



**Nick Culhane**  
Highway Consultant

**Residential Development of 8 Dwellings**

**76 Portsmouth Road, Woolston, Southampton SO19 9AN**

## **Transport Statement**

Idlewild  
Fairclose Drive  
Littleton  
Winchester  
Hampshire  
SO22 6QW  
Tel:

## 1. Introduction

- 1.1. This Transport Statement has been commissioned by Imperial Homes Southern Counties Ltd in support of a planning application submission to Southampton City Council for the demolition of an existing dwelling and for the erection of 8 dwellings, with associated access and car parking. The location of the site is shown below.



## 2. Site and Surrounding Area

- 2.1. The site is located on the southern side of Portsmouth Road which is classified as the A3025 and at this point is subject to a 30mph speed limit. The road serves mainly as a residential access road and has a wide two-lane carriageway with pedestrian footways on both sides of the road. It also benefits from street lighting.
- 2.2. To the west the road forms a roundabout junction with Manor Road South, Portsmouth Road and the River Itchen Toll Bridge whilst to the east, it passes through Sholing and onwards toward Old Netley .
- 2.3. The site currently accommodates a large, turn of the 19<sup>th</sup> Century detached dwelling which has an existing access at the north-western boundary in the form of simple footway crossover.
- 2.4. The nearest bus stops to the site are some 150m to the west and these serve the Stagecoach 7, 15, 19, 630 and 632 services together with the Firstbus X4 and X5 Solent Ranger services.
- 2.5. Woolston Railway Station is also located approximately 500m to the west.
- 2.6. The site is therefore well served by public transport which gives a genuine opportunity for travel by transport modes other than the private car.

## 3. Proposed Development

- 3.1. It is now proposed to demolish the existing detached dwelling, and to redevelop the site to provide 8 dwellings in the form of 4 blocks of semi - detached dwellings with associated parking.

3.2. It is proposed to widen the existing access which will serve a private cul de sac serving 8 dwellings, which will be in the form of a shared surfaced road.

#### 4. Access

- 4.1. The site will utilise the existing access onto Portsmouth Road which at this point is subject to a 30mph speed limit, therefore visibility splays should be provided based on advice contained within the document Manual for Streets 2.
- 4.2. Paragraph 10.5.6 suggests that a 2.4m X distance should normally be used in most built up areas, as this represents a reasonable maximum distances between the front of a car and the drivers eye.
- 4.3. Paragraph 10.5.8 however suggests that a minimum X distance of 2.0m may be considered in some slow speed situations where flows on the minor arm are low. It says that using this value will mean that the front of some vehicles may protrude slightly into the running carriageway of the major arm, and that many drivers will tend to cautiously nose out into traffic. It suggests that the ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty.
- 4.4. In this case traffic flows on the side arm will be low and given that the road either side of the site from each direction is straight, approaching vehicles will easily be able to see any vehicle emerging from the site. In accordance with the advice contained with the Document Manual for Streets, visibility splays of 2.0m by 43.0m are therefore provided in both directions. Drawing numbered NJC-001 is included as [Appendix 1](#) to this Note which shows the widened access together with the appropriate visibility splays.
- 4.5. Drawing numbered NJC-002 is also included as [Appendix 2](#) to this report which shows the access together appropriate swept paths using a large car, demonstrating that a large car can enter the site, should another be waiting to egress onto Portsmouth Road.

#### 5. Highway Impact

5.1. In order to determine the likely additional traffic impact that the development would generate, the TRICS database vs 7.10.3 has been interrogated. In selecting suitable comparison sites to this development, the following parameters were utilised.

