



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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i-Transport LLP

The Square
Basing View
Basingstoke
Hampshire
RG21 4EB

Tel: 01256 637940

www.i-transport.co.uk

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Quality Management

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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	
<i>WCHAR to include equestrian use.</i>	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.
<i>The routes listed below should be included with regards access to shops, school etc as part of the WCHAR assessment</i> -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.
<i>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</i>	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
<i>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.</i> <i>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.</i>	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	
<i>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.</i> <i>Consideration of how those from the development will access the BOAT should be given.</i>	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 route) 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	
<i>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.</i>	Section 8 considers cycle parking at Emsworth Station.
Updated forecast year junction assessment	
<i>The Highway Authority require modelling up to 2026.</i>	Section 9 summarises the traffic assessment work and the full assessment work including 2026 is included in Appendix F .
Amendments to the model builds	
<i>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</i>	Section 9 includes updated base models and results and the full modelling work in included in Appendix F .
Provision of a framework CTMP	
<i>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</i>	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.

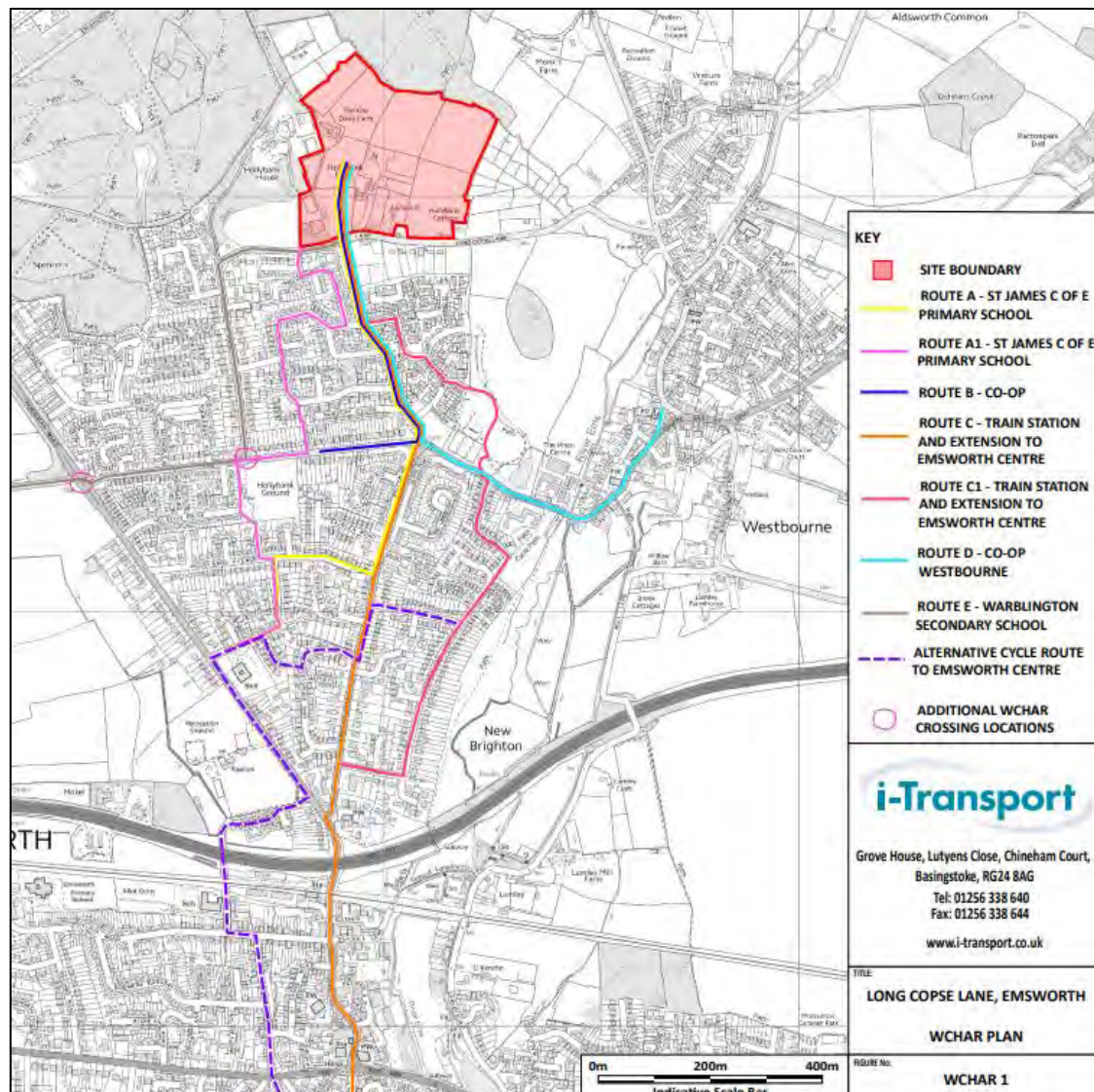
2.3 Core WCHARs

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

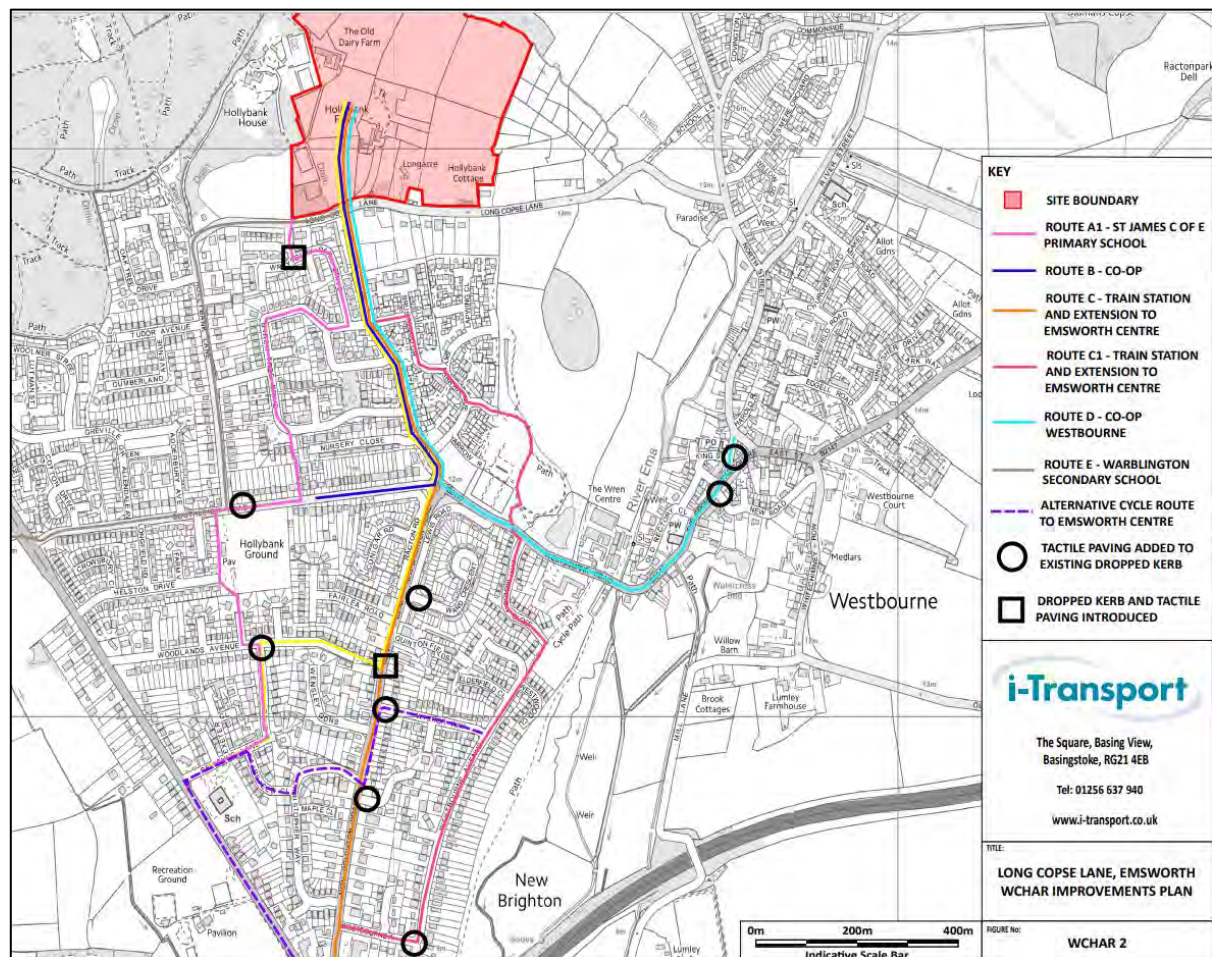
Route	Improvement	Cost
A – St James Primary School	Tactile paving at Ward Crescent. Tactile paving at Garland Avenue to access the western side of the carriageway. New Brighton Road to access pedestrian link to Woodlands Avenue – dropped kerb and tactile paving.	£5,000
A1 – St James Primary School (Alternative)	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 PV² 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 PV² is greater than or equal to 0.25 x 10⁸, 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)	$PV^2 \times 10^8$
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 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**

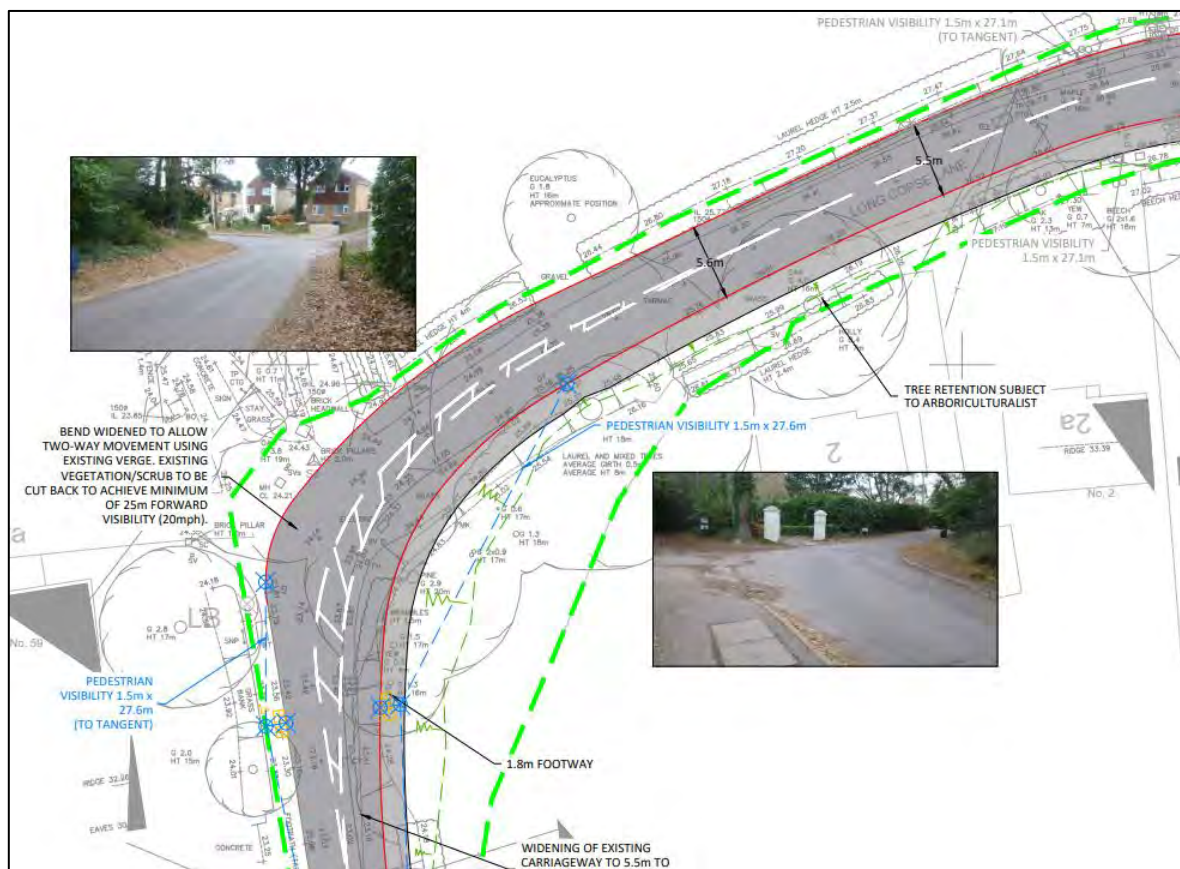
4.5.1 The route between the eastern extent of the application site and the western boundary of the application site will be delivered by the applicant. The application site will ensure that the path can be extended in due course to also provide access to those parts of the site allocation that are outside 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.

