



OAK COTTAGE, WINCHESTER ROAD,
BOORLEY GREEN

Transport Statement

February 2026

McCarthy Stone

RETIREMENT LIVING DEVELOPMENT
OAK COTTAGE
WINCHESTER ROAD, BOORLEY GREEN

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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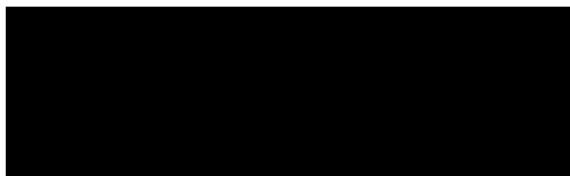
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**RETIREMENT LIVING DEVELOPMENT
OAK COTTAGE
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TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of McCarthy Stone to support a planning application for 50no. Retirement Living Affordable (RLA) apartments and 2 dwellings at Oak Cottage, Winchester Road, Boorley Green. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.

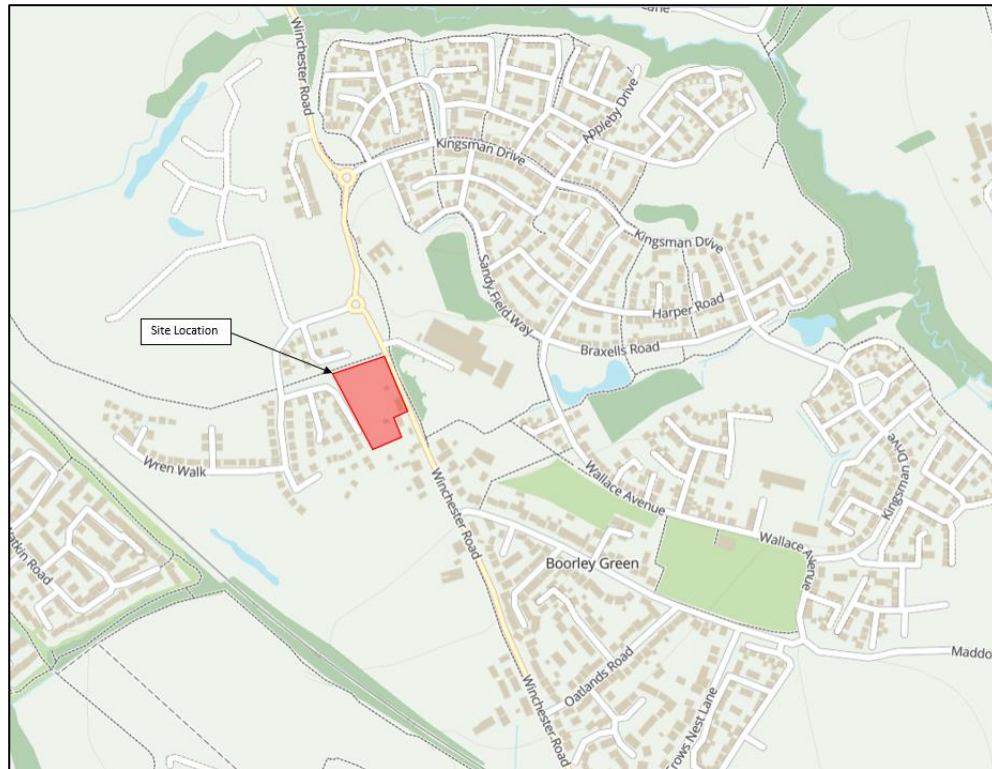


Figure 1: Site Location

- 1.2 In support of this TS, a site visit was undertaken in February 2024 to identify the opportunities and constraints associated with the development.

Planning History

- 1.3 A full planning application was submitted in May 2019 for the “Construction of 31no. dwellings, associated landscaping, amenity areas and a means of access from Winchester Road following demolition of 1no. dwelling and associated outbuildings” (application reference: F/19/85604). In October 2021 the application was dismissed at appeal.

- 1.4 In March 2021 a full planning application was submitted for the '*Erection of 25no. dwellings, associated landscaping, amenity areas and new access from Winchester Road following demolition of 1no. existing dwelling and associated outbuildings*' (application reference: F/21/89989). This application was refused in March 2021 for a number of reasons, but none of the reasons for refusal were highways or transport related.
- 1.5 In relation to that 2021 application, the proposed access, visibility from the proposed access, the accessibility of the site location and the proposed trip generation were all considered acceptable by the Hampshire County Council (HCC) Highways Officer. The Highways Officer did request updated swept path analysis drawings of two-way movement at the same time for cars and also to accommodate refuse vehicles. Other comments by the HCC Highways Officer were in relation to the internal site layout of that application.
- 1.6 Additionally, a full planning application was submitted in August 2024 (F/24/97945) for the '*Erection of 52 retirement living apartments with associated communal facilities and car parking; the erection of a pair of detached dwellings; improved vehicular access and new pedestrian access to Winchester Road*'. This application was refused due to it being considered contrary to Policy BO4 (a) of the Eastleigh Borough Local Plan (2016-2036) by reason of its failure to provide a range of housing types, sizes and tenure (no provision of affordable housing) and a lack of sufficient material considerations to outweigh the planning harm identified.
- 1.7 When the application was first submitted, Hampshire County Council (HCC) highways officers did have several comments, specifically around two themes: the planned pedestrian connections and cycle parking provision. In response to these, a Highways Response Note (HRN) was prepared with a response to each comment. Following the submission of the HRN, it should be noted that HCC highways officers had no objection to the proposals from a highway perspective.
- 1.8 The remainder of this report will consider the existing site conditions and local accessibility, the development proposals including parking provision and servicing arrangements, the likely impact of the proposed development on the operation of the local road network and the access arrangements for the site.

2. EXISTING SITE CONDITIONS

Site Context

- 2.1 The proposed site is situated to the west of the B3354 Winchester Road in the village of Boorley Green, c.2.3km northeast of Hedge End and c.1.7km northwest of Botley. The site currently comprises two residential dwellings, Oak Cottage and Appletree Cottage, along with various small outbuildings and land totalling c.1-hectare.
- 2.2 Along the northern boundary of the site is the Public Right of Way (PRoW) footpath 026/1/1, which leads to Shamblehurst Lane North near Hedge End Railway Station. To the north and west is the Miller Homes and Bellway Homes 'Boorley Gardens' residential development, while to the south are existing residential dwellings. Along the eastern border is the east is the B3354 Winchester Road and the Macdonald Botley Park Hotel & Spa. The site and its surroundings are shown in **Figure 2**.



Figure 2: Site Context

Local Facilities

- 2.3 The site is well located in relation to the existing facilities and amenities within Boorley Green and the surrounding area. Within the local area there are a range of facilities and amenities, as summarised in **Table 1**.

Amenity	Distance from Site Access (Metres)	Walking Time (80m per minute)	Cycle Time (250m per minute)
Macdonald Botley Green Hotel and Spa	150m	2 mins	<1 min
The Peartree Inn	275m	3 mins	1 min
Boorley Park Bus Stops	335m	4 mins	1 min
Pear Tree Bus Stops	360m	5 mins	1 min
Boorley Green Community Centre	825m	10 mins	3 mins
Hedge End Railway Station	950m	12 mins	4 mins
Tesco Express Local Store	2.0km	25 mins	8 mins
St Lukes Pharmacy	2.0km	25mins	8 mins
Botley Post Office	2.1km	26 mins	8 mins

Table 1: Local Amenities and Facilities

- 2.4 In addition to the facilities included in **Table 1**, the location of the two substantial developments sites located to the north east and north west of the site was considered accessible. These developments comprise a total of c.2,080 dwellings along with community, retail education and health facilities, which will be well within acceptable walking distance for future site users. It is understood that the retail element includes a Coop store which is currently under construction.
- 2.5 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). With many of the local amenities identified coming well within this threshold, it provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.
- 2.6 Manual for Streets (MfS) and CIHT also describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). Therefore, the location of the site in relation to the local facilities fits the description of a 'Walkable Neighbourhood'.
- 2.7 The location of the site therefore presents a good opportunity to encourage local journeys by walking, cycling and public transport.

Local Highway Network

- 2.8 The B3354 Winchester Road is a local distributor road linking Boorley Green with Botley to the south and to Junction 11 of the M3 to the north via several settlement areas including Fair Oak and Colden Common.

- 2.9 The B3354 has been subject to recent improvements in association with the developments on land northeast of Boorley Green. These recent improvements include the reduction in speed limit to 30mph and traffic calming measures and the Winchester Road / Fieldfare Avenue roundabout located circa 130m north of the site access.
- 2.10 To the south, the B3354 continues through Boorley Green to Botley, where it intersects the A334, this then heads west to Hedge End and east towards Botley railway station.

Pedestrian and Cycle Network

- 2.11 The B3354 Winchester Road features a continuous 3m shared footway / cycleway along the eastern side of the carriageway from the B3354 / Kingsman Drive Roundabout to a point c.120m north of Maddoxford Lane. This route provides access to the Winchester Road bus stops and the wider pedestrian and cycle network with routes to both Botley and Hedge End.
- 2.12 Although a formal footway is not present on the west side of Winchester Road in the immediate vicinity of the site access, approximately 50m northbound from the site access, a shared footway/cycleway is present, along with a footway circa 260m southbound from the site. The crossing points in the vicinity of the site are all equipped with dropped kerbs and tactile paving.
- 2.13 The existing conditions of the pedestrian network in the vicinity of the site are demonstrated in **Photographs 1 – 3.**



Photograph 1: Existing Footway Conditions



Photograph 2: Existing Footway Conditions



Photograph 3: Existing Footway Conditions

- 2.14 As aforementioned the northern boundary of the site is bordered by the public footway 026/1/1, leading directly from the B3354 Winchester Road to Shamblehurst Lane North near Hedge End, a c.800m walk west of the site. Footway 026/1/1 provides a key leisure route towards Hedge End which is within a c.1.5km walk from the site, as well as other local amenities.
- 2.15 Whilst cycling isn't anticipated to be a primary method of travel for residents given the nature of the development proposals, it may be an option for visitors or staff.
- 2.16 In addition to the shared footway/cycleways in the vicinity of the site, the gentle topography and wide carriageways also make the area attractive for cyclists. With many amenities within an acceptable distance via cycling, the site location provides a good opportunity to encourage cycling as a preferred mode of transport.
- 2.17 The section of the Eastleigh Cycle Map in the vicinity of the site is demonstrated in **Figure 3**.



Figure 3: Eastleigh Cycle Map in the vicinity of the site

- 2.18 As demonstrated in **Figure 3** and on the Eastleigh Cycle Map, the B3354 is considered a medium trafficked road which is suitable for cyclists with moderate skills. Recent improvements to the cycle network as a result of the to large developments to the north are not yet reflected on the Eastleigh Cycle Map.

Public Transport Services

Bus Services

- 2.19 The site is well located to public transport services. The nearest bus stops are located on the B3354 c.335m north of the site called 'Boorley Park'. They receive a daily school service (route 649) between Borley and Swanmore Technology College.
- 2.20 However, a much more regular service serves the Winchester Road bus stops, which are c.360m walk (southbound) from the site access (and so only c.25m further away than the Boorley Park stops). They are served by the regular Bluestar 3 service between Southampton and Eastleigh as well as two education services (including the aforementioned 649). The Bluestar 3 allows for regular hourly services to key destinations including Southampton and Eastleigh. The distance to both sets of bus stops is within the 400m distance recommended by the CIHT in their 2015 'Planning For Walking Document'.

Rail Network

- 2.21 The closest railway station to the site is Hedge End, located c.900m west of the site. Hedge End Railway Station is accessible within a c.1.2km walk from the site via the new link through the land north west of Boorley Green. The station is also accessible within a 1.7km cycle journey using on road routes.
- 2.22 The station is located on the Eastleigh to Fareham line and is served by South Western Railway. The station benefits from with 54 cycle storage spaces through the provision of cycle racks, a station car park, a manned ticket office, CCTV, a comprehensive range of facilities, and a degree of step free access.
- 2.23 From Hedge End Railway Station, direct trains are available to a number of locations, these include London Waterloo (1h 28mins), Basingstoke (34 mins), Winchester (14mins), Eastleigh (6 mins), Fareham (11 mins) and Portsmouth (34 mins).

Personal Injury Accident Data

- 2.24 To assess the existing safety conditions on the surrounding highway network, Personal Injury Accident (PIA) data has been obtained from CrashMap for the latest available 5-year period. The data is available for the period between 2020-2024. PIA instances are demonstrated below in **Figure 4**.

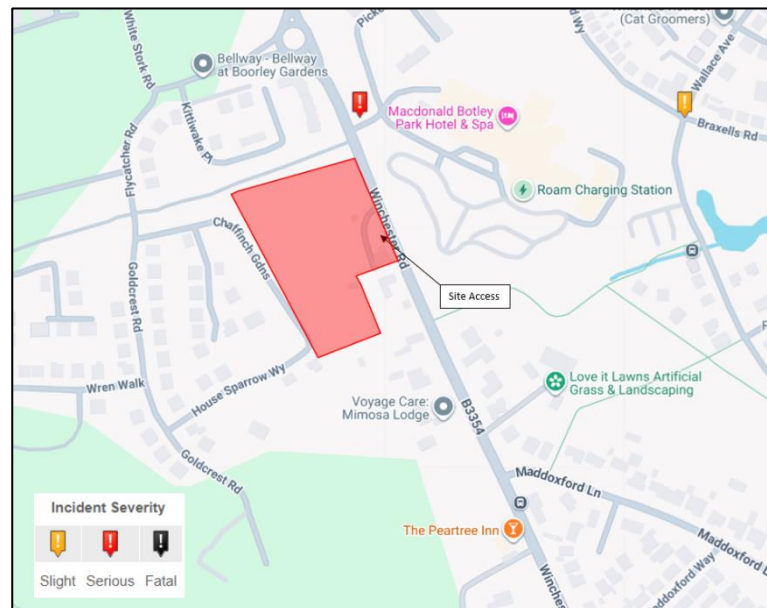


Figure 4: PIA Data (CrashMap)

- 2.25 As shown in **Figure 4** above, once incident has occurred in the vicinity of the site. This incident was classed as 'serious' in nature and occurred at the entrance to the Botley Park Hotel on 1st June 2022. The incident involved 2 vehicles, a car and a cyclist and resulted in 1 casualty.

