

Interim Travel Plan

Chidden Farms
Land west of Horndean Road, Emsworth
May 2014

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Quality Assurance

Site name: Land west of Horndean Road, Emsworth

Client name: Chidden Farms

Type of report: Interim Travel Plan

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Signed

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Date May 2014

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Date May 2014

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1 Introduction

Background and Development Description

- 1.1 Bidwells Transport Planning has been commissioned by Chidden Farms to prepare an Interim Travel Plan in support of an outline planning application for the development of land west of Horndean Road in Emsworth, Hampshire for the purposes of a residential development comprising up to 130 dwellings and flood alleviation measures.
- 1.2 The proposal site is located to the west of the B2148 Horndean Road in Emsworth, Hampshire and falls within the administrative area of Havant Borough Council. The town of Emsworth is located to the east of Havant and is designated as a 'District Centre' in the Havant Borough Core Strategy. Emsworth is situated in south-east Hampshire on the West Sussex Border and is bisected by the A27 which runs in an east-west direction approximately between Chichester and Portsmouth.
- 1.3 The extent and location of the proposal site in relation to the local area is illustrated by **Appendix 1**.
- 1.4 The proposal site comprises an area of land west of Horndean Road extending to approximately 5.9 hectares and allocated for residential use by Havant Borough Council in the Draft Havant Borough Council Local Plan (Site Ref UE13). The proposals envisage a sustainable residential development comprising up to 130 dwellings.
- 1.5 At this stage, it is not possible to determine precise measures and targets that could be incorporated into a full Travel Plan for the site as a detailed proposal has not yet been determined. Therefore, this document forms what is essentially a framework for the full Travel Plan and details the potential measures and initiatives that could be promoted and implemented across the site.
- 1.6 This document encompasses an Interim Travel Plan (ITP) which is the precursor to a fully adopted, detailed Travel Plan. The ITP has been prepared in conjunction with, and complimentary to, the Transport Assessment in support of the foregoing proposals.

Policy Background

National Planning Policy Framework

- 1.7 The need for travel plans is established and endorsed by central government policy and guidance encompassed within the *National Planning Policy Framework (NPPF)* through which the UK Government demonstrates its commitment to reducing congestion and promoting more environmentally-friendly and sustainable modes of transport.
- 1.8 Whilst not prescriptive, Section 4 of the NPPF with regards to transport, entitled **Promoting sustainable transport**, considers in paragraph 29 that:

'Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives' and that 'The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel'.
- 1.9 The NPPF goes on to say in paragraph 30 that:

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'In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport'.

1.10 Paragraph 36 of the NPPF identifies that:

'A key tool to facilitate this (i.e. sustainable development) will be a Travel Plan'.

Hampshire County Council Local Transport Plan 2011-2031

1.11 Hampshire County Council's Local Transport Plan was formally approved on 24 February 2011. The Local Transport Plan is written in two parts: a 20 year strategy which sets out the long-term vision for how the transport network will be developed over the next 20 years and a 3 year Implementation Plan setting out planned expenditure on transport over the April 2013 – March 2016 period.

1.12 The three main transport priorities set out in Hampshire's LTP are :

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire.
- Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key continued casualty reduction.
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods;

Havant Borough Core Strategy 2011 – 2026

1.13 The Havant Borough Core Strategy is the principal document in the council's Local Plan. It covers the Borough of Havant, setting out the spatial planning strategy for the area up to 2026. It sets out how many new homes and jobs are needed in the borough and their distribution. It also sets out what services, facilities and infrastructure such as green spaces, shops and community services are needed and when and how they will be delivered whilst having regard to the Borough's high quality natural environment.

1.14 Policies relevant to the proposal at land to the west of Horndean Road with respect to sustainable transport are set out below:

DM11 Planning for More Sustainable Travel

The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

1. Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.

2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.

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3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.

4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.

5. Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.

DM12 Mitigating the Impacts of Travel

New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.

2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.

3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.

4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.

5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.

DM13 Car and Cycle Parking on Residential Development

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

- 1.15 This Interim Travel Plan has been prepared in accordance with the policy framework and supplementary guidance set out above.

Travel Plan Aims and Objectives

- 1.16 A Travel Plan is defined as a package of measures intended to encourage sustainable travel choices and reduce the reliance on the private car. The Travel Plan will identify and implement a set of interconnected measures and initiatives which will reduce the environmental impact of the

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travel associated with development, particularly through the use of sustainable modes of travel including public transport, cycling and walking.

- 1.17 The specific aim of this Interim Travel Plan is to support the outline planning application for a sustainable residential development incorporating up to 130 dwellings and to facilitate the preparation of the final residential travel plan to encourage sustainable travel choices to be made and make the operation of the site as sustainable as possible in terms of people movement.
- 1.18 The desire to address environmental issues of climate change through a contribution towards the reduction in carbon impact of transport associated with the proposals and to promote benefits to residents in terms of health and social welfare through effective travel planning and the promotion of 'smarter choices' of travel, are also drivers for the successful delivery of a travel plan for the site.
- 1.19 This Interim Travel Plan will therefore incorporate the following:
- A site audit to identify all existing transport links to the site and any initiatives that are already in place, including the potential to support and interact with sustainable initiatives within the adjacent community;
 - The identification of the primary Travel Plan objectives, through which the scope of the final Travel Plan can be developed;
 - The identification of measures and initiatives to achieve these objectives;
 - A methodology for formulating the final Travel Plan, incorporating implementation processes and the roles/responsibilities of all parties involved; and
 - A monitoring programme, incorporating ongoing promotion and communication, to ensure that targets and measures are assessed in order to achieve the primary objectives of the plan.
- 1.20 The primary objectives of this Travel Plan are as follows:
- To reduce the need for unnecessary journeys;
 - To reduce reliance on the private car and encourage car sharing;
 - To increase awareness of sustainable travel alternatives to the private car;
 - To encourage the use of alternative modes of transport which have less environmental impact, including walking, cycling and public transport;
 - To promote social inclusion and interaction;
 - To accommodate those journeys that need to be made by car; and
 - To reduce the overall level of impact of the site on the surrounding area, with respect to movements to/from the site, thereby minimising the transport impact of the development on the local area.

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Travel Plan Co-ordinator

- 1.21 The main role of the Travel Plan Co-ordinator is to prepare, promote and monitor the objectives and initiatives of the Travel Plan and to be a point of contact for residents and visitors on the site. It is essential that a Travel Plan Co-ordinator is appointed prior to first occupation of the site.
- 1.22 It is anticipated that the Travel Plan Co-ordinator liaise regularly with representatives from the residents of the site, the Local Authority and local community groups and a representative of the developer to inform and discuss the latest Travel Plan information and issues and to consider potential travel planning improvements and initiatives.

Travel Plan Actions

- 1.23 The following actions, which will be facilitated by the Travel Plan Co-ordinator, will help to develop and achieve the future targets identified in the final Travel Plan. These actions will include:
- The preparation of a final residential Travel Plan for the site;
 - The promotion of measures to encourage a shift from private car to sustainable travel choices; and
 - The provision of personalised journey planning, which is to be made available to residents and visitors to the site.
- 1.24 Within the final Travel Plan, to be prepared by the Travel Plan Co-ordinator, the following actions will be promoted to achieve the agreed targets:
- Travel plan promotion and awareness, including information campaigns throughout the site;
 - Implementing of a car share scheme, including a car share register;
 - Provide up to date information on services and facilities;
 - Defining and implementing travel surveys to ensure that the flexibility of the Travel Plan is maintained and can respond to changing travel patterns;
 - Monitoring of the performance of the plan against targets agreed with the local authority;
 - Provide appropriate cycle and pedestrian routes and on site facilities; and
 - Investigate opportunities for joint measures between the council, occupiers of the site and the adjacent community.

Methodology for formulating the Travel Plan

- 1.25 The implementation of the Travel Plan for the proposed use will ultimately be the responsibility of the future developer of the site.
- 1.26 The following is an example of the implementation process that could be followed once the site is occupied:

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- Undertake a multimodal travel survey to determine resident travel patterns and preferred modes;
 - Prepare an inventory of transport links to the area, particularly for non-car modes;
 - Establish travel patterns, trip attractions, modal split and opportunities for car-sharing;
 - Investigate incentives for residents to change mode and disincentives to drive alone; and
 - Recommend co-ordination and monitoring procedures.
- 1.27 The formulation of the final Travel Plan for the proposals will be in accordance with the requirements of Hampshire County Council and Havant Borough Council and will also have regard to the content of this *Interim Travel Plan*.

