus services can be accessed from the Southleigh Road / Hollybank Lane junction on Southleigh Road.

The service frequency in the area is limited at a service every 2 hours and during pre-application discussions it was suggested that the applicant engaged with First Hampshire, the operator of route 27 with the view to provide an enhancement to the service and the facilities at the Southleigh Road bus stops. Route 27 is a service supported by HCC and is currently funded by the County Council. To ensure the future resilience of this service the development should contribute towards the running of the service and discussions should be held with the Highway Authority on that funding stream. In addition, a contribution should be made to provide real time information at the bus stop closest to the site along with the stop in Emsworth centre. The stops closest to the site would also benefit from improvements to the waiting facilities including the shelters and information poles. This should also be covered through the Passenger Transport contribution. These contributions would improve the attractiveness of the service given its infrequency leading to long wait times for users, in addition it would ensure the service remains resilient to budget pressures on the County Council by ensuring its funding is secure allowing the development to demonstrate the commitment to sustainable travel and provide greater potential for the service becoming more commercially viable in the future.

Rail:

Emsworth train station is located circa 1.9km to the south of the site providing frequent rail connections to several destinations including London, Brighton, Southampton, Chichester, and Portsmouth. Emsworth Station is within the preferred maximum walking distance for commuter journeys on foot and would be considered within an appropriate cycling distance. In addition, Warblington Station is located circa 3.5km from the site again within cycling distance from the site.

Consideration should be given on whether cycle parking infrastructure is sufficient at the railway stations and whether support for additional provision would ensure travel by rail from the site would be considered an attractive travel mode. Access to Warblington Station would also be enhanced by the provision of Warblington footbridge discussed elsewhere in this response.

Wayfinding
The routes to school and general walking and cycling routes in the area to Emsworth, Westbourne and Southleigh would benefit from additional wayfinding infrastructure. Wayfinding should be considered as part of the WCHAR assessment, improvements identified and costed.

Traffic Flows
Traffic flows were recorded through seven-day ATC surveys undertaken between 31st January 2018 and 8th February 2018 and a MCC on 1st February 2018. The Highway Authority have not required these ATC data to be updated as a result of the Covid 19 pandemic, it is considered that the pre-covid data is representative of the post covid situation on the network. Analysis of ATC and MCC traffic data identified the morning peak hour as 08:00-09:00 and the evening peak hour as 16:30-17:30. Peak hour flows on Long Copse Lane are recorded at 50 two-way movements in the AM peak and 60 in the PM peak.

Vehicle Speeds
Two ATCs on Long Copse Lane recorded vehicle speeds in the vicinity of the junction. The western ATC was to the west of the junction with Wraysbury Park Drive and the eastern ATC to the east of Redlands Lane. 85th percentile wet weather speeds for eastbound and westbound vehicles along Long Copse Lane are shown below:

		85th % Speed (mph)		
Location	**Direction**	**AM Peak**	**PM Peak**	**Daily 24 Hr**
Western Site	Westbound	21.7	21.9	21.2
	Eastbound	21.4	20.5	21.2
Eastern site	Westbound	23.0	23.2	23.9
	Eastbound	25.7	25.0	24.8

Personal Injury Accidents (PIA)
The applicant has provided PIA data from the period of 1st August 2013 to 31st December 2020 using Hampshire Constabulary records. The study area included:

- Long Copse Lane;
- Hollybank Lane;
- Redlands Lane;

- New Brighton Road;
- Southleigh Road; and
- Horndean Road

A total of 46 accidents have occurred within the study area during the study period, however, no accidents have been recorded along Long Copse Lane.

Outside of the study area, the Highway Authority are aware of a minor pattern of pedal cycle collisions at the junction of Southleigh Road and Southleigh Road (the small industrial area) and a few collisions on Southleigh Road where it begins to narrow, south of Fourth Avenue.

Whilst accidents have occurred, the Highway Authority are satisfied that that these are isolated incidents that are unlikely to be exacerbated by the development. Thus, the Highway Authority can confirm that the proposed development will not have an adverse effect on highway safety in close proximity of the site and for the wider highway network.

Vehicular Site Access
The vehicular site access has been developed in consultation with HCC in accordance with the draft local plan policy that has been agreed in principle to the satisfaction of the Highway Authority.

For the purposes of the Local Plan a vehicular access strategy has been agreed and this has been assessed at the preliminary design stage to ensure its deliverability. This assessment excluded a full review on the impact of tree's only as this was a matter to be considered fully at the planning stage. The Highway Authority welcome further discussion with the Planning Authority if needed on receipt of a response on arboriculturally related matters in relation to the proposed highway works.

Vehicular access to the development is proposed via two priority junctions (one eastern and one western) from Long Copse Lane with widening work proposed for Long Copse Lane between the eastern site access and Hollybank Lane. These are considered acceptable and appropriate for the scale of development proposed. It is noted that these would come forward as each development parcel is built out and only one access point is to be provided for vehicle traffic in relation to this application.

Stage One Road Safety Audit
A Stage One Road Safety Audit of the proposed access has been carried out by the applicant as part of the S278 approval process. The applicant has addressed the problems raised by the Road Safety Audit and plans have been amended as necessary. This was fully considered as part of the preliminary design check process.

Parking Provision
The applicant has proposed that car and cycle parking will be dealt with in a future reserved matters application in compliance with Havant Borough

Council's Parking Supplementary Planning Document. The Highway Authority will be satisfied subject to suitable provision in accordance with the standards being provided. The applicant should be made aware that subject to any planning permission being granted, the final decision regarding parking is with Havant Borough Council as the local parking authority. Thus, the applicant should secure confirmation with HBC about whether the proposed parking provision will be accepted or not.

Internal Road Network
The internal road network of the development will comprise of the following:

- Main Streets
- Secondary Streets
- Shared Surface Streets
- Mews / Courtyard Squares

The applicant is proposing to offer the majority of the internal road network for adoption by Hampshire County Council with The Mews / Courtyard Squares likely to remain unadopted. Further clarification will be required on whether or not the applicant will be willing to offer The Mews / Courtyard Squares for adoption. The Highway Authority strongly supports the adoption of the internal road network and would therefore encourage the adoption of these areas subject to technical requirements being achieved.

It should be noted that design speeds of less than 20mph are not considered acceptable.

Refuse and Emergency Vehicle Access
Swept path analysis for refuse and emergency vehicles will be carried out for all internal streets demonstrating that these vehicles can safety access and egress the site as well as being able to manoeuvre within the site with minimal turning movements. This will be provided at the reserved matters stage and should regard the current standards or any other subsequent standards that may be adopted at that given time.

Construction Traffic
During construction, Long Copse Lane will only be accessed between its junctions at the site access and the transition into Hollybank Lane. All construction traffic will be required to route to/from Southleigh Road and onwards using routes that will be agreed by HCC as the Highway Authority. The roads proposed to be used by construction traffic have good alignment and forward visibility, minimising the potential for any congestion if construction vehicles are unable to manoeuvre. The applicant will be required to provide a Construction Traffic Management Plan (CTMP) which will be secured by a planning condition or a Section 106 obligation providing further details of construction traffic movements.

Consideration will need to be given to how access is achieved for larger articulated vehicles and how deliveries will be managed to the site. It is acknowledged that the widening works to Long Copse Lane aid with construction traffic access, however additional controls will need to be in place to ensure larger vehicles do not meet on areas within the lane where they are unable to pass. Consideration will need to be given in the provision of any obligation or condition on how to ensure no construction traffic accesses the site in the absence of the improvement works to Long Copse Lane and the associated CTMP. It may be that this would be aided through provision of a framework CTMP at this stage.

Trip Generation

Whilst the eastern part of the allocation is expected to accommodate 210 dwellings, the comprehensive masterplan for the whole allocation aligning with the local plan is for 260 dwellings. Thus, the trip generation has been based on 260 dwellings along with the full assessment work to comply with the emerging allocation.

Trip generation has been discussed and agreed with HCC as part of the pre-application discussions. The agreed vehicular generation from the allocation is therefore as follows:

Time	**Trips**		
	Arrivals	**Departures**	**Total**
Weekday AM peak hour (08:00-09:00)	33	122	155
Weekday PM peak hour (17:00-18:00)	93	52	145

Following a request from members at Havant Borough Councils Development Consultation Forum (DCF) in April 2018, ATCs were undertaken at a variety of modern completed residential developments in close proximity of the proposed site. The DCF suggested that trip generation assumptions were an underestimation of the traffic likely to be created by the development. ATCs were installed for one week commencing on 15th May 2018 at the following locations:

- Skylark Avenue, Emsworth – 260 new dwellings within 500m of site;
- Quinton Fields, Emsworth – 34 new dwellings within 800m of site; and
- Oaktree Drive / Aubin Wood – 37 new dwellings within 450m of site

Two-way trip rates are as follows at these locations:

	AM Peak (08:00-09:00)	**PM Peak (17:00-18:00)**

Vehicular trip rates derived from TRICS and modal share (per dwelling)	0.596	0.558
Skylark Avenue	0.646	0.601
Quinton Fields	0.382	0.412
Oaktree Drive / Aubin Wood	0.432	0.568
Weighted Trip Rate	0.595	0.578

Only one site (Skylark Avenue) portrays higher trip rates than what had been agreed with HCC at the development site. However, the above trip rates on average are lower than what had previously been agreed with HCC at pre-application for the development site. Thus, it can be confirmed that the agreed trip rates of the development are acceptable.

Committed Development
Two sites were included as committed developments. They are as follows:

- Bartons Road, Havant – 55 dwellings; and
- South of Bartons Road, Havant – 175 dwellings

Development traffic flows have been added to the 2023 with committed development flows to create a 'with development' scenario. Since pre-application discussions there have been a number of additional development sites along the Bartons Road corridor which may impact the assessment. There have also been approve and built out development on Horndean Road which would not feature in the traffic surveys. These are:

- The crematorium site on Bartons Road – Redrow Development
- Colt International on Bartons Road – Drew Smith Development
- Land West of Horndean Road - Bellway Development

Planning is also being sought at present of land at the former SSE offices on Bartons Road.

How committed development has been considered within the data should be set out by the applicant.

Traffic Distribution/Assignment
Traffic distribution and assignment had previously been agreed between the applicant and HCC as part of pre-application discussions and is considered acceptable.

Junction Assessments
Capacity analysis has been undertaken at key junctions in the study area to understand the operation capacity of the wider highway network. Additionally, an operational analysis has been undertaken using weekday morning and

evening peak hour traffic flows and the peak hour traffic generation of the development using the following key junctions:

- Long Copse Lane
- Wraysbury Park Drive / Long Copse Lane junction
- Redlands Lane / Westbourne Road / New Brighton Road / Southleigh Road roundabout
- Hollybank Lane / Southleigh Road junction
- Southleigh Road / Horndean Road staggered crossroads
- Emsworth Common Road / Bartons Road / Horndean Road staggered crossroads

However, modelling has only been given up to 2023; the Highway Authority require modelling up to 2026.

Junction Modelling Audit
Whilst we are unable to comment on the outputs provided at this stage the Highway Authority have undertaken an audit of the model builds to assess whether the models provide a suitable representation of the layouts and that they can be relied upon for planning purposes. A summary of the audit for each junction is shown below:

Redlands Roundabout:

- The approach width on Southleigh Road has been over estimated and should be updated
- The entry width has been overestimated on all arms – this should be rectified
- The flows and HGV % need to be amended as the flows mentioned in the model are not matching the TA

Southleigh Road / Hollybank Lane T-Junction:

- Minor discrepancies in CAD measurements and modelled parameters for width of the carriageway at Southleigh Road (major arm), visibility for B-C (Hollybank Lane to Southleigh Road) and width on Hollybank Lane needs to be rectified
- Discrepancies in the flows also need to be amended as they are not matching the TA

Wraysbury Park Drive / Long Copse Lane T-Junction:

- Minor discrepancies in CAD measurements and modelled parameters for width of the carriageway at Long Copse Lane (major arm) to be rectified

Eastern Site Access T-Junction:

- Minor discrepancies in CAD measurements and modelled parameters for width of the carriageway at Long Copse Lane (major arm) and the width of the Eastern access needs to be rectified

Western Site Access T-Junction:

- The geometric parameters that have been input into the models have not been checked against measurements because the latest CAD layouts have not been provided

Southleigh Road / Horndean Road staggered crossroad junction:

- Minor discrepancies in the flare length on the Southleigh Road (W) needs to be rectified
- Flow provided in the TA does not match input flows in the LinSig model. The flow needs to be updated to include the HGV flows after converting to PCUs using a suitable conversion factor
- Supply the Junctions 9 model of this staggered crossroad for audit

Emsworth Common Road / Bartons Road / Horndean Road staggered crossroad Junction:

- Minor discrepancies in the flare length on the B2148 southbound between T-junctions needs to be updated
- Flow provided in the TA does not match the input flows in the model. The flow needs to be updated to include the HGV flows after converting to PCUs using a suitable conversion factor
- Both Arm 6 and Arm 8 cannot exceed a queue of 1 PCU based on the geometric measurements – this needs to be addressed by using queue restrictors
- Supply the Junctions 9 model of this staggered crossroad for audit

Once these amendments have been made the Highway Authority can then comment on whether these junctions are able to operate suitably or not with the proposed development.

2036 Sensitivity Test
A 2036 sensitivity test has been undertaken on request of Highways England for the purposes of assessing the Warblington junctions with the A27. The Highway Authority are in agreement with the assessment undertaken and conclusions made within the TA.

Wraysbury Park Drive sensitivity test
HCC requested following pre-application discussions that a sensitivity test be undertaken to understand the impact of the development traffic on Long

Copse Lane if Wraysbury Park Drive was to be closed off to vehicular traffic in the future as a result of concerns relating to rat-running. In order for the applicant to undertake the assessment, traffic currently using the Wraysbury Park Drive / Long Copse Lane junction has been redistributed to account for a scenario where the northern end of Wraysbury Park Drive is closed to traffic.

The following assumptions were made to model redistributed traffic:

- Vehicles previously travelling west on Long Copse lane and turning left on Wraysbury Park Drive redistributed via Long Copse Lane, Hollybank Lane and east onto Southleigh Road;
- Vehicles travelling east on Long Copse Lane and turning right into Wraysbury Park Drive redistributed via Long Copse Lane, Hollybank Lane and east onto Southleigh Road;
- Vehicles turning left out of Wraysbury Park Drive onto Long Copse Lane westbound redistributed south onto Redlands Lane and west on Southleigh Road; and
- Vehicles turning right out of Wraysbury Park Drive onto Long Copse Lane eastbound redistributed onto Redland Lane and east on Westbourne Road

The redistribution anticipates increases in turning movements at the Redlands Lane / Westbourne Road / New Brighton Road / Southleigh Road roundabout as well as the Hollybank Lane / Southleigh Road junction. Thus, the applicant has re-run operational assessments at the above scenarios. The applicant found that both junctions were able to operate well within capacity with minimal queuing or delay.

A S106 contribution will be required to address the impacts arising from increased use of Wraysbury Park Drive which will enable the Highway Authority to consider the future position on access between Long Copse Lane and Wraysbury Park for vehicle traffic to address this issue. An appropriate contribution amount will need to be agreed with the applicant.

Highways England (HE) (Now National Highways)
It is understood from the TA that Highways England were contacted during pre-application discussion to understand the development impact on the A259/A27 Warblington Junction. The development distribution of this site was extended to include these junctions along with a full MCC and queue length count to provide baseline data for this junction. A number of the approaches to this roundabout fall under the jurisdiction of Hampshire County Council as Local Highway Authority. Evidence of the impact in percentage terms for each arm of the junctions have been provided within table 7.14 and 7.15 of the TA. It is agreed that given the greatest increase at the junction is 3.3% (a total of 37 vehicles) on the A259 Havant Road approach it isn't considered that improvements need to be sought at this junction.

West Sussex County Council (WSCC)
During pre-application discussions HCC requested that WSCC was contacted due to the site's close location with the county boundary towards the eastern end of Long Copse Lane. The development impact on WSCC's network were the 22 two-way movements during the AM peak hour, and 26 two-way movements during the PM peak hour. WSCC stated that no junction modelling is required based on these trip rates.

WSCC requested for modelling from the applicant to show the ability of two cars passing each other on the eastern section along Long Copse Lane to be included within the TA. Drawing ITB13525-GA-019 shows passing places along Long Copse Lane in the WSCC area allowing cars to pass one another.

The Highway Authority do not wish to promote traffic undertaking this route through delivery of improvements due to concerns with the junction of Long Copse Lane with North Street, particularly considering the fact that WSCC are not able to improve visibility at this junction and the trip distribution doesn't deem this to be necessary. The demonstration of vehicles being able pass each other and of appropriate forward visibility should however be provided for the remaining section of Long Copse Lane to the east of the site to ensure its safe for those small number of additional movements proposed.

Travel Plan
This Framework Travel Plan (FTP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A Guide to Development Related Travel Plans". Whilst the quality of this FTP is generally excellent it still requires some amendments before it can be approved.

Background:
The Framework Travel Plan should reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Land and Partners would suffice.

Action Plan:
The Framework Travel Plan includes an action plan. However, it does not include a cost estimate for the proposed measures and the Travel Plan coordinator. This figure must be included and be used to approximate a Travel Plan Cash Deposit.

The action plan should consider provision of funding for additional cycle and scooter parking for the catchment schools to encourage sustainable travel. Given the distances to the catchment schools this is considered an appropriate form of mitigation.

Monitoring:
A minimum 35% response rate must be attained in order for travel questionnaire surveys to be considered statistically significant. If this cannot be achieved, then discussions should be had with HCC regarding carrying out TRICS, SAM or ATC surveys.

Conclusion:
The FTP will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Recommendations
The Highway Authority require further information before any formal recommendations can be made as summarised below:

- A WCHAR assessment including consideration of routes to school and wayfinding needs
- Updates to the internal footway/cycle provision including the adoption status
- Further consideration of access to BOAT 66A
- Updated plans in relation to the Redlands Link (footpath 67) including provision of a safety audit
- Updated assessment of suitable walking and cycling distances
- Provision of a contribution value for bus infrastructure and services
- Updated forecast year junction assessment
- Amendments to the model builds
- Provision of a framework CTMP
- Updates to assumed committed development
- Long Copse Lane east – assessment of forward visibility and passing opportunities
- Provision of a contribution value for Wraysbury Park Drive closure
- Updated travel plan

If the Planning Authority are minded to determine the application please make contact with regards a formal recommendation.

I trust that the above is clear, but please do not hesitate to contact Holly Drury if you require anything further.

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning

APPENDIX B. Walking, Cycling and Horse-Riding Assessment Reviews (WCHARs)

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Technical Note

Project No: ITB13525
Project Title: Long Copse Lane, Emsworth
Title: WCHAR – Local shops, town centre, schools, and rail station
Ref: SJ/LJ/ITB13525-011
Date: 17 December 2021

SECTION 1 Introduction

1.1.1 i-Transport LLP has been appointed to provide highways and transport advice in relation to an outline planning application (Application Ref: APP/21/00893) on land at Long Copse Lane, Emsworth for up to 210 dwellings.

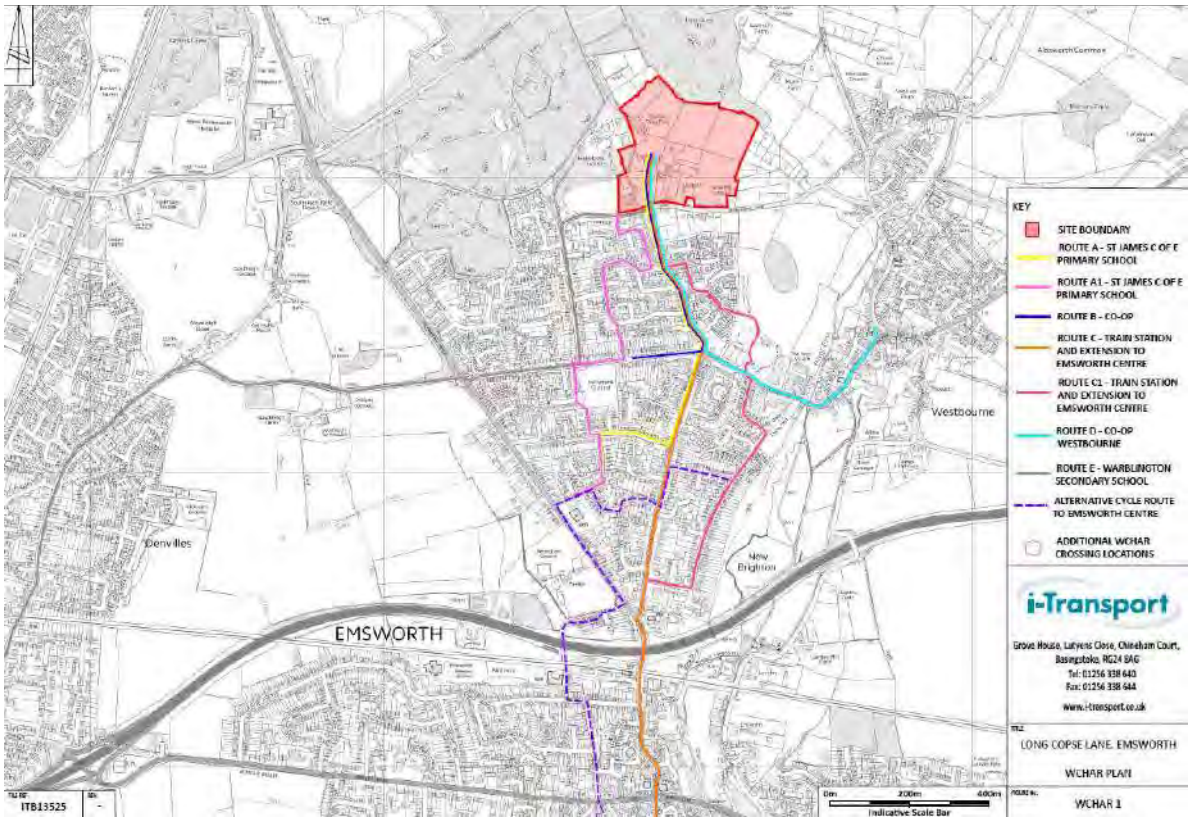
1.1.2 Hampshire County Council (HCC) responded to the application in a letter dated 18 November 2021 and raised the need for an assessment of the existing conditions of walking and cycling infrastructure to some key destinations was requested as part of a Walking, Cycling, and Horse-riding Assessment Review (WCHAR). The destinations requested by HCC include the route to schools, shops, rail station, and town centre.

1.1.3 This Technical Note provides an assessment of the walking and cycling routes to:

- **Route A:** St James C of E Primary School
- **Route A1:** St James C of E Primary School
- **Route B:** Co-op Southleigh Road
- **Route C:** Train Station and extension to Emsworth Town Centre – Walking
- **Route C1:** Train Station and extension to Emsworth Town Centre - Cycling
- **Route D:** Co-op Westbourne
- **Route E:** Warblington Secondary School

1.1.4 The routes and site location are shown on **Figure WCHAR1** (extract of which is at **Image 1.1**).

Image 1.1: Location of Audited Routes (Extract of Figure WCHAR1)



1.1.5 The audit is based on a site visit undertaken in November and December 2021. The audit has been undertaken with reference to five core principles that are broadly common to both pedestrians and cyclists, identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 'Policy, Planning and Design for Walking and Cycling' (2004), and the Chartered institute of Highways and Transportation (CIHT) 'Designing for Walking' (March 2015) guidance and the cycle infrastructure design advice in LTN 1/20/ The principles used are:

- ***Coherent / Convenient*** – Networks should be easy to navigate, allow people to reach their day-to-day destinations as directly and with as little delay as possible, and with appropriate signage;
- ***Direct / Accessible*** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. They should be at least as direct (preferably more) as for private motor vehicle. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be considered;
- ***Safe*** – Infrastructure must be safe and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;

- ***Comfort*** – Infrastructure should meet design standards for width, gradient, and surface quality etc., and cater for all types of users (and volumes) including wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and
- ***Attractive*** – The walking and cycling environment should be attractive, interesting, and free from litter, dog mess and broken glass. Signs or markings should be easy to use and not be unattractive.

1.1.6 The remainder of this Technical Note presents the audit for each route. Recommendations arising from the audit are summarised at the end of each route appraisal.

SECTION 2 Route Audit

2.1 Route A – St James C of E Primary School

2.1.1 **Table 2.1** presents the results of the pedestrian audit for Route A. Cycling is covered in more detail below in **Table 2.2**.

Table 2.1: Audit of Route A – St James C of E Primary School

Route A: St James C of E Primary School	
Description of Route	1. Exit the site via the proposed pedestrian access opposite the pedestrian link through Redlands Lane leading out to the east of Birch Tree Drive / Redlands Lane. 2. Follow Redlands Lane south along the footway on the eastern side of the carriageway, here it is around 1.8m in width. 3. Cross Sky Lark Avenue, where there are dropped kerbs and tactile paving and continue south to the roundabout at New Brighton Road / Southleigh Road / Westbourne Road. The footway widens to 2.5m on approach to the roundabout. 4. Head south over the roundabout on the eastern arm where there is a pedestrian refuge, dropped kerbs and tactile paving. Here continue south on New Brighton Road. There is an on-road cycle route along this road. 5. The eastern side of New Brighton Road has a circa 1.2m footway with a wide grass verge separating it from the carriageway. 6. Cross Ward Crescent at the dropped kerbs (although there is no tactile paving) re-joining the footway on New Brighton Road that is 1.8m on width. 7. Cross Quinton Fields where there is dropped kerbs and tactile paving. 8. Crossing New Brighton Road is required to reach the pedestrian cut through to Woodlands Avenue. It is possible to cross approximately 70m prior to Wickor Way using the dropped kerbs across driveways, although a crossing at or close to the cut through would be desirable. 9. Continue through the pedestrian cut through which is 1.8m in width with street lighting leading out to a 1.8-2.0m footway on Woodlands Avenue. 10. Continue west and then turn south down Garland Avenue, walking down the western side of the carriageway there is a 1.5m footway with a grass verge separating from the footway. This footway extends to 3.0m on approach to Bellevue Lane, here there is dropped kerbs and tactile paving opposite the school to create safe crossing provision. Distance from the site: c1,700km (from centre of site)

Route A: St James C of E Primary School	
Coherent/ Convenience	To the south of the site, there is the pedestrian cut through leading to Redlands Lane which is proposed to be improved as a result of the development as set out in the accompanying Transport Assessment. The current condition is shown on **Image 1.** The route is easy to navigate with continuous footway provision throughout with a suitable crossing provided at Westbourne Road (**Image 2**) and all minor side roads (all of which except Ward Crescent – **Image 3**). There is a lack wayfinding signage but the route to the school will quickly become well known to new residents and signage is likely to be unnecessary street clutter for a local route such as this. The pedestrian cut through from New Brighton Road to Woodlands Avenue does not have conveniently located dropped kerbs (**Image 4**) but the cut through does provide a traffic free route to Woodlands Avenue which is wide with street lighting (**Image 5**). Where Woodlands Avenue meets Garland Avenue there is a dropped kerb but no tactile paving. New Brighton Road provides an on-road cycling network. The development will provide a designated cycling facility through Redlands Lane and Woodlands Avenue is a quiet residential culs-de-sac and due to the residential nature, slow observed speeds and low traffic environment it is a suitable route for future residents to cycle (or scoot in the case of young children) on this route. A further cycle route to this destination is considered below.
Direct/ Accessible	The route is direct and accessible through the provision of continuous footways with dropped kerbs except at the locations shown. The pedestrian cut through to Redlands Lane is current comprised of wood chipping and an uneven surface (**Image 1**) it is being improved as part of the development as shown in the Transport Assessment. The existing pedestrian network offers suitable footways of good width and dropped kerbs. Dropped kerbs and tactile paving are also provided to cross all arms of the New Brighton Road / Westbourne Road / Southleigh Road / Redlands Lane roundabout (**Image 2**). There is currently no sufficient crossing over New Brighton Road to access the pedestrian cut through to Woodlands Avenue (**Image 4**). Where Woodlands Avenue meets Garland Avenue there is a dropped kerb but no tactile paving. Dropped kerbs and tactile paving are provided across Bellevue Lane to reach the entrance to the primary school (**Image 5**).

