



LAND EAST OF CHICKENHALL LANE, EASTLEIGH

TRANSPORT STATEMENT

December 2024

Highwood Ventures 7 Limited

CARE HOME DEVELOPMENT
LAND EAST OF CHICKENHALL LANE
EASTLEIGH

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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**CARE HOME DEVELOPMENT
LAND EAST OF CHICKENHALL LANE
EASTLEIGH**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of HighwoodVentures 7 Limited, here after referred to as Highwood to support a full planning application for the development of a 70-bed care home at Chickenhall Lane, Eastleigh. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.



Figure 1: Site Location (source Harris Irwin Architects)

- 1.2 In addition to this Transport Statement (TS) a Travel Plan (TP) has been prepared, outlining the future strategy for promoting and monitoring sustainable travel from the development. Therefore, this Transport Statement (TS) should be read in conjunction with that document.
- 1.3 Pre-Application discussions have been undertaken with Hampshire County Council (HCC) highways officers (under reference: 6-3-9-337) on which they broadly accepted the principle of development on the basis that further information was provided on aspects such as highway developer contributions which would be required as well as the production of an internally managed Travel Plan (TP) to promote sustainable transport options for staff and the residents. The full pre-application response is attached as **Appendix B**.

- 1.4 Through this Transport Statement (TS) various elements will be covered including: the existing site conditions, site accessibility, the proposed access arrangements plus visibility splays, the parking provision and layout, fire and refuse servicing arrangement and the vehicular trip generation.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The site is located along Chickenhall Lane, approximately 450m east of Eastleigh town centre boundary and currently comprises undeveloped land. The site is bounded by the Barton River which is a tributary of the River Itchen, to the west by Chickenhall Lane, to the north by Bishopstoke Road and to the south by further undeveloped land. The existing conditions are demonstrated in **Photographs 1** and **2**.



Photograph 1: Existing Access point off Chickenhall Lane



Photograph 2: Existing site frontage

Local Road Network

- 2.2 Chickenhall Lane is a single carriageway road that measures approximately 9.6m wide and is subject to a 30mph speed limit. Chickenhall Lane borders the site to the west and approximately 65m north of the proposed access point, Chickenhall Lane meets a roundabout with Bishopstoke Road.
- 2.3 Bishopstoke Road is a single carriageway road that measures approximately 7.3m wide and is subject to a 30mph speed limit. Bishopstoke Road borders the site to the north and facilitates access to Eastleigh to the west and to Bishopstoke/Fair Oak to the east.

Wider Strategic road

- 2.4 The proposed site is approximately 0.5 miles away from the A335. In close proximity is also the M3 at 4 miles away running through Eastleigh heading northbound towards Winchester. The M27 is also nearby at approximately 9.6 miles heading towards Cadham or Porchester all allowing increased connectivity to the proposed site.

Pedestrian and Cycle Network

- 2.5 Pedestrian facilities around the site are very good. A continuous footway flanks the western side of Chickenhall Lane that measures approximately 2m wide. On the eastern side, a footway is present north of the access, set back from the carriageway edge by grassed verge. Furthermore, a shared cycleway/footway is present along the southern side of Bishopstoke Road that measures approximately 3m wide, and dropped kerbs and tactile paving are present in the appropriate locations. The existing pedestrian and cycle infrastructure, including a recently enhanced refuge island at the Bishopstoke Road/Chickenhall Lane roundabout is demonstrated in **Photographs 3 and 4**.



Photograph 3: Existing Footway/Cycleway along Bishopstoke Road



Photograph 4: Dropped kerbs and tactile paving present across roundabout to the north

- 2.6 This provision acts to assist pedestrians accompanied by young children who may be visiting the proposed care home, as well as those with varying degrees of disability / visual impairment.

- 2.7 A PROW is located east to the proposed site (the Itchen Way) running south where it ends in Itchen Valley Nature Reserve and north through Allbrook towards Winchester as shown in Figure 2. Further to this, Figure 3 shows the walking distances achievable in 30 minutes. This includes a large amount of amenities such as Eastleigh Town Centre and Train Station within this catchment allowing sustainable forms of transport around the area.



Figure 2: Public Rights of Way (PROW) in the vicinity of the site

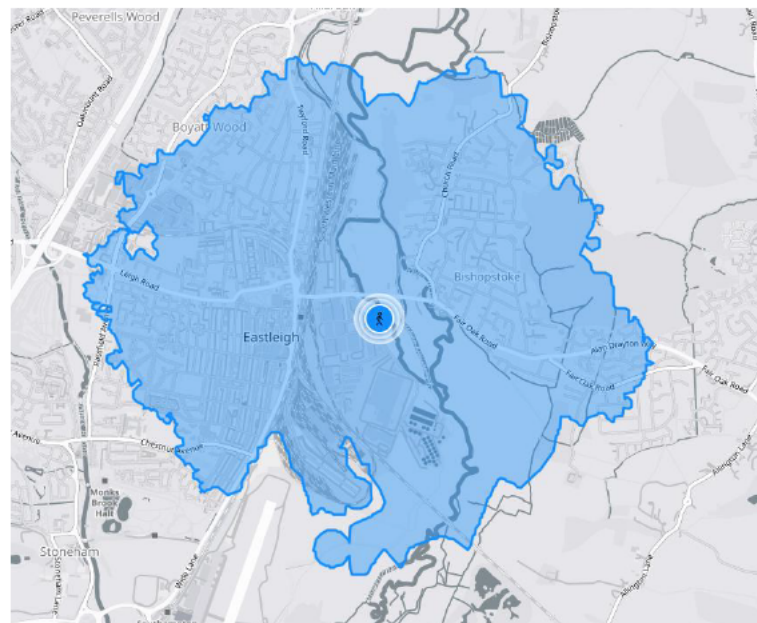


Figure 3: Achievable walking distance in 30 minutes

National Cycle Route

- 2.8 **Figure 4** shows National Cycle Route 24 running East to the proposed site through Eastleigh town centre joining onto route 23 which goes north towards Winchester and south towards Southampton. Further to this **Figure 5** shows the achievable cycling distances in 15 minutes. Included in this Southampton Airport and Eastleigh Town Centre and surrounding areas such as Allbrook, Brambridge and Boyatt Wood.



Figure 4: National Cycle Network

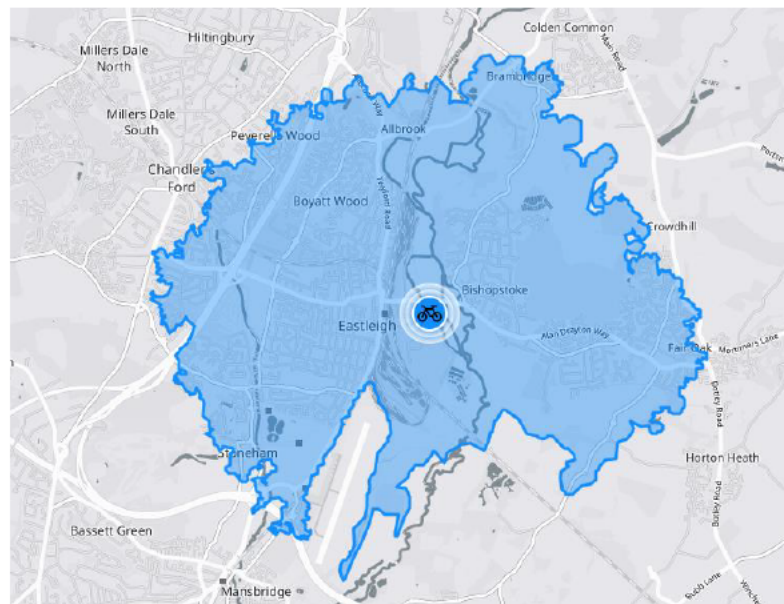


Figure 5: Achievable cycling distance in 15 minutes

Public Transport

Bus Network

- 2.9 The nearest bus stop to the site is on 'Chickenhall Lane' approximately 110m away (eastbound) and 210m away (westbound). The bus stop is located in a lay by with a flag pole and a timetable with a further eastbound stop located opposite Dutton Lane with a half lay by. The next closest bus stops to the site to the east are the 'Recreation Ground' bus stops located approximately 330m east of the site. The eastbound bus stop is equipped with a demarcated layby, flag pole and timetable, while the westbound bus stop is equipped with flag pole and timetable only. It is worth noting that both bus stops are also equipped with a raised kerb allowing for accessible users on and off the bus. Table 1 summarises the bus services available near to the site.

Service	Operator	Stop	Route	Approximate Frequency		
				Mon-Fri	Sat	Sun
2	BlueStar	Recreation Ground	Southampton- Portswood- Swaythling-North Stoneham- Eastleigh-Bishopstoke-Fair Oak	4 per hour	4 per hour	Twice an Hour
3	BlueStar	Recreation Ground	Southampton-Bitterne-Thornhill- Hedge End-Botley-Boorley Green-Fair Oak	Once an Hour	Once an Hour	Once an Hour

Table 1: Summary of Local Bus Services

- 2.10 The above services present the opportunity to promote sustainable travel to/from the site in the future by utilising the frequent bus services into Eastleigh and Southampton City Centre.
- 2.11 The bus frequency information has been entered into the BREEAM Accessibility Index (AI) calculator and is demonstrated in Figure 6.

BREEAM 2018 Tra01/02 Accessibility Index calculator BREEAM[®] UK
delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Multi-residential Select

No. nodes required: 5

NODE 1

Public transport type	Bus
Distance to node (m)	110
Average frequency per hour	4

Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
1									

NODE 2

Public transport type	Rail
Distance to node (m)	570
Average frequency per hour	6

Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

Accessibility Index: 5.54

Figure 6: BREEAM Accessibility Index

Rail Network

- 2.12 The site is also located approximately 570m east of Eastleigh train station, which is operated by South Western Railway. Eastleigh train station is equipped with ticket machines, step-free access, 130 cycle spaces and 133 car parking spaces. Eastleigh train station provides direct services to Winchester (9 minutes), Southampton Central (13 minutes) Portsmouth Harbour (47 minutes) and Salisbury (50 minutes).

Accessibility to Local Amenities

- 2.13 The CIHT document, 'Providing for journeys on foot' (2000), identifies the 'desirable', 'acceptable' and 'preferred maximum' walking distances to locations within town centres and elsewhere. The distances are outlined within Table 2.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 2: CIHT guidance for 'Providing for journeys on foot' (2000)

- 2.14 In addition, the CIHT's 'Planning for Walking' (April 2015) identifies that whilst a number of pedestrian journeys are decreasing, 'the average length of pedestrian journeys increased slightly from 0.7 miles to 0.85 miles' between 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,368m. The average duration also increased from 15 minutes to 17 minutes.
- 2.15 The site is situated within walking/cycling distance of several local amenities and services in the local area. A summary of the site's proximity to these facilities and the associated walking and cycling times is provided in Table 3, as taken from the vehicle access.

Amenity	Approximate Distance (m)	Approximate Walking Journey Time (min)	Approximate Cycling Journey Time (min)
Petrol Station/Convenience store Esso	100	2	1
Bus Stop- Chickenhall Lane (Eastbound)	110	1	1
Bus Stop- Chickenhall Lane (Westbound)	210	3	1
Eastleigh Town Centre	450	6	2
Supermarket- Tesco Express	510	7	2
Train Station-Eastleigh	570	9	3
Supermarket-Lidl	620	10	4
Bank-HSBC	620	9	3
Pharmacy-Boots	650	14	5
Dentist-MyDentist	740	11	4
GP-Eastleigh Health Centre	870	12	4
Gym-Anytime Fitness	950	13	5

Table 3: Summary of Local Amenities and Facilities

2.16 As displayed within **Table 3** and referring to **Table 2**, there a large number of amenities and services within the 'preferred maximum' walking distance. This demonstrates that the proposed site would provide an excellent opportunity to create a sustainable development. Additionally, in line with the guidance provided in 'Planning for Walking' (April 2015) walking and cycling to local amenities is realistic for future site occupants given all the facilities listed in **Table 3** are within the average walking time.

2.17 **Table 3** only highlights a select number of key amenities available accessible from the site, with many more located on the High Street within Eastleigh, all accessible by walking, cycling or public transport. Further to this, suitable footways are present allowing suitable connectivity from the site to the amenities. Therefore, the site is deemed to be accessible and sustainable, as was agreed by HCC as part of the pre-application discussions.

Personal Injury Accident (PIA) Data

2.18 Personal Injury Accident (PIA) data for the last 3 years has been obtained from Hampshire Constabulary from the period between 1st December 2021- 29th February 2024 within a 400m radius of the site. The report is also attached in **Appendix C** and the map in **Figure 7**. The survey area covered Bishopstoke Road (B3037) and along Chickenhall Lane.

2.19 During this period ten incidents have occurred with one being serious along Bishopstoke Road, this was a collision with a lamppost and it was noted in the report it is very likely the driver was impaired by alcohol. Another slight incident had occurred along Chickenhall Lane. However, this is further down from the site access and it is deemed that this will not cause any highway concerns. None of the

incidents recorded have occurred within close proximity to the site access.

2.20 Therefore, when considering the location, frequency and severity of the incidents to have occurred in the last three-years it can be concluded that the proposed development will not impact on the safety and operation of the local road network.



Figure 7: Personal Injury Accident (PIA) Data (2021-2024)

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development will consist of a 70 bed care home, with access taken via Chickenhall Lane. The proposed site layout is attached as **Appendix A**.

Access Arrangements

- 3.2 The site will be accessed via a bellmouth, upgrading the existing vehicle crossover to form a bellmouth arrangement measuring 6m wide with 6m radii. Two-way vehicle tracking at the access has been completed that shows two large cars can pass without conflict, and is attached within **Appendix D**. It should also be noted that vehicle tracking has been undertaken at 10mph to accord with HCC technical guidance.
- 3.3 The proposals have been subject to an independent Stage 1 Road Safety Audit (**Appendix E**). Overall only two issues were raised; one relating to the potential obstruction to the visibility splay however, it has been noted and ensured that the visibility splays will be maintained in order to prevent this. The second comment was that keep clear markings should be installed in the northbound lane. However, as HCC have plans to upgrade the junction to the north keep clear markings may not be necessary. If HCC requests these markings the developer is happy to introduce these. The RSA and Designer's Response are included in full at **Appendix E**.
- 3.4 Pedestrian access is formed through an internal footway link, connecting to Chickenhall Lane adjacent to the vehicle access point and continuing around the northern radius to tie in with the existing infrastructure.

Visibility

- 3.5 In order to help inform the visibility splays from the access, two 7-day ATC surveys were undertaken along Chickenhall Lane. The traffic surveys were placed north and south of the existing access point between Tuesday 4th June 2024 and Wednesday 12th June 2024. Whilst the full results are attached as **Appendix F**, the results are in **Table 4**.

Chickenhall Lane	Daily Flow (7-day Average)	85 th percentile Speeds (mph)
Northbound	3204	31.2
Southbound	3119	25.1

Table 4: ATC Survey Results

- 3.6 The above vehicle speeds require visibility splays of 2.4m x 33m in the primary direction and 45m in the secondary direction in line with Manual for Streets (MfS) guidance. These have been shown as achievable within **Appendix G** and is therefore considered that the access is safe and suitable for the

purposes of the proposed development. This was confirmed as acceptable by HCC at the pre-application stage.