Monitoring the Travel Plan

- 1.28 A Travel Plan requires a regular monitoring programme to be undertaken in order to ascertain whether or not the implemented measures are achieving the primary objectives of the plan.
- 1.29 The monitoring of the Travel Plan will be undertaken by the Travel Plan Co-ordinator in agreement with the Local Authority.
- 1.30 The performance of the full Travel Plan will be monitored through an annual monitoring report, prepared by the Travel Plan Co-ordinator, for a period of 5 years from first occupation, the cost of which will be covered by the originator.

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2 Site Specific Assessments

Site Description

- 2.1 The proposal site covers an area of approximately 5.9 hectares which has been allocated by Draft Havant Borough Local Plan. The site consists of arable agricultural land. It is bounded to the north by Southleigh Road and to the west by Horndean Road and existing residential properties on Horndean Road. Arable agricultural land surrounds the remainder of the site. The location of the site in relation to the local area is illustrated by **Appendix 1**.
- 2.2 The B2148 Horndean Road runs in a generally north-west to south-east direction along the western boundary of the site from the A3(M) Junction 2 to Emsworth town centre.
- 2.3 The B2148 Horndean Road in the vicinity of the site is a good quality single carriageway road, approximately 5.5m in width and subject to a 30mph speed restriction. The B2148 is a bus route, benefits from a system of street lighting and has footway provision on both sides of the carriageway in the vicinity of the site, providing high quality vehicular and pedestrian routes accessing the town centre.
- 2.4 Horndean Road forms a staggered priority junction with Southleigh Road immediately north-east of the site. A dedicated stretch of on-road cycle lane is provided along Horndean Road in the vicinity of the Southleigh Road junction.
- 2.5 Southleigh Roads runs along the northern boundary of the site and is a 5.5m wide single carriageway road benefitting from a 2.2m wide shared pedestrian and cycleway running along its southern kerb line. Southleigh Road is subject to a 40mph speed restriction and 7.5 tonne weight restriction.
- 2.6 The town of Emsworth lies approximately 1.5km south of the site. Emsworth is bisected by the A27 and lies approximately 16km west of Chichester and 15km east of Portsmouth. The A3(M) runs approximately 7km to the west of the site.
- 2.7 Indicative outline proposals for the site incorporating pedestrian, cycle and vehicle movement and access routes are illustrated by **Appendix 2**.

Public Transport Accessibility: Rail Services

- 2.8 Emsworth Rail Station is located approximately 1.2km south of the proposal site providing easy and direct connections to mainline rail services to Brighton, Southampton, Portsmouth, London Victoria, and Little Hampton.
- 2.9 Emsworth Rail Station is unstaffed and provides a basic level of passenger facilities including ramped entrances, passenger seating and shelters, a help-point, cycle storage in the form of 4 uncovered stands and 10 sheltered spaces and a car park for 6 vehicles.
- 2.10 **Table 2.1** sets out the various train routes, frequencies and operating times accessible from Emsworth Rail Station.

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Table 2.1 Rail Services from Emsworth Rail Station (Monday to Friday)

Destination	Frequency	First Train	Last Train	Operator
Brighton	Hourly	05:58	23:57	Southern Railway
Southampton	Hourly	06:07	23:57	Southern Railway
London Victoria	Hourly	06:11	23:27	Southern Railway
Portsmouth	Hourly	06:07	00:29	Southern Railway
Littlehampton	Hourly	05:58	23:57	Southern Railway

2.11 The proposal site therefore benefits from excellent accessibility to rail based public transport services from Emsworth Rail Station.

2.12 The rail based public transport network information for routes accessible from Emsworth Rail Station is provided in **Appendix 3**.

Public Transport Accessibility: Bus Services

2.13 The provision of bus based public transport in the area has been assessed in terms of access to routes, frequencies of services and levels of reliability. The quality of the bus infrastructure in the area has also been assessed in respect of the provision and quality of shelters, information and seating.

2.14 Bus accessibility is measured by reference to the number and frequency of services available within easy walking distance of the proposal site. Easy walking distance is considered to be up to 400 metres in the case of accessing bus based public transport.

2.15 Existing bus stops are located on Horndean Road approximately 300m from the centre of the site, further stops are located on Allendale Avenue, 450m from the site, and at the southern end of Horndean Road 500m south providing additional services. **Table 2.2** sets out all of the available bus services and frequencies in the vicinity of the site.

Table 2.2 Bus Routes (Monday to Friday)

Route*	Frequency	First Bus	Last Bus
27 Southbourne –Emsworth – Havant (AA)	2 per hour	06:37	17:09
31A Chicester High Sch – Mill Rythe Sch (HD)	School Days Only 07:52(IB) & 15:43(OB)		
36 Southbourne – Havant – ASDA (HR)	2 per day	09:09	10:20
44B Hampshire Farm-Emsworth–Havant(HD)	School Days Only 07:52		
300 Denmead – Waerlooville – Chicester (HD)	Wednesday Only 10:08(IB)& 13:26(OB)		
605 Emsworth-Denvilles-Leigh Park-St Thomas More's Sch (AA)	School Days Only 08:11(WB) & 15:29(EB)		
611 Spencerfield–Emsworth Hospital–	School Days Only 08:04 & 15:46		

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Route*	Frequency	First Bus	Last Bus
Emsworth Primary Sch (HR)			
T9 Southbourne – Chicester Tesco (HD)	Wednesday Only 10:29(IB)& 13:30(OB)		

*AA-Allendale Avenue HD-Helston Drive HR-Horndean Road

- 2.16 The bus based public transport information for routes accessible in the vicinity of the site contained in **Appendix 4**.

- 2.17 With regular bus services available between Southbourne and Havant and potential onward connections with services available to destinations further afield, the site is well provided for by bus based public transport.

Walking and Cycling Assessment

- 2.18 Manual for Streets and national and local policy recognises the importance of walking and cycling as modes of transport which offer a more sustainable alternative to car travel and can make a contribution towards the overall character of a place, improved public health and in helping to tackle climate change.

- 2.19 The walking and cycling network in the vicinity of the site is illustrated by **Appendix 5**.

Walking

- 2.20 With respect to pedestrian access, a walk time of 10 minutes is generally considered the acceptable maximum to directly access any local facility or amenity and equates to a distance of approximately 800m.
- 2.21 The 800m pedestrian catchment area from the centre of the development site encompasses bus stops, schools, and public recreation areas.
- 2.22 Whilst the MfS identifies that facilities within an 800m walk are preferable to create a walkable neighbourhood, it also recognises that this is not an upper limit and that, subject to the quality of the pedestrian route, walking has the potential to substitute for short car trips particularly those under 2km.
- 2.23 Emsworth town centre is located within a 2km walking distance of the site and provides all of the usual town centre services and facilities including shopping, recreation, education and employment. Emsworth Rail Station is also located within a 2km walk of the site.
- 2.24 The proposed development site area is served by a good quality pedestrian network comprising pedestrian footways, crossing facilities and street-lit routes adjacent to the highway network.
- 2.25 The provision of pedestrian routes through the proposal site will also enable further direct pedestrian connection between the site and the surrounding built up area, thus integrating the development into the existing community.
- 2.26 The location of the proposal site is therefore considered to provide significant potential for access to a good range of local amenities within reasonable walking distance and as such, is considered to offer very good levels of accessibility and integration opportunities for travel on foot.

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Cycling

- 2.27 Cycling has the potential to substitute for short car trips, especially those less than 5km. Cycle access to the development site has been considered in detail and for the purposes of cycle accessibility.
- 2.28 The 5km catchment area within an acceptable cycling distance of the proposal site covers a full range of facilities and amenities within Emsworth town centre and the surrounding area including:
- Local employment, shopping and services;
 - Post Office;
 - Schools and Colleges;
 - Restaurants and Pubs;
 - Local healthcare facilities and Victoria Cottage Hospital;
 - Places of Worship;
 - Community groups & organisations;
 - Emsworth Sailing Club;
 - Emsworth Rail Station; and
 - Bus Stops.
- 2.29 Local roads in the vicinity of the proposal site are of a good standard and are conducive to the use of these routes by cyclists. Indeed, Southleigh Road is designated as a 'Cycle Network Link (Signposted)' by Havant Borough Council in its *Cycling in Havant* map, an extract of which is contained in **Appendix 5**. Southleigh Road benefits from an off-road cycle path alongside its southern kerbline and forms part of the Havant Borough Cycle Network linking Havant and Emsworth.
- 2.30 The site is therefore within reasonable cycling distance of a good range of local amenities and employment opportunities and as such, is considered to have the potential to provide very good levels of accessibility and integration opportunities for cyclists.