Route A: St James C of E Primary School	
Safety	The entire route is street lit. There are also continuous footways on both sides of the carriageway for the majority of the route. A slight section of New Brighton Road south of the roundabout only has a footway on the eastern side. As it has been identified within this audit, **Image 4** highlights there is no suitable crossing point on New Brighton Road to reach the pedestrian link to Woodlands Avenue. This short section of the route is not ideally suited for all users particularly the visually impaired due to not knowing where a safe crossing location is situated. The entire route is subject to a 30mph speed limit and therefore the slow speed traffic environment provides a safe option for on-road cycling.
Comfort	Other than the Redlands Lane pedestrian footpath link, the footways are hard surfaced. The footways are generally between 1.5m and 1.8m, whilst short sections of the route narrow to around 1.2m. The short section of 1.2m width still provides suitable separation from the carriageway by a grass verge. The widths still accommodate all users as there is still suitable widths to accommodate push chair wheelchair users which require a minimum width of 0.9m (MfS Figure 6.8).
Attractiveness	The majority of the route is residential in nature which offers hard surfaced, street lit footways with generally well-maintained vegetation. Due to the residential nature of the route, slow traffic speeds and low traffic flows are experienced which reduces any potential intimidation towards pedestrians on the footways and minimises vehicle noise.

Image 1: Redlands Lane Pedestrian Footpath



Image 2: Pedestrian Crossing Point (eastern arm) – Redlands Lane / New Brighton Road / Westbourne Road / Southleigh Road Roundabout



Image 3: Lack of tactile paving at Ward Crescent junction



Image 4: Lack of dropped kerbs/tactile paving at Pedestrian link from New Brighton Road to Woodlands Avenue



Image 5: Pedestrian link from New Brighton Road to Woodlands Avenue



Image 6: Dropped Kerb and Tactile Paving to reach Primary School



Route A identified potential improvements

2.1.2 The following potential improvements are identified which could improve wider accessibility of the route:

- Tactile paving at Ward Crescent;
- Tactile paving at Garland Avenue to access the western side of the carriageway; and
- Suitable crossing point at New Brighton Road to access pedestrian link to Woodlands Avenue – dropped kerb and tactile paving.

2.2 Route A1 – St James C of E Primary School (Alternative)

2.2.1 **Table 2.2** presents the results of the Audit for Route A1, an alternative route to A.

Route A1 – St James C of E Primary School	
Description of Route	1. Exit the site via the proposed pedestrian / vehicular access opposite Wraysbury Park Drive and route southeast. 2. Follow Wraysbury Park Drive on the western side of the carriageway (crossing the Wraysbury Park Drive side road south 60m south of Long Copse Lane) where there are no dropped kerbs or tactile paving) and follow Wraysbury Park Drive to Birch Tree Drive. Here the footway is 1.8m in width in a quiet residential road. Continue on Birch Tree Drive until you reach the pedestrian cut through at Anthony Way (**Image 7**). 3. Head south through the Anthony Way pedestrian cut through, a street lit 2.0m wide footpath that leads onto Southleigh Road. 4. Head west on Southleigh Road on the northern side to the junction with Hollybank Lane and cross over on the dropped kerbs with tactile paving. Cross Southleigh Road opposite the recreation ground (note: there is no tactile paving here – **Image 8**) and access the shared footway / cycleway running along the western side (**Image 9**). 5. Continue south through the recreation ground along the shared footway / cycleway to the wide, 3.0m cut through onto Woodlands Avenue with street lighting (**Image 10**). Continue on Woodlands Avenue and cross at the dropped kerb / tactile paving to reach Garland Avenue (**Image 11**). 6. Head down the eastern side of Garland Avenue to Bellevue Lane and cross over using the dropped kerb / tactile paving as described in Route A. Distance from the site: c1,900m (from centre of site)

Route A1 – St James C of E Primary School	
Coherent/ Convenience	As with Route A, the route is easy to navigate with continuous footway provision throughout and minor side roads only to cross. There is a lack wayfinding signage but the route to the school will quickly become well known to new residents and signage is likely to be unnecessary street clutter for a local route such as this. When compared to Route A, there is more 'off-road' provision, using Anthony Way and the recreation ground footway / cycleway which provide a convenient and traffic free route to Woodlands Avenue where a dropped kerb and tactile paving is provided to cross Woodlands Avenue to Garland Avenue (**Image 11**), and again to cross Bellevue Lane to the school (**Image 6**). The majority of this route is more suitable for pedestrians and cyclists due to the low speed / low traffic environment of Birch Tree Drive, and the shared footway / cycleway through the recreation ground. Woodlands Avenue and Garland Avenue are also quiet residential roads suitable for cycling, as well as the primary school having secure cycle and scooter parking.
Direct / Accessible	Wraysbury Park Drive and Birch Tree Drive are subject to a 30mph speed and have low traffic flows which is the threshold where LTN1/20 notes 'mixed traffic' cycling is generally acceptable (Ref: LTN1/20 Figure 4.1 footnote 3). The footways here are also 1.5-1.8m, a sufficient width for wheelchairs and pushchairs. There is currently no tactile paving at the crossing of Southleigh Road to reach the recreation ground. Dropped kerbs and tactile paving are however provided across Woodlands Avenue and Bellevue Lane.
Safety	The cut through at Anthony Way and the shared footway / cycleway through the recreation ground are both wide and street lit. There is good natural surveillance for pedestrians and cyclists and the route is observed to be well used by cyclists.
Comfort	The route is hard surfaced throughout; however, it involves a bit of winding through Wraysbury Park Drive and Birch Tree Drive due to no direct access route. However, after this is direct to the school. The entire route is subject to a 30mph speed limit and therefore provides a comfortable environment for cyclists to cycle on-road when prior and after the shared footway / cycleway.
Attractiveness	The route is attractive as it is quiet, with the exception of Southleigh Road. This road is a little busier but still subject to a 30mph speed limit and is only required as a crossing point to the recreation ground. The route is street lit with generally well-maintained vegetation that does not hinder cycling.

Image 7: Anthony Way – Pedestrian cut-through to Southleigh Road



Image 8: No tactile paving at crossing on Southleigh Road near Hollybank Lane



Image 9: Shared footway / cycleway through Recreation Ground



Image 10: Recreation Ground to Woodlands Avenue cut-through



Image 11: Crossing over Woodlands Avenue to Garland Avenue



Route A1 identified potential improvements

2.2.2 The following potential improvements are identified which would improve wider accessibility of the route:

- Dropped kerbs and tactile paving at Wraysbury Park Drive (side road) some 60m south of Long Copse Lane).
- Suitable tactile paving at the crossing point over Southleigh Road to reach recreation ground.

2.3 Route B – Co-op Southleigh Road

2.3.1 **Table 2.3** presents the result of the walking audit for Route B

Table 2.3: Audit of Route B – Co-op Southleigh Road

Route B: Co-op Southleigh Road	
Description of Route	1. Exit the site via the proposed pedestrian access opposite the pedestrian link through Redlands Lane leading out to Birch Tree Drive / Redlands Lane (**Image 12**). 2. Follow Redlands Lane south along the footway on the eastern side of the carriageway, here it is 1.8m in width, the footway widens on approach to the Southleigh Road roundabout. 3. Cross the roundabout on the northern arm at the uncontrolled crossing to reach Southleigh Road (**Image 13**), and then cross the roundabouts western arm (**Image 14**) to gain access to the southern side of Southleigh Road where the footway is wider at 1.8-2.0m (**Image 15**). Continue west to the Co-op which you will approach on the southern side of Southleigh Road (**Image 15**). Distance from the site: c1,000m (from centre of site)
Coherent/ Convenience	The walking route is a direct route and uses part of the route which is on the desire line towards the town centre. Redlands Lane is a quiet, low traffic flow road with wide footways and suitable for on-road cycling. There are good crossings over all arms of the roundabout (**Image 2, 13 and 14**) in order to reach the southern side of Southleigh Road at the more appropriate footway. The route is continuous for pedestrians with no requirements to deviate.
Direct/ Accessible	The route is accessible and hard surfaced with the exception of the pedestrian footpath on Redlands Lane to the south of the site – which the development proposes to improve. There are dropped kerbs and tactile paving at all crossing points on the route meaning all users have access.
Safety	The route is street lit and runs through a lit residential area. There is good natural surveillance and crossings are provided at all roads and the roundabout arms.
Comfort	With the exception Redlands Lane pedestrian footpath (which the development proposes to improve), the footways along the route are hard surfaced. The footways are wide with a width of at least 1.5m at all times. The crossing facilities of dropped kerbs and tactile paving have already been highlighted to be appropriate for all users such as visually and mobility impaired. The entire route is also subject to a 30mph speed limit and therefore provides a comfortable environment for walking and on-road cycling. Southleigh road has on-road provision for cycling.
Attractiveness	The route is generally attractive, particularly the first section through Redlands Lane and the quiet residential area. Southleigh Road is a slightly busier road but access along here is only required for the final part of the route to reach the co-op. The entire route is street lit and is subject to a 30mph speed limit throughout.

Route B identified potential improvements

2.3.2 There are no improvements required to this route beyond those previously identified above.

Image 12: Redlands Lane / Birch Tree Drive



Image 14: Pedestrian Crossing Point (western arm) – Redlands Lane / New Brighton Road / Westbourne Road / Southleigh Road Roundabout



Image 15: Southleigh Road Co-op



2.1 Route C – Train Station and extension to Emsworth Centre

2.1.1 **Table 2.4** presents the result of the walking and cycling audit for Route C

Table 2.4: Audit of Route C – Train Station and extension to Emsworth Centre

Route C: Train Station and extension to Emsworth Centre	
Description of Route	1. Exit the site via the proposed pedestrian access opposite the pedestrian link through Redlands Lane leading out to Birch Tree Drive / Redlands Lane and follow Route A south on New Brighton Road to Ward Crescent. 2. Continue south on New Brighton Road – this provides a continuous cycle route to the station. 3. For pedestrians, continue south on New Brighton Road crossing the side roads of Wickor Way, Silvertrees and Westbourne Avenue – these have dropped kerbs but no tactile paving (**Image 16**). 4. At the end of New Brighton Road, join Horndean Road on a continuous footway, which becomes a footway/cycleway (**Image 17**). 5. Continue south on Horndean Road and cross outside the station at the dropped kerbs and tactile paved crossing provided. (**Image 18**). Distance from the site: c1,800m to Station (from centre of site). 6. For town centre, continue south on Horndean Road under road and rail bridges, the footway narrows here with guard railing separating it from the carriageway (**Image 19**). 7. Continue south on North Street crossing the side roads of Sultan Road, Seagull Lane, Palmers Road and Palmers Road car park (**Image 20**) - all of which have dropped kerbs and tactile paving. 8. At North Street / A259 junction use underpass to access Emsworth Centre (**Image 21**). Distance from the site: c2,300m to Emsworth Centre (Co-Op) (from centre of site).
Coherent/ Convenience	The walking route is a direct route on the desire line towards the town centre. Redlands Lane is quiet and will be improved by the development. New Brighton Road and Horndean Road are busier roads but have footways of a good width. The route to the Station is subject to a continuous signed cycleway made up of a combination of on and off-road provision. There are good crossings over all side road arms except Wickor Way, Silvertrees and Westbourne Avenue. The route is continuous for pedestrians with no requirements to deviate. The underpass at the A259 provides a safe grade separated route for pedestrians to cross the A259.
Direct/ Accessible	The route is accessible and hard surfaced with the exception of Redlands Lane to the south of the site – which the development proposes to improve. Other than where highlighted there are dropped kerbs and tactile paving at all crossing points on the route meaning all users have access – the underpass of the A259 provides a safe route to cross the busiest road on the route.
Safety	The route is street lit and runs through residential area, alongside urban roads and through the centre of Emsworth. There is good natural surveillance. Crossings are provided at all roads and except where highlighted.

Route C: Train Station and extension to Emsworth Centre	
Comfort	With the exception of Redlands Lane pedestrian footpath (which the development proposes to improve), the footways along the route are hard surfaced. The footways are wide with a width of at least 1.5m at all times except under the rail/road bridges (**Image 19**) and south of Sultan Road where the building line of historic properties limits the footway width. The crossing facilities of dropped kerbs and tactile paving have already been highlighted to be appropriate for all users such as visually and mobility impaired. The entire route is also subject to a 30mph speed limit and therefore provides a comfortable environment for walking. The route to the station is a formal on and off-road cycle route.
Attractiveness	The route is attractive, offers hard surfaced, street lit footways with generally well-maintained vegetation. Due to the residential and urban nature of the route, slow traffic speeds and low traffic flows are experienced which reduces any potential intimidation towards pedestrians on the footways and minimises vehicle noise. Horndean Road is a busier road as is North Street, but the more historic environment here helps to create more interest. The entire route is street lit and is subject to a 30mph speed limit throughout.

Image 16: Wickor Way junction



Image 17: Horndean Road footway/cycleway



Image 18: Crossing of Horndean Road outside Station



Image 19: Horndean Road / North Street rail/road bridges



Image 20: North Street / Palmers Road car park



Image 21: A259 underpass



Route C identified potential improvements

2.1.2 The following potential improvements are identified which would improve wider accessibility of the route:

- Tactile paving at existing dropped kerbs of:
  - Wickor Way;
  - Silvertrees; and
  - Westbourne Avenue

2.2 Route C1 – Alternative (Cycling Only) Route to Train Station and extension to Emsworth Centre

2.2.1 **Table 2.5** presents the result of the cycling only audit for Route C1.

Table 2.5: Route C1 – Alternative (Cycle-only) Train Station and extension to Emsworth Centre

Route C1: Alternative (Cycle Only) Route to Train Station and extension to Emsworth Centre	
Description of Route	1. Exit the site via Redlands Lane leading out to Birch Tree Drive / Redlands Lane. 2. Turn left into the pedestrian and cycle route into Nectar Way (**Image 22**). 3. Route through the Hampshire Farm development and use hard surfaced or compacted hoggin paths to reach Westbourne Road this is a signed cycle route (**Image 23**). 4. Cross Westbourne Road at the cycle crossing provided and route down Oakmeadow Close which is a signed cycleway (**Image 24**). 5. Join the off-road cycle way between Oakmeadow Close and Westbourne Avenue. (**Image 25**). 6. Cycle on-street (this is a signed and marked on-street cycleway) south on Westbourne Avenue with on-road cycle lane provided at all side road junctions (**Image 26**, **Image 27,** and **Image 28**). 7. Bear right on Westbourne Avenue and follow it to the end where it meets New Brighton Road (**Image 29**). 8. Join the off-road cycleway on New Brighton Road and continue station as per Route C. Distance from the site: c2,100m to Station (from centre of site). 9. For town centre, continue as per Route C, or leave Westbourne Avenue via Wickor Way, join cycle route on New Brighton Road. 10. Follow signed cycle route via Christopher Way and Bellevue Lane cross Horndean Road at TOUCAN crossing. 11. Use off-road cycleway through Emsworth Park and join off-road cycle route through Cold Harbour Farm Road. 12. Route under A27 and rail line into Washington Road. 13. Join Bridge Road and Westgrove Gardens until A259 where an off-road cycleway is provided with a TOUCAN crossing to access central Emsworth. Distance from the site: c3,400m to Emsworth Centre (West Street) (from centre of site).
Coherent/ Convenience	The cycle route is signed and direct. It is less 'straight' than Route C but follows a signed cycle route to both the station and Emsworth Centre. As with Route C, Redlands Lane will be improved by the development. The crossing of Westbourne Road is good quality and the use of Oakmeadow Close and Westbourne Avenue avoids the busier New Brighton Road and Horndean Road. The route to the Station is subject to a continuous signed cycleway made up of a combination of on and off-road provision. The alternative cycle route to central Emsworth signed and includes a TOUCAN crossing when crossing Horndean Road and the A259. It provides an underpass under the A27 and rail line and then uses a signed route via quiet streets to access Emsworth.

Route C1: Alternative (Cycle Only) Route to Train Station and extension to Emsworth Centre	
Direct/ Accessible	The route is accessible and hard surfaced with the exception of Redlands Lane to the south of the site – which the development proposes to improve. Cycle lanes and crossings are provided at all side roads. The busiest roads to cross are Horndean Road and the A259 which both have TOUCAN crossings. The provision of a grade separated crossing of the A27 and rail line means these do not provide a barrier to use.
Safety	The route is street lit and runs through residential area, alongside urban roads and through an established park. The route is part of and promoted through published material for the formal HBC cycle network. There is good natural surveillance. Crossings are provided at all roads. There are no warnings of any difficulties throughout the route shown on the HBC cycle network mapping.
Comfort	With the exception of Redlands Lane (which the development proposes to improve), the route is entirely hard surfaced. There are sections of on-road cycleway which may exclude some less experienced cyclists – albeit the on-road sections are through quiet streets and there is on-road markings provided at side road junctions to assist less experienced cyclists.
Attractiveness	The route is attractive, offers hard surfaces and is street lit with generally well-maintained vegetation. The entire route is subject to a 30mph speed limit and wayfinding signage ensures it is clear to navigate.

Image 22: Nectar Way



Image 23: Hampshire Farm pedestrian / cycle access on Westbourne Road



Image 24: Crossing of Westbourne Road and route to Oakmeadow Close



Image 25: Off-road cycleway between Oakmeadow Close and Westbourne Avenue



Image 26: On-road cycleway on Westbourne Avenue (Westwood Close junction)



Image 27: On-road cycleway Westbourne Avenue (Danbury Court)



Image 28: On-road cycleway Westbourne Avenue



Image 29: Westbourne Avenue / New Brighton Road – off road cycleway



Route C1 identified potential improvements

2.2.2 There are no improvements required to this route beyond those previously identified above.

2.3 Route D – Route to Westbourne

2.3.1 **Table 2.6** presents the result of the audit for Route D.

Table 2.6: Audit of Route D – Westbourne

Route D - Route to Westbourne	
Description of Route	1. Exit the site via Redlands Lane leading out to Birch Tree Drive / Redlands Lane. 2. Turn left into the pedestrian and cycle route into Nectar Way (**Image 22**). 3. Route through the Hampshire Farm development and use hard surfaced or compacted hoggin paths to reach Westbourne Road this is a signed cycle route (**Image 23**). 4. Cross Westbourne Road at the pedestrian / cycle crossing provided (**Image 24**) and route on the footway / cycleway on the southern side heading east towards Westbourne. The shared footway / cycleway then ends into just a footway but due to the speed limit changing to 20mph, on-road cycling would be suitable. 5. Along here, the footway is a good width of 1.5-1.8m in width but narrows to 1.0m for a short period approaching the bridge over the river, however this is partly due to vegetation encroachment. (**Image 30**). 6. Follow the bend round and continue north past the village hall, here the footway gets separated from the carriageway by a short brick wall and routes through the car park (**Image 31**). 7. The footway continues past the parade of shops at a width of 1.8m providing sufficient space for shoppers and passers-by. At the end of the shops crossing is required by the White Horse PH over New Road, however there is a lack of tactile paving here and the kerbs are out of line (**Image 32**). 8. There is a suitable footway that continues on the eastern side up to some dropped kerbs across The Square, however a more sufficient crossing may suit all users to access the Co-op (**Image 33**). Distance from the site: c1,600m to Westbourne Co-Op (from centre of site).
Coherent/ Convenience	The route is a direct route into Westbourne through quiet residential roads of Redlands Lane and the Hampshire Farm Development that then gives the option to route through the meadow via the Hoggin path or continue on the hard surface to Westbourne Road. The pedestrian / cycle crossing provides a safe way over the busier Westbourne Road to access the southern side of the carriageway that then provides the continuous route into Westbourne without the need to deviate. The footways are generally of good width at a minimum of 1.5m with the exception of a short stretch where it narrows to 1.0m.
Direct/ Accessible	The route is accessible and hard surfaced with the exception of Redlands Lane to the south of the site – which the development proposes to improve. The busiest road to cross is Westbourne Road but a sufficient pedestrian / cycle crossing with a refuge is provided. The narrowing of the footway at Westbourne Road may mean users will have to give way to others but this is only a short stretch and both ends can be visibly seen. There is a lack of tactile paving in The Square and no clear crossing point so may be of difficulty to visually impaired users.
Safety	The route is street lit and runs through residential area, alongside urban roads. There are crossing points at all roads and the route benefits from good natural surveillance.

Route D - Route to Westbourne	
Comfort	The route is hard surfaced throughout; however, it involves a bit of winding through the Hampshire Farm Development due to no direct access route. However, after this it is direct to Westbourne. The route is subject to a 30mph speed limit and then 20mph speed limit through Westbourne and therefore provides a comfortable environment for pedestrians and cyclists when on-road cycling is required.
Attractiveness	The route is attractive, offers hard surfaced, street lit footways with generally well-maintained vegetation with the exception of the short stretch on Westbourne Road. Due to the residential and urban nature of the route, slow traffic speeds and low traffic flows are experienced which reduces any potential intimidation towards pedestrians on the footways and minimises vehicle noise.

Image 30: Narrowing of footway on Westbourne Road



Image 31: Footway past the Village Hall



Image 32: Lack of Tactile Paving over New Road



Image 33: Lack of Tactile Paving over The Square



Route D identified potential improvements

2.3.2 The following potential improvements are identified which would improve wider accessibility of the route:

- Tactile paving at existing dropped kerbs of:
  - New Road / White Horse pub; and
  - The Square / opposite the Co-Op.

2.4 Route E – Warblington School (Cycle only)

2.4.1 **Table 2.7** presents the result of the (cycle only) audit for Route E.

Table 2.7: Audit of Route E – Warblington School (Cycle only)

Route E - Route to Warblington School (Cycle only)	
Description of Route	1. Exit the site and cycle on Long Copse Lane. 2. Join Hollybank Lane which is a signed cycle route. 3. Turn right onto Southleigh Road and join the westbound on-road cycle lane **(Image 8**). 4. On approach to the Horndean Road, use the cycle 'off-slip' and cross Southleigh Road at the cycle crossing provided (**Image 34**). 5. Cross Horndean Road at the marked cycle crossing with safe refuge area in the centre **(Image 35**). 6. Join the off-road cycleway on the south side of Southleigh Road (**Image 36**). 7. On approach to Rowan Road the off-road cycle way switches to an on-road cycle lane which runs south on-street supported by a mixture of signs and road markings to Warblington railway station. 8. Cross the railway line at the barrier-controlled level crossing (**Image 37**). 9. Cross Southleigh Road at the cycle crossing provided opposite the school (**Image 38**). Distance from the site: c3,600m to Warblington School (from centre of site).
Coherent/ Convenience	The route is signed and direct. It is a straight route along Southleigh Road where the majority of it is on a suitable off-road cycleway with signed crossings when the cyclist is required to go on-road. The crossing on the busy Horndean Road is good quality with a wide refuge island (**Image 34**). When on-road cycling is required the speed limit is 30mph with markings across side roads for less experienced cyclists.
Direct/ Accessible	The route is accessible and hard surfaced throughout. Cycle lanes and crossings are provided at all side roads. The busiest road to cross (Horndean Road) has a suitable and safe crossing with tactile paving and a refuge island. The off-road footway is wide at 2.0m.
Safety	The route is street-lit with the exception of the off-road cycleway on Southleigh Road until the approach to Rowan Road where the road is then street-lit as well as having good natural surveillance. The rail line has suitable areas for pedestrians and cyclists to cross either side. All crossing points for cyclists have dropped kerbs and reflective bollards.
Comfort	The route is entirely hard surfaced. There are sections of on-road cycleway which may exclude some less experienced cyclists – albeit the on-road sections are along a 30mph speed limit and there is on-road markings provided at side road junctions to assist less experienced cyclists.
Attractiveness	The route is attractive, offers hard surfaces and is partially street-lit. The un-lit section has a suitable off-road cycleway separated from the carriageway by a grass verge. It is a direct route with wayfinding signage to ensure clear navigation.