Parking Provision

- 3.7 In order to inform parking provision on the site, Eastleigh Borough Council's residential Standards SPD (2009) has been consulted. The guidance states that for 'Nursing and Rest Homes' 1 space per 6 beds plus 1 space per staff member is required (based on the presumption staff on site at any one time).
- 3.8 There is an expected total number 47 staff members therefore, for the proposed development of 70 beds, this would require 12 spaces plus up to 22 parking spaces for staff (assuming up to 22 staff maximum at any one time due to the fact staff will be on shift patterns), totalling 34 spaces for the development. However, based on operational experience and other consented schemes, in particular Highwood's recently consented Moorhill scheme (granted permission under EBC planning reference F/22/94034), a reduction against the standards is deemed appropriate. Additionally, staff and visitors would be encouraged to travel sustainably (car share, public transport etc) to the site through the implemented Travel Plan. Therefore, a total parking provision of 24 parking spaces, with 2 designated for disabled users as per the request within the Pre-Application response, is deemed sufficient. Vehicle tracking has been completed and is attached as **Appendix D**.
- 3.9 Parking spaces measure 2.5m x 5.0m (It was also noted/raised in the pre-app a 0.3m wide strip step out for all spaces located against landscaping) with a minimum 6m aisle distance to reflect changes in car sizes.
- 3.10 Furthermore, recent BREAAAM standards emphasise the increased demand for electric vehicles and state that 10% of parking must be provided with electric charging spaces. 3 of the proposed parking bays will be supplied with the necessary EV infrastructure.

Cycle Parking

- 3.11 Eastleigh Borough Council also outline cycle parking provision at care homes, with the SPD stating that 1 space per 6 staff is to be provided. Therefore, using the same staff numbers as above (47), this would require 8 cycle spaces as a worst-case assessment. In addition to this BREEAM standards contained within 'Private Transport Measures – Points 13-15 within Table 7.4' state that there should be enough storage space for 1 bicycle space per 10 staff and 1 bicycle space per 10 beds. This would leave a requirement of 12 spaces, which will be provided.

- 3.12 In addition, BREEAM standards also state that shower and changing facilities should be provided to allow staff to change after cycling to work. This will be provided as part of the development.

Fire and Refuse Servicing

- 3.13 A fire tender is required to enter the site and is able to get within most parts of the building. In accordance with Building Regulations Document B, as the proposed building is less than 2000m², and the top occupied storey is a maximum of 11m above ground, level, then the fire tender can get within 15% of the perimeter of the proposed building. Fire tender tracking has been completed and is attached within **Appendix H**.
- 3.14 Refuse collection will take place on site and therefore a refuse vehicle is required to access the site. The refuse vehicle is able to get within 10m of the refuse store. As demonstrated in **Appendix I**, the appropriately sized refuse vehicle is able to enter and exit the site in a forward gear via the aforementioned improved access points.

Potential Improvements to the Chickenhall Lane Roundabout

- 3.15 HCC highways have identified proposed improvements to the existing mini roundabout at the junction Chickenhall Lane and Bishopstoke Road to become signalised, with bus priority elements. Within the pre-application response, HCC confirmed that the designs are not sufficiently advanced or finalised for sharing at this time, although public consultation on an improvement scheme has taken place. The public consultation scheme did identify reliance on land outside of the highway boundary to include the north western corner of the application site. The proposed care home development has deliberately omitted development in this area so as not to prejudice delivery of a potential HCC scheme in the future, albeit discussions would be needed as to the extent of land required and associated value. There is no reason why this care home application should be delayed or resisted from a highways perspective relating to the potential delivery of this scheme.

4. HIGHWAY IMPACT

- 4.1 This section of the TS will set out the likely highway impact of the site through quantifying the number of trips that the site will generate. It is worth noting that these were agreed with the HCC highways officer at the pre-application stage (as confirmed in **Appendix B**) and should therefore be considered acceptable.

Proposed Trip Generation

- 4.2 Considering that the site is currently undeveloped land, it has been assumed that there are currently no regular trips generated on the site, Therefore, in order to provide an assessment of the likely number of trips that the proposed development would generate, a TRICS assessment has been undertaken using the following parameters:

- Use Class 'Health' and sub category 'care home';
- Sites in England and Wales only;
- Parameter of 30 – 90 units;
- Weekday Surveys only; and
- Sites in 'Edge of Town Centre' and 'Suburban Area' only.

- 4.3 The results of the TRICS assessment are summarised in **Table 5**, with the full outputs attached as **Appendix J**.

TRICS (v.7.11.1)	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per 1 bed	0.084	0.046	0.130	0.049	0.087	0.136	1.965
Trip Generation (70 bed care home)	6	3	9	3	6	10	138

Table 5: Proposed Development TRICS Data (TRICS v.7.11.1)

- 4.4 The proposed development is likely to generate in the order of 9 trips in the AM peak, 10 trips in the PM peak, with 138 trips generated across a 12 hour period. This equates to 1 vehicle trip every 5 minutes across 12 hour period.
- 4.5 As confirmed through the pre-application response from HCC, given the level of peak period trips generated by the site, no further assessment of the traffic impact on the local road network is required as the proposals would not result in a severe residual cumulative impact in the context of the NPPF para 115.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Highwood to support a full planning application for the development of a 70-bed care home at Chickenhall Lane, Eastleigh.
- 5.2 Pre-Application discussions have been undertaken with Hampshire County Council (HCC) highways officers (under reference: 6-3-9-337) on which they broadly accepted the principle of development on the basis that further information was provided on aspects such as highway developer contributions which would be required as well as the production of an internally managed Travel Plan (TP) to promote sustainable transport options for staff and the residents.
- 5.3 The site is located approximately 450m east of Eastleigh town centre boundary, which is host to extensive amenities and facilities. The site is well connected to the existing pedestrian and cycle infrastructure and therefore presents an excellent opportunity to create a sustainable development for staff and visitors. Given the accessibility of the site in line with the nature of the development, existing pedestrian network and bus services, the site can currently be a good location to produce a sustainable development.
- 5.4 Personal Injury Accident (PIA) Data for a 3-year period has been obtained from Hampshire Constabulary which does not identify any trends or highway design concerns that would be exacerbated by the proposed development.
- 5.5 The proposed access point for the site is a bellmouth junction onto Chickenhall Lane. Visibility from this access is achievable in accordance with the recorded speeds, and has been broadly accepted at the pre-application stage.
- 5.6 The proposed provision of 24 parking spaces for the 70-bed care home, with 2 designated disabled spaces is deemed sufficient. This equates to a ratio of 0.34 spaces per bedroom for the care home. Furthermore, recent BREEAM standards emphasise the increased demand for electric vehicles and state that 10% of parking must be provided with electric charging spaces. 3 of the proposed parking bays will be supplied with the necessary EV infrastructure.
- 5.7 The refuse vehicle is able to reach within 10m of the refuse store and a fire tender is able to get within 15% of the perimeter of the building in accordance with Building Regulations Document B.
- 5.8 From completing a TRICS assessment, the proposed development is likely to generate in the order of 9 trips in the AM peak, 10 trips in the PM peak, with 138 trips generated across a 12 hour period. This

equates to 1 vehicle trips every 5 minutes across a 12 hour period.

- 5.9 This Transport Statement (TS) has demonstrated that the proposed development will have a negligible impact the operation of the local road network and that a safe and suitable access is attainable. We would therefore encourage Hampshire County Council and Eastleigh Borough Council to look favourably upon this development in relation to highways.

Application Boundary

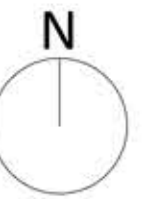
NOTES

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All dimensions are in millimetres unless stated otherwise.

This drawing is to be read in conjunction with all other relevant drawings and specifications.

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P17	27.11.24	Cycle Store Added	AH	RMc
P16	27.11.24	Red Line Boundary Amended	AH	RMc
P15	26.11.24	Red Line Boundary Amended	AH	RMc
P14	21.11.24	Landscaping added	NR	BG
P13	21.11.24	Red line boundary amended	NR	BG
P12	21.11.24	Red line boundary amended	NR	BG
Rev	Date	Description	Drawn By	Checked By

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Project:
Chickenhall Lane

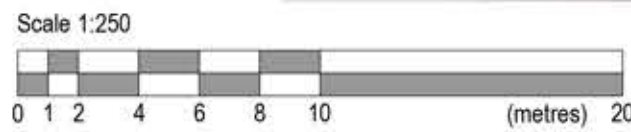
Client:
Highwood

Drawing Title:
Proposed Site Plan

For Planning Submission

HIA Project Number	Scale @ A1	Suitability
3765	1:250	D0

Project	Originator	Volume	Level	Type	Role	Number
3765	HIA	01	00	DR	A	0102





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<i>Direct Line</i>		<i>Your reference</i>	Chickenhall Lane, Eastleigh
<i>Date</i>	16 th August 2024	<i>Email</i>	matt.grantham@hants.gov.uk

Dear Ms Drohan,

Re: Pre-Application advice – Chickenhall Lane.

Thank you for providing HCC Highways with the opportunity to provide input, via the pre-application process, into the proposed development of a 70-bed care home located on land to the south eastern corner of the Chickenhall Lane and Bishopstoke Road junction in Eastleigh:

To date, you have provided me with a Pre-Application Scoping Note (024.0060PASN2) which outlines the proposals, and requests agreement and clarification on the following issues:

- Principle of access;
- Trip rates and impact of development upon the local road network;
- Requirement of a Travel Plan Statement;
- Servicing Arrangements;
- Parking provision; and
- Discussion regarding the area required for the potential junction improvements at the junction of Chickenhall Lane / Bishopstoke Road.

Following a full review of the Pre-application Scoping Note, along with liaison with other departments within HCC, the following comments are made:

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

DISCUSSION REGARDING THE AREA FOR THE POTENTIAL JUNCTION IMPROVEMENTS AT THE JUNCTION OF CHICHEHALL LANE / BISHOPSTOKE ROAD:

As you are aware, there are plans to upgrade the Chickenhall Lane / Bishopstoke Road junction, and this is a key scheme which HCC as Local Highway Authority are currently progressing.

The scheme looks to update the existing mini roundabout to a signalised junction which will provide an element of bus prioritisation as well as improvements for pedestrian and cycle movements, all assisting with the aim of better promoting sustainable travel on this key corridor within the Eastleigh Borough area.

Unfortunately, at the present time, whilst the scheme has an indicative programme for start of construction in 2026, the designs are being finalised with what is anticipated to be the final updates currently being made. Due to this, the designers have requested that the current designs are not shared at this stage, given there are ongoing negotiations to be had with several affected landowners.

I will however endeavour to provide information to the following issues that you have raised and are requesting clarification on, utilising the knowledge that I have of the highway improvement works, outlining where they may have a direct impact on the built elements of your proposals accordingly.

Please note however, that there could obviously be changes made to the highway improvement works that could affect the comments that I make below.

PRINCIPLE OF ACCESS:

It is noted that the access into the proposed development site is taken from the eastern side of Chickenhall Lane, located in the position of the existing site vehicle crossover, but widening and upgrading this to a formal two-way bellmouth junction.

Whilst in some locations it could be preferable to retain the simple vehicle crossover, albeit with some widening taking place, in order to preserve the priority movement for pedestrians and cyclists, it is noted that the existing footway stops adjacent to your site access. As such, with no plans at the present time to extend this further on the eastern side, there would be no objection to the formal bellmouth as proposed. Pedestrians will simply be encouraged to switch to the western side of Chickenhall Lane further north at the proposed junction highway works for access into the wider industrial estate.

In terms of vehicle tracking to demonstrate the movement of various vehicles in and out of the site, this has been provided within the Pre-application Scoping Note for personal vehicles, an emergency vehicle (fire tender) and a refuse vehicle. These demonstrate that two-way access is achievable through

the proposed access junction for personal cars accessing and egressing the site at the same time, as well as the emergency and refuse vehicle accessing and egressing as a sole vehicle which would be acceptable given the infrequencies that these movements would be anticipated to take place.

It is however noted that the tracking drawings provided do not show the formal parking bays located opposite (and heading north from) the proposed site access on the western side of Chickenhall Lane. Should a formal application come forward, it would be requested that the parking bays are added to plans to fully demonstrate the proposed vehicle movements are fully achievable with parked cars in place. Having reviewed the tracking plans provided, this looks to be very tight.

Plans have also been provided which show the visibility splay at the proposed access looking out onto Chickenhall Lane, cross referenced with physical speed surveys undertaken over a 7-day period utilising ATC's.

These visibility splays would be acceptable for the speeds recorded, and indeed in reality it is likely that visibility in excess of that shown on plans would be achievable due to the local conditions in the vicinity of the proposed site access. There would however be a need for any areas of landscaping located within these visibility splays to be kept to an appropriate maximum height (0.6 to 1.0m) however this could be via a condition for any landscaping not contained on highway land.

It should be noted that within the Chickenhall Lane / Bishopstoke Road junction improvement works, it is likely that a parking space will need to be provided for maintenance vehicles at some point between the site access and the signalised junction. Given the infrequency of use that this will attract, its formal assessment against visibility would not be required.

In terms of foot and cycle provision, access to the site would utilise the existing infrastructure which would be acceptable, noting the potential for improvements to be made in the near future by the HCC highway junction scheme. These external links adequately reach the site access, with 2.0m footway links entering into the site itself from the highway to provide full connectivity to the care home entrance building via internal tactile drop kerbs and an onward footway link to the building access.

Finally, it would also be reminded that any works on the highway such as those outlined above, will need to be undertaken via the S278 process accordingly. Details of this process can be found via the following web address - <https://www.hants.gov.uk/transport/developers/section-278>

This process can also cover the movement of the adjacent lamp column that is noted to be very close to the access position (just south of the existing vehicle crossover) should this be required as part of the proposed bellmouth junction works.

TRIP RATES AND IMPACT OF DEVELOPMENT UPON THE LOCAL HIGHWAY NETWORK:

The proposed trip rates that the development proposals are anticipated to generate have been outlined within the Scoping Note provided. These have been derived from the TRICS database, and it can be confirmed that the trip rate per 1 bed as shown in Table 1 below is acceptable. Dependant on the timescales against which the development proposals come forward however, it may be that a refresh of data is required, as additional sample developments get added to the database.

TRICS (v.7.8.2)	AM Peak (0800-0900)			PM Peak (1700-1800)			Total Daily Trips
	Arrivals	Departures	Total	Arrivals	Departures	Total	
Trip Rate per 1 bed	0.084	0.046	0.130	0.049	0.087	0.136	1.965
Trip Generation (70 bed care home)	6	3	9	3	6	10	138

Table 1: TRICS Data

Calculated against the 70-bed care home development, this shows trip generation to be 9 vehicles in the AM Peak (0800-0900), being 6 arrivals and 3 departures, along with 10 vehicles in the PM Peak (1700-1800), being 3 arrivals and 6 departures (with rounding adjustments). Additionally it is outlined that there would be a total of 138 combined access and egress trips throughout a 24 hour period.

