

HIGHWAYS STATEMENT

46 SEA FRONT, HAYLING ISLAND

Residential Development

Date: October 2017

Ref: LILL/17/3860s

1 INTRODUCTION

- 1.1 This Highways Statement (HS) has been prepared by Russell Giles Partnership Ltd (RGP) on behalf of Lilley Architecture to support the proposed residential development at 46 Sea Front, Hayling Island. The site covers an area of approximately 0.05ha on the northern side of Sea Front. The site location is shown in **Figure 1.1**.



Figure 1.1: Site Location

- 1.2 The existing site comprises a single residential dwelling and associated driveway access. The proposed development would involve the demolition of the existing dwelling to be replaced by 3 new residential dwellings.

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2 BASELINE CONDITIONS

Site Location and Description

- 2.1 The existing site covers an area of 0.05ha on the northern side of Sea Front and is currently occupied by a single residential dwelling. The site is bordered by Sea Front to the south, a public house car park to the west, and residential properties to the north and east. Vehicle access to site is currently served from a c.5m wide dropped kerb crossover providing access to a driveway and garage on the eastern side of the site.

Seafront

- 2.2 Sea Front is a 2-way single carriageway subject to a 30mph speed limit and runs east-west along the south of Hayling Island. The road is c.7m wide in the vicinity of the site and is flanked by wide pedestrian footways on both sides of the carriageway. The carriageway features on seafront are demonstrated in Figure 2.1



Figure 2.1: Carriageway Features

- 2.3 A study of Personal Injury Accident (PIA) data found 1 'serious' incident in the vicinity of the site. The incident occurred on 8th September 2015 at 07:30AM and involved a private car and a cyclist. The incident is considered unrelated to the application site. The PIA accident record in the vicinity of the site is demonstrated in Figure 2.2

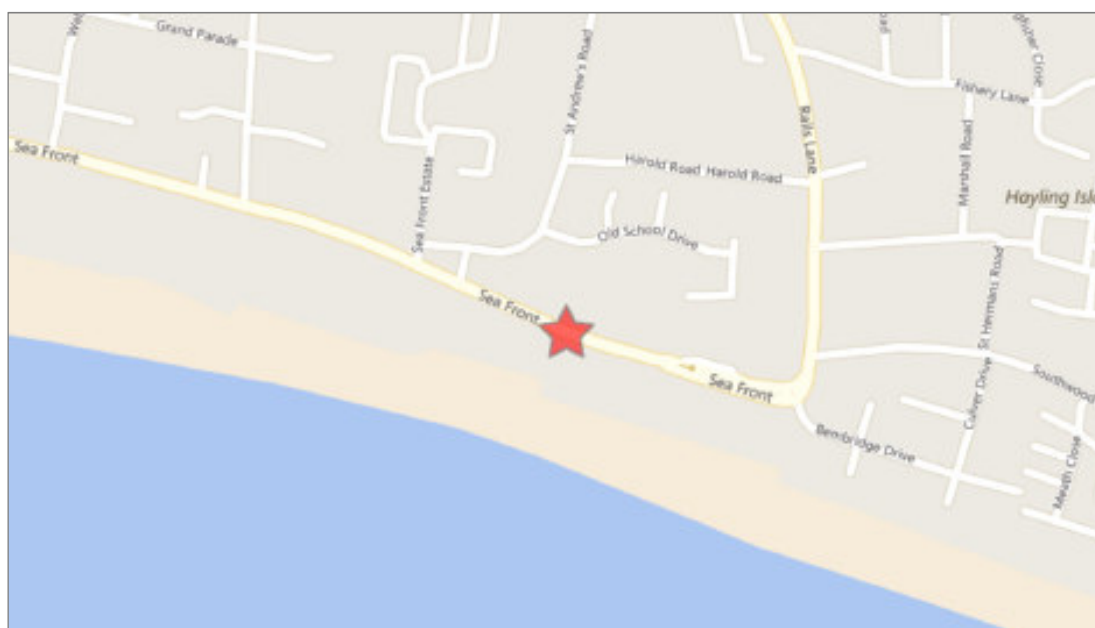


Figure 2.1: PIA accident record

Accessibility Credentials

- 2.4 Pedestrian access to the site is facilitated by wide footways flanking both sides of Sea Front, connecting with the wider footway network. The site is within walking distance of a range of local services and amenities in Eastoke and South Hayling. The National Cycle Route No.2 is situated approximately 2km to the west of the site and provides a north-south route from the south of Hayling Island to Havant.
- 2.5 The 'Lifeboat Inn' bus stops (eastbound and westbound) are located c.130m to the east of the application site and provide regular services to Havant. Havant train station then provides services to a wide range of locations including, Southampton, Portsmouth, Chichester, and London.

3 PROPOSED DEVELOPMENT

Overview

- 3.1 The proposed development would involve the construction of 3 dwellings and associated parking on the northern side of Sea Front.

Vehicle Access

- 3.2 Vehicle access to the proposed parking spaces would be served from dropped kerb crossover on the northern side of Sea Front tying in with the existing dropped kerbs to the east and west. The proposed access arrangements are in keeping with similar drive way accesses serving existing properties along Seafront. The proposed access arrangement is shown in **Drawing 2017/3855/001**.
- 3.3 Visibility requirements from the access have been based on the 30mph speed limit on Sea Front. Using the calculation coefficients set out in Manual for Streets (MfS), a stopping sight distance of 43.0m would be required in both directions. Accordingly, visibility splays measuring 2.4m x 43.0m in both the primary and secondary directions have been shown on **Drawing 2017/3855/001**.
- 3.4 To ensure that vehicles safely cross footways, 2.0m x 2.0m pedestrian and vehicle inter-visibility splays have been demonstrated where the parking spaces meet the back edge of the footway in accordance with Design Bulletin 32 (DB32) guidance. The splays are demonstrated in drawing 2017/3855/001.