5.1 Introduction

"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."

5.2 Extension of footway on Hollybank Lane

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 1,350¹ 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, 85thtile 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 minute²:

- 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.

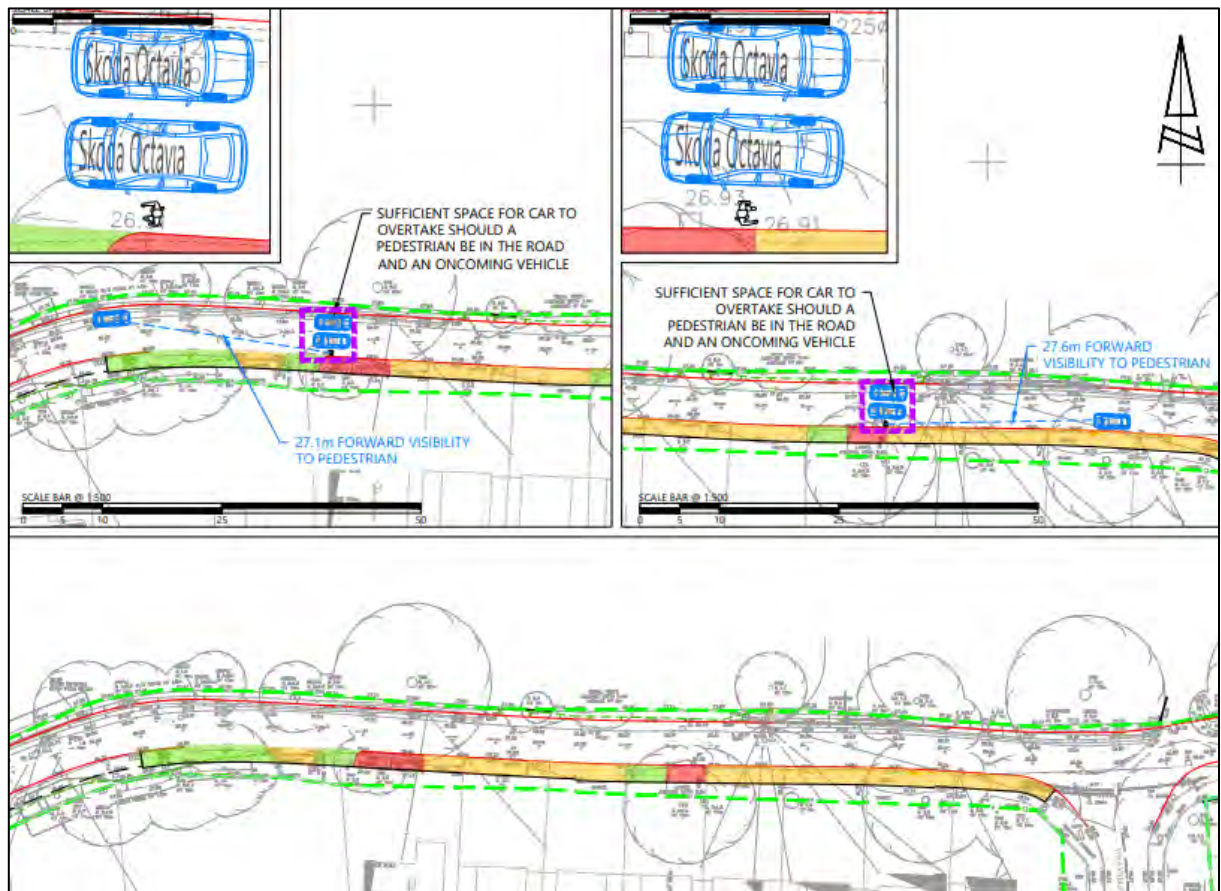
5.3.19 This is a matter recognised by way of example in a recent appeal decision in Warsash, Hampshire where the Inspector stated:

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 Wraybury 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 No.27. 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.

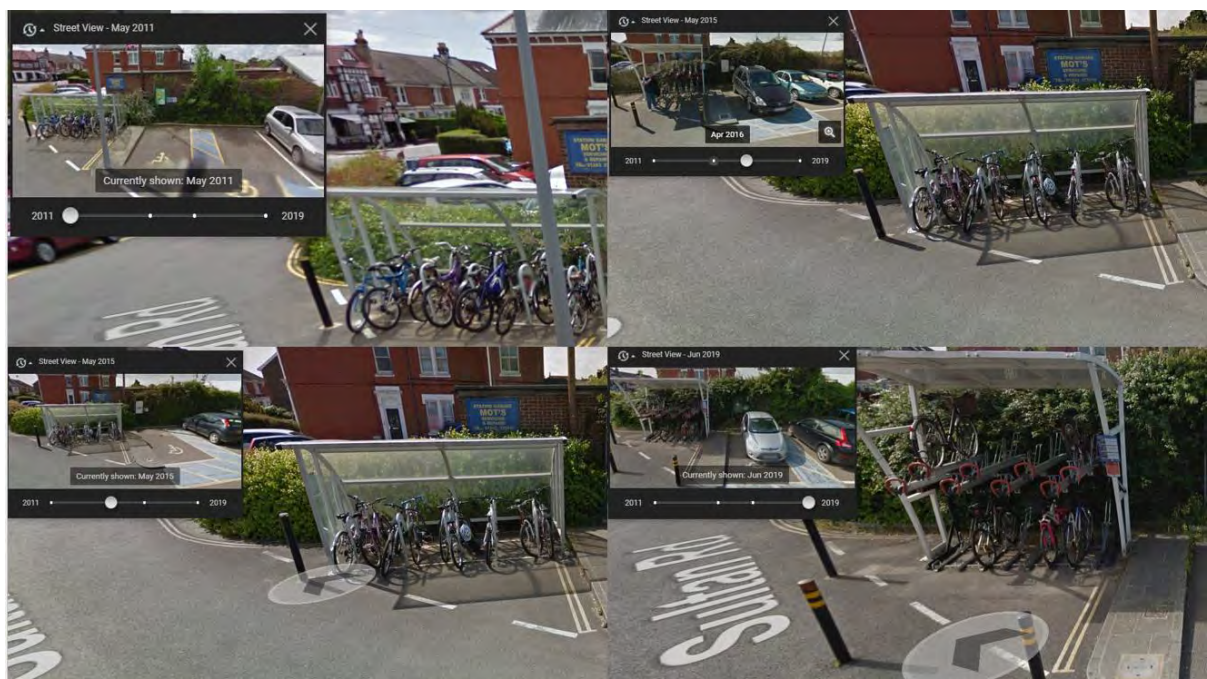
8.3.3 On this basis there is no requirement or necessary to provide or fund new bus shelters. However the applicant is prepared to contribute towards the provision of Real Time Information at the three bus stops, i.e. a contribution of £15,000.

