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Partnership**

Transport Planning and
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Proposed KFC Restaurant Bedhampton

KFC

Transport Assessment

August 2016

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1.0 INTRODUCTION

1.1 Aim of Assessment

- 1.1.1 This Transport Assessment accompanies a planning application by Savills on behalf of KFC for a proposed KFC restaurant adjacent to the ASDA Havant Supercentre, Bedhampton.
- 1.1.2 This Assessment considers the accessibility of the site by all modes of travel and the consistency of the proposals with national and local transport policy. The level of traffic proposed and effect of this on the local road network is also reviewed.

1.2 Pre-application Discussions

- 1.2.1 Pre-application discussions took place with Havant Borough Council and included a meeting on 12th April 2016 in connection with the proposal. These discussions form the scope of which this assessment has been based.

1.3 Contents

- 1.3.1 The Assessment continues:
- in Section 2 where the existing transport context of the site is described. This includes a description of the current facilities for pedestrians, cyclists and public transport users. The road safety record on the local highway is also reviewed;
 - in Section 3 with a review of the transport policy context;
 - in Section 4 where the transport elements of the proposed development are described. This includes the proposed access, parking arrangements and the facilities provided for pedestrians and cyclists. An estimate of the traffic that would be generated by the proposed development is also provided;
 - in Section 5 a transport appraisal is provided. This examines the consistency of the proposals against transport policy and reviews the accessibility of the proposed development by non-car means of transport. The appraisal also reviews the site layout and access to the site. The impact of the development on the adjacent road network is also considered; and
 - in Section 6 with a summary of our conclusions.

2.0 TRANSPORT CONTEXT

2.1 Strategic Location

- 2.1.1 The site for the proposed KFC restaurant is some 300m east of the A3(M) and some 2.3km north west of Havant town centre as shown at Appendix 1.
- 2.1.2 Junction 4 of the A3(M) is 650m west of the site with junction 3 of the A3(M) some 1.3km north of the site.
- 2.1.3 The A3(M) meets the A27(T) some 1.9km south of the site and becomes the A3 some 6.8km north of the site before continuing north east to Petersfield and Guildford.
- 2.1.4 The A27(T) provides a link to Portsmouth some 7.2km south west of the site and Chichester some 17km south east of the site.
- 2.1.5 Purbrook Way runs in an east-west direction some 180m north of the site and links Purbrook to the west of the A3(M) to Havant to the east.

2.2 Local Area

- 2.2.1 The site is bounded by Larchwood Avenue to the north west, an ASDA Supercentre to the south west, ASDA access road to the east and a McDonald's restaurant to the north east as shown at Appendix 2.
- 2.2.2 Larchwood Avenue and the ASDA access road meet at a roundabout some 100m north east of the site with access to an ASDA petrol filling station to the north.
- 2.2.3 The ASDA access road continues north east from the site to meet Purbrook Way and the B2150 Hulbert Road at a five arm roundabout. To the south west the ASDA access road provides access to ASDA only.
- 2.2.4 Improvement works at the Purbrook Way/Hulbert Road roundabout have recently been completed. As part of the works the Purbrook Way approaches from the east and west have been signalised. The works also include a widened circulatory carriageway increased from two to three lanes, with Purbrook Way west and Hulbert Road north approaches also widened to three lanes.
- 2.2.5 To the south east of the site, beyond the ASDA access road, is a residential area. Access to the residential area is via the B2150 Hulbert Road.

Local Shops and Services

- 2.2.6 Immediately south west of the site is an ASDA Supercentre which includes an opticians and a pharmacy. An ASDA petrol filling station is some 140m north east of the site.

- 2.2.7 Some 70m north west of the site is Larchwood Business Centre, with access via Larchwood Avenue. This includes window companies, garages, flooring companies and other businesses.
- 2.2.8 Some 260m north of the site is a B&Q with a café. Access is from Purbrook Way via a roundabout junction with the A3(M) southbound on-slip to the west of the site.
- 2.2.9 The closest KFC restaurant to the site is some 2.25km to the south east of the site in the Havant town centre adjacent to Park Road. The nearest McDonalds restaurant is immediately to the north east of the site. The nearest Burger King is some 2.4km south east of Havant town centre.

2.3 Pedestrians and Cyclists

- 2.3.1 A footway is provided on the east side of both the ASDA access road and Larchwood Avenue, and on both sides of all other roads in the local area.
- 2.3.2 A zebra crossing is provided across the ASDA access road some 20m from the north eastern site boundary. Another zebra crossing is provided on Larchwood Avenue some 50m north east of the site. Footways and zebra crossings are provided throughout the ASDA development.
- 2.3.3 Immediately west of the site from Larchwood Avenue, an unmarked track provides an informal pedestrian link to the ASDA service road.
- 2.3.4 At the Larchwood Avenue/McDonald's restaurant access road priority junction, dropped kerbs and tactile are provided.
- 2.3.5 The Purbrook Way/Hulbert Road/Asda roundabout improvements have included upgrading the local pedestrian and cycle facilities. A footway/cycleway is provided east/west through the centre of the junction including Toucan crossings across the Purbrook Way arms and the circulatory carriageway. A shared footway/cycleway is also provided from Hulbert Road south to Purbrook Road east and west with a Toucan crossing provided across Hulbert Road.
- 2.3.6 A shared footway/cycleway is provided on both sides of the road along Purbrook Way to the west of the roundabout. A signposted cycle on/off road link heads to the west of the roundabout to join National Route 222 at Stakes Hill road some 1.1km north west of the site.
- 2.3.7 To the east of the roundabout a suggested cycle route noted in the Hampshire Cycle Map for Havant links to National Route 22 some 2.45km east of the site. This National Cycle Route links Banstead in Surrey and Brockenhurst in the new Forest.