- 2.26 Over the latest available 60 month period, only 1 incident has occurred in the vicinity of the site. Importantly no incidents have been recorded outside of the proposed site access. From the data presented above, and with substantial road works in recent years to provide the new accesses to the local developments there are no concerns regarding the design of the existing highway network in terms of a highway safety concern and this is not expected to change as a result of the proposed scheme.

Summary

- 2.27 The site is well located in relation to pedestrian, cycle and public transport infrastructure, therefore presenting an excellent opportunity to encourage the use of sustainable transport for residents and visitors. In addition, frequent bus and rail services available present a good opportunity to promote sustainable travel.

3. PROPOSED DEVELOPMENT

Accommodation Schedule

- 3.1 The proposed development comprises 50no. RLA apartments and 2 x 3 bedroom residential houses accessed via Winchester Road. The proposed accommodation schedule is demonstrated in **Table 2**, with the site layout included in **Appendix A**.

No. Of Bedrooms	No. Of Units
Retirement Living 1 Bedroom	30
Retirement Living 2 Bedrooms	20
General Residential 3 Bedroom	2
Total	50 + 2

Table 2: Accommodation Schedule

- 3.2 McCarthy Stone provide a unique range of accommodation which does not always fall neatly within local retirement or elderly residential sites in requirements for highway considerations such as traffic impact and parking provision. Information obtained by McCarthy Stone has identified that their RLA developments tend to have the following characteristics:
- Designed to accommodate elderly persons who live a relatively independent lifestyle compared to a traditional care home;
 - Average age of entry is 78 years;
 - Consist of individual apartments with communal lounge and gardens; and
 - 1 full-time member of staff (House Manager)

Car Parking Provision

- 3.3 Eastleigh Borough Council's residential parking standards have been assessed against the proposed parking provision for the development. Eastleigh Borough Council have specific parking guidance for 'Older People's Housing' and the proposed RLA development best fits into EBC's 'Active elderly with Warden Control'.
- 3.4 In July 2023, the Eastleigh Borough Council Residential Parking Standards SPD was updated from the 2009 publication, with this updated SPD adopted in September 2025. The car and cycle parking standards for 'Active Elderly with Warden Control' for this adopted SPD are outlined in **Table 3** for reference.

	EBC Car Parking Standard	
	With 50% or more unallocated spaces	With <50% unallocated spaces
Active elderly with Warden Control	0.50	0.60

Table 3: EBC Car Parking Standards

- 3.5 As demonstrated in **Table 3**, in order to meet EBC's car parking standards, the proposed RLA development would be required to include 25 car parking spaces if more than 50% of the parking spaces are unallocated and 30 car parking spaces if less than 50% of the parking is unallocated.
- 3.6 Given the uniqueness of McCarthy Stone schemes, the independent research has also been reviewed. The McCarthy Stone research identifies an average car parking provision of 0.45 spaces per unit and a further 0.1 spaces per apartment for visitors equating to 0.55 car parking spaces per unit. Therefore, the proposed development would be required to provide 29 car parking spaces to meet the anticipated demand. The development proposals comprise 35no. parking spaces (including 4no. disabled spaces), equating to a provision of 0.7 spaces per apartment.
- 3.7 While the proposed provision exceeds the EBC requirements and that anticipated to be required by McCarthy Stone, given the location of the site adjacent to the B3354, this would ensure that no overspill is placed on the local road network which could potentially disrupt the free-flow of traffic in the area.
- 3.8 For the 2 x 3 bedroom dwellings, a further 4 car parking spaces are provided adjacent to the properties, which brings the total parking available for the site to 39 spaces.
- 3.9 There are two further drop-off points proposed close to the site access, which are anticipated to be used by taxis, deliveries or drop-off/pick ups. These spaces will be managed by the house manager.
- 3.10 The parking spaces are located along the northern and the southern extents of the site as demonstrated in **Appendix A**. The proposed parking spaces measure 2.5m x 5.0m, with a 6m aisle width provided where appropriate.
- 3.11 It should be noted that the parking proposals for this development follow the same principle as the previous 2024 Planning application for 52 retirement living apartments and 2 residential units (ref: F/24/97945). The proposed parking capacity and methodology used to ascertain the number of parking spaces was previously deemed acceptable by HCC and EBC as part of this previous application.

Electric Vehicle Charging

- 3.12 In accordance with Building Regulations Part S electric vehicle charging points will be provided on the site.

Cycle / Mobility Scooter Parking Provision

- 3.13 Consideration to local standards and McCarthy Stone's research into cycling parking demand across Retirement Living developments has also been given to provide a suitable cycle/scooter storage provision. Table 4 summarises the cycle parking standards set out by EBC.

	EBC Cycle Parking Standard	
	Individual Storage	Communal Storage
Active elderly with Warden Control	1	1

Table 4: EBC Cycle Parking Standards

- 3.14 In a similar manner to the car parking provision, cycle provision is atypical for McCarthy Stone developments due to the nature of residents at their developments. McCarthy Stone's research into cycle parking demand across similar retirement living, and retirement living affordable developments identified a demand of 0.0289 cycles per apartment, therefore equating to a requirement for 2 cycle spaces to be provided on site.
- 3.15 Secure mobility scooter parking will also be provided given the nature of residents. The independent research undertaken by McCarthy Stone highlights that mobility scooter ownership per apartment is 0.079, which therefore means that 4 mobility scooter spaces are required. As shown on the site plan in **Appendix A**, the secure mobility scooter store is located externally, to the west of the main building, immediately north of the bin store. It is proposed that the secure mobility scooter store will have 8 spaces, in excess of the requirement of 4 spaces.
- 3.16 In a similar manner to the car parking provision, cycle provision is atypical for McCarthy Stone developments due to the nature of residents at their developments. McCarthy Stone's research into cycle parking demand across RL developments identified a demand of 0.0289 cycles per apartment, therefore equating to a requirement for 2 cycle spaces to be provided on site. Cycle parking will be accommodated within the aforementioned mobility scooter store located to the west of the main building, immediately north of the bin store.
- 3.17 For the 2 x 3 bedroom dwellings, cycle storage will be provided in the rear gardens with direct access from the front via garden gates.

4. ACCESS ARRANGEMENTS

Vehicle Access

- 4.1 The proposed development would be accessed from Winchester Road via a priority-controlled junction. The site benefits from an existing access in the form of a bellmouth junction. The existing access measures 5m in width, and as outlined by HCC Highways Officers in 2019, the existing access is insufficient to accommodate two-way vehicle movements. Although the location of the access is to remain as existing, the access would be widened to 6m with 6m radii to accommodate two-way vehicle movements and larger vehicles. The existing access is demonstrated in **Photograph 4**.



Photograph 4: Existing Access

- 4.2 Swept path analysis of cars and vans passing at the access has been carried out and is demonstrated in **Appendix B**.

Pedestrian Access

- 4.3 Pedestrian access to the site is proposed via a new connection onto the existing shared footway/cycleway along the western side of Winchester Road. The pedestrian footway is located to the northeast of the proposed site and measures 2m in width. A pedestrian link is also proposed to the west of the site providing a connection between the proposed development and the Boorley Gardens development.

- 4.4 The proposed site also benefits from a footway throughout the internal site layout to provide connections to parking areas and around the site. The proposed pedestrian facilities are demonstrated on the site layout included in **Appendix A**.
- 4.5 In response to the previous application submitted in 2024 (ref: F/24/97945), HCC Highways raised comments in relation to the pedestrian connectivity of the site and commented on areas that required further investigation. These areas were the pedestrian link into Chaffinch Gardens and the provision of pedestrian links onto the public footpath and pedestrian links to the south.
- 4.6 Whilst HCC initially wanted a ramp to be installed instead of the existing stepped link between the site and Chaffinch Gardens, as set out in the HRN for the previous application, it wouldn't be feasible due to the differences in levels, and also set out the planned safety mitigations to make this link as accessible as possible. HCC also requested consideration of a link between the site and the aforementioned public footpath (026/1/1) that runs to the north of the site. It was set out in the HRN that a direct link would result in undue tree loss and also showed that there are two alternative pedestrian routes to this footpath.
- 4.7 HCC also commented on the lack of direct pedestrian access to the south, particularly for the bus stops on the south of the site. The HRN set out that this detour to the bus stops added a minimal walking time and was still within the recommended 400m distance by CIHT. It also highlighted the presence of 'Boorley Green' bus stops to the north of the site, which are also below 400m and require a shorter detour.

Fire Access Strategy

- 4.8 A fire tender is able to get within 45m of all of the buildings in line with Building Regulations as shown within **Appendix C**. Therefore, this is deemed sufficient to ensure fire access is maintained.

Servicing Arrangements

- 4.9 It is envisaged that refuse collection will be carried out on site and swept path analysis has been undertaken to ensure that waste collection vehicles are able to get within 10m of any waste storage points, in accordance with MfS guidance for Eurobins. The swept path analysis of the refuse vehicle manoeuvring around the site has been demonstrated in **Appendix D**. The refuse store for the RLA block is located to the southeast of the building, whilst the two dwellings will have standard wheelie bin collection.

- 4.10 The swept path analysis in **Appendix D** indicates that the any vehicles entering or exiting the site from the south would be required to use the turning head to the north of the main RLA building to access and/or egress the bin store. This arrangement would be managed accordingly.

Visibility

- 4.11 Visibility has been demonstrated to accord with the posted speed limit of 30mph along Winchester Road, thus the visibility splays is shown at 2.4m x 43m in both the primary and secondary directions (as accepted with the previous application on this site). Given the relatively straight alignment of the carriageway, it is anticipated that additional visibility is achievable should it be required. Furthermore, given the proximity of the new roundabout to the north, speeds are not expected to exceed 30mph. A visibility splay drawing is attached as **Appendix E** and visibility from the site access is shown in **Photographs 5 and 6**.



Photograph 5: Primary Direction Visibility



Photograph 6: Secondary Direction Visibility

- 4.12 Forward visibility has also been assessed internally around both the northern and southern bends. The forward visibility splays (shown in **Appendix E**) have been demonstrated to 1.5m x 25m which accords within internal speeds of 20mph (albeit the internal roads will not be offered for adoption). As demonstrated in **Appendix E**, the proposed building is located outside of the visibility splays. Should any vegetation be provided within either the internal visibility splays or within the site access splay, this would be maintained to below 600mm or canopies above 2m in height, in accordance with Manual for Streets (MfS) guidance.

5. TRAFFIC IMPACT ASSESSMENT

5.1 This section of the report assesses the likely vehicular impact of the proposed development on the operation of the local road network.

5.2 To calculate the number of trips likely to be associated with the proposed development, a TRICS assessment in addition to McCarthy Stone independent research has been undertaken. This TRICS assessment is replicated from the previous application in 2024 (ref F/24/97945), which HCC have deemed acceptable.

5.3 Therefore, the parameters used for the TRICS assessment are summarised below.

- TRICS (7.11.1)
- 'Residential' – 'Retirement Flats' Use Class
- Sites in England (Excluding Greater London)
- 0 - 100 Units
- Weekday Surveys only
- 'Suburban Area' Locations
- Sites with No Travel Plans

5.4 The resultant trip generation is set out within **Table 5**, with the full outputs included in **Appendix F**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Daily (12 hours)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.052	0.067	0.048	0.037	1.671
Trip Generation (50 RLA Apartments)	3	3	2	2	84

Table 5: TRICS Trip Generation

5.5 **Table 5** demonstrates that the proposed 50-unit RLA development anticipated to generate 6 vehicle trips would be generated in the AM peak period, 4 vehicle movements in the PM peak period and 84 vehicle trips over a 12-hour period.

5.6 McCarthy Stone research has also been consulted to determine if the site will impact the local highway network. The McCarthy Stone research is attached as **Appendix G** and the resultant trip generation is demonstrated in **Table 6**.

	Arrivals (0800-0900)	Departures (1700- 1800)	Total (12hr)
McCarthy Stone Trip Rate per Dwelling	0.06	0.078	1.55
Vehicle Trips (50 RLA Apartments)	3	4	78

Table 6: McCarthy Stone Research Trip Generation

- 5.7 **Table 6** demonstrates that using the McCarthy Stone research, the proposed 50unit RL scheme would be anticipated to generate a total of 78 vehicle movements across a 12-hour period. The McCarthy Stone research anticipates that 6 fewer trips would be generated by the proposed development than the TRICS database.
- 5.8 In addition, the two proposed dwellings would be expected to generate in the order of one peak period trip in the AM and PM peaks, and circa 10 trips across the day.
- 5.9 The anticipated vehicle trip generation of the proposed development is minimal and therefore it is not considered that there would be a severe impact on the local road network in the context of the NPPF paragraph 116.
- 5.10 In addition to this, HCC Highways offered no objection to the trip generation of the previous applications for 31 residential dwellings (ref: F/19/85604) and for 52 retirement living apartments + 2 residential units (ref: F/24/97945).
- 5.11 On review of the associated Transport Statement for 31 residential dwellings (ref: F/19/85604), that proposed development was anticipated to generate 14 vehicle trips in both the AM and PM peak periods and 132 vehicle trips over a 12-hour period. Therefore, even if the TRICS assessment was used as a worst-case scenario, the proposed development of 50 retirement apartments and 2 dwellings would generate 7 less vehicle movements in the AM peak period, 9 less vehicle movements in the PM peak period and 38 less vehicle movements across the 12 hour period.
- 5.12 In regard to the previous rejected application, (ref: F/24/97945), the proposed development of 52 retirement living units was anticipated to generate 87 trips over a 12 hour period, with 6 trips and 5 trips in the AM and PM peaks respectively. As with this TS, separate McCarthy Stone research was also conducted which indicated that 81 trips would be generated within a 12 hour period, with 3 and 4 trips in the AM and PM peaks respectively. When comparing estimated trip generation from both the TRICS database and from the McCarthy Stone independent research, this development would generate less vehicle trips than the previous rejected application, which was not identified by HCC highways officers as having an adverse impact on the highway.

