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**Construction of a Purpose-built Two-storey Class C2 Residential Care Home
501 Bursledon Road Southampton SO19 8NJ**

1.0 Introduction

1.1 Background

1.1.1 This Transport Statement has been prepared on behalf of the applicant in support of a submission to Southampton City Council for the proposed redevelopment of land adjacent to 501 Bursledon Road, Southampton SO19 8NJ. The location of the site is shown below.

1.1.2 The proposals comprise the demolition of the existing storage buildings and mobile home situated on the eastern part of the wider site and the construction of a purpose-built two-storey Class C2 residential care home providing accommodation for seven young adults with associated parking, servicing, landscaping and access arrangements. The proposed care home will operate alongside the existing seven-bedroom residential care home at No. 501, whilst functioning as an independent facility with its own dedicated access and parking.

1.2 Purpose of the Transport Statement

1.2.1 The purpose of this Transport Statement is to assess the highway and transportation implications of the proposed development and to demonstrate that the scheme can be accommodated safely and sustainably without resulting in any unacceptable impacts on the operation or safety of the surrounding highway network. In particular, the report has been prepared to:

- describe the existing site and surrounding highway network;
- review the accessibility of the site by walking, cycling and public transport;
- assess the suitability of the proposed access arrangements;
- demonstrate that appropriate visibility can be achieved;
- assess the adequacy of the proposed parking and servicing arrangements;
- consider the anticipated traffic generation associated with the proposed care home;
- demonstrate that vehicles can safely enter, manoeuvre within and leave the site in a forward gear;
- describe the proposed pedestrian infrastructure improvements designed to encourage sustainable travel; and

1.3 The Development Proposals

1.3.1 The application site forms the eastern part of the wider landholding associated with 501 Bursledon Road. It currently accommodates a collection of storage buildings together with a mobile home which are proposed to be removed as part of the redevelopment.

1.3.2 The proposed development comprises a detached two-storey residential care home providing seven en-suite bedrooms for young adults requiring specialist supported accommodation (Use Class C2). The building will also incorporate communal living accommodation, staff facilities and associated external amenity space within a secure landscaped setting. Six off-street parking spaces will be provided together with secure cycle parking, refuse storage and servicing facilities.

1.3.3 Vehicular access will continue to be taken from Botley Road using the existing access position, which will be upgraded as necessary to serve the proposed development. The internal layout has been designed to enable vehicles to enter, manoeuvre and leave the site in a safe and convenient manner.

1.3.4 In addition to serving the operational needs of the development, the proposals include improvements to the public highway comprising a new 1.5 metre wide section of footway linking the two site accesses together with new tactile paving crossing points on both sides of Botley Road. These works will improve pedestrian connectivity, enhance accessibility for wheelchair users and people with impaired mobility, and encourage journeys on foot between the development, nearby bus stops and surrounding local facilities.

1.4 Scope of Assessment

1.4.1 This Transport Statement has been prepared following a review of the existing highway conditions, the proposed site layout and the comments received from Southampton City Council as part of the pre-application process.

1.4.2 The assessment considers all aspects of the proposed development that are relevant to highway and transportation matters, including:

- the characteristics of the surrounding highway network;
- accessibility by sustainable modes of travel;
- access geometry and visibility;
- vehicle parking;
- cycle parking;
- servicing arrangements;
- internal vehicle turning;
- anticipated traffic generation;
- highway safety;
- the proposed pedestrian infrastructure improvements; and
- compliance with national and local transport planning policy.

1.4.3 The report has been prepared in accordance with the principles contained within the National Planning Policy Framework (December 2024), relevant national guidance and Southampton City Council's adopted transport and parking policies.

2.0 Site Description and Existing Highway Network

2.1 Site Location

2.1.1 The application site is located on land adjacent to 501 Bursledon Road, occupying the eastern part of the wider site associated with the existing Class C2 residential care home. The site lies on the southern side of Botley Road immediately east of its junction with Bursledon Road (A3024), approximately 5km east of Southampton City Centre.

2.1.2 The existing care home occupies the corner plot fronting Bursledon Road, whilst the application site comprises the rear eastern parcel of land which currently accommodates a collection of storage buildings together with a mobile home. The site is accessed independently from Botley Road by means of an existing vehicular access which will be retained and upgraded as part of the proposed development.

2.1.3 The surrounding area is characterised by a mixture of residential, commercial and community uses. Immediately to the west lies the existing residential care home at No. 501, whilst commercial premises, including vehicle sales businesses, are situated to the north-west. Hightown Ambulance Station lies immediately to the north, with established residential development located beyond. To the south and east the site is bounded by mature woodland and areas of open land, creating an attractive landscaped setting whilst maintaining a physical separation from adjoining development. The wider area therefore displays a varied urban fringe character where residential, commercial and community uses coexist alongside significant areas of mature vegetation.

2.2 Surrounding Highway Network

2.2.1 The site benefits from direct access onto Botley Road, which forms part of the local highway network connecting Bursledon Road with the surrounding residential areas to the east and north. Botley Road is a two-way single carriageway subject to a 30mph speed limit and is provided with street lighting, kerbed footways and associated highway drainage. The carriageway is of sufficient width to comfortably accommodate two-way traffic together with occasional larger service vehicles.

2.2.2 Approximately 40 metres west of the site access, Botley Road forms a priority junction with Bursledon Road (A3024). Bursledon Road is an important distributor route within the eastern part of Southampton, providing connections towards Bitterne, Sholing, Thornhill and Junction 8 of the M27 via Windhover Roundabout. The route carries regular public transport services and forms one of the principal radial routes linking eastern Southampton with the city centre.

2.2.3 The surrounding highway network is typical of an established suburban location and is constructed to modern highway standards with well-defined carriageways, kerbed footways, street lighting, drainage and appropriate traffic management measures. Visibility throughout the local network is generally good and junctions are of conventional design.

2.3 Existing Site Access

2.3.1 The application site currently benefits from an existing independent vehicular access taken directly from Botley Road. The access presently serves the storage buildings and mobile home situated within the site and is formed by an existing dropped kerb crossing.

2.3.2 The access has been designed to accommodate staff and visitor cars together with the transit-sized service and delivery vehicles associated with the day-to-day operation of the care home, whilst maintaining clear separation between vehicle movements and pedestrian routes within the site.

2.3.3 The internal layout has been arranged to enable all vehicles to enter and leave the public highway in a forward gear, thereby avoiding the need for reversing manoeuvres onto Botley Road. Parking areas are located adjacent to the building and are served by an internal circulation route incorporating suitable turning facilities for service vehicles.

2.4 Existing Pedestrian Infrastructure

2.4.1 The site is well served by pedestrian infrastructure. Footways are provided on both sides of Botley Road and Bursledon Road, enabling safe and convenient pedestrian movement between the site and surrounding residential areas, bus stops and local facilities.

2.4.2 The proposals seek to enhance these existing facilities through the provision of additional highway works. These comprise a new 1.5 metre wide section of footway linking the two existing accesses together with the installation of new tactile paving crossing points on both sides of Botley Road. These improvements will significantly improve pedestrian permeability and create safer crossing opportunities for residents, staff and visitors, particularly those with impaired mobility or visual impairments.

2.4.3 The proposed highway works represent a positive enhancement to the existing public realm and will encourage journeys on foot to nearby bus stops and local services, thereby supporting Southampton City Council's wider objectives for active travel and sustainable development.

2.5 Summary

2.5.1 The application site occupies a sustainable location within the urban area of eastern Southampton, benefiting from direct access onto an established highway network capable of accommodating the modest traffic associated with the proposed development.

2.5.2 The site is served by an existing vehicular access that can be upgraded to modern standards, whilst the surrounding highway network provides good connections to the wider road network, public transport services and nearby residential areas. Existing pedestrian infrastructure is already of a good standard and will be further enhanced through the proposed footway and tactile crossing improvements, providing a safer and more attractive environment for pedestrians

3.0 Accessibility

3.1 Introduction

3.1.1 One of the key strengths of the application site is its accessibility by a range of sustainable modes of transport. The site is located within the urban area of eastern Southampton where a comprehensive network of footways, cycle routes and public transport services provides realistic alternatives to travel by private car. The proposal has also been designed to improve existing pedestrian infrastructure through the provision of new highway works that will enhance accessibility for both future occupiers and the wider community.

3.1.2 The National Planning Policy Framework (December 2024) seeks to ensure that developments are located where opportunities to promote walking, cycling and public transport can be maximised. The proposed development accords with these objectives by occupying an accessible location within the existing urban area and by providing enhancements to the surrounding pedestrian environment.

3.2 Walking Accessibility

3.2.1 Walking represents the most sustainable form of transport and is particularly important for the proposed development, allowing staff, visitors and support workers to access the site without reliance upon the private car.

