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DMM/AJB/M.096

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Dear Mr Harris

Land to the rear of 15-27 Horndean Road, Emsworth **Transport Statement**

Introduction

D M Mason Engineering Consultants is instructed by Metis Homes to prepare a Transport Statement in support of the planning application for the development of land to the rear of 15-27 Horndean Road, Emsworth.

The Application Site

The application site is land to the west of Horndean Road and behind dwellings 15-27 Horndean Road. The site is presently accessed by a field gate and track from Horndean Road. A Location Plan, drawing M.096/1, accompanies the Transport Statement.

Access by Means Other Than the Private Car

There are footways on all roads around the site.

Bus route 27 runs on Southleigh Road and New Brighton Road both some 450 metre from the site. Bus route 27 runs between Rowlands Castle and Emsworth centre via Havant Bus Station. There are four service per day each way.

Bus route 700 runs along the south coast from Bognor Regis to Portsmouth via Chichester and Havant. In Emsworth it runs on Havant Road/Main Road some 1.1 kilometres from the site. The service is every 15 minutes on weekdays between 06.30 and 22.30. The Saturday service is every 20 minutes and the Sunday service is every ½ hour.

Emsworth Railway Station is about 600 metres from the site. There are services to London Victoria, Portsmouth, Southampton, Brighton and stations between.

St James C of E Primary School is opposite the site. St Thomas Mores Catholic Primary School is served by bus from Horndean Road. Bus services to Southbourne Bourne School, Oaklands Catholic School and Havant College Secondary School are served by buses from Emsworth.

Emsworth Recreation Ground takes access from Horndean Road.

Shopping and other facilities in Emsworth are about 1.2 kilometres from the site. There is a Tesco Express, a Coop Store, Emsworth Surgery, a pharmacy and Post Office together with other stores.

The site is close to schooling and public transport services. The site is within walking distance of shopping and other facilities. The site is sustainable.

The Local Highway Network

The site has an access from Horndean Road, Emsworth.

Horndean Road is the B2148 running northwest from the A259 junction in Emsworth to the B2148 junction south of Rowland Castle. Adjacent to the site it is lit and has a speed limit of 30 miles per hour. It has a carriageway width of 5.6 metres with a minimum 1.9 metre width footway on its west side and a 2.1 metre width footway on its east side.

Adjacent to the site, Horndean Road has mixed frontage development. The majority of frontage development is residential.

To the south of the site, Horndean Road has a junction with the A259 serving journeys to Havant in the west and the A27 and Chichester and the A27 in the east. North from the site, the B2148 and B2149 serve the A3 (M) junction 2.

Collision Data

Collision data was obtained from Hampshire Constabulary for the five year period 1 January, 2014 to 31 December, 2018. The study area was Horndean Road from Southleigh Road south to the A27 overbridge. During the study period there were nine collisions causing eight slight and one serious injury. A copy of these data are available if required.

Four slight injuries were caused in four collisions at the Horndean Road/Southleigh Road junction. One collisions involved a car turning right out of Southleigh Road into the path of a motorcycle. One collision involved a car shunting a car waiting on Southleigh Road. A car pulled out of Southleigh Road into the path of a car causing a slight injury. The remaining collision involved a car striking a pedal cycle as both turned right into Southleigh Road.

A car struck the rear of a pedalcycle near the junction of Horndean Road and Bellevue Lane. A serious injury was caused.

A car overtaking a pedalcycle on Horndean Road clipped the cycle causing a slight injury.

A car from New Brighton Road into Horndean Road struck a pedalcycle turning into New Brighton Road causing a slight injury.

A pedalcycle on Coldharbour Farm Road was struck by an overtaking vehicle causing a slight injury.

A pedestrian crossing Coldharbour Farm Road fell into the side of a van waiting in Coldharbour Farm Road causing a slight injury.

Whilst there are five pedalcycle collisions in the study area, there is no collision type which requires remedial action.

Traffic Survey

An automatic traffic survey was undertaken on Horndean Road adjacent to the site between Friday 16 and Thursday 22 February, 2018. A copy of this count is available if required. The survey gave the following traffic flows and speeds:-

	Northbound	Southbound	Total
Weekday AM peak	304	433	737
Weekday PM peak	395	322	717
5-day average	4,008	3,976	7,984
7-day average	3,714	3,692	7,416

(mph)	Average speed	85 th %ile speed	85 th %ile wet weather speed
Northbound	32.0	37.4	34.9
Southbound	31.3	36.4	33.9

The Proposed Redevelopment

The proposed development is for 16 dwellings comprising six 2-bed, eight 3-bed and two 4-bed houses. The 2-bed and 3-bed houses each have two parking spaces. The 4-bed houses have three parking spaces.

The development is served off a shared surface road from a footway crossing from Horndean Road. The proposed development is shown on plans by ADP Architects accompanying the planning application.

The Proposed Redevelopment Trip Generation

The TRICS database has been interrogated for weekday trips from private housing to provide a robust analysis. The interrogation was for between half and twice the proposed development units. Sites on the edge of town centre were removed from the interrogation. A copy of the TRICS data is available if required.

The TRICS data gives the following trip rates for the network peak periods:-

Trip rates	Arrivals	Departures	Total
AM Peak	0.156	0.415	0.571
PM Peak	0.343	0.220	0.563
Daily	2.629	2.736	5.365

16 houses	Arrivals	Departures	Total
AM Peak	2	7	9
PM Peak	5	4	9
Daily	42	44	86

The existing vehicle flows on Horndean Road are 737 in the morning peak period and 717 in the evening peak period. The proposed development increases flows on Horndean Road by 1.22% in the morning peak period and 1.26% in the evening peak period. The increase in traffic flows on Horndean Road are not material.