- Land Use – Residential – Houses Privately Owned
- No of Dwellings – 7 to 18
- Location – Suburban Area, Neighbourhood Centre & Edge of Town
- Travel Plan – No

5.2. The TRICS data and the likely increase based on 7 additional dwellings is shown below.

TRICS Data Private Houses			
	Arrivals	Departures	Two -Way Flows
AM Peak	0.120	0.333	0.453
PM Peak	0.400	0.160	0.560
Total Daily	2.294	2.532	4.826

Trips Based on 7 Dwellings			
AM Peak	0.84 (1)	2.33 (2)	3
PM Peak	2.80 (3)	1.12 (1)	4
Total Daily	16.06 (16)	17.72 (17)	33

- 5.3. From the above, it can be seen that if approved, the development would give rise to 3 additional movements in the AM Peak period, 4 in the PM peak and 33 total daily two-way movements. The TRICS data is included as [Appendix 3](#) to this report.
- 5.4. The amount of traffic likely to be generated is considered to be acceptable and will not have any material affect to the safety and free flow of traffic on the surrounding highway network.

## 6. Car and Cycle Parking

- 6.1. Car and cycle parking requirements for Southampton are covered by the Parking Standards supplementary document 2011. The site is located just outside of a Hugh Accessibility Zone, but within an area where on-street car parking is controlled through a residents parking scheme.
- 6.2. The development comprises of 8 number dwellings in the form of two number 2-bedroom units and six number 3-bed units.
- 6.3. In accordance with the suggested parking standards, the development should provide a maximum of 2 spaces per unit, whilst in this case the development includes 17 spaces, which allows for a dedicated visitor parking space.
- 6.4. Secure and undercover cycle parking is to be provided within the rear gardens of each dwelling.
- 6.5. The car and cycle parking is therefore provided to fully accords with Southampton City Councils adopted standards.

## 7. Servicing

- 7.1. The largest vehicle likely to be required to service the site is the refuse freighter although given the size of the site, it is not expected that such a vehicle would enter the site. At present dwellings fronting Portsmouth Road benefit from a kerbside collection service and this will be retained for this development.

7.2. The most frequent vehicle likely to service the site would be a Transit type grocery delivery van, therefore the site has been designed to accommodate such a vehicle. Drawing numbered NJC-003 is included as [Appendix 4](#) which demonstrates the ability of such a vehicle to be able to drive into the site, reverse and exit in forward gear.


## **8. Summary and Conclusion**

- 8.1. This Transport Statement has been produced to support a planning application for 8 dwellings at 76 Portsmouth Road, Southampton.
- 8.2. The site is to be served by an existing access is to be improved and which meets the visibility requirements of Manual for Streets 2.
- 8.3. Utilising TRICS data it can be demonstrated that the development will have very little additional impact on the surrounding highway network, with a net increase in just 3 and 4 vehicles in each of the AM and PM peak periods.
- 8.4. Car and cycle parking is to be provided in accordance with Southampton City Councils Supplementary Parking policy document.
- 8.5. The site has been designed to accommodate the turning requirements of a Transit type service vehicle.
- 8.6. The development is therefore considered to be acceptable from a highway point of view.