Image 34: Cycle 'off-slip' and crossing point on Southleigh Road



Image 35: Horndean Road Crossing



Image 36: Cycleway along Southleigh Road



Image 37: Cycle Crossing Point prior to Rowan Road



Image 38: Railway Line Crossing



Image 39: Crossing Point to access Warblington School



Route E identified potential improvements

2.4.1 There are no improvements required to this route beyond those previously identified above.

SECTION 3 Summary and Conclusion

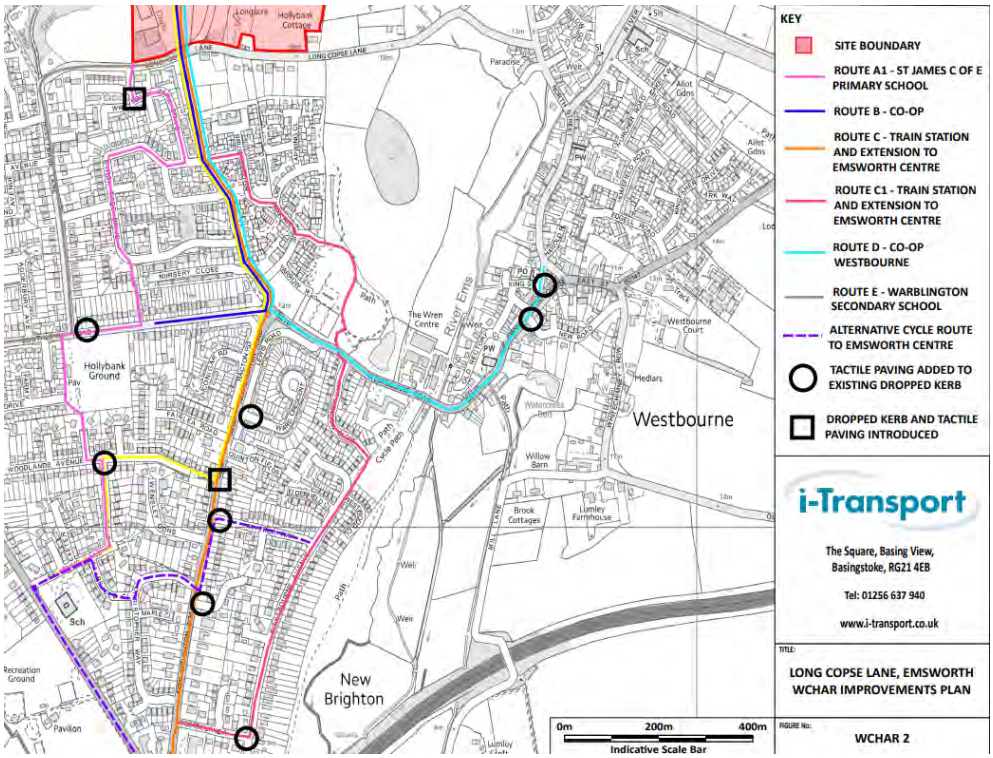
3.1 Summary

3.2 This Technical Note provides an assessment of the walking and cycling routes to:

- **Route A:** St James C of E Primary School
- **Route A1:** St James C of E Primary School
- **Route B:** Co-op Southleigh Road
- **Route C:** Train Station and extension to Emsworth Town Centre – Walking
- **Route C1:** Train Station and extension to Emsworth Town Centre - Cycling
- **Route D:** Co-op Westbourne
- **Route E:** Warblington Secondary School

3.2.1 All routes are of a good quality reflecting the established residential nature of them. A series of local accessibility improvements have been identified. These are listed below in **Table 3.1** and shown on **Figure WCHAR 2.**

Image 3.1: Location of identified WCHAR improvements (Extract of Figure WCHAR2)



Source: Extract of Figure WCHAR2

3.2.2 The cost breakdown is included in **Appendix A.**

Table 3.1: WCHAR improvements

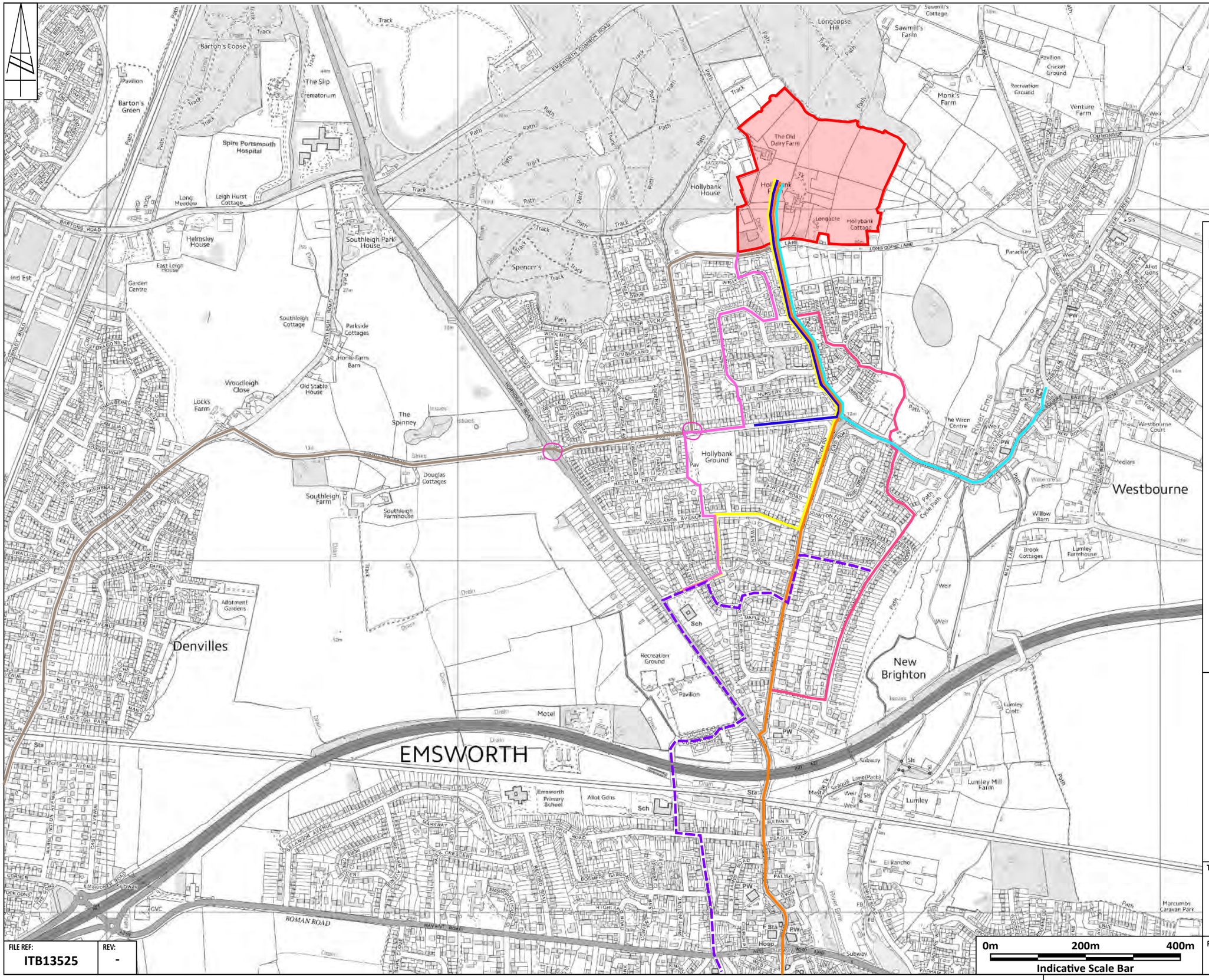
Route	Improvement	Cost
A – St James Primary School	Tactile paving at Ward Crescent. Tactile paving at Garland Avenue to access the western side of the carriageway. New Brighton Road to access pedestrian link to Woodlands Avenue – dropped kerb and tactile paving.	£5,000
A1 – St James Primary School (Alternative)	Dropped kerbs and tactile paving at Wraysbury Park Drive (side road). Suitable tactile paving at the crossing point over Southleigh Road to reach recreation ground.	£3,000
B – Southleigh Road Co-Op	None	-
C – Train Station and Emsworth Centre	Tactile paving at existing dropped kerbs Wickor Way Tactile paving at existing dropped kerbs Silvertrees. Tactile paving at existing dropped kerbs Westbourne Avenue.	£3,000
C1 - Train Station and Emsworth Centre (Alternative)	None	-
D – Westbourne Co-Op	Tactile paving at existing dropped kerbs of New Road / White Horse pub. Tactile paving at existing dropped kerbs of The Square / opposite the Co-Op.	£7,500
E – Warblington School	None	-
TOTAL		**£18,500**

Source: i-Transport

3.3 Conclusion

3.3.1 The above improvements would help improve local accessibility. The applicant is content for any CIL payment the development might make to include use on bringing forward some or all of these local accessibility improvements or potentially the applicant would consider making a Section 106 contribution to allow HCC to bring them or an alternative forward should they consider they are required to make the development acceptable in planning terms.

FIGURES



KEY

- SITE BOUNDARY
- ROUTE A - ST JAMES C OF E PRIMARY SCHOOL
- ROUTE A1 - ST JAMES C OF E PRIMARY SCHOOL
- ROUTE B - CO-OP
- ROUTE C - TRAIN STATION AND EXTENSION TO EMSWORTH CENTRE
- ROUTE C1 - TRAIN STATION AND EXTENSION TO EMSWORTH CENTRE
- ROUTE D - CO-OP WESTBOURNE
- ROUTE E - WARBLINGTON SECONDARY SCHOOL
- ALTERNATIVE CYCLE ROUTE TO EMSWORTH CENTRE
- ADDITIONAL WCHAR CROSSING LOCATIONS

i-Transport

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TITLE:

LONG COPSE LANE, EMSWORTH

WCHAR PLAN

FIGURE No:

WCHAR 1

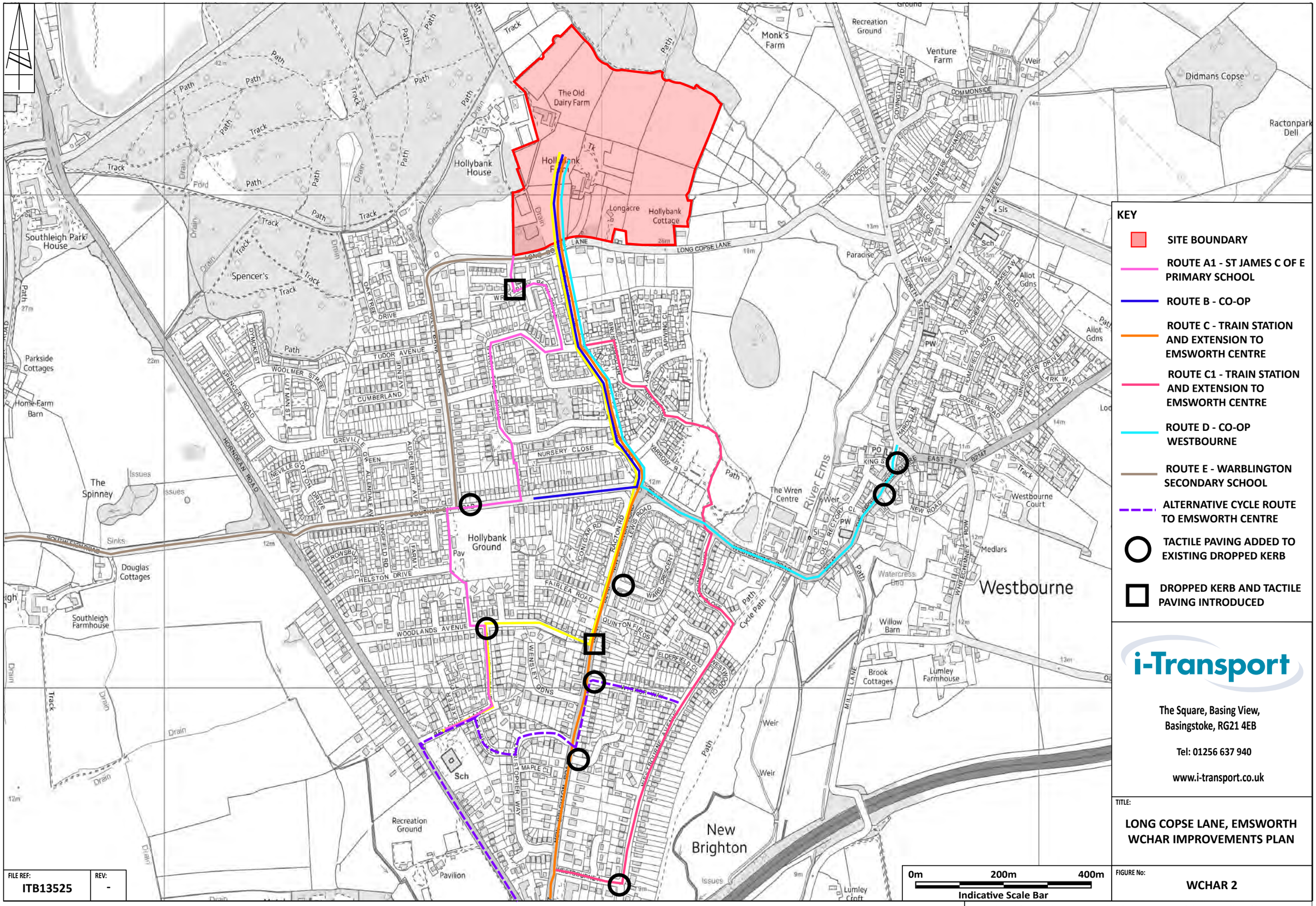
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0m 200m 400m

Indicative Scale Bar

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TITLE:

LONG COPSE LANE, EMSWORTH WCHAR IMPROVEMENTS PLAN

FILE REF:	REV:
ITB13525	-

FIGURE No:

WCHAR 2

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APPENDIX A. WCHAR COSTINGS

i-Transport LLP
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Tel: 01256 637940

Project No: ITB13525
Date: 17 December 2021

WCHAR Cost Estimates

The note below sets out the assumptions made within the cost estimate for the improvements along each route.

Route A – St James C of E Primary School

A – St James Primary School	Tactile paving at Ward Crescent. Tactile paving at Garland Avenue to access the western side of the carriageway. New Brighton Road to access pedestrian link to Woodlands Avenue – dropped kerb and tactile paving.	**£5000**

Item 6 in route description:



Tactile paving at Ward Crescent = £500 per side = £1000

Second item in table above.



Tactile paving at Garland Avenue, assumed a crossing will be provided in location above which will require dropped kerbs and tactile paving on both sides of Garland Avenue.

Tactile paving and dropped kerbs = £1000 per side = £2000

Item 8 in route description:



New dropped kerbs and tactile paving on New Brighton Road to access the cut-through just north of Christopher Way.

Tactile paving and dropped kerbs = £1000 per side = £2000

Route A1 – St James C of E Primary School (Alternative)

A1 – St James Primary School (Alternative)	Dropped kerbs and tactile paving at Wraysbury Park Drive (side road). Suitable tactile paving at the crossing point over Southleigh Road to reach recreation ground.	**£3000**

Item 2 in route description:



New dropped kerbs and tactile paving across Wraysbury Park Drive.

Tactile paving and dropped kerbs = £1000 per side = £2000

Item 4 in route description:



Existing crossing over Southleigh Road has dropped kerbs but no tactile paving. Assumed new tactiles on both sides

Tactile paving at Southleigh Road = £500 per side = £1000

Route C – Train Station and extension to Emsworth Centre

C – Train Station and Emsworth Centre	Tactile paving at existing dropped kerbs Wickor Way Tactile paving at existing dropped kerbs Silvertrees. Tactile paving at existing dropped kerbs Westbourne Avenue.	**£3000**

Item 3 in the route description:



Wicker Way

Tactile paving at Wicker Way = £500 per side = £1000



Slivertrees

Tactile paving at Silvertrees = £500 per side = £1000



Westbourne Avenue

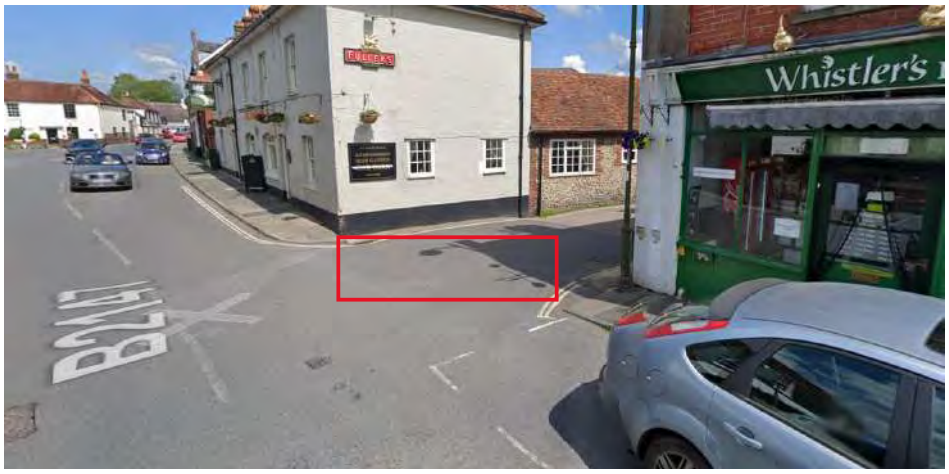
Westbourne Avenue / Westbourne Close has already has dropped kerbs but no tactile paving installed across the junction..

Tactile paving at Westbourne Avenue = £500 per side = £1000

Route D – Route to Westbourne

D – Westbourne Co-Op	Tactile paving at existing dropped kerbs of New Road / White Horse pub. Tactile paving at existing dropped kerbs of The Square / opposite the Co-Op.	**£7500**

Item 7 in the route description:



Angled crossing may need more substantial realignment of the existing kerbing to get a layout that works. Cost below has allowed additional £1000 cost for extra kerbing works / build-outs if required.

Tactile paving, dropped kerbs and extra kerbing works = £3000

Item 8 in the route description



Angled crossing as shown above as driveway opposite the footway.

Tactile paving over the B2147 The Square = £500 per side = £1000



Two potential routes could be improved in this location with tactile paving, but difficult to accommodate both routes due to potentially confusing layout of tactile paving as they would overlap each other outside Co-op.



Alternative location of crossings would require the removal of the existing pedestrian guard railing and a new section of dropped kerb on the northern side. This option has been costed below:

Tactile paving over Kings Street = £500 per side =	£1000
Tactile paving and dropped kerbs over The Square = £1000 per side =	£2000
Allowance for removal of some of existing guard railing =	£500
TOTAL COST OF WCHAR IMPROVEMENTS	**£18,500**

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Report Number

Walking, Cycling and Horse-Riding Assessment Report

Job No:

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1. Scheme Details

1.1. Scheme Client / Developer

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1.5. Scheme Location and Description of Highway Works

To deliver vehicular access to the proposed development of 210 new homes, two simple priority junctions are proposed from Long Copse Lane. Wider improvement works are also proposed for Long Copse Lane between the eastern most site access and Hollybank Lane.

The highway improvement scheme includes:

- *An eastern site access suitable to accommodate the level of development proposed with 2.4m x 34m visibility splays;*
- *Works to the carriageway edge to achieve a 5.5m width;*
- *A pedestrian connection to Wraysbury Park Drive;*
- *The formalisation of an existing layby parking area on Long Copse Lane;*
- *A pedestrian and cycle connection to Redlands Lane;*
- *Upgrading of Redland Lane to provide an all-year surface;*
- *An off-road cycleway on Redlands Lane (road) to connect to the Hampshire Farm development;*
- *Further local road widening on Long Copse Lane to 5.5m retaining all but one Category A tree;*
- *Widening of the bend on the approach to Hollybank Lane (near the start of BOAT66a) and the provision of new footway (initially laid out as a verge) with a no-dig construction method used to avoid a Category A tree; and*
- *Improved forward visibility around the bend on the approach to Hollybank Lane.*

The objectives of the overall site access strategy are to achieve:

- *Safe and suitable access to the site;*
- *The take up of the opportunities for sustainable transport modes, to reduce the need for major transport infrastructure; and*
- *Improvements within the transport network that cost effectively limit the significant impacts of the development and seek to retain the character of Long Copse Lane.*

In addition, the agreed site access works include a solution to a local surface water flooding issue. In summary, water currently runs from the site in a way that is not attenuated – as part of the access works this water will be prevented from flowing on to the road and thereafter flooding properties to the south of the lane which currently happens from time to time. This will be achieved through a new combined highway and surface water pipe under the Long Copse Lane carriageway that will receive surface water from gullies which will render the existing ditches in part redundant. The water will be carried in a 600m long pipe to a basin in HBC controlled land to the east. This is not standard practice but is agreed with HCC (both as local Highway Authority and LLFA) and with HBC who all recognise this improvement will provide significant benefit for residents on Long Copse Lane - those of which who are at the low point suffer consequences when flooding periodically occurs. HCC have also agreed a suitable arrangement for the ongoing maintenance of this solution in the future – this will be delivered and funded by the application site.

1.6. WCHAR Study Area

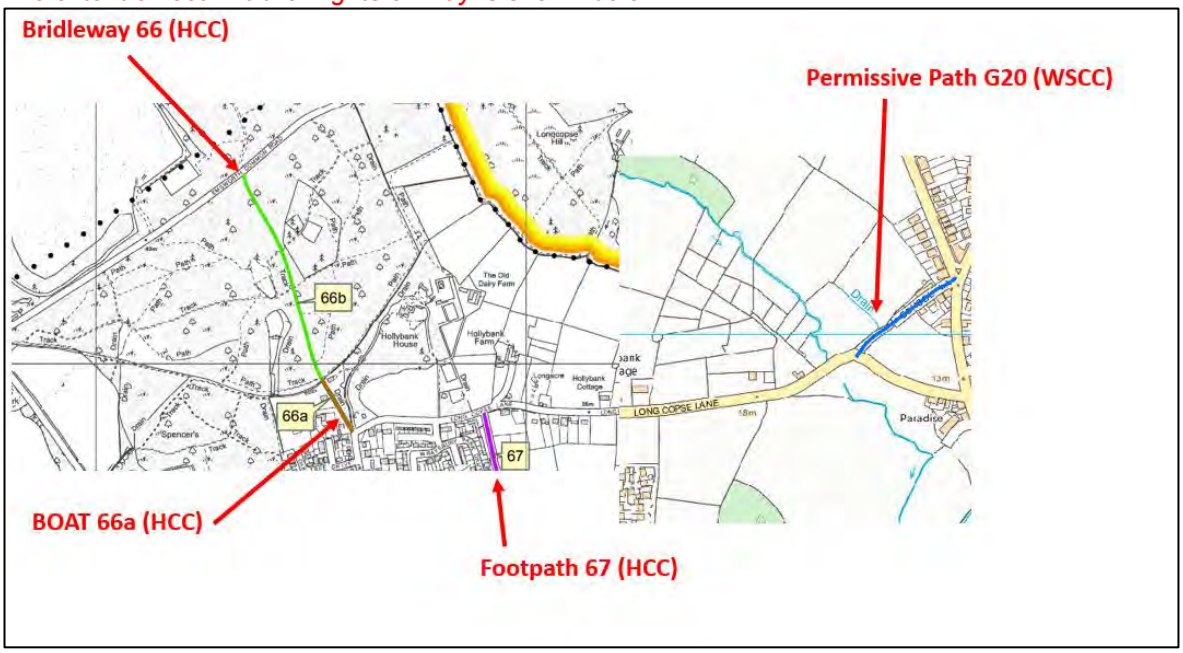
A series of separate WCHARs have been completed for the routes below:

- *Emsworth Train Station and Emsworth centre (taken as Emsworth Co-Op)*
- *Southleigh Co-Op*
- *Westborne Co-Op*
- *St James Primary (walking only)*
- *Warblington Secondary School (cycle only)*

This WCHAR study area is focused on Long Copse Lane itself and equestrian use.



The extent of local Public Rights of Way is shown below.



The WCHAR study area includes all of Long Copse Lane from Hollybank Road to its junction with North Street.
The designated equestrian provision is BOAT66a which lead to Bridleway 66. The HCC Definitive Statement describes this as:

"A Byway Open to All Traffic (BOAT66a) and Bridleway (BW66) running from Hollybank Lane northwards along 8" wide gravel track and cinder track to Emsworth Common Road"

2. WCHAR Assessment

2.1. Assessment of walking, cycling and horse-riding policies and strategies

The Manual for Streets has been reviewed which states:

"Internal permability is important, but the area also needs to be properly connected with adjacent streets. A development with poor links to surrounding areas creates an enclave which encourages movement to and from it by car rather than other modes" *(Ref: MfS 4.25)*

In addition, MfS states:

"Residential areas adjacent to one another should be well connected" *(Ref: MfS 4.2.7).*

Hampshire County Council TG19 – Walking, Cycling and Horse-Riding Assessment and Review (WCAHR) has been reviewed which states:

"The Assessment is the first stage of the process and should be carried out during the initial stages of planning a scheme, to investigate the existing infrastructure and identify potential opportunities to improve conditions for people walking, cycling and where appropriate, riding horses. His shall include the needs of all potential users such as people using mobility aids, prams/buggies, and the range of cycles available. It is important to identify these issues at an early stage as this will help the Design Team to achieve the best possible outcome for these users." *(Ref: TG19 1.3).*

In addition, TG19 states:

"The Design Manual for Roads and Bridges General Principles document GG 142 sets out the procedure for undertaing a Walking, Cycling and Horse-Riding Assessment and Review." *(Ref: TG19 2.1).*

Hampshire Local Transport Plan 2011-2031 has been reviewed which states:

"Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being. *(Ref: HLTP 2011-2031 pg.20).*

There are no equestrian specific policies or strategies.

2.2. Collision data

Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the period between 1 August 2013 and 31 December 2020.

There have been no injury accidents recorded along the corridor between Hollybank Lane, Long Copse Lane, Wraysbury Park Drive and the junction of Long Copse Lane / North Street in the 7 year period.

2.3. Multi-modal transport services and interchange information

There are no relevant multi-modal elements or interchanges. There are two stables within the study area. The route between the stables and BOAT66a (i.e. using Long Copse Lane) is the principle existing and future equine desire line.

.

2.4. Trip generators

There are four four stables and a livery within the study area. Two groups of stables and the livery will be removed as part of the development as these are within the site. The two remaining stables are the key retained equine trip generators. The development is likely to reduce equine trips, albeit some new residents may own horses and choose to stable them at one of these existing facilities. The route between the retained stables and BOAT66a (i.e. using Long Copse Lane) is the principle existing and future equine desire line.

A plan is provided below with the retained stables shown yellow



2.5. Site Visits

Site visits to Long Copse Lane and the surrounding area have been completed on:

- *2/12/17*
- *11/12/17*
- *1/2/18*
- *5/4/18*
- *16/719*
- *18/9/19*
- *30/9/19*
- *30/11/21*
- *08/12/21*
- *03/1/22 (Bank Holiday)*

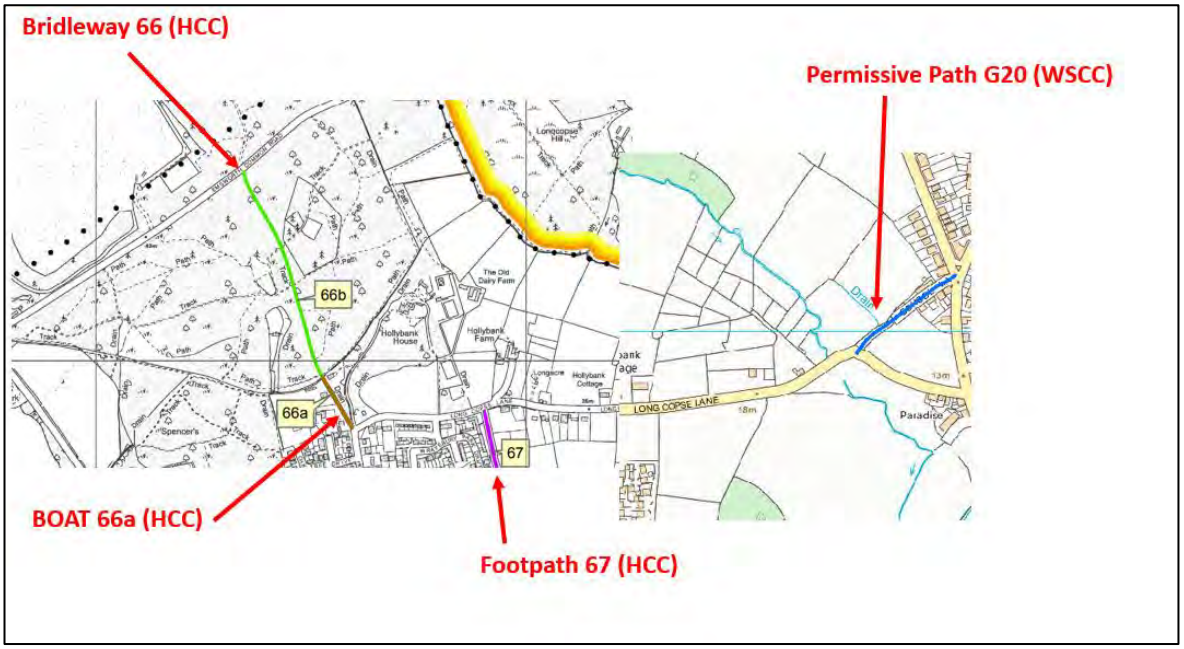
Site visits have taken place on weekdays, at weekends and on a Bank Holiday at various times of day. No equestrian use has been observed within the study area, except for one day (Bank Holiday January 2022), however whilst the site visits have been numerous it is accepted that they only represent a snap-shot in time. Equestrian warning signs are erected on Long Copse Lane on the westbound approach from North Street

2.6. Liaison with key stakeholders

Considerable wider engagement has been completed with HCC in respect of the site access strategy and the need for and design of a comprehensive scheme of improvements to Long Copse Lane and off-site improvement measures. In addition, detailed discussions have taken place with HCC in their role as Lead Local Flood Authority (LLFA) leading to the agreement of a major surface water drainage scheme for Long Copse Lane which will provide significant public benefit by solving an existing surface water and localised flooding issue affecting properties on Long Copse Lane and beyond. The HCC Rights of Way team have also been consulted on the proposed and have been engaged in dialogue since 2018.

2.7. Existing pedestrian, cyclist and equestrian facilities

The extent of local Public Rights of Way is shown below:



The WCHAR study area includes all of Long Copse Lane from Hollybank Road to its junction with North Street.