Clearly when considered against the background level of vehicle movements that already exist through the local highway junctions and on Bishopstoke Road, this will result in a small percentage increase, and would be unlikely to have a detrimental impact on the local highway network. As such, at this stage, it would be unlikely that any associated vehicle modelling exercises would be required.

It would however be foreseen that accumulative to other development in the local area, there will be a need to update and improve highway infrastructure and services in the local vicinity in order to ensure sustainable travel to and from the site is encouraged. In this regard, it would be confirmed that highway developer contributions would be required, with an initial calculation generating a value of approximately £30,000. This would likely go towards pedestrian and cycle improvements, as well as bus service and infrastructure improvements in close proximity to the site.

In addition, £12,000 towards the cost of updating and additional Traffic Regulation Orders would be required, primarily for the restriction of parking at the access junction to ensure visibility splays are protected.

REQUIREMENT OF A TRAVEL PLAN STATEMENT:

Given the quantum and type of development being proposed, and its distance from any active likewise development against which partnerships could be formed, no formal Travel Plan (TP) requiring assessment by HCC as Local Highway Authority would be required.

An internally managed TP would however be suggested for the development, encouraging staff and visitors to utilise sustainable modes of travel to and from the site wherever possible. This could be via reception information packs, or through website pages.

SERVICING ARRANGEMENTS:

As outlined above, in terms of service vehicle movements in and out of the site onto the highway, these would be generally acceptable, with refuse vehicle tracking supplied which would cover the largest vehicle movement anticipated to access the site. However there is a need to add formal parking spaces on Chickenhall Lane to the tracking drawings to fully demonstrate adequate space is afforded.

Internally, it is noted that the refuse store to the north of the proposed building can be accessed by a refuse vehicle, with the internal turning head giving ample space to turn the vehicle and facilitate forward gear access and egress out onto the highway.

What isn't shown on plans however is the internal layout of the care home, and so it is not clear where the kitchens (for example) will be located and whether the same area used for refuse collections is conveniently situated for a dual purpose of food deliveries. The developer may wish to consider such elements when designing the internal layout.

PARKING PROVISION:

Whilst the quantum of parking is for EBC to assess, where they will need to ensure that the parking quantum accords to the EBC Parking Standards, it is noted that 24 vehicle parking spaces are proposed (inclusive of disabled and EV enabled parking) along with 4 cycle parking spaces. Whilst this looks to fall below the standards, as outlined in the Scoping Note, the site is located within a reasonable distance of sustainable travel modes (bus and train) as well as local cycle and walking routes to residential areas. There are also public car parks close by, the nearest of which is the NCP off Dutton Lane, should staff and visitors be unable to utilise sustainable travel for some reason.

In terms of the layout, the cycle parking locations would be generally acceptable, being close to the care home building, however confirmation of the internal layout and access points would be required to fully assess. Additionally, one set of cycle hoops appears to be on a grassed area (Appendix A site plan) which isn't ideal, and also full details of the cycle storage / shelters would be required.

With the vehicle parking, again the layout would be acceptable in principle, with adequately sized parking bays (2.5x5.0m) being quoted. However, 0.3m wide step out strips for all spaces located against landscaping would be suggested to reduce the need for users to have to step out onto these areas when accessing vehicles, which could cause slips and trips, as well as become unsightly during wet weather periods.

The main area of concern would be the 7 parking spaces marked up for EV charging to the north western end of the site. Whilst as outlined above, the designs for the Chickenhall Lane / Bishopstoke Road junction improvement works have yet to be finalised, this corner of the site obviously sits within close proximity of where these works are to take place, and where there is potential for third party land to be required for widening works.

It would therefore be suggested that should an application come forward before either the works have been completed (likely 2026) or as a minimum, designs have been finalised, that to avoid a potential highway objection alternative layouts are reviewed.

This could be via either angling these parking spaces further east, or simply by elongating the eastern side parking, resulting in the need for one side parking only on this northern parking area.

As outlined however, the primary recommendation would be for any future application to wait for the junction work designs to be fully finalised prior to any application being submitted.

This of course could have onwards benefits for the HCC as Local Highway Authority, given the site could also be utilised for compound purposes during construction if the land owners were amenable to this.

I trust that the comments above are clear, however if you have any queries or require any clarification on the matters discussed, please feel free to contact me.

Yours faithfully

Matt Grantham
Principal Development Planner – Highways Development Planning

Appendix C

Accidents between dates **01/03/2021** **and** **29/02/2024** (36) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
B3037 EASTLEIGH BACS/SR/0924/158")

Selected Polygon:AW B3037 EASTLEIGH BACS/SR/0924/158

Accidents between dates 01/03/2021 and 29/02/2024 (36) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW B3037 EASTLEIGH BACS/SR/0924/158")

44210329382 18/08/2021 Time 1522 Vehicles 3 Casualties 1 Slight
E:446518 N: 119156 First Road: A 3037 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 001	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING E TO W ON BISHOPSTOKE ROAD FAILS TO NOTICE VEH 2 (CAR) TRAVELLING E TO W HAS SLOWED AND COLLIDES WITH REAR OF VEH 2 WHICH SUBSEQUENTLY COLLIDES WITH REAR OF UNKNOWN VEH 3 (CAR)
Occurred on BISHOPSTOKE ROAD A3037 NEAR EASTLEIGH OUTSIDE TESCO EXPRESS

Vehicle Reference 1 Car Stopping
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Vehicle Reference 2 Car Stopping
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 22 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/03/2021 and 29/02/2024 (36) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
B3037 EASTLEIGH BACS/SR/0924/158")

Vehicle Reference	3	Car	Stopping	
Vehicle movement from	E	to W	No tow / articulation	Leaving the main road
On main carriageway			No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Back	Hit vehicle:
Hit object in road	None	Off road:	None	
Did not leave carr		Age of Driver		Unknown
Not hit and run	Breath test	Driver not contacted		
		Left hand drive:	No	

Accidents between dates 01/03/2021 and 29/02/2024 (36) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW B3037 EASTLEIGH BACS/SR/0924/158")

44220222979 06/06/2022 Time 0716 Vehicles 2 Casualties 1 Slight
E:446538 N: 119154 First Road: B 3037 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (VAN) TRAVELLING W ALONG B3037 BISHOPSTOKE ROAD, TURNED RIGHT INTO TESCO EXPRESS WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING E ALONG B3037 BISHOPSTOKE ROAD. VEH1 LEAVES CARRIAGEWAY TO THE OFFSIDE HITTING LAMP POST.

Occurred on B3037 BISHOPSTOKE ROAD AT JUNCTION WITH TESCO EXRESS ENTRANCE, EASTLEIGH, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from E to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: Lamp post
O/S Age of Driver 22 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 56 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2021 and 29/02/2024 (36) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
B3037 EASTLEIGH BACS/SR/0924/158")

44220268349 05/07/2022 Time 1430 Vehicles 3 Casualties 3 Slight
E:446609 N: 119141 First Road: B 3037 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAV W ALONG B3037 BISHOPSTOKE RD FAILED TO SLOW FOR STATIONERY TRAFFIC
AHEAD AND COLLIDED INTO REAR OF VEH2 (CAR) TRAV W ALONG B3037, WHICH PUSHED INTO VEH3
(CAR) TRAV W ALONG B3037, CAUSING MINOR INJURY TO CAS 1, 2 & 3.
Occurred on B3037 BISHOPSTOKE RD, OUTSIDE MILL HOUSE LODGE, 45 W OF RIVERSIDE, EASTLEIGH,
HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 64 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/03/2021 and 29/02/2024 (36) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
B3037 EASTLEIGH BACS/SR/0924/158")

Vehicle Reference	2	Car	Going ahead but held up
Vehicle movement from	E to W	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	71
Not hit and run	Breath test	Driver not contacted	Male
		Left hand drive:	No

Casualty Reference:	2	Vehicle:	2	Age:	71	Male	Driver/rider	Severity:	Slight
Not a pupil									
Seatbelt	Worn but not i	Cycle helmet:	Not a cyclist						

Casualty Reference:	3	Vehicle:	2	Age:	72	Female	Passenger	Severity:	Slight
Not a pupil									
Seatbelt	Worn but not i	Cycle helmet:	Not a cyclist						

Front seat

Vehicle Reference	3	Car	Going ahead but held up
Vehicle movement from	E to W	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Back
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	21
Not hit and run	Breath test	Driver not contacted	Male
		Left hand drive:	No

Accidents between dates 01/03/2021 and 29/02/2024 (36) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
B3037 EASTLEIGH BACS/SR/0924/158")

44220326401 12/08/2022 Time 1140 Vehicles 2 Casualties 3 Slight
E:446529 N: 119405 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: Other object in carriageway
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAV S ALONG CHURCH RD, OVERTAKING PARKED VEHs NEARSIDE COLLIDED WITH VEH2 (CAR) HEAD ON TRAV N ALONG CHURCH RD, CAUSING MINOR INJURY TO ALL VEH OCCUPANTS DUE TO DEPLOYMENT OF AIRBAGS,
Occurred on CHURCH RD / RIVERSIDE, BISHOPSTOKE, EASTLEIGH, HAMPSHIRE.

Vehicle Reference 1 Car Overtaking nearside
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 79 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 79 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 55 Female Passenger Severity: Slight
Not a pupil
Seatbelt Worn and ind Cycle helmet: Not a cyclist
Front seat

Accidents between dates 01/03/2021 and 29/02/2024 (36) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW B3037 EASTLEIGH BACS/SR/0924/158")

Vehicle Reference2CarGoing ahead other
Vehicle movement fromS to NNo tow / articulationLeaving the main road
On main carriagewayNo skidding, jack-knifing or overturning
Location at impactNot at, or within 20M of JctFirst impactFrontHit vehicle:
Hit object in roadNoneOff road:None
Did not leave carrAge of Driver46Female
Not hit and runBreath testNegative
Left hand drive: No

Casualty Reference:3Vehicle:2Age:46FemaleDriver/riderSeverity: Slight
Not a pupil
SeatbeltWorn and indCycle helmet: Not a cyclist

44220340353 21/08/2022 Time 1941 Vehicles 1 Casualties 1 Serious
E:446448 N: 119160 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
DaylightFine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLING E ALONG BISHOPSTOKE ROAD ON THE SOUTHERN PAVEMENT, COLLIDED WITH A LAMP POST.
Occurred on BISHOPSTOKE ROAD, OPPOSITE NO. 51, EASTLEIGH, HAMPSHIRE.

Vehicle Reference1Pedal CycleGoing ahead other
Vehicle movement fromW to ENo tow / articulationLeaving the main road
Cycleway or shared use footway (not part of main carNo skidding, jack-knifing or overturning
Location at impactNot at, or within 20M of JctFirst impactFrontHit vehicle:
Hit object in roadNoneOff road: Lamp post
O/SAge of Driver56Male
Not hit and runBreath testNot applicable
Left hand drive: No

Casualty Reference:1Vehicle:1Age:56MaleDriver/riderSeverity: Serious
Not a pupil
SeatbeltNot ApplicableCycle helmet: No

Accidents between dates 01/03/2021 and 29/02/2024 (36) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
B3037 EASTLEIGH BACS/SR/0924/158")

Notes:

44230062789 14/02/2023 Time 1701 Vehicles 2 Casualties 1 Slight
E:446236 N: 118954 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle blind spot	Vehicle 1	Very Likely
2nd:	Cyclist entering road from pavement	Vehicle 2	Very Likely
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Travelling too fast for conditions	Vehicle 2	Possible
5th:			
6th:			

VEH 1 (CAR) TRAV SE CHICKENHALL LANE TURNED RIGHT FOR PHOENIX PARK INDUSTRIAL ESTATE.
TRAFFIC WAS QUEUED UP TRAV NW. VEH 2 (P/CYCLE) TRAV UNSEEN AT SPEED SE ALONG THE
PAVEMENT COLLIDED WITH THE OFFSIDE OF VEH 1.

Occurred on CHICKENHALL LANE AT JUNCTION WITH PHOENIX PARK INDUSTRIAL ESTATE, EASTLEIGH,
HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 50 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates **01/03/2021 and 29/02/2024** (36) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 B3037 EASTLEIGH BACS/SR/0924/158")

Notes:

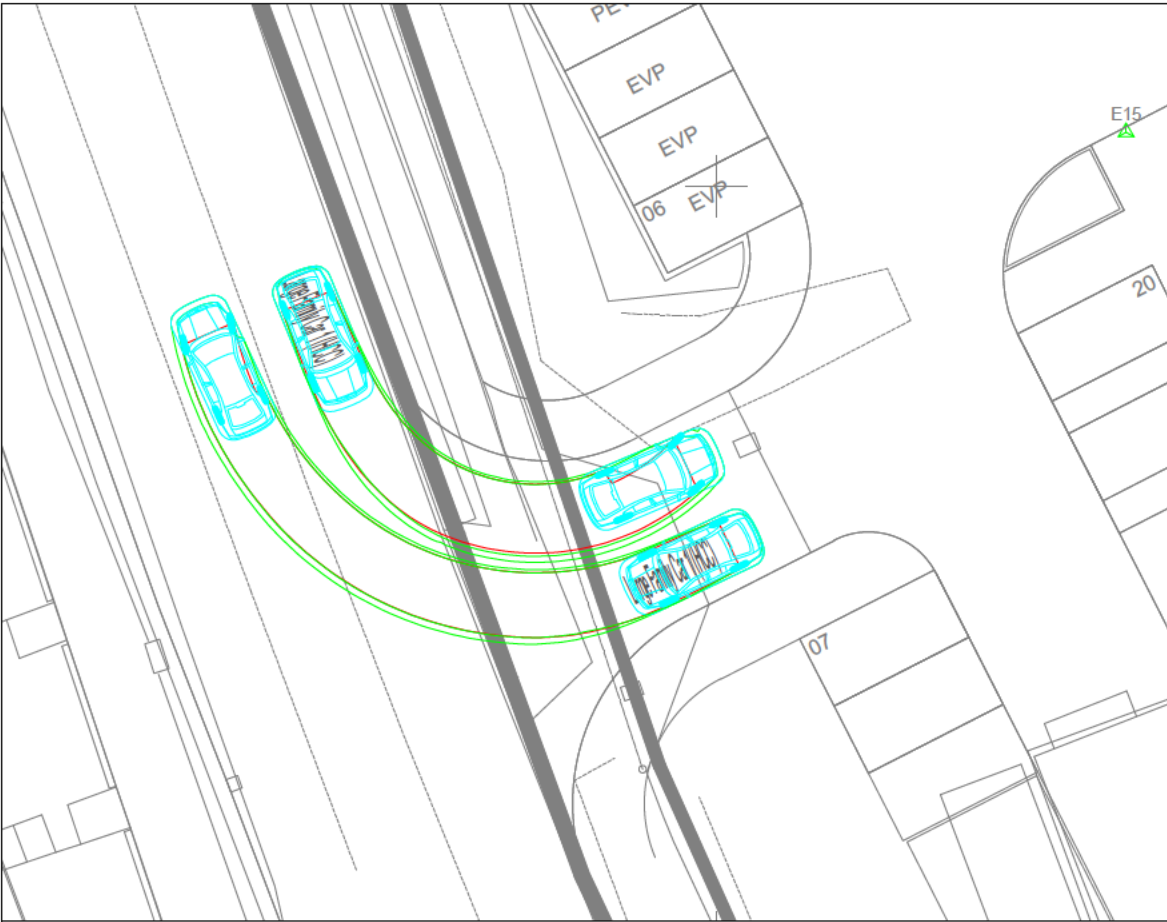
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	4	4
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	0	1	5	6