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	
- 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	- Approach width updated, half width and entry width reduced to 2.3m and 3.5m respectively. - Entry width updated on all arms. - Flows and HGV %s checked in updated model. Updated Modelling Below
Southleigh Road / Hollybank Lane	
- 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	- 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. - 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	
- 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	- 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. - 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. - 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. - 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 Wraysbury 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)	Delays/PCU	DoS	Queue (PCUs)	Delays/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)	Delays/PCU	DoS	Queue (PCUs)	Delays/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 may 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
<i>WCHAR to include equestrian use.</i>	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.
<i>The routes listed below should be included with regards access to shops, school etc as part of the WCHAR assessment</i> -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
<i>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</i>	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
<i>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.</i> <i>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.</i>	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	
<i>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.</i> <i>Consideration of how those from the development will access the BOAT should be given.</i>	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 Footbridge 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	
<i>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.</i>	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	
<i>The Highway Authority require modelling up to 2026.</i>	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	
<i>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</i>	Section 9 includes updated base models and results and the full work is included in Appendix F - Traffic Assessment Technical Note.
Provision of a framework CTMP	
<i>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</i>	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**.

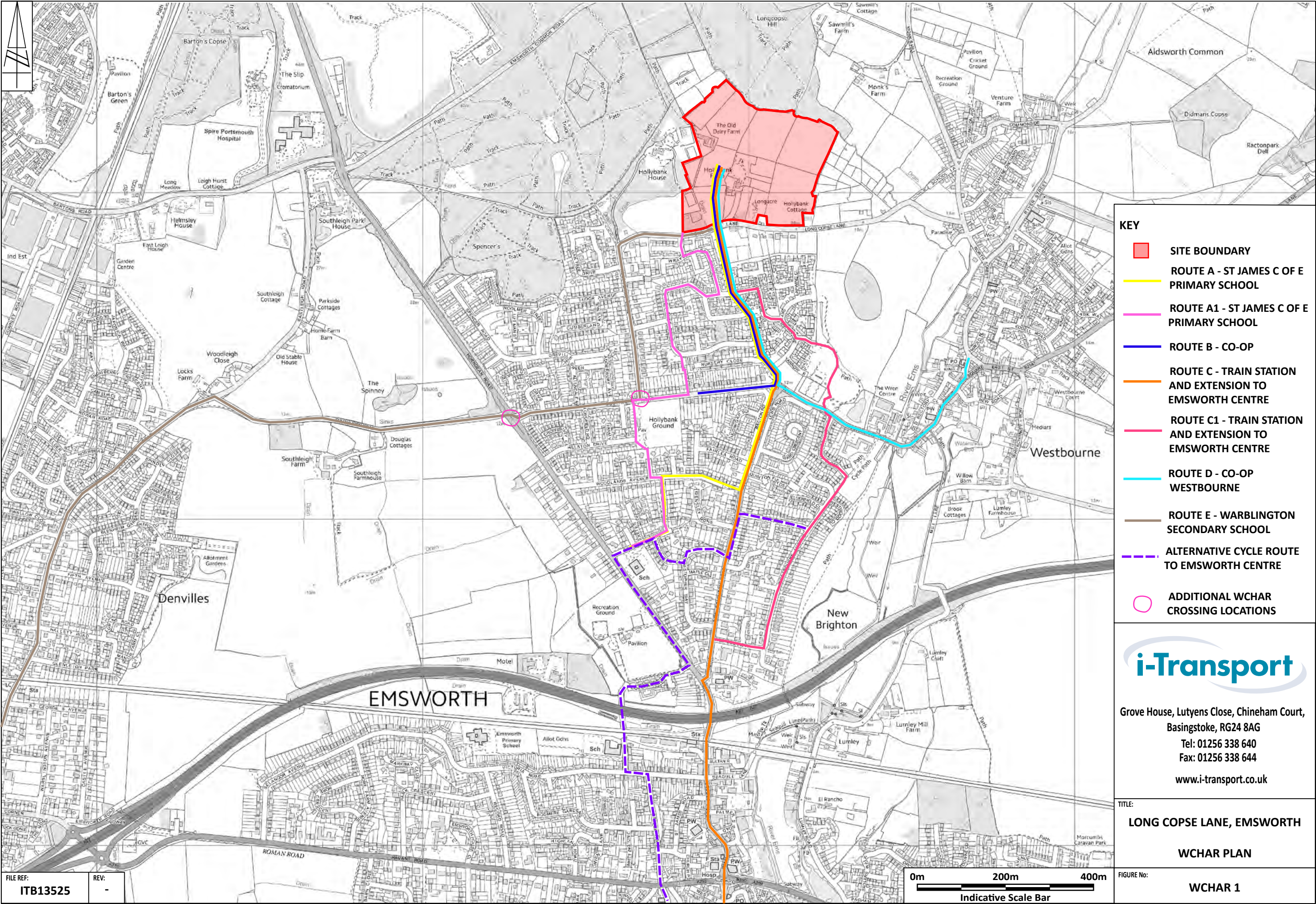
Financial contributions

- 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



FILE REF:
ITB13525

REV:
-

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

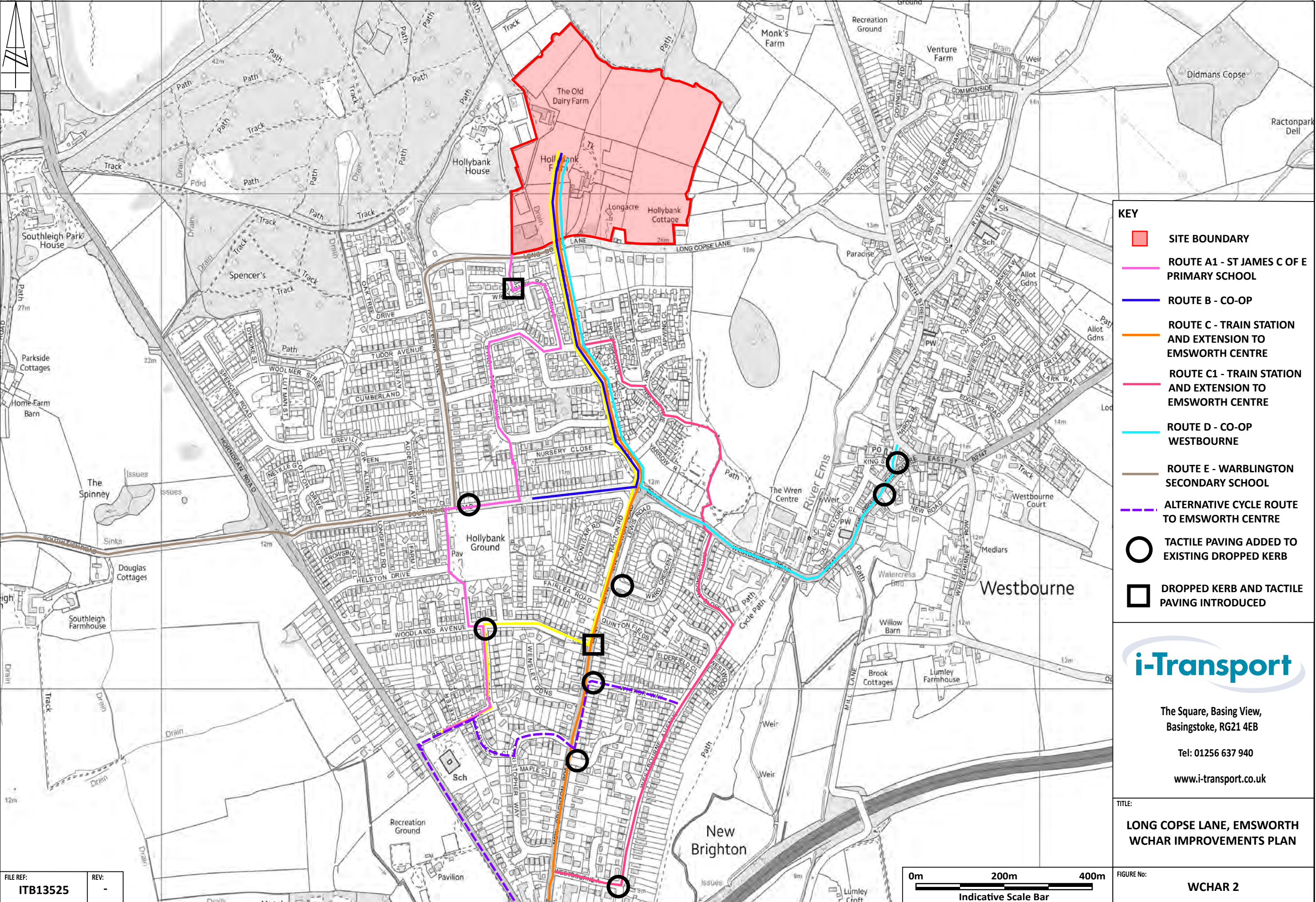
i-Transport

Grove House, Lutyens Close, Chineham Court,
Basingstoke, RG24 8AG
Tel: 01256 338 640
Fax: 01256 338 644
www.i-transport.co.uk

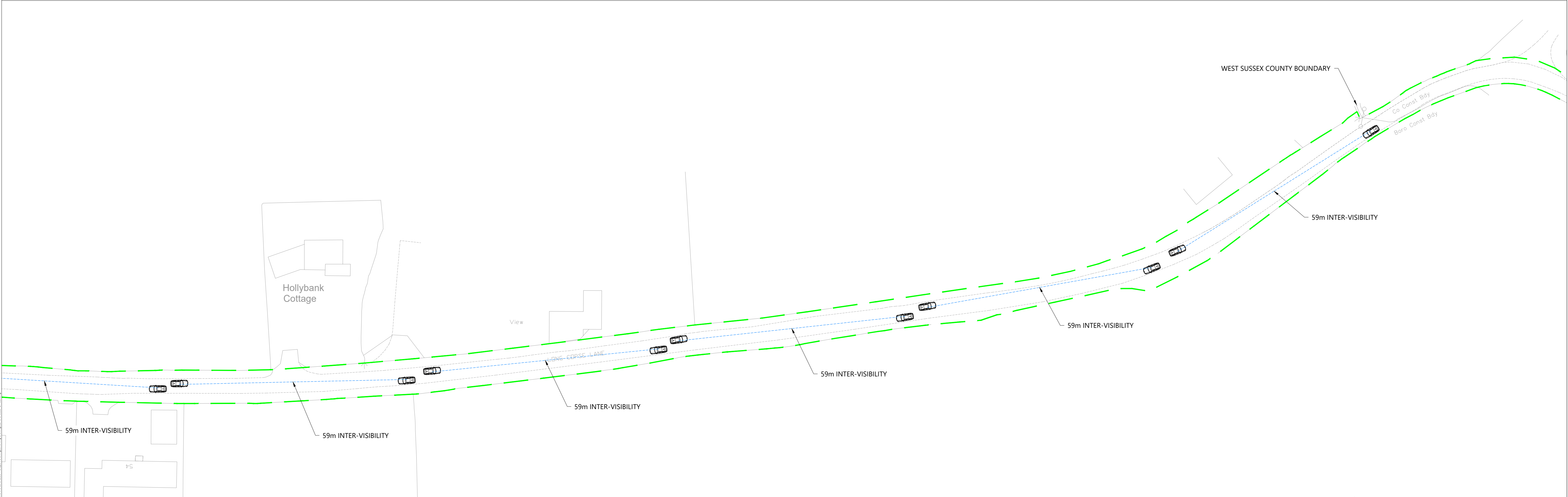
TITLE:
LONG COPSE LANE, EMSWORTH
WCHAR PLAN

