

TRANSPORT STATEMENT

Statement in support of a development to
erect 1 dwelling at the rear of 48 Hart Plain
Avenue, Waterloooville.

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Introduction

I act on behalf of Landmark Estates Ltd in support of a development to erect a dwelling with associated parking at 48 Hart Plain Avenue.

POS 8RX.

I am Philip Caseley, Managing Director of JPC Highway Consultants Ltd; I attained Incorporated Engineer status in 1996 and have some 26 years experience in the highway engineering field.

Background

- 1.1 Hart Plain Avenue is a primarily a residential road with on street parking permitted on both sides. It is subject to a 20mph limit/zone with predominantly direct frontage access and is lit. There is a secondary school access opposite the existing driveway.
- 1.2 Braking and turning movements are commonplace and there have been no reported implications for road safety identified as a result of these movements. I consider this to be because of the road alignment being straight offering good visibility to potential obstructions in the road.
- 1.3 The road signage and on street markings in the area highlight the school use and drivers and residents will necessarily be expecting to stop and brake in this area.

Existing Situation

- 1.4 The existing site provides for direct frontage access leading to an open plan area in the front garden where turning is achieved also having access to a garage at the side of the property.
- 1.5 Fronting the site is a wide verge segregating the footway and the carriageway, this allows a vehicle to largely clear the carriageway when accessing.

The proposal

- 1.6 The proposal is for one modest dwelling to the rear of the donor property demolishing the garage whilst keeping the parking arrangement to the front for the existing.
- 1.7 The dwelling would have parking spaces in a parking court scenario which provides for onsite turning allowing vehicles to enter and leave in a forward gear.
- 1.8 The remainder of the site will operate as it does presently utilising the front open plan area for parking and turning.

Development credentials

- 2.1 It is considered there is no, in principle, objection to housing provision at this location.
- 2.2 There have been provided allocated spaces for the dwelling. The courtyard arrangement provides for turning on site and the access drive is straight and level providing good inter visibility between residents.
- 2.3 The traffic movements associated with the proposal occur presently as do many others within the road. Those movements would simply be entering and leaving the individual accesses.

Highway Considerations

- 3.1 TRICS advises for a dwelling on average there would be 7 trips two way per day. There is an existing dwelling and additional proposed to the rear amounting to a likely 14 trips two way per day. TRICS also advises that during the busiest peak hour there is 18% of the daily movements with 12% inbound and 6% outbound. As a result of the proposal we can establish that there is a likely flow during the busiest hour of 1.68 > 2 trips inbound and 0.84 > 1 outbound. On average 1 trip every 20 minutes.

- 3.2 I look at the suitability of the access point to accommodate this low volume of traffic. It has long been held the view that up to 6 dwelling can be accommodated off a private drive because of the lack of conflict brought about by the level of traffic. With less than half the amount of traffic from those long held views I see no reason why conflict will arise at this point.
- 3.3 The potential of conflict is most during the morning period because of the school being attended nearing 9am but as most of the vehicle movements will be exiting the site to go to work and because of the wide footway I see no reason why conflict will occur. During the evening period, returning residents will be later than the school exiting.
- 3.4 Manual for Streets (MfS) advises on the relationship between traffic flow and road safety for streets with direct frontage access under para 7.9.5.
- "It was found that very few accidents occurred involving turning into and out of driveways, even on heavily-trafficked roads.*
- Links with direct frontage access can be designed for significantly higher traffic flows than have been used in the past, and there is good evidence to raise this figure to 10,000 vehicles per day."*
- 3.5 From my observations the level of traffic in this area would not be approaching the level of vehicles no supported.

Summary and Conclusion

- 4.1 Hart Plain Avenue in this location supports direct frontage access, is straight and level and subject to a 20mph zone/limit.
- 4.2 In terms of traffic volume MfS confirms there is good evidence where links with direct frontage access can be raised to 10,000 vehicles per day without an increase in accidents. The level of proposed use brought about by this proposal would average 1

vehicle every 20 minutes which is unlikely to result in vehicles waiting on the highway. It represents half the normal expected threshold of a private drive.

4.3 The modest increase in traffic from this proposal will operate outside the times of the school limiting any potential conflict but as good visibility is achieved I see no reason why this modest proposal will have any implications for road safety.

4.4 All the evidence confirms safety will not be compromised as a result of the development and I therefore commend the proposal.

Philip Caseley