The designated equestrian provision is BOAT66a which lead to Bridleway 66. The HCC Definitive Statement describes this as - "A Byway Open to All Traffic (BOAT66a) and Bridleway (BW66) running from Hollybank Lane northwards along 8" wide gravel track and cinder track to Emsworth Common Road".

BOAT66a leading to BW66 has an all-weather surface which has been improved in recent years. The route from the stables to BOAT66a is the Long Copse Lane carriageway. Long Copse Lane currently operates as a shared surface lane with no dedicated equestrian or pedestrian facilities. Long Copse Lane is a single carriageway road c.4.5m wide along the study area. It is subject to a 30mph speed limit along the site frontage.

2.8. Walking, cycling and horse-riding survey data (Large schemes only)

No existing walking, cycling or horse-riding survey data is available. Nine separate site visits have taken place on weekdays, at weekends and on a Bank Holiday and at various times of day. No equestrian use has been observed within the study area except for one day (Bank Holiday January 2022), however whilst the site visits have been numerous it is accepted that they only represent a snap-shot in time. Equestrian warning signs are erected on Long Copse Lane on the westbound approach from North Street and it is very likely that there is some equestrian use of Long Copse Lane.

Existing traffic flows were recorded through seven-day Automatic Traffic Count (ATC) surveys undertaken between 31 January 2018 and 8 February 2018 on Long Copse Lane. This shows the following peak hour use:

Morning peak hour: 50 movements

Evening peak hour: 60 movements

Records 85th%tile traffic speeds on Long Copse Lane are very low ranging between 21mph and 26mph.

In terms of latent demand potential, the development removes two groups of stables and a livery and there will be two remaining stables within the study area, these are the key equine trip generators. The development is likely to reduce equine trips locally, albeit some new residents may own horses and choose to stable them at one of the retained facilities. The route between the stables and BOAT66a (i.e. using Long Copse Lane) is the principle existing and future equine desire line.

The traffic impact analysis of the proposed development indicates that a development proposal of up to 260 homes (which is the totality of the overall allocation proposed by HBC as opposed to the current development proposal) is likely to generate a maximum 155 two-way vehicle movements during the weekday peak hour periods, equating to less than three additional vehicles per minute. The majority of these traffic movements will route west from the site to Hollybank Lane.

*An assessment of the increased traffic on the eastern extent of Long Copse Lane (i.e. that part in WSCC) has been completed. As part of this assessment the development impact on WSCC's network was quantified at 22 two-way movements through the North Street junction in the morning peak and 26 two-way movements in the evening peak. WSCC have confirmed they have no objection to the proposed development. (**Appendix A**).*

2.9. Liaison with local user groups and wider public (Large schemes only)

Details of liaison with local user groups and the wider public is set out below:

- *Two pre-application meetings with the Council, the first in December 2017*
- *Highways-specific pre-application engagement and meetings beginning in 2017*
- *A presentation to the Development Control Forum in April 2018.*
- *A website dedicated to the proposed development, providing general imagery about the proposals as well as plans and proposal documents for review, as well as notifications for further consultation events.*
- *Two public consultation events were held in the Emsworth Community Centre on the 21st of March 2018 between 17:30 and 20:30, and on the 23rd of May 2018 between 17:30 and 20:00. The key principles of the proposed development were presented via exhibition boards and consultants were present to assist with providing more information and answering queries.*
- *Feedback from the public consultations was collated and responses were set out in an update leaflet sent out to near neighbours of the site in October 2018.*
- *Engagement with Natural England regarding Bechstein's Bat and nitrogen mitigation from 2019 to 2021.*
- *Engagement with South Downs National Park regarding Lighting and Dark Skies in 2021.*
- *Responses to the Local Plan consultation at Reg 19 stage and to clarify questions raised by the Inspector (Matters and Issues for the Examination – Stage 1 Hearings)*

3. User Opportunities

The opportunities highlighted below are deemed to be relevant to the highway scheme/works and should be considered by the design team leader throughout the progression of the highway scheme design in addition to any further opportunities that may arise through the ongoing development of the design.

3.1. General

*The scheme provides improvements to the carriageway width on Long Copse Lane which will allow greater width for the passing of traffic and equestrian users. The scheme will also deliver a new carriageway surface and edge detail along with a comprehensive drainage scheme fundamentally improving conditions for all users. The scheme drawings are included in **Appendix B**.*

3.2. Strategic Opportunities

The delivery of a strategic drainage scheme as part of the highway works will provide improved conditions for all users. In addition the scheme will provide improved walking and cycling routes to key destinations the south including better walking and cycling access to Emsworth and Westbourne which will promote these routes over the use of Long Copse Lane.

*The widening of Long Copse Lane and provision of an on-site east/west walking route as shown on the updated Masterplan (**Appendix C**) will also provide existing pedestrians with the opportunity to walk within the site as opposed to using the Long Copse Lane carriageway. This will provide an alternative connection to BOAT66a.*

3.3. Walking Specific Opportunities

The proposed highway works provide opportunities that would benefit pedestrians within the study area by delivering new and improved walking and cycling routes to the south through Redlands Lane and Wraysbury Park Drive.This includes a new surface and width improvements on Redlands Lane to enable cycle use and a series of local accessibility improvements through the Wraysbury Park Drive area. In addition, the provision of a walking route within the site will give the opportunity for existing pedestrians walking on Long Copse Lane between Westbourne and Hollybank Lane the complete part of that journey in a traffic free environment and provide an enhanced linkage to BOAT66a.

3.4. Cycling Specific Opportunities

The proposed highway works provide opportunities that would benefit cyclists within the study area by delivering a greater width of usable carriageway on Long Copse Lane. The drainage improvement scheme will also remove areas of standing water which can cause difficulties for cyclists. Furthermore new and improved walking and cycling routes to the south through Redlands Lane and Wraysbury Park Drive will be provided. In addition, the provision of a route within the site will give the opportunity for existing cyclists on Long Copse Lane between Westbourne and Hollybank Lane the complete part of that journey in a traffic free environment and provide an enhanced linkage to BOAT66a.

3.5. Horse-Riding Specific Opportunities

The proposed highway works provide opportunities that would benefit equestrian users within the study area by delivering a greater width of usable carriageway on Long Copse Lane.

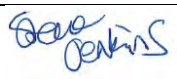
The British Horse Society Guidance for Drivers recommends a four 'Simple Steps for Drivers', three of which are set out below along with details of how the existing and proposed conditions will aid equestrian safety and use.

1. ***Slow Down to a maximum speed of 15mph*** *– The existing 85th%tile speeds on Long Copse Lane are between 21-26mph. These are automatically measured speeds and reflect 'free flow' conditions meaning it is likely that drivers current pass any equestrians at a lower speed likely to be in accordance with the guidance.*
2. ***Be patient*** *– The improvement scheme will provide a greater useable width and provide an alternative route for some walkers and cyclists. This has the potential to reduce the occurrence of drivers meeting both equestrian, pedestrian and cycle users at any one time.*
3. ***Pass the horse wide and slow with at least a cars width if possible*** *- The improvement scheme will deliver a 5.5m carriageway width for around 350m of Long Copse Lane. This width improvement is over the totality of that part of Long Copse Lane which will experience any material increase in vehicle traffic. The improvement scheme will enable cars to pass equestrians (Typical width 1.525m ref: DMRB CD143 5.17) and motorised traffic (Typical width 2.0m) to pass with a cars width (2.0m) i.e. a 5.5m total width enables the use of Long Copse Lane to comply with the British Horse Society Guidance for Drivers.*

4. Walking, Cycling and Horse-Riding Assessment Team Statement

Lead Assessor

As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with HCC Technical Guidance Note TG19.

Name & Title:	Steve Jenkins
Title/Position:	Partner
Organisation:	i-Transport
Signature:	
Date:	28/1/22

Scheme Client Team Leader

As the Scheme Client Team Leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name & Title:	Steve Jenkins
Title/Position:	Partner
Organisation:	i-Transport
Signature:	
Date:	28/1/22

Appendix A – WSCC Response to planning application

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Havant Borough Council FAO: Adrian Ellis
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	13 October 2021
LOCATION:	Land north of Long Copse Lane, Emsworth, PO10 7UN
SUBJECT:	APP/21/00893 Outline planning application for demolition of the existing buildings and the erection of a new residential scheme (C3 use of approximately 210 dwellings to include affordable housing) and associated landscaping, access and supporting infrastructure, all other matters reserved.
DATE OF SITE VISIT:	
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

The application is for the construction of 210 dwellings at Land North of Long Copse Lane, Emsworth, Hampshire. This response only deals with the impacts of the development on the West Sussex road network.

Pre application discussion took place with the applicant's transport consultants in August 2018 and April 2021

Personal Injury Accidents
No PIA have been recorded along the WSCC section of Long Copse Lane in the previous 5 year period.

Trip Generation / Distribution / Assignment
The trip generation developed utilising TRICS and distribution via census journey to work and a gravity model is accepted. All trips to Chichester district including Westbourne (and other locations in West Sussex) are routed along Long Copse Lane to the east of the site and as such the assignment is acceptable.

The development is anticipated to result in an additional 22 AM peak and 26 PM peak two way movements at the Long Copse Lane / North Street junction and as such no modelling of the junction is required.

Long Copse Lane
The air quality management plan calculates the daily traffic east of the access along Long Copse Lane as 791 daily movements (an increase of 190 over a no development scenario) and as such the effective single carriageway with passing places arrangements would remain acceptable.

Due to the width of Long Copse Lane the applicant has provided information on the inter visibility of passing places along the Lane. Drawing ref ITB13525-GA-019 details that suitable visibility splays are provided in line with Manual for Streets guidance for a 30mph road, with a minimum visibility of 33m in proximity to the junction of North Street where speeds would be lower.
It is recognised that the increase in vehicles may have a negative effect on the perception of safety for Non Motorised users of the lane however this would not result in an objection.

Construction Management Plan
It is expected that a CMP would be secured should permission be granted, and it is expected that HGV vehicles would be expected to access the site via the HCC highway network.

Conclusion
No objection is raised to the application subject to the following condition.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Stephen Gee
West Sussex County Council – Planning Services

Appendix B – Long Copse Lane improvement drawings















LONG COPSE LANE

HOLLYBANK LANE

OAK TREE DRIVE

PEDESTRIAN VISIBILITY 1.5m x 27.1m (TO TANGENT)

PEDESTRIAN VISIBILITY 1.5m x 27.6m

PEDESTRIAN VISIBILITY 1.5m x 27.1m

6.1m

5.5m

5.6m

EXISTING VEGETATION ALONG THIS SECTION OF WIDENING TO BE REMOVED AND LANDSCAPE TREATMENT TO BE RE-PROVIDED

POTENTIAL ACCESS POINT TO SERVE WESTERN PARCEL

2.4m x 27.1m VISIBILITY SPLAY

RADII 8.0m

5.5m

2.4m x 27.6m VISIBILITY SPLAY

RADII 8.0m

RADII 10.0m

2.4m x 27.1m VISIBILITY SPLAY

CUTLINE FOR CONTINUATION SEE DRAWING ITB13525-GA-102

TREE RETENTION SUBJECT TO ARBORICULTURALIST

BEND WIDENED TO ALLOW TWO-WAY MOVEMENT USING EXISTING VERGE. EXISTING VEGETATION/SCRUB TO BE CUT BACK TO ACHIEVE MINIMUM OF 25m FORWARD VISIBILITY (20mph).

PEDESTRIAN VISIBILITY 1.5m x 27.6m

PEDESTRIAN VISIBILITY 1.5m x 27.6m (TO TANGENT)

1.8m FOOTWAY

WIDENING OF EXISTING CARRIAGEWAY TO 5.5m TO TIE INTO EXISTING ROAD ALIGNMENT TO THE SOUTH

PEDESTRIAN VISIBILITY 1.5m x 27.1m

PEDESTRIAN VISIBILITY 1.5m x 27.1m

5.5m

PROPOSED GATEWAY FEATURE EXACT DETAILS TO BE AGREED WITH HCC AT DETAILED DESIGN STAGE

CARRIAGEWAY REDUCED TO 5.5m, TO ALLOW FOR 1.8m FOOTWAY TO TIE INTO EXISTING FOOTWAY NETWORK.

No. 59

No. 56

No. 51

No. 2

No. 6

No. 20

No. 71

NOTES:

- DRAINAGE SOLUTION HAS BEEN AGREED BETWEEN HIGHWAYS, FLOOD AND WATER MANAGEMENT AND LAND AND PARTNERS LTD;
- LIGHTING TO BE PROVIDED TO THE LHA SPECIFICATION AND APPROVAL AT THE DETAILED DESIGN STAGE;
- ARBORICULTURAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS; AND
- ECOLOGICAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS

i-Transport

Grove House, Lutyens Close, Chineham Tel: 01256 338640
Basingstoke, Hampshire, RG24 8AG

www.i-transport.co.uk

SCALE BAR @ 1:250

0 1 2 5 10 25

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	14.12.21	MC	FOOTWAY CONNECTION UPDATED	MC	SJ
A	08.04.20	MC	FOOTWAY CONNECTION UPDATED	MC	SJ

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENTS SHEET 2 OF 3

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A1:	DATE:
ITB13525	1:250	12.08.19
DRAWING No:		REV:
ITB13525-GA-101		B

I:\Projects\ITB13525 Land at Emsworth\Drawings\Working Drawings\ITB13525-GA-101 B.dwg

PROPOSED SITE ACCESS
5.5m WIDE WITH 8m RADII AND
2.0m FOOTWAY ON EASTERN SIDE

5.5m

2.0m

RADII 8.0m

2.4m x TANGENT VISIBILITY SPLAY

PEDESTRIAN VISIBILITY 1.5m x 34.6m

2.4m x 34.6m VISIBILITY SPLAY



RADII 8.0m

PEDESTRIAN VISIBILITY 1.5m x 33.0m

2.4m x 33.0m VISIBILITY SPLAY

5.5m

2.0m

TIE INTO EXISTING CARRIAGEWAY
AND EXISTING WIDTHS TO BE
RETAINED EASTBOUND

PEDESTRIAN VISIBILITY 1.5m x 34.6m

UNCONTROLLED CROSSING WITH
DROPPED KERBS AND TACTILE PAVING

PEDESTRIAN CONNECTION
WITHIN SITE

PEDESTRIAN VISIBILITY 1.5m x 27.6m

UNCONTROLLED CROSSING WITH
DROPPED KERBS AND TACTILE PAVING

PROPOSED FOOTWAY TO
TIE INTO REDLANDS LANE

SHARED USE UNTIL PAST PADDOCKS
COPSE TO THE SOUTH







2.2m

PEDESTRIAN VISIBILITY 1.5m x 33.0m

PEDESTRIAN VISIBILITY 1.5m x 27.1m

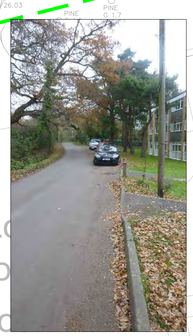
2.4m x 27.6m VISIBILITY SPLAY

PROPOSED FOOTWAY 1.5m
IN FRONT OF FENCELINE

EXISTING FENCELINE

PEDESTRIAN VISIBILITY 1.5m x 27.6m

EXISTING LAY BY
TO BE FORMALISED





ENHANCEMENTS TO REDLANDS LANE
AGREED WITH HCC RoW TO ALLOW
PEDESTRIAN AND CYCLE USE

EXISTING TRACK HAS BEEN UPGRADED
AND WIDENED FOR VEHICULAR ACCESS
TO NEW RESIDENTIAL DEVELOPMENT -
PADDOCKS COPSE

NO CHANGE TO SURFACE



FURTHER PEDESTRIAN AND CYCLE
IMPROVEMENTS SHOWN ON DRAWING
ITB13525-GA-103

CUT LINE FOR CONTINUATION SEE
DRAWING ITB13525-GA-101



LONG COPSE LANE

WRAYSBURY PARK DRIVE

No. 20

No. 30

El Sub Sta

NOTES:
- ALL WORKS OUTSIDE THE APPLICATION SITE AREA ARE SHOWN INDICATIVELY AND WILL BE SUBJECT TO S278 SCHEME TO BE AGREED
- DRAINAGE SOLUTION HAS BEEN AGREED BETWEEN HIGHWAYS, FLOOD AND WATER MANAGEMENT AND LAND AND PARTNERS LTD;
- LIGHTING TO BE PROVIDED TO THE LHA SPECIFICATION AND APPROVAL AT THE DETAILED DESIGN STAGE;
- ARBORICULTURAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS; AND
- ECOLOGICAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640

www.i-transport.co.uk

SCALE BAR @ 1:250

0 1 2 5 10 25

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NOTE:

ALL WORKS OUTSIDE THE APPLICATION SITE AREA ARE SHOWN INDICATIVELY AND WILL BE SUBJECT TO S278 SCHEME TO BE AGREED

REV	DATE	BY	DESCRIPTION	CHK	APD
C	14.12.21	MC	PEDESTRIAN CONNECTION ADDED	MC	SJ
B	10.08.21	MC	ANNOTATION ADDED	MC	SJ
A	08.04.20	MC	FOOTWAY CONNECTION UPDATED	MC	SJ

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENTS
SHEET 3 OF 3

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A1:	DATE:
ITB13525	1:250	12.08.19
DRAWING No:		REV:
ITB13525-GA-102		C

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Appendix C – Updated site masterplan

Drawn by : Checked by :

Date:

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Revisions

Rev	Date	Drawn	Checked

N

Ancient Woodland
Woodland
Ancient Woodland
Woodland
Woodland
Field Access
Woodland Access
SuDS
Inaccessible Buffer
SuDS
Open Space
Bat Corridor
SuDS
Open Space
Inaccessible Buffer
Bat Corridor
Open Space
Play
SuDS
Bat Corridor
Open Space
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Bat Corridor
SuDS
Long Copse Lane

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Project:
LAND NORTH OF LONG COPSE LANE
EMSWORTH

Drawing Title:
SKETCH MASTERPLAN

LAND & PARTNERS
Promoting strategic housing land & building communities by creating special places for people to live, work & play

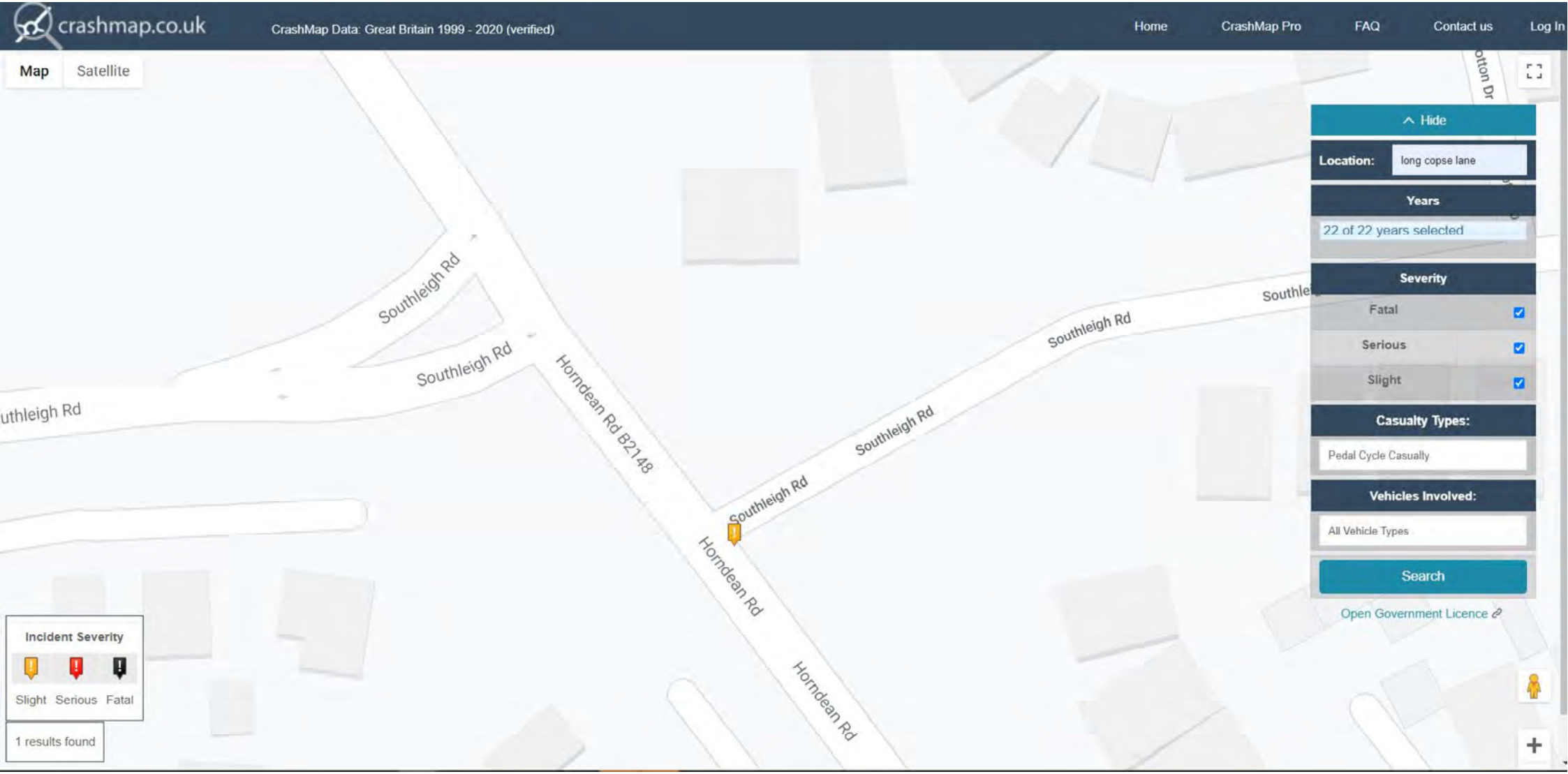
carlton design partnership
Selwyn House, 32a Castle Way, Southampton, SO14 2AW
023 8011 8866 www.carltondesignpartnership.com

Scale: 1:1000 @ A1

Drg No: 170116/SL/SK1 Rev: S

X:\CURRENT PROJECTS\LAND AND PARTNERS\LONG COPSE LANE EMSWORTH\SITE LAYOUT\LAYOUT 33

APPENDIX C. 22-Year accident data


crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2020 (verified)
Home
CrashMap Pro
FAQ
Contact us
Log In
Map
Satellite
Hide
Location:
long copse lane
Years
22 of 22 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
Pedal Cycle Casually
Vehicles Involved:
All Vehicle Types
Search
Open Government Licence
Southleigh Rd
Horndean Rd B2148
Horndean Rd
Incident Severity
Slight
Serious
Fatal
1 results found

APPENDIX D. Updated Masterplan

Drawn by : Checked by :

Date:

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Revisions

Rev	Date	Drawn	Checked

N

Ancient Woodland
Woodland
Ancient Woodland
Woodland
Woodland
Field Access
Woodland Access
SuDS
Inaccessible Buffer
SuDS
Open Space
Bat Corridor
SuDS
Open Space
Inaccessible Buffer
Bat Corridor
Open Space
Play
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Bat Corridor
Open Space
Bat Corridor
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SuDS
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ESS
Bat Corridor
SuDS
Long Copse Lane

1:1000 0 10 20 40 70 100.M.

Project:
LAND NORTH OF LONG COPSE LANE
EMSWORTH

Drawing Title:
SKETCH MASTERPLAN

LAND & PARTNERS
Promoting strategic housing land & building communities by creating special places for people to live, work & play

carlton design partnership
Selwyn House, 32a Castle Way, Southampton, SO14 2AW
023 8011 8866 www.carltondesignpartnership.com

Scale: 1:1000 @ A1

Drg No: 170116/SL/SK1 Rev: S

X:\CURRENT PROJECTS\LAND AND PARTNERS\LONG COPSE LANE EMSWORTH\SITE LAYOUT\LAYOUT 33

APPENDIX E. Stage 1 Road Safety Audit – Redlands Lane

Stage 1 Road Safety Audit

Incorporating Design Organisation Response to items raised

Redlands Lane, Emsworth

Proposed Walking and Cycling Improvements to Redlands Lane

On behalf of: **i-Transport**

Report Ref: 21025-3

Date: 16 December 2021

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SECTION 1 DOCUMENT CONTROL

Report Title:	Stage 1 Road Safety Audit
Date:	December 21
Document reference and revision:	21025-3
Prepared by:	Courzons Limited
On behalf of the Overseeing Organisation:	Hampshire County Council
Design Organisation:	i-Transport
Project Sponsor:	Land and Partners

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Draft for Audit Team Review	ZB			7th December 2021
1	Report finalised and issued to the Design Organisation	ZB	JJF	ZB	9th December 2021
2	Report format amended to incorporate Design Organisation Response	ZB			9th December 2021
3	Design Organisation Response Incorporated	Steve Jenkins on behalf of i-Transport			15th December 2021

SECTION 2 INTRODUCTION

2.1 Background

2.1.1 This report has been prepared by Courzons Limited and describes a Stage 1 Road Safety Audit carried out on works proposed along an existing route to provide a pedestrian and cycle connection to Redlands Lane from Long Copse Lane along Redlands Lane in Emsworth, Hampshire.

2.1.2 The works that form part of this Stage 1 Road Safety Audit include:

- Provision of an all-year surface along the unmade section of Redlands Lane; and
- Provision of an off-road shared footway / cycleway on the eastern side of Redlands Lane to connect to a residential development of 210 homes, referred to as “Hampshire Farm”.

2.1.3 Further works associated with the residential development are proposed along Long Copse Lane, including at its junction with Redlands Lane. This Stage 1 Road Safety Audit does not include any works proposed on Long Copse Lane. As set out in Section 3, these further works have been subject to a separate Road Safety Audit undertaken by others.

2.1.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119 and have been approved to undertake Road Safety Audit in Hampshire. The Audit Team comprised:

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA Road Safety / Highway Engineer – Courzons Limited

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency, Road Safety / Highway Engineer – Courzons Limited

2.1.5 The audit was carried out in accordance with GG 119 of The Design Manual for Roads and Bridges (DMRB).

2.1.6 The Audit took place during November and December 2021 and comprised an examination of the drawings and other information provided, as is listed in **Appendix A**.

2.1.7 A site visit and inspection was undertaken by the Audit Team Leader and Audit Team Member during the morning on the Tuesday 7th December 2021 between 11:15am and 11:45am hours. The weather during the site visit was overcast with rain, the road surface was wet and visibility was good. Vehicular traffic to include cars and light goods vehicles were observed during the site visit. No pedestrians or cyclists were also observed during the site visit.

2.1.8 The audit team have not been informed of any Departures from Standard (DfS) in the scheme subject to this Stage 1 Road Safety Audit.

2.1.9 A scheme drawing illustrating where the locations of specific problems are referenced is included in **Appendix B**.

2.1.10 This Road Safety Audit has been compiled, only with regards to the safety implications for road users of the proposals presented in the supplied documentation. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals.

2.2 Design Organisation Response

2.2.1 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.

2.2.2 The Design Organisation Response has been prepared by:

Name:	Steve Jenkins
Position / Organisation:	Partner, i-Transport

2.2.3 If applicable, any drawings or documents associated with the Design Organisation Response are listed at **Appendix C**.

SECTION 3 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

3.1 Courzons Limited have not been made aware of any previous road safety audits associated with the proposals that form part of this audit. However, a Stage 1 Road Safety Audit was undertaken of the proposals along Long Copse Lane, to include its junction with Redlands Lane, in April 2018 by others (reference RSA-17-135).