Parking Provision

- 3.5 The proposals would provide 2 spaces per unit in accordance with Havant Borough Council's (HBC) minimum car parking requirements for 3 bed dwellings. All parking spaces would have minimum dimensions of 2.4m x 4.8m in accordance with Manual for Streets (MfS) design guidance. A vehicle swept path analysis demonstrating vehicles manoeuvring to and from the proposed parking spaces has been undertaken in **Drawing 2017/3860/001**.
- 3.6 The proposals would provide 2 cycle spaces per unit in accordance with HBC cycle parking requirements for 3 bed dwellings.

Anticipated Vehicle Trips

- 3.7 The TRICS database (version 7.4.2) has been interrogated to assess the likely traffic volumes that will be generated as a result of the proposed development. The proposal would result in a net increase of 2 dwellings and as such the trip rate has been calculated for 2 new dwellings.

3.8 For the purposes of this assessment the following parameters have been used to filter the TRICS data:

- i) Land Use – Residential, Houses Privately Owned
- ii) Regions – England (excluding Greater London)
- iii) Scale of Development – 6 - 15 dwellings
- iv) Date Range – 01/01/09 – 16/09/17
- v) Count Type – Manual and Automated Traffic Count
- vi) Selected Days – Weekdays
- vii) Selected Locations - Suburban Area, Edge of Town

3.9 A summary of the weekday peak hour and daily trips are displayed in **Figure 3.1**. The full results of the TRICS interrogation are provided in **Appendix A**.

TRICS Trip Rate per Dwelling (2 Dwellings)			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.302	0.651	0.953
PM Peak Hour	0.442	0.302	0.744
Daily Traffic	3.141	3.488	6.629
TRICS Vehicle Trip Generation			
AM Peak Hour	1	1	2
PM Peak Hour	1	1	1
Daily Traffic	6	7	13

Figure 3.1: Anticipated Trip Generation

3.10 The TRICS assessment anticipates that the proposed dwellings would generate an additional 13 daily vehicle trips, of which 2 would occur in the AM peak hour (08:00-09:00), and 1 would occur in the PM peak hour (17:00-18:00).

4 SUMMARY AND CONCLUSIONS

4.1 This Highways Statement has been prepared by RGP on behalf of Lilley Architecture to support the proposed development at Sea Front, Hayling Island. The findings from this assessment are as follows:

- i) The site is situated in an accessible location on the northern side of Sea Front and currently comprises a single residential dwelling. The proposals would involve the demolition of the existing dwelling to be replaced by 3 new dwellings and associated car parking.
- ii) The proposed parking spaces would be accessed via a dropped kerb crossover tying in with the existing dropped kerbs to the east and west. Visibility from the site achieves the necessary splays in both the primary and secondary directions.
- iii) Car and cycle parking has been provided in accordance with HBC's residential parking requirements.
- iv) The proposed site is anticipated to generate an additional 13 daily 2-way trips with 2 additional trips in the AM peak hour and 1 additional trip in the PM peak hour.

DRAWINGS



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Drawing Title

Visibility Splays and
Vehicle Swept Path Analysis

Scale 1:200	Drawn By SMO	Checked By ALB	Approved By PMR
Date October 2017	Drawing No. 2017-3860-001		Rev. -

APPENDIX A

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-171003-1003

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	MS MERSEYSIDE	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 7 to 15 (units:)
 Range Selected by User: 6 to 15 (units:)

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Tuesday 2 days
 Friday 2 days

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

Selected survey types:

Manual count 4 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 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 3
 No Sub Category 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.

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Secondary Filtering selection:Use Class:

C3 4 days

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

Population within 1 mile:

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

75,001 to 100,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	1 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	2 days
1.1 to 1.5	2 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 4 days

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

PTAL Rating:

No PTAL Present 4 days

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

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LIST OF SITES relevant to selection parameters

1	CH-03-A-08	DETACHED		CHESHI RE
	WHITCHURCH ROAD			
	BOUGHTON HEATH			
	CHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
2	MS-03-A-03	DETACHED		MERSEYSI DE
	BEMPTON ROAD			
	OTTERSPOOL			
	LIVERPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
3	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
4	SH-03-A-03	DETACHED		SHROPSHI RE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	10		
	Survey date: FRIDAY	26/06/09		Survey Type: MANUAL

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

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

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	11	0.140	4	11	0.326	4	11	0.466
08:00 - 09:00	4	11	0.302	4	11	0.651	4	11	0.953
09:00 - 10:00	4	11	0.140	4	11	0.302	4	11	0.442
10:00 - 11:00	4	11	0.256	4	11	0.209	4	11	0.465
11:00 - 12:00	4	11	0.279	4	11	0.372	4	11	0.651
12:00 - 13:00	4	11	0.256	4	11	0.326	4	11	0.582
13:00 - 14:00	4	11	0.209	4	11	0.233	4	11	0.442
14:00 - 15:00	4	11	0.140	4	11	0.163	4	11	0.303
15:00 - 16:00	4	11	0.302	4	11	0.186	4	11	0.488
16:00 - 17:00	4	11	0.349	4	11	0.209	4	11	0.558
17:00 - 18:00	4	11	0.442	4	11	0.302	4	11	0.744
18:00 - 19:00	4	11	0.326	4	11	0.209	4	11	0.535
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.141			3.488			6.629

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

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

Parameter summary

Trip rate parameter range selected: 7 - 15 (units:)
 Survey date range: 01/01/09 - 16/09/15
 Number of weekdays (Monday-Friday): 4
 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.