3.2.2 The application site benefits from an established network of pedestrian infrastructure. Footways are provided on both sides of Botley Road and Bursledon Road, allowing continuous pedestrian movement towards nearby residential neighbourhoods, public transport facilities and local services. The surrounding streets are generally lit and constructed with dropped kerbs at crossing locations, providing an inclusive environment for pedestrians.

3.2.3 The proposal includes additional highway improvements that will significantly enhance existing pedestrian connectivity. These comprise the construction of a new 1.5-metre-wide footway linking the two existing site accesses together with the provision of tactile paving crossing points on both sides of Botley Road. These improvements will formalise pedestrian desire lines, improve accessibility for wheelchair users, mobility scooter users, parents with pushchairs and visually impaired pedestrians, whilst also encouraging journeys on foot between the development, nearby bus stops and surrounding facilities.

3.2.4 Unlike many developments which simply connect into existing infrastructure, the proposals will deliver a measurable improvement to the public realm by providing additional pedestrian infrastructure for the benefit of both future residents and the wider community. The proposed highway works therefore represent a positive enhancement to the local walking environment.

3.2.5 The site is conveniently located within walking distance of a wide range of day-to-day facilities and services, including convenience shopping, employment opportunities, healthcare facilities, community services and public transport. Consequently, many journeys undertaken by staff and visitors can realistically be made on foot, reducing reliance on the private car.

3.3 Walking Catchments

3.3.1 Current guidance generally accepts that walking distances of up to approximately 800 metres (around a 10-minute walk) are attractive for many day-to-day journeys, whilst longer walking distances remain realistic for commuting and recreational trips. Within this catchment the application site benefits from access to:

- local convenience shopping;
- commercial and employment opportunities;
- bus stops served by frequent public transport services;
- community facilities;
- recreational open space;
- healthcare services; and
- established residential neighbourhoods.

3.3.2 The availability of these facilities within comfortable walking distance demonstrates that the site occupies a sustainable urban location where many journeys can be undertaken without the need for a private motor vehicle.

3.4 Cycling Accessibility

3.4.1 Cycling provides an attractive and sustainable alternative to the private car for many local journeys and forms an important component of Southampton's transport strategy. The application site benefits from excellent access to the local cycle network, enabling convenient travel to employment areas, education facilities, shopping destinations and Southampton City Centre.

3.4.2 Southampton Cycle Network Route 3 passes immediately to the west of the application site along Bursledon Road before continuing north-west towards Bitterne, St Denys and Southampton City Centre and south-east towards Netley, Hamble and the wider Cycle Network. This route provides a largely continuous signed corridor linking the site with a wide range of residential, employment and leisure destinations.

3.4.3 Southampton Cycle Network Route 5 also passes immediately adjacent to the site along Botley Road, providing connections westwards towards Sholing, Woolston and the city centre, together with onward links into Southampton's wider cycling network. The proximity of both Cycle Routes 3 and 5 represents a significant advantage of the site, offering future staff and visitors direct access to high quality cycling infrastructure in several directions. The accompanying cycle route plan illustrates the close relationship between the application site and these established routes.

3.4.4 The proposed development will include secure and covered cycle parking within the site, encouraging staff and visitors to travel by bicycle where appropriate. The provision of dedicated cycle parking accords with the objectives of the National Planning Policy Framework and Southampton City Council's aspirations to encourage active travel and reduce dependence on private car travel.

3.4.5 When considered alongside the proposed pedestrian improvements described previously, the development represents a positive contribution towards improving opportunities for active travel within the local area.

3.5 Public Transport Accessibility

3.5.1 The application site is also well served by public transport, with several bus stops located within convenient walking distance, providing regular services to Southampton City Centre, surrounding residential areas, employment centres and neighbouring settlements.

3.5.2 The nearest bus stops are located on Sullivan Road, approximately 650 metres west of the application site. These stops are served by the Bluestar 7, Bluestar 10, Xelabus 501 and Hopper 3 services, providing frequent connections to Southampton City Centre together with destinations including Bitterne, Thornhill, Hedge End and other parts of the city. The variety of services available from this location offers users a high degree of flexibility throughout the day and evening.

3.5.3 A further pair of bus stops is situated on Burgoyne Road, approximately 650 metres north of the site. These stops are served by the Bluestar 18 together with the N18 night service, providing additional links to Southampton City Centre and neighbouring residential communities whilst also ensuring that public transport remains available during evening periods.

3.5.4 Additional public transport opportunities are available from Open Road, approximately 800 metres north of the site, where the 631 service provides further connectivity to the surrounding area.

3.5.5 Collectively these services provide a comprehensive level of public transport accessibility, enabling staff and visitors to travel to and from the site without reliance upon the private car. The availability of several routes serving different destinations also improves network resilience and journey choice, making public transport an attractive travel option for many journeys associated with the proposed development.

3.6 Accessibility Summary

3.6.1 The application site occupies a highly sustainable location with excellent opportunities for travel by walking, cycling and public transport.

3.6.2 Continuous footways, together with the proposed new pedestrian infrastructure, provide safe and convenient walking routes to nearby services and public transport facilities. Southampton Cycle Routes 3 and 5 pass immediately adjacent to the site, offering high quality connections to Southampton City Centre and the wider area, whilst secure cycle parking will encourage cycling by staff and visitors.

3.6.3 The site is also served by a comprehensive network of local bus services operating from stops within comfortable walking distance. These provide frequent services to Southampton City Centre and surrounding residential and employment areas throughout the day, with additional evening services further enhancing accessibility.

3.6.4 Taken together, these characteristics demonstrate that the site is exceptionally well located to promote sustainable travel choices and accords fully with national and local planning objectives that seek to reduce reliance on the private car whilst encouraging active travel.

4.0 Proposed Development

4.1 Introduction

4.1.1 The proposed development comprises the redevelopment of the eastern part of the wider landholding associated with 501 Bursledon Road to provide a purpose-built two-storey Class C2 residential care home for seven young adults requiring specialist supported accommodation.

4.1.2 The development has been carefully designed to integrate with the existing care home at No. 501 whilst operating as an independent facility with its own vehicular access, parking, servicing arrangements and landscaped grounds. The proposals seek not only to provide high quality specialist accommodation but also to improve the surrounding highway environment through the introduction of new pedestrian infrastructure and active travel measures.

4.2 Site Layout

4.2.1 The proposed building occupies the eastern section of the site, replacing the existing storage buildings and mobile home. The layout has been designed to provide an efficient arrangement that balances operational requirements with high quality external amenity space and landscaping.

4.2.2 Six car parking spaces are provided to the frontage of the building, positioned adjacent to the site access to minimise internal vehicle movements. Secure and covered cycle parking together with refuse storage are located within convenient proximity of the building whilst remaining discreetly screened from the public highway.

4.2.3 The development also incorporates generous landscaped areas and secure private gardens for residents, creating an attractive living environment whilst retaining the mature landscape character that surrounds the site.

4.3 Access Arrangements

4.3.1 Vehicular access will continue to be taken from Botley Road using the existing access position, which will be upgraded to modern highway standards as necessary.

4.3.2 The access has been designed to safely accommodate all anticipated vehicle movements associated with the development, including staff vehicles, visitors and Transit sized delivery vehicles, which are the largest vehicle likely to be generated.

4.3.3 The internal layout enables vehicles to enter, circulate and leave the site in a forward gear, thereby avoiding reversing manoeuvres onto the public highway and ensuring that safe access arrangements are maintained at all times.

4.3.4 Visibility splays have been incorporated into the design and are discussed in detail later within this Transport Statement.

4.4 Parking Provision

4.4.1 The development provides six off-street parking spaces for staff and visitors. Unlike conventional residential development, the proposed care home will not generate parking demand from residents, as occupiers will not be independently driving. Parking demand will therefore principally comprise staff working shifts together with a relatively small number of visitor movements throughout the day.

4.4.2 The proposed parking provision has therefore been specifically designed to reflect the operational characteristics of the development rather than conventional residential parking standards. Drawing NJC-002, included as [Appendix 1](#), demonstrates that a large passenger car can enter each parking space, manoeuvre within the site and leave in a forward gear

4.4.3 In addition, electric vehicle charging infrastructure will be incorporated into the development in accordance with current Building Regulations and national sustainability objectives.

4.5 Cycle Parking

4.5.1 Secure and covered cycle parking will be provided within the site for staff and visitors. The cycle parking will be conveniently located close to the building entrance whilst remaining secure and protected from the weather. This provision complements the excellent access to Southampton Cycle Network Routes 3 and 5 and encourages journeys by bicycle where appropriate.

4.6 Highway Improvements

4.6.1 An important element of the proposals is the package of highway improvements that will accompany the development. These comprise:

- the construction of a new 1.5-metre-wide footway linking the two existing accesses;
- provision of a new tactile pedestrian crossing point adjacent to the site;
- provision of an additional tactile crossing point on the opposite side of Botley Road;
- improvements to pedestrian connectivity between the development and surrounding footway network; and
- enhanced accessibility for wheelchair users, pushchairs and visually impaired pedestrians.