Highway Safety Assessment

- 2.31 A highway safety assessment has been undertaken for the highway network surrounding the site, broadly incorporating the length of Horndean Road and Southleigh Road in the vicinity of the site.
- 2.32 Personal Injury Accident Data was obtained from Hampshire Constabulary for the 5 year period from 06/06/2008 to 31/05/2013; in this period a total of 4 accidents were recorded, all of them classified as being of 'slight' severity.

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- 2.33 Only one recorded accident occurred on Horndean Road, involving a head-on collision between two cars in wet street-lit conditions in December 2010 and attributed to driver fatigue. The remaining three recorded PIAs all involved cyclists on Southleigh Road, the first a collision between two cyclists in dark wet conditions in July 2008, the second a collision between a cyclist and car at the junction of Southleigh Road and Eastleigh Road in wet street-lit conditions in November 2009 and the third a collision between a cyclist and van at the access to Southleigh Farm in dry daylight conditions in July 2012.
- 2.34 It is clear from inspection of the data that there is no discernible accident pattern in the vicinity of the site nor is there any identifiable 'problem' area.
- 2.35 The full accident data is contained in **Appendix 6**.
- 2.36 A public consultation exercise undertaken by the applicant has identified a perceived issue of traffic speed on Horndean Road. Vehicle speed surveys have been undertaken to assess the 85%ile vehicle speeds on the highway network adjacent to the site and are recorded below.

Road (Posted Speed Limit)	Direction 1	Direction 2
Horndean Road (30mph)	Northbound – 36mph	Southbound – 37mph
Southleigh Road (40mph)	Eastbound – 46mph	Westbound – 44mph

- 2.37 Whilst it is acknowledged that observed traffic speed data confirms that 85%ile vehicle speeds currently exceed the posted speed limits on both Horndean Road and Southleigh Road there is no speed related accident history in either location.
- 2.38 In consideration of the observed vehicle speeds it is proposed that visibility splays from the new access junctions will be provided in accordance with the 85%ile speeds observed.
- 2.39 In view of the foregoing assessment and review it is considered that there are no significant prevailing highway safety concerns in relation to the proposed development.

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3 Travel Issues and Barriers to Sustainable Travel

3.1 The potential issues and barriers to the promotion of sustainable travel in association with the proposals on the site have been identified as follows:

- Site on edge of town envelope;
- Constrained catchment of employment within walkable travel distance;
- Constrained provision of public transport services;
- Perceived accessibility on foot of bus stop;
- Perceived quality of facilities (shelters / seating etc) at bus stops;
- Provision of facilities to support the use of alternative modes of transport to the private car (e.g. secure cycle / motorcycle parking, car share scheme etc);
- Provision of work-from-home facilities (e.g. fast Broadband);
- Developer commitment to Travel Plan; and
- Resident attitudes to sustainable travel.

3.2 The measures and initiatives proposed within the Travel Plan will seek to address the identified issues and barriers to sustainable travel and will be fully supported by the developer of the site for the duration of the development and/or a period of five years from first occupation of the site, whichever is the longer period.

3.3 Resident travel surveys conducted upon occupation of the site will enable the Travel Plan Co-ordinator to fully assess the attitudes of residents to sustainable travel and to identify the specific issues and barriers in place. This information will enable appropriate measures to be identified in the full Travel Plan to address the identified issues and barriers to sustainable travel and deliver the target modal shift.

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4 Travel Plan Objectives and Targets

General Objectives

- 4.1 The overall objective of a Travel Plan is to 'achieve a shift away from single-occupancy car use towards more sustainable forms of transport and; to reduce the environmental impact of travel'. The Travel Plan will offer benefits to residents, local authorities and the local community.
- 4.2 The primary objectives of the Travel Plan are therefore:
- To reduce the need for unnecessary journeys;
 - To reduce reliance on the private car and encourage car sharing;
 - To increase awareness of sustainable travel alternatives to the private car;
 - To encourage the use of alternative modes of transport which have less environmental impact, including cycling, walking and public transport;
 - To promote social inclusion and interaction;
 - To accommodate those journeys that need to be made by car; and
 - To reduce the overall level of impact of the site on the surrounding area, with respect to movements to/from the site, thereby minimising the transport impact of the development on the local area.

Forecast Development Trips and Baseline Modal Split

- 4.3 At this stage, as the residents that will eventually live at the site have not yet been identified, it is not possible to provide a baseline survey of destination locations or modal share. Nevertheless, a forecast of the likely trip generation and modal split for the site has been made, based upon appropriate data, as set out in Section 5 of the supporting Transport Assessment.
- 4.4 The trip generation potential of the site has been considered by reference to information held in the TRICS trip generation database, the nationally recognised trip information database and National Census 2001 Travel to work data.
- 4.5 **Table 4.1** sets out the forecast trip generation by modal share based upon the stated assumptions above.

Table 4.1 Forecast Trip Generation by mode (130 dwellings)

Mode	AM Peak		PM Peak	
	Arrival Rate	Departure Rate	Arrival Rate	Departure Rate
All	32	113	86	52
Car / Van	23	81	62	37

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	AM Peak		PM Peak	
Car Passenger	2	8	6	4
Taxi	0	1	1	0
Bus / Coach	2	6	4	3
Rail	1	4	3	2
Motorcycle	0	1	1	1
Bicycle	1	4	3	2
On Foot	2	9	7	4
Other	0	1	1	0

- 4.6 **Table 4.1** indicates that in unconstrained circumstances, a development of up to 130 dwellings as proposed could generate in the region of 104 vehicle trips in the AM Peak and 99 vehicle trips in the PM Peak. Additionally a development of 130 dwellings could be expected to generate 5 cycle trips, 11 pedestrian movements and 13 public transport user trips in the AM Peak and 5 cycle trips, 11 pedestrian movements and 12 public transport user trips in the PM Peak.
- 4.7 The trip generation set out in **Table 4.1** represents the base situation for a standalone residential development without the benefit of improvements in public transport, cycle infrastructure, travel planning schemes and measures, enhanced pedestrian infrastructure and complimentary land-use proposals and is therefore considered to represent a robust assessment of the likely traffic generation for the site.
- 4.8 The trip generation set out in **Table 4.1** is considered to represent the primary traffic generation scenario for the purposes of highway impact assessment. Nevertheless considerable opportunity exists to minimise the vehicular trip generation associated with the site through the application of measures and initiatives promoted through a site-wide Travel Plan.
- 4.9 The forecast modal split identified in **Table 4.1** represents a realistic estimate of the baseline situation, formed upon the stated assumptions in the absence of a baseline travel survey. For the purposes of this Interim Travel Plan the forecast modal split is considered to represent the baseline upon which the initial Travel Plan targets are based.
- 4.10 The developers of the site will be required to undertake a detailed travel survey upon occupation of the site in order to ascertain the actual modal split at that time and to inform the development of the full Travel Plan.

Targets

- 4.11 Targets should be site-specific, measurable, achievable, realistic and time-related (SMART). They may be phased year on year and can be by 'aim' type (e.g. percentage using non-car modes by....) or 'action' type (e.g. appoint a travel co-ordinator by....).
- 4.12 In order to achieve the travel plan objectives **Table 4.2** below sets out suggested targets against which the success of the travel plan initiative can be assessed.

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Table 4.2 Travel Plan Targets

Type Target	Proposed Target
Appoint Travel Plan Co-ordinator	Prior to first occupation
Site-wide car share set up and promoted	Prior to first occupation
Existing Bus Service promoted	Prior to first occupation
Undertake Resident Travel Surveys	Within 3 months of first occupation and Annually thereafter for the duration of the development
Publish Full Travel Plan	Within 6 months of first occupation
Reduction in single occupancy car use	15% reduction within 5 years from first occupation

- 1.1 The proposed maximum AM and PM peak vehicle movements associated with the site once the Travel Plan has been operational for five years from first occupation, reflecting a 15% reduction in vehicular trips from the forecast baseline traffic generation set out in **Table 4.1** is contained in **Table 4.3** below.

Table 4.3 Single Occupancy Car Use Targets

Target	Proposed Target	Proposed maximum AM vehicle trips	Proposed maximum PM vehicle trips
Reduction in single occupancy car use	15% reduction within 5 years from first occupation	88	84

- 4.13 The single occupancy car use targets set out in **Table 4.3** illustrate that a reduction of 16 trips in the AM Peak period and 15 trips in the PM peak period is required over the duration of the Travel Plan to achieve the target modal shift.