The Access Proposals

The proposed access is via a dropped kerb footway crossing. This will serve a 5.5 metre wide shared surface road with 2 metre verges on each side. The verges will provide a service access corridor.

The 85th percentile wet weather speed indicates that visibility splay 'Y' distance of 51 metres is adequate in accordance with Manual for Streets. Visibility splays of 2.4 metres x 59 metres are available within the adopted highway as shown on the application plans by ADP Architects Ltd accompanying the application.

The layout will provide a turning head to suit a refuse vehicle of 11 metre length. Fire appliances are generally no longer than refuse vehicles.

A Discussion of the Access Proposals

Horndean Road presently gives access to a number of developments using dropped kerb footway crossings. Most notably, the Recreation Ground has an access and an egress each of dropped kerb footway crossing type. These serve a parking area with 53 spaces. The Recreation Ground includes cricket and football pitches, each of which would have teams of about 28 players, officials and coaches using them.

The collision data given above shows that the access and egress operate safely as there are no recorded collisions adjacent to the Recreation Ground.

A Stage 1 Road Safety Audit has been undertaken by Ted Smith Traffic Safety Consultant. A copy of the Audit is available if required. The Audit highlighted two issues.

The width of the site access was suggested to be 5.5 metres wide for at least 15 metres into the site. The access proposals reflect this finding.

The Audit highlighted the need to ensure at the detailed design stage that surface water from the proposed access road needs to be drained by a positive drainage system. It is proposed that the entire development road be positively drained and this issue will be clarified at the detailed design stage.

A list of footway crossing accessed from a limited number of roads in the County is attached as an appendix to this Statement.

Summary

D M Mason Engineering Consultants is instructed by Metis Homes to prepare a Transport Statement in support of the planning application for the development of land to the west of and to the rear of 15-27 Horndean Road, Emsworth for 16 houses. The site is presently accessed by a field gate and track from Horndean Road.

The site is close to schooling and public transport services. The site is within walking distance of shopping and other facilities. The site is sustainable.

Collision data was obtained from Hampshire Constabulary for the five year period. The study area was Horndean Road from Southleigh Road south to the A27 overbridge. During the study period there were nine collisions causing eight slight and one serious injury. Whilst there are five pedalcycle collisions in the study area, there is no collision type which requires remedial action.

An automatic traffic survey was undertaken on Horndean Road adjacent to the site. The existing vehicle flows on Horndean Road are 737 in the morning peak period and 717 in the evening peak period.

The proposed development is for 16 houses. The six 2-bed and eight 3-bed houses each have two parking spaces. The two 4-bed houses have three parking spaces. This will served by a 5.5 metre wide shared surface road with 2 metre verges on each side and a turning head to suit an 11 metre refuse vehicle.

The proposed access is via a dropped kerb footway crossing from Horndean Road. The surveyed speeds indicate that visibility splays of 51 metres are adequate. Visibility splays of 2.4 metres x 59 metres are available within the adopted highway.

The TRICS database has been interrogated for weekday trips from private housing. The increase in traffic flows on Horndean Road are not material.

Horndean Road presently gives access to a number of developments using dropped kerb footway crossings. The Recreation Ground has an access and an egress each of dropped kerb footway crossing type serving a parking area with 53 spaces. The Recreation Ground includes cricket and football pitches, each of which would have teams of about 28 players, officials and coaches using them.

The collision data given above shows that the access and egress operate safely as there are no recorded collisions adjacent to the Recreation Ground.

A Stage 1 Road Safety Audit has been undertaken by Ted Smith Traffic Safety Consultant. The Audit highlighted two issues. The width of the site access should be 5.5 metres wide for at least 15 metres into the site. The access proposals reflect this finding. The Audit also noted that surface water from the proposed access road needs to be drained by a positive drainage system. It is proposed that the entire development road be positively drained.

The site is suitable for the proposed redevelopment.

Yours sincerely



David Mason

for

D M Mason

Engineering Consultants Ltd

Appendix A Limited List of Footway Crossing Accesses in Hampshire

Pitter Commercial and Princess Coaches, B3035 High Street, West End
Hilldene Centre, B3035 High Street, West End
Viking Kia Motors, B3035 High Street, West End
Residential site near Ageas Bowl, B3035 High Street, West End
'Green Parking', Ageas Bowl, B3035 High Street, West End
Coop Access, Barbe Baker Avenue, B3035 High Street, West End

31 Mortimer's Lane, Fair Oak
Mill Court, Mortimer's Lane, Fair Oak
Goodwood Court, Mortimer's Lane, Fair Oak

Warner Mews, A334 Botley
Car Park Exit, A334 Botley

Entry/Exit Hedge End Medical Centre, B3033 Lower Northam Road, Hedge End

Former Manor House Pub, A3025, Portsmouth Road, Bursledon

Miller Drive, A31 Four Marks
Coop, A31 Four Marks
Bentley Court, A31 Four Marks
Minden Place, A31 Four Marks
Princes Place, A31 Four Marks

Hamble Heights, A3051 Park Gate
Village Inn, A3051 Park Gate
Car Park Entrance, A3051 Park Gate
Cecil Gardens, Brook Lane, Park Gate