FIGURE No:
WCHAR 1

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DRAWINGS





The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
www.i-transport.co.uk

Tel: 01256 637940

SCALE BAR @ 1:500

0 5 10 25 50

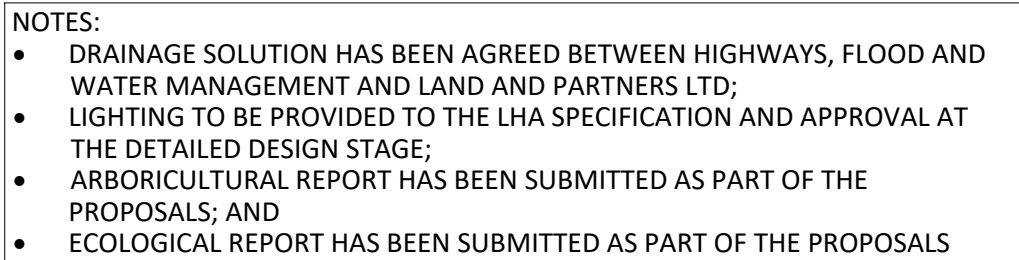
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STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.

REV	DATE	BY	DESCRIPTION	CHK	APP	PROJECT	CLIENT
			FOR INFORMATION			LONG COPSE LANE, EMSWORTH	LAND AND PARTNERS LTD

TITLE: LONG COPSE LANE INTER-VISIBILITY

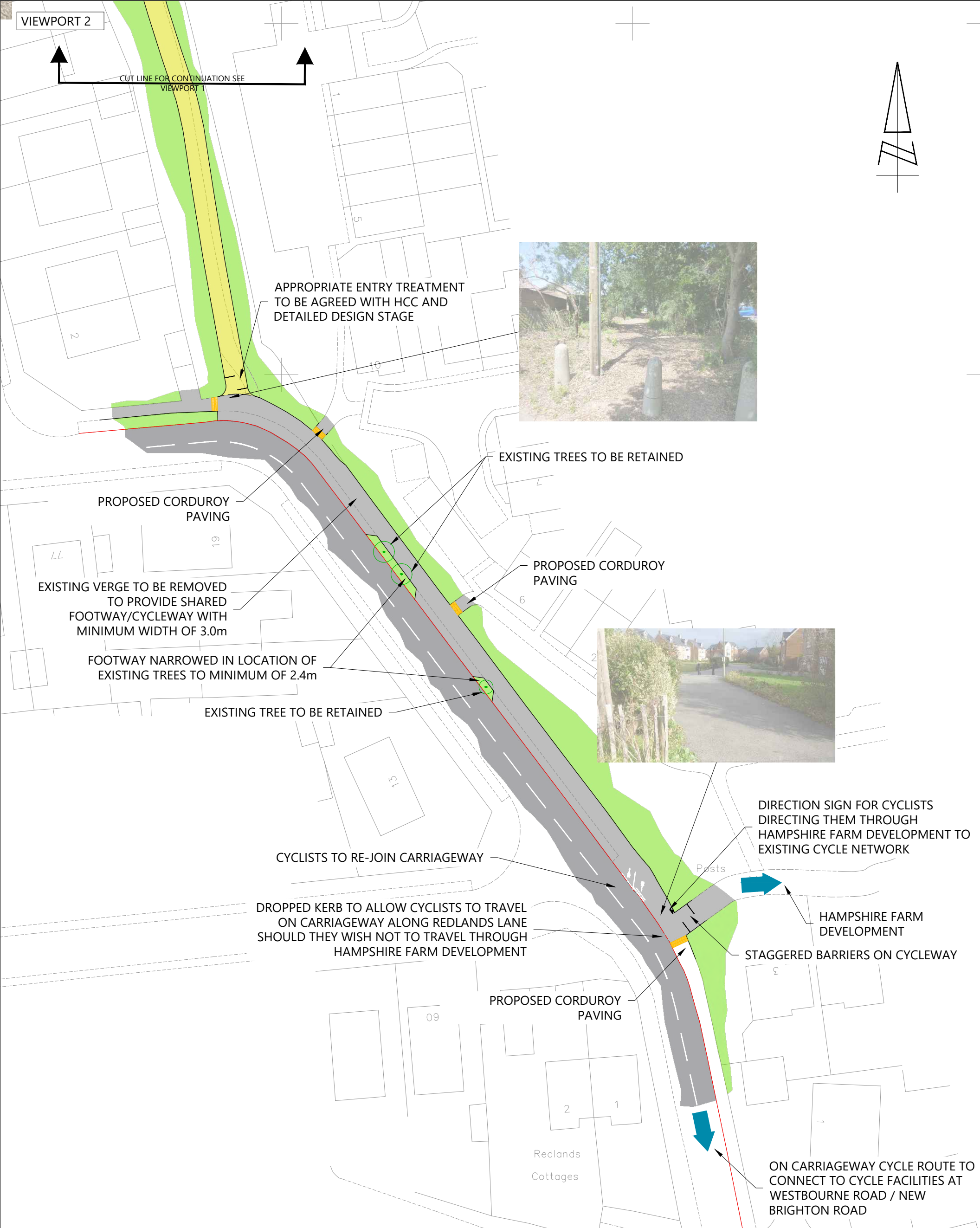
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PROJECT No: ITB13525	SCALE @ A1: 1:500	DATE: 20.12.21
DRAWING No: ITB13525-GA-029		REV: -