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5 Travel Plan Measures and Initiatives

Overview

- 5.1 The following measures and initiatives will be implemented as part of the access, transport and travel plan requirements for the proposed development to encourage and promote the use of non-car modes of transport and car sharing in order to achieve the stated objectives and targets.
- 5.2 The approach is centred on the provision and facilitation of a residential travel plan for the proposal site.
- 5.3 The Interim Travel Plan and the measures and initiatives proposed within primarily address access to the site by residents, being the largest generators of trips during the AM and PM peak periods but are equally applicable to visitors to the site.
- 5.4 The provision of a Travel Plan for the site will be fundamental to ensuring that the proposals promote sustainable alternatives to single occupancy car use not only in its implementation but throughout the life of the proposals.
- 5.5 The Travel Plan will incorporate a range of measures and initiatives designed to support the sustainability of the site and to achieve specified targets for sole occupancy car borne traffic reduction. Travel plan initiatives will be promoted across the site via a range of media as determined by the Travel Plan Co-ordinator.
- 5.6 This section outlines the travel plan measures proposed, the roles and responsibilities of the key participants, an assessment of the likely cost and source of funding for the travel plan measures proposed, the extent of consultation that will be undertaken with key participants and a proposed schedule and timetable for implementation. The measures and initiatives proposed and their corresponding characteristics are summarised in the Action Plan.

Travel Plan Measures

- 5.7 The following Travel Plan measures and initiatives are proposed in support of the aims and objectives of the proposal with respect to sustainable travel and in order to address the travel issues and barriers previously identified.

Measure 1 – Appointment of Travel Plan Co-ordinator

- 5.8 A fundamental aspect of the implementation of any Travel Plan is the identification and appointment of a Travel Plan Co-ordinator (TPC) for the site prior to first occupation. The appointment of a TPC is a high impact measure which will have a significant effect upon the level of success of the Travel Plan in achieving its targets.
- 5.9 The role, which will be undertaken by an appointed representative of the developer or an independent transport consultant funded by the developer of the site, will require the allocation of sufficient time and resources to develop the proposed initiatives and to implement an overall strategy for the site. It is proposed that the appointed person will allow the equivalent of approximately one day per month for the application of the role.

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- 5.10 The TPC should have a sound knowledge of the local transport in the area and should wholeheartedly believe in the strategy to be implemented for the site. They should be approachable, amenable to suggestions and possess a high level of interpersonal skills, as they will be required to converse with outside bodies such as public transport operators and the local authority.
- 5.11 The role of the TPC will be provided from a site Travel Plan budget funded by the developer of the site. It is envisaged that this commitment will apply for the duration of the development and/or a period of five years from first occupation of the site, whichever is the longer period.
- 5.12 The TPC will seek to liaise and work closely with public transport operators, local schools and community groups and the local authority to co-ordinate and develop appropriate Travel Plan measures and initiatives.

Measure 2 – Access Strategy

- 5.13 An access strategy for the site will be implemented on the basis of a movement and access philosophy that promotes a balance between the essential requirements of access and the desire to provide a high quality travel environment that compliments and co-exists with the existing infrastructure and community it serves.
- 5.14 The movement infrastructure will be developed using the sustainable mode hierarchy principle, considering the requirements for access in the following order:
- Pedestrian;
 - Cycle;
 - Public Transport;
 - Servicing; and
 - Private Vehicle.
- 5.15 Vehicular access to the site is proposed via new priority access junctions with Horndean Road and Southleigh Road. Pedestrian and cycle access to the site is proposed via the main access points on to the existing highway and cycle network. Additionally potential exists to provide a 'green' link through the existing site access point adjacent to No 60 Horndean Road.
- 5.16 The pedestrian catchment incorporates a range of local services and facilities including schools, bus stops, playgrounds and a park.
- 5.17 The movement needs of private vehicles within the site will be secondary to those of walking and cycling movements and will be reflected in the design of the infrastructure realm. Clear signage, establishing the sustainable mode hierarchy will be provided within the site.
- 5.18 All servicing requirements including refuse collection and access by emergency vehicles will be wholly accommodated within the site.

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Measure 3 – Pedestrian and Cycle Access

- 5.19 Pedestrian and cycle access requirements have been considered in detail alongside the operational requirements of the proposals.
- 5.20 The layout of the internal infrastructure realm will be provided in such a way as to promote cycle and pedestrian movements through the provision of a safe and appropriate environment, creating a place where the needs of cyclists and pedestrians take precedence over the needs of car users, both within the development itself and between the site and the existing links to the wider pedestrian network within the existing community of Emsworth.
- 5.21 Information providing directions for access to the site by bicycle and identifying the potential links into the wider Cycle Route Network will be provided in resident travel packs and included in appropriate external literature.
- 5.22 Dwellings will be located within a reasonable walking distance of bus stops providing safe, convenient and attractive routes for those residents using public transport.
- 5.23 The potential improvements with respect to pedestrian and cycle facilities and infrastructure that will be offered by the development include:
- Appropriately designed internal infrastructure realm incorporating a comprehensive cycle and pedestrian movement strategy;
 - New and improved pedestrian and cycle links within the site and between the site and the surrounding area;
 - New and improved pedestrian links between the site and access to bus services; and
 - Provision of pedestrian and cycle maps and information via resident travel packs, promotional leaflets, notice boards and/or other appropriate media; and
 - Encouragement of new residents to own a bicycle and undertake cycle training.

Measure 4 – Bicycle Schemes

- 5.24 The use of bicycles could be further encouraged through the development of a Bicycle Club, which would be organised and facilitated on site by the Travel Plan Co-ordinator.
- 5.25 The Bicycle Club would enable individuals to meet together to discuss safe routes, any incidents and promote group leisure cycling to specific locations and other cycle development initiatives such as training and bicycle maintenance sessions.
- 5.26 The provision of conveniently located secure covered cycle parking and facilities at key locations will facilitate and encourage cycling as an attractive mode of travel from the site.
- 5.27 A cycle discount voucher, contained in resident travel packs, could be provided in association with a local cycle shop providing a discount on the purchase of a new bicycle and/or equipment such as helmets and cycle clothing.

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Measure 5 – Rail Based Public Transport

- 5.28 The closest mainline rail station is Emsworth Rail Station, located approximately 1.2km south of the site.
- 5.29 Rail timetables and station information will be provided in resident travel packs, promotional literature and on notice boards throughout the site.
- 5.30 The TPC will liaise with public transport and taxi operators regarding the potential for promotional discounts on connections between the site and rail services at Emsworth Rail Station.

Measure 6 – Bus Based Public Transport

- 5.31 The proposals provide significant opportunity to support existing bus services, predominantly the number 27 service. The 27 service currently operates an hourly frequency route between Havant and Southbourne.
- 5.32 Emsworth currently has a good level of provision of bus stop infrastructure within the prescribed 400m catchment of the site. The quality of individual stops is variable, mostly consisting only of a flag pole style stop although several stops do have the benefit of additional infrastructure such as passenger shelters, seating and/or timetable information.
- 5.33 Discussions will be held between the TPC, bus operators and Passenger Transport section at the Local Highway Authority with regard to the potential for discounted travel offers for residents. In addition, the provision of bus timetable and service information through promotional material in resident travel packs and external literature is considered to be a relatively low cost but high impact measure to support and promote bus based public transport.

Measure 7 – Car Share Scheme

- 5.34 Car sharing schemes are aimed at promoting multi-occupancy vehicular use, thus potentially creating a significant reduction in the number of car borne trips to and from the site. A car share scheme implemented across the site would encourage those individuals working in close proximity to one another to share their travel resources, benefiting their pockets and reducing traffic levels in and around the site.
- 5.35 A car share register would maintain an up-to-date record of all members, allowing travel-to-work patterns to be matched, thus enabling the identification of possible car share opportunities.
- 5.36 This could be achieved through the promotion of an independent car share scheme for the site which would allow the TPC to promote and assess the performance of the scheme directly or more practically via promotion of the existing www.Hantscarshare.com (www.hants.liftshare.com) scheme.
- 5.37 Clearly, the more residents that sign up to such a scheme the greater the likelihood of success. The provision of leaflets and posters and the promotion of the scheme via the resident travel packs and/or email and prize draws, potentially in conjunction with other local community groups, would be promoted to encourage and greatly assist in them doing so.

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Measure 8 – Parking Provision

- 5.38 Car parking provision and sufficient provision of secure sheltered parking facilities for bicycles and motorcycles will be made on site to accommodate the requirements of the Havant Borough Residential Parking and Cycle Provision SPD.
- 5.39 In addition there is potential to provide new and improved cycle parking provision at key local destinations where such a need is appropriate and identified through resident travel surveys, in conjunction with the local authority and relevant stakeholders.