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	6	6
Passenger	0	0	2	2
Motorcycle rider	0	0	0	0
Cyclist	0	1	1	2
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	9	10

Appendix D



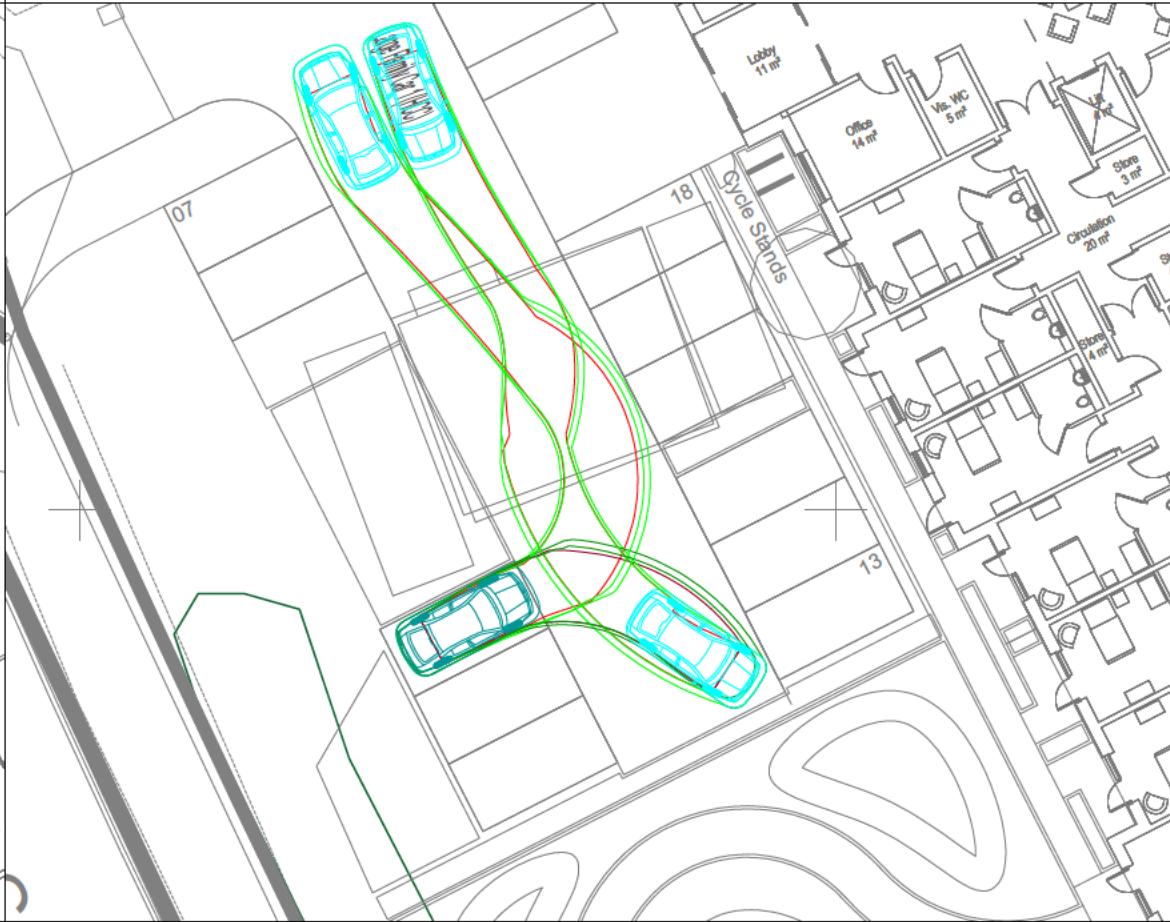
SITE LAYOUT ACCESS VEHICLE TRACKING



SITE LAYOUT VEHICLE TRACKING CAR PARKING SPACE 7



SITE LAYOUT VEHICLE TRACKING CAR PARKING SPACE 24



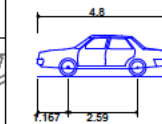
SITE LAYOUT VEHICLE TRACKING CAR PARKING SPACE 10

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VEHICLE PROFILE



Large Family Car 1 (HCC)	
Overall Length	4.800m
Overall Width	2.000m
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	6.000m



NORTH

P03	REVISED LAYOUT	27.11.24	HML	MDS
P02	UPDATED LAYOUT	13.08.24	IDR	MDS
P01	FIRST ISSUE	21.06.24	IDR	MDS
Rev	Description	Date	By	App'd

Date Created	Drawn By	Approved By	Suitability Code
21.06.24	IDR	MDS	-
PBA Project Number	Scale	(AT A3)	
024.0060	1:250		

PBA Drawing No:	Revision
024.0060-0004	P03

Project Name	Title
CHICKENHALL LANE, EASTLEIGH	PROPOSED SITE LAYOUT PRIVATE VEHICLE TRACKING
Project Phase	
PRELIMINARY	

paulbasham
associates

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Client

HIGHWOOD



Road Safety Audit Stage 1

Proposed Access

Chickenhall Lane

Eastleigh

Hampshire

Date: 9th October 2024

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

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Project Title Chickenhall Lane, Eastleigh

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

Document Ref PBA/24/024.0060/1/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision – Final	Bryan Shawyer	Martin Morris		9 th October 2024
Designers Response	Izzie Drohan	Mark Smith		22 nd October 2024
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Hannah Lithgow	-
Paul Basham Associates	Izzie Drohan	-

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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 a proposed access associated with a small residential development off Chickenhall Lane, Eastleigh, as below:

- A priority junction on the eastern side of the carriageway with a footway on the northern corner of the junction.

The Audit was requested by the design organisation, Paul Basham Associates, The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 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
National Highways Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
National Highways Approved RSA Certificate of Competency

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 October 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 4th October 2024 between 15:30 and 16:00. 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 were identified in this category at this Stage 1 Road Safety Audit.

3.2 Local Alignment

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

3.3 Junctions

3.3.1 PROBLEM

Location. Proposed access with Chickenhall Lane.

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

The visibility splays are obstructed by hedgerows and vegetation, see figures 1 and 2 below. Restricted visibility could increase the risk of side impact collisions or rear end shunts.



Figure 1: Visibility to the north.



Figure 2: Visibility to the south.

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.

3.3.2 **PROBLEM**

Location. Proposed access with Chickenhall Lane.

Summary: Insufficient gap acceptance could increase the risk of side impact collisions.

During the site visit, it was noted that there is a two-lane approach to the mini-roundabout junction with Bishopstoke Road, indicating that at peak periods there is potential queuing on Chickenhall Lane. In peak periods, there is concern that traffic from the development may not have enough gap acceptance to undertake the right turn manoeuvre, which could increase the risk of side impact collisions.

RECOMMENDATION

It is recommended that a Keep Clear marking, to diagram 1026, should be installed in the northbound lane opposite the egress.

3.4 **Non-Motorised User Provision**

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

3.5 **Road Signs, Carriageway Markings and Lighting**

3.5.1 No Problems were 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 had 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
National Highways Approved RSA Certificate of Competency

 Date: 09/10/2024

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

 Date: 09/10/2024

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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
024.0060-0001 P02	PROPOSED SITE ACCESS VISIBILITY SPLAY
024.0060-0002 P02	PROPOSED SITE LAYOUT REFUSE VEHICLE TRACKING
024.0060-0003 P02	PROPOSED SITE LAYOUT FIRE TENDER TRACKING
024.0060-0004 P02	PROPOSED SITE LAYOUT PRIVATE VEHICLE TRACKING
3765-HIA-01-00-DR-A-0102 P5	PROPOSED SITE PLAN

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: Chickenhall Lane, Eastleigh

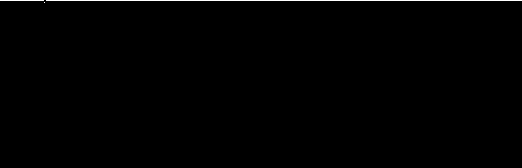
Date Audit Completed: 9th October 2024

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 Chickenhall Lane. Summary: Restricted visibility could lead to side impact collisions or rear end shunts. The visibility splays are obstructed by hedgerows and vegetation, see figures 1 and 2 below. Restricted visibility could increase the risk of 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.	Noted, visibility splays will be maintained.		
3.3.2 Location. Proposed access with Chickenhall Lane. Summary: Insufficient gap acceptance could increase	It is recommended that a Keep Clear marking, to diagram 1026, should be installed in the northbound lane opposite the egress.	HCC have plans to upgrade junction to the north to signalised and control flows through the junction. As a result, the introduction of keep clear markings may not be necessary. Should HCC request these markings be introduced through this planning		

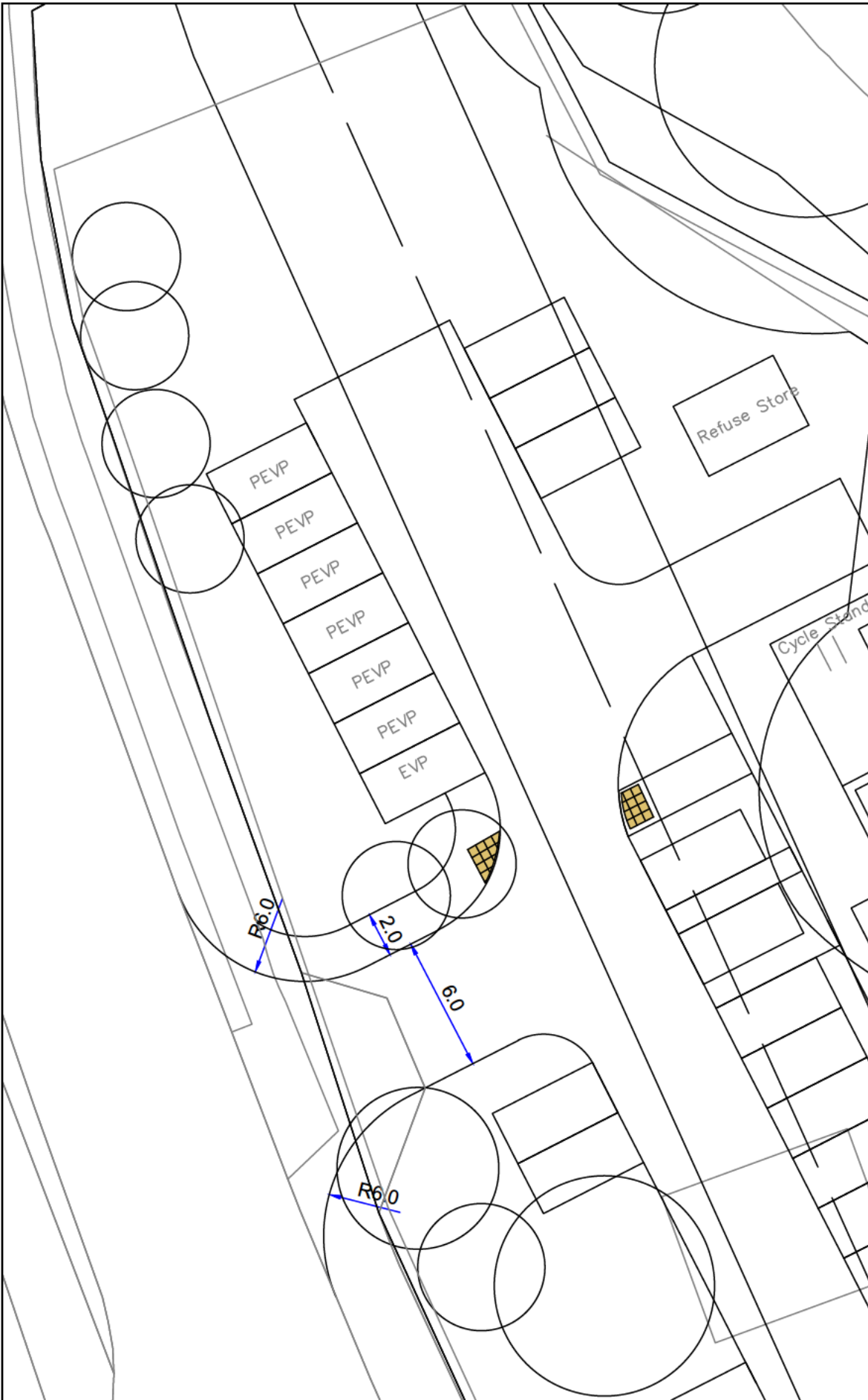
the risk of side impact collisions. During the site visit, it was noted that there is a two-lane approach to the mini-roundabout junction with Bishopstoke Road, indicating that at peak periods there is potential queuing on Chickenhall Lane. In peak periods, there is concern that traffic from the development may not have enough gap acceptance to undertake the right turn manoeuvre, which could increase the risk of side impact collisions.		application the developer is willing to introduce them to the scheme.		
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APPENDIX D: DESIGN ORGANISATION STATEMENT