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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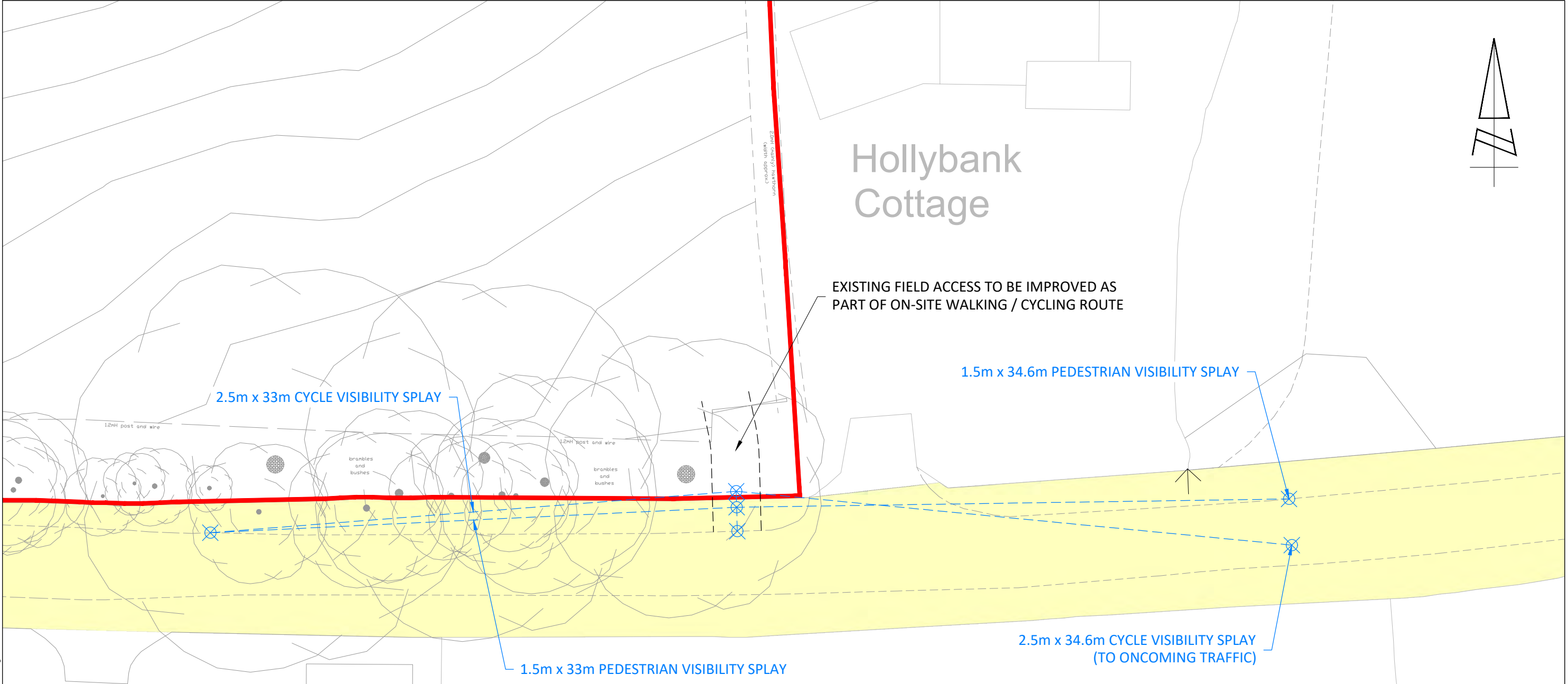


Grove House, Lutyens Close, Chineham
Basingstoke, Hampshire, RG24 8AG
Tel: 01256 338640
www.i-transport.co.uk

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 UPDATED ALONG LONG COPSE LANE	MC	SJ

STATUS: FOR INFORMATION

TITLE: PROPOSED FOOTWAY/CYCLEWAY IMPROVEMENTS ALONG REDLANDS LANE		DRAWN: MC	CHECKED: SJ	APPROVED: SJ
		PROJECT No: ITB13525	SCALE @ A2: 1:500	DATE: 30.08.19
PROJECT: LONG COPSE LANE, EMSWORTH	CLIENT: LAND AND PARTNERS LTD	DRAWING No: ITB13525-GA-103		REV: C



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

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STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.



KEY:

EXTENTS OF HIGHWAY
BOUNDARY (BASED ON OS
MAPPING)