Measure 9 – Work from Home

- 5.40 Significant benefits in the reduction of single-occupancy car trips can be achieved where residents are able to work efficiently from home. The provision for home-working areas within housing design and the delivery of high-quality broadband connections to each dwelling provide the opportunity for residents to benefit from working at home where applicable to their occupation.

Measure 10 – Promotion and Awareness of Travel Plan

- 5.41 The primary issue with making travel plan initiatives successful is raising the awareness of individuals to the alternative methods of travel to the private car, including the potential personal benefits that can accrue from those initiatives (such as financial savings, social interaction and/or an improvement in health).
- 5.42 The Travel Plan will be promoted via resident travel packs and appropriate media including email, leaflets and posters to ensure that all residents and visitors to the site are aware of the initiatives and incentives on offer.
- 5.43 It is proposed that the TPC will liaise with the local authority, local schools and community groups to promote co-operation and co-ordination of Travel Plan initiatives and to ensure that appropriate measures and activities are promoted and supported.
- 5.44 Special events throughout the year, promoted in conjunction with national bodies and/or local groups (e.g. cycle training and bike maintenance day, walk to work day, car share day, public transport discount day etc) will be utilised to promote the Travel Plan and the sustainable travel issues that it addresses.
- 5.45 A dedicated approach to the promotion of the Travel Plan will raise resident awareness of the issues and initiatives regarding sustainable travel to the site and would encourage more residents to choose alternative methods of travel for education, work, leisure and shopping trips rather than single occupancy travel by private car.

Measure 11 – Monitoring and Review

- 5.46 The Travel Plan will be monitored and reviewed through an annual travel survey of the residents of the development. The TPC will compile an annual monitoring report for review by the Local Planning Authority.

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- 5.47 Should the targets not be achieved as set out in the plan then a range of appropriate additional measures will be agreed by the TPC in consultation with the Local Planning Authority will be considered and implemented in order to achieve the required modal shift.
- 5.48 The survey should identify as a minimum the proportion of person trips associated with the site by each mode of transport. The observed 'modal shift' will be compared to subsequent surveys in order to ascertain the level of success of the Travel Plan.
- 5.49 It is expected that the TPC will work with the Local Planning and/or Highways Authorities for the duration of the development and/or a period of five years from first occupation of the site, whichever is the longer period.

Roles and Responsibilities

- 5.50 In order for the Travel Plan to be implemented properly it is important to clearly establish the key roles and responsibilities for the site:

Travel Plan Co-ordinator

- 5.51 The Travel Plan Co-ordinator (TPC) will be appointed prior to first occupation and will be the key role in relation to the development and implementation of the Travel Plan for the site.
- 5.52 It is envisaged that the role of the TPC will include responsibility for setting up, promoting and monitoring the following schemes:
- Establish and act as point of contact for all residents and visitors with regard to Travel Plan information;
 - Travel plan promotion and awareness, including information campaigns throughout the site;
 - Preparation and distribution of Resident Travel Packs;
 - Promotion, and if applicable, set-up and management of the Car Share scheme;
 - Implementation and running of a bike club register;
 - Consultation with public transport operators and the local authority, in order to provide up to date information on services and facilities;
 - Defining and implementing resident travel surveys to ensure that the focus of the Travel Plan is maintained and can respond to observed travel patterns; and
 - Liaison with the local authority and local stakeholders with regard to the potential for joint measures and initiatives.
- 5.53 The identity and contact details for the appointed TPC will be included in the full Travel Plan and in all promotional material distributed in relation to the Travel Plan and its initiatives and measures.

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Developer

- 5.54 The principal role of the developer of the site, as originator of the Travel Plan, is to appoint and empower the TPC in the application of the Travel Plan measures and initiatives.
- 5.55 It is envisaged that the developer will support the role of TPC and the measures and initiatives set out in the final Travel Plan throughout the duration of the development and/or a period of five years from first occupation of the site, whichever is the longer period.

Costing and Funding

- 5.56 It is anticipated that the role of TPC and the operation of the car share scheme and any other promotional materials, travel plan initiatives and monitoring processes will be funded by the developer of the site.
- 5.57 A detailed costing and funding schedule will be undertaken in conjunction with the preparation of the full Travel Plan for the site.

Consultation

- 5.58 The Travel Plan Co-ordinator, once appointed, will consult and liaise with relevant stakeholder groups, including residents of the site, the local planning and highway authorities, Parish Council, local schools and community groups and the bus operators with respect to the development of the full Travel Plan and the initiatives and measures included within.

Implementation & Timescales

- 5.59 The Travel Plan Co-ordinator will be appointed prior to first occupation of the site and will be the principal driver in respect of the implementation of the Travel Plan, setting up key initiatives including a car share scheme, enabling personalised journey planning and monitoring of the travel behaviour of residents and visitors from an early stage.
- 5.60 Resident Travel Surveys will be conducted within 3 months of first occupation to inform the development of the full Travel Plan which will be published within 6 months of first occupation of the site.
- 5.61 The role of the Travel Plan Co-ordinator will be provided from a site Travel Plan budget funded by the developer of the site. It is envisaged that this commitment will apply for a period of five years from first occupation of the site.

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6 Action Plan

- 6.1 **Table 5.1** summarises the Interim Travel Plan initiatives and their principle characteristics in the form of an Action Plan, setting out the principle measure, its constituent actions, the potential impact of the measure upon the travel plan targets, the likely cost of implementing the measure, the timescale within which the measure should be implemented and identifying who will be responsible for the measure.
- 6.2 The potential impact of each measure is assessed on a scale of 'Low' to 'High' impact where 'Low' equates to an impact that on its own may only have a nominal effect but nevertheless may be easy to implement or supportive of other measures and where 'High' equates to a measure that is essential to the achievement of the Travel Plan targets.
- 6.3 The cost of each measure is also assessed on a scale of 'Low' to 'High', taking into account the financial cost of implementing a scheme, the business cost in terms of diverted employee time to perform the Travel Plan Co-ordinator role and the risk cost of resident and stakeholder opposition to a measure, where 'Low' equates to a measure that is easy to implement and 'High' to a measure that is costly.

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Table 5.1 Action Plan

Measure	Action	Impact	Cost	Timescale	Responsibility
1 - Appointment of TPC	Travel Plan Co-ordinator	High	Medium – High	Prior to first occupation	Developer
2 - Access Strategy	Routing directions in promotional literature	High	Low	Prior to first occupation of development	TPC
	On-site signing and infrastructure supporting sustainable mode hierarchy	Medium	Medium – High	On first occupation of development	TPC / Developer
3 - Pedestrian & Cycle Access	Pedestrian and cycle links within the site and between site and surrounding area	Medium	Medium – High	On first occupation of development	TPC / Developer
	Provision of pedestrian and cycle maps and information in promotional literature	High	Low	Prior to first occupation of development	TPC
4 - Bicycle Schemes	Support Bicycle User Group and events	Medium	Low-Medium	Within 6 months of first occupation	TPC
	Provision of secure sheltered cycle parking at key destinations	Medium	Medium – High	Within 6 months of first occupation	TPC / Developer / Stakeholder
	Facilitate cycle discount voucher scheme	Medium	Low	Prior to first occupation of development	TPC / Developer / Stakeholder

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Measure	Action	Impact	Cost	Timescale	Responsibility
5 – Rail	Provision of rail timetable information in promotional literature	High	Low	Prior to first occupation of development	TPC
	Liaison with public transport operators for improved / discounted connections to rail services	Medium	Low – Medium	Within 6 months of first occupation	TPC / Bus Operator
6 – Bus	Provision of bus timetable information in promotional literature	High	Low	Prior to first occupation of development	TPC
7 - Car Share Scheme	Promote car share scheme www.hants.liftshare.com	High	Low	Prior to first occupation of development	TPC
8 - Parking Provision & Management	Provision of parking in accordance with HBC requirement	Medium	Low – Medium	Prior to first occupation of development	Developer
9 – Work from Home	Provision of high-quality Broadband connection	Medium	Medium	On first occupation	Developer

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Measure	Action	Impact	Cost	Timescale	Responsibility
10 – Promotion & Awareness of Travel Plan	Preparation of Resident Travel Packs and appropriate media promoting Travel Plan	High	Low	Prior to first occupation of development	TPC
	Facilitation of Travel Plan promotional 'Events' throughout the year	High	Low – Medium	'Events' held Quarterly	TPC / Developer
11 – Monitoring & Review	Undertake annual travel survey and compile monitoring report	High	Medium	Annually for a period of 5 years from first occupation	TPC / Local Authority
	Review monitoring report and assess against Travel Plan targets	High	Medium	Annually for a period of 5 years from first occupation	TPC / Travel Plan Working Group / Local Authority

7 Monitoring and Review

Overview

- 7.1 A successful Travel Plan requires monitoring to ascertain whether or not the implemented measures are achieving the primary objectives of the Plan to reduce the use of the private car and promote sustainable transport alternatives.
- 7.2 A monitoring plan will be formulated during the early stages of Travel Plan development and will be the responsibility of the nominated Travel Plan co-ordinator. The monitoring plan will include a commitment to conduct annually a comprehensive travel survey of the residents of the site.
- 7.3 The monitoring report will be submitted to the local authority for review during the same specified month in each year to assess the performance of the Travel Plan and suggest remedial measures as required.
- 7.4 Should the targets not be achieved as set out in the plan then a range of appropriate additional measures to be agreed by the Travel Plan co-ordinator in consultation with the local authority will be considered and implemented in order to achieve the required modal shift.
- 7.5 The survey should identify as a minimum the proportion of person trips associated with the site by each mode of transport and the observed 'modal shift' be compared to subsequent surveys in order to ascertain the success of the Travel Plan. In addition the survey may identify the level of use of existing facilities provided within the site and the potential demand for prospective measures that could be promoted through the Travel Plan.