4.6.2 These works extend beyond the operational requirements of the proposed development and represent a positive enhancement to the public highway. By improving pedestrian connectivity and encouraging active travel, the proposals will deliver wider benefits for existing residents and visitors to the area in addition to future occupiers of the development.

4.7 Servicing

4.7.1 The development has been designed to accommodate all routine servicing requirements associated with a small residential care home.

4.7.2 Routine servicing will comprise transit-sized delivery vehicles associated with food deliveries, maintenance contractors, laundry services and other day-to-day operational requirements of the care home. Such vehicles are similar in size to a conventional long-wheelbase Transit van and can be readily accommodated within the proposed layout.

4.7.3 The internal layout enables servicing vehicles to manoeuvre safely within the site before leaving in a forward gear. Drawing NJC-003 is included as [Appendix 2](#) to this TS to demonstrate that such a vehicle can enter the site, turn and exit in forward gear.

5.0 Traffic Generation

5.1 Introduction

5.1.1 This section considers the likely level and profile of vehicular traffic associated with the proposed seven-bedroom residential care home.

5.1.2 The proposed development is not comparable to conventional residential accommodation. The future residents will require specialist care and support and are not expected to own or independently drive motor vehicles. Vehicular movements will instead principally comprise:

- staff arrivals and departures;
- visits by relatives and healthcare professionals;
- deliveries and servicing;
- resident transport; and
- occasional maintenance visits.

5.1.3 These movements will generally be distributed throughout the day rather than concentrated within the conventional highway network commuter peak periods. The relatively small scale of the development also means that its overall traffic generation will be modest.

5.2 TRICS Assessment

5.2.1 A review of the TRICS database V8 has been undertaken to identify survey information relating to facilities with operational characteristics comparable to the proposed development.

5.2.2 The assessment uses the TRICS land-use category:

05 – Health: L – Care Home (Specific Condition).

The selected trip-rate parameter is the number of residents, and the assessment includes all vehicle movements, including servicing vehicles.

5.2.3 The available TRICS dataset for this specialist category is limited to one survey. The selected site comprises a Class C2 learning disability nursing home located within a residential area on the edge of Ballyclare town centre in County Antrim. The surveyed facility accommodated 43 residents and was surveyed on Friday 7 November 2025.

5.2.4 Whilst only a single survey is available within this specialist TRICS category, it represents the closest available comparator to the proposed development and provides a reasonable indication of the likely order of magnitude of traffic generation associated with a small Class C2 residential care home.

5.2.5 The resulting TRICS vehicle trip rates and their application to the proposed seven-resident care home are summarised in the table below.

TRICS Trip Rates Care Home – Specific Condition			
	Arrivals	Departures	Two-way Total
AM Peak	0.140	0.116	0.256
PM Peak	0.047	0.186	0.233
12 Hour Total	1.142	1.140	2.282
Traffic Movements based on 7 Bed Care Home			
AM Peak	0.98 (1)	0.81 (1)	2
PM Peak	0.33 (0)	1.30 (1)	1
12 Hour Total	7.99 (8)	7.98 (8)	16

5.3 Predicted Traffic Generation

5.3.1 Application of the TRICS rates indicates that the proposed seven-bedroom care home could generate approximately:

- 8 vehicle arrivals;
- 8 vehicle departures; and
- 16 two-way vehicle movements

between 07:00 and 19:00 on a typical weekday.

5.3.2 This is equivalent to an average of approximately 1.3 two-way vehicle movements per hour over the surveyed period.

5.3.3 The busiest period identified by the TRICS assessment is between 07:00 and 08:00, when the development is predicted to generate approximately three two-way movements, comprising around two arrivals and one departure. This equates to an average of only one vehicle movement every 20 minutes.

5.3.4 During the conventional morning highway peak between 08:00 and 09:00, the development is predicted to generate approximately two two-way movements. A similar level is predicted between 17:00 and 18:00. Such movements would be readily absorbed by the surrounding highway network and would be unlikely to be perceptible against existing daily traffic flows on Botley Road and Bursledon Road.

5.3.5 The predicted traffic movements include servicing activity recorded at the comparative TRICS site. Consequently, the forecast already reflects routine operational deliveries associated with the care home. Furthermore, given that the proposed development will operate alongside the existing care home at No. 501, there is potential for certain deliveries, management visits and operational activities to be coordinated between the two facilities, such that the actual level of traffic generated by the proposed development may be lower than that indicated by the proportional TRICS assessment.

5.4 Operational Considerations

5.4.1 The TRICS assessment represents a proportional calculation based on resident numbers. In practice, traffic generation will be influenced by the staffing structure, shift arrangements, visitor policy and day-to-day management of the proposed facility.

5.4.2 Certain operational activities, particularly management and servicing, do not necessarily reduce directly in proportion to resident numbers. Conversely, the proposed development is substantially smaller than the 43-resident comparative site and will operate alongside the existing care facility at No. 501, creating opportunities for shared management, staff cover, deliveries and servicing arrangements. Consequently, the proportional TRICS assessment is likely to represent a robust and potentially cautious estimate of future traffic generation.

5.4.3 The TRICS output should therefore be regarded as an indicative estimate of the likely order of traffic generation rather than a precise forecast. Nevertheless, it demonstrates that the development would generate only a small number of movements in each hour and a modest level of traffic over the day as a whole.

5.5 Traffic Impact

5.5.1 A maximum generation of around three movements during the busiest hour is very low in highway capacity terms. This level of activity would not materially affect the operation of Botley Road, its junction with Bursledon Road or the wider highway network.

5.5.2 The traffic would also be distributed between staff, visitors, healthcare professionals and servicing vehicles rather than arising as a single concentrated event. Vehicle arrivals and departures would therefore occur intermittently throughout the day.

5.5.3 The development would not result in any requirement for capacity improvements to the surrounding highway network. The principal transport considerations are instead the detailed design

of the access, visibility, parking and internal manoeuvring arrangements, which are considered in subsequent sections of this Transport Statement.

5.5.4 The proposed development therefore generates a level of traffic that would be materially lower than many other forms of residential or institutional development of a similar floor area. The anticipated vehicle movements are both low in frequency and dispersed throughout the day, such that they would not give rise to any discernible effect on the operation, safety or capacity of the surrounding highway network.

5.6 Summary

5.6.1 The TRICS assessment indicates that the proposed seven-bedroom care home would generate approximately 16 two-way vehicle movements over the 07:00–19:00 period.

5.6.2 The busiest individual hour would generate approximately three two-way movements, whilst the conventional morning and evening network peak periods would each experience only around two movements.

5.6.3 Notwithstanding the limited number of available TRICS surveys, the selected site represents a comparable specialist Class C2 care use. The assessment provides a reasonable indication of the likely scale and profile of traffic associated with the development.

5.6.4 The predicted traffic generation is modest and would not have any material effect on the operation, capacity or safety of Botley Road, Bursledon Road or the wider surrounding highway network. The TRICS Data is included as [Appendix 3](#) to this TS.

6.0 Access Arrangements and Highway Safety

6.1 Introduction

6.1.1 This section considers the suitability of the proposed vehicular and pedestrian access arrangements and assesses their potential implications for highway safety.

6.1.2 The proposed development will utilise the existing vehicular access from Botley Road, which will be upgraded where necessary to accommodate the operational requirements of the proposed seven-bedroom care home. The access has been designed to provide safe and convenient access for staff, visitors and service vehicles whilst ensuring that all vehicles are able to enter and leave the site in a forward gear.

6.1.3 In addition to the vehicular access improvements, the proposals include enhancements to the surrounding pedestrian infrastructure through the provision of a new section of footway and tactile crossing facilities. These measures will improve accessibility for all users whilst encouraging walking and supporting Southampton City Council's wider objectives for active travel.

6.2 Existing Access

6.2.1 The application site currently benefits from an established vehicular access located on the southern side of Botley Road approximately 40 metres east of its junction with Bursledon Road (A3024). The access presently serves the storage buildings and mobile home situated within the application site and has operated safely for a number of years.

6.2.2 The access is formed by a dropped kerb crossing and benefits from good forward visibility in both directions along Botley Road. The carriageway is of sufficient width to accommodate two-way traffic movements and allows vehicles to enter and leave the site without conflict with opposing traffic.

6.2.3 The existing access is located within a 30mph speed limit on a street provided with street lighting, footways on both sides of the carriageway and an established pattern of frontage development. The character of the road is therefore typical of an urban street where vehicle speeds are naturally moderated by the surrounding environment.

6.2.4 The access has demonstrated its suitability through its existing use and provides a sound basis upon which to accommodate the modest increase in traffic associated with the proposed redevelopment.

6.3 Proposed Access Arrangements

6.3.1 The proposed development will continue to utilise the existing access position from Botley Road. Retaining the established access avoids the creation of an additional point of access onto the public highway and makes effective use of existing highway infrastructure.