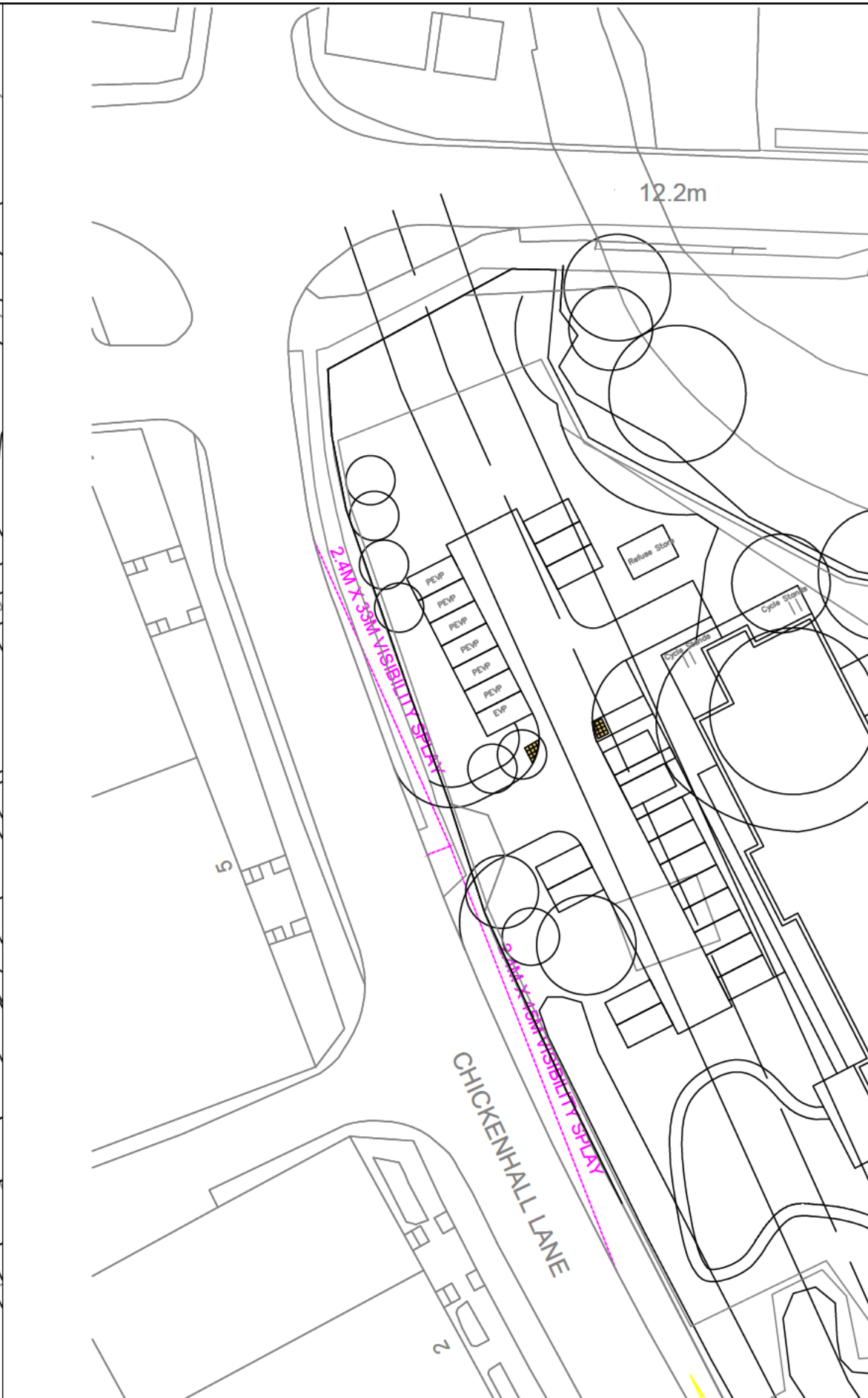
PROJECT NAME: Stage 1 Chickenhall Lane, Eastleigh	
On behalf of the Design Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Izzie Drohan
Signed	
Position	Transport Planner
Organisation	Paul Basham Associates Ltd
Date	22/10/24

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Chickenhall Lane, Eastleigh	
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	



SITE ACCESS DIMENSIONS (SCALE: 1:250)



SITE ACCESS VISIBILITY SPLAYS (SCALE: 1:500)

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GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. VISIBILITY SPLAYS ARE BASED ON 7-DAY ATC RESULTS ALONG CHICKENHALL LANE, WITH 85TH PERCENTILE SPEEDS OF 31.2MPH RECORDED NORTHBOUND AND 85TH PERCENTILE SPEEDS OF 25.1MPH RECORDED SOUTHBOUND, WHICH EQUATES TO SPLAYS OF 45M AND 33M RESPECTIVELY.



PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Name	CHICKENHALL LANE, EASTLEIGH
Project Phase	PRELIMINARY

Title	PROPOSED SITE ACCESS VISIBILITY SPLAY
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Client



P02	UPDATED LAYOUT	13.08.24	IDR	MDS
P01	FIRST ISSUE	21.06.24	IDR	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
21.06.24	IDR	MDS	-	
PBA Project Number		Scale	(AT A3)	
024.0060		AS SHOWN		
PBA Drawing No:			Revision	
024.0060-0001			P02	

Eastleigh ATC, Chicken Hall Lane (Northern Site)



Direction: Northbound

Hour Beginning	Wed 05/06/2024	Thu 06/06/2024	Fri 07/06/2024	Sat 08/06/2024	Sun 09/06/2024	Mon 10/06/2024	Tue 11/06/2024	S-Day Avg.	7-Day Avg.
00:00	37	17	11	7	9	11	21	13	16
01:00	11	11	14	6	4	2	16	11	9
02:00	4	5	11	6	1	4	3	5	5
03:00	16	12	13	14	1	14	16	14	12
04:00	20	25	29	24	12	16	36	25	23
05:00	66	54	95	37	14	52	80	69	57
06:00	141	193	213	54	14	133	188	174	134
07:00	196	239	241	27	12	252	267	239	176
08:00	191	183	183	50	27	215	200	194	150
09:00	228	199	236	45	31	189	257	222	169
10:00	161	194	152	47	34	169	173	170	133
11:00	201	164	189	72	84	173	187	183	153
12:00	227	209	231	86	33	183	227	215	171
13:00	185	166	136	79	30	162	184	167	135
14:00	237	231	220	38	36	210	239	227	173
15:00	251	256	233	83	33	229	213	236	185
16:00	313	299	274	38	23	376	364	325	241
17:00	333	285	213	37	36	323	291	289	217
18:00	198	160	151	50	40	158	193	172	136
19:00	110	0	77	16	22	99	83	74	58
20:00	57	0	62	19	20	68	51	42	31
21:00	52	14	31	9	17	38	38	35	38
22:00	45	54	38	10	10	48	36	44	34
23:00	24	22	13	14	17	23	22	21	19
Total 12H(7-19) 18H(6-22) 18H(6-24) 24H(0-24)	2721 3081 3150 3304	2585 2792 2868 2992	2459 2842 2893 3066	652 750 774 868	419 492 519 560	2639 2977 3048 3147	2795 3172 3230 3462	2640 2973 3038 3182	2039 2301 2355 2477
AM Peak	09:00	07:00	07:00	11:00	11:00	07:00	07:00	07:00	07:00
	228	239	241	72	84	252	267	239	176
PM Peak	17:00	16:00	16:00	12:00	18:00	16:00	16:00	16:00	16:00
	333	299	274	86	40	376	364	325	241

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Direction: Southbound

Hour Beginning	Wed 05/06/2024	Thu 06/06/2024	Fri 07/06/2024	Sat 08/06/2024	Sun 09/06/2024	Mon 10/06/2024	Tue 11/06/2024	S-Day Avg.	7-Day Avg.
00:00	6	13	8	3	5	3	8	8	7
01:00	2	3	3	4	1	1	6	3	3
02:00	3	9	8	6	2	5	6	6	5
03:00	11	12	15	10	3	11	20	14	12
04:00	37	39	36	17	12	26	38	35	29
05:00	255	242	226	83	44	223	256	240	190
06:00	343	371	362	62	39	337	373	357	270
07:00	412	402	372	56	44	386	429	398	299
08:00	292	255	242	86	50	288	311	278	218
09:00	210	210	199	74	42	201	217	207	165
10:00	183	155	181	52	26	154	161	167	130
11:00	172	141	144	71	37	154	167	156	127
12:00	197	183	188	48	33	200	195	193	149
13:00	195	177	187	49	28	197	189	189	146
14:00	169	156	124	47	35	146	174	154	122
15:00	150	148	116	33	29	171	137	144	112
16:00	138	154	135	36	26	175	147	150	116
17:00	169	166	142	26	31	186	188	170	130
18:00	108	94	84	30	28	90	102	96	77
19:00	65	44	36	14	23	51	33	46	38
20:00	32	39	22	12	24	48	24	33	29
21:00	49	46	55	7	22	43	53	49	39
22:00	23	15	12	5	6	19	15	17	14
23:00	7	14	8	7	10	11	8	10	9
Total 12H(7-19) 18H(6-22) 18H(6-24) 24H(0-24)	2395 2884 2914 3228	2241 2741 2770 3088	2114 2589 2609 2905	608 698 710 833	409 517 533 600	2348 2827 2857 3126	2407 2890 2913 3246	2301 2786 2813 3119	1789 2164 2187 2432
AM Peak	07:00	07:00	07:00	08:00	08:00	07:00	07:00	07:00	07:00
	412	402	372	86	50	386	419	398	299
PM Peak	17:00	12:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00
	197	183	188	49	35	200	195	193	149

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Direction: Total Flow

Hour Beginning	Wed 05/06/2024	Thu 06/06/2024	Fri 07/06/2024	Sat 08/06/2024	Sun 09/06/2024	Mon 10/06/2024	Tue 11/06/2024	S-Day Avg.	7-Day Avg.
00:00	43	30	19	10	14	14	29	27	23
01:00	13	14	17	10	5	3	22	14	12
02:00	7	14	19	12	3	9	8	11	10
03:00	27	24	28	24	4	25	36	28	24
04:00	57	64	65	41	24	42	74	60	52
05:00	321	296	321	120	58	275	336	310	247
06:00	484	564	575	116	53	470	561	531	403
07:00	608	641	613	83	56	638	686	637	475
08:00	483	438	425	136	77	503	511	472	368
09:00	438	409	435	119	73	390	474	429	334
10:00	344	349	333	99	60	323	334	337	263
11:00	373	305	333	143	121	327	354	338	279
12:00	424	392	419	134	66	383	422	408	330
13:00	380	343	323	128	58	359	373	356	281
14:00	406	387	344	85	71	356	413	381	295
15:00	401	404	349	116	62	400	350	381	297
16:00	451	453	409	74	49	551	511	475	357
17:00	502	451	355	63	67	509	479	459	347
18:00	306	254	235	80	68	248	295	268	212
19:00	175	44	113	30	45	150	116	120	96
20:00	89	39	84	31	44	116	92	84	71
21:00	101	60	86	11	39	81	81	84	67
22:00	68	69	50	15	16	67	51	61	48
23:00	31	36	21	21	27	34	30	30	29
Total 12H(7-19) 18H(6-22) 18H(6-24) 24H(0-24)	5116 5965 6064 6532	4826 5533 5638 6080	4573 5431 5502 5971	1260 1448 1484 1701	828 1009 1052 1160	4987 5804 5905 6273	5202 6062 6143 6448	4941 5759 5850 6301	3827 4465 4541 4909
AM Peak	07:00	07:00	07:00	11:00	11:00	07:00	07:00	07:00	07:00
	608	641	613	143	121	638	686	637	475
PM Peak	17:00	16:00	12:00	12:00	14:00	16:00	16:00	16:00	16:00
	502	453	419	134	71	551	511	475	357

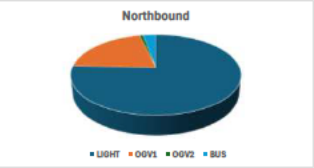
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Eastleigh ATC, Chicken Hall Lane (Northern Site)

Direction: Northbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 5 Jun 2024	3304	2525	643	24	132
Thu 6 Jun 2024	2992	2190	687	22	93
Fri 7 Jun 2024	3066	2328	627	20	91
Sat 8 Jun 2024	868	732	108	6	22
Sun 9 Jun 2024	560	490	58	2	10
Mon 10 Jun 2024	3147	2296	743	24	84
Tue 11 Jun 2024	3402	2577	695	36	94
5 Day Ave.	3182	2383	679	25	95
7 Day Ave.	2477	1877	509	19	72

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 5 Jun 2024	100.0%	76.4%	19.5%	0.7%	3.4%
Thu 6 Jun 2024	100.0%	73.2%	23.0%	0.7%	3.1%
Fri 7 Jun 2024	100.0%	75.9%	20.5%	0.7%	3.0%
Sat 8 Jun 2024	100.0%	84.3%	12.4%	0.7%	2.5%
Sun 9 Jun 2024	100.0%	87.5%	10.4%	0.4%	1.8%
Mon 10 Jun 2024	100.0%	73.0%	23.6%	0.8%	2.7%
Tue 11 Jun 2024	100.0%	75.7%	20.4%	1.1%	2.8%
5 Day Ave.	100.0%	74.9%	21.3%	0.8%	3.0%
7 Day Ave.	100.0%	75.8%	20.5%	0.8%	2.9%

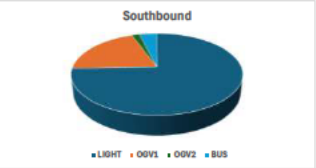
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Direction: Southbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 5 Jun 2024	3228	2394	642	59	133
Thu 6 Jun 2024	3088	2193	696	72	127
Fri 7 Jun 2024	2905	2115	616	47	127
Sat 8 Jun 2024	833	703	93	8	29
Sun 9 Jun 2024	600	532	47	2	19
Mon 10 Jun 2024	3126	2289	653	55	129
Tue 11 Jun 2024	3246	2449	630	45	122
5 Day Ave.	3119	2288	647	56	128
7 Day Ave.	2432	1811	482	41	98

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 5 Jun 2024	100.0%	74.2%	19.9%	1.8%	4.1%
Thu 6 Jun 2024	100.0%	71.0%	22.5%	2.3%	4.1%
Fri 7 Jun 2024	100.0%	72.8%	21.2%	1.6%	4.4%
Sat 8 Jun 2024	100.0%	84.4%	11.2%	1.0%	3.5%
Sun 9 Jun 2024	100.0%	88.7%	7.8%	0.3%	3.2%
Mon 10 Jun 2024	100.0%	73.2%	20.9%	1.8%	4.1%
Tue 11 Jun 2024	100.0%	75.4%	19.4%	1.4%	3.8%
5 Day Ave.	100.0%	73.4%	20.8%	1.8%	4.1%
7 Day Ave.	100.0%	74.4%	19.8%	1.7%	4.0%

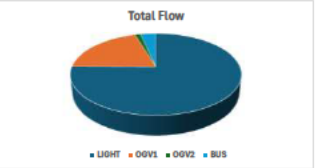
Paul Castle Associates



Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 5 Jun 2024	6532	4919	1285	83	245
Thu 6 Jun 2024	6080	4383	1383	94	220
Fri 7 Jun 2024	5971	4443	1243	67	218
Sat 8 Jun 2024	1701	1435	201	14	51
Sun 9 Jun 2024	1160	1022	105	4	29
Mon 10 Jun 2024	6273	4585	1396	79	213
Tue 11 Jun 2024	6648	5026	1325	81	216
5 Day Ave.	6301	4671	1326	81	222
7 Day Ave.	4909	3688	991	60	170

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 5 Jun 2024	100.0%	75.3%	19.7%	1.3%	3.8%
Thu 6 Jun 2024	100.0%	72.2%	22.7%	1.5%	3.6%
Fri 7 Jun 2024	100.0%	74.4%	20.8%	1.1%	3.7%
Sat 8 Jun 2024	100.0%	84.4%	11.8%	0.8%	3.0%
Sun 9 Jun 2024	100.0%	88.1%	9.1%	0.3%	2.5%
Mon 10 Jun 2024	100.0%	73.1%	22.3%	1.3%	3.4%
Tue 11 Jun 2024	100.0%	75.6%	19.9%	1.2%	3.2%
5 Day Ave.	100.0%	74.1%	21.1%	1.3%	3.5%
7 Day Ave.	100.0%	75.1%	20.2%	1.2%	3.5%

Paul Castle Associates

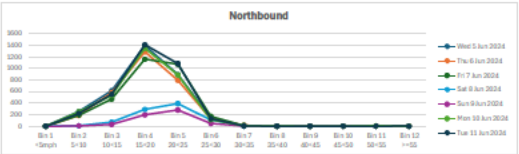


Eastleigh ATC, Chicken Hall Lane (Northern Site)

