



Nick Culhane
Highway Consultant

Residential Development at 16 Keble Road

Chandlers Ford SO53 3DS

August 2019

Idlewild

Fairclose Drive

Littleton

Winchester

Hampshire

SO23 8QW

Tel: 01962 889080 / 07787 530717

Web: Nickculhane.co.uk

Email: Nick@nickculhane.co.uk

1. Introduction

- 1.1. This Transport Statement has been commissioned by Atlas Planning for a residential development on land at 16 Keble Road, Chandlers Ford. The location of the site is shown below.
- 1.2. The Statement has been produced to provide further information following comments made by Hampshire County Council on a planning application for 5 dwellings submitted to Eastleigh Borough Council under reference F/19/85922.



Site Location

2. Site and Surrounding Area

- 2.1. The Site fronts onto Keble Road, an unclassified residential access road which runs east / west. It is subject to a speed limit of 30 mph and benefits from a footway on both the northern and southern sides and is lit with street lighting.
- 2.2. To the west, Keble Road forms a junction with Bournemouth Road (B3043), whist to the east, it forms a junction with Chalvington Road.
- 2.3. Keble Road is subject to a Traffic Regulation Order which prohibits the majority of its length from any on street parking between the hours of 0800 and 1800, Monday to Saturday.

3. History

- 3.1. Planning Application Number F/19/85922 was submitted to Eastleigh Borough Council for the demolition of the existing dwelling and for the erection of 5 number dwellings with associated car parking. Under Hampshire County Councils Standing Advice, the highway implications of the proposal were to be dealt with by EBC Planning Officers, however HCC made a number of comments.
- 3.2. The comments related to the current width of the access road, the requirement for a bin collection point, the available space for manoeuvrability and parking arrangements.

3.3. This report therefore seeks to address these comments and seeks to confirm that the development would not cause any demonstrable harm to highway safety.

4. Proposed Development

4.1. The original scheme proposed the demolition of an existing dwelling and for the erection of 5 detached units to be served by the exiting access onto Keble Road. This scheme has now been substituted for a lower density scheme of 4 dwellings, a net increase of just 3 units.

4.2. The following sections therefore address the comments made by HCC.

5. Traffic Impact

5.1. To put the likely additional traffic impact into perspective, the TRICS Database has been interrogated to ascertain the potential traffic generation from the development. Small sites within Suburban Settlements were chosen. The details of the likely movements are shown below:

5.2.

Additional Units:3	AM Peak			PM Peak		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Trip Rate	0.211	0.535	0.746	0.352	0.127	0.479
No. of Trips	0.6	1.6	2	1.06	0.38	1

5.3. It can be seen that the development is likely to generate just 2 additional vehicle trips in the AM Peak period and just 1 additional trip in the PM Peak Period. For clarity, the AM Peak is between 0800 and 0900hrs, whilst the PM Peak is between 1700 and 1800 hrs.

5.4. The development however is for a total of 4 units, therefore the actual traffic generation from the development will be as shown below:

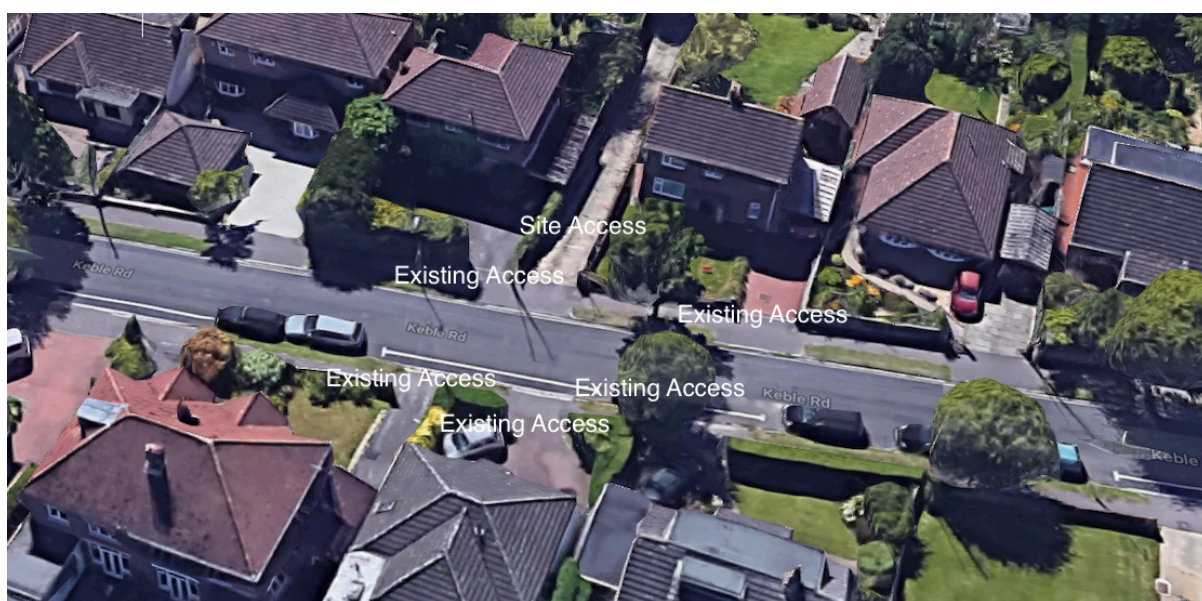
5.5.

Units:4	AM Peak			PM Peak		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Trip Rate	0.211	0.535	0.746	0.352	0.127	0.479
No. of Trips	0.85	2.1	3	1.4	0.5	2

5.6. The development is therefore likely to generate an overall total of just 3 traffic movements in the AM Peak and just 2 movements in the PM Peak. Details of the TRICS Data is attached as Appendix A to this report.