## **Appendix 1**

### **Access and Visibility**



Client  
  
 Nick Culhane  
 Highway Consultant

Project  
 76 PORTSMOUTH ROAD

Drawing Title  
 ACCESS AND VISIBILITY

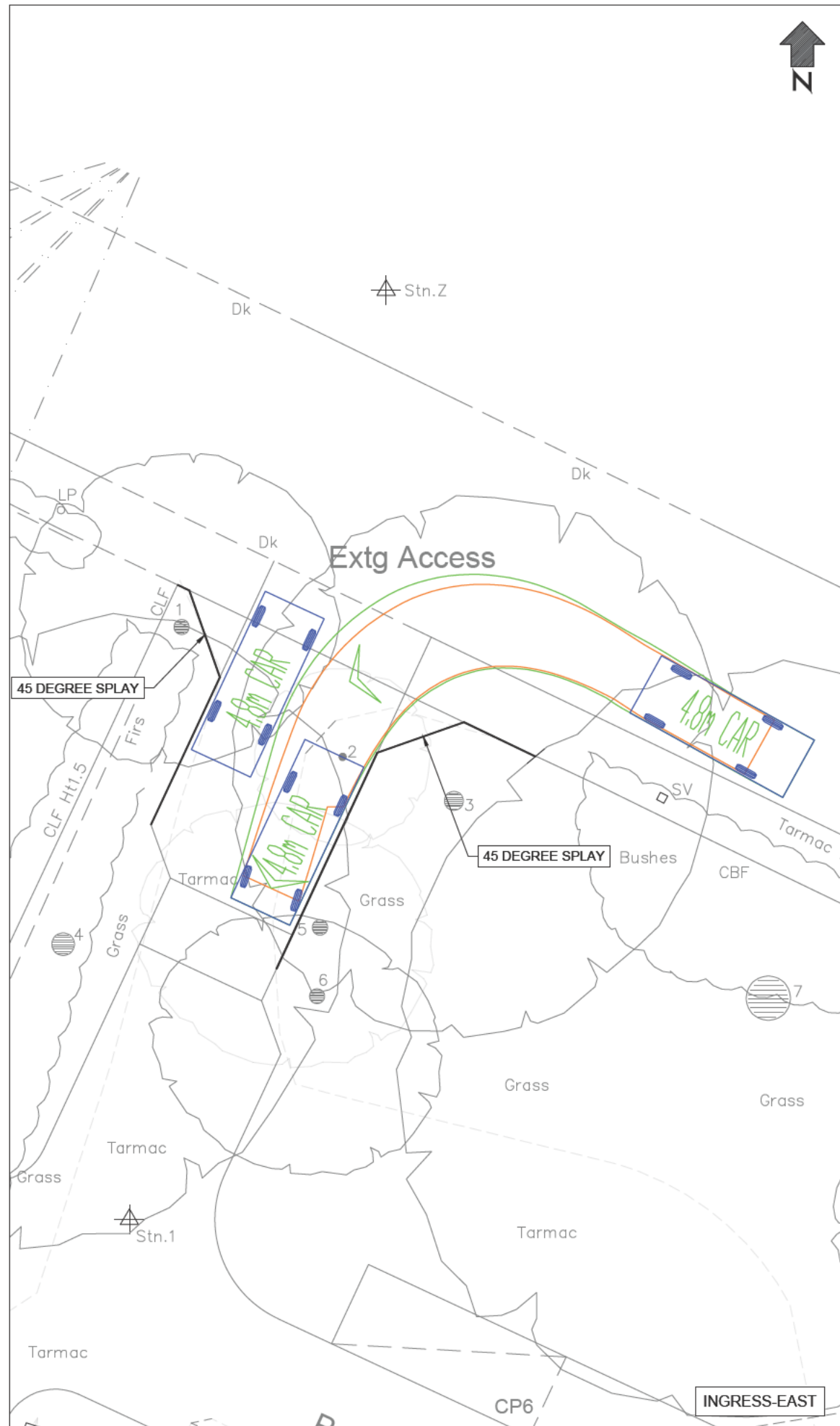
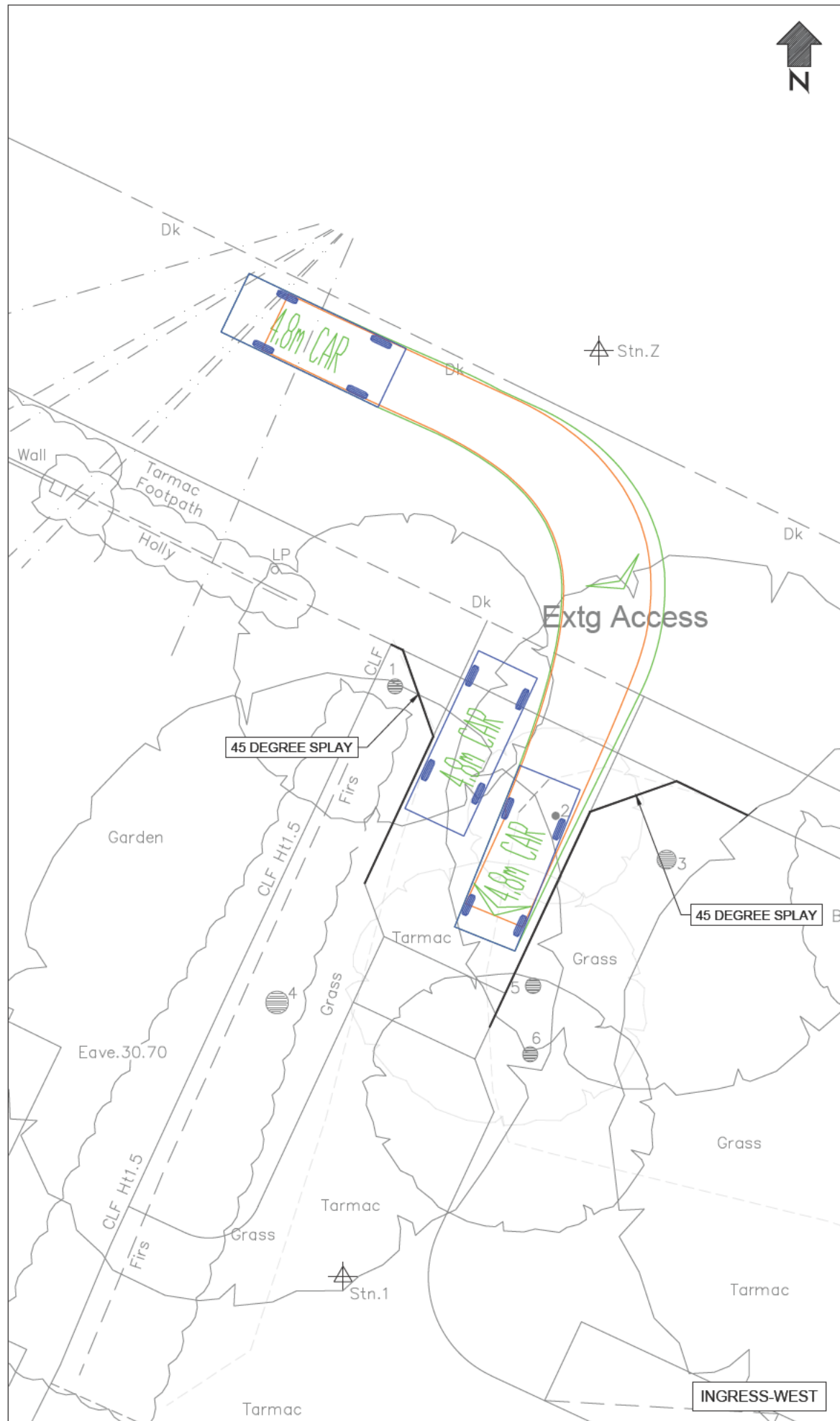
Drawing Status  
 FOR INFORMATION