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	1304	22.7	17.6	4.9	0	249	615	1396	893	141	9	0	1	0	0	0
Thu 6 Jun 2024	2992	22.7	17.7	4.8	0	184	581	1288	794	132	13	0	0	0	0	0
Fri 7 Jun 2024	3066	23.7	18.5	5.0	0	187	465	1158	1073	170	11	0	0	0	0	2
Sat 8 Jun 2024	868	25.0	20.6	4.2	0	6	69	289	391	110	3	0	0	0	0	0
Sun 9 Jun 2024	560	24.7	20.6	3.9	0	5	29	195	279	47	5	0	0	0	0	0
Mon 10 Jun 2024	3147	23.1	17.8	5.1	0	247	531	1348	888	113	11	2	0	0	7	0
Tue 11 Jun 2024	3402	23.0	18.0	4.8	0	221	553	1409	1085	129	4	0	0	0	0	1
5 Day Avg.	3182	23.1	17.9	4.9	0	218	549	1320	947	137	10	0	0	0	1	1
7 Day Avg.	2477	23.6	18.7	4.7	0	157	406	1012	772	120	8	0	0	0	1	0

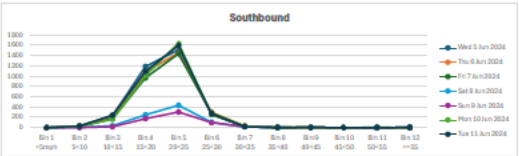
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Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	3228	24.5	20.3	4.0	0	31	227	1187	1507	251	23	0	2	0	0	0
Thu 6 Jun 2024	3088	25.0	20.6	4.2	0	29	186	1081	1456	297	31	6	2	0	0	0
Fri 7 Jun 2024	2905	25.3	20.8	4.3	0	18	169	968	1434	283	22	2	5	0	0	4
Sat 8 Jun 2024	833	25.4	21.3	4.0	0	3	35	248	432	103	11	1	0	0	0	0
Sun 9 Jun 2024	600	26.0	21.9	4.0	0	0	15	173	302	94	16	0	0	0	0	0
Mon 10 Jun 2024	3126	24.9	20.7	4.0	0	30	162	1010	1638	259	23	0	0	0	0	0
Tue 11 Jun 2024	3246	24.7	20.4	4.1	0	26	240	1094	1600	266	17	0	1	0	0	2
5 Day Avg.	3119	24.9	20.6	4.1	0	27	197	1068	1527	271	23	2	2	0	1	1
7 Day Avg.	2432	25.1	20.9	4.1	0	20	148	823	1196	222	20	1	1	0	1	1

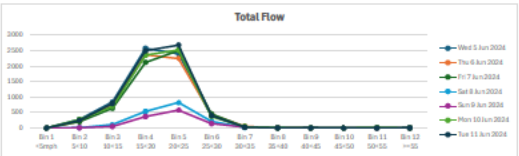
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	6532	23.8	18.9	4.7	0	280	842	2583	2400	392	22	0	2	0	0	0
Thu 6 Jun 2024	6080	24.1	19.2	4.7	0	213	767	2369	2250	429	44	6	2	0	0	0
Fri 7 Jun 2024	5971	24.6	19.6	4.8	0	205	634	2126	2507	453	33	2	5	0	0	6
Sat 8 Jun 2024	1701	25.2	20.9	4.1	0	9	104	537	823	213	14	1	0	0	0	0
Sun 9 Jun 2024	1190	25.4	21.3	4.0	0	5	44	368	581	141	21	0	0	0	0	0
Mon 10 Jun 2024	6273	24.3	19.3	4.9	0	277	693	2358	2536	372	34	2	0	0	11	0
Tue 11 Jun 2024	6648	24.0	19.2	4.6	0	247	793	2503	2685	395	21	0	1	0	0	3
5 Day Avg.	6301	24.2	19.3	4.7	0	244	746	2388	2474	408	33	2	2	0	2	2
7 Day Avg.	4909	24.5	19.8	4.5	0	177	554	1895	1967	342	28	2	2	0	2	1

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Eastleigh ATC, Chicken Hall Lane (Northern Site)

Direction: Northbound

	Total Volume	BSk1 Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	362	22.5	17.8	4.5	0	15	81	144	111	11	0	0	0	0	0	0
Thu 6 Jun 2024	358	23.2	17.4	4.7	0	21	79	164	76	18	0	0	0	0	0	0
Fri 7 Jun 2024	341	23.4	18.5	4.7	0	17	50	140	115	18	1	0	0	0	0	0
Sat 8 Jun 2024	119	24.1	20.4	3.6	0	0	4	53	52	9	1	0	0	0	0	0
Sun 9 Jun 2024	118	23.4	19.6	3.7	0	2	7	54	50	5	0	0	0	0	0	0
Mon 10 Jun 2024	342	25.5	18.8	6.4	0	17	41	168	101	7	1	0	0	0	7	0
Tue 11 Jun 2024	360	22.3	17.3	4.8	0	36	57	158	103	6	0	0	0	0	0	0
5 Day Ave.	353	23.2	18.0	5.0	0	21	62	155	101	12	0	0	0	0	1	0
7 Day Ave.	286	23.3	18.5	4.6	0	15	46	126	87	11	0	0	0	0	1	0

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Direction: Southbound

	Total Volume	BSk1 Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	355	23.7	20.0	3.7	0	1	24	152	157	20	1	0	0	0	0	0
Thu 6 Jun 2024	296	24.4	20.2	4.0	0	1	19	115	132	26	1	0	0	0	0	0
Fri 7 Jun 2024	325	24.4	20.5	3.7	0	1	14	128	152	28	2	0	0	0	0	0
Sat 8 Jun 2024	123	25.5	21.3	4.0	0	1	3	41	58	19	1	0	0	0	0	0
Sun 9 Jun 2024	63	25.9	21.8	4.0	0	0	2	17	34	8	2	0	0	0	0	0
Mon 10 Jun 2024	308	26.2	20.9	5.2	0	1	16	114	148	24	1	0	0	0	4	0
Tue 11 Jun 2024	328	23.9	20.0	3.7	0	1	18	146	144	15	4	0	0	0	0	0
5 Day Ave.	322	24.5	20.3	4.0	0	1	18	131	147	23	2	0	0	0	1	0
7 Day Ave.	257	24.9	20.7	4.0	0	1	14	102	118	20	2	0	0	0	1	0

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Direction: Total Flow

	Total Volume	BSk1 Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	717	23.3	18.9	4.2	0	16	105	296	268	21	1	0	0	0	0	0
Thu 6 Jun 2024	654	23.4	18.7	4.6	0	24	98	279	208	44	1	0	0	0	0	0
Fri 7 Jun 2024	666	24.0	19.5	4.4	0	18	64	268	267	46	3	0	0	0	0	0
Sat 8 Jun 2024	242	24.8	20.9	3.8	0	1	7	94	110	28	2	0	0	0	0	0
Sun 9 Jun 2024	181	24.4	20.3	4.0	0	2	9	71	84	13	2	0	0	0	0	0
Mon 10 Jun 2024	650	24.0	19.8	6.0	0	18	57	282	249	31	2	0	0	0	11	0
Tue 11 Jun 2024	688	23.3	18.6	4.5	0	37	75	304	247	21	4	0	0	0	0	0
5 Day Ave.	675	24.0	19.1	4.7	0	23	80	286	248	35	2	0	0	0	2	0
7 Day Ave.	543	24.2	19.5	4.5	0	17	59	228	205	31	2	0	0	0	2	0

Paul Castle Associates

Eastleigh ATC, Chicken Hall Lane (Southern Site)



Direction: Northbound

Hour Beginning	Wed 05/06/2024	Thu 06/06/2024	Fri 07/06/2024	Sat 08/06/2024	Sun 09/06/2024	Mon 10/06/2024	Tue 11/06/2024	5-Day Ave.	7-Day Ave.
00:00	31	34	34	11	8	9	22	18	16
01:00	7	13	11	5	6	2	13	9	8
02:00	6	7	9	1	3	3	3	6	5
03:00	16	9	17	13	1	13	14	14	12
04:00	19	24	28	21	8	15	35	24	21
05:00	66	59	91	43	19	56	83	71	60
06:00	155	206	208	46	14	129	171	174	133
07:00	212	237	236	33	12	255	248	238	176
08:00	188	188	191	58	29	204	204	195	152
09:00	240	221	244	51	28	190	257	230	176
10:00	166	195	151	39	36	166	175	171	133
11:00	203	177	189	73	78	167	181	183	153
12:00	222	208	242	80	32	189	218	216	170
13:00	182	169	151	81	36	160	194	171	139
14:00	248	242	230	46	36	221	240	236	180
15:00	257	250	235	75	41	228	223	229	187
16:00	324	314	256	37	25	376	357	325	241
17:00	327	297	213	41	44	333	293	293	221
18:00	201	150	147	55	53	159	183	168	135
19:00	101	0	80	21	20	95	81	71	57
20:00	66	0	59	21	18	71	64	52	43
21:00	57	12	31	8	15	43	38	36	29
22:00	52	46	38	9	9	57	32	45	35
23:00	21	20	15	9	15	18	23	19	17
Total 12H(7-19)	2770	2648	2485	669	450	2648	2773	2665	2063
18H(6-23)	3149	2864	2863	765	517	2986	3127	2994	2125
18H(6-24)	3222	2932	2916	783	541	3061	3182	3063	2177
24H(0-24)	3367	3058	3086	885	584	3159	3352	3204	2499
AM Peak	09:00	07:00	09:00	11:00	11:00	07:00	09:00	07:00	07:00
	240	237	244	78	78	255	257	238	176
PM Peak	17:00	16:00	16:00	13:00	18:00	16:00	16:00	16:00	16:00
	327	314	256	81	53	376	357	325	241

Paul Cattle Associates

Direction: Southbound

Hour Beginning	Wed 05/06/2024	Thu 06/06/2024	Fri 07/06/2024	Sat 08/06/2024	Sun 09/06/2024	Mon 10/06/2024	Tue 11/06/2024	5-Day Ave.	7-Day Ave.
00:00	27	15	10	5	6	2	11	11	9
01:00	2	3	5	3	2	1	6	3	3
02:00	4	8	8	3	2	5	5	6	5
03:00	13	14	15	10	2	13	21	15	13
04:00	40	39	42	19	12	28	37	37	31
05:00	241	225	225	77	42	204	232	225	178
06:00	340	386	391	62	37	330	361	362	272
07:00	414	399	382	50	46	391	415	400	300
08:00	269	268	242	88	53	296	298	275	216
09:00	206	216	210	75	43	199	225	211	168
10:00	188	167	181	55	27	156	176	174	136
11:00	184	159	139	72	40	163	167	162	132
12:00	200	194	194	53	32	199	196	197	153
13:00	189	187	163	51	28	181	176	179	139
14:00	185	174	125	45	33	137	168	158	124
15:00	158	154	119	42	27	158	126	143	112
16:00	137	144	144	34	26	172	141	148	114
17:00	169	156	136	23	28	176	174	162	123
18:00	106	94	86	27	24	80	106	96	76
19:00	62	0	38	10	22	57	37	39	32
20:00	33	0	28	19	21	51	27	28	26
21:00	47	26	44	3	20	36	44	39	31
22:00	26	24	12	4	7	21	16	20	16
23:00	8	14	11	7	10	14	10	11	11
Total 12H(7-19)	2405	2312	2121	615	407	2318	2368	2305	1792
18H(6-23)	2887	2734	2622	709	507	2792	2837	2772	2154
18H(6-24)	2921	2762	2645	720	524	2827	2863	2804	2180
24H(0-24)	3238	3066	2950	837	590	3080	3175	3102	2419
AM Peak	07:00	07:00	06:00	08:00	08:00	07:00	07:00	07:00	07:00
	414	399	381	88	53	391	415	400	300
PM Peak	12:00	12:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00
	200	194	194	53	33	199	196	197	153

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Direction: Total Flow

Hour Beginning	Wed 05/06/2024	Thu 06/06/2024	Fri 07/06/2024	Sat 08/06/2024	Sun 09/06/2024	Mon 10/06/2024	Tue 11/06/2024	5-Day Ave.	7-Day Ave.
00:00	41	29	24	15	14	11	33	29	25
01:00	9	16	16	8	8	3	19	13	11
02:00	10	15	17	12	3	8	8	12	10
03:00	29	23	32	23	3	26	35	29	24
04:00	59	63	70	40	20	43	72	61	52
05:00	307	284	316	120	61	260	315	296	238
06:00	495	592	599	108	51	459	532	535	405
07:00	626	636	618	83	58	646	663	638	476
08:00	457	456	433	146	82	500	502	470	368
09:00	446	437	454	126	71	389	482	442	344
10:00	354	362	332	94	63	322	351	344	268
11:00	387	336	328	145	118	330	348	346	285
12:00	422	402	436	133	64	388	414	412	323
13:00	371	356	314	132	64	341	370	350	278
14:00	433	416	355	91	69	358	408	394	304
15:00	415	404	354	117	68	386	349	382	299
16:00	461	458	400	71	51	548	498	473	355
17:00	496	453	349	64	72	509	467	455	344
18:00	307	244	233	82	77	249	289	264	212
19:00	163	0	118	31	42	152	118	110	89
20:00	99	0	87	40	39	122	91	80	68
21:00	104	38	75	11	35	79	82	76	61
22:00	78	70	50	13	16	78	48	65	50
23:00	29	34	26	16	25	32	33	31	28
Total 12H(7-19)	5175	4960	4606	1284	857	4966	5141	4970	3856
18H(6-23)	6036	5590	5485	1474	1024	5778	5964	5771	4479
18H(6-24)	6143	5694	5561	1503	1065	5888	6045	5866	4557
24H(0-24)	6605	6124	6036	1722	1174	6239	6527	6306	4918
AM Peak	07:00	07:00	07:00	08:00	11:00	07:00	07:00	07:00	07:00
	626	636	618	146	118	646	663	638	476
PM Peak	17:00	16:00	12:00	12:00	18:00	16:00	16:00	16:00	16:00
	496	458	436	133	77	548	498	473	355

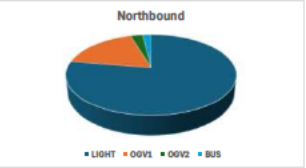
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Eastleigh ATC, Chicken Hall Lane (Southern Site)

Direction: Northbound					
	Total Volume	LIGHT	ODV1	ODV2	BUS
Wed 5 Jun 2024	3367	2585	618	87	77
Thu 6 Jun 2024	3058	2316	584	89	69
Fri 7 Jun 2024	3086	2384	562	80	60
Sat 8 Jun 2024	885	795	81	5	4
Sun 9 Jun 2024	584	540	37	4	3
Mon 10 Jun 2024	3159	2369	621	101	68
Tue 11 Jun 2024	3352	2585	600	103	64
5 Day Ave.	3204	2448	597	92	68
7 Day Ave.	2499	1939	443	67	49