SECTION 4 ITEMS RAISED AT THIS STAGE 1 AUDIT

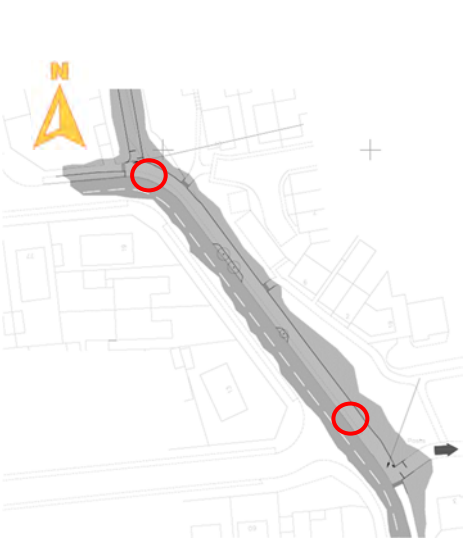
4.1	LOCAL ALIGNMENT
	No road safety concerns raised at this stage.
4.2	**GENERAL**
4.2.1	**Problem**
Location:	Redlands Lane junctions with Birch Tree Drive
Summary:	Existing lighting columns and road name plates are situated within the proposed shared footway / cycleway

The scheme includes the provision of a minimum 3 metre wide shared footway / cycleway on the eastern side of Redlands Lane, between its junctions with Birch Tree Drive. In order to accommodate the widening associated with the proposed shared footway / cycleway, the existing verge is to be utilised, where existing lighting columns and road name plates are present. In order to negotiate along the shared footway / cycleway in these locations, wheelchair / pushchair users may be required to enter into the carriageway where full height kerbs are present, to negotiate around the lighting column and/or road name plates, potentially resulting in vehicle to pedestrian collisions or fall.

Recommendation:

It is recommended that the existing lighting columns and road name plates are relocated accordingly.

Location Plan:







DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted – At the detailed design stage existing lighting columns and road name plates will be relocated accordingly.	
4.2.2	**Problem**
Location:	Redlands Lane
Summary:	Existing unmade track accommodates utility covers
Various utility covers are present within the existing unmade track along Redlands Lane, along the route where it is proposed to provide the traffic free section of the 3 metre wide shared footway / cycleway. The utility covers appear to be set at a level above the top of the existing track. The Audit Team have concerns that the covers will protrude above the level of the proposed footway / cycleway, which will be a trip hazard leading to personal injuries.	
Recommendation:	
It is recommended that all cover levels are adjusted appropriately.	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.	
Accepted - At the detailed design stage all cover levels will be adjusted appropriately.	
4.3	**JUNCTIONS**
	No road safety concerns raised at this stage.

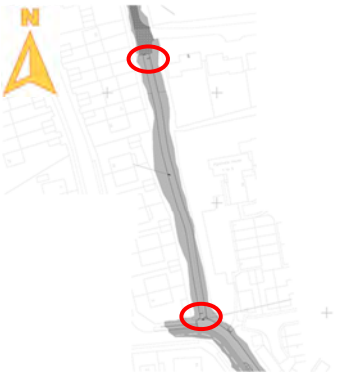
4.4	NON-MOTORISED USER PROVISION
4.4.1	**Problem**
Location:	Redlands Lane - proposed staggered barriers
Summary:	Cyclists could bypass staggered barriers

The scheme includes the provision of staggered barriers at the northern and southern section of the traffic free section of the proposed shared footway / cycleway. The vegetation adjacent to the proposed staggered barriers appears sparse and/or grassed, resulting in gaps. There is a risk a cyclist could bypass the staggered barriers, fail to stop in time and enter into the carriageway, into the path of an approaching vehicle, which could lead to vehicle to cyclist collisions or heavy vehicle braking and loss of control type collisions.

Recommendation:

It is recommended that suitable measures are implemented either side of the proposed staggered barriers in order to prevent cyclists from by-passing the staggered barriers.

Location Plan:







DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted – At the detailed design stage suitable measures will be implemented either side of the proposed staggered barriers in order to prevent cyclists from by-passing the staggered barriers. A note has been added to drawing ITB13525-GA-103 Rev C.

4.4.2	**Problem**
Location:	Redlands Lane
Summary:	Lack of advance warning of the potential for pedestrians to be present in the carriageway

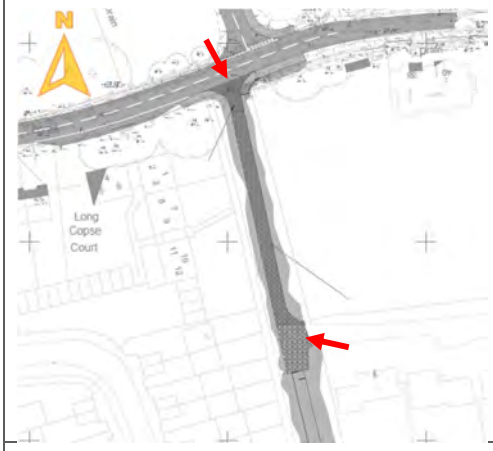
The scheme drawing provided with the Audit Brief indicates that the northern section of Redlands Lane is to continue to operate as a shared carriageway between vehicles and pedestrians / cyclists. At this stage, the Audit Brief does not include details of the

proposed signage. A lack of advance warning for vehicles approaching the shared surface could result in drivers not being made aware pedestrians could be present in the carriageway. This could lead to heavy braking and rear impact collisions, loss of control type collisions or vehicle to pedestrian collisions.

Recommendation:

It is recommended that advance warning is provided on the approaches to the shared surface to inform drivers of the potential for pedestrians to be present in the carriageway.

Location Plan:

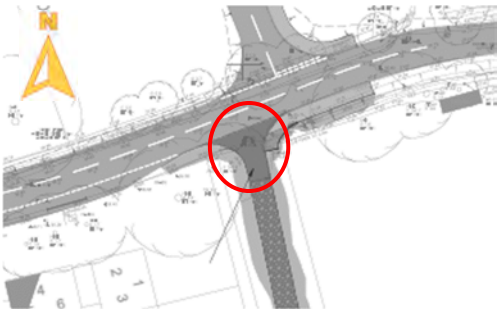


DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted - At the detailed design stage advanced warning signs will be provided on approach to the shared surface section in order inform drivers of the potential for pedestrians. A note has been added to drawing ITB13525-GA-103 Rev C.

4.4.3	**Problem**
Location:	Redlands Lane junction with Long Copse Lane
Summary:	Lack of on-carriageway measures to inform drivers of the change in carriageway to a shared surface

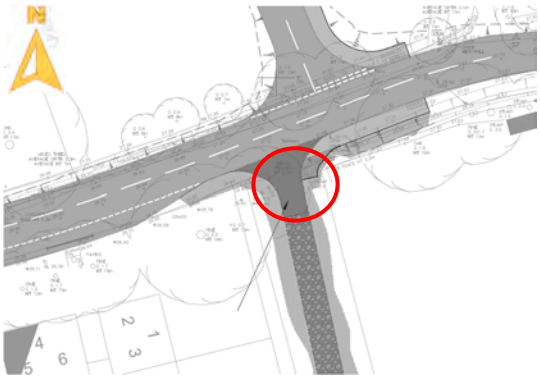
The scheme drawing provided with the Audit Brief indicates that the northern section of Redlands Lane is to continue to operate as a shared carriageway between vehicles and pedestrians / cyclists, however, it is unclear if any on-carriageway change in surface materials are to be provided at the junction to inform drivers of the change in carriageway to a shared surface. A lack of a suitable on-carriageway warning for drivers entering the shared surface could result in drivers being unaware that pedestrians may be present in the carriageway ahead. This could lead to inappropriate vehicular speeds and vehicle to pedestrian collisions.

Recommendation:
It is recommended suitable measures are provided to highlight the change in nature of the carriageway to a shared surface.
Location Plan:  
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.
Accepted - At the detailed design stage suitable measures will be provided to highlight the change in nature of the carriageway to a shared surface. A note has been added to drawing ITB13525-GA-103 Rev C which is supplemented by a surface change provided at the point Redlands Lane meets Long Copse Lane – this shown on the updated drawing.

4.4.4	**Problem**
Location:	Redlands Lane junction with Long Copse Lane
Summary:	Lack of suitable transition to shared carriageway from footway
The scheme drawing provided with the Audit Brief indicates that the northern section of Redlands Lane is to continue to operate as a shared carriageway, with pedestrians and vehicles sharing the carriageway on an equitable basis. The proposed footway is shown to wrap around the corner radius and terminate on Redlands Lane. No level access between the proposed footway and shared surface carriageway is illustrated on the scheme drawing. Full height kerbs will be an obstruction for pedestrians and could lead to trips, falls and personal injury. Furthermore, it is unclear if suitable measures will be provided to ensure users will be informed of the change in route characteristics. Insufficient advance warning could lead to users, including the visually impaired, stepping into the carriageway and into the path of vehicles, resulting in vehicle to pedestrian / cycle collisions.	
Recommendation:	
It is recommended that the edge of carriageway where users transition from the footway to the carriageway is not formed with kerbs in excess of 6mm and that suitable measures	

are provided on approach to the shared carriageway to ensure that footway users are made aware of the change in route characteristics.

Location Plan:





DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted – A dropped kerb has been shown on drawing ITB13525-GA-103 Rev C and at the detailed design stage it will be ensured that the transition from the footway to the carriageway is not formed with kerbs in excess of 6mm. In addition, advanced warning signs will be provided on approach to the shared surface section in order to ensure that footway users are made aware of the change in route characteristics.

4.4.5	**Problem**
Location:	Redlands Lane
Summary:	Lack of suitable transition to shared carriageway from proposed shared footway / cycleway

The scheme drawing provided with the Audit Brief indicates that the northern section of Redlands Lane is to continue to operate as a shared carriageway, with pedestrians and vehicles sharing the carriageway on an equitable basis, however, it is unclear if suitable measures will be provided at the point where the shared footway / cycleway transitions to the shared carriageway. Insufficient advance warning could lead to users, including the visually impaired, stepping into the carriageway and into the path of vehicles, resulting in vehicle to pedestrian / cycle collisions.

Recommendation:

It is recommended that suitable measures are provided on approach to the shared carriageway to ensure that users are made aware of the change in route characteristics.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted - At the detailed design stage advanced warning signs will be provided on approach to the shared surface section in order inform users of the change in route characteristics. A note has been added to drawing ITB13525-GA-103 Rev C.

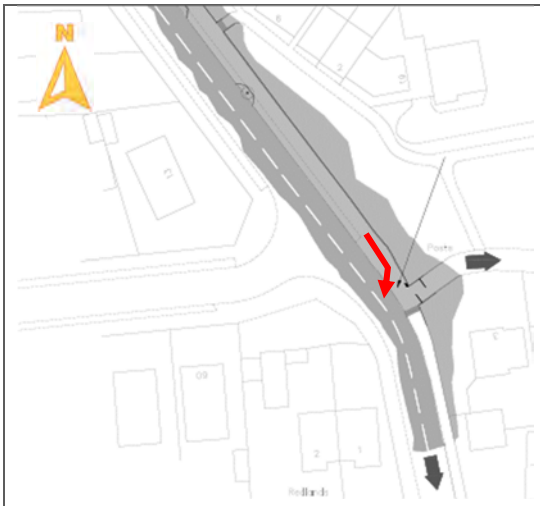
4.4.6	Problem
Location:	Proposed shared footway / cycleway onto Redlands Lane
Summary:	Cyclists could enter the carriageway without stopping / looking properly

The scheme includes the provision of a minimum 3 metre wide shared footway / cycleway on the eastern side of Redlands Lane, between its junctions with Birch Tree Drive. At its southern point, a dropped kerb is proposed to enable cyclists to transition from the shared footway / cycleway to the live carriageway on Redlands Lane. There is a risk cyclists travelling south along the shared footway / cycleway looking to enter onto Redlands Lane could do so without giving due care and consideration to vehicles travelling on Redlands Lane. Cyclists entering into the carriageway without giving way could result in vehicle to cyclist collisions.

Recommendation:

It is recommended that cyclist giveway markings are provided prior to the point where cyclists transition from the shared footway / cycleway onto the live carriageway on Redlands Lane.

Location Plan:





DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted – Drawing ITB13525-GA-103 Rev C has been updated to include cyclist give way markings prior to the point where cyclists transition from the shared footway / cycleway onto the live carriageway on Redlands Lane.

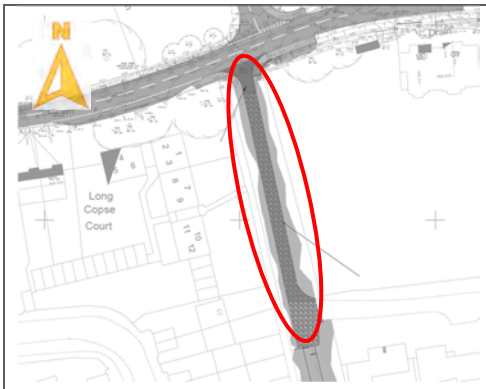
4.4.7	**Problem**
Location:	Redlands Lane
Summary:	Uneven surface could result in trips and falls

The scheme includes the widening and resurfacing of the existing unmade track on Redlands Lane. The scheme drawings provided with the audit brief indicate the existing surface on the northern section of Redlands Lane, which provides vehicular access to the recently constructed 1-4 Paddocks Copse residential development, is to remain as per existing. The existing surface along the northern section of Redlands Lane appears to be made of gravel and sand. At the time of the site visit, large sections of the existing gravel and sand surface appeared to be loose and unstable under foot. There is a risk users, particularly perambulators and wheelchair users, will be unable to safely negotiate the existing gravel surface, resulting in becoming stuck or trips and falls leading to personal injury.

Recommendation:

It is recommended it is ensured an appropriate surface is provided.

Location Plan:





DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted – At the detailed design stage it will be ensured that an appropriate surface is provided. A note has been added to drawing ITB13525-GA-103 Rev C.

4.4.8	**Problem**
Location:	Redlands Lane
Summary:	Broken / uneven surface could result in trips and falls

The scheme includes the provision of a minimum 3 metre wide shared footway / cycleway on the eastern side of Redlands Lane, between its junctions with Birch Tree Drive. Along the southern section, an area of the footway appears uneven. The resultant uneven surface could give rise to trips and falls, particularly involving the visually impaired and infirm.

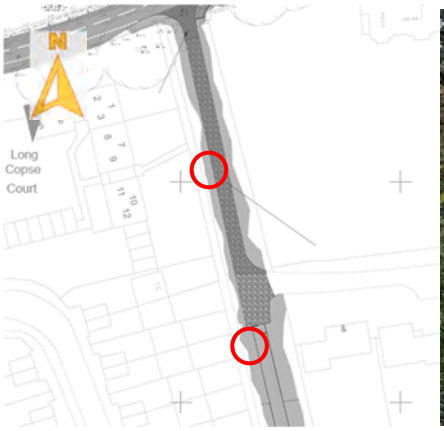
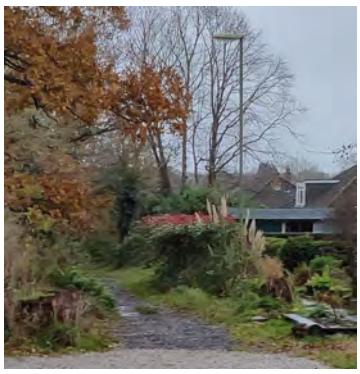
Recommendation:

It is recommended that the proposed shared footway / cycleway allows for a smooth even surface.

Location Plan:





DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.	
Accepted - At the detailed design stage it will be ensured that an appropriate surface is provided. A note has been added to drawing ITB13525-GA-103 Rev C.	
4.5	**ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING**
4.5.1	**Problem**
Location:	Redlands Lane
Summary:	Pedestrians may not be seen during the hours of darkness
A number of lighting columns are present along the northern section of Redlands Lane. Existing vegetation was observed to obscure the illumination levels of the existing lighting columns. Whilst vehicles are driven during the hours of darkness with head lights illuminated, drivers may not become aware of the presence of pedestrians at a safe distance, which could give rise to vehicle to pedestrian / cyclist collisions. Furthermore, tree canopies and overgrown vegetation are present along Redlands Lane which would generate shadows, restricting clear visibility of pedestrians negotiating along Redlands Lane.	
Recommendation:	
It is recommended that a suitable level of street lighting is provided and that vegetation is maintained clear of any lighting.	
Location Plan:	
  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.	
Accepted - At the detailed design stage a lighting strategy and design will be provided. A note has been added to drawing ITB13525-GA-103 Rev C.	

SECTION 5 AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Courzons Limited
Date: 16th December 2021

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Courzons Limited
Date: 16th December 2021

APPENDIX A LIST OF DRAWINGS AND DOCUMENTS SUBMITTED FOR AUDITING

List of items examined as part of this Stage 1 Road Safety Audit

Drawings

Drawing Reference	Drawing Title
ITB13525-GA-103B	Proposed Footway / Cycleway Improvements along Redlands Lane

Documents

Document Reference	Document Title
ITB13525-010	Road Safety Audit Brief (Redlands Lane)

APPENDIX B ITEM LOCATION PLAN



APPENDIX C DRAWINGS ASSOCIATED WITH THE DESIGN ORGANISATION RESPONSE

Drawings

Drawing Reference	Drawing Title
ITB13525-GA-103 Rev C	Proposed Footway / Cycleway Improvements along Redlands Lane

VIEWPORT 1

PROPOSED IMPROVEMENTS TO LONG COPSE LANE

SHARED USE UNTIL PAST PADDOCKS COPSE TO THE SOUTH

EXISTING TRACK HAS BEEN UPGRADED AND WIDENED FOR VEHICULAR ACCESS TO NEW RESIDENTIAL DEVELOPMENT - PADDOCKS COPSE



NO CHANGE TO SURFACE



STAGGERED BARRIERS ON CYCLEWAY

NOT:E

- MEASURES TO BE IMPLEMENTED AT DETAILED DESIGN STAGE EITHER SIDE OF THE PROPOSED STAGGERED BARRIERS IN ORDER TO PREVENT CYCLISTS FROM BY-PASSING THE STAGGERED BARRIERS
- ADVANCED WARNING SIGNS TO BE PROVIDED ON APPROACHES TO SHARED SURFACE - EXACT DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE
- SUITABLE MEASURES TO BE PROVIDED ON APPROACH TO THE SHARED CARRIAGEWAY TO ENSURE USERS ARE MADE AWARE OF THE CHANGE IN ROUTE CHARACTERISTICS - EXACT DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE
- APPROPRIATE SURFACE TO BE PROVIDED - EXACT DETAILS TO BE AGREED AT DETAILED DESIGN STAGE
- LIGHTING STRATEGY TO BE AGREED WITH HCC AT DETAILED DESIGN STAGE



EXISTING TRACK IS CURRENTLY A BARK SURFACE. SURFACE TO BE UPGRADED TO HOGGIN OR SIMILAR TO HCC REQUIREMENTS TO PROVIDE ALL YEAR ROUND SURFACE

SCALE BAR @ 1:500

0 5 10 25 50

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286.
© CROWN COPYRIGHT RESERVED.

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPT NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

CUT LINE FOR CONTINUATION SEE VIEWPORT 2

VIEWPORT 2

CUT LINE FOR CONTINUATION SEE VIEWPORT 1

APPROPRIATE ENTRY TREATMENT TO BE AGREED WITH HCC AND DETAILED DESIGN STAGE



EXISTING TREES TO BE RETAINED

PROPOSED CORDUROY PAVING

PROPOSED CORDUROY PAVING

EXISTING VERGE TO BE REMOVED TO PROVIDE SHARED FOOTWAY/CYCLEWAY WITH MINIMUM WIDTH OF 3.0m

FOOTWAY NARROWED IN LOCATION OF EXISTING TREES TO MINIMUM OF 2.4m

EXISTING TREE TO BE RETAINED



DIRECTION SIGN FOR CYCLISTS DIRECTING THEM THROUGH HAMPSHIRE FARM DEVELOPMENT TO EXISTING CYCLE NETWORK

CYCLISTS TO RE-JOIN CARRIAGEWAY

DROPPED KERB TO ALLOW CYCLISTS TO TRAVEL ON CARRIAGEWAY ALONG REDLANDS LANE SHOULD THEY WISH NOT TO TRAVEL THROUGH HAMPSHIRE FARM DEVELOPMENT

HAMPSHIRE FARM DEVELOPMENT

STAGGERED BARRIERS ON CYCLEWAY

PROPOSED CORDUROY PAVING

ON CARRIAGEWAY CYCLE ROUTE TO CONNECT TO CYCLE FACILITIES AT WESTBOURNE ROAD / NEW BRIGHTON ROAD

i-Transport

Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
C	14.12.21	MC	UPDATED TO INCORPORATE STAGE 1 RSA COMMENTS	MC	SJ
B	01.12.21	MC	FOOTWAY CONNECTION UPDATED ALONG REDLANDS LANE	MC	SJ
A	08.04.20	MC	FOOTWAY CONNECTION UPATED ALONG LONG COPSE LANE	MC	SJ

STATUS: FOR INFORMATION

TITLE: PROPOSED FOOTWAY/CYCLEWAY IMPROVEMENTS ALONG REDLANDS LANE

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A2:	DATE:
ITB13525	1:500	30.08.19
DRAWING No:		REV:
ITB13525-GA-103		C

I:\Projects\13000 Live Projects\13525\TB Long Copse Lane, Emsworth\Tech\Acad\i-Transport Drawings\Working Drawings\GA\300 Series\ITB13525-GA-103C.dwg

APPENDIX F. Traffic Models

HCC Calcs

	Peds per hour (P)	Vehicles per hour (V)	PV2 x10^8	PV2
Busiest Hour 2021 8-9 Flows	47	854	3427785200000000	0.34
2026 + CD + Dev (18 Base) (PM Flow)	47	1172	6455844800000000	0.65

Potential Ped Demand

210	dwellings
0.21	Secondary pupil yield per dwelling
50%	X% walk to school
22	Additional Pupil Demand

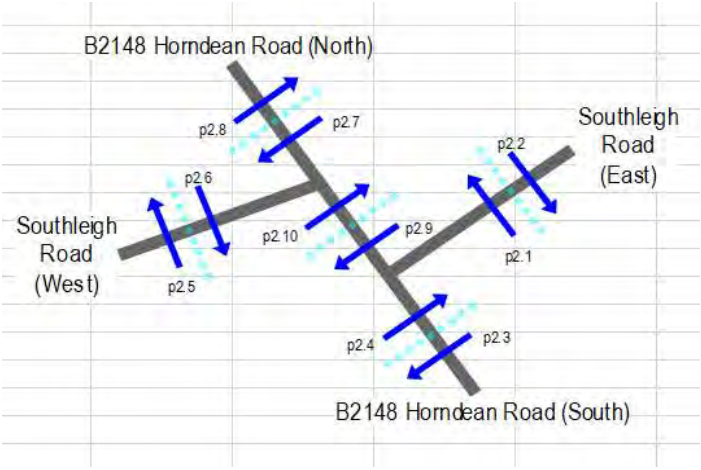
Survey Results Pedestrians

	P2.10 (eastbound)	P2.9 (westbound)	**Two-Way**
0700-0800	2	3	**5**
0800-0900	1	5	**6**
1400-1500	7	2	**9**
1500-1600	8	0	**8**

Survey Results Cycles

	P2.10 (eastbound)	P2.9 (westbound)	**Two-Way**
0700-0800	2	4	**6**
0800-0900	5	11	**16**
1400-1500	6	3	**9**
1500-1600	11	1	**12**





APPENDIX G. WSCC Response

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Havant Borough Council FAO: Adrian Ellis
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	13 October 2021
LOCATION:	Land north of Long Copse Lane, Emsworth, PO10 7UN
SUBJECT:	APP/21/00893 Outline planning application for demolition of the existing buildings and the erection of a new residential scheme (C3 use of approximately 210 dwellings to include affordable housing) and associated landscaping, access and supporting infrastructure, all other matters reserved.
DATE OF SITE VISIT:	
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

The application is for the construction of 210 dwellings at Land North of Long Copse Lane, Emsworth, Hampshire. This response only deals with the impacts of the development on the West Sussex road network.

Pre application discussion took place with the applicant's transport consultants in August 2018 and April 2021

Personal Injury Accidents
No PIA have been recorded along the WSCC section of Long Copse Lane in the previous 5 year period.

Trip Generation / Distribution / Assignment
The trip generation developed utilising TRICS and distribution via census journey to work and a gravity model is accepted. All trips to Chichester district including Westbourne (and other locations in West Sussex) are routed along Long Copse Lane to the east of the site and as such the assignment is acceptable.

The development is anticipated to result in an additional 22 AM peak and 26 PM peak two way movements at the Long Copse Lane / North Street junction and as such no modelling of the junction is required.

Long Copse Lane
The air quality management plan calculates the daily traffic east of the access along Long Copse Lane as 791 daily movements (an increase of 190 over a no development scenario) and as such the effective single carriageway with passing places arrangements would remain acceptable.

Due to the width of Long Copse Lane the applicant has provided information on the inter visibility of passing places along the Lane. Drawing ref ITB13525-GA-019 details that suitable visibility splays are provided in line with Manual for Streets guidance for a 30mph road, with a minimum visibility of 33m in proximity to the junction of North Street where speeds would be lower.
It is recognised that the increase in vehicles may have a negative effect on the perception of safety for Non Motorised users of the lane however this would not result in an objection.

Construction Management Plan
It is expected that a CMP would be secured should permission be granted, and it is expected that HGV vehicles would be expected to access the site via the HCC highway network.

Conclusion
No objection is raised to the application subject to the following condition.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

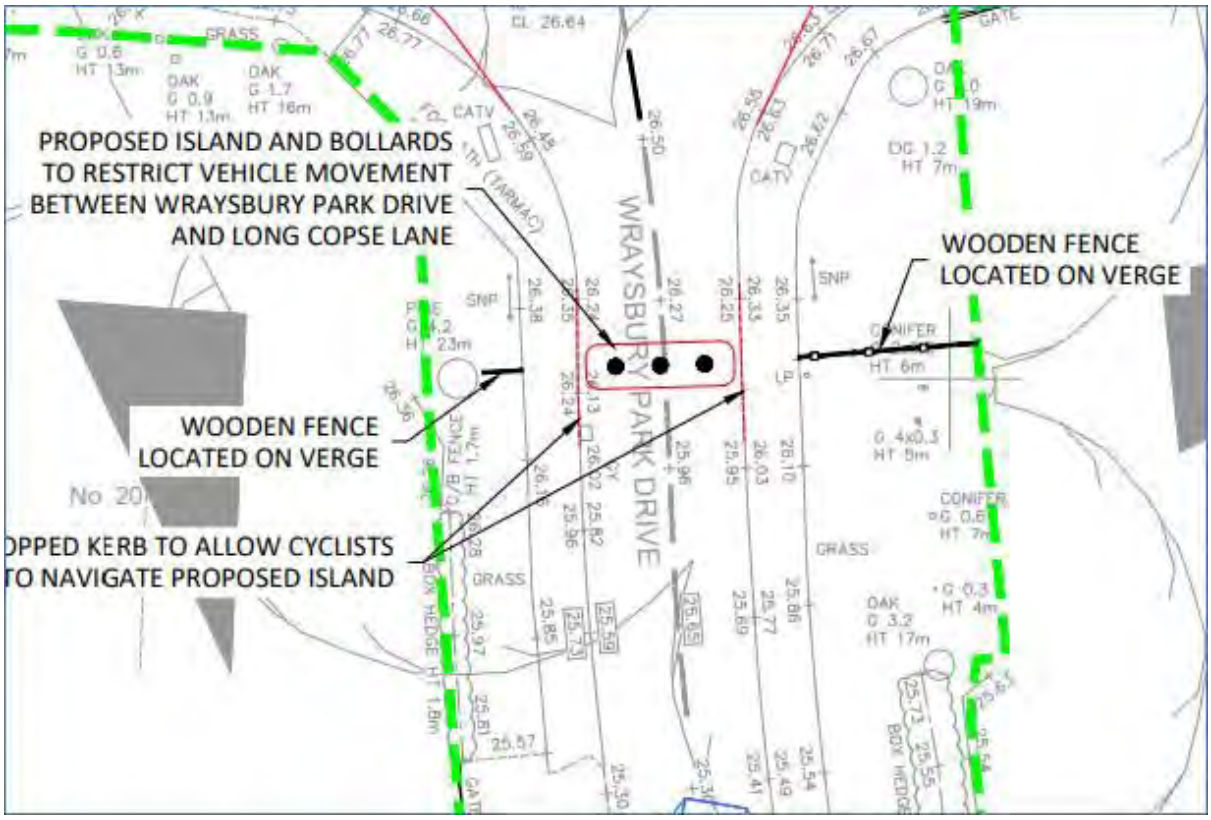
Reason: In the interests of highway safety and the amenities of the area.