Road Safety Audit

- 5.13 A Stage 1 Road Safety Audit has been undertaken to assess the proposed access points associated with the development. This audit did not raise any significant comments, and these were all addressed in the designers' response. This RSA along with designers' response is attached in **Appendix H**.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of McCarthy Stone to support a planning application for 50no. Retirement Living Affordable (RLA) apartments and 2 residential dwellings at Oak Cottage, Winchester Road in Boorley Green.
- 6.2 This application is based on, and informed by, a previous application (ref: F/24/97945) on the site for the *erection of 52 retirement living apartments with associated communal facilities and car parking; the erection of a pair of detached dwellings; improved vehicular access and new pedestrian access to Winchester Road*'. Although this application was refused, it is noted that Hampshire County Council Highways officers had no objection to the proposals from a highway perspective.
- 6.3 The site is well located in relation to the existing facilities and amenities in and around Boorley Green, thus presenting a good opportunity to promote sustainable travel and create a sustainable development.
- 6.4 The proposed scheme comprises 50no. retirement living affordable apartments and 2 residential dwellings with a total of 39no. car parking spaces and 2 drop-off bays. The proposed parking provision has been considered against both Eastleigh Borough Council SPD and McCarthy Stone independent data. Cycles and mobility scooters would be accommodated within the mobility scooter store located to the west of the main RLA building, immediately to the north of the bin collection point. EV charging is provided ensuring that the proposals conform to Building Regulations.
- 6.5 Access to the proposed site is via a priority junction from Winchester Road which would be sufficiently wide to accommodate two cars passing simultaneously, whilst also facilitating larger vehicles. Refuse collection would occur on site, via a bin collection point located on the southwest of the main RLA building. A fire tender is also able to safely enter, turn and egress the site.
- 6.6 Pedestrian access is located at the northeast of the proposed site and is provided in the form of a 2m wide footway, facilitating the movement of pedestrians onto the western shared footway/cycleway on Winchester Road. A secondary pedestrian access provides a connection to the Boorley Gardens development to the west.

- 6.7 Both the TRICS database and McCarthy Stone independent research have been assessed to determine the likely vehicle impact on the local highway network generated by the proposed development. The proposed development is anticipated to generate between 3 – 6 vehicle trips in the AM peak period, between 4 – 5 trips in the PM peak period and up to 94 vehicle trips across a 12 hour period. A similar method of trip generation assessment was previously presented as part of the application for 52no. retirement living apartments (ref: F/24/97945), and this was deemed acceptable by HCC highways officers. This development's anticipated trip generation is below the number of trips generated as part of this previous application. Furthermore, the anticipated trip generation is also lower than the trip generation shown for a previous application (ref: F/19/85604) for 31 dwellings, which was also considered acceptable by HCC.
- 6.8 This TS has demonstrated that the proposed development would not cause a severe impact on highway safety, capacity or operation in line with paragraph 116 of the NPPF and therefore we encourage HCC to look favourably upon this application.



Floor	1B	2B	Total
GF	12	8	20
1F	13	9	22
2F	5	3	8
Total	30 (60%)	20 (40%)	50
Parking @ 1 per 2B @ 0.5 per 1B		20 15	
Total		35 required (35 shown)	

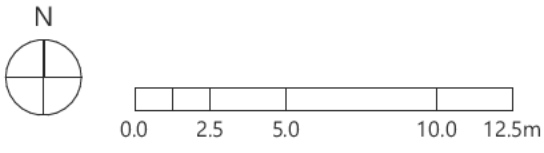
Outline of RL Block
from previous
planning submission

Oak
Cottage

Appletree
Cottage

Myrtle
Cottage

rev.	date	changes description	status	issued by
P04	18/12/2025	minor landscape revisions	S3	KM
P03	10/12/2025	bin store proportions revised	S3	KM
P02	08/12/2025	Layout arrangement, bin store, MSS store, RLA block changes	S3	KM



RE-
FOR
MAT

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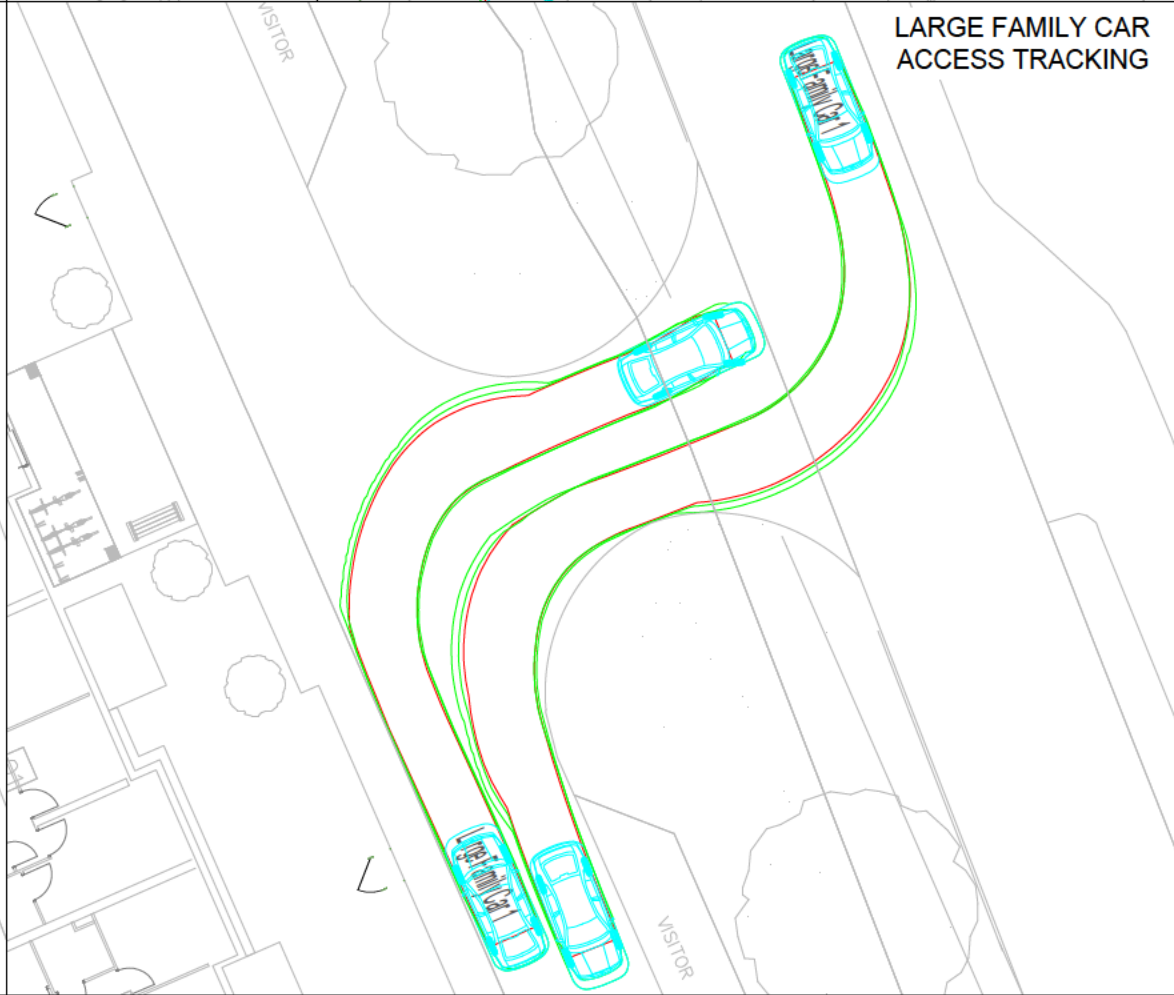
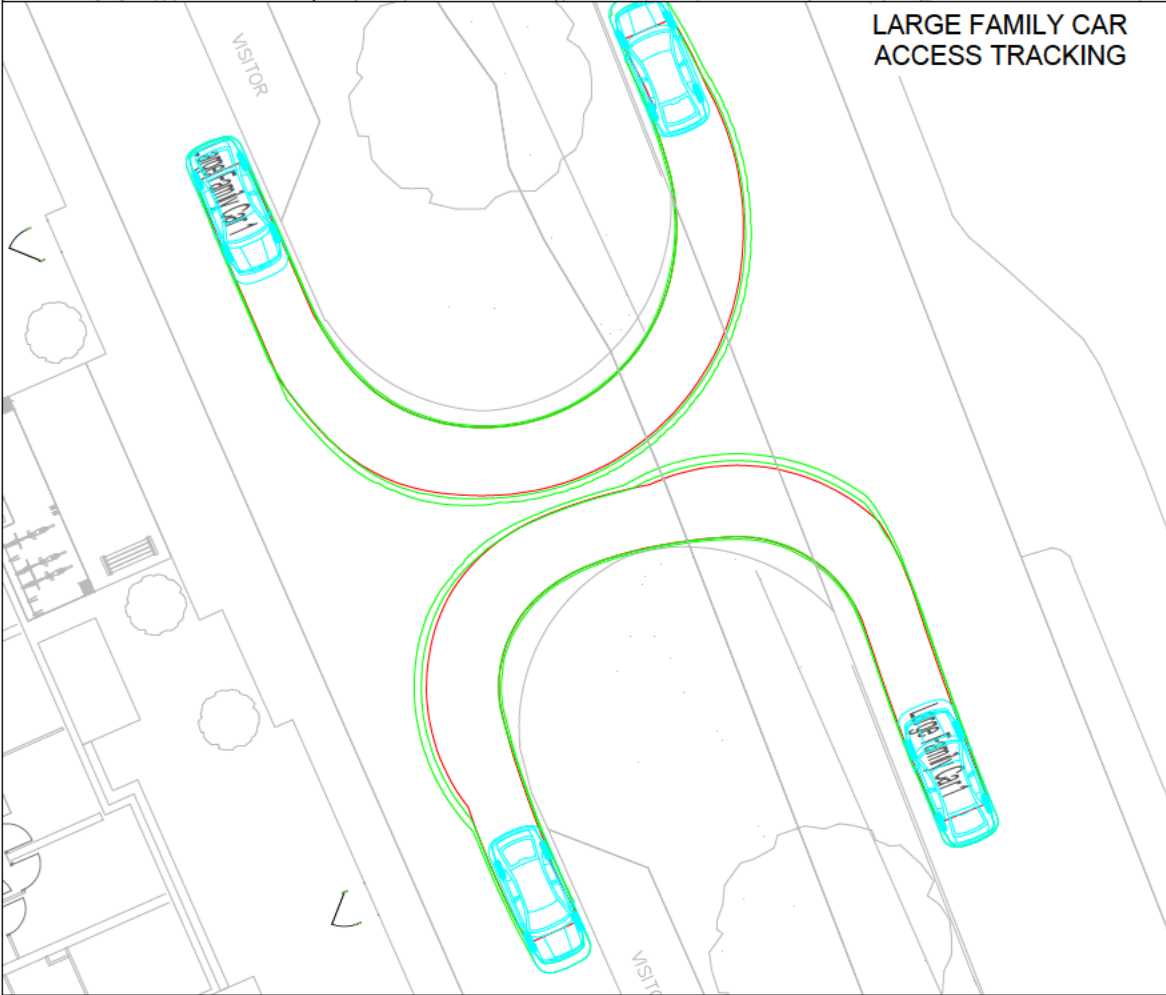
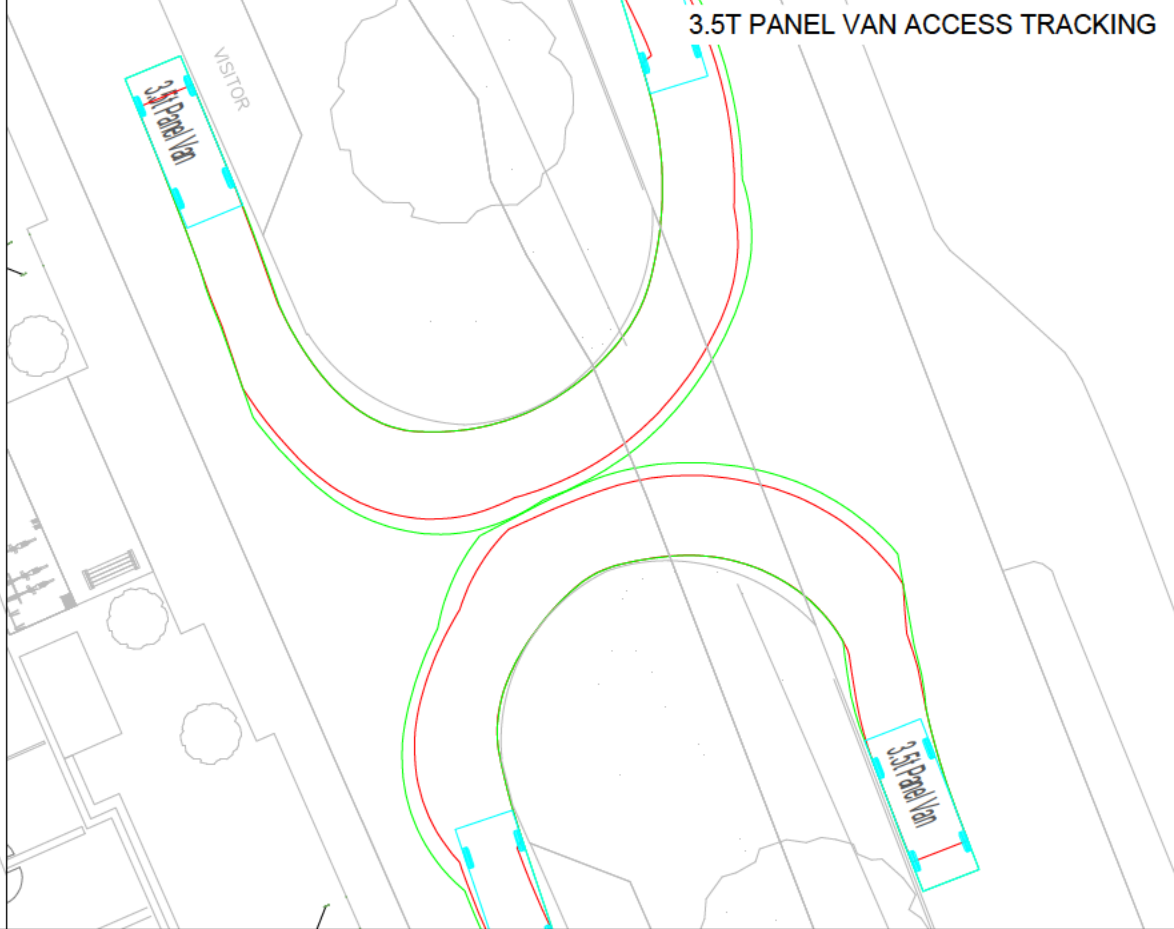
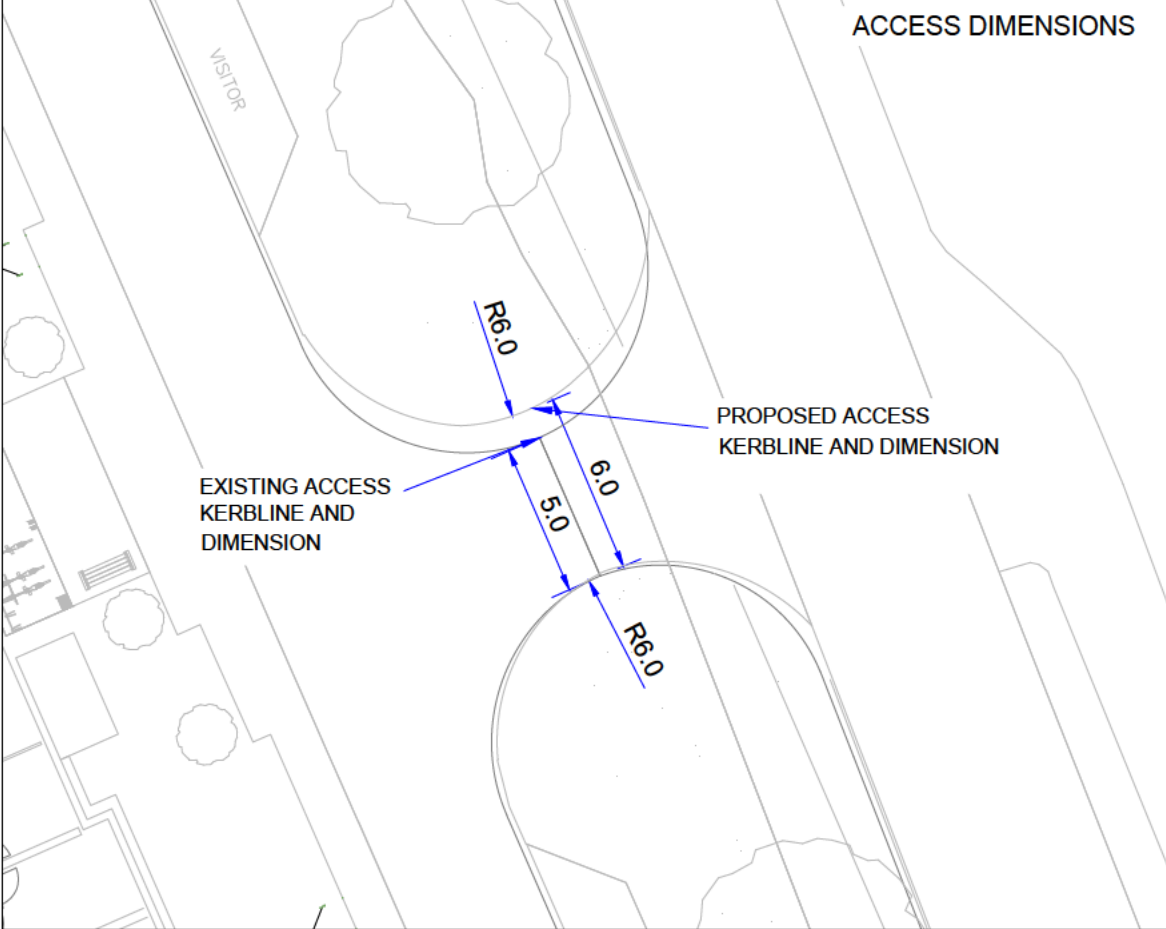
drawn by
AD
checked by
DB