	Total Volume	LIGHT	ODV1	ODV2	BUS
Wed 5 Jun 2024	100.0%	76.8%	18.4%	2.6%	2.3%
Thu 6 Jun 2024	100.0%	75.7%	19.1%	2.9%	2.3%
Fri 7 Jun 2024	100.0%	77.3%	18.2%	2.6%	1.9%
Sat 8 Jun 2024	100.0%	89.8%	9.2%	0.6%	0.5%
Sun 9 Jun 2024	100.0%	92.5%	6.3%	0.7%	0.5%
Mon 10 Jun 2024	100.0%	75.0%	19.7%	3.2%	2.2%
Tue 11 Jun 2024	100.0%	77.3%	17.9%	3.1%	1.9%
5 Day Ave.	100.0%	76.4%	18.6%	2.9%	2.2%
7 Day Ave.	100.0%	77.6%	17.7%	2.7%	2.0%

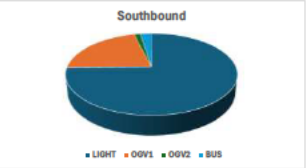
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Direction: Southbound					
	Total Volume	LIGHT	ODV1	ODV2	BUS
Wed 5 Jun 2024	3238	2369	733	48	88
Thu 6 Jun 2024	3066	2280	663	46	77
Fri 7 Jun 2024	2950	2213	621	42	74
Sat 8 Jun 2024	837	662	163	2	10
Sun 9 Jun 2024	590	491	95	0	4
Mon 10 Jun 2024	3080	2242	695	48	95
Tue 11 Jun 2024	3175	2406	636	56	77
5 Day Ave.	3102	2302	670	48	82
7 Day Ave.	2419	1809	515	35	61

	Total Volume	LIGHT	ODV1	ODV2	BUS
Wed 5 Jun 2024	100.0%	73.2%	22.6%	1.5%	2.7%
Thu 6 Jun 2024	100.0%	74.4%	21.6%	1.5%	2.5%
Fri 7 Jun 2024	100.0%	75.0%	21.1%	1.4%	2.5%
Sat 8 Jun 2024	100.0%	79.1%	19.5%	0.2%	1.2%
Sun 9 Jun 2024	100.0%	83.2%	16.1%	0.0%	0.7%
Mon 10 Jun 2024	100.0%	72.8%	22.6%	1.6%	3.1%
Tue 11 Jun 2024	100.0%	75.8%	20.0%	1.8%	2.4%
5 Day Ave.	100.0%	74.2%	21.6%	1.5%	2.7%
7 Day Ave.	100.0%	74.8%	21.3%	1.4%	2.5%

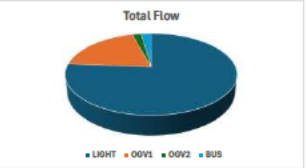
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Direction: Total Flow					
	Total Volume	LIGHT	ODV1	ODV2	BUS
Wed 5 Jun 2024	6605	4954	1351	135	165
Thu 6 Jun 2024	6124	4596	1247	135	146
Fri 7 Jun 2024	6036	4587	1183	122	134
Sat 8 Jun 2024	1722	1457	244	7	14
Sun 9 Jun 2024	1174	1031	132	4	7
Mon 10 Jun 2024	6239	4611	1316	149	163
Tue 11 Jun 2024	6527	4991	1236	159	141
5 Day Ave.	6306	4750	1267	140	150
7 Day Ave.	4918	3748	958	102	110

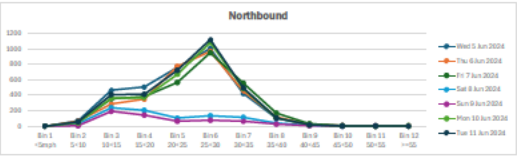
	Total Volume	LIGHT	ODV1	ODV2	BUS
Wed 5 Jun 2024	100.0%	75.0%	20.5%	2.0%	2.5%
Thu 6 Jun 2024	100.0%	75.0%	20.4%	2.2%	2.4%
Fri 7 Jun 2024	100.0%	76.2%	19.6%	2.0%	2.2%
Sat 8 Jun 2024	100.0%	84.6%	14.2%	0.4%	0.8%
Sun 9 Jun 2024	100.0%	87.8%	11.2%	0.3%	0.6%
Mon 10 Jun 2024	100.0%	73.9%	21.1%	2.4%	2.6%
Tue 11 Jun 2024	100.0%	76.5%	18.9%	2.4%	2.2%
5 Day Ave.	100.0%	75.3%	20.1%	2.2%	2.4%
7 Day Ave.	100.0%	76.2%	19.5%	2.1%	2.2%

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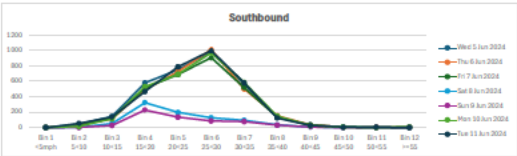
Eastleigh ATC, Chicken Hall Lane (Southern Site)

Direction: Northbound																
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	3367	30.9	23.4	7.2	0	69	467	508	763	1007	426	102	18	5	1	1
Thu 6 Jun 2024	3056	31.9	24.6	7.1	0	64	287	350	775	972	457	119	25	6	1	2
Fri 7 Jun 2024	3086	33.0	25.0	7.7	0	53	354	383	567	954	559	170	31	5	2	8
Sat 8 Jun 2024	885	30.0	21.2	8.5	0	30	240	206	105	135	116	38	12	3	0	0
Sun 9 Jun 2024	584	29.5	20.7	8.5	0	6	192	143	65	77	64	27	6	2	2	0
Mon 10 Jun 2024	3159	31.8	24.5	7.0	0	44	365	370	673	1087	488	108	18	4	1	1
Tue 11 Jun 2024	3352	31.5	24.2	7.1	0	56	409	413	725	1123	497	106	17	3	2	1
5 Day Ave.	3204	31.8	24.3	7.2	0	57	376	405	701	1029	485	121	22	5	1	3
7 Day Ave.	2499	31.2	23.4	7.6	0	46	331	339	525	765	372	96	18	4	1	2
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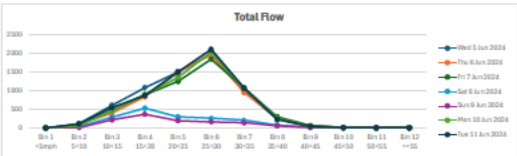


Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	3218	32.2	25.1	6.8	0	44	142	580	749	982	560	136	35	7	1	2
Thu 6 Jun 2024	3066	32.4	25.5	6.6	0	30	113	492	724	1012	590	151	33	6	2	3
Fri 7 Jun 2024	2950	32.4	25.4	6.8	0	28	120	514	687	905	519	133	31	6	3	4
Sat 8 Jun 2024	837	29.7	22.6	6.8	0	3	52	323	196	126	93	34	7	2	1	0
Sun 9 Jun 2024	590	30.6	23.2	7.1	0	1	27	228	134	84	76	31	7	0	2	0
Mon 10 Jun 2024	3080	32.4	25.6	6.5	0	14	114	529	691	969	582	149	25	3	1	3
Tue 11 Jun 2024	3175	32.2	25.3	6.6	0	54	136	466	785	997	580	124	25	5	3	0
5 Day Ave.	3102	32.3	25.4	6.7	0	34	125	516	727	973	548	139	30	5	2	2
7 Day Ave.	2419	31.7	24.7	6.8	0	25	101	447	567	725	416	108	23	4	2	2
Paul Castle Associates																



Direction: Total Flow																
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	6605	31.6	24.3	7.1	0	113	609	1088	1512	1989	986	238	53	12	2	3
Thu 6 Jun 2024	6124	32.2	25.1	6.9	0	94	400	842	1499	1984	957	270	58	12	3	5
Fri 7 Jun 2024	6036	32.7	25.2	7.3	0	81	474	897	1254	1859	1078	303	62	11	5	12
Sat 8 Jun 2024	1722	30.0	21.9	7.8	0	33	292	529	301	261	209	72	19	5	1	0
Sun 9 Jun 2024	1174	30.2	22.0	7.9	0	7	219	371	199	161	140	58	13	2	4	0
Mon 10 Jun 2024	6239	32.1	25.1	6.8	0	58	479	899	1364	2056	1070	257	43	7	2	4
Tue 11 Jun 2024	6527	31.9	24.7	6.9	0	110	545	879	1530	2120	1077	230	42	8	5	1
5 Day Ave.	6306	32.1	24.9	7.0	0	91	501	921	1428	2002	1034	260	52	10	3	5
7 Day Ave.	4918	31.5	24.0	7.2	0	71	431	786	1091	1490	788	204	41	8	3	4
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Eastleigh ATC, Chicken Hall Lane (Southern Site)

Direction: Northbound

	Total	85th	Mean	Standard	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
	Volume	Percentile	Average	Deviation	<5mph	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	>=55
Wed 5 Jun 2024	369	29.8	23.0	6.5	0	3	51	63	94	114	37	5	2	0	0	0
Thu 6 Jun 2024	372	30.6	23.6	6.7	0	5	35	55	124	100	41	8	3	0	0	1
Fri 7 Jun 2024	340	31.6	24.3	7.0	0	6	42	40	64	128	44	15	1	0	0	0
Sat 8 Jun 2024	112	30.6	22.2	8.1	0	2	27	21	15	25	17	4	1	0	0	0
Sun 9 Jun 2024	114	24.6	17.7	6.6	0	1	53	29	12	10	8	1	0	0	0	0
Mon 10 Jun 2024	333	31.1	25.0	5.8	0	3	19	32	99	124	45	11	0	0	0	0
Tue 11 Jun 2024	356	30.5	23.7	6.6	0	7	40	45	90	123	44	6	1	0	0	0
5 Day Ave.	354	30.7	23.9	6.5	0	5	37	47	94	118	42	9	1	0	0	0
7 Day Ave.	285	29.8	22.8	6.8	0	4	38	41	71	89	34	7	1	0	0	0

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Direction: Southbound

	Total	85th	Mean	Standard	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
	Volume	Percentile	Average	Deviation	<5mph	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	>=55
Wed 5 Jun 2024	372	30.8	24.3	6.0	0	2	23	64	103	122	47	10	1	0	0	0
Thu 6 Jun 2024	326	32.0	24.4	7.3	0	6	21	61	85	90	48	10	2	1	0	2
Fri 7 Jun 2024	320	32.3	25.1	6.9	0	7	15	48	82	96	50	18	4	0	0	0
Sat 8 Jun 2024	127	28.2	21.4	6.5	0	0	10	63	22	16	11	3	2	0	0	0
Sun 9 Jun 2024	67	28.9	22.1	6.6	0	0	1	37	10	11	3	4	1	0	0	0
Mon 10 Jun 2024	319	32.2	26.0	6.0	0	1	9	47	68	108	73	12	1	0	0	0
Tue 11 Jun 2024	343	31.2	24.7	6.3	0	4	19	50	101	100	60	6	3	0	0	0
5 Day Ave.	336	31.6	24.9	6.5	0	4	17	54	88	103	56	11	2	0	0	0
7 Day Ave.	268	30.8	24.0	6.5	0	3	14	53	67	78	42	9	2	0	0	0

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Direction: Total Flow

	Total	85th	Mean	Standard	Bin 1	Bin 2	Bin 3	Bin 4	Bin 5	Bin 6	Bin 7	Bin 8	Bin 9	Bin 10	Bin 11	Bin 12
	Volume	Percentile	Average	Deviation	<5mph	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	>=55
Wed 5 Jun 2024	741	30.2	23.7	6.3	0	5	74	127	197	236	84	15	3	0	0	0
Thu 6 Jun 2024	698	31.2	24.0	7.0	0	11	56	116	209	190	89	18	5	1	0	3
Fri 7 Jun 2024	660	31.9	24.7	7.0	0	13	57	88	146	224	94	33	5	0	0	0
Sat 8 Jun 2024	239	29.4	21.8	7.3	0	2	37	84	37	41	28	7	3	0	0	0
Sun 9 Jun 2024	181	26.5	19.3	6.9	0	1	54	66	22	21	11	5	1	0	0	0
Mon 10 Jun 2024	652	31.7	25.5	5.9	0	4	28	79	167	232	118	23	1	0	0	0
Tue 11 Jun 2024	699	30.9	24.2	6.4	0	11	59	95	191	223	104	12	4	0	0	0
5 Day Ave.	690	31.2	24.4	6.5	0	9	55	101	182	221	98	20	4	0	0	1
7 Day Ave.	553	30.3	23.3	6.7	0	7	52	94	138	167	75	16	3	0	0	0

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Eastleigh ATC, Chicken Hall Lane (Southern Site)

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	505	31.1	23.9	7.0	0	9	67	60	114	169	70	13	3	0	0	0
Thu 6 Jun 2024	492	33.0	25.4	7.4	0	9	46	56	93	160	98	25	2	2	0	1
Fri 7 Jun 2024	465	33.0	25.2	7.5	0	9	46	67	68	144	103	21	7	0	0	0
Sat 8 Jun 2024	121	25.5	17.5	7.7	0	10	49	31	12	9	4	4	2	0	0	0
Sun 9 Jun 2024	77	27.9	20.0	7.7	0	0	26	22	10	6	10	3	0	0	0	0
Mon 10 Jun 2024	449	30.7	23.7	6.8	0	9	57	47	128	139	55	13	0	1	0	0
Tue 11 Jun 2024	463	31.6	24.0	7.3	0	10	66	52	90	153	77	11	3	1	0	0
5 Day Ave.	475	31.9	24.4	7.2	0	9	56	56	99	153	81	17	3	1	0	0
7 Day Ave.	367	30.4	22.8	7.4	0	8	51	48	74	111	60	13	2	1	0	0