6.3.2 The access will be upgraded as necessary to reflect current highway design standards and the operational requirements of the proposed care home. The layout has been designed to provide suitable geometry for cars and Transit sized vehicles, whilst maintaining safe interaction with pedestrians using the adjacent footway.

6.3.3 Internally, the development has been designed to enable all vehicles to manoeuvre safely within the site before leaving in a forward gear. This removes the need for reversing manoeuvres onto Botley Road and accords with established highway design principles for developments of this nature.

6.3.4 The proposals also include improvements to the pedestrian environment immediately adjacent to the access through the provision of a new 1.5-metre-wide footway linking the two accesses together with tactile crossing facilities on both sides of Botley Road. These improvements will provide a clearly defined pedestrian route across the site frontage, improve accessibility for those with mobility or visual impairments and create safer crossing opportunities for pedestrians travelling to and from nearby bus stops and local facilities.

6.3.5 Given the very modest level of traffic predicted for the proposed development, averaging approximately 16 two-way vehicle movements over a typical 12-hour day, the proposed access will operate well within its practical capacity. Vehicle arrivals and departures will occur intermittently throughout the day and will not give rise to congestion or conflict with other highway

6.4 Visibility Splays

6.4.1 The proposed access has been designed to provide appropriate visibility for drivers emerging onto Botley Road in accordance with recognised highway design guidance. Visibility has been assessed having regard to the speed environment, the character of the surrounding highway network and the existing geometry of the site frontage.

6.4.2 Botley Road is subject to a 30mph speed limit and exhibits the characteristics of a typical urban street, including street lighting, frontage development, footways on both sides of the carriageway and a nearby priority junction with Bursledon Road. These characteristics naturally moderate vehicle speeds and create an environment in which drivers expect to encounter pedestrians, cyclists and turning vehicles.

6.4.3 *Manual for Streets* (MfS) recognises that visibility requirements should be based upon actual operating conditions rather than solely upon posted speed limits. The guidance recommends that visibility splays should be derived from observed vehicle speeds, thereby ensuring that access design is proportionate to the prevailing highway environment.

6.4.4 The proposed access has been designed to achieve visibility splays of 2.0 metres × 43.0 metres in both directions (or as appropriate), measured from a driver eye height of 1.05 metres to an object height of 0.60 metres. These splays are illustrated on Drawing No. 28210-P-101 Rev A included as [Appendix 4](#) and will be protected by appropriate sightline envelopes to ensure that visibility remains unobstructed.

6.4.5 The available visibility comfortably enables drivers emerging from the site to observe approaching vehicles in sufficient time to undertake the manoeuvre safely. Equally, approaching motorists will benefit from clear visibility of vehicles waiting to emerge from the development.

6.4.6 The proposed development will generate only a very modest level of traffic, estimated at approximately 16 two-way vehicle movements during a typical 12-hour day, with no more than around three movements in the busiest hour. Consequently, the number of turning manoeuvres at the site access will be extremely low and will not materially affect the operation or safety of Botley Road.

6.4.7 In highway engineering terms, the combination of appropriate visibility, low traffic generation and the existing urban character of Botley Road provides a robust basis for concluding that the proposed access arrangements are capable of operating safely without creating unacceptable risks to either motorists or vulnerable road users.

6.5 Internal Layout and Vehicle Manoeuvring

6.5.1 The internal layout has been designed to ensure that all vehicles associated with the proposed development can enter, manoeuvre within and leave the site safely. Drawing NJC-001, included as [Appendix 5](#), demonstrates that two large passenger cars can safely pass at the site access, with one vehicle entering the site whilst another waits to exit onto Botley Road.

6.5.2 Vehicle circulation has been carefully considered during the design process to minimise conflict between vehicles, pedestrians and cyclists whilst providing a simple and intuitive layout for staff, visitors and servicing vehicles.

6.5.3 The proposed parking area is positioned immediately adjacent to the site access, reducing unnecessary vehicle movements within the development whilst maintaining convenient access to the building entrance. Adequate manoeuvring space is provided to enable vehicles to enter and leave individual parking spaces without difficulty.

6.5.4 Importantly, the layout enables all vehicles to leave the site in a forward gear. This accords with recognised highway design principles and removes the need for reversing manoeuvres onto Botley Road, thereby reducing potential conflict with passing traffic, pedestrians and cyclists.

6.5.5 Given the modest scale of the proposed development and the low level of traffic predicted, the internal circulation arrangements will operate well within their practical capacity and provide a safe and efficient environment for all site users.

6.6 Summary

6.6.1 The proposed development will utilise an existing access from Botley Road that is capable of being upgraded to serve the proposed care home safely.

6.6.2 Appropriate visibility is available in both directions, enabling drivers to emerge safely onto the public highway in accordance with recognised highway design guidance.

6.6.3 The proposed highway improvements, including the new footway and tactile crossing facilities, will enhance pedestrian connectivity and improve accessibility for all users.

6.6.4 The internal layout enables all vehicles likely to be generated to manoeuvre safely within the site and leave in a forward gear.

6.6.5 When considered alongside the very modest traffic generation associated with the proposed development, the access arrangements are considered entirely appropriate for the scale and nature of the proposal and would not give rise to any unacceptable impact on the safe operation of the surrounding highway network.

7.0 Summary and Conclusions

7.1.1 This Transport Statement has assessed the highway and transportation implications of the proposed construction of a purpose-built seven-bedroom Class C2 residential care home on land adjacent to 501 Bursledon Road, Southampton.

7.1.2 The assessment has demonstrated that the application site occupies a sustainable urban location benefiting from excellent accessibility by walking, cycling and public transport. Existing pedestrian infrastructure is of a good standard and will be enhanced through the provision of a new section of footway and tactile crossing facilities, delivering a tangible improvement to the local pedestrian environment.

7.1.3 The proposed development will utilise an existing vehicular access from Botley Road, which will be upgraded where necessary to accommodate the operational requirements of the care home. Appropriate visibility splays can be achieved, and the internal layout enables all vehicles to enter, manoeuvre within and leave the site in a forward gear.

7.1.4 Traffic generation has been assessed using the TRICS database and demonstrates that the development is expected to generate approximately 16 two-way vehicle movements over a typical 12-hour period, with no more than three movements during the busiest hour. Such a low level of traffic will have no material impact on the operation or capacity of Botley Road, Bursledon Road or the surrounding highway network.

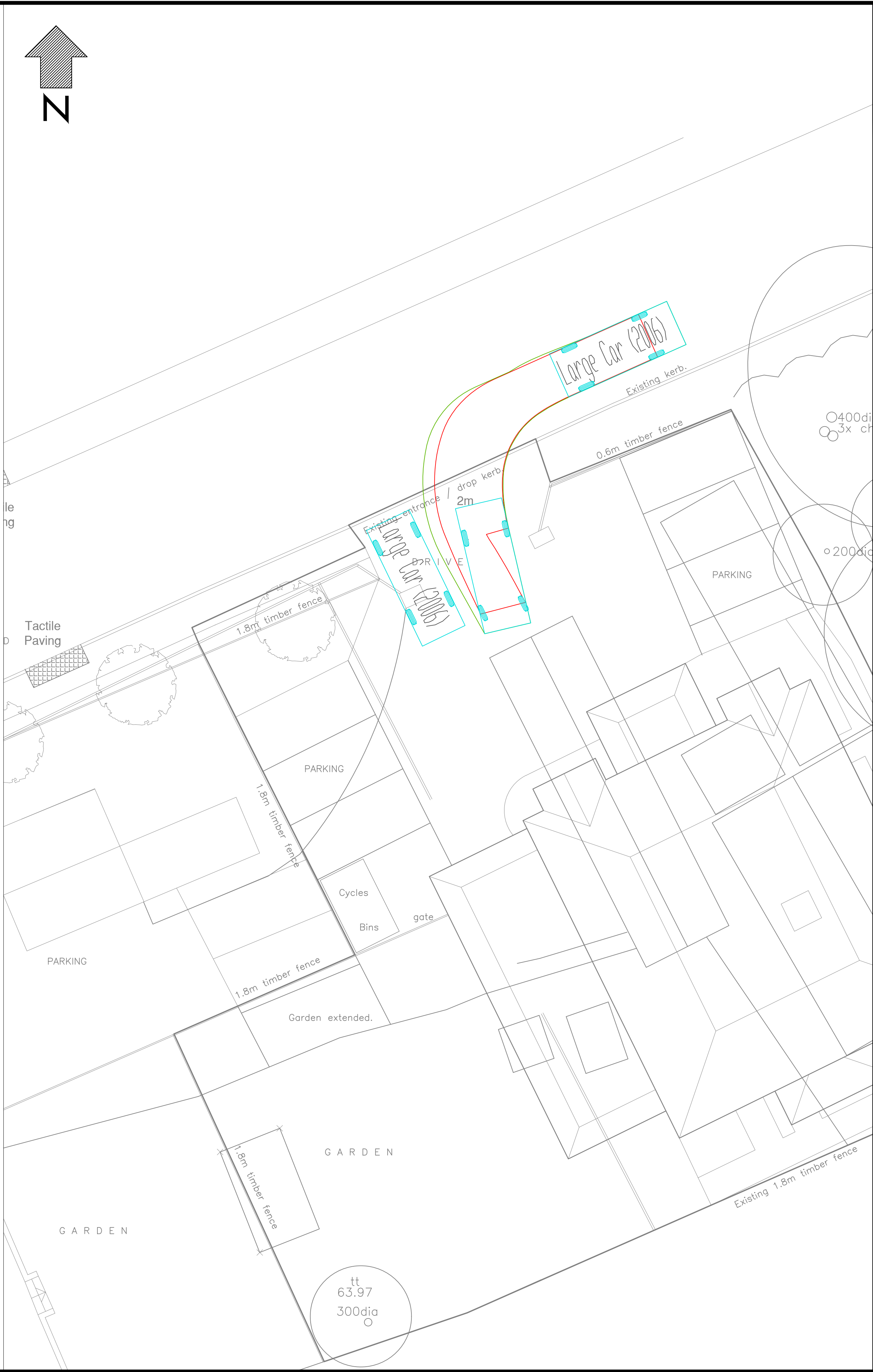
7.1.5 The proposed parking provision, cycle parking and servicing arrangements have been designed to reflect the operational characteristics of the care home and are considered appropriate for the scale and nature of the proposed development.