Monitoring through Travel Surveys

- 7.6 It is suggested that, in order to maintain the effectiveness of the plan and gain an overview of the effectiveness of the various measures that have been implemented, annual travel surveys will be undertaken by the Travel Plan Co-ordinator for the development.
- 7.7 These surveys will be completed during the same month each year (avoiding the holiday period) and using the same methodology, thus removing any problems associated with seasonal variations and/or inconsistent survey results.
- 7.8 The survey results will be analysed by the Travel Plan Co-ordinator and reviewed within two months of the closing date of the survey and reported in an Annual Monitoring Report to be submitted to the Local Planning Authority.
- 7.9 It will be the responsibility of the Travel Plan Co-ordinator to ensure that travel surveys are undertaken and reviewed on an annual basis for a period of five years from first occupation of the site.

Enforcement and Compliance

- 7.10 It will be the responsibility of the Travel Plan Co-ordinator to assess the monitored travel patterns on the site against the objectives, actions and targets set out in the Travel Plan and to consider appropriate actions to assist in attaining compliance or apply appropriate enforcement actions as required in accordance with the overall objectives, actions and targets for the site as a whole.
- 7.11 Additionally, as set out above an Annual Monitoring Report will be submitted to the Local Planning Authority each year to ensure travel plan targets are met and define whether further actions or additional schemes and measures may be required.

Appendices



Appendix 1

Site Location Plan

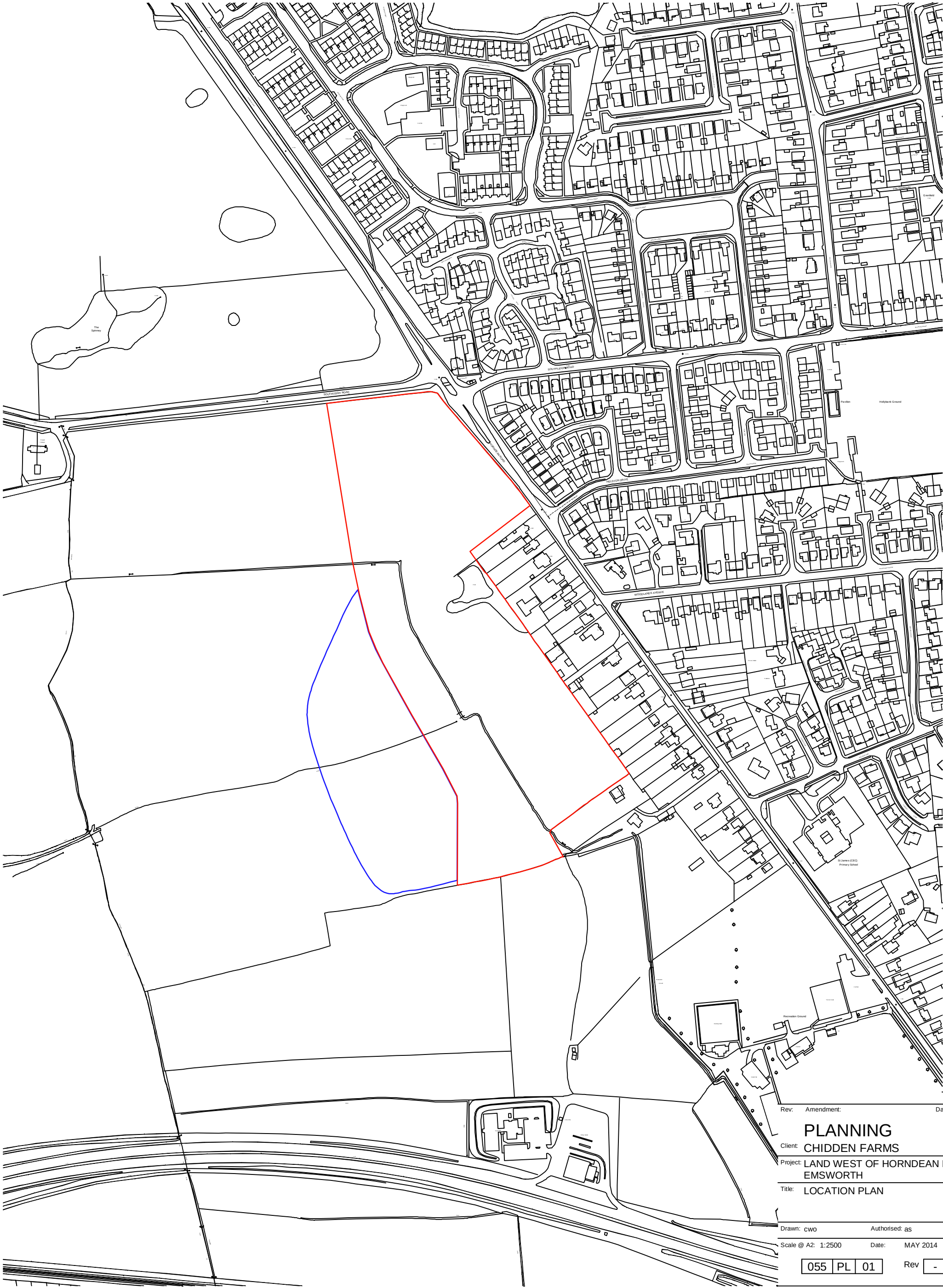


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project: 1375 Horndean Road, Emsworth
drawing title: **Site Location**
drawing no: **Figure 1**
date: **July 2013**

Scale for planning purposes only.
Contractors to confirm all dimensions before
commencing work on site or shop drawings.
STAINSBYARCHITECT to be notified of any
discrepancies.

Filepath: J:\Horndean Road



Rev: Amendment: Date:

PLANNING

Client: **CHIDDEN FARMS**

Project: **LAND WEST OF HORNDEAN ROAD
EMSWORTH**

Title: **LOCATION PLAN**

Drawn: cwo Authorised: as

Scale @ A2: 1:2500 Date: MAY 2014

055 | PL | 01 Rev -

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0 10 20 30 40 50m

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Appendix 2

Site Layout Plan

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commencing work on site or shop drawings.
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discrepancies.

Filepath:



J. Hordean Road

Rev: Amendment: Date:

PLANNING

Client: CHIDDEN FARMS

Project: LAND WEST OF HORDEAN ROAD
EMSWORTH

Title: ILLUSTRATIVE
MASTERPLAN

Drawn: cwo Authorised: as

Scale @ A2: 1:1250 Date: MAY 2014

055 PL 03 Rev -

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Appendix 3

Rail Based Public Transport Information

Key

Brighton Mainline route

West London route

Metro route

Oxted route

Redhill route

Mainline West route

Mainline East route

Coastway West route

Coastway East route

Gatwick Express route

Regular service

Limited service

Main stations

Step free access to all platforms[#]

Other train operator route

Ferry service

Limited Southern service station

London Underground interchange

London Overground interchange

DLR interchange

Tramlink interchange

Oyster can be used in this area

Eurostar interchange

Airport interchange

Ferry service interchange

Other train operators provide additional services along some routes served by Southern.

#: Access points may vary by platform, there may not be step-free access to all station areas; see accessibility guide for details.