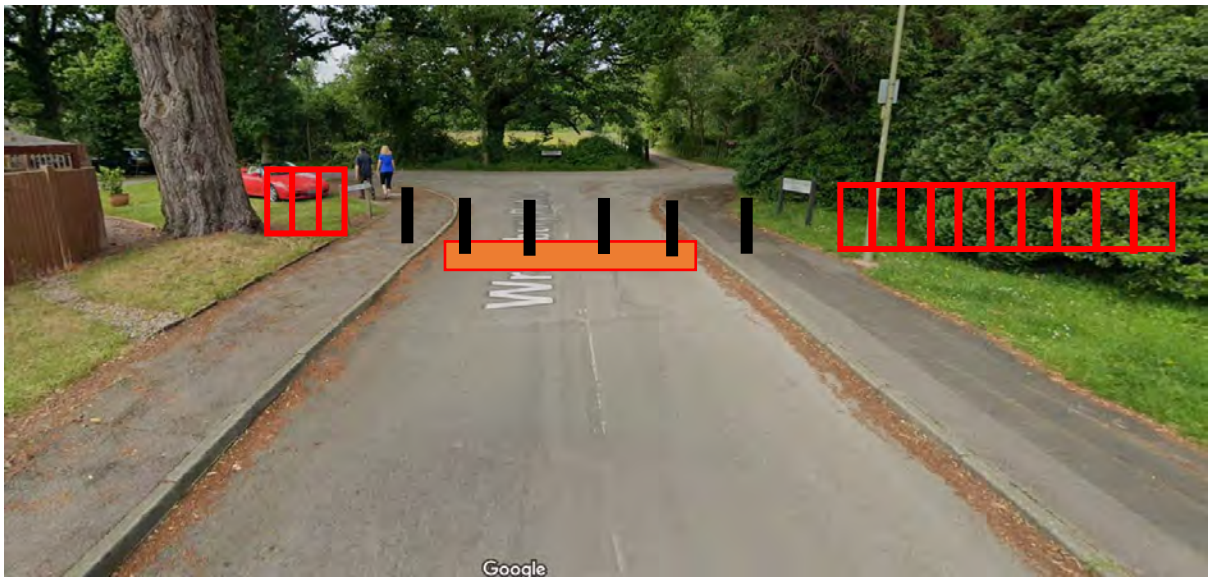
Stephen Gee
West Sussex County Council – Planning Services

APPENDIX H. Wraysbury Park Drive Closure costs

ITB13525 – Long Copse Lane, Emsworth 20th December 2021

Cost estimate of works at northern end of Wraysbury Park Drive as shown below:





Kerbed island within road = £10,000

Bollards to prevent vehicle access 6 x £350 = £2,100 (6 No required to have gap 1.8m)

Fencing across verges = 2m + 6m = 8m @ £150 per metre = £1,200.

Two sections of dropped kerbs = £1000 per side = £2,000.

Total cost of works = £15,300.

APPENDIX I. Updated Framework Travel Plan

Long Copse Lane, Emsworth

Framework Travel Plan

Client: Land and Partners

i-Transport Ref: SJ/SJH/ITB13525-005D R

Date: 16 December 2021

Long Copse Lane, Emsworth

Framework Travel Plan

Client: Land and Partners

i-Transport Ref: SJ/SJH/ITB13525-005D R

Date: 16 December 2021

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITB13525-005 R	Draft	25/10/2018	AI	SJ
ITB13525-005A R	For Planning	21/12/2018	SJH	SJ
ITB13525-005B R	Final Comments	23/07/2021	SJH	SJ
ITB13525-005C R	For Submission	05/08/2021	SJH	SJ
ITB13525-005D R	HCC Comments	16/12/2021	SJ	SJ

File Ref: T:\Projects\13000 Live Projects\13525ITB Long Copse Lane, Emsworth\Admin\Report and Tech Notes\005C\ITB13525 - 005D R Framework Travel Plan.docx

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APPENDIX B.	LONG COPSE LANE IMPROVEMENT DRAWINGS
APPENDIX C.	EXAMPLE TRAVEL SURVEY

SECTION 1 Introduction and Policy Context

1.1 Background

1.1.1 i-Transport LLP has been appointed to provide highways and transport advice in relation to an outline planning application for a residential development on land at Long Copse Lane, Emsworth.

1.1.2 The outline planning application is for a new residential scheme (C3 use to include affordable housing) and associated landscaping, access and supporting infrastructure on a 14.6ha site. This site forms part of wider masterplan area of 16.9ha which proposes approximately 260 dwellings to correspond with a proposed housing allocation in the emerging Havant Borough Local Plan. Following extensive pre-application engagement and a Development Consultation Forum, it was agreed with Council officers to prepare a masterplan for the proposed allocation area to demonstrate how the application site related to and allowed for the overall allocation. This Transport Assessment considers the planning application itself, but where appropriate, considers the transport aspects of the wider allocation masterplan.

1.1.3 This application consists of the demolition of the existing buildings and a new residential scheme (C3 use to include affordable housing) and associated landscaping, access and supporting infrastructure covers a site area of 14.6ha, more than 85% of the H8 allocation / masterplan area.

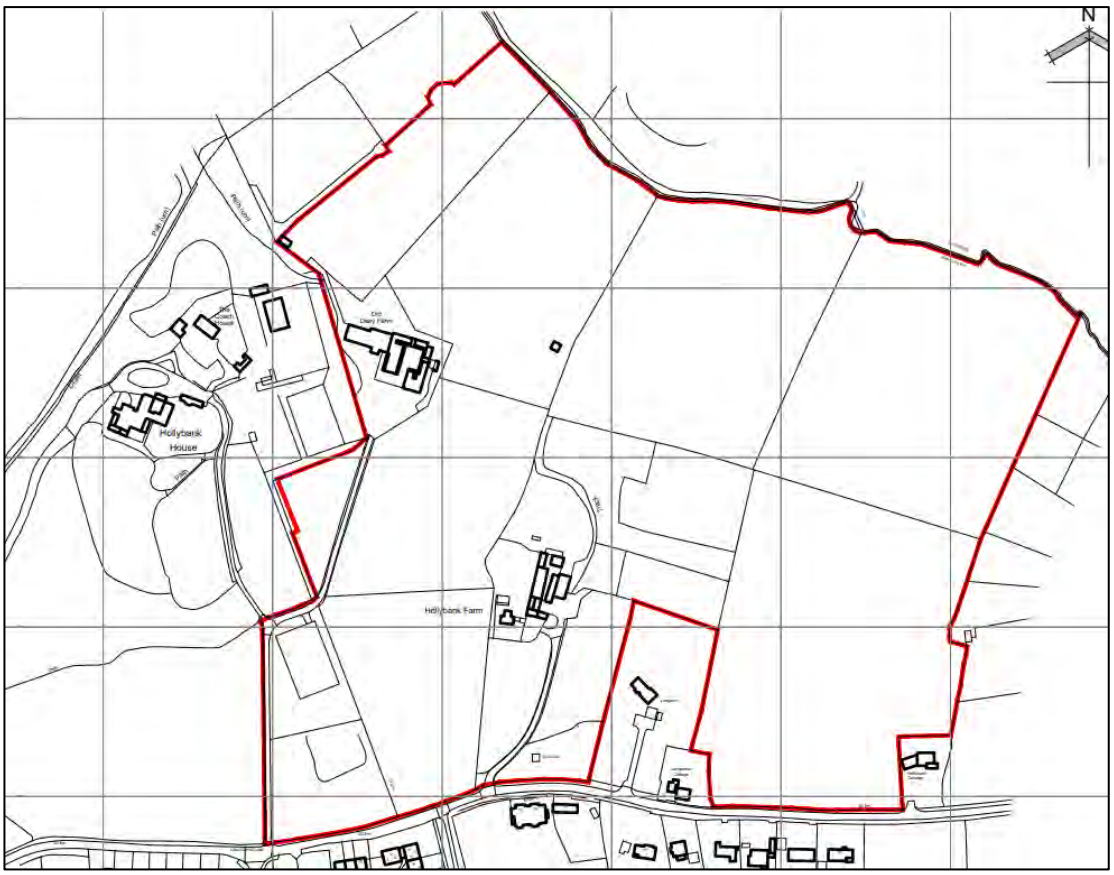
1.1.4 The primary purpose of this Framework Travel Plan (FTP) is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport to reduce the demand for travel by less sustainable modes.

1.1.5 This FTP is submitted to accompany the Transport Assessment (TA) (i-Transport report ref: ITB137525-004 R) for the development proposal, which considers the wider transport implications of the proposed development.

1.2 Site Location and Context

1.2.1 The site is located to the north of Long Copse Lane and currently comprises land used for horse grazing, rural business and residential uses. The site is bounded to the north by extensive woodland and to the south by Long Copse Lane. The wooded landscaped grounds of Hollybank House and a small pasture field lie to the west of the site. The eastern boundary is formed by field boundaries and an existing line of trees. The site location is illustrated on **Figure 1**.

Image 1.1: Extract of Red Line Plan



Source: Land and Partners

1.3 National Policy

1.3.1 The National Planning Policy Framework (NPPF) was updated in 2021 and sets out at Paragraph 113 the need for the promotion of sustainable transport modes. It is apparent that Travel Plans are a key tool in ensuring sustainable development through the promotion and uptake of sustainable modes and all developments that generate significant amounts of movement should be required to provide a Travel Plan. Sustainable travel objectives include the need to reduce the use of the private car (particularly for single occupancy journeys) and measures to promote walking, cycling and public transport use as alternatives to the private car.

1.3.2 The web-based National Planning Practice Guidance (NPPG), which was released on 6 March 2014, brings together planning guidance for England across all disciplines in an accessible way. It also provides a clear link between guidance and the aims and objectives of the NPPF. The NPPG sets out the importance and requirements for Travel Plans and states:

"The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes."

1.4 Local Policy

Hampshire's Local Transport Plan (LTP) (2011 – 2031) – April 2013

1.4.1 Hampshire County Council's (HCC) transport strategy for the next 20 years is set out in its LTP. The document also outlines how the LTP will contribute to the Council's corporate priorities and includes a three-year implementation plan.

1.4.2 Three main priorities are set out in the LTP for the next 20 years. These are:

"Support economic growth by ensuring the safety, soundness, and efficiency of the transport network in Hampshire;

Provide a safe, well-maintained, and more resilient road network in Hampshire, as the basic transport infrastructure of the County, on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction; and

Manage traffic to maximise the efficiency of the existing network capacity, improving journey time reliability and reducing emissions, and thereby supporting the efficient and sustainable movement of people and goods."

1.4.3 The LTP identifies Havant as being within the South Hampshire Joint Strategy area and identifies its vision for the area to create:

"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"

1.4.4 The LTP identifies a large number of transport policies to deliver this objective. Policies relevant to Havant Borough Council include:

- ***"To develop transport improvements that support sustainable economic growth and development within South Hampshire";***
- ***"To optimise the capacity of the highway network and improve journey time reliability for all modes";***
- ***"To achieve and sustain a high-quality, resilient and well-maintained highway network for all";***
- ***"To deliver improvements in air quality";***
- ***"To improve road safety across the sub-region";***

- ***"To promote active travel modes and develop supporting infrastructure";***
- ***"To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services";***
- ***"To work with Local Planning Authorities to integrate planning and transport"; and***
- ***"To safeguard and enable the future delivery of transport improvements within the TfSH area".***

Havant Borough Council's Parking Supplementary Planning Document (July 2016)

1.4.5 Car and Cycle parking standards for new residential development are provided within HBC's Parking Standards SPD (adopted July 2016). **Table 1.1** details the parking standards for a 'non-Town Centre' location.

Table 1.1: HBC Residential Parking Standards

Type	Non -Town Centre	
No. of Allocated Spaces per Dwelling	Allocated	Shared / Communal (unallocated)
1 Bedroom	1.0	0.9
2 or 3 Bedroom	2.0	1.3 / 1.9
4 or More Bedroom	3.0	2.4

Source: HBC's Residential Standards Supplementary Planning Document

1.4.6 In addition, an additional 20% of unallocated parking for visitors should be accommodated.

1.4.7 Cycle parking standards are also set out within HBC's Parking Standards SPD, **Table 1.2** summarises the standards. Long stay cycle parking for dwelling houses requires secure covered parking for residents' cycles with short stay provision in the form of a secure loop attached to the house or garage.

Table 1.2: HBC's Cycle Parking Standards

Type	Long Stay	Short Stay
1 bedroom	1.0	In larger developments (schemes of 10 or more dwellings), short term visitor parking will be expected at 20% of the long term cycle parking standard
2 or 3 bedroom	2.0	
4 or more bedrooms	2.0	

Source: HBC's Residential Parking Standards Supplementary Planning Document

1.5 Scope of Framework Travel Pan

1.5.1 This Travel Plan has been prepared as a Framework Travel Plan (FTP). This FTP will be used by the developer of the site as a basis to develop a full and detailed Travel Plan (TP) in discussion with HCC.

1.5.2 This FTP has been developed having regard to HCC's Guide to Development Related Travel Plans guidance document (January 2009) and presents a comprehensive strategy to encourage sustainable travel at the development and in the wider area.

1.5.3 This Travel Plan should be read alongside the accompanying Transport Assessment document (i-Transport report reference: ITB13525-004 R).

1.6 Structure of Framework Travel Plan

1.6.1 The remainder of this FTP is structured as follows:

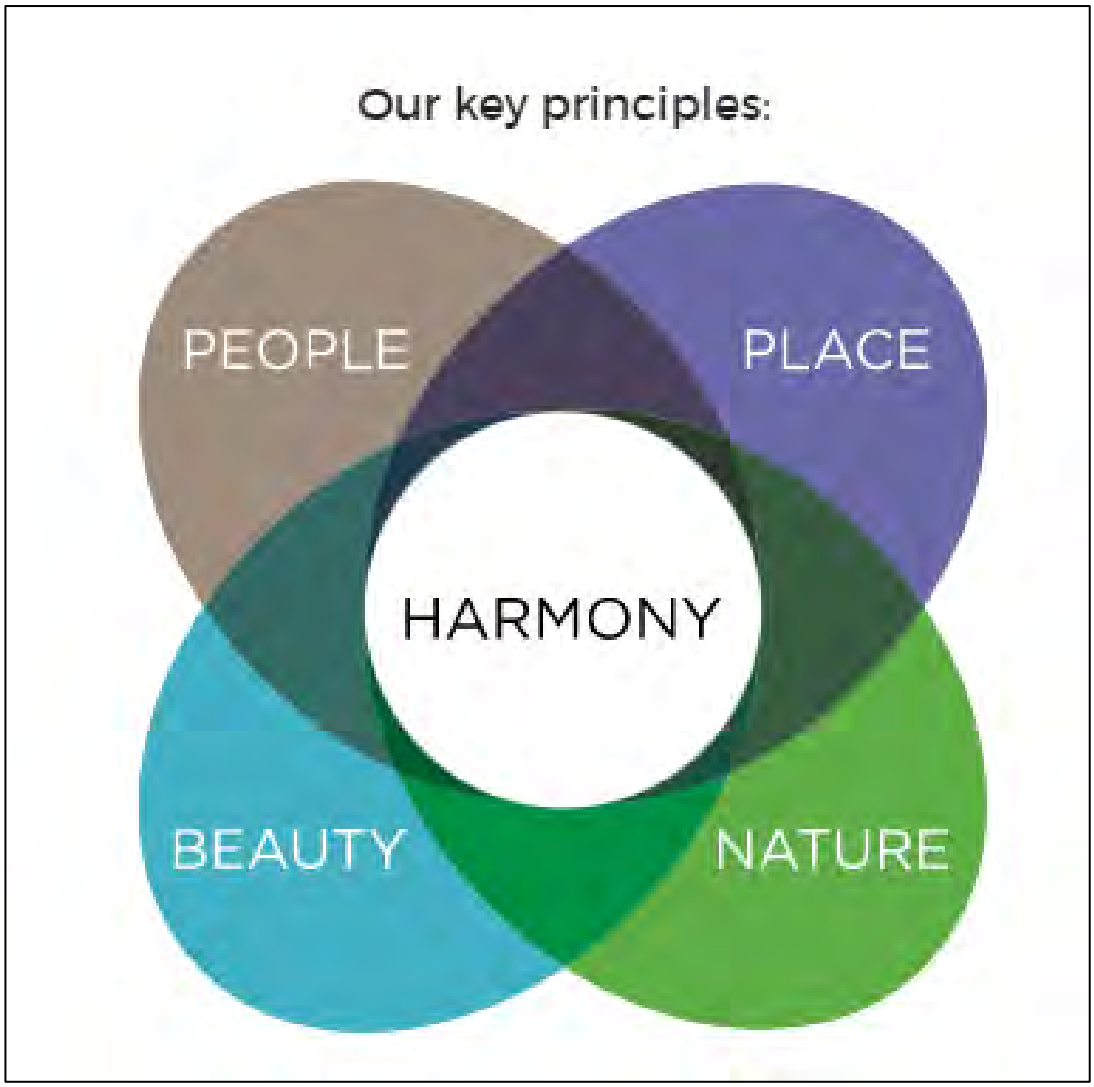
- **Section 2** - describes the applicants commitment to sustainability and transport, the principle objectives and benefits of the Travel Plan;
- **Section 3 -** considers the existing accessibility of the site by walking, cycling and public transport alongside the existing travel characteristics in the area;
- **Section 4** - sets out the interim targets for the Travel Plan;
- **Section 5** - sets out the infrastructure measures that will be provided to encourage non-car mode travel to the site and to manage travel demand;
- **Section 6** - sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- **Section 7** - provides a strategy for the implementation and management of the travel plan;
- **Section 8** - outlines how the Travel Plan will be monitored to ensure that it is achieving the targets set out in Section 4; and
- **Section 9** - provides a summary of this Travel Plan report.

SECTION 2 Principles, Objectives and Benefits

2.1 Land and Partners Statement

2.1.1 Land and Partners are a privately owned development company with a published set of key principles they apply to every new housing project:

> ***Promote land to deliver sensitively designed housing led schemes within carefully created landscaped environments. We believe that the planning and delivery of new homes should be a positive and inclusive process. This is why we take a different approach. Our company understands the benefits of respecting the environment, engaging with the community and insisting on high quality design, tailored to the local context. We have formulated a set of key principles that we apply to every new housing project.***



Source: Land and Partners

2.1.2 Land and Partners have an established local presence with several schemes within the Hampshire area and are committed to promoting sustainable transport. Land and Partners published 'ideas' note that the dominance of car parking and over engineered roads add cost to a housing development and can exacerbate drainage issues. It is difficult to design spaces that feel intimate and special, they state, *"we focus on accommodating cars and parking in a way that is less intrusive and we make it easy to walk and cycle through our schemes"*.

2.1.3 Through this Travel Plan, Land and Partners are committed to promote sustainable transport and ensure it will result in benefits for residents of the site and the wider community in the vicinity of the development.

2.2 Principles and Objectives

2.2.1 This Travel Plan sets out a sustainable transport strategy for the proposed development. In line with national and local guidance, the headline aims for the plan will be as follows:

- To reduce the number of single occupancy car journeys to the site; and
- To improve accessibility to the site by non-car modes of transport.

2.2.2 The plan will have the following additional objectives:

- To manage car parking demand across the development;
- To support a range of sustainable transport alternatives to provide the future residents and visitors with options for travel to/from the site;
- To develop an awareness of the options for sustainable travel to and from the site amongst residents and visitors;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and highlight the health and environmental benefits of using sustainable travel modes; and
- To minimise the impacts of car-based travel to the site on the local and strategic highway network and environment.

2.3 Benefits

2.3.1 The development of a Travel Plan has numerous benefits for future residents and visitors to the site, as well as the local community and surrounding environment:

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;

- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate environs as vehicular movements are minimised and parking pressures are reduced.

SECTION 3 Existing Conditions and Travel Patterns

3.1 Introduction

3.1.1 This section of the Travel Plan sets out the existing local travel patterns and describes the existing accessibility of the site by walking, cycling and public transport.

3.2 Existing Travel Patters

3.2.1 Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys. The Havant 0013 (MSOA) has been used as it comprises Emsworth and is therefore considered directly comparable to the development.

3.2.2 An analysis of the likely destinations for future residents of the site (based on Census data for the local area and a non-work related travel gravity model) is presented in **Table 3.1** below.

Table 3.1: Key Destinations (All Modes)

Destination	Employment Trips (%)	Non-Commuter Trips (%)	Total (%)
Arundel/Westergate	0.2%	-	0.2%
Basingstoke	0.2%	-	0.2%
Bedhampton (Havant)	0.7%	-	0.7%
Chichester	10.3%	2.0%	12.3%
East Hampshire	2.4%	-	2.4%
Eastleigh	1.0%	-	1.0%
Emsworth	2.7%	2.4%	5.1%
Fareham	2.0%	2.8%	4.8%
Gosport	0.6%	-	0.6%
Hayling Island	0.4%	2.4%	2.9%
Havant	6.3%	20.6%	31.6%
London	0.4%	-	0.4%
Other East	0.6%	-	0.6%
Other North	0.9%	-	0.9%
Other North East	1.2%	-	1.2%
Other West	0.9%	-	0.9%
Portsmouth	9.1%	25.0%	34.1%
Purbrook/ Widley	1.1%	-	1.1%

Destination	Employment Trips (%)	Non-Commuter Trips (%)	Total (%)
Rose Green/Bognor Regis/North Bersted/Yapton	0.6%	-	0.6%
Southampton	0.9%	-	0.9%
Waterlooville	0.9%	6.3%	7.2%
Winchester	1.7%	-	1.7%
Total	**45.0%**	**55.0%**	**100.0%**

Source: Census / Gravity Model (some rounding applied)

3.2.3 **Table 3.1** clearly demonstrates that Havant, Portsmouth, Chichester, Waterlooville and Emsworth will be key destinations for future residents of the proposed development.

3.2.4 **Table 3.2** below summarises those key destinations (5% or more of all trips) for future residents of the proposed development and identifies the accessibility of those destinations by existing public transport services.

Table 3.2: Key Destinations – Residents of Long Copse Lane, Accessibility

Destinations	Rail	Bus	Walk
Bedhampton	Yes	Yes	n/a
Emsworth	Yes	Yes	Yes
Havant	Yes	Yes	n/a
Portsmouth	Yes	Yes	n/a
Waterlooville	n/a	Yes	n/a

Source: Census Data / Gravity Model

3.2.5 It is clear from **Table 3.2** that the likely key destinations for future residents of the Long Copse Lane site are already well served by having existing good quality transport services (walk, cycle, rail and bus) the latter are within a reasonable walk distance of the site. It is notable that Emsworth Railway Station can also be reached via the No. 27 bus service (approximately 2 minutes bus journey time), this is examined further below. The facilities in some of these areas are shown in **Figure 2**.

3.2.6 The existing journey to work modal split from the 2011 Census for the Havant 013 MSOA ref: 013 is summarised in **Table 3.3** below.

Table 3.3: Modal Split of Journeys to Work (excluding work from home)

Mode	% Split from Census Data
Car Driver	72.6%
Car Passenger	4.6%
On Foot	7.0%
Train/underground	7.8%
Bicycle	4.6%
Bus	2.0%
Motorcycle/Moped	0.8%
Other	0.3%
Total	**100%**

Source: 2011 Census

3.2.7 The main mode of travel for journeys to work of residents of the local area is the car (both driver and passenger), which accounts for 77.2% of all journeys to work. Travel by train and bus account for around 9.8% of journeys to work, while 7% are made on foot and 4.6% by bicycle.

3.2.8 Whilst Journey to Work data clarifies established travel patterns, this analysis only considers employment-based trips which are generally longer distance trips and so more likely to be carried out by car. In contrast, and in view of local facilities provided near the site (**Figure 2**), there is potential for several other journey purpose trips to be made by sustainable travel modes.

3.3 Walking and Cycling Facilities

Walking

3.3.1 Long Copse Lane currently operates as a shared surface with no dedicated footways in the vicinity of the site frontage. A series of improvements are proposed and detailed within the Transport Assessment (Report Ref: ITB13525-004 R). Long Copse Lane connects with North Street to the east, which provides a link to the centre of Westbourne. To the west, Long Copse Lane ties into Hollybank Lane which routes south towards Southleigh Road where bus provisions can be accessed. Wraysbury Park Drive and Redlands Lane are located just to the south of the site and provide routes to the south through a residential area. These two roads converge at Birch Tree Drive before routing further south as Redlands Lane.

3.3.2 Hollybank Lane provides footways on both sides of the carriageway, excluding a circa 65m stretch to the north where a single footway is provided on the western side of the carriageway. Street lighting is provided along the extent of Hollybank Lane along with good natural surveillance from surrounding properties. Additional residential roads are accessible off Hollybank Lane such as Oak Tree Drive and Churchill Drive.

3.3.3 Wraysbury Park Drive provides footways on both sides of the carriageway with street lighting and good natural surveillance. There is a high level of undesignated on-street parking which reduces traffic speeds through the residential area.

3.3.4 Redlands Lane lies to the east of Wraysbury Park Drive along Long Copse Lane. The first 200m of Redlands Lane is a designated PROW in the form of a footpath (FP67). After the footpath ends, Redlands Lane forms part of the road network, providing footways on both sides of the carriageway all the way to the Westbourne Road/New Brighton Road/Southleigh Road roundabout.

3.3.5 North Street provides footways on both sides of the carriageway through the centre of Westbourne. Further north, the footway on the western side of the carriageway stops and a single footway is provided on the eastern side.

3.3.6 New Brighton Road routes south towards Emsworth Station. The roundabout at the northern extent benefits from dropped kerbs, tactile paving and pedestrian refuge islands on all four arms. A single footway is provided on the eastern side of the carriageway for the first 185m on New Brighton Road. Beyond this point footways are provided on both sides of the carriageway. To the south, New Brighton Road, and the associated footways, connect with Horndean Road via a priority junction.

3.3.7 Horndean Road also provides footways on both sides of the carriageway. A 65m stretch of road to the south, running under the railway line, provides a single footway on the eastern side of the carriageway. Beyond this point, two footways are provided southbound into Emsworth.

Cycling

3.3.8 Cycle travel is appropriate on many of the surrounding roads given the current 30mph speed limit and low traffic flows.

3.3.9 Manual for Streets (MfS) guidance suggests:

> ***"Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street" (MfS, para. 6.4.1).***

3.3.10 An extensive cycle network exists immediately adjacent to the site and throughout Emsworth and Havant, comprising designated cycle routes, cycle lanes and the National Cycle Route 2, linking Dover with Cornwall, to the south.