7.1.6 Overall, the proposed development can be accommodated safely on the local highway network. It will not result in any unacceptable impact on highway safety, capacity or the operation of the surrounding transport network and, through the provision of enhanced pedestrian infrastructure, will deliver a positive improvement to accessibility for future occupiers and the wider community.

Nick Culhane July 2026

Appendix 1

Access and Swept Path Tracking



VEHICLE DETAILS:

Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m
Design speed 16kph for all forward movements
Design speed 10kph for all reverse movements

KEY

— OUTER EDGE OF THE WHEELS (INSIDE CLEARANCE)

— OUTER VEHICLE SWING/ENVELOPE (OUTSIDE CLEARANCE)

Client

Nick Culhane
Highway Consultant

Project

RESIDENTIAL CARE HOME
501 BURSLEDON ROAD

Drawing Title

ACCESS AND TRACKING

Drawing Status

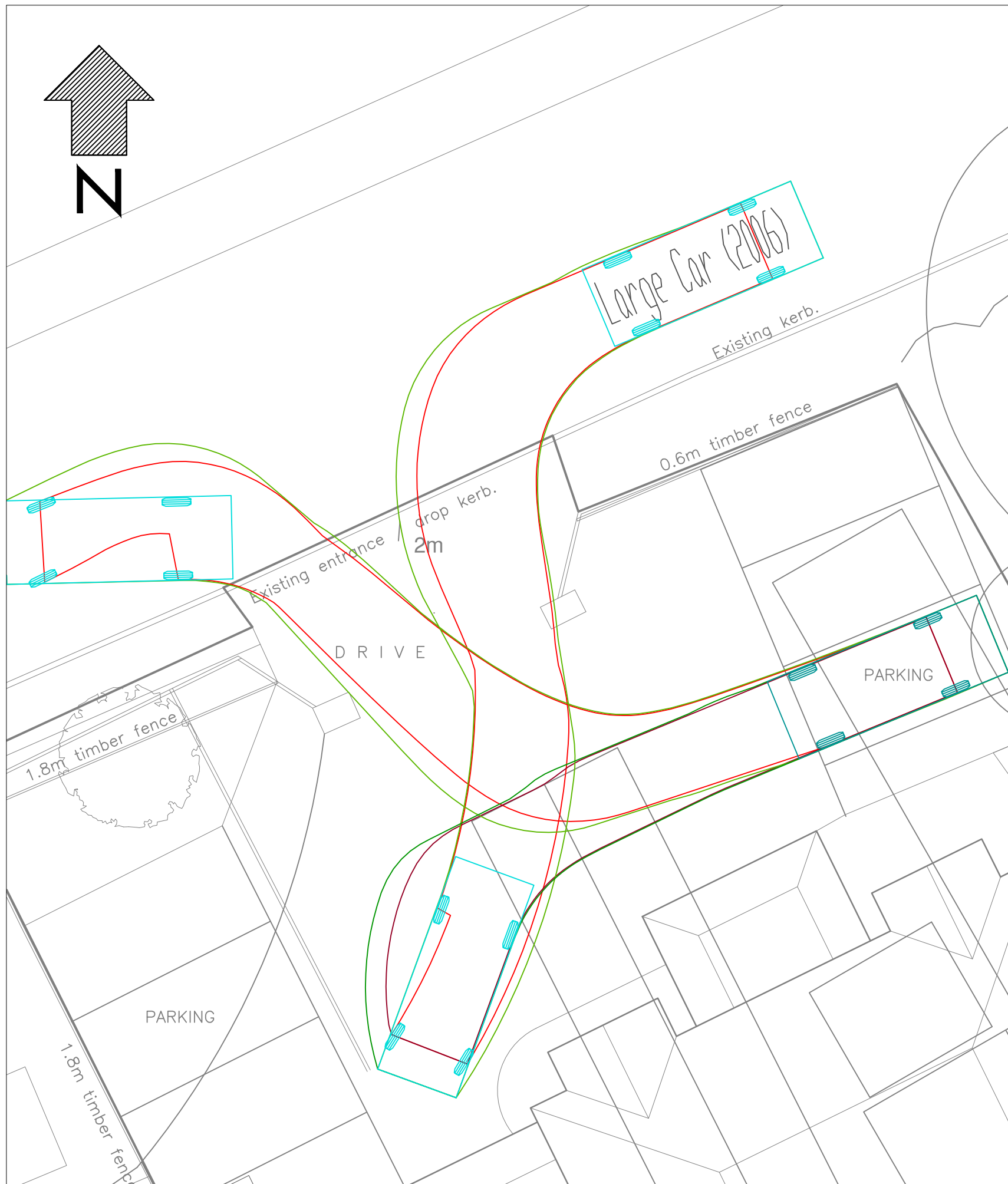
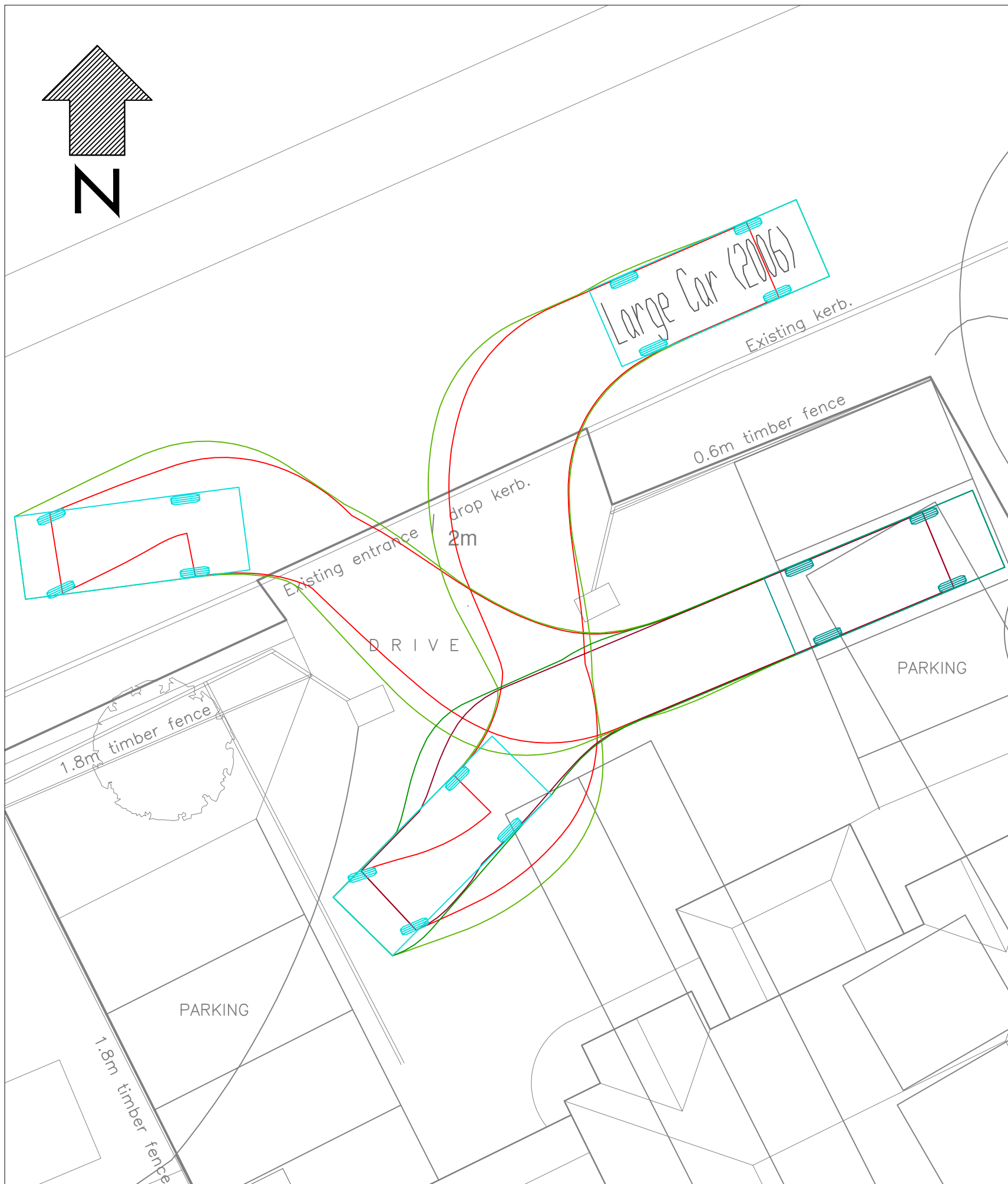
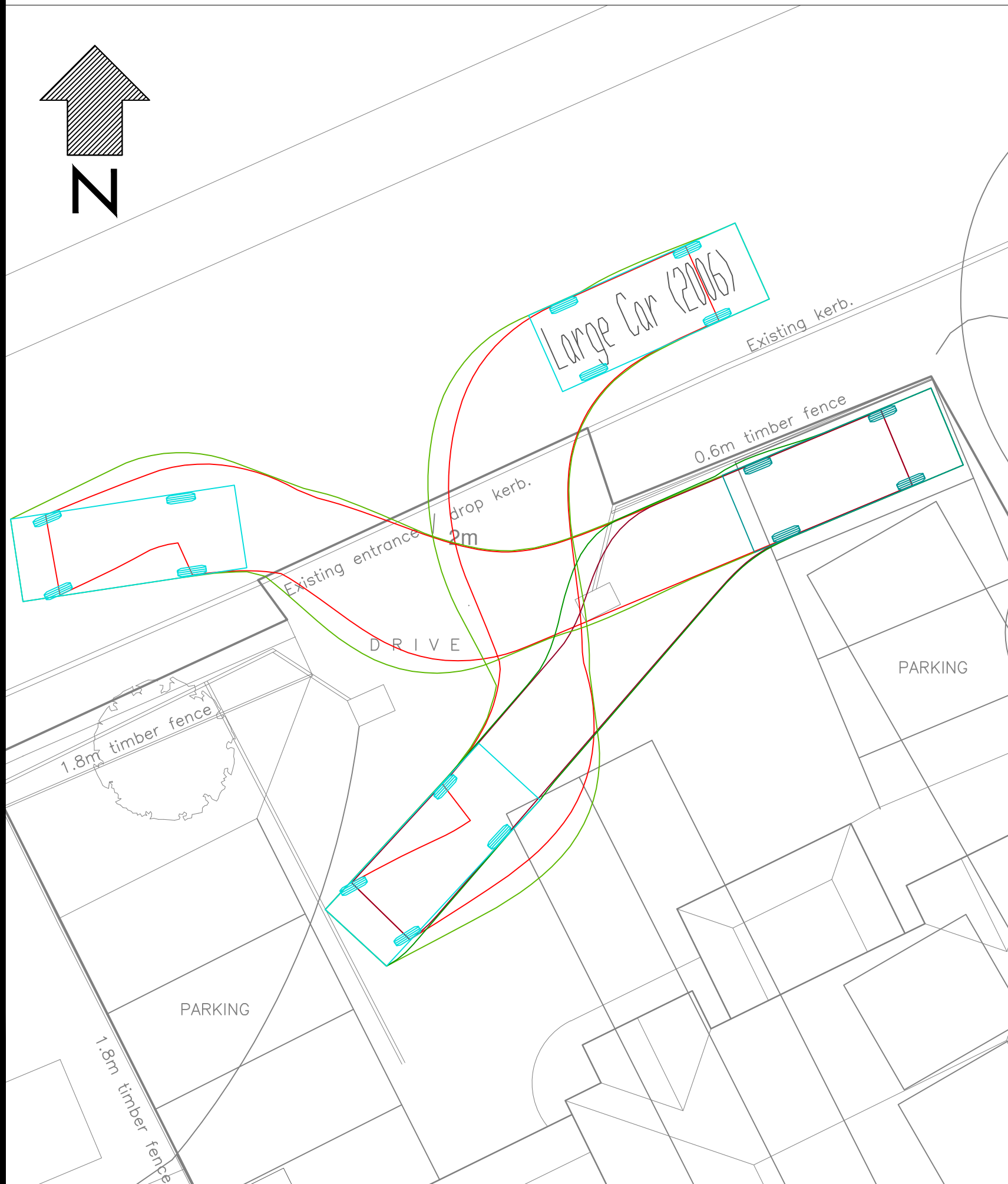
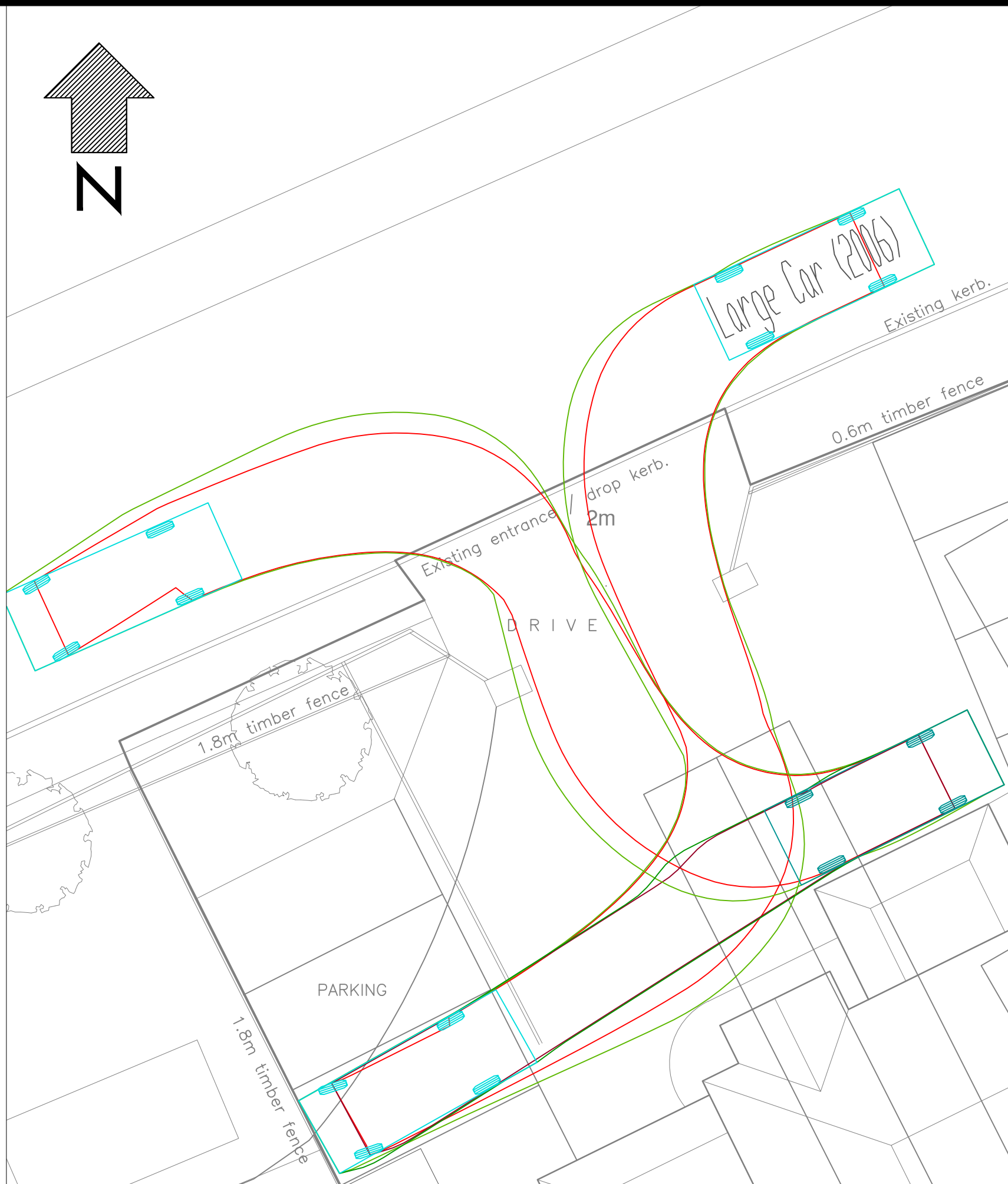
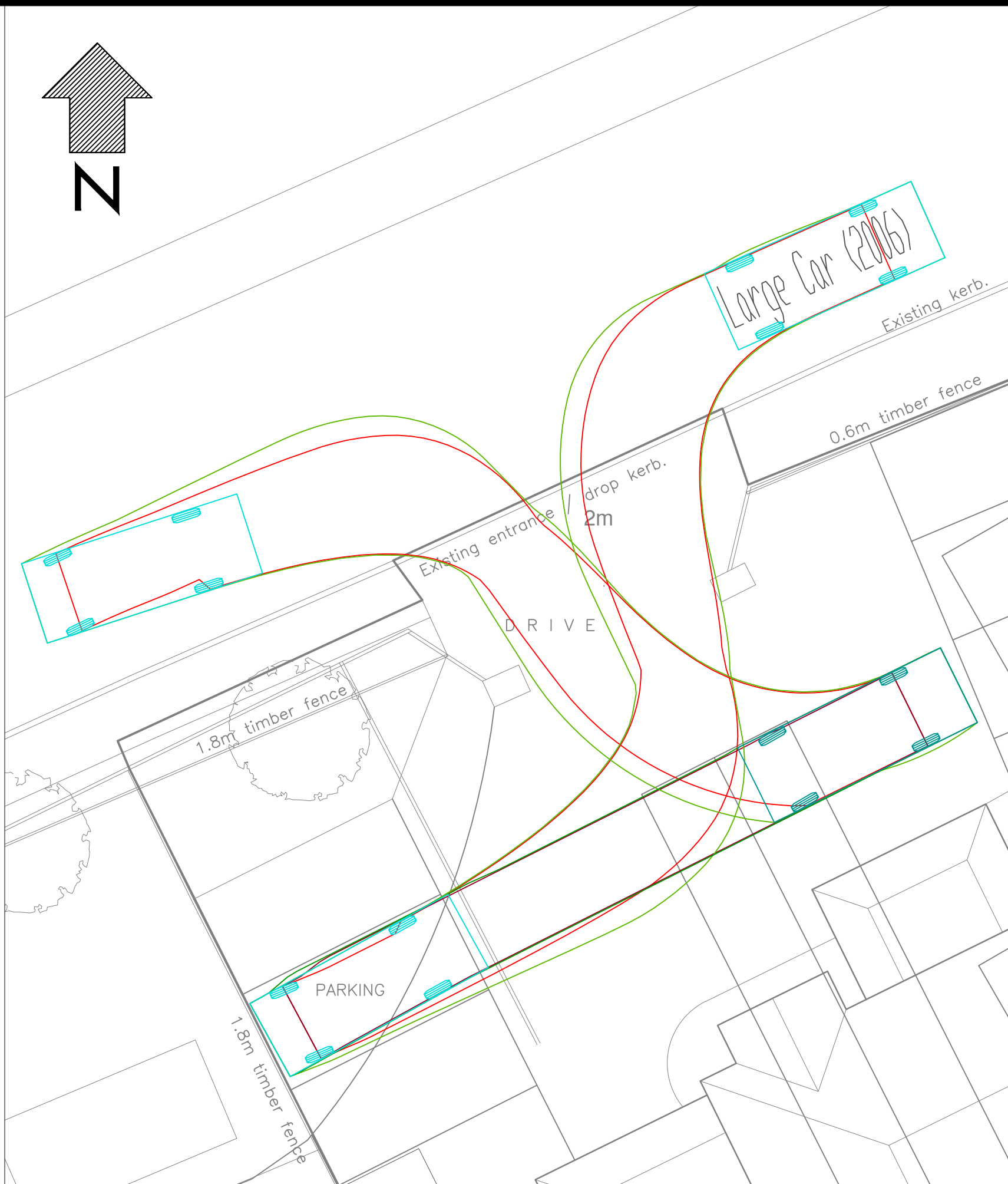
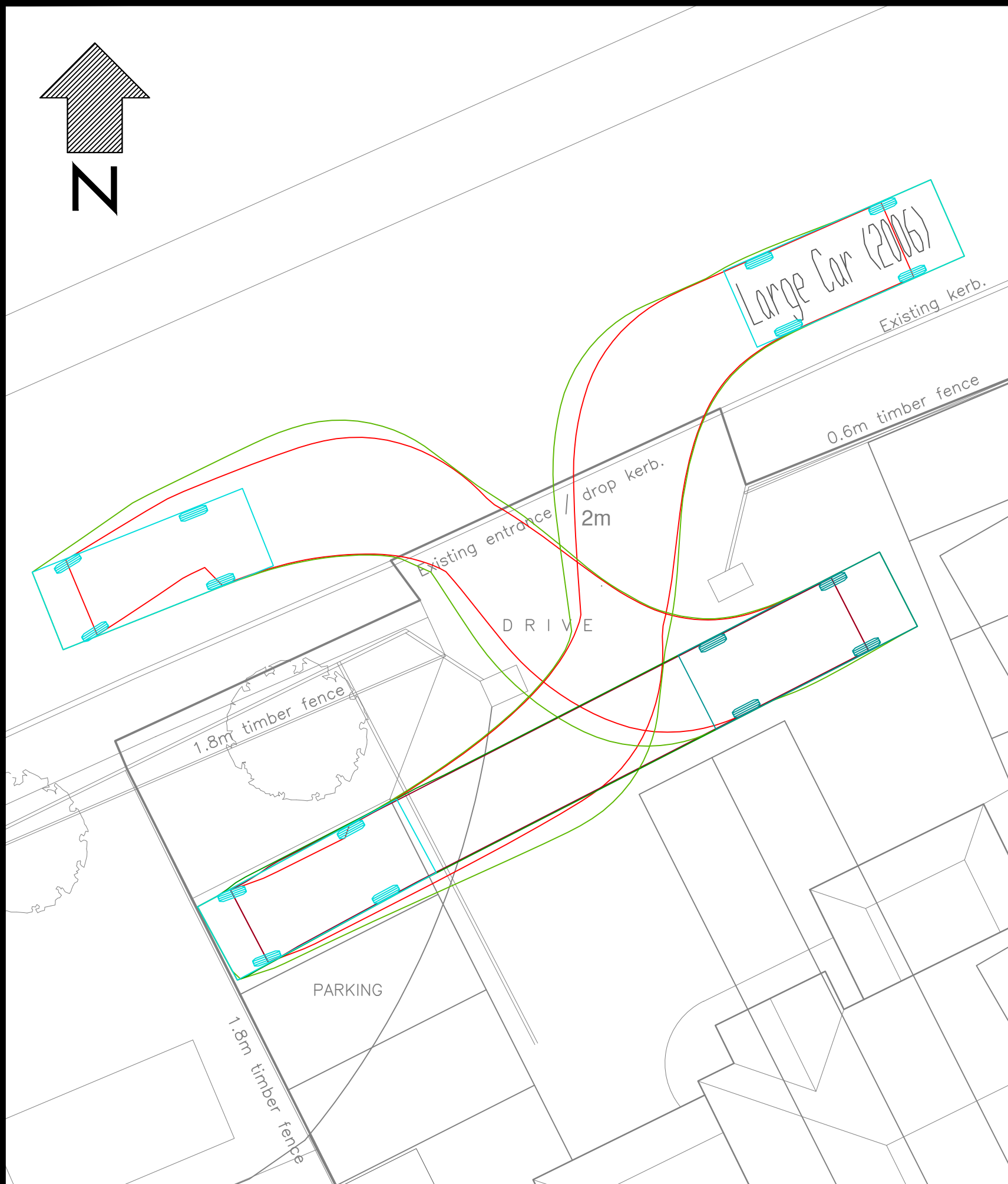
FOR INFORMATION