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Direction: Southbound

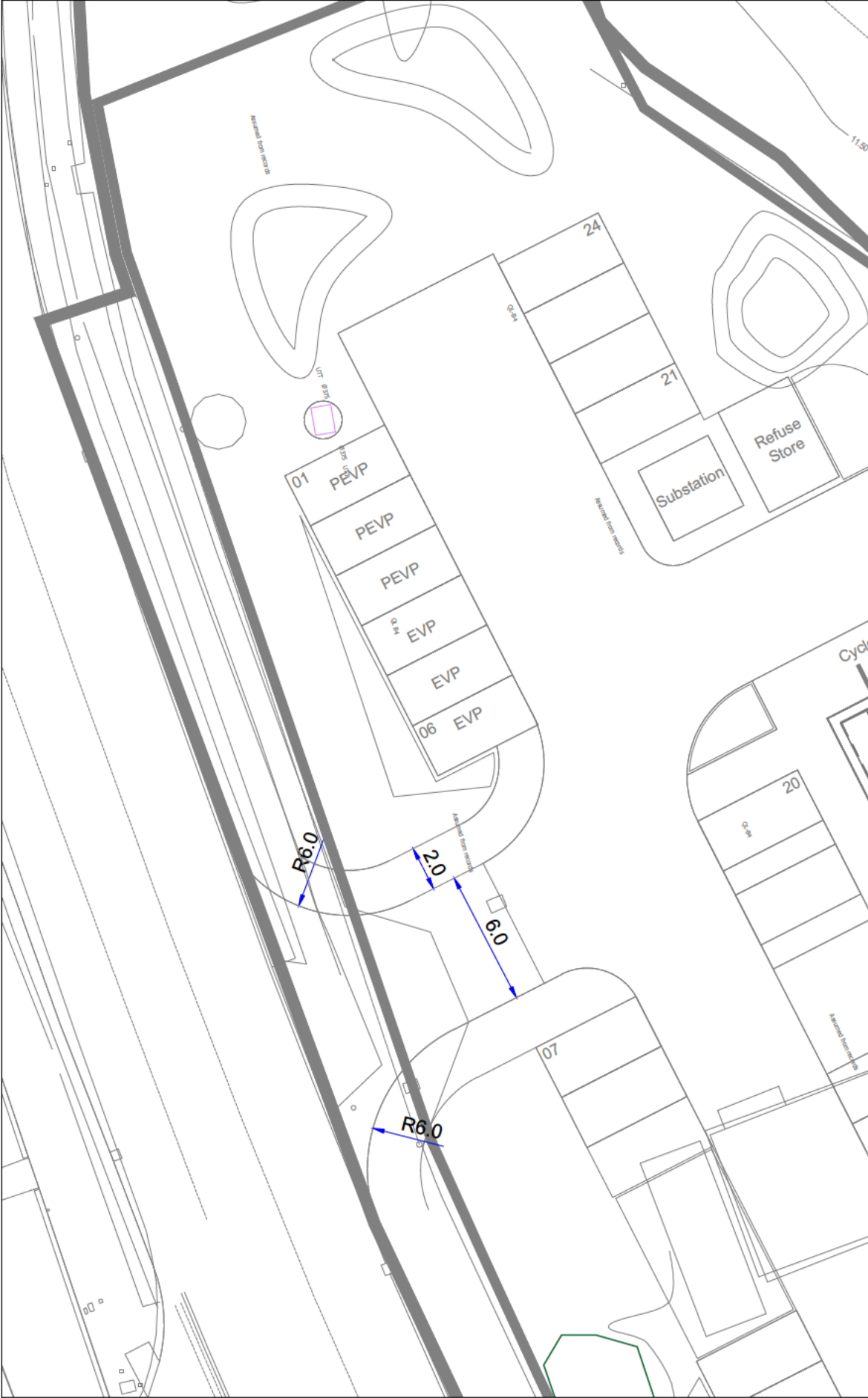
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	341	30.1	23.7	6.3	0	7	18	70	103	68	48	9	0	0	0	0
Thu 6 Jun 2024	328	33.5	26.4	6.9	0	2	12	41	71	117	61	16	5	0	2	1
Fri 7 Jun 2024	244	32.7	25.9	6.6	0	3	10	33	50	85	45	17	1	0	0	0
Sat 8 Jun 2024	87	27.7	22.0	5.4	0	0	2	33	34	11	4	2	1	0	0	0
Sun 9 Jun 2024	60	30.1	23.1	6.8	0	0	2	24	14	10	6	3	1	0	0	0
Mon 10 Jun 2024	295	31.9	25.1	6.5	0	2	12	55	71	91	47	14	2	1	0	0
Tue 11 Jun 2024	294	31.3	24.1	6.9	0	14	12	47	85	75	52	8	1	0	0	0
5 Day Ave.	301	31.9	25.1	6.6	0	6	13	49	76	91	51	13	2	0	0	0
7 Day Ave.	236	31.1	24.3	6.5	0	4	10	43	61	68	38	10	2	0	0	0

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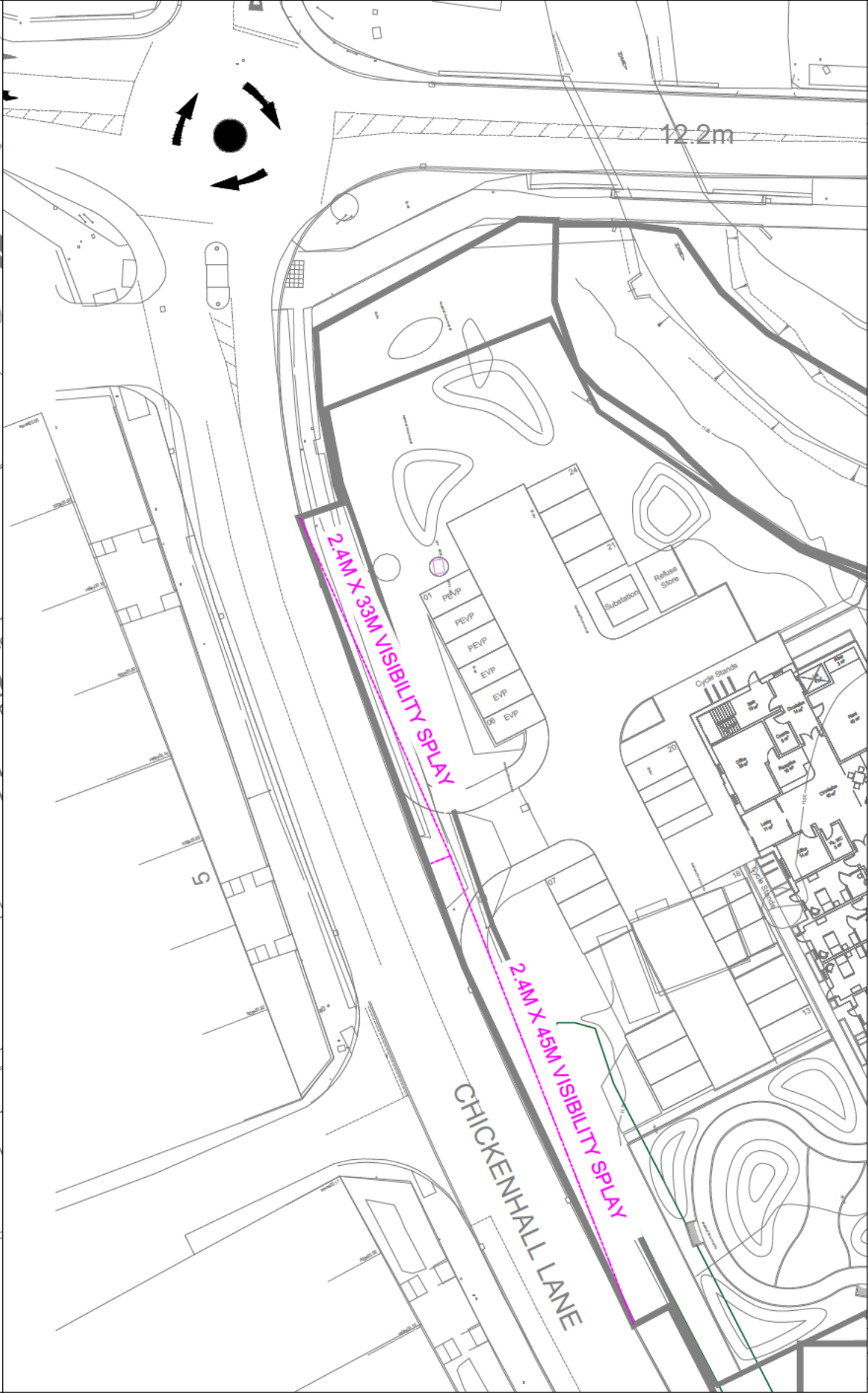
Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5-10	Bin 3 10-15	Bin 4 15-20	Bin 5 20-25	Bin 6 25-30	Bin 7 30-35	Bin 8 35-40	Bin 9 40-45	Bin 10 45-50	Bin 11 50-55	Bin 12 >=55
Wed 5 Jun 2024	845	30.2	23.8	6.7	0	16	85	120	217	257	118	22	3	0	0	0
Thu 6 Jun 2024	820	33.3	25.8	7.2	0	11	58	97	164	277	159	41	7	2	2	2
Fri 7 Jun 2024	709	33.0	25.5	7.2	0	12	56	100	118	229	148	38	8	0	0	0
Sat 8 Jun 2024	208	26.9	19.4	7.2	0	10	51	64	46	20	8	6	3	0	0	0
Sun 9 Jun 2024	137	29.0	21.3	7.4	0	0	28	46	24	16	16	6	1	0	0	0
Mon 10 Jun 2024	744	31.2	24.2	6.7	0	11	69	102	199	230	102	27	2	2	0	0
Tue 11 Jun 2024	757	31.5	24.1	7.2	0	24	78	99	175	228	129	19	4	1	0	0
5 Day Ave.	776	31.9	24.7	7.0	0	15	69	106	175	244	131	29	5	1	0	0
7 Day Ave.	605	30.8	23.4	7.1	0	12	61	91	135	180	97	23	4	1	0	0

Paul Castle Associates



SITE ACCESS DIMENSIONS (SCALE: 1:250)



SITE ACCESS VISIBILITY SPLAYS (SCALE: 1:500)

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- VISIBILITY SPLAYS ARE BASED ON 7-DAY ATC RESULTS ALONG CHICKENHALL LANE, WITH 85TH PERCENTILE SPEEDS OF 31.2MPH RECORDED NORTHBOUND AND 85TH PERCENTILE SPEEDS OF 25.1MPH RECORDED SOUTHBOUND, WHICH EQUATES TO SPLAYS OF 45M AND 33M RESPECTIVELY.



Project Name	CHICKENHALL LANE, EASTLEIGH
Project Phase	PRELIMINARY

Title	PROPOSED SITE ACCESS VISIBILITY SPLAY
-------	--



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Client	HIGHWOOD
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P03	REVISED LAYOUT		27.11.24	HML	MDS
P02	UPDATED LAYOUT		13.08.24	IDR	MDS
P01	FIRST ISSUE		21.06.24	IDR	MDS
Rev	Description		Date	By	App'd
Date Created		Drawn By	Approved By		Suitability Code
21.06.24		IDR	MDS		-
PBA Project Number			Scale		
024.0060			AS SHOWN (AT A3)		
PBA Drawing No:				Revision	
024.0060-0001				P03	

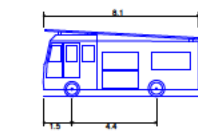


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6. ALL VEHICLE TRACKING HAS BEEN COMPLETED AT 10MPH UNLESS STATED OTHERWISE.

VEHICLE PROFILE



HCC Fire Appliance (To be Used)
Overall Length 8.100m
Overall Width 2.550m
Overall Body Height 3.498m
Min Body Ground Clearance 0.383m
Max Track Width 2.400m
Look to look time 6.00s
Kerb to Kerb Turning Radius 7.750m

KEY

INDICATIVE 45M HOSE LENGTH



NORTH

P03	REVISED LAYOUT			27.11.24	HML	MDS
P02	UPDATED LAYOUT			13.08.24	IDR	MDS
P01	FIRST ISSUE			21.06.24	IDR	MDS
Rev	Description			Date	By	App'd
Date Created		Drawn By		Approved By		Suitability Code
21.06.24		IDR		MDS		-
PBA Project Number				Scale		
024.0060				1:500 (AT A3)		
PBA Drawing No:					Revision	
024.0060-0003					P03	

Project Name	CHICKENHALL LANE, EASTLEIGH
Project Phase	PRELIMINARY

Title	PROPOSED SITE LAYOUT FIRE TENDER TRACKING
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Client



The image is a detailed architectural site plan of a building complex. The plan shows various rooms and outdoor areas, with a network of green, red, and blue lines overlaid, likely representing a circulation or utility network. The plan includes a large central building with rooms labeled 01, 06, 20, 21, 24, and 25. Rooms include PEVP, EVP, Substation, Refuse Store, Office, Reception, Lobby, Stair, Corridor, Plant, and Store. Outdoor areas include a large 'HOC Super Landscaping' area, a 'Cycle Stands' area, and a 'Refuse Store'. The plan also shows a 'Substation' and a 'Refuse Store'. The plan is overlaid with a network of green, red, and blue lines, and a large green area labeled 'HOC Super Landscaping'.

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6. ALL VEHICLE TRACKING HAS BEEN COMPLETED AT 10MPH UNLESS STATED OTHERWISE.

Side view of a truck chassis. The overall length is 11.2. The wheelbase is 5.98. The front overhang is 1.67. The distance from the front axle to the center of the cargo area is 4.815. The distance from the center of the cargo area to the rear axle is 1.385.



Project Name	CHICKENHALL LANE, EASTLEIGH
Project Phase	PRELIMINARY

Title

PROPOSED SITE LAYOUT
REFUSE VEHICLE TRACKING

 **paulbasham**
associates

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Client


HIGHWOOD

Calculation Reference: AUDIT-247601-240621-0637

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	NW NEWPORT	1 days

Primary Filtering selection:

Parameter: Number of residents
 Actual Range: 34 to 69 (units:)
 Range Selected by User: 30 to 90 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/23

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	2

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	2

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C2	5 days
----	--------

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

Travel Plan:

No	5 days
----	--------

PTAL Rating:

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

LIST OF SITES relevant to selection parameters

1	ES-05-F-02 BATTLE ROAD HAILSHAM	CARE HOME	EAST SUSSEX
	Edge of Town Centre Residential Zone Total Number of residents:	69	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
2	NT-05-F-02 MOOR LANE NEAR NOTTINGHAM BINGHAM	NURSING HOME	NOTTINGHAMSHIRE
	Edge of Town Centre No Sub Category Total Number of residents:	34	
	Survey date: MONDAY	14/11/16	Survey Type: MANUAL
3	NW-05-F-01 GOLDCROFT COMMON NEAR NEWPORT CAERLEON	NURSING HOME	NEWPORT
	Edge of Town Centre No Sub Category Total Number of residents:	54	
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL
4	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE	NURSING HOME	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:	52	
	Survey date: THURSDAY	02/05/19	Survey Type: MANUAL
5	WS-05-F-02 WYKEHAM ROAD WORTHING	NURSING HOME	WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents:	54	
	Survey date: TUESDAY	17/05/22	Survey Type: MANUAL

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	53	0.129	5	53	0.114	5	53	0.243
08:00 - 09:00	5	53	0.084	5	53	0.046	5	53	0.130
09:00 - 10:00	5	53	0.068	5	53	0.034	5	53	0.102
10:00 - 11:00	5	53	0.065	5	53	0.061	5	53	0.126
11:00 - 12:00	5	53	0.080	5	53	0.049	5	53	0.129
12:00 - 13:00	5	53	0.084	5	53	0.080	5	53	0.164
13:00 - 14:00	5	53	0.091	5	53	0.091	5	53	0.182
14:00 - 15:00	5	53	0.080	5	53	0.061	5	53	0.141
15:00 - 16:00	5	53	0.061	5	53	0.133	5	53	0.194
16:00 - 17:00	5	53	0.053	5	53	0.061	5	53	0.114
17:00 - 18:00	5	53	0.049	5	53	0.087	5	53	0.136
18:00 - 19:00	5	53	0.053	5	53	0.038	5	53	0.091
19:00 - 20:00	5	53	0.061	5	53	0.099	5	53	0.160
20:00 - 21:00	5	53	0.023	5	53	0.030	5	53	0.053
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.981			0.984			1.965

Parameter summary

Trip rate parameter range selected:	34 - 69 (units:)
Survey date date range:	01/01/16 - 18/06/23
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