6. Access

- 6.1. HCC were concerned that the development may result in the need for vehicles to reverse out onto Keble Road to let oncoming vehicles pass. HCC advised that this was not welcomed given the lack of visibility due to cars parked on Keble Road outside of the restricted hours of 0800 – 1800hrs.
- 6.2. There are a number of other private accesses in the immediate proximity of this access. These are currently protected by white bar markings, which deter cars from parking, and causing obstructions.
- 6.3. The diagram below shows the application site access in relation to these other accesses. It is highly likely that cars will not be parked outside of the restricted hours as suggested by the highway authority, as they would then be causing an obstruction to other road users.



- 6.4.
- 6.5. Notwithstanding the above, the TRICS data shows that the busiest period within the evening is between 1700 and 1800hrs, within the hours of the parking restrictions. Even in this period, the site is only likely to generate just 1 movement in and 1 movement out of the site, over the space of an hour. The likelihood of two cars meeting is therefore very low.
- 6.6. Outside of the parking restriction hours, traffic generated by the site will be de minimis. The cars entering or leaving the site will be mostly residents of the site who will be aware of the access conditions and will approach with caution. Keble Road is a lightly trafficked, slow speed road, particularly outside of the PM peak period, therefore were a car to meet another at the site access, it is unlikely that conflict would occur, and common sense would prevail.
- 6.7. It is therefore considered that given the limited traffic movements that will occur, and given the surrounding characteristics with regard to existing traffic generation, traffic speeds etc, no demonstrable harm would be caused.

7. Servicing

- 7.1. The site currently has its refuse collected by the Local Authority Contractor on a kerb side collection basis. HCC have raised concerns that no bin collection point has been provided, but recommends that an adequate area be made available for the storage of refuse bins, to ensure that either the access road or the adjacent footway become blocked.
- 7.2. Given the width of the access road, it would not be practical to provide such a facility, so it is intended that all refuse collection will take place from within the site, utilising a third party private contractor.
- 7.3. The contractor currently operates a 7.5T, 8.0m long vehicle, especially designed for sites such as this, where it is not possible to manoeuvre an 11.3m long refuse freighter.
- 7.4. Drawing numbered 02 02 002C is included as Appendix B to this report which demonstrates that such a vehicle can be accommodated within this site, so as to enter and leave the public highway in forward gear.

8. Internal Layout

- 8.1. Concern was raised regarding the internal layout of the site and the ability for cars to manoeuvre. The site has now been redesigned and the proposal is for just 4 detached units. This has allowed a greater manoeuvring area to be provided and each property now has sufficient space to turn within the site, to ensure that they can enter and leave the highway in forward gear.

9. Parking

- 9.1. The Parking Requirement for the Eastleigh Area is set out in the document Residential Parking Standards SPD 2009.
- 9.2. The document suggests that a 4+ bed dwelling would be required to provide 3 parking spaces per unit. This has been met in this instance. It is suggested however that the site should provide a 20% uplift to accommodate visitor parking.
- 9.3. The development now provides opportunities for additional parking in accordance with the adopted standards. Three additional visitor parking spaces are now provided between plots 1 and 2.
- 9.4. The garages are of sufficient size to count as both parking for cars and cycles, therefore the car parking policies are now fully met.

10. Summary and Conclusion

- 10.1. This Transport Statement has been produced to support a planning application for 4 dwellings at the site of 16 Keble Road, Eastleigh.

- 10.2. The development provides car and cycle parking in accordance with Eastleigh Borough Councils adopted parking policies. Together with adequate manoeuvring areas for such vehicles.
- 10.3. The development is likely to generate just 3 traffic movements in the AM Peak and 2 movements in the PM Peak.
- 10.4. Given the limited number of likely traffic movements in the Peak periods, combined with the other existing access, it is considered that the increased use of the access will not result in demonstrable harm.
- 10.5. The site has been designed to accommodate the turning requirements of a 7.5 tonne privately operated refuse freighter.

Nick Culhane
August 2019

Appendix A

TRICS Data

Calculation Reference: AUDIT-728001-160714-0739

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 7 to 22 (units:)
Range Selected by User: 6 to 30 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 16/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

TRICS Bureau

Licence No: 728001

Filtering Stage 3 selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
2	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	BOULTHAM			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
3	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
4	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
5	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-03	Housing type not suitable
NF-03-A-01	Too many dwellings
NY-03-A-08	Housing type not suitable
ST-03-A-05	Housing type not suitable
WK-03-A-01	housing type not suitable

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	14	0.042	5	14	0.394	5	14	0.436
08:00 - 09:00	5	14	0.211	5	14	0.535	5	14	0.746
09:00 - 10:00	5	14	0.141	5	14	0.197	5	14	0.338
10:00 - 11:00	5	14	0.183	5	14	0.127	5	14	0.310
11:00 - 12:00	5	14	0.197	5	14	0.268	5	14	0.465
12:00 - 13:00	5	14	0.310	5	14	0.268	5	14	0.578
13:00 - 14:00	5	14	0.197	5	14	0.211	5	14	0.408
14:00 - 15:00	5	14	0.085	5	14	0.183	5	14	0.268
15:00 - 16:00	5	14	0.268	5	14	0.197	5	14	0.465
16:00 - 17:00	5	14	0.254	5	14	0.183	5	14	0.437
17:00 - 18:00	5	14	0.352	5	14	0.127	5	14	0.479
18:00 - 19:00	5	14	0.338	5	14	0.225	5	14	0.563
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.578			2.915			5.493

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 7 - 22 (units:)
Survey date range: 01/01/08 - 16/09/15
Number of weekdays (Monday-Friday): 5
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 5

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix C

Swept Path Diagram