Date JULY 2026 Scale 1:100 Size A1

Drawing No. NJC-001 Rev -

Appendix 2

Service Vehicle Swept Path Tracking

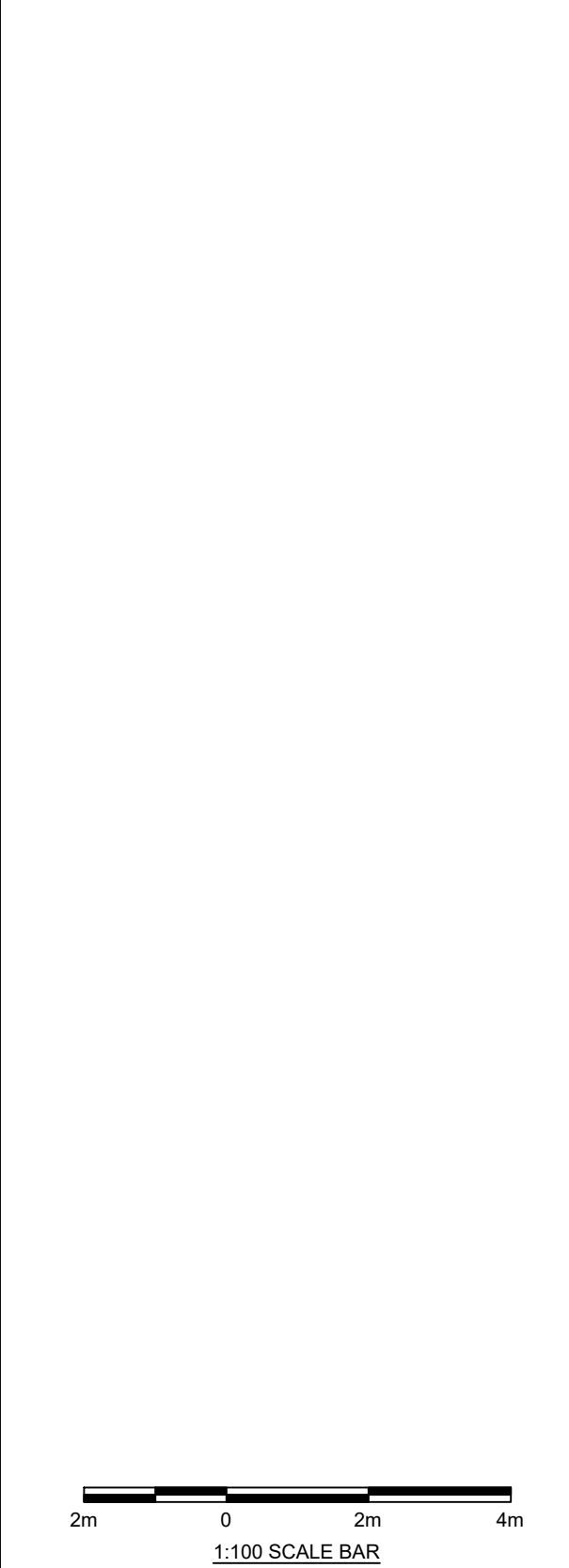


VEHICLE DETAILS:

Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m
Design speed 16kph for all forward movements	
Design speed 10kph for all reverse movements	

KEY

—	OUTER EDGE OF THE WHEELS (INSIDE CLEARANCE)
—	OUTER VEHICLE SWING/ENVELOPE (OUTSIDE CLEARANCE)



Client

	Nick Culhane Highway Consultant
--	---

Project

RESIDENTIAL CARE HOME 501 BURSLEDON ROAD

Drawing Title

SWEPT PATH TRACKING

Drawing Status

FOR INFORMATION		
Date JULY 2026	Scale 1:100	Size A1
Drawing No. NJC-002	Rev -	

Appendix 3

TRICS Data

Audit Code: 130309e3-f5b0-44c6-af57-d4be56f72346

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH
Category: L - CARE HOME (SPECIFIC CONDITION)
Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		1 day

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

Audit Code: 130309e3-f5b0-44c6-af57-d4be56f72346

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:	RESIDE
Actual Range:	43 to 43 (units:RESIDE)
Range Selected by User:	43 to 43 (units:RESIDE)
Parking Spaces Range:	0 - 52

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	24/11/08 to 24/11/25

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:
Friday

1 days

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

Selected survey types:

Manual count	1
Direction ATC Count	0

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:

Edge of Town Centre	1 days
---------------------	--------

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	1 days
------------------	--------

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 Vehicle Counts:

Servicing vehicles Included	1 days
-----------------------------	--------

Audit Code: 130309e3-f5b0-44c6-af57-d4be56f72346

Secondary Filtering Selection:

Use Class:

C2	1 surveys
----	-----------

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:

1466 - 1466

Population within 1 mile:

10,001 to 15,000	1 surveys
------------------	-----------

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

Population within 5 miles:

25,001 to 50,000	1 surveys
------------------	-----------

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

Car ownership within 5 miles:

1.1 to 1.5	1 surveys
------------	-----------

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.

Audit Code: 130309e3-f5b0-44c6-af57-d4be56f72346

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
----	-----------

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	1 surveys
-----------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 130309e3-f5b0-44c6-af57-d4be56f72346

1	AN-05-L-02	LEARNING DISABILITY NURSING HOME	ANTRIM
DOAGH ROAD BALLYCLARE Edge of Town Centre Residential Zone Number of residents: 43.00 RESIDE Survey date: Friday 07/11/2025			
			Survey Type: Unknown

Audit Code: 130309e3-f5b0-44c6-af57-d4be56f72346

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

Total Vehicles

Calculation factor: 1 RESIDE

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. RESIDE	Arrivals	Departures	Totals
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	1	43	0.256	0.163	0.419
08:00-09:00	1	43	0.140	0.116	0.256
09:00-10:00	1	43	0.163	0.093	0.256
10:00-11:00	1	43	0.116	0.116	0.232
11:00-12:00	1	43	0.070	0.047	0.117
12:00-13:00	1	43	0.140	0.070	0.210
13:00-14:00	1	43	0.093	0.116	0.209
14:00-15:00	1	43	0.023	0.047	0.070
15:00-16:00	1	43	0.047	0.116	0.163
16:00-17:00	1	43	0.000	0.047	0.047
17:00-18:00	1	43	0.047	0.186	0.233
18:00-19:00	1	43	0.047	0.023	0.070
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.142	1.140	2.282

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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Audit Code: 130309e3-f5b0-44c6-af57-d4be56f72346

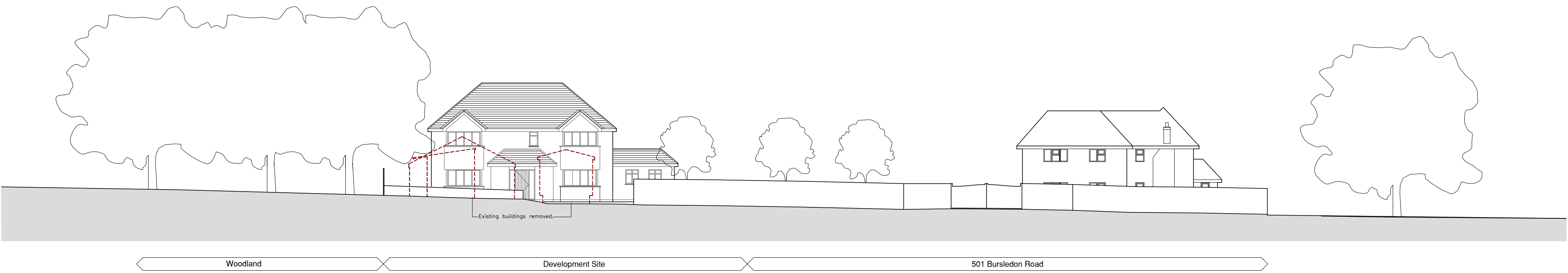
Parameter Summary:

Trip rate parameter range selected:	43 - 43 (units: RESIDE)
Survey date date range:	07/11/2025 - 07/11/2025
Number of weekdays (Monday-Friday):	1
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.

Appendix 4

Proposed Site Plan



Street Scene
Proposed at 1:200



Site Plan
Proposed at 1:200

notes

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all dimensions to be checked on site prior to commencement of construction works and the architect notified of any discrepancy.

figured dimensions are to be used in preference to scaled dimensions.

no deviation from this drawing will be permitted without prior consent of the architect.

all drawings are prepared subject to a full measured and structural survey of the buildings and site.

all structural work is subject to the appointment of a structural engineer to confirm and agree the structural proposals.

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health & safety:
exceptional risks involving specific methods of construction or exceptional maintenance issues can be found within the designers risk assessment.

scale width 50 mm @ a1 - 25 mm @ a3

revision	notes	date	drawn	checked
A	Highways information added	06.07.26	IR	HM

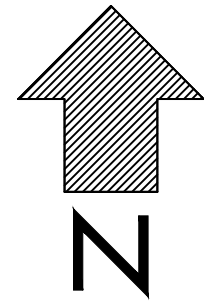
client

PRELIMINARY

project	New Building 501 Bursledon Road Road			
detail	Proposed Site Plan & Street Scene			
drawn	SR	checked	HM	
date	12.05.26	status		
a1 scale	a3 scale			rev
VARIES		28210-P-101	A	

Appendix 5

Car Parking and Swept Path Tracking



VEHICLE DETAILS:

4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.525m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m
Design speed 16kph for all forward movements
Design speed 10kph for all reverse movements

KEY

- OUTER EDGE OF THE WHEELS (INSIDE CLEARANCE)
- OUTER VEHICLE SWING/ENVELOPE (OUTSIDE CLEARANCE)

Client

Nick Culhane
Highway Consultant

Project

RESIDENTIAL CARE HOME
501 BURSLEDON ROAD

Drawing Title

ACCESS AND TRACKING

Drawing Status

FOR INFORMATION

Date JULY 2026	Scale 1:50	Size A1
Drawing No. NJC-003	Rev -	