date created
Nov 2025
scale at A1
1:250

project title
McS Boorley Green
document title
Proposed Site Plan

region	project no.	stage no.	discipline	number
SO	- 2977	- 03	- AC	- 0120
status S3	suitability description Suitable for Review and Comment			revision P04

Appendix B



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 - TRACKING HAS BEEN UNDERTAKEN WITH A 10MPH SPEED.

VEHICLE PROFILE

Large Family Car 1

Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

3.5t Panel Van

Overall Length	5.330m
Overall Width	2.000m
Overall Body Height	2.100m
Min Body Ground Clearance	0.338m
Track Width	1.980m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Project Name OAK COTTAGE, WINCHESTER ROAD BOORLEY GREEN	Title ACCESS DESIGN AND TRACKING	paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client McCARTHY STONE	Date Created 22.02.24	Drawn By SKB	Approved By MDS	Suitability Code -
Project Phase PRELIMINARY			PBA Project Number 034.0171	Scale 1:250 (AT A3)			
PBA Drawing No: 034.0171-0001			Revision P05				

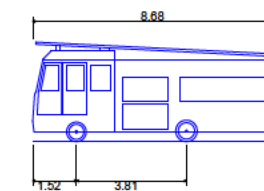
Appendix C

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6. VEHICLE TRACKING HAS BEEN CARRIED OUT AT 10MPH IN LINE WITH HCC STANDARDS.

VEHICLE PROFILE



DB32 Fire Appliance
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.680m
2.180m
3.452m
0.337m
2.121m
6.00s
7.910m

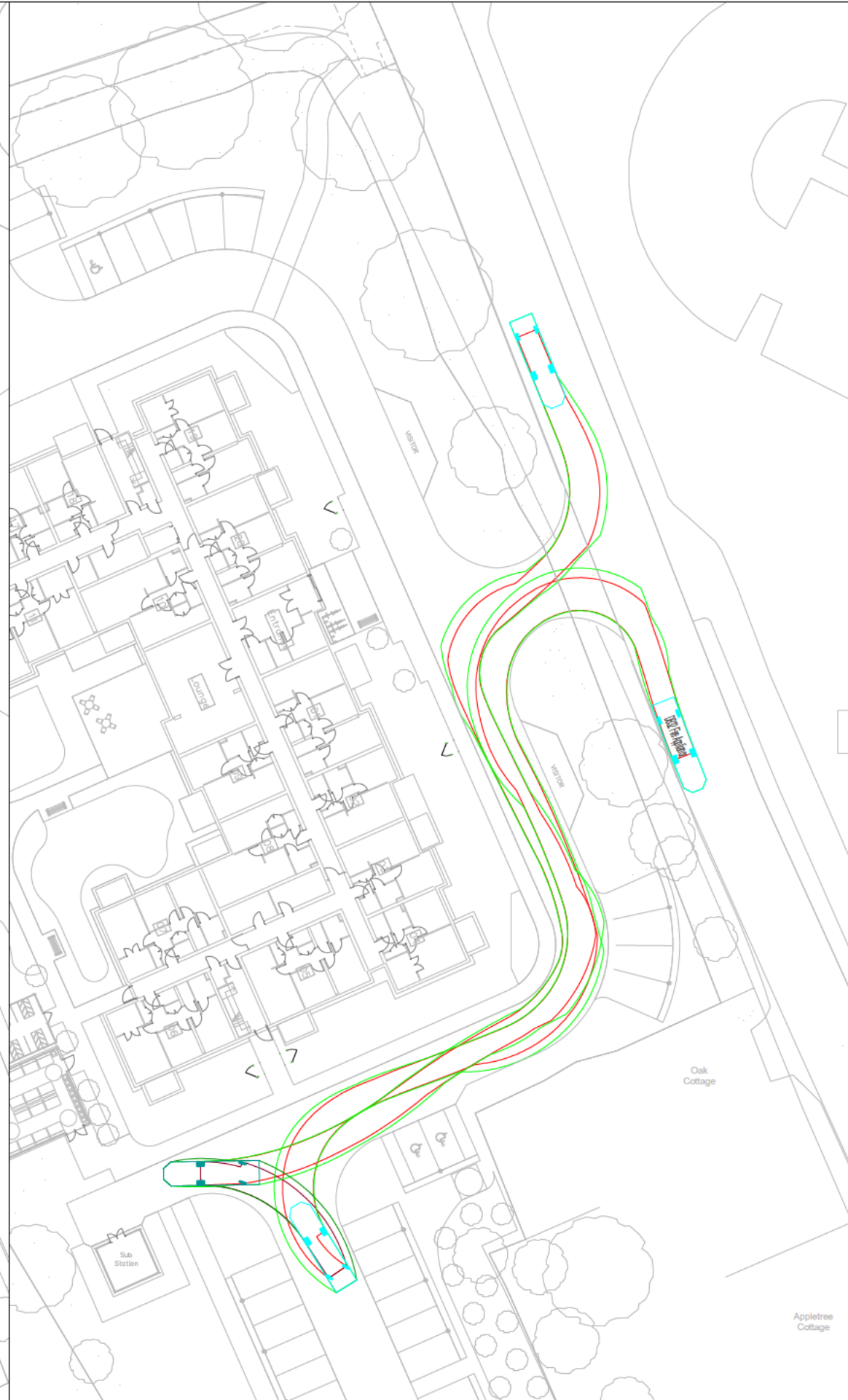
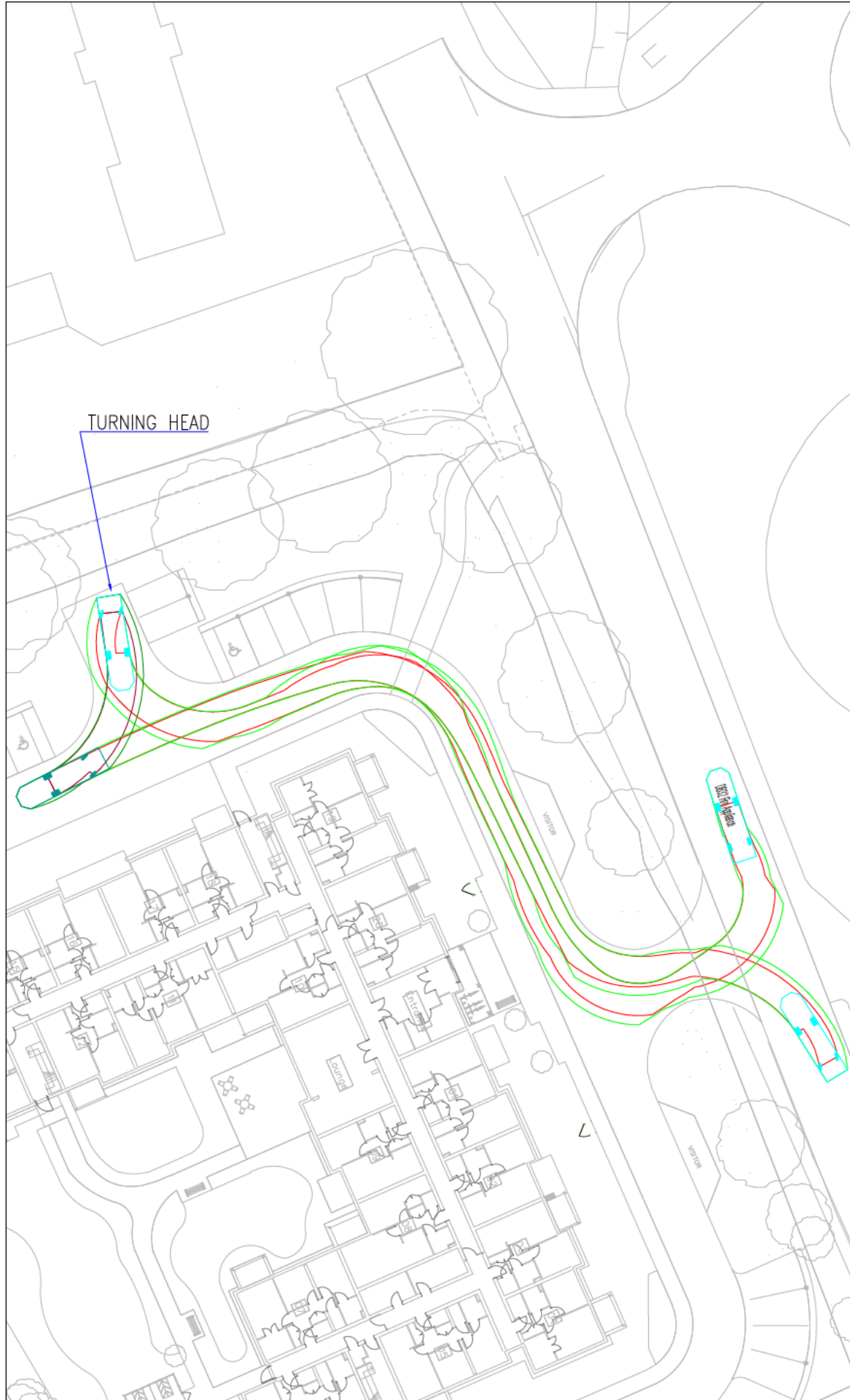


PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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P04	UPDATED LAYOUT	23.01.26	SJR	TNP
P03	UPDATED LAYOUT	25.07.24	TNP	SKB
P02	UPDATED LAYOUT	04.07.24	TNP	MDS
P01	FIRST ISSUE	26.02.24	TNP	MDS