2.4 Public Transport

Bus Services

- 2.4.1 Bus service details are provided at Appendix 3. A summary of the frequent services near the site are provided below:

Services from Purbrook Way		Service Frequency (minutes)					
Service	Route	Monday - Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
20	Havant – Portsmouth – The Hard	30	-	30	-	-	-
37	Havant – Petersfield - Alton	60	-	60	-	-	-
39	Havant – Wecock Farm	10	40	10	40	60	-

- 2.4.2 Bus stops are provided on Purbrook Way in both directions to the west of the roundabout some 180m north of the site. The eastbound bus stop has a bus lay-by with a shelter and timetable and the westbound bus stop has a flag and a timetable.
- 2.4.3 A further bus stop is provided at the ASDA Supercentre some 130m south west of the site. Services 20 and 39 use this stop generally between the hours of 0900 and 1500.

Train Services

- 2.4.4 The nearest train station to the site is Bedhampton train station some 1.5km south east of the site.
- 2.4.5 Services to Portsmouth and London operate every 20-30 minutes.

2.5 Existing Traffic

- 2.5.1 Traffic surveys were undertaken at the ASDA access road/Larchwood Avenue roundabout on Friday 13th May 2016 between 1600-1900 and Saturday 14th May 2016 between 1130-1430.
- 2.5.2 The Friday evening and Saturday peak hour survey results are summarised below:

Asda Access Road/Larchwood Avenue Traffic Flows (vehs)	
Time Period	Total Approach Flows
Friday Evening Network & KFC Peak Hour 1800-1900	1408
Saturday Network Peak Hour 1200-1300	1602
Saturday KFC Peak Hour 1230-1330	1558

- 2.5.3 Limited queueing was recorded at the junction.

2.6 Existing Site Use

- 2.6.1 The existing site area is some 2330sqm and has most recently been used as a motorcycle training facility, but is currently unoccupied. Prior to this it was used as a car park for a nearby employment development.

Access

- 2.6.2 Vehicular access to the site is from Larchwood Avenue to the north, via a shared access road with McDonalds. To the north east of the site a mini roundabout is provided, with access to the McDonalds car park to the north and the KFC site to the south. The site access is currently gated.
- 2.6.3 Dropped kerbs and tactile paving are provided across the access road at the Larchwood Avenue junction.

2.7 Safety Record

- 2.7.1 Personal injury accident records have been provided by Hampshire Police for the five year period of 1st February 2011 to 31st January 2016 inclusive. The data covers the Purbrook Way/Hulbert Road roundabout along with Larchwood Avenue and the ASDA access road. A plan of the accident locations is provided at Appendix 4.
- 2.7.2 No accidents have been recorded at the Larchwood Avenue/McDonalds access in the period reviewed.
- 2.7.3 At the Larchwood Avenue/ASDA access road roundabout three slight accidents occurred. One included a loss of control and overturning, one included a loss of control on approach to the roundabout and colliding with a sign and the other involved a vehicle sliding on wet road causing rider to fall off motorcycle.
- 2.7.4 Two serious accidents occurred along the ASDA access road north of the Larchwood Avenue roundabout with one from a pedestrian crossing over stationary traffic in lane 1 and being hit by a moving vehicle in lane 2 and the other due to a vehicle braking due to a fallen rider, causing a motorcyclist to skid and also fall off. Two slight accidents occurred on the ASDA access road north of the Larchwood Avenue roundabout both involving a vehicle colliding with a pedestrian crossing over the road.
- 2.7.5 Two slight accidents occurred on the ASDA access road south of the Larchwood Avenue roundabout. One involved a vehicle skidding on the wet road and colliding with lamp post. The other involved an inexperienced motorcyclist rider sliding on damp road surface and falling off.
- 2.7.6 The accidents that have occurred at the Purbrook Way/Hulbert Road roundabout are not representative of the road network conditions going forward due to the current improvement works taking place at the junction.

2.8 Discussions with Highways Officers

2.8.1 Pre-application discussions on the development proposals have taken place with highways officers at Havant Borough Council including email correspondence and a formal pre-application meeting, with the following advice provided:

- a Transport Assessment and Measures Only Travel Plan should be included with a planning application;
- car and cycle parking standards should be reviewed;
- need to demonstrate pedestrian routes to the site, and linking to ASDA can be achieved;
- review potential opportunity to retain and improve pedestrian route running to the west of the site to ASDA; and
- servicing details including vehicle tracking is required.

2.8.2 Hampshire County Council, as highway authority, request to be consulted at the planning application stage but did not comment on the pre-application. Hampshire have indicated they would need to understand trip generation to consider impact on the B2150/Purbrook Way roundabout.

3.0 PLANNING POLICY

3.1 National Planning Policy

3.1.1 In terms of transport, the National Planning Policy Framework (NPPF) states that planning should 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.'

3.1.2 Section 4 'Promoting Sustainable Transport' indicates that, for significant traffic generating developments, the associated plans and decisions should consider whether:

- *'the opportunities for sustainable transport modes have been taken up;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development