24/10/12

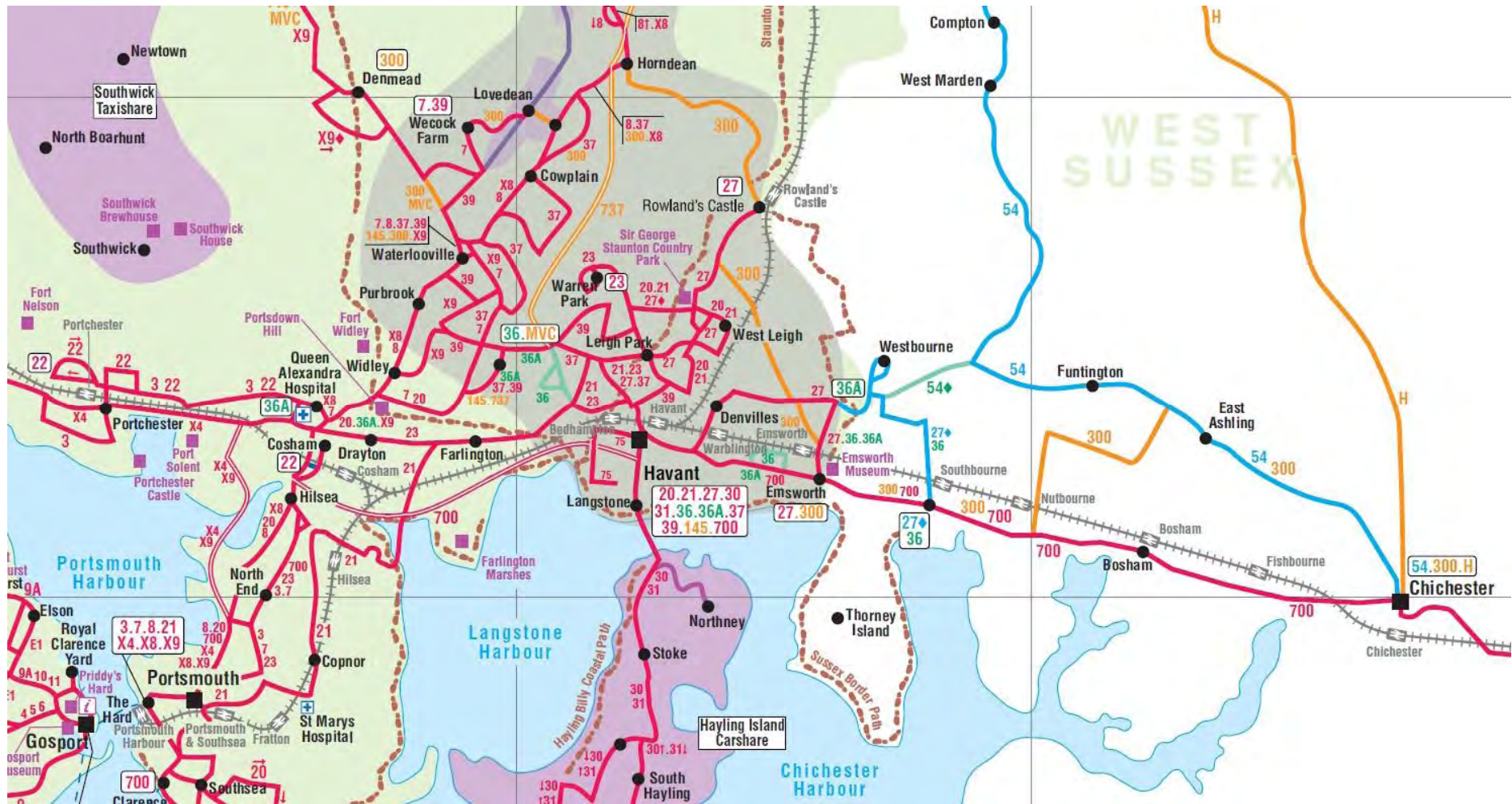
The map illustrates the Southern Railway network, centered on London and radiating outwards to the coast and inland. Key features include:

- Central London:** Major hubs like London Victoria, London Bridge, and London Cannon Street are shown with multiple route lines.
- West London:** Routes extend to stations like Watford Junction, Wembley Central, and Kensington (Olympia).
- South London:** Extensive coverage with routes to Sutton, Epsom, and Croydon, including interchanges with the DLR and Tramlink.
- Coastal Routes:** Lines to Brighton, Hove, and the South Coast (Bournemouth, Southampton, Portsmouth) are clearly marked.
- Interchanges:** Numerous points where routes connect, such as Clapham Junction, Norwood Junction, and Epsom.
- Key Stations:** Major stations like Brighton, London Victoria, London Bridge, and Southampton Central are highlighted.
- Service Types:** The key distinguishes between regular and limited services for various routes.
- Accessibility:** Green dots indicate stations with step-free access to all platforms.
- Intermodal Connections:** Icons for London Underground, DLR, Tramlink, Eurostar, and airports are provided.

Appendix 4

Bus Based Public Transport Information

Extract from Hampshire County Council Bus Map

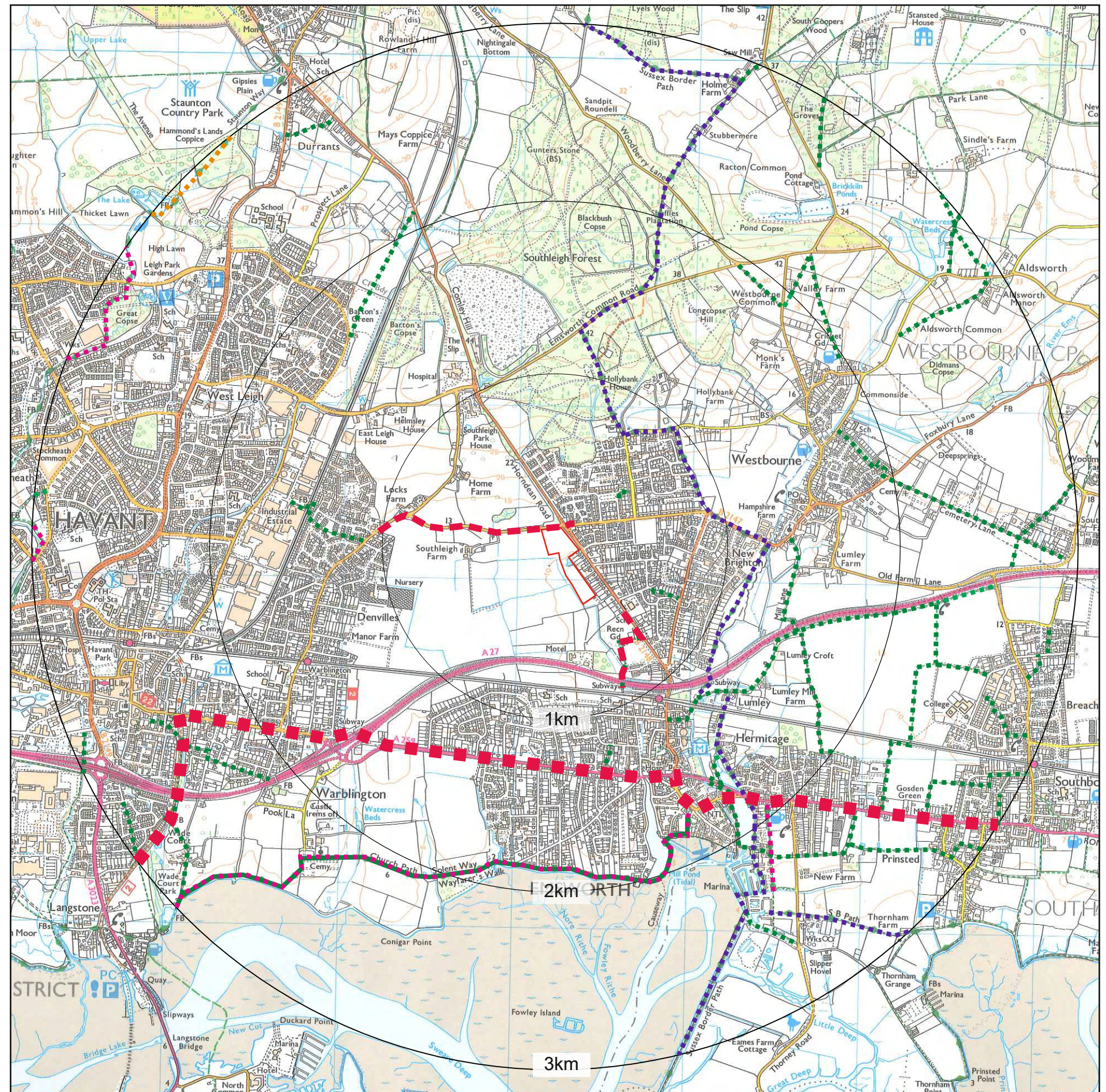


Appendix 5

Pedestrian and Cycle Network

KEY:

