

**Racquet Sports Group
Unit 3, Station Approach
Sultan Road, Emsworth,
Hampshire. PO10 7PW**

**Transport Assessment – Draft 1
16th December 2019**

Job Number 0159



Transport Works

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1.0 Introduction

- 1.1 Transport Works has been commissioned to provide transport information as part of a Planning Application for the proposed warehouse extension at Racquet Sports Group, Unit 3, Station Approach, Sultan Road, Emsworth, Hampshire. PO10 7PW.
- 1.2 This document has evolved from site visits and discussions on site with Management at Racquet Sports Group.
- 1.3 This document refers to Havant Borough Council correspondence, reference GEN/19/0016 dated 29th April 2019 and Templeford Design Ltd Architect's drawings, job reference 1727, with regards to a proposed extension to the existing warehouse.
- 1.4 The site lies on Station Approach from Sultan Road adjacent Emsworth Railway Station and is situated in the old railway goods yard that once served Emsworth.
- 1.5 Adjacent properties comprise of a similar style of Industrial Buildings, together with offices and associated uses. Sultan Road joins the B2148 North Street close to Emsworth Railway Station. North Street runs south to the town of Emsworth and north to Emsworth Park, Durrants and Horndean.
- 1.6 Additional information is included in the Design and Access Statement as prepared by Temple Ford Design Architects Ltd Architects, which forms part of the Planning Application.

2.0 Access and Movement Framework

- 2.1 Access to the site by all modes of transport including walking, cycling and public transport has been reviewed. The Access and Movement Framework (AMF) presented in this section, sets out the detail of the study work undertaken and the level of transport integration that is possible, at this moment in time, at this proposed site.
- 2.2 The AMF seeks to:
- Highlight the provision of nearby transport facilities
 - Outline modes of transport by which people are able to reach the proposed development
 - Show the level of inter-connection between the likely different modes of transport to be used to access the development, using existing evidence from the site.

Site Description

- 2.3 The existing Warehouse sits adjacent Emsworth Railway Station on a small Industrial Estate accessed via Sultan Road and the B2148, North Street. The area around the existing building is used for car parking, open storage and other associated uses. Current car parking comprises of 3 spaces informally positioned around the exiting building. Vehicular access for staff, customers and deliveries is via Sultan Road. The parking area is also from Sultan Road which is a cul-de-sac.
- 2.4 Pedestrian access is via Sultan Road and footways joining from North Street. There is also pedestrian access under the railway, using the underpass via Emsworth Rail Station, with ramped access allowing access for all users. Footways on North Street also comprise of shared-use walking and cycling infrastructure, that connects to the wider cycling and walking network close by.
- 2.5 Emsworth Railway Station lies within 150m of the site providing excellent and level access to the site from the station.

Adjacent Facilities

- 2.6 Sultan Road connects to the B2148, North Street, with local shops and bus services together with rail services adjacent. North Street connects south to the town of Emsworth with all facilities provided at the local shops and further bus links and the local and wider, road network.



Figure 1: Sultan Road looking towards Industrial Units



Figure 2: Sultan Road looking towards North Street

Walking

- 2.7 The adjacent highways are provided with pavements as part of the highway network. Access to the development site is also easy on foot due to the provision of pedestrian footways within Sultan Road and North Street and surrounding roads.

Cycling

- 2.8 Dedicated cycle routes connect to and from the site. North Street is a busy road, but there are off-road shared-use paths north and south of Emsworth Railway station. Furthermore, there is access via the underpass serving the railway station, taking cyclists away from where North Street passes under the railway. Cycle provision is shown in Figure 3 below.
- 2.9 The site can be considered accessible for cycle users and secure cycle spaces will be provided within the development.



Figure 3: Local Cycle Network

Bus Services

- 2.10 Bus services pass extremely close to the site along North Street, with dedicated bus stops and bus information within 200 metres of the development.
- 2.11 As of December 2019 First Bus services run north to Rowlands Castle and south to Havant and Emsworth. Additional buses provided by Stagecoach run via Emsworth to and from Gunwharf Portsmouth and Felpham/Bognor Regis along Havant Road, to the south of the site. See Figure 4 below.

Service	Route	Frequency
First Bus 27	Rowlands Castle - Leigh Park - Havant - Denvilles - Emsworth	0900-1740 5 services each way Mon-Fri 0900-1535 4 services each way Saturdays No Sunday or Bank Holiday service
Stagecoach 700	Felpham - Bognor Regis - Chichester - Southbourne - Emsworth - Havant - Hilsea - North End - Mile End - City Centre - Gunwharf	Up to every 20 mins 0554-2232 with less early and late – Mon-Fri Up to every 20 mins 0632-2232 with less early and late – Saturdays Up to every 30 mins 0735-2124 with less early and late – Sundays and Bank Holidays

Figure: 4 Bus Services

Train Services

- 2.12 The nearest main National Rail station Emsworth Railway Station, a very short walk or cycle ride from the site.
- 2.13 Rail services run to a range of destinations, locally and nationally, provided by Great Western Railway and Southern; an overview of services and destinations is shown in Figure 5.

Service	Destinations	Frequency
Great Western Railway	Portsmouth Harbour-Brighton	1 per day 0730 Mon-Fri only No other GWR services call at this station
Southern	Brighton Chichester Gatwick Airport Littlehampton Portsmouth Harbour Southampton	Several trains per hour Mon-Sunday and Bank Holidays 0630-2330 Trains serve a number of routes across the South Coast, with some running to Horsham, Three Bridges, Gatwick, East Croydon, London Bridge and London Victoria.

Figure 5: Rail Services

Vehicular Access

- 2.14 The site is situated on edge the built-up area of Emsworth with shops, dwellings, parks and other facilities close by. Sultan Road links with The B2148 North Street, which connects south the A259 Havant Road west to Portsmouth and east towards Chichester. Running north to Horndean via the B2148 and the A3M to Petersfield and beyond. Staff, Visitor and Delivery Vehicles will continue to access the development, numbers of movements and other information is shown in Section 3.0.

3.0 Traffic Impact Analysis

- 3.1 Current traffic flows are low as there are a small number of staff on site and very few visitors during the day either.
- 3.2 The table Fig 5 below shows current staff numbers and visitors to the site, together with projected additions once the site is complete. Numbers are based on Monday-Friday

Staff	Total Existing	5
	Total Proposed	5
Visitors across the day	Total Existing	2
	Total Proposed	2
Deliveries/Collections	Total Existing	3
	Total Proposed	3

Figure: 6: Existing and Proposed People and Vehicular Movements

- 3.3 Staff will be based on site and will be travelling once a day into and once a day out of the site. Options to car-share, use Public Transport, walk and cycle, to maintain the minimal impact upon the local road network will be researched and options provided by Management to Staff.
- 3.4 Using the data above, the proximity of the development to useful transport alternatives and other factors already covered, the impact on the highway network will be minimal. Furthermore, with Green Travel Plan initiatives to be introduced as part of the scheme, this will reduce any possible impact on the local road network.

4.0 Conclusions

- 4.1 The site has connections to the local and strategic road network with reasonable facilities provided for walking and cycling to, from and through the area. A range of bus and rail services are provided close by with links to local and further afield destinations, providing alternatives to the private car.
- 4.2 Research to determine likely impact on the existing road network has been undertaken, using evidence from existing and likely travel demands. No additional staff nor vehicle movements are planned as part of the proposals, thus no increase in traffic levels have been identified, with minimal impact likely on the surrounding area and road network.
- 4.3 A formalised car parking area and cycle parking will be provided and this, it is planned, will further reduce any traffic impact the development may have on the local surroundings

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