Rev	Description		Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code	
	26.02.24	TNP	MDS	-	
PBA Project Number			Scale		
034.0171			1:500	(AT A3)	
PBA Drawing No:				Revision	
034.0171-0004				P04	



Project Name	OAK COTTAGE, WINCHESTER ROAD BOORLEY GREEN
Project Phase	PRELIMINARY

Title	FIRE TENDER TRACKING
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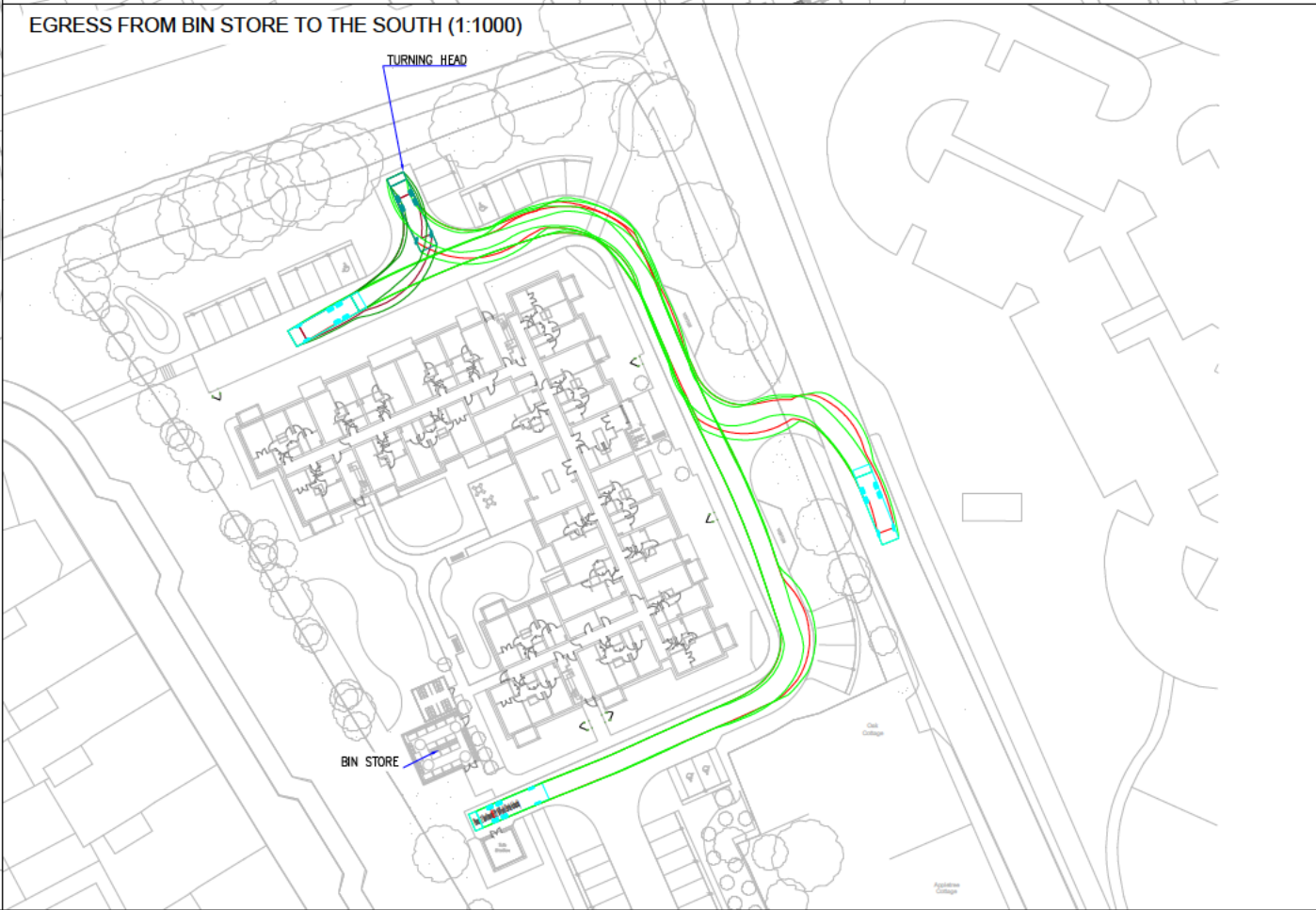
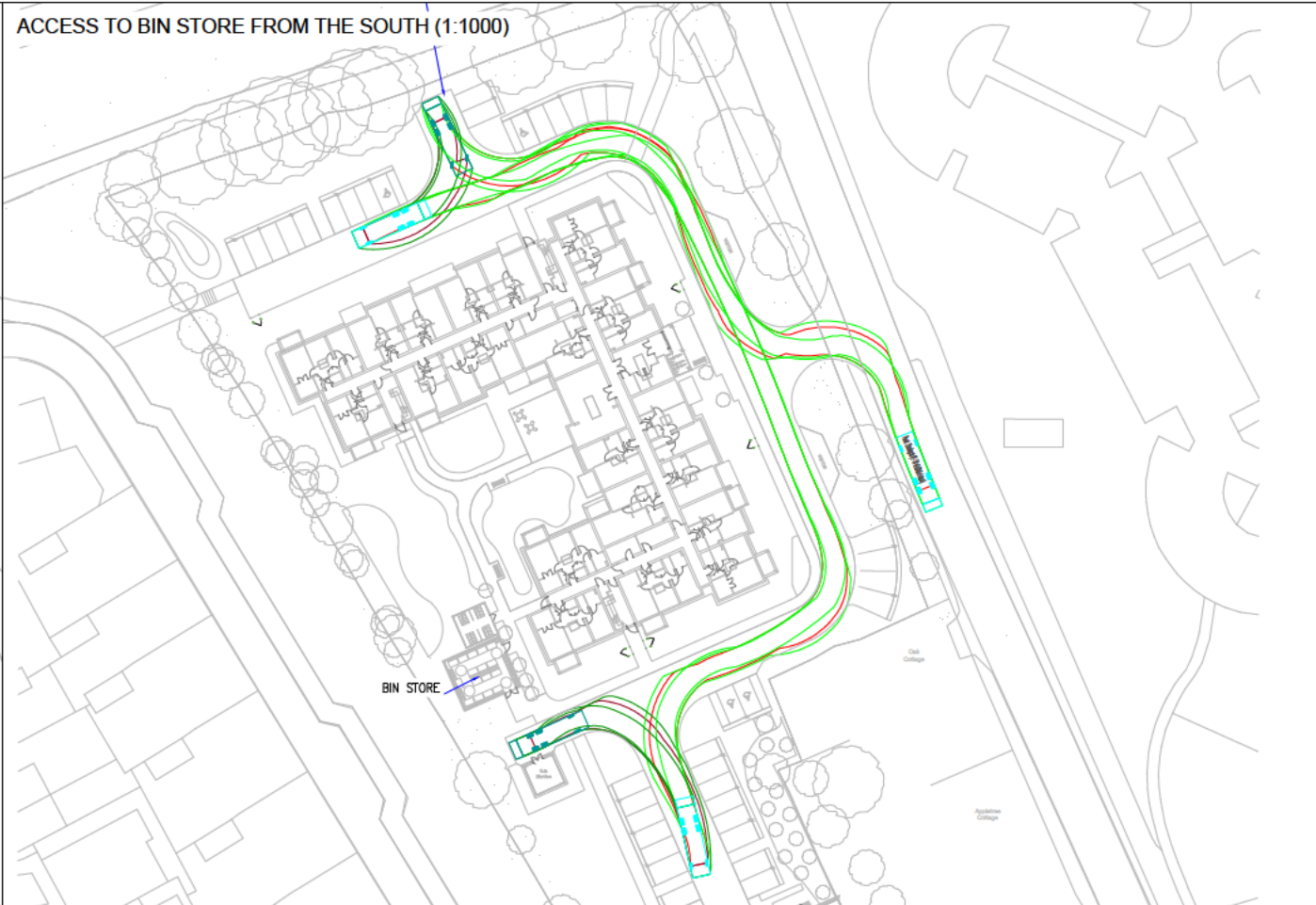
paulbasham
associates

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Client

McCARTHY STONE

Appendix D



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6. REFUSE VEHICLES EXITING TO THE SOUTH WILL BE REQUIRED TO TURN IN THE TURNING HEAD SHOWN ON THIS DIAGRAM BEFORE LEAVING THE SITE. THE SAME ARRANGEMENT APPLIES IN REVERSE FOR VEHICLES ENTERING THE SITE FROM THE SOUTH.

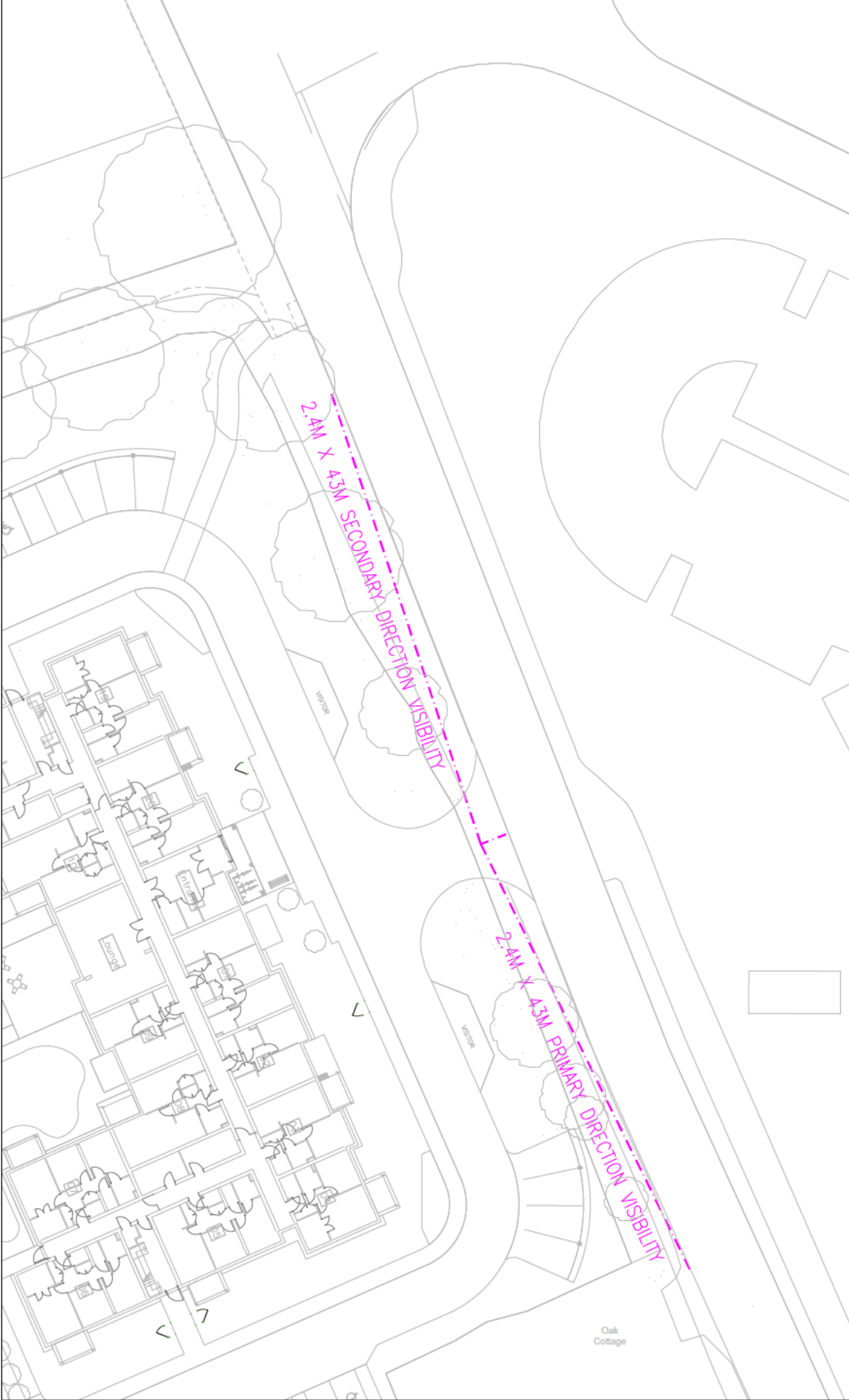
VEHICLE PROFILE

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Rev	Description	Date	By	App'd
P04	UPDATED LAYOUT	23.01.26	SJR	TNP
P03	UPDATED LAYOUT	25.07.24	TNP	SKB
P02	UPDATED LAYOUT	04.07.24	TNP	MDS
P01	FIRST ISSUE	22.02.24	SKB	MDS

Project Name OAK COTTAGE, WINCHESTER ROAD BOORLEY GREEN		Title REFUSE VEHICLE TRACKING	 Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Date Created 22.02.24	Drawn By SKB	Approved By MDS	Suitability Code -			
Project Phase PRELIMINARY					PBA Project Number 034.0171		Scale AS SHOWN (AT A3)				
PBA Drawing No: 034.0171-0003							Revision P04				



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6. VISIBILITY AT THE SITE ACCESS HAS BEEN DEMONSTRATED TO THE POSTED 30MPH SPEED LIMIT THUS 2.4M X 43M IN ACCORDANCE WITH MANUAL FOR STREETS GUIDANCE.
7. INTERNAL VISIBILITY SPLAYS HAVE BEEN DEMONSTRATED TO 1.5M X 25M IN TO ACCORD WITH AN INTERNAL DESIGN SPEED OF 20MPH.

PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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P04	UPDATED LAYOUT	23.01.26	SJR	TNP
P03	UPDATED LAYOUT	25.07.24	TNP	SKB
P02	UPDATED LAYOUT	04.07.24	TNP	MDS
P01	FIRST ISSUE	22.02.24	SKB	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
22.02.24	SKB	MDS	-	
PBA Project Number		Scale	(AT A3)	
034.0171		1:500		
PBA Drawing No:			Revision	
034.0171-0002			P04	

Project Name	OAK COTTAGE, WINCHESTER ROAD BOORLEY GREEN
Project Phase	PRELIMINARY

Title	ACCESS AND INTERNAL VISIBILITY SPLAYS
-------	--



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Calculation Reference: AUDIT-247601-240509-0510

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : N - RETIREMENT FLATS
TOTAL VEHICLES

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days

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

Primary Filtering 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: No of Dwellings
Actual Range: 32 to 88 (units:)
Range Selected by User: 0 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 20/06/23

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

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

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering 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 (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	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	1 days
1.1 to 1.5	3 days
1.6 to 2.0	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.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AL-03-N-01	RETIREMENT BUNGALOWS	CALDERDALE
	GROVE AVENUE		
	HALIFAX		
	WHEATLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL
2	KC-03-N-08	RETIREMENT FLATS	KENT
	CANTERBURY ROAD		
	HERNE BAY		
	EDDINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	88	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL
3	LN-03-N-01	RETIREMENT FLATS	LINCOLNSHIRE
	NEWPORT ROAD		
	LINCOLN		
	ERMINE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: FRIDAY	28/06/19	Survey Type: MANUAL
4	PB-03-N-02	RETIREMENT FLATS	PETERBOROUGH
	DOGSTHORPE ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	32	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
5	SH-03-N-02	RETIREMENT FLATS	SHROPSHIRE
	ABBAY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	76	
	Survey date: TUESDAY	20/06/23	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS
TOTAL 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	54	0.022	5	54	0.037	5	54	0.059
08:00 - 09:00	5	54	0.052	5	54	0.067	5	54	0.119
09:00 - 10:00	5	54	0.071	5	54	0.108	5	54	0.179
10:00 - 11:00	5	54	0.100	5	54	0.134	5	54	0.234
11:00 - 12:00	5	54	0.108	5	54	0.067	5	54	0.175
12:00 - 13:00	5	54	0.093	5	54	0.063	5	54	0.156
13:00 - 14:00	5	54	0.056	5	54	0.082	5	54	0.138
14:00 - 15:00	5	54	0.108	5	54	0.086	5	54	0.194
15:00 - 16:00	5	54	0.078	5	54	0.089	5	54	0.167
16:00 - 17:00	5	54	0.071	5	54	0.045	5	54	0.116
17:00 - 18:00	5	54	0.048	5	54	0.037	5	54	0.085
18:00 - 19:00	5	54	0.030	5	54	0.019	5	54	0.049
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.837			0.834			1.671

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.*

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Parameter summary

Trip rate parameter range selected:

32 - 88 (units:)

Survey date date range:

01/01/16 - 20/06/23

Number of weekdays (Monday-Friday):

5

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Fact File 5. – Car Ownership of Residents and Car Parking Provision

The results given below are based on the responses from 238 apartments where the residents gave their car ownership. The data is spread across 9 developments throughout the UK. These developments are listed in the Introduction to this report.

Current Cars Per Apartment (i.e. at time of survey)

The number of cars owned by the residents of one and two bedroom apartments are given in Table FF5a below:-

Table FF5a Cars per Apartment

	One Bedroom Apartments	Two Bedroom Apartments	Combined
Cars per Apartment	0.490	0.783	0.592

Please read the remainder of this fact file before using this data!

Car Ownership by Age Group

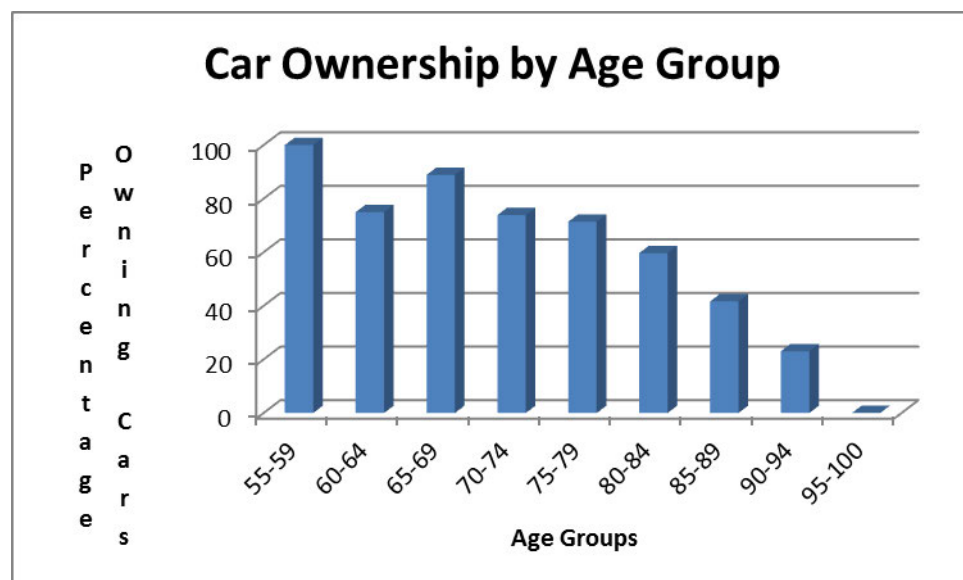
The results given below are based on the responses from 195 apartments, where the residents gave both their age and their car ownership. The data is spread across 9 developments throughout the UK. These developments are listed in the Introduction to this report.

Chart FF5 below shows the percentage of residents who own cars in each of the age groups from 55 to 100, shown in 5 year bands. Where the car is owned by a couple, the age of the younger of the two has been used.

It can be seen that in the age group 55 to 59 all residents owned a car i.e. 100%, declining to 0% owning a car for those over 95 years of age.

As indicated in Fact File 4, the peak age of entering Category II type developments is between 75 and 79 years of age. For this age group, just less than 71% of residents would be expected to be car owners.

Chart FF5a – Car Ownership related to Age of Residents



The car ownership levels shown in Chart FF5a are as follows:-

100% of residents in the 55-59 age group own a car
75% of residents in the 60 - 64 age group own a car
88.89% of residents in the 65 - 69 age group own a car
73.91% of residents in the 70 - 74 age group own a car
71.42% of residents in the 75 - 79 age group own a car
59.70% of residents in the 80 - 84 age group own a car
41.67% of residents in the 85 – 89 age group own a car
23.08% of residents in the 90 - 94 age group own a car
0% of residents in the 95 - 100 age group own a car.

Note :- It should be noted that there were only a small number of persons in the age groups at each end of the scale i.e. 1 in the 55-59 age group, 3 in the 60-64 age group, 3 in the 90-94 age group and 0 in the oldest age group.

Driving Licences

One of the reasons that car ownership declines with the age of residents is that some have given up their licences, either voluntarily or as a result of action by the DVLA. From the age of 70, all licence owners have to declare, every three years, that they are able to drive safely

It has often been suggested that, in the past, there was a significant difference between the sexes in terms of who might drive, with men being more likely to do so than women, although it is also sometimes suggested that the differences are reducing significantly. The current situation in recent Retirement Living developments has been ascertained by the questionnaire survey and is shown in Table FF5b, below.

Table FF5b – Holding of Driving Licences

	Male Residents	Female Residents
Once held a driving licence	88.8%	74.4%
Currently hold driving licence	69.6%	46.8%
Never held a driving licence	11.2%	25.6%

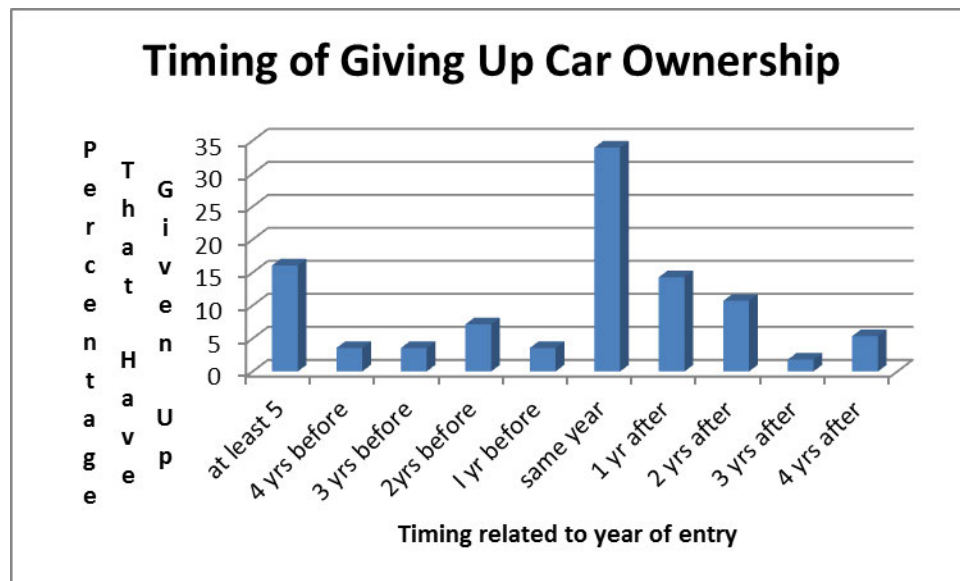
This shows that nearly 90% of the men responding to the survey questionnaire once held a driving licence, whereas only some 74% of the women responding did so. It also shows that some 22% of the men have given up their licences, whereas 37% of the women have done so. Given that there are significantly more women than men resident in these developments, the likelihood of a resident giving up driving is significant.

Giving Up Car Ownership

Studies in the past have shown that there is a clear link between entering sheltered housing and giving up car ownership. This survey confirms this to be the case. Chart FF5b, below, shows the timing of residents giving up their cars, in relation to the timing of entry to their apartments.

As the developments surveyed were recent ones, there is no data for the period 4 or more years after entry. However, from previous evidence, it is likely that there will be a steady number of residents deciding that car ownership is no longer appropriate.

Chart FF5b Timing of giving up Car Ownership
– expressed as percentage of total that have given up ownership.



This shows that some 16% of residents had given up their cars 5 or more years before entry to this form of housing.

In the period closer to entrance the percentage giving up 4 years before entry was 3.6%, 3 years before entry was some 3.6%, 2 years before entry was 7.1%, and 1 year before entry was 3.6%.

In the year of entry, this rises to 33.9%.

A significant number of residents (14.3%) decided to give up car ownership in the year after entry and a further 10.7% in the second year after entry.

It should be noted that the survey concentrated on recent developments, where car parking provision is normally higher than developments undertaken in previous years and where residents have to purchase parking permits, if they wish to park within the development. Therefore, the number of residents who had lived in the development for 2, 3 or more years is very limited. Indeed there were none who had lived in the development for 4 or more years. It would be expected that some residents would give up their cars over the remaining of the time living in the developments.

Reasons for Giving Up Car Ownership

The questionnaire survey sought the reasons residents had for giving up car ownership. The following table outlines the reasons given:-

Table FF5c – Reasons for Giving Up Car Ownership

Reason	Number	Percentage
Age, including safety concerns, tired of driving, lack of confidence, DVLA requirement	19	35.8%
Health reasons, including poor eyesight and slow reactions	14	26.4%
No need, including use of good public transport	10	18.8%
Death of spouse	3	5.7%
Finacial reason	3	5.7%
(No reason given)	4	7.5%
Total	53	99.9%

Car Ownership on Entry to Category II Type Development

At the time of the survey the car ownership level is indicated in Table FF5a, above.

However, the survey shows that some of residents have given up car ownership since entering the development. Therefore these should be added to give a true picture of the level of car ownership upon entry. It is accepted that the number of car owners will gradually decline over the years following the opening of the development.

The following Table, FF5d, shows the actual car ownership of residents when entering this form of housing.

Table FF5d Car Ownership Levels for One and Two Bedroom Apartments

Apartment size	Current Ownership – at time of survey	Cars given up between entry and survey date	Total cars	Responses	Car Ownership rate – cars per apartment
One Bed	76	13	89	155	0.574
Two Bed	65	4	69	83	0.831
Totals	141	17	158	238	0.664

This table shows that residents of the larger apartments are significantly more likely to own a car. Indeed their car ownership rate at the time of entry to the development is some 1.45 times that of the smaller apartments.

Warnings

1) There is a very significant variation in the car ownership rates for 1 and 2 bed apartments in the 9 surveyed developments. For 1 bed units the car ownership rates vary from 0.286 to 0.667. For the larger apartments the range is 0.5 to 1.25. For one development, the car ownership rate for one bedroom apartments exceeded that for two bedroom units. This makes it difficult to derive a car ownership model for residents that would accurately predict the car ownership in any specific future development.

2) It is possible that car owners may be more active than other residents and so more likely to respond to the questionnaires, thereby given a higher car ownership rate for each category of apartment. It is also possible that there is a difference in the likelihood of male and female residents to complete the questionnaires. If men are more likely to do so and if men are more likely to be car owners, then this could also exaggerate the car ownership levels indicated by the survey.

For comparison purposes, the car ownership rates derived in the final column of Table FF5b above have been applied to the developments included in the survey to ascertain how the provision might have changed, if these rates had been applied. The results are shown in Table FF5e below.

Table FF5e – Comparison of Actual Provision and Provision Using Derived Ownership Rates

Development	1 bed Apart- ments	2 bed Apart- ments	Suggested Provision for 1 bed Units (0.574)	Suggested Provision for 2 bed units (0.831)	Suggested Total provision	Actual Provision for Residents	Difference (Suggested minus Actual)
Haven Court, Hythe	18	18	10.33	14.96	25.29	17	8.29
Salmon Court, Wellesbourne	13	8	7.11	6.65	13.76	17	-3.24
Jowlett Court, Bradford	41	16	23.53	13.30	36.83	29	7.83
Victory Court, Waterlooville	26	12	14.92	14.44	29.36	22	7.36
Hanna Court, Wilmslow	30	10	17.22	8.31	25.53	22	3.53
Lauder Court, Hamilton	43	21	24.68	17.45	42.13	36	6.13
Isabel Court, Exeter	34	16	19.52	13.30	32.82	19	13.82
Liberty Court, Chesham	35	11	20.09	9.14	29.23	12	17.23
Middleton Court, Porthcawl	35	25	20.09	20.78	40.87	33	7.87
Totals	275	137	157.49	118.33	275.82	207	68.82

This shows that in all but one of the developments, the provision would have been significantly higher if the suggested resident parking requirement, as derived in Table FF5d, were to be applied. Overall, the suggested provision would indicate a provision of some 33% more spaces than have been provided. Clearly, unless there is a very significant number of car owners parking outside the developments, this does indicate that the survey data obtained from the questionnaires may be biased. This is likely to result, at least in part, from a higher proportion of car owners responding than non car owners.