Date NOV 2023	Scale 1:150	Size A1
Drawing No. NJC-001	Rev -	

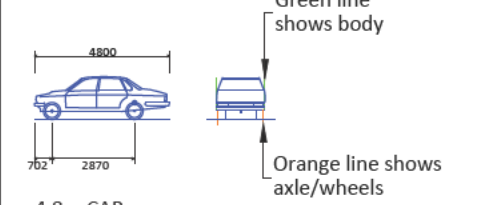
## Appendix 2

### Swept Path Tracking – Cars





**VEHICLE DETAILS:**



4.8m CAR	
Overall Length	4800mm
Overall Width	1793mm
Overall Body Height	1502mm
Min Body Ground Clearance	287mm
Track Width	1700mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6200mm

Design speed 5kph for all Forward movements  
 Design speed 2.5kph for all Reverse movements



Project  
 76 PORTSMOUTH ROAD

Drawing Title  
 ACCESS AND TRACKING

Drawing Status  
**FOR INFORMATION**

Drawn AT	Designed NC	Date OCT 2023	Scale 1:150	Size A3
Drawing No. NJC-002				Rev -

## Appendix 3

### TRICS Data

Calculation Reference: AUDIT-405201-231016-1056

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	MW MEDWAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings  
 Actual Range: 7 to 18 (units: )  
 Range Selected by User: 7 to 18 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 22/09/17

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

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	6
Village	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:

Use Class:

C3 7 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

No	7 days
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*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	7 days
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*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AC-03-A-02 WHITCHURCH ROAD CHESTER BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>	DETACHED	CESHIRE WEST & CHESTER	<i>Survey Type: MANUAL</i>
2	MW-03-A-01 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI-DETACHED	MEDWAY	<i>Survey Type: MANUAL</i>
3	NF-03-A-03 HALING WAY THETFORD  Edge of Town Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 16/09/15</i>	DETACHED HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
4	PB-03-A-03  PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>	DETACHED	PETERBOROUGH	<i>Survey Type: MANUAL</i>
5	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>	DETACHED & BUNGALOWS	SUFFOLK	<i>Survey Type: MANUAL</i>
6	SF-03-A-05 VALE LANE BURY ST EDMUNDS  Edge of Town Residential Zone Total No of Dwellings: 18 <i>Survey date: WEDNESDAY 09/09/15</i>	DETACHED HOUSES	SUFFOLK	<i>Survey Type: MANUAL</i>
7	VG-03-A-01 ARTHUR STREET BARRY  Edge of Town Residential Zone Total No of Dwellings: 12 <i>Survey date: MONDAY 08/05/17</i>	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 TOTAL VEHICLES  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	11	0.013	7	11	0.267	7	11	0.280
08:00 - 09:00	7	11	0.120	7	11	0.333	7	11	0.453
09:00 - 10:00	7	11	0.107	7	11	0.253	7	11	0.360
10:00 - 11:00	7	11	0.253	7	11	0.200	7	11	0.453
11:00 - 12:00	7	11	0.187	7	11	0.187	7	11	0.374
12:00 - 13:00	7	11	0.200	7	11	0.333	7	11	0.533
13:00 - 14:00	7	11	0.147	7	11	0.173	7	11	0.320
14:00 - 15:00	7	11	0.147	7	11	0.107	7	11	0.254
15:00 - 16:00	7	11	0.200	7	11	0.213	7	11	0.413
16:00 - 17:00	7	11	0.280	7	11	0.133	7	11	0.413
17:00 - 18:00	7	11	0.400	7	11	0.160	7	11	0.560
18:00 - 19:00	7	11	0.240	7	11	0.173	7	11	0.413
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.294			2.532			4.826