SITE BOUNDARY



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
www.i-transport.co.uk

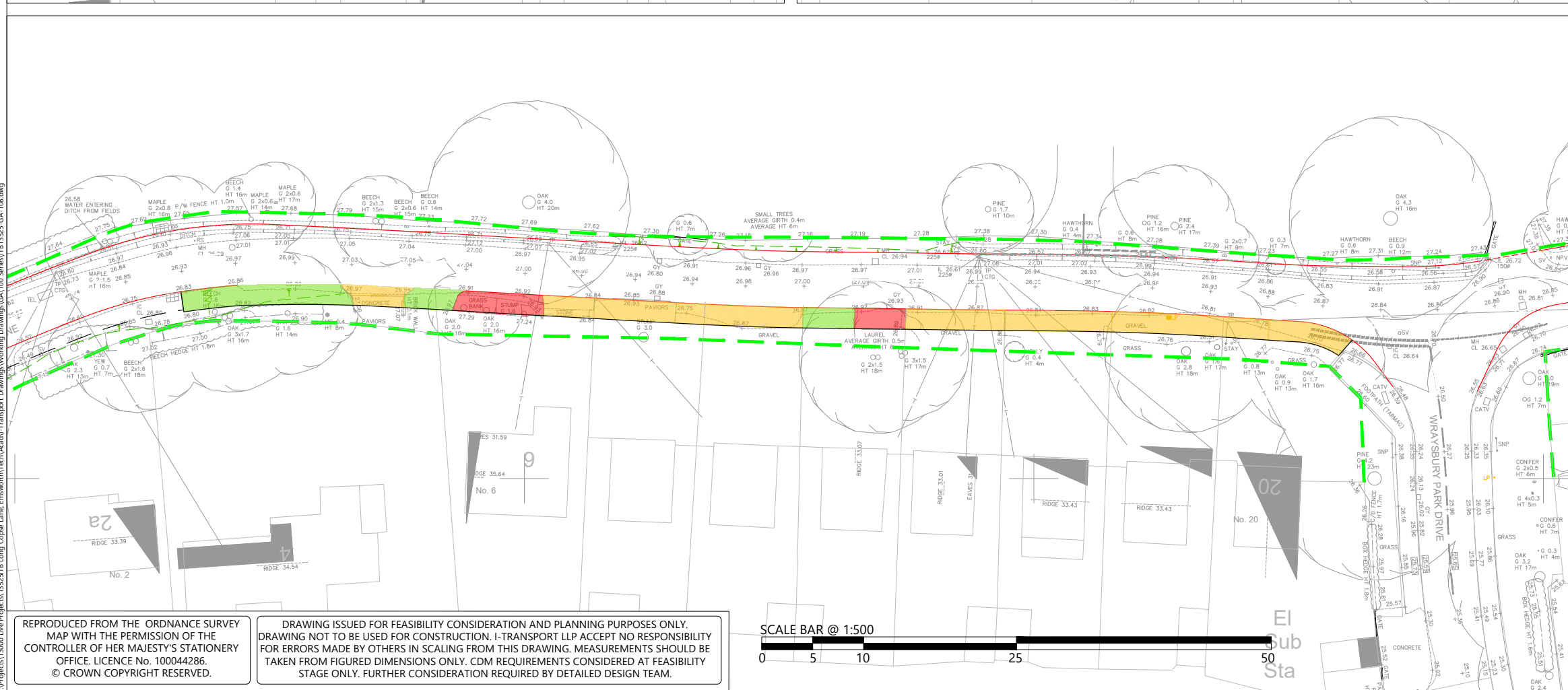
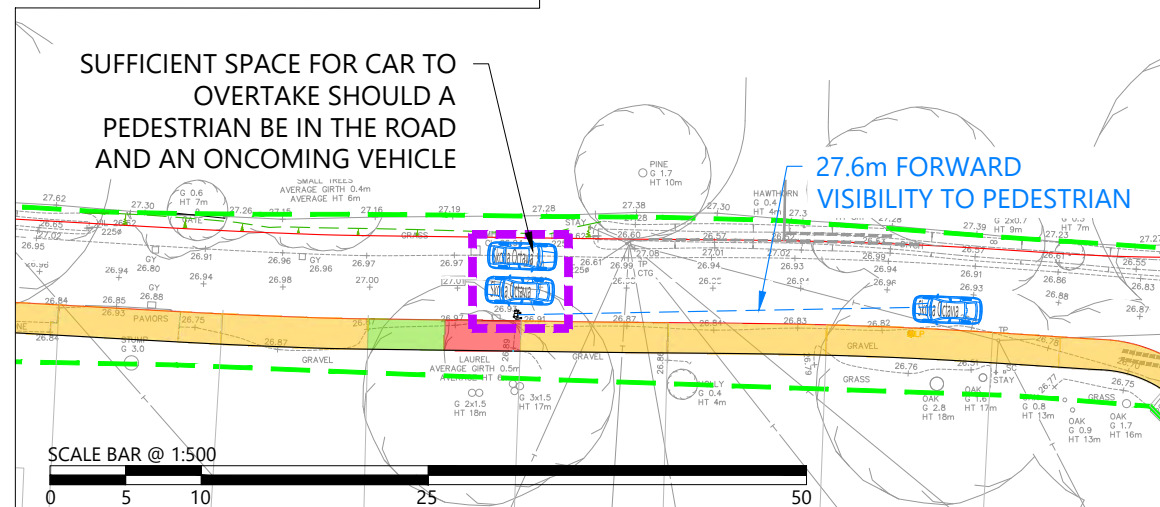
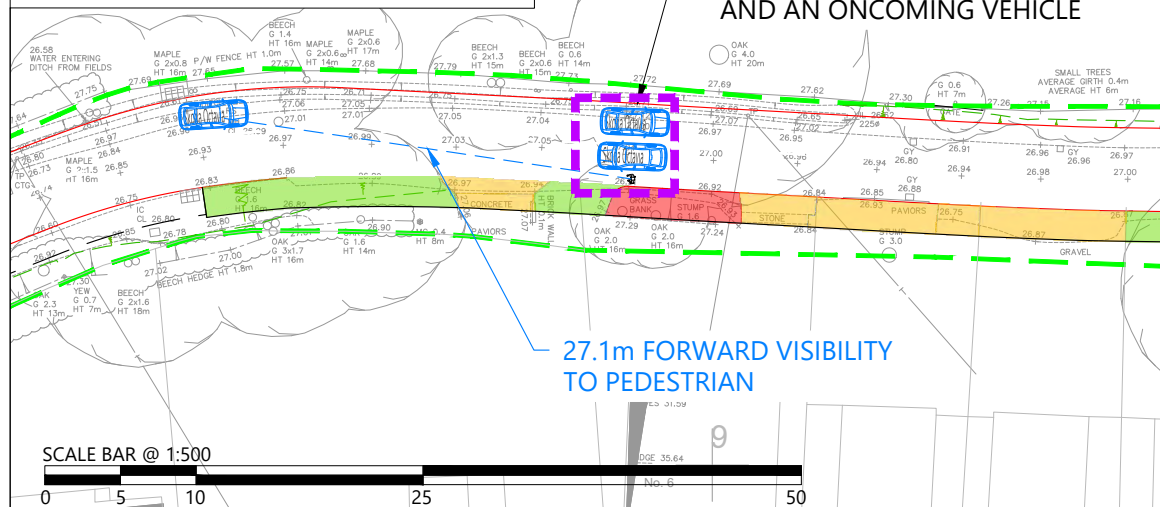
Tel: 01256 637940

REV	DATE	BY	DESCRIPTION	CHK	APD
			FOR INFORMATION		

TITLE: POTENTIAL EASTERN PEDESTRIAN / CYCLE ACCESS	
PROJECT: LONG COPSE LANE, EMSWORTH	CLIENT: LAND AND PARTNERS

DRAWN: MC	CHECKED: MC	APPROVED: SJ
PROJECT No: ITB13525	SCALE @ A3: 1:250	DATE: 14.2.21
DRAWING No: ITB13525-GA-107		REV: -

T:\Projects\13000 Live Projects\13525\ITB Long Copse Lane, Emsworth\Tech\Acad\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: MM		CHECKED: MC		APPROVED: SJ	
PROJECT No: ITB13525		SCALE @ A3: 1:500		DATE: 09.12.21	
DRAWING No: ITB13525-GA-108					REV: -

APPENDIX A.HCC Response 18 November 2021



Hampshire
County Council

Head of Development Planning

Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

*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)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

<i>Enquiries to</i>	Holly Drury	<i>My reference</i>	6/3/13/174 (033589)
<i>Direct Line</i>	0370 779 3193	<i>Your reference</i>	APP/21/00893
<i>Date</i>	18 th November 2021	<i>Email</i>	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;

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

- 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:
 - o Responds to the semi-urban/rural character of the surrounding residential development to the south;
 - o 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;
 - o 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 evolution 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 it is 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 ensuring 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:

Location	Direction	85 th % Speed (mph)		
		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 safely 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 approved 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