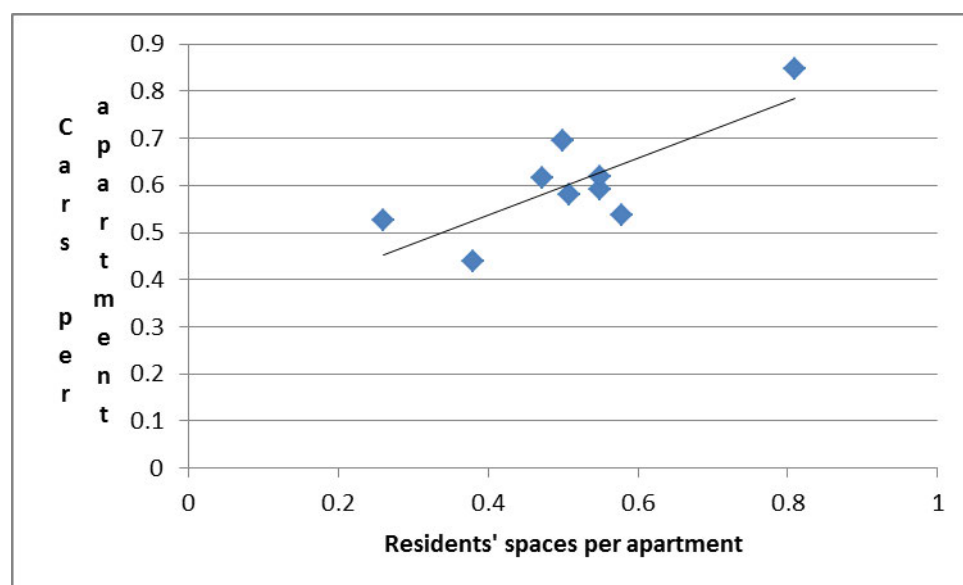
Parking Location

The questionnaire survey indicates that all but a very few residents park their cars within the development. The survey data indicates that 135 of the residents parked within the developments compared to just 4 who parked elsewhere. One of these parked in a public car park and the other three parked on the street. This shows that over 97% of residents parked within the developments.

The Influence of Parking Provision on Car Ownership

In order to assess the impact of the car parking provision on the car ownership level, an analysis has been undertaken. The following chart (FF5c) shows a plot of the cars per apartment against the car parking provision for residents.

Chart FF5c The Relationship between Car Ownership (per apartment) and the level of provision made.



Regression analysis of this data suggests that some 61.5% of the variation in the car ownership levels is explained by the number of parking spaces provided.

Variations in Car Ownership Rates

In “Warning 1”, above, it is noted that there is a very significant variation in the car ownership rates of the developments surveyed. Whilst this could be caused by a simple variation in human behaviour, it is important to investigate if there are any other causal factors that could usefully be taken into account when determining the car parking provision that needs to be made.

The guidance in the National Planning Policy Framework indicates that, in preparing car parking standards, there are five factors that need to be considered. These are:-

the accessibility of the development

the type, mix and use of development

the availability of and opportunities for public transport

local car ownership levels, and

an overall need to reduce the use of high-emission vehicles”

1. Accessibility of Development

It is difficult to quantify accessibility. A study of a similar form of accommodation showed that it is not possible to find a significant relationship between car ownership and simple and easily determined measures of assessment.

2. The type, mix and Use of the development

This factor has already been considered by surveying the particular development type and taking into account the mix of different apartment types.

3. The availability of and opportunities for public transport

As with general accessibility, it is difficult to derive a measure of this accessibility that would allow the car ownership, and subsequent requirement for parking spaces, to be determined.

4. Local Car Ownership

It would normally be assumed that car ownership levels in Retirement Living developments would be higher in areas where car ownership amongst the elderly in the area is higher than the average.

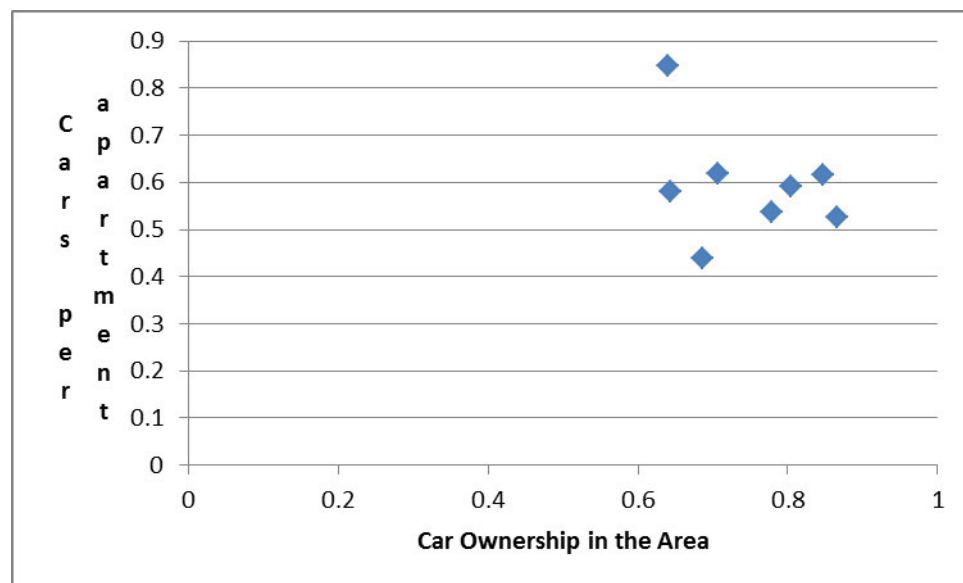
Given that the average entry age for Retirement Living developments is between 75 and 80 years of age, this analysis will use the car ownership levels from the National Census data for this age group. The data that is readily available only includes data for local authority areas in England and Wales and so this analysis will only consider the developments in these countries.

Table FF5i shows the data to be used in this analysis.

Table FF5i – Car Ownership in Retirement Living developments and Surrounding Areas

Development	Location	Overall Car Ownership Rate	ONS data- in age group 75-79 owning a vehicle
Haven Court,	Hythe, New Forest	0.615	0.848
Salmon Court	Wellesbourne	0.846	0.640
Jowett Court	Bradford	0.581	0.644
Victory Court	Waterlooville	0.538	0.778
Hanna Court	Wilmslow	0.591	0.804
Isabel Court	Exeter	0.438	0.686
Liberty Court	Chesham	0.526	0.866
Middleton Court	Porthcawl	0.619	0.707

Chart FF5f – Car Ownership in Developments Compared to Car ownership Amongst the Elderley of the Surrounding Area



When plotted, as shown in Chart FF5f, below, there does not appear to be any realistic causal relationship between car ownership levels in development and in the surrounding area.

A regression analysis of this data indicates a very low level of confidence that there is any such relationship.

Traffic Count Data

The traffic surveys undertaken allowed the accumulation of vehicles parked at the developments to be assessed. Details of the parking at individual developments can be seen in the Appendices to this report.

The following table indicates the peak parking demand for each of the surveyed developments, along with the peak number of vehicles parked per apartment and the number of parking spaces provided. Given that the surveys included any vehicles parked outside the site (within view of the survey staff), where one or more of the occupiers entered or left the development, it is possible that the peak parking could exceed the number of spaces provided.

Table FF5j Peak Parking Demand

Development	Apartments	Date of Survey	Peak Demand	Peak demand – Spaces per Apartment	Provision of spaces
Haven Court, Hythe	36	Tuesday, 28 April 2015	24	0.667	17
Haven Court, Hythe	36	Saturday,	19	0.528	17
Haven Court, Hythe	36	Sunday, 17 May 2015	22	0.611	17
Hanna Court, Wilmslow	40	Monday, 1 August 2016	14	0.350	18
Eadhelm Court, Edenbridge	34	Wednesday, 29 April 2015	23	0.676	19
Pagham Court, Bognor	36	Wednesday, 8 July 2015	20	0.556	14
Lauder Court, Hamilton	64	Friday, 29 July 2016	21	0.328	45
Middleton Court, Porthcawl	60	Tuesday, 26 July 2016	26	0.433	32
Totals (excluding Saturday and Sunday data)	270		128	0.474	145

This data shows that in some instances the peak demand was accommodated within the development and in others the parking exceeded to provision. In this case the “overflow” parking is either accommodated within the site, but not in the designated spaces, or on the highway nearby, where this is permitted and available.

CONCLUSION

From the assessment above and in another study of car ownership/parking at Retirement Living developments, it has not been possible to find any significant relationship between car ownership and the factors included in the analysis, which are based on the guidance in the Planning Policy Framework.

However, the questionnaire survey data for the 9 developments surveyed shows that in 6 of these developments none of the car owners parked their vehicle off the site. (Given that not all residents responded to the survey, there could possibly be other instances where off-site parking occurred, but the number would appear to be very low).

Recommendation

In the developments surveyed by questionnaire, the overall car ownership rate at the time of entry to the developments was found to be 0.664 cars per apartment. However, the possible bias in the survey data, with a higher proportion of car owners responding than non-car owners, this car ownership level has to be adjusted to reflect this. The assessment above suggests that the realistic level is some 33% below this. This would indicate an average car parking provision of 0.45 spaces per apartment for residents.

The average proportion of 2 bedroom apartments was approximately 33%. Given the apparent higher car ownership in two bedroom apartments, consideration should be given to increasing the car parking provision where the proportion of two bedroom units is significantly above the 33% level. A slightly reduced provision could be made where there is a significantly lower percentage of two bedroom units.

One of the objectives of introducing car parking permits for residents was to control the number of cars owned at a level that could be accommodated within the development. It appears that this is generally successful.

Blue Badges

The questionnaire survey indicates that 68 residents in the 242 apartments were in possession of a “blue badge” allowing these residents to use disabled parking spaces and to park on yellow lines in certain instances. Not all of these residents owned cars, but are able to use their badges when being driven by others.

Fact File 6. – Visitor Parking

Irrespective of any other consideration, it is clear that residents believe that there is a need to provide car parking for visitors. The questionnaire survey indicates that some 90% (207 out of 231) of residents considered visitor parking to be necessary. A minority qualified their answers that this should not be at the expense of the residents' provision. This fear may have been in the mind of those giving the 24 negative responses.

This would suggest that making some provision for the parking of visitors in developments would be likely to be a welcome selling point for the majority of residents, whether they be car owners or not.

A second reason for considering the provision of visitor parking spaces is the need to ensure that residents do not become isolated. Where there are significant problems in finding off-site parking spaces, some visitors may be deterred from undertaking visits. This may be more of an issue in instances where the residents have not moved into developments close to their relatives and friends, such as in coastal developments where the seaside location is a major consideration in the move.

Furthermore, it will be seen for the survey data in Fact File 7, below, that significantly greater numbers of trips to and from the developments are undertaken by visitors than by residents. These results are summarised in Table FF6a, below.

Table FF6a Visitor Movements in Relation to Resident Movements

Development	Day of Week	Resident Generation Rate – (Movements/ Apartment)	Visitor+ Staff Generation Rate – (Movements/ Apartment)	Ratio – Visitor/Staff movements to Residents' Movements
Haven Court, Hythe	Tuesday	0.58	1.31	2.26
	Saturday	0.5	1.53	3.06
	Sunday	0.56	1.25	2.23
Hanna Court, Wilmslow	Monday	0.5	1.075	2.15
Eadhelm Court, Edenbridge	Wednesday	0.529	1.147	2.16
Paghan Court, Bognor	Wednesday	0.92	2.0	2.17
Lauder Court, Hamilton	Friday	0.28	0.58	2.07
Middleton Court, Porthcawl	Tuesday	0.68	0.47	0.69

Note – The only development where the visitor movements recorded were less than those of visitors is at Middleton Court, Porthcawl. There is no clear reason why this is the case. One possibility is that, as this development is located on the sea front, the residents could have moved here to be beside the sea and so moved away from many of their friends and relatives, who would, therefore, not be able to visit on a frequent basis.

A further possibility is that some visitors had to park away from the development, due to difficulties of parking at the development in this seaside location. If this is the case, a high level of pedestrian movement would be expected. This will be assessed in Fact File no.9.

Whilst the number of visitor movements is significantly greater than those of residents, it should be noted that one visitor space can normally be used by several visitors during the day, whereas residents can occupy their spaces for the whole of the day. The survey data for all of the above developments shows that a number of residents do not undertake any trips by car on the survey day.

The number of visitor cars parked during the survey days can be obtained from the traffic count data. This assessment is on the basis that, unless there is any indication to the contrary, the vehicles parked in the car park at 7 a.m. are residents' cars.

The following table, Table FF6b, shows the peak demand for visitor parking at each of the surveyed developments (by means of traffic counts).

Table FF6b Visitor Parking Demand

Development	Day of Week	Peak Visitor Parking Number	Peak Visitor Parking Rate – Vehicles per apartment	Percentage of 12 hour day for this demand
Haven Court, Hythe (36 aps)	Tuesday	6	0.167	1.11% (8 mins)
	Saturday	6	0.167	1.25% (9 mins)
	Sunday	5	0.139	2.5% (18 mins)
Hanna Court, Wilmslow (40 aps)	Monday	4	0.100	0.83% (6 mins)
Eadhelm Court, Edenbridge (34 aps)	Wednesday	5	0.147	1.11% (8 mins)
Pagham Court, Bognor (36 aps)	Wednesday	10	0.333	0.56% (4 mins)
Lauder Court, Hamilton (64 aps)	Friday	5	0.078	1.11% (8 mins)
Middleton Court, Porthcawl (60 aps)	Tuesday	3	0.050	0.138% (1 min)
Totals (270 aps)		33	0.122	

The total of the peak parking numbers is the above table (taking only the maximum number at Haven Court, where the surveys were undertaken on a number of days) is 33 from 270 apartments. This would indicate an average rate of 0.122 parked visitor vehicles per apartment or 1 space for every 8.18 apartments.