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

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

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Parameter summary

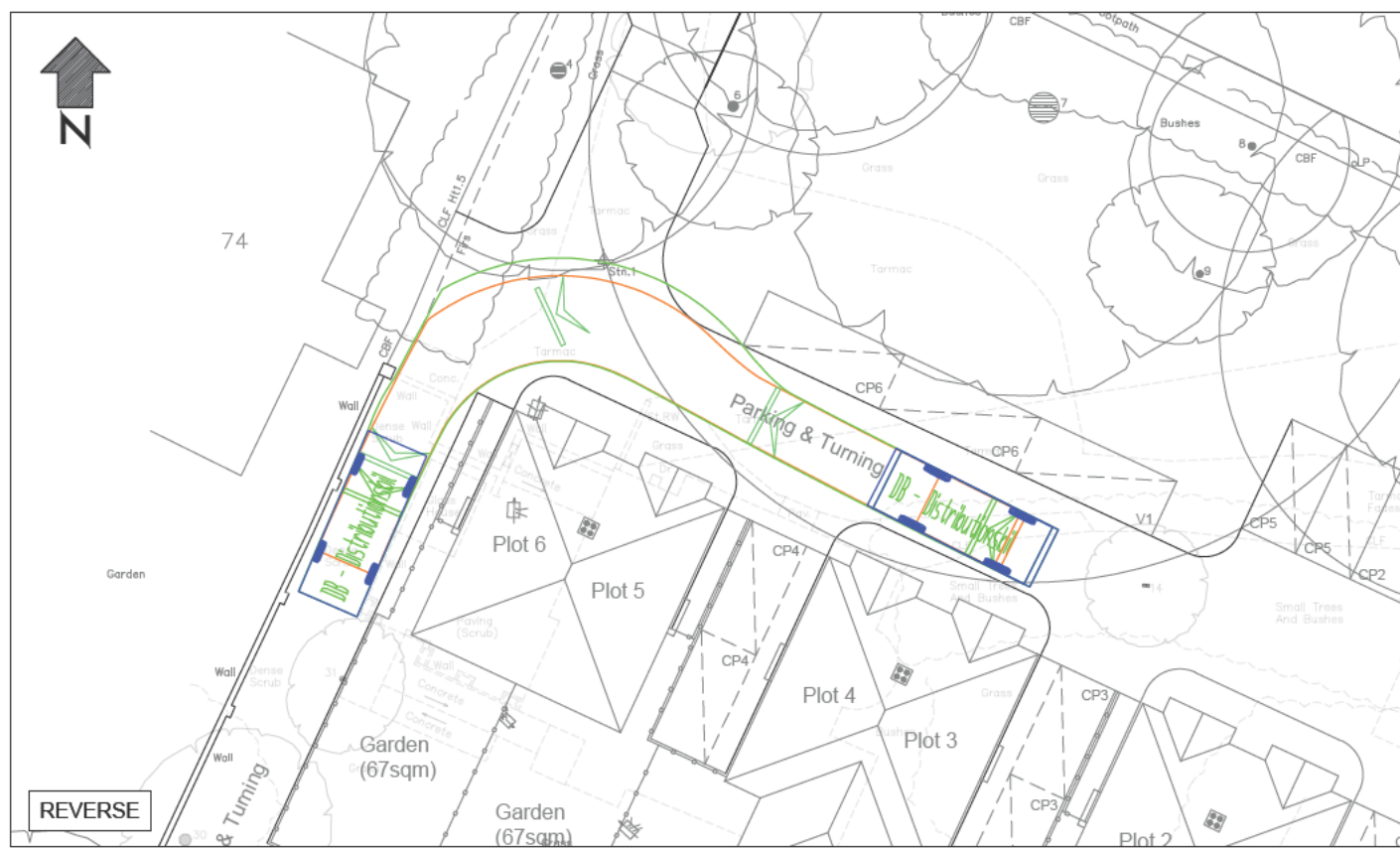
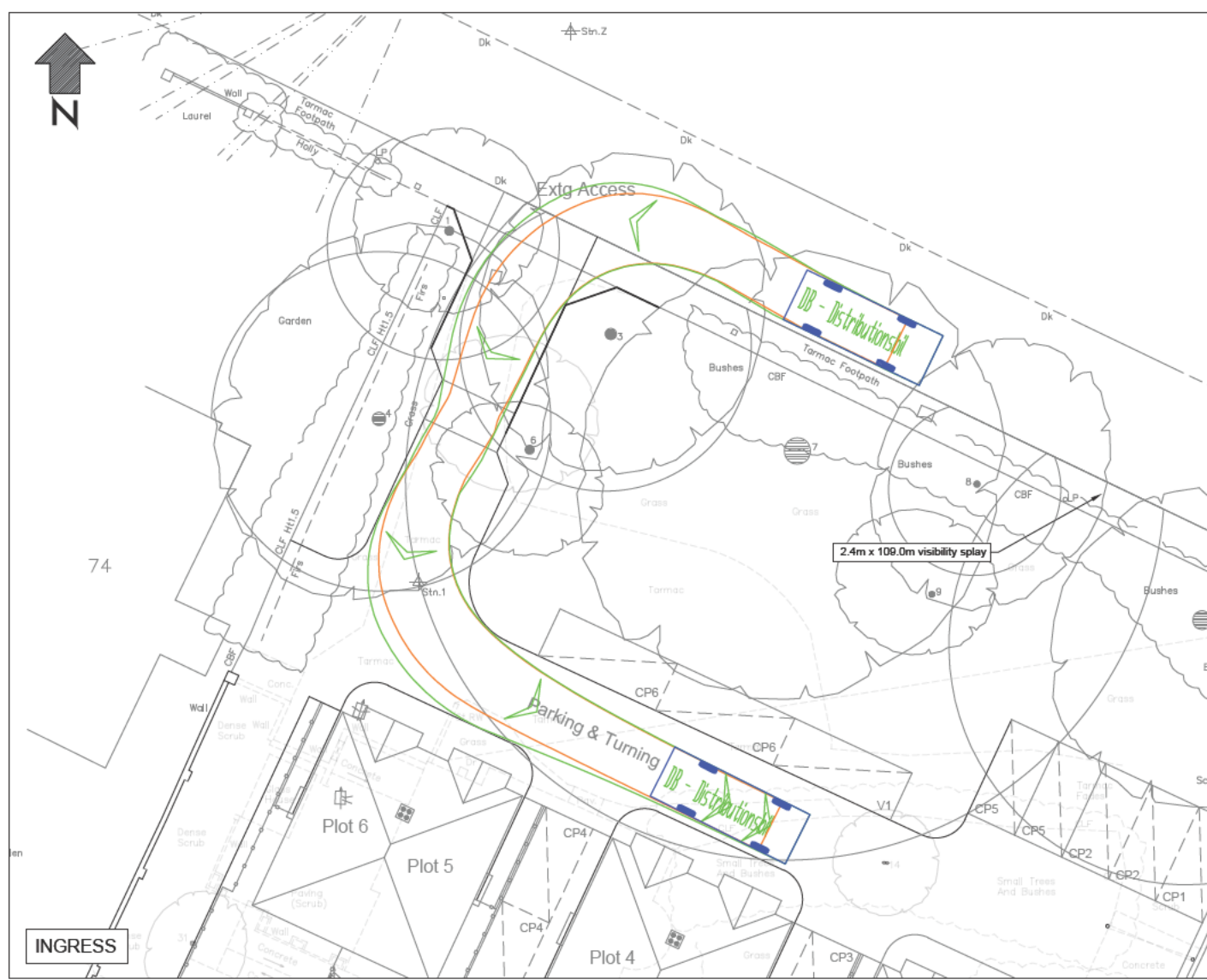
Trip rate parameter range selected: 7 - 18 (units: )  
 Survey date range: 01/01/11 - 22/09/17  
 Number of weekdays (Monday-Friday): 7  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

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

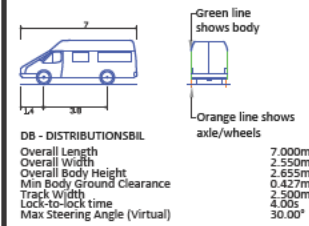
## Appendix 4

### Swept Path Tracking – Service Vehicle





VEHICLE DETAILS:



DB - DISTRIBUTIONSBIL  
 Overall Length 7.000m  
 Overall Width 2.550m  
 Overall Body Height 2.655m  
 Min Body Ground Clearance 0.427m  
 Track Width 2.500m  
 Lock-to-lock time 4.00s  
 Max Steering Angle (Virtual) 30.00°  
 Design speed 5kph for all Forward movements  
 Design speed 2.5kph for all Reverse movements

Client  


Project  
 76 PORTSMOUTH ROAD

Drawing Title  
 SWEEP PATH TRACKING

Drawing Status  
 FOR INFORMATION

Date OCT 2023	Scale 1:150	Size A1
Drawing No. NJC-003	Rev -	