-  Site location
-  Public Right of Way (PROW)
-  Solent Way National Trail
-  Solent Way & Wayfarer's Walk National Trails
-  Sussex Border Path National Trail
-  Staunton Way National Trail
-  National Cycle Route - No. 2
-  Off-Road Cycle Track (only those adjacent to site shown)



project: 1375 Horndean Road, Emsworth
drawing title: Access - Footpaths and Cycle Routes
drawing no: Figure 2
date: July 2013

0m 500m 1km

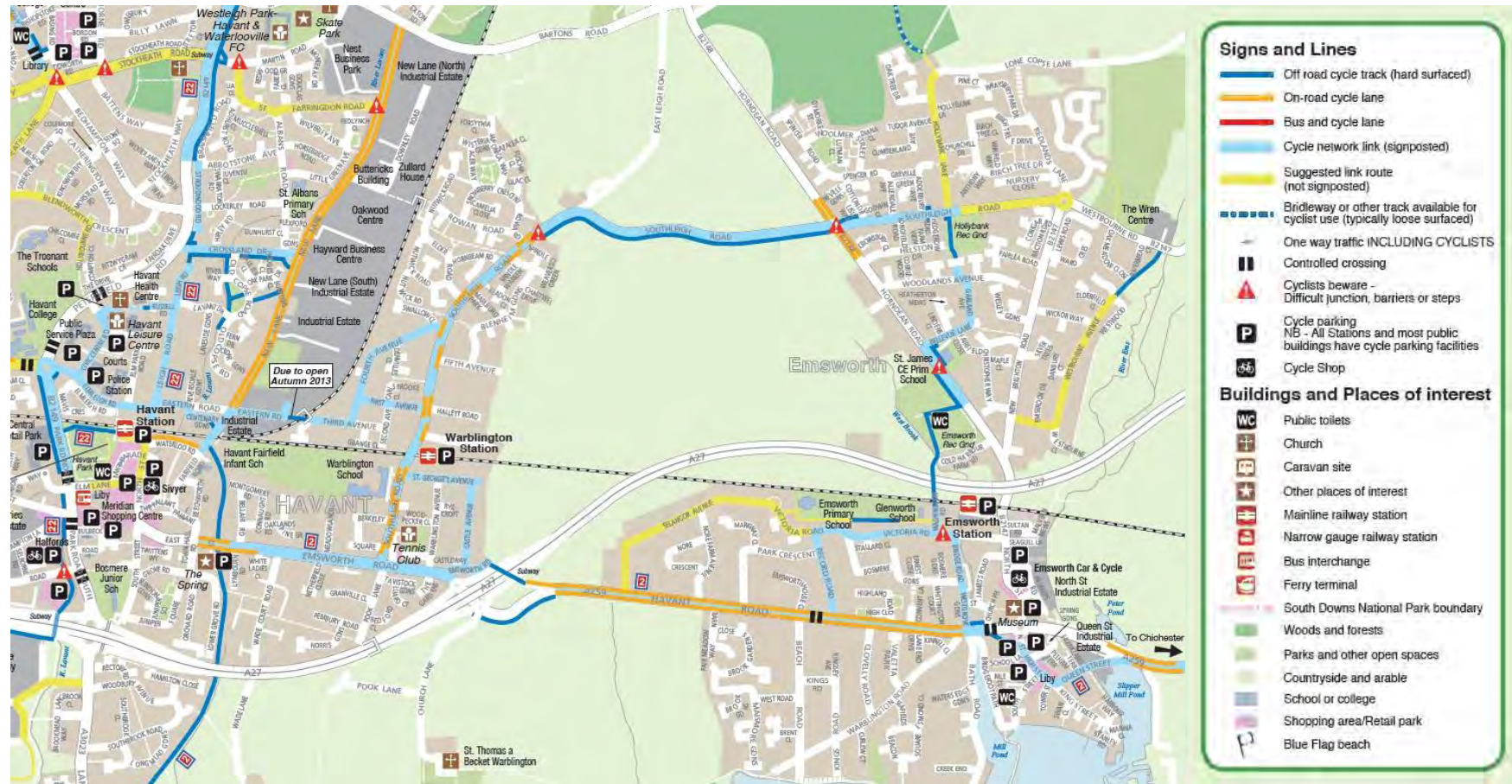


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Extract from Havant Borough Council Cycle Map



Appendix 6

Personal Injury Accident Data

Accidents between dates 01/06/2008 and 31/05/2013 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within
selected Polygons -RPU Statistics Request ("NS HORNDEAN
ROAD")

Selected Polygon: NS HORNDEAN ROAD

090482970 06/11/2009 Time 1840 Vehicles 2 Casualties 1 Slight
E:473368 N: 107369 First Road: U Road Type 1
Speed limit: 40 Junction Detail: Mini roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

	Factor:	Causation	Participant:	Confidence:
1st:	Slippery road (due to weather)		Vehicle 1	Possible
2nd:	Junction overshoot		Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed		Vehicle 1	
4th:				
5th:				
6th:				

VEHICLE 1 (PEDAL CYCLE) TRAVELLING SOUTHWEST ALONG EASTLEIGH ROAD, ENTERS MINI RBT
INTENDING TO CONTINUE AHEAD ONTO SOUTHLEIGH ROAD. VEHICLE 2 (CAR) TRAVELLING
NORTHWEST ALONG SOUTHLEIGH ROAD PULLS ONTO RBT INTENDING TO TAKE 1ST EXIT (LEFT) ONTO
SOUT

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH EASTLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead right bend
Vehicle movement from NE to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Driver not contacted Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 59 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Turning left
Vehicle movement from SE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted Left hand drive:

Accidents between dates 01/06/2008 and 31/05/2013 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS HORNDEAN ROAD")

100514017 07/12/2010 Time 0741 Vehicles 2 Casualties 1 Slight
E:474431 N: 107090 First Road: B 2148 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Fatigue	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) WAS TRAVELLING NW ALONG HORNDEAN ROAD WHEN THE DRIVER FELL ASLEEP. VEH 1 VEERED TOWARDS THE OPPOSITE SIDE OF THE ROAD AND COLLIDED HEAD-ON WITH VEH 2 (CAR) WHICH WAS TRAVELLING SE.

Occurred on B2148 HORNDEAN ROAD AT JUNCTION WITH WOODLANDS AVENUE, EMSWORTH, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Not applicable
Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 57 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Not applicable
Left hand drive:

Accidents between dates 01/06/2008 and 31/05/2013 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPV Statistics Request ("NS HORNDEAN ROAD")

120279801 20/07/2012 Time 1550 Vehicles 2 Casualties 1 Slight
E:473876 N: 107272 First Road: U Road Type Single carriageway
Speed limit: 60 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Failed to judge other persons path or speed	Vehicle 2	Possible	
2nd: Failed to look properly	Vehicle 2	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING N OUT OF SOUTHLEIGH FARMHOUSE TURNS RIGHT ONTO SOUTHLEIGH ROAD COLLIDING WITH VEH 1 (P/CYCLE) TRAVELLING W ALONG SOUTHLEIGH ROAD.

Occurred on SOUTHLEIGH ROAD AT JUNCTION WITH SOUTHLEIGH FARMHOUSE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 40 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted Left hand drive: No

Accidents between dates 01/06/2008 and 31/05/2013 (60) months

Selection: Notes:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS HORNDEAN ROAD")

080306817 05/07/2008 Time 0129 Vehicles 1 Casualties 1 Slight
E:473593 N:107304 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Rain, sleet, snow, or fog	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CYCLE) TRAVELLING WEST ALONG SOUTHLEIGH ROAD WITH A COLLEAGUE CYCLING IN FRONT WHO STOPPED DUE TO NOT BEING ABLE TO SEE BECAUSE OF RAIN ON GLASSES. RIDER OF VEH 1 STUMBLED WHEN SEEING COLLEAGUE STOPPED UNEXPECTEDLY AND DROPPED BIKE TO THE GROUND. Occurred on SOUTHLEIGH ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation
Cycleway or shared use footway (not part of main car No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle: 0
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Female
Not hit and run Breath test Not applicable Left hand drive:
Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt 16 Cycle helmet:

Accidents between dates 01/06/2008 and 31/05/2013 (60) months

Selection:

Selected using Build Query : ; Refined using Accidents within selected Polygons -RPU Statistics Request ("NS HORNDEAN ROAD")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	3	3
Horses & other	0	0	0	0
Total	0	0	4	4

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	1	1
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	3	3
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	4	4