Detailed observation of the survey data shows that in a number of instances the peak demand coincides with visits by taxis or delivery vehicles. In many instances these vehicles would not need or use a visitor parking space, but for taxis would simply stop outside the entrance to pick up or drop off a resident and for delivery vehicles, such as parcel post etc., would stop by the entrance to drop off the parcel.

In considering the appropriate provision, it is necessary to take into account the following guidance in the National Planning Policy Framework, if one interprets the vehicles referred to as including normal petrol or diesel powered cars:-

“an overall need to reduce the use of high-emission vehicles”

On this basis, it could be argued that the provision should not guarantee a visitor a parking space at peak times so as to encourage those who have the viable option, to use public transport. It can also be argued that no on-site provision should be made for staff. However, if provision has to be made for staff, only one space would be required.

Experience indicates that there are many cases where the company would not wish to provide any visitor parking. This allows all the parking spaces to be allocated to residents. However, there are instances where the lack of suitable off-site parking would indicate a need for some on-site provision and also some planning/highway authorities wish to impose a planning condition that would result in the allocation of some spaces for visitors, possibly including staff.

Recommendation

The provision of visitor parking should be considered on a case by case basis. On-site provision should normally be made for visitor parking at the rate of 0.1 spaces per apartment UNLESS it can be demonstrated that there is sufficient off-site provision on nearby roads or in nearby public car parks. A minimum of 1 disabled visitor parking space should be provided within the development.

Fact File 7. – Weekday Traffic Generation

The 12 hour traffic generation data for the 6 surveyed developments is given in Table FF7a, below. This is the data obtained from the weekday surveys only.

Table FF7a Traffic Generation (Vehicle Movements per 12 hour day – 0700-1900)

Development	Date of Survey	No of Apartments	Vehicle Movements (12 Hr)	Generation per apartment
Haven Court, Hythe	Tuesday 28 April 2015	36	68	1.89
Hanna Court, Wilmslow	Monday 1 August 2016	40	63	1.58
Eadhelm Court, Edenbridge	Wednesday 29 April 2015	34	56	1.65
Pagham Court, Bognor	Wednesday 8 July 2015	36	107	2.92
Lauder Court, Hamilton	Friday 29 July 2016	64	55	0.86
Middleton Court, Porthcawl	Tuesday 26 July 2016	60	69	1.15
Totals		270	418	1.55

There were no recorded visits by heavy goods vehicles. However, the occasional visit, such as that by the refuse collection vehicle must be expected.

The hourly vehicle movements are derived in the following table FF7b.

For the purposes of this table the developments are labelled as follows:

A – Haven Court, Hythe

B – Hanna Court, Wilmslow

C - Eadhelm Court, Edenbridge

D – Pagham Court, Bognor

E – Lauder Court, Hamilton

F – Middleton Court, Porthcawl

Table FF7b – Hourly movements

Time Period	A		B		C		D		E		F		Totals	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
0700 -0800	0	0	1	1	2	1	0	0	0	1	1	2	4	5
0800-0900	0	1	3	1	1	1	1	3	2	1	1	1	8	8
0900-1000	3	2	3	5	2	4	8	9	2	1	3	6	21	27
1000-1100	4	5	4	4	4	4	10	5	3	4	3	2	28	24
1100-1200	6	4	1	1	6	4	10	9	2	3	5	5	30	26
1200-1300	7	4	4	5	5	6	8	8	5	5	6	8	35	36
1300-1400	5	6	4	4	0	1	3	3	3	2	1	2	16	18
1400-1500	1	2	4	3	1	1	1	2	2	1	2	1	11	10
1500-1600	1	2	3	5	1	2	4	4	2	3	4	7	15	23
1600-1700	3	5	0	0	4	2	3	2	5	4	5	1	20	14
1700-1800	2	2	2	2	1	0	4	4	0	2	2	0	11	10
1800-1900	2	1	1	2	2	1	1	3	1	1	0	1	7	9
Totals	34	34	30	33	29	27	53	52	27	28	33	36	206	210

Based on the final two columns of Table FF7b, the following data can be obtained, as shown in Table FF7c, below. This shows the percentage of the arrivals taking place in each hour along with the percentage of departures.

Table FF7c - Percentage hourly splits

Time period	Arrivals	Departures	% Arrivals	% Departures
0700-0800	4	5	1.94	2.38
0800-0900	8	8	3.88	3.81
0900-1000	21	27	10.19	12.86
1000-1100	28	24	13.59	11.43
1100-1200	30	26	14.56	12.38
1200-1300	35	36	16.99	17.14
1300-1400	16	18	7.77	8.57
1400-1500	11	10	5.34	4.76
1500-1600	15	23	7.28	10.95
1600-1700	20	14	9.71	6.67
1700-1800	11	10	5.34	4.76
1800-1900	7	9	3.40	4.28
Totals	206	210	99.99	99.99

Traffic Generation – 1900 - 0700

The current surveys did not include observing the traffic generation between 7 p.m. and 7 a.m. The best available information is based on a survey at a single development at Swanland, near Hull, undertaken some years ago. This suggested that the 24 hour generation could be obtained by multiplying the 12 hour generation, between 7 a.m. and 7 p.m. by 1.098, i.e. increasing the daytime generation by about 10%. The survey also indicated that there were no vehicle movements between the hours of 10 p.m. and 7 a.m.

Residents and Visitor Traffic Generation

On the basic assumption that all vehicles parked within the site at 7 a.m. are likely to be owned by residents, unless there is a clear indication to the contrary, it is possible to differentiate between vehicle movements made by residents' cars and those of others, which can be described as visitors. This description is used to include staff, servicing vehicles, deliveries, taxis, ambulances, etc. and visits by relatives and friends.

Table FF7d below shows the split between resident and visitor traffic movements. It can be seen that residents undertake significantly fewer vehicle movements than visitors.

Table FF7d Visitor Movements in Relation to Resident Movements

Development	Day of Week	Resident Generation Rate – (Movements/ Apartment)	Visitor + Staff Generation Rate – (Movements/ Apartment)	Ratio – Visitor/Staff movements to Residents' Movements
Haven Court, Hythe	Tuesday	0.58	1.31	2.26
	Saturday	0.5	1.53	3.06
	Sunday	0.56	1.25	2.23
Hanna Court, Wilmslow	Monday	0.5	1.075	2.15
Eadhelm Court, Edenbridge	Wednesday	0.529	1.147	2.16
Paghan Court, Bognor	Wednesday	0.92	2.0	2.17
Lauder Court, Hamilton	Friday	0.28	0.58	2.07
Middleton Court, Porthcawl	Tuesday	0.68	0.47	0.69

It can be seen that for the majority of the developments, visitors undertake some 2 to 3 times as many vehicle movements as residents. The major exception to this is Middleton Court, Porthcawl. The reason for this difference is unclear. However, there are two possible, or likely, options.

Option 1. Some residents wish to live in a seaside resort, close to the sea. This may mean that they are moving away from their established links with friends and family, rather than moving closer to them, which is a common reason for moving to a specific development. This may result in residents receiving fewer visits from relatives and long-term friends.

Option 2. Although there is on-street parking outside Middleton Court, it is possible that the availability of spaces for use by visitors is very limited, due to the pressure on parking usage on roads just a short distance away from the sea front. If this is the case, a higher level of pedestrian movements would be expected generated by visitors who have had to park some distance away from the development.

The survey does shows a higher than average generation of pedestrian movements, which would tend to support this second possible explanation. If this is the reason, the real vehicle generation would be likely to be somewhat higher than the observed level, due to some of the vehicles generated parking away from the site and therefore away from the view of the survey staff. However, it is also possible that a higher than average pedestrian generation could be due to more residents undertaking recreational walks, due to the attractiveness of the waterside.

Motor Cycle Movements

The surveys do not record a single trip by motorcycle to or from the developments.

It is also of note that no resident indicated that they owned any motorcycle.

Appendix H



M & S Traffic

Road Safety Audit Stage 1

Winchester Road

Boorley Green

Hampshire

Date: June 2024

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Paul Basham Associates. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Project Title Oak Cottage, Winchester Road, Boorley Green

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

Document Ref	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
PBA/24/536.5059/2/BS				
Revision	Bryan Shawyer	Martin Morris		25 th June 2024
Designers Response	Mark Smith	Mark Smith	<i>Mark Smith</i>	4 th July 2024
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Tom Purnell	-
Paul Basham Associates	Mark Smith	-

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4 Issues identified during the Audit that are outside the terms of reference	8
5 Auditors Statement	9

Appendix A..... List of drawings

Appendix B..... Comment Location Drawing

Appendix C..... Road Safety Audit Decision Log

Appendix D..... Design Organisation Statement

Appendix E..... Overseeing Organisation Statement

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on the proposed access arrangements associated with a 52-unit retirement living complex, known as 'Oak Cottage', at Winchester Road, Boorley Green, as below:

- A priority access on the western side of the carriageway.
- An internal footway link to the existing footway and pedestrian crossing point on Winchester Road.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of Hampshire County Council, as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency (July 2012)

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency (April 2012)

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in June 2024 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 18th June 2024 between 17:45 and 18:15. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were moderate. There were low pedestrian flows and no cycle movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

3.2 Local Alignment

3.2.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

3.3 Junctions

3.3.1 PROBLEM

Location. Proposed access with Winchester Road.

Summary: Restricted visibility could lead to side impact collisions or rear end shunts.

The visibility splays are obstructed by vegetation and tree canopies, where restricted visibility could lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that there should be no physical obstruction of the visibility splays and additionally, that the splays should be periodically maintained to retain visibility.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed junction with Winchester Road.

Summary: Lack of pedestrian facilities could lead to vehicle to pedestrian collisions or pedestrian injury.

Whilst an internal footway link is proposed to the existing pedestrian crossing point, north of the development, there is no pedestrian crossing point across Winchester Road to the south of the development. It is unlikely that pedestrians that want to travel south will go to the northern crossing point as this is off the pedestrian desire line. Unexpected crossing movements could lead to vehicle to pedestrian collisions and additionally, pedestrian crossing at full kerb heights may present difficulties particularly for visually and mobility impaired pedestrians, which may lead to pedestrian trips and falls.

RECOMMENDATION

It is recommended that this item should be reviewed at the Stage 3 and Stage 4 Safety Audits and should there be a related vehicle to pedestrian collision problem then a pedestrian point including drop kerbs and tactile paving should be provided across this section of Winchester Road.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

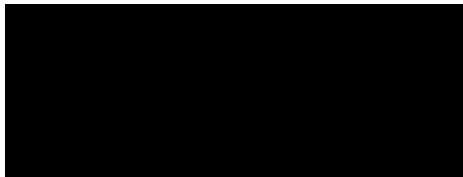
4.2 The Audit Team has no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

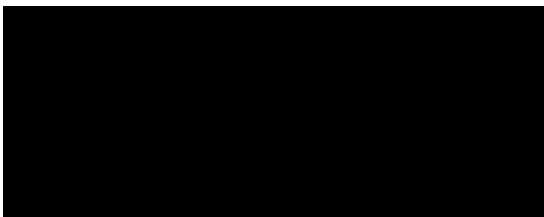
Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency (July 2012)



ate: 25/06/2024

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA



SA Certificate of Competency (April 2012)

ate: 25/06/2024

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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
034.0171-0001 P01	ACCESS DESIGN AND TRACKING
034.0171-0002 P01	ACCESS AND INTERNAL VISIBILITY SPLAYS
034.0171-0003 P01	REFUSE VEHICLE TRACKING
034.0171-0004 P01	FIRE TENDER TRACKING
034.0171-0005 P01	CONSTRUCTION VEHICLE TRACKING
SO_2977_03_AC_010	PROPOSED SITE LAYOUT (ROOF)

Supporting Documentation:

- Covering emails, Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Oak Cottage, Winchester Road, Boorley Green

Date Audit Completed: 21st June 2024

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 Location. Proposed access with Winchester Road. Summary: Restricted visibility could lead to side impact collisions or rear end shunts. The visibility splays are obstructed by vegetation and tree canopies, where restricted visibility could lead to side impact collisions or rear end shunts.	It is recommended that there should be no physical obstruction of the visibility splays and additionally, that the splays should be periodically maintained to retain visibility.	Visibility splays have been provided and it will be ensured that there is no physical obstruction of the visibility splays. Any existing vegetation will be cleared and periodically maintained to ensure visibility splays remain clear.		

3.4.1 Location: Proposed junction with Winchester Road. Summary: Lack of pedestrian facilities could lead to vehicle to pedestrian collisions or pedestrian injury. Whilst an internal footway link is proposed to the existing pedestrian crossing point, north of the development, there is no pedestrian crossing point across Winchester Road to the south of the development. It is unlikely that pedestrians that want to travel south will go to the northern crossing point as this is off the pedestrian desire line. Unexpected crossing movements could lead to vehicle to pedestrian collisions and additionally, pedestrian crossing at full kerb heights may present difficulties particularly for visually and mobility impaired pedestrians, which may lead to pedestrian trips and falls.	It is recommended that this item should be reviewed at the Stage 3 and Stage 4 Safety Audits and should there be a related vehicle to pedestrian collision problem then a pedestrian point including drop kerbs and tactile paving should be provided across this section of Winchester Road.	Pedestrian infrastructure proposed via a new connection onto the existing shared footway/cycleway along the western side of Winchester Road. As noted by the Audit, desire lines do not lead pedestrians to the south. This can be reviewed at the Stage 3.		
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APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Oak Cottage, Winchester Road, Boorley Green	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Mark Smith
Signed	<i>Mark Smith</i>
Position	Director
Organisation	Paul Basham Associates Ltd
Date	04/07/23

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Oak Cottage, Winchester Road, Boorley Green	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	