3.3.11 Many of the routes forming the main desire lines from the site provide cycle provisions. For example Hollybank Lane, New Brighton Road and Horndean Road provide on-road cycle routes while Southleigh Road provides both designated on-road cycle lanes and off-road cycle routes.

3.3.12 The full cycle and PROW networks can be seen in **Figure 2**.

3.3.13 The DfT Document LTN 02/08 Cycle Infrastructure Design indicates a cycling distance of up to around 5km (3 miles) offers the greatest potential to replace cars trips and is therefore a "reasonable" cycling distance although a number of cycle journeys may be longer at 8km (5 miles). In addition, paragraph 2.2.2 of the DfT Document LTN 01/20 'Cycle Infrastructure Design' discusses typical cycle trip distances and states that ***"Two out of every three personal trips are less than five miles (8km) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking"***.

3.3.14 All the facilities located within Emsworth and Westbourne are located within a "reasonable" cycling distance therefore.

3.4 Bus

3.4.1 The nearest bus stops are located approximately 750m to the south of the site on Southleigh Road. **Table 3.4** summarises the buss services which operate from these stops.

Table 3.4: Local Bus Services

Bus Stop	Service No.	Route	Frequency		
			Mon-Fri	Sat	Sun
Southleigh Road / Hollybank Lane Junction	27	Rowlands Castle- Havant – Emsworth	Every 2 hours. First service to Emsworth 09:06, last return 17.22	Every 2 hours. First service to Emsworth 10:42, last return 15:41	-
	28A	Southbourne - Horndean Technology College	1 service. First service to Horndean School 07.15, last return 15.17.	-	-

Source: Traveline South East Note: School service times vary between Monday/Wednesday/Thursday and Tuesday/Friday

3.4.2 As shown in **Table 3.4**, existing bus services near the site provide opportunities to travel to key destinations including Havant and Emsworth centre whilst also providing onward connections via Emsworth Rail station to higher order centres.

3.5 Rail

3.5.1 The nearest rail station to the site is Emsworth Station which is located approximately 1.9km to the south of the site. Emsworth rail station is therefore located within a walking and cycling distance of the site (see Section 6) and can also be accessed via the 27/28 bus service operating via the Southleigh Roundabout approximately 600m south of the site.

3.5.2 **Table 3.5** provides a summary of the rail services which operate from Emsworth rail station which can be accessed via the buses operating on Southleigh Road.

Table 3.5: Emsworth Rail Station – Rail Services

Destination	Typical Peak Frequency	Typical Off-Peak Frequency	Typical Journey Duration
Southampton Central	2	2	45mins
Brighton	2	2	1 hr 3 mins
London Victoria	3	3	1hr 48 mins
Horsham	3	3	50 mins
Portsmouth Harbour	3	2	20 – 34 mins
Chichester	4	3	10 - 20 mins

Source: National Rail Enquiries

3.5.3 **Table 3.5** demonstrates that Emsworth Rail station provides frequent rail services to a number of destinations including London Victoria, Brighton, Southampton, Chichester and Portsmouth. This provides the opportunity for future residents to travel further afield for leisure, employment and retail opportunities via direct connections.

3.5.4 Future residents will therefore be well located to existing public transport services including regular bus services and connections to the rail network. As a result, future residents will have realistic opportunities to access everyday facilities and destinations by public transport.

3.6 Summary

3.6.1 The site is located immediately north of Long Copse Lane, Emsworth and currently comprises agricultural and open land.

3.6.2 Long Copse Lane currently operates without pedestrian provisions along the site frontage with a shared surface layout adopted along the route. Pedestrian provisions are provided via Wraysbury Park Drive and Redlands Lane. Furthermore, an extensive footway, cycleway and PROW network is available throughout Emsworth, providing connections to surrounding areas and increasing the opportunity for sustainable travel. Improvements along the site frontage are detailed in the Transport Assessment (Report Ref: ITB13525-004 R), these provide new footways and crossings and wider pedestrian and cycle improvement opportunities.

3.6.3 The above analysis demonstrates there is a wide and varied range of facilities for future residents that can be easily accessed from the site by non-car modes.

SECTION 4 Targets

4.1 Overview

4.1.1 The key aim of the Travel Plan is to reduce single occupancy car use for travel to/from the development, and the use of targets will enable the monitoring of progress against the Travel Plan objectives.

4.1.2 The key target of the FTP has been set as follows:

- To reduce the number of single occupancy vehicle trips to and from the site during weekday morning and evening peak hours by 10% from the baseline position by year five.

4.2 Baseline Position and Interim Targets

4.2.1 For the purpose of the Framework Travel Plan, no site-specific data is available. As such, the baseline modal split is taken from travel to work data within the 2011 Census for the 'Havant 013' MSOA (**Table 3.3**). This identifies a baseline Car Driver mode share of 72.6% (with an additional 4.6% car passengers).

4.2.2 Against this baseline, the Interim Target is to:

"Achieve car driver mode share on the site of 65.3% or less by Year 5 of the Travel Plan."

4.2.3 Once the first monitoring surveys at the development have been undertaken this target will be updated and thereafter the target will be annually reviewed.

4.2.4 The overarching target will be to achieve a year on year reduction in single occupancy car trips from the development site to achieve a 10% reduction of the current modal share by year five.

4.2.5 As such the following car driver mode share targets are proposed (**Table 4.1**):

- Year 1: no greater than current census levels- 72.6% (to be reviewed following first travel survey);
- Year 3: 68.9% (to be reviewed following the first travel survey); and
- Year 5: 65.3% (to be reviewed following the first travel survey).

Table 4.1: Interim Modal Split Targets

Mode	Baseline 2011 Census	Year 1 Target	Year 3 Target	Year 5 Target
Car Driver	72.6%	72.6%	68.9%	65.3%
Car Passenger	4.6%	4.6%	5.2%	5%
On Foot	7.0%	7.0%	7.7%	8.3%
Train/underground	7.8%	7.8%	8.4%	9%
Bicycle	4.6%	4.6%	5.2%	6.1%
Bus	2.0%	2.0%	2.7%	3.2%
Motorcycle/Moped	0.8%	0.8%	0.8%	0.8%
Other	0.3%	0.3%	0.3%	0.3%
Total	**100%**	**100%**	**100%**	**100%**

Source: 2011 Census, Consultant's Estaimtes and **Table 3.3**

4.2.6 Once the first monitoring surveys have been undertaken and analysed (see section 8) the baseline position and the interim and mode shift targets will be reviewed and updated as necessary, in consultation with HCC.

4.2.7 In addition to mode share targets, it is important to identify a number of action targets to ensure that the commitments made by the developer through this FTP are delivered. The action targets are as follows:

- Nominate a Travel Plan Co-ordinator prior to sales and marketing phase of development, and retain the Travel Plan Co-ordinator for the duration of the FTP;
- Undertake first phase of monitoring during the first year of occupation;
- Following the first phase of monitoring, review measures and targets to ensure that they remain appropriate. This will be repeated following the surveys in years 3 and 5; and
- Once agreed with HCC, update FTP with any necessary revisions to measures.

SECTION 5 Site Layout and Infrastructure Measures

5.1 Introduction

5.1.1 This section describes the on-site and off-site infrastructure measures which will encourage residents to travel using sustainable modes.

5.2 On-Site Infrastructure Measures

5.2.1 This FTP has been prepared to accompany an outline planning application and at this stage therefore, the site layout is illustrative only (**Appendix A**). As a statement of intent, transport infrastructure will form an integral part of the site design, aiming to encourage the use of non-car modes of transport for local journeys.

Parking

5.2.2 Car and cycle parking are reserved matters and at the appropriate stage will be provided in line with Havant Borough Council's Parking Standards document.

5.2.3 The document identifies the minimum car parking standards for residential dwellings as follows:

- One-bedroom dwellings- one car space per dwelling;
- Two/three-bedroom dwellings- one space per dwelling; and
- Four or more-bedroom dwellings- two spaces per dwelling.

5.2.4 Adequate visitor and casual parking will be provided in line with HBC's Parking Standards.

5.2.5 Cycle parking standards are as follows:

- One-bedroom dwellings - minimum of one cycle space per dwelling; and
- Two or more-bedroom dwellings - minimum of two cycle spaces per dwelling.

5.2.6 The provision of adequate cycle parking close to each property will encourage the use of cycling for residents. The specific number and nature of cycle parking facilities will be determined by the precise form and mix of the development sought at the Reserved Matters stage. However, to provide some guidance on the nature of cycle parking provision to be made at the site, the following principles will be applied:

- Cycle parking facilities would be provided within garages where they are provided with the dwelling units;

- Where garages are not provided, cycle parking for houses will be provided within sheds within gardens, close to the house, where rear or side access to the property is available;
- In the case of apartments, secure covered cycle parking would be provided within the apartment buildings; and
- Short stay cycle parking would be provided by the provision of cycle-hoops located in appropriate locations on the site.

5.3 Off-Site Infrastructure Measures

5.3.1 Long Copse Lane currently provides access to the site and the existing residential access roads situated along it. It is subject to a 30mph speed limit. Long Copse Lane links to North Street to the east and Hollybank Lane to the west.

5.3.2 A series of improvements are proposed within the Transport Assessment which will enhance local accessibility, these include:

- A pedestrian link to connect to Wraysbury Park Drive;
- A pedestrian / cycle link to Redlands Lane (FP67);
- Width, alignment and surfacing improvements to Redlands Lane (FP67);
- A 3m shared-use footway cycleway between Redlands Lane (road) and the Hampshire Farm (Skylark) development; and
- A pedestrian connection to the western part of the site allocation which allows a future connection to a new footway along the western part of Long Copse Lane to connect to the existing footway in Hollybank Lane – the application site will initially lay the footway out as a highway verge.

5.3.3 These proposals are all shown on Drawings ITB13525-GA-101, 102 and 103 in **Appendix B**.

5.4 Infrastructure Summary

5.4.1 The layout of the site and provision of off-site transport infrastructure supports the aims and objectives of this FTP. The development will provide a range of improved pedestrian and cycle facilities to connect with existing walking and cycling routes, allowing future residents to reach key local destinations on foot or by bike as opposed to using the car.

SECTION 6 Soft Measures

6.1 Introduction

6.1.1 This section of the FTP describes the non-infrastructure or 'soft' measures that will be developed and promoted for the residents of the new development. It covers:

- Measures to encourage residents to walk and cycle;
- Measures to encourage the use of public transport;
- Measures to encourage residents to car-share; and
- Information provision.

6.2 Promotion of Walking and Cycling

6.2.1 As described in Section 5, the development has been designed to facilitate and improve connections to the local pedestrian and cycle network, allowing for local journeys to key destinations to be undertaken by these modes.

6.2.2 To support the delivery of physical infrastructure, all new residents will be issued with a Residents 'Travel Pack' which will include details of journey planning websites, walking and cycle maps, local cycle shops and local public rights of ways (one of which is accessed on Redlands Lane). Residents will also receive such information via other ongoing communication described on other parts of this travel plan.

6.2.3 A bicycle user group will be set up for the new development. This will enable cyclists to share information on routes, safety, cycle maintenance etc. It will also enable less experienced cyclists to contact experienced cyclists and therefore to obtain information, guidance and potentially a 'cycling buddy' to accompany them on cycle rides and journeys.

6.2.4 The Travel Plan Co-ordinator (see Section 7) will assist with the dissemination of information regarding the user group and will help residents get in contact with one another.

6.2.5 Where possible, the Travel Plan Co-ordinator will attempt to negotiate discounts or promotions for residents at local cycle stores for the purchase of cycling equipment.

6.3 Promotion of Public Transport

6.3.1 Information on the public transport routes and facilities serving the new development will be made available to new residents through the Residents' Travel Information Pack and on the noticeboard provided on site. The information pack includes the offer of a sustainable travel voucher for use on rail or bus services.

6.3.2 The Solent Go Travelcard is a new initiative and can be used to travel across South Hampshire. Options include Isle of Wight Hovercraft and Red Funnel Ferry links, in addition to a bus pass which can be used across all local service providers including those serving the site. Each household will be offered a sustainable travel voucher.

6.4 Car Sharing Scheme

6.4.1 Car sharing (when Covid safe) will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the numbers of residents making similar journeys at the same time, thereby reducing peak hour impacts on routes between the site and local employment areas.

6.4.2 Residents will therefore be provided with information about car sharing via Hampshire County Council's car sharing scheme (https://hants.liftshare.com/default.asp). This provides an easy and safe way for potential car sharers to identify people undertaking similar journeys. The scale of the site offers a good prospect of matched commuters carrying out similar journeys, and so increases the likelihood of car sharers being found.

6.5 Information Provision and Marketing

6.5.1 New residents will be provided with travel information from the outset – including leaflets about the sustainability credentials of the proposal during the purchase process. Upon occupation of each dwelling, a Residents' Travel Information Pack will be provided. Full details and other marketing measures, are provided in Section 7.

6.5.2 To ensure access to up to date information for residents, a community notice board will be provided within a prominent area of the site. This board will contain up to date bus and rail timetable information, and information on car sharing as well as provide walking and cycling facilities maps, and information on any travel events occurring locally.

6.5.3 New residents of the development site will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and staff will be trained in personal journey planning in order that this service can be offered to new residents shortly after completion of their purchase. This will offer an in-depth, personalised approach to identifying the sustainable travel choices available to residents and will be advertised through the welcome pack. The staff will be fully briefed on the content and purposes of the travel plan and will be able to highlight the incentives to prospective purchasers.

6.5.4 Within one month of first occupation of the development site, residents will be provided with a letter/leaflet informing them about the FTP. The letter will also offer access to a Personalised Travel Planning (PTP) appointment that will be arranged and coordinated by the Travel Plan Co-ordinator.

6.5.5 To ensure access to up to date information for residents, a community notice board will be located within the site. This board will contain up to date bus and rail timetable information, and information on car sharing. The board will also provide walking and cycling facilities maps.

6.5.6 The Travel Plan Co-ordinator will also set up a Community travel website. This could take the form of a social media site / group which would enable the dissemination of the information above. It would also provide an interactive travel planning resource; for example residents will be able to discuss Travel Plan matters in an open forum (and this might, for example, be helpful in enabling experienced cyclists to guide less experienced ones). It could also be used to enable residents to post their own helpful information, advice and tips and it is envisaged that this would continue as a functioning page indefinitely.

6.6 Residential Travel Information Pack

6.6.1 The first occupier of each household will be provided with a Residents' Travel Information Pack.

6.6.2 The pack will pull together information on the above listed measures and contain information about the objectives of the FTP, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport.

6.6.3 It is proposed that the following items will be included in the pack:

- A choice of a £50 sustainable travel voucher for the first owner of each dwelling, with options from the following:
- A £50 bus travel voucher, for credit the Solent Go region wide Travelcard;

- A cycle purchase voucher for £50 for each household to assist with the purchase of a bicycles; and
- A £50 voucher towards a rail season ticket to encourage travel by rail.

6.6.4 The following will also be provided

- An offer of Personalised Travel Planning (PTP) with the Travel Plan Co-ordinator, within three months of occupation of the site;
- Details regarding the provision of broadband access to enable easy access to local home delivery services and home working;
- An information leaflet about the FTP, its aims and objectives, how to get involved and how travel will be monitored;
- Information about the community travel website and the locations of community notice board providing local travel information;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking, and the location of bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, including details of any local school Travel Plans;
- Travel Plan mapping leaflets showing location of key services and facilities and walking/cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destinations;
- Copies of HCC's cycle plans;
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.nationalrail.co.uk and www.travelinesoutheast.co.uk;
- Information about car sharing through HCC's lift share scheme (https://hants.liftshare.com/default.asp);
- Information about local car club's such as (https://www.citycarclub.co.uk/); and
- Information about the home delivery services offered by local supermarkets and potentially a voucher for free home delivery on first use.

6.7 Personalised Travel Planning

6.7.1 This Framework Travel Plan (FTP) provides a commitment to the delivery of PTP within the site which will provide individual and focused travel planning advice to households should they wish to take the offer up. In many circumstances the reason why people do not use alternative transport modes is they do not have the information to know what options are available to them and PTP seeks to address this.

6.7.2 An initial targeting exercise will be carried out to identify the households likely to benefit most from PTP based on demographics and travel opportunities and contact will be made with each household to offer them the opportunity to participate in the PTP programme.

6.7.3 A trained employee or consultant of the developer will then visit each individual household wishing to take part and establish the destinations of journeys undertaken most often (i.e. commuting journeys or journeys to school). They can then identify how such destinations can be reached by the local public transport routes available, whilst providing a comparative cost and journey time between the two means.

6.7.4 The PTP programme will be overseen by the Travel Plan Coordinator. Residents within the development who do not wish to participate will still be provided with the Residential Travel Information Pack (6.1.17).

6.7.5 Hampshire County Council has recently delivered PTP as part of its sustainable travel towns initiatives. The results of previous PTP campaigns by SUSTRANS in various locations in the UK has resulted in significant decreases in car use with the residents choosing a range of alternative sustainable transport modes to complete their journey.

6.8 Summary

6.8.1 Soft measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to reduce single occupancy car journeys. The proposed measures aim to achieve the objectives set out in Section 2 of this report. A range of information and marketing initiatives are also proposed to encourage awareness and participation in the Travel Plan by local residents from the outset.

SECTION 7 Management and Implementation

7.1 Travel Plan Management

7.1.1 The developer will nominate an individual or company to act as the Travel Plan Co-ordinator for the site. Contact details will be supplied to HCC prior to first occupation of the development proposal. The developer will also investigate the possibility of a shared TPC with neighbouring sites.

7.1.2 The TPC will be supported by a steering group, potentially comprising representative of any housing association(s), the highway authority (HCC), the local authority sustainable travel co-ordinator, other local authority officers as needed (e.g. cycling, public transport), and voluntary residents' representatives.

7.1.3 The steering group will meet every 6 months during the first two-years and then again following the surveys in years 3 and 5. This extensive management period will enable the Travel Plan to be well established by the time the developer leaves the site. A framework for the continuation of the Travel Plan post developer involvement is set out below.

7.2 Role of Travel Plan Co-Ordinator

7.2.1 The role of the Travel Plan Co-ordinator will be as follows:

- To manage the day to day delivery of the measures contained in the Travel Plan;
- To set up and act as chairperson to the steering group, through which the progress of the Travel Plan will be monitored and key decisions taken as necessary;
- To market the Travel Plan to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic personal journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- Liaise with the local primary school to explore potential for promotion of scooter safety training or increased scooter parking at the school;
- To negotiate discounts with local cycle shops for residents;
- To liaise with local public transport operators and local authorities on appropriate measures, such as negotiating possible discounted bus tickets or obtaining information on any local travel plan measures and networks;

- To organise monitoring of the Travel Plan in line with the strategy outlined in Section 8; and
- To provide monitoring and feedback to residents and to liaise with the local authority as necessary.

7.3 Involvement of Residents

7.3.1 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with Travel Plan information by the sales office and provided with a Residents' Travel Information Pack on completion of their purchase. The Travel information pack will be kept up to date for the duration of the travel plan.

7.3.2 The Travel Plan Co-ordinator will liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. The Travel Plan Co-ordinator will also aim to maintain interest amongst residents through the following means:

- Occasional leaflet drops providing information about the Travel Plan, advertising the website and reporting the results of the monitoring;
- Involvement of resident volunteers in the monitoring process (to be recruited by the Travel Plan Co-ordinator); and
- The steering group will involve resident participation and will review and develop other methods of ensuring ongoing involvement from residents.

7.4 Framework for Implementation

7.4.1 The Travel Plan Co-ordinator will be nominated one to three months before the first occupation of the new development, in order to commence development of the initial Travel Plan measures in time for the first occupations.

7.4.2 **Table 7.1** provides an Action Plan for the implementation of the measures set out in Sections 5, 6, 7 and 8 of this FTP.

Table 7.1: Framework for Implementation / Action Plan

Measure	Timescale	Responsibility / Cost
Infrastructure Measures as Per Section 5/6	To be phased in line with the development, S278 and via S106 contributions.	Developer – cost included in development costs

Measure		Timescale	Responsibility / Cost
Travel Plan Co-Ordinator		Nominated one to three months prior to 1st occupation.	Developer – Cost - £25,000 (£5,000 per annum for 5 years)
Steering Group		1st meeting one month after appointment of TPC. Subsequent 6 monthly meetings for first two years after first occupation.	Developer - Cost included in TPC cost
Information Development and Provision	Training of sales team about the Travel Plan and in personal journey planning	Training as part of induction process.	Developer - Cost included in TPC cost
	Production of Travel Plan Information for Sales Packs	To be developed before 1st occupation.	TPC – Cost £1,000 of packs, preparation included in TPC cost
	Production of Residents' Travel Information Packs	To be developed before 1st occupation. Initial occupations to have simplified version of pack, with bicycle user group information for example to be provided at a later date in line with implementation of this scheme.	TPC – Cost £1,000 of packs, preparation included in TPC cost
Personal Travel Planning with TPC		To be offered to each household within 3 months of occupation and to be implemented on an area wide scale within the first year after occupation of the development	TPC – Cost – Included in TPC cost
Develop community travel website		To be developed before 1st occupation.	TPC – Cost Included in TPC Cost
Sustainable Travel Voucher		A £50 voucher to be included in resident's travel packs at 1st occupation for each dwelling.	Developer – Cost £50*210= £10,500
Community travel noticeboard		To be phased in line with development.	TPC– Cost included in TPC cost – Likely to be on-line

Measure	Timescale	Responsibility / Cost
Promote car share schemes	With Residents' Travel Information Pack and on website/community notice boards.	TPC – Cost – Included in TPC cost
Walking / cycling / local facilities / rail maps and journey planning services	With Residents' Travel Information Pack and on website/community notice boards.	TPC– Cost – Included in TPC cost
Develop bicycle user group / liaise with local primary school over scooter parking / training	By 100th occupation.	TPC– Cost – Included in TPC cost
Information regarding home delivery services	With Resident's Travel Information Pack and on website/community notice boards.	TPC– Cost – Included in TPC cost
		£37,500

Source: Consultant's Estimates

7.5 Funding

7.5.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 5 and 6 of the FTP;
- The TPC role for 5 years;
- The initial implementation of the measures outlined in Sections 6, 7 and 8 and Table 7.1; and
- The monitoring surveys outlined in Section 8.

7.6 Enforcement

7.6.1 The implementation of the Travel Plan will be secured within a Section 106 obligation with HCC, in line with the HCC guidance. The obligation will secure the following matters;

- Implementation of the Framework Travel Plan, including the measures outlined in the Action Plan (Table 7.1) and the ongoing monitoring of the plan;
- Preparation and agreement of a Full Travel Plan within 12 months of occupation of the site; and
- Appointment of a Travel Plan coordinator to be responsible for implementing the plan, who will be retained for the duration of the travel plan period.

7.7 Framework for Handover at End of the Developer Involvement

7.7.1 At the end of the five-year monitoring period the developer will no longer be responsible for the management of the Travel Plan. The Travel Plan Co-ordinator will offer residents the opportunity to set up a Travel Plan working group. The Travel Plan Co-ordinator will seek to 'hand-over' the Travel Plan Co-ordinator role to this group.

SECTION 8 Monitoring

8.1.1 The total monitoring programme of the travel plan will run until five years after first occupation. Monitoring will be primarily undertaken via:

- The issue of a travel questionnaire.

8.2 Travel Questionnaires

8.2.1 Questionnaire surveys will also be used to determine the effectiveness of the Travel Plan measures and enable residents to remain involved in the Travel Plan process. The first questionnaire survey will be undertaken during the first year of occupation on the site and then in years 3 and 5 following first occupation. An example questionnaire is included as **Appendix C**.

8.2.2 The surveys will determine a number of important statistics such as work destination, number of cars and bicycles per household, modal split of work, educational and leisure journeys and preferences towards the availability and use of more sustainable modes of transport.

8.2.3 These surveys will be used to determine travel patterns to and from the site, to assist with setting objectives for the Travel Plan and to monitor travel patterns at the site over set periods of time to quantify modal shift.

8.2.4 In order to maximise response rates to the survey there will be incentives, such as a prize draw entry, encouraging residents to take part. In the event that the survey does not get a desired response of 35% or more, it will be re-distributed to residents after 6 months, following further promotion and greater incentives for taking part. If that does still not achieve a 35% response rate then discussions will be held with HCC regarding carrying out an alternative type of survey.

8.2.5 The results of the surveys and the analysis will be included in an updated Travel Plan, or the first monitoring reports, with the Travel Plan targets updated accordingly.

8.3 Use of Surveys

8.3.1 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highway authorities to examine how the Travel Plan is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

8.3.2 The TPC will monitor and review the progress and success of the Travel Plan and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve the local planning authority as well as the Steering Group. The use of newsletters will assist in informing users of any new measures and give them an understanding of how the Travel Plan is operating.

8.4 Reporting

8.4.1 Following each travel survey a monitoring report will be prepared and submitted to HCC. The monitoring report will set out the results of the travel survey against the targets and objectives identified within the Travel Plan. Residents will also be informed of the survey results via newsletters, the community travel website and notice boards. The following information is likely to be provided:

- Recap of the site travel plan's objective and agreed targets;
- Monitoring methodology;
- Summary of monitoring results, presented in relation to agreed targets;
- Progress against agreed measures;
- Corrective measures to get the plan back on track if targets are not met; and
- Proposals to further develop the Travel Plan for the future.

8.4.2 The TPC will make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The use of newsletters distributed to all users will assist in informing users of any new measures and provide an understanding of how the Travel Plan is operating.

8.5 Remedial Measures

8.5.1 Should the Travel Plan targets not be met by the end of the monitoring period, the developer will use reasonable endeavours to work with HCC to identify a strategy and to agree further reasonable actions to get the Travel Plan back on track.

8.5.2 The traffic assessments carried out in the supporting transport assessment are based upon a 'without Travel Plan' situation and demonstrate that, on the basis that a reduction of 10% in single occupancy traffic flows is not achieved, the impact of the development on the local highway network after highway improvements is still acceptable in highway and safety terms. On this basis, the development is not dependent on the success of the Travel Plan in making the development acceptable in terms of traffic impact on the local highway network.

8.5.3 The proposed sustainable transport strategy and all of the associated measures will provide a genuine opportunity for the 10% reduction in single occupancy traffic flows associated with the development to be achieved. This will provide further benefit to the operation of the local highway network, as well as offering health, cost and lifestyle benefits to local people.

SECTION 9 Summary

9.1.1 This Framework Travel Plan (FTP) is submitted to accompany an outline planning application for a new residential scheme (C3 use to include affordable housing) on land to the north of Long Copse Lane, Emsworth.

9.1.2 The FTP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice.

9.1.3 The following main interim target has been set:

> ***"To reduce the number of single occupancy vehicle trips to and from the site during weekday morning and evening peak hours by 10% from the baseline position by year five."***

9.1.4 The objective is to achieve these targets at the end of the monitoring period, but to achieve a significant proportion of the shift upon the occupation of 50% of the homes. Interim mode split targets have been established and will be subject to on-going review.

9.1.5 This FTP supports an outline application and as such, the site layout has not been determined at this stage. However, a series of sustainable transport measures will be incorporated as an integral part of the site access strategy. The development proposal will bring forward improvements to the pedestrian and cycle linkages between the site and the existing key facilities and services including comprehensive improvements to Long Copse Lane, Redlands Lane and Hollybank Lane.

9.1.6 The Travel Plan puts forward a range of non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to the site, including:

- A choice of a £50 sustainable travel voucher for the first owner of each dwelling, with options from the following:
- A £50 bus travel voucher, for the Solent Go region wide Travelcard;
- A cycle purchase voucher for £50 for each household to assist with the purchase of a bicycles; and
- A £50 voucher towards a rail season ticket to encourage travel by rail.

9.1.7 Additional measures include:

- The promotion of walking and cycling, including provision of plans showing walking and cycling routes to local facilities, and a bicycle user group;

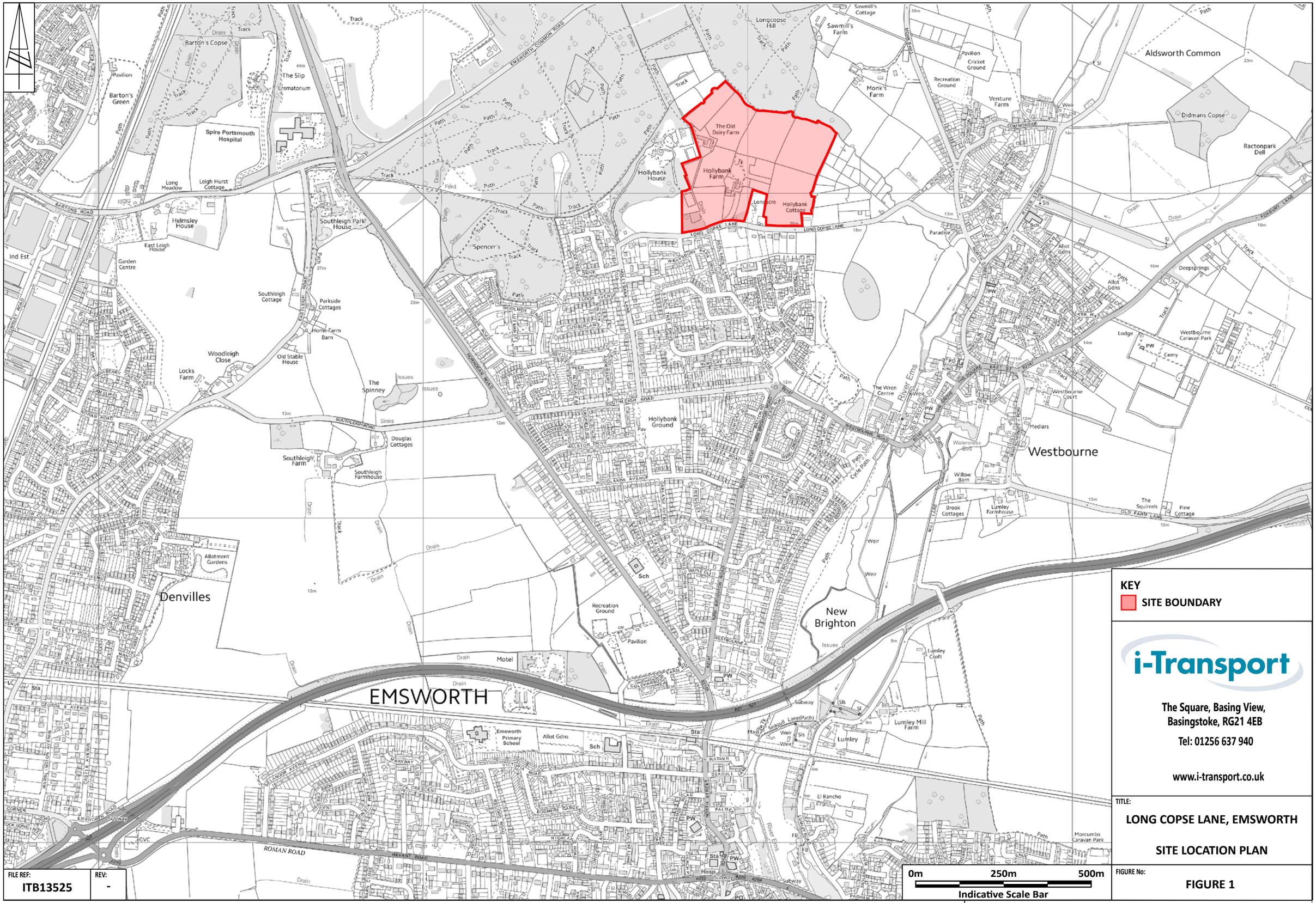
- Provision of broadband access to enable easy access to local home delivery services and home working;
- A resident's travel information pack and web-based Travel Plan Group; and
- Provision of up to date travel information by other means, including a community travel website and community notice boards.

9.1.8 A framework for management and implementation of the Travel Plan is proposed. A Travel Plan Co-ordinator will be appointed by the developer prior to first occupation of the proposed development, to oversee the development of the proposed measures and ensure the implementation of the Travel Plan ahead of occupation. A suggested timetable for the implementation of these measures has been put forward.

9.1.9 The Travel Plan Co-ordinator will be supported by a Steering Group, comprising representatives from the developer, local authority, residents etc. A framework is proposed for the handover of the Travel Plan at the end of the developer's involvement.

9.1.10 The total monitoring programme of the development will be for the duration of the building programme. The final survey will be carried out at full occupation of the site. An annual monitoring report over this period will be submitted to HCC setting out the results of the travel surveys against the targets and objectives identified within the Travel Plan.

FIGURES



KEY

SITE BOUNDARY

i-Transport

The Square, Basing View,
Basingstoke, RG21 4EB

Tel: 01256 637 940

www.i-transport.co.uk

TITLE:

LONG COPSE LANE, EMSWORTH

SITE LOCATION PLAN

FIGURE No:

FIGURE 1

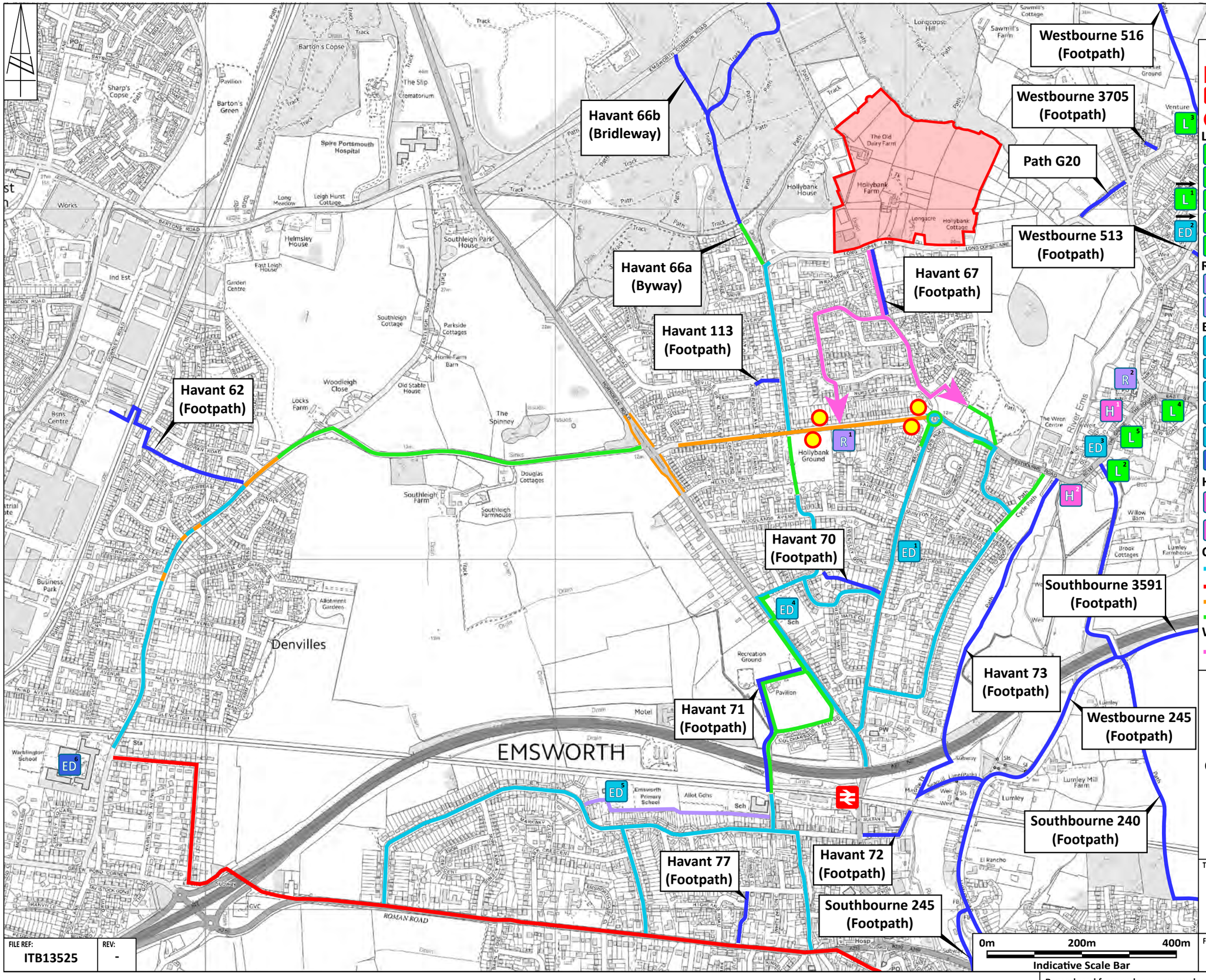
FILE REF: **ITB13525**

REV: **-**

0m 250m 500m

Indicative Scale Bar

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KEY

- SITE BOUNDARY
- EMSWORTH RAIL STATION
- BUS STOP

LEISURE

- L1 THE WESTBOURNE CLUB
- L2 WESTBOURNE PARISH HALL
- L3 THE CRICKETERS
- L4 SPICE COTTAGE
- L5 THE WHITE HORSE

RETAIL

- R1 CO-OP FOOD
- R2 COOPERATIVE WESTBOURNE

EDUCATION

- ED1 CHILDREN'S LEARNING CENTRE
- ED2 WESTBOURNE PRIMARY SCHOOL
- ED3 DAISY CHAIN NURSERY
- ED4 SAINT JAMES PRIMARY SCHOOL
- ED5 EMSWORTH PRIMARY SCHOOL
- ED6 WARBLINGTON SCHOOL

HEALTHCARE

- H1 WESTBOURNE OSTEOPATHIC AND WELLNESS CLINIC
- H2 GEORGE AND DRAGON SURGERY

CYCLE FACILITIES

- ON-ROAD CYCLE ROUTE
- NATIONAL CYCLE ROUTE 2
- ON-ROAD CYCLE LANE
- OFF-ROAD CYCLE ROUTE

WALKING FACILITIES

- WALKING ROUTE TO BUS STOPS, CO-OP AND WESTBOURNE

i-Transport

Grove House, Lutyens Close, Chineham Court, Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644

www.i-transport.co.uk

TITLE:

LONG COPSE LANE, EMSWORTH

COMBINED ACCESSIBILITY PLAN

FIGURE No:

FIGURE 2

FILE REF: **ITB13525** | REV: **-**

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APPENDIX A. ILLUSTRATIVE SITE LAYOUT PLAN

Ancient Woodland

Woodland

Ancient Woodland

Woodland

Field Access

Woodland Access

SuDS

Inaccessible Buffer

SuDS

Open Space

Bat Corridor

Open Space

SuDS

Open Space

Inaccessible Buffer

SuDS

Bat Corridor

SUDs

Bat Corridor

Open Space

Bat Corridor

Open Space

Bat Corridor

Open Space

Play

Open Space

Bat Corridor

Open Space

Play

Open Space

Bat Corridor

SUDs

SuDS

Bat Corridor

SuDS

SuDS

ESS

Open Space

SuDS

Long Copse Lane

Woodland

N

Drawn by : Checked by :

Date:

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Revisions

Rev	Date	Drawn	Checked

Project:
LAND NORTH OF LONG COPSE LANE
EMSWORTH

Drawing Title:
SKETCH MASTERPLAN

LAND & PARTNERS
Promoting strategic housing land & building communities by creating special places for people to live, work & play

carlton design partnership
Selwyn House, 32a Castle Way, Southampton, SO14 2AW
023 8011 8866 www.carltondesignpartnership.com

Scale: 1:1000 @ A1

1:1000 0 10 20 40 70 100.M.

Drg No: 170116/SL/SK1 Rev: M

X:\CURRENT PROJECTS\LAND AND PARTNERS\LONG COPSE LANE EMSWORTH\SITE LAYOUT\LAYOUT 26

APPENDIX B. LONG COPSE LANE IMPROVEMENT DRAWINGS















POTENTIAL ACCESS POINT TO SERVE WESTERN PARCEL

2.4m x 27.1m VISIBILITY SPLAY

RADII 8.0m

5.5m

2.4m x 27.6m VISIBILITY SPLAY

RADII 8.0m

PEDESTRIAN VISIBILITY 1.5m x 27.6m

PEDESTRIAN VISIBILITY 1.5m x 27.1m (TO TANGENT)

EXISTING VEGETATION ALONG THIS SECTION OF WIDENING TO BE REMOVED AND LANDSCAPE TREATMENT TO BE RE-PROVIDED

6.1m

5.5m

5.5m

5.5m

5.6m

LONG COPSE LANE

PEDESTRIAN VISIBILITY 1.5m x 27.6m

PEDESTRIAN VISIBILITY 1.5m x 27.1m

CUTLINE FOR CONTINUATION SEE DRAWING ITB13525-GA-102

RADII 10.0m

2.4m x 27.1m VISIBILITY SPLAY

TREE RETENTION SUBJECT TO ARBORICULTURALIST

BEND WIDENED TO ALLOW TWO-WAY MOVEMENT USING EXISTING VERGE. EXISTING VEGETATION/SCRUB TO BE CUT BACK TO ACHIEVE MINIMUM OF 25m FORWARD VISIBILITY (20mph).

PEDESTRIAN VISIBILITY 1.5m x 27.6m

PEDESTRIAN VISIBILITY 1.5m x 27.6m (TO TANGENT)

1.8m FOOTWAY

WIDENING OF EXISTING CARRIAGEWAY TO 5.5m TO TIE INTO EXISTING ROAD ALIGNMENT TO THE SOUTH

PEDESTRIAN VISIBILITY 1.5m x 27.1m

PEDESTRIAN VISIBILITY 1.5m x 27.1m

PROPOSED GATEWAY FEATURE EXACT DETAILS TO BE AGREED WITH HCC AT DETAILED DESIGN STAGE

5.5m

CARRIAGEWAY REDUCED TO 5.5m, TO ALLOW FOR 1.8m FOOTWAY TO TIE INTO EXISTING FOOTWAY NETWORK.

HOLLYBANK LANE

OAK TREE DRIVE

No. 59

No. 56

No. 51

No. 6

No. 2

No. 20

No. 71

NOTES:

- DRAINAGE SOLUTION HAS BEEN AGREED BETWEEN HIGHWAYS, FLOOD AND WATER MANAGEMENT AND LAND AND PARTNERS LTD;
- LIGHTING TO BE PROVIDED TO THE LHA SPECIFICATION AND APPROVAL AT THE DETAILED DESIGN STAGE;
- ARBORICULTURAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS; AND
- ECOLOGICAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS

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SCALE BAR @ 1:250

0 1 2 5 10 25

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REV	DATE	BY	DESCRIPTION	CHK	APP
B	14.12.21	MC	FOOTWAY CONNECTION UPDATED	MC	SJ
A	08.04.20	MC	FOOTWAY CONNECTION UPDATED	MC	SJ

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENTS SHEET 2 OF 3

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A1:	DATE:
ITB13525	1:250	12.08.19
DRAWING No:		REV:
ITB13525-GA-101		B

T:\Projects\ITB13525 Land at Emsworth\Drawings\Working Drawings\ITB13525-GA-101 Long Copse Lane, Emsworth\ITB13525-GA-101 Long Copse Lane, Emsworth.dwg 12/08/2019 14:43:54 GMT-0.000 Amy

PROPOSED SITE ACCESS
5.5m WIDE WITH 8m RADII AND
2.0m FOOTWAY ON EASTERN SIDE

5.5m

2.0m

RADII 8.0m

2.4m x TANGENT VISIBILITY SPLAY

PEDESTRIAN VISIBILITY 1.5m x 34.6m

2.4m x 34.6m VISIBILITY SPLAY



RADII 8.0m

PEDESTRIAN VISIBILITY 1.5m x 33.0m

TIE INTO EXISTING CARRIAGEWAY
AND EXISTING WIDTHS TO BE
RETAINED EASTBOUND

PEDESTRIAN VISIBILITY 1.5m x 34.6m

PEDESTRIAN CONNECTION
WITHIN SITE

2.4m x 33.0m VISIBILITY SPLAY

UNCONTROLLED CROSSING WITH
DROPPED KERBS AND TACTILE PAVING





PROPOSED FOOTWAY TO
TIE INTO REDLANDS LANE

PEDESTRIAN VISIBILITY 1.5m x 27.6m

SHARED USE UNTIL PAST PADDOCKS
COPSE TO THE SOUTH

2.2m

5.5m

PEDESTRIAN VISIBILITY 1.5m x 33.0m

UNCONTROLLED CROSSING WITH
DROPPED KERBS AND TACTILE PAVING

PEDESTRIAN VISIBILITY 1.5m x 27.1m

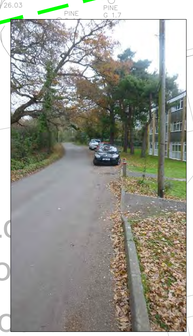
ENHANCEMENTS TO REDLANDS LANE
AGREED WITH HCC RoW TO ALLOW
PEDESTRIAN AND CYCLE USE

EXISTING LAY BY
TO BE FORMALISED



EXISTING TRACK HAS BEEN UPGRADED
AND WIDENED FOR VEHICULAR ACCESS
TO NEW RESIDENTIAL DEVELOPMENT -
PADDOCKS COPSE

PEDESTRIAN VISIBILITY 1.5m x 27.6m



PROPOSED FOOTWAY 1.5m
IN FRONT OF FENCELINE

EXISTING FENCELINE

5.5m

RADII 8.0m

PEDESTRIAN VISIBILITY 1.5m x 27.1m

2.4m x 27.6m VISIBILITY SPLAY

RADII 10.0m

CUT LINE FOR CONTINUATION SEE
DRAWING ITB13525-GA-101



NO CHANGE TO SURFACE



FURTHER PEDESTRIAN AND CYCLE
IMPROVEMENTS SHOWN ON DRAWING
ITB13525-GA-103

NOTES:
- ALL WORKS OUTSIDE THE APPLICATION SITE AREA ARE SHOWN INDICATIVELY AND WILL BE SUBJECT TO S278 SCHEME TO BE AGREED
- DRAINAGE SOLUTION HAS BEEN AGREED BETWEEN HIGHWAYS, FLOOD AND WATER MANAGEMENT AND LAND AND PARTNERS LTD;
- LIGHTING TO BE PROVIDED TO THE LHA SPECIFICATION AND APPROVAL AT THE DETAILED DESIGN STAGE;
- ARBORICULTURAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS; AND
- ECOLOGICAL REPORT HAS BEEN SUBMITTED AS PART OF THE PROPOSALS

LONG COPSE LANE

WRAYSBURY PARK DRIVE

No. 20

No. 30

El Sub Sta

i-Transport

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Basingstoke, Hampshire, RG24 8AG

Tel: 01256 338640

www.i-transport.co.uk

SCALE BAR @ 1:250

0 1 2 5 10 25

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NOTE:

ALL WORKS OUTSIDE THE APPLICATION SITE AREA ARE SHOWN INDICATIVELY AND WILL BE SUBJECT TO S278 SCHEME TO BE AGREED

REV	DATE	BY	DESCRIPTION	CHK	APD
C	14.12.21	MC	PEDESTRIAN CONNECTION ADDED	MC	SJ
B	10.08.21	MC	ANNOTATION ADDED	MC	SJ
A	08.04.20	MC	FOOTWAY CONNECTION UPDATED	MC	SJ

STATUS: FOR INFORMATION

TITLE: SITE ACCESS ARRANGEMENTS
SHEET 3 OF 3

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A1:	DATE:
ITB13525	1:250	12.08.19
DRAWING No:		REV:
ITB13525-GA-102		C

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VIEWPORT 1

PROPOSED IMPROVEMENTS TO LONG COPSE LANE

SHARED USE UNTIL PAST PADDOCKS COPSE TO THE SOUTH

EXISTING TRACK HAS BEEN UPGRADED AND WIDENED FOR VEHICULAR ACCESS TO NEW RESIDENTIAL DEVELOPMENT - PADDOCKS COPSE



NO CHANGE TO SURFACE



STAGGERED BARRIERS ON CYCLEWAY

NOT:E

- MEASURES TO BE IMPLEMENTED AT DETAILED DESIGN STAGE EITHER SIDE OF THE PROPOSED STAGGERED BARRIERS IN ORDER TO PREVENT CYCLISTS FROM BY-PASSING THE STAGGERED BARRIERS
- ADVANCED WARNING SIGNS TO BE PROVIDED ON APPROACHES TO SHARED SURFACE - EXACT DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE
- SUITABLE MEASURES TO BE PROVIDED ON APPROACH TO THE SHARED CARRIAGEWAY TO ENSURE USERS ARE MADE AWARE OF THE CHANGE IN ROUTE CHARACTERISTICS - EXACT DETAILS TO BE PROVIDED AT DETAILED DESIGN STAGE
- APPROPRIATE SURFACE TO BE PROVIDED - EXACT DETAILS TO BE AGREED AT DETAILED DESIGN STAGE
- LIGHTING STRATEGY TO BE AGREED WITH HCC AT DETAILED DESIGN STAGE



EXISTING TRACK IS CURRENTLY A BARK SURFACE. SURFACE TO BE UPGRADED TO HOGGIN OR SIMILAR TO HCC REQUIREMENTS TO PROVIDE ALL YEAR ROUND SURFACE

SCALE BAR @ 1:500

0 5 10 25 50

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CUT LINE FOR CONTINUATION SEE VIEWPORT 2

VIEWPORT 2

CUT LINE FOR CONTINUATION SEE VIEWPORT 1

APPROPRIATE ENTRY TREATMENT TO BE AGREED WITH HCC AND DETAILED DESIGN STAGE



EXISTING TREES TO BE RETAINED

PROPOSED CORDUROY PAVING

PROPOSED CORDUROY PAVING

EXISTING VERGE TO BE REMOVED TO PROVIDE SHARED FOOTWAY/CYCLEWAY WITH MINIMUM WIDTH OF 3.0m

FOOTWAY NARROWED IN LOCATION OF EXISTING TREES TO MINIMUM OF 2.4m

EXISTING TREE TO BE RETAINED



DIRECTION SIGN FOR CYCLISTS DIRECTING THEM THROUGH HAMPSHIRE FARM DEVELOPMENT TO EXISTING CYCLE NETWORK

CYCLISTS TO RE-JOIN CARRIAGEWAY

DROPPED KERB TO ALLOW CYCLISTS TO TRAVEL ON CARRIAGEWAY ALONG REDLANDS LANE SHOULD THEY WISH NOT TO TRAVEL THROUGH HAMPSHIRE FARM DEVELOPMENT

HAMPSHIRE FARM DEVELOPMENT

STAGGERED BARRIERS ON CYCLEWAY

PROPOSED CORDUROY PAVING

ON CARRIAGEWAY CYCLE ROUTE TO CONNECT TO CYCLE FACILITIES AT WESTBOURNE ROAD / NEW BRIGHTON ROAD

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REV	DATE	BY	DESCRIPTION	CHK	APD
C	14.12.21	MC	UPDATED TO INCORPORATE STAGE 1 RSA COMMENTS	MC	SJ
B	01.12.21	MC	FOOTWAY CONNECTION UPDATED ALONG REDLANDS LANE	MC	SJ
A	08.04.20	MC	FOOTWAY CONNECTION UPATED ALONG LONG COPSE LANE	MC	SJ

STATUS: FOR INFORMATION

TITLE: PROPOSED FOOTWAY/CYCLEWAY IMPROVEMENTS ALONG REDLANDS LANE

PROJECT: LONG COPSE LANE, EMSWORTH

CLIENT: LAND AND PARTNERS LTD

DRAWN:	CHECKED:	APPROVED:
MC	SJ	SJ
PROJECT No:	SCALE @ A2:	DATE:
ITB13525	1:500	30.08.19
DRAWING No:		REV:
ITB13525-GA-103		C

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APPENDIX C. EXAMPLE TRAVEL SURVEY

Residential Travel Survey

About You

1. Your place of work postcode

2. Your home postcode

3. Your house name / number

4. Gender Male ☐ Female ☐

5. Age Group

Under 18 ☐ 18 - 34 ☐ 35 - 44 ☐ 45 - 60 ☐ 60+ ☐

6. Number of people in household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

7. Number of cars per household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

8. Number of bicycles per household

1 ☐ 2 ☐ 3 ☐ 4+ ☐

9. Do you have a disability that affects your travel arrangements?

Yes ☐ No ☐

About your job

10. Do you work? 1 -3 days ☐ 4 days ☐ Full time ☐ Shifts ☐

Other, please specify

11. What hours do you normally work? Regular Office ☐ Flexi ☐

Other (please specify)

12. Are there any aspects of your job that require you to have the use of a car?

None ☐ Attend meetings ☐ Visit site / clients ☐ Other ☐

Travel to work

13. How do you normally travel to work?

Walk/jog ☐ Bicycle ☐ Bus ☐

Train ☐ Taxi ☐ Motorbike ☐

Car on own ☐ Car Share ☐

Other (please specify) ☐

14. What alternatives do you occasionally use?

Walk/jog ☐ Bicycle ☐ Bus ☐

Train ☐ Taxi ☐ Motorbike ☐

Car on own ☐ Car Share ☐

Other (please specify) ☐

15. How far do you travel to work? (one way)

Up to 1 mile ☐ 1 - 3 miles ☐ 3 - 10 miles ☐

10 - 20 mile ☐ Over 20 miles ☐

16. How long does it normally take you to get to work? (one way)

0 - 15 mins ☐ 16 - 30 mines ☐

30 - 60 mins ☐ 60 mins + ☐

17. If walking or cycling are a practical alternative for you, what would encourage you to do so? (select up to 2 answers)

Free transport home in an emergency ☐ Covered and secure cycle parking ☐

Changing / locker facilities ☐ Pool car available for business use ☐

Other (please specify) ☐

For drivers only

18. Is a car share a possibility if a suitable sharer/s was found?

Yes ☐ No ☐ I already car share ☐

19. Which of the following would most encourage you to car share? (select up to 3 answers)

Help in finding a car share partner ☐ Financial incentives for car shares ☐

Free transport home in an emergency ☐ Pool car available for business use ☐

Priority parking for car sharers ☐

Other, please specify ☐

20. Is bus or train travel a possibility?

Yes ☐ No ☐ Both ☐

Which is most convenient?

Bus ☐ Train ☐

21. What would encourage you to use the bus or train more frequently to commute? (select up to 3 answers)

More direct train/bus route ☐ Pool car available for business use ☐

More frequent services ☐ More reliable services ☐

Better information on times and fares ☐

Regular link between station/bus stop and place of work ☐

Other, please specify ☐

24. For what other purposes do you regularly travel from home, please indicate number of trips per week in box.

Education for self ☐ Education for dependants ☐

Access to Health services ☐ Access to retail services ☐

Leisure ☐

Other, please specify ☐

This information is collected in accordance with the Data Protection Act 1998.
The data has been collected for the purposes of:-

* establish travel patterns to site;

* to assist with setting objectives for the Travel Plan which may be implemented in the future

* to monitor travel patterns at the site over set periods of time to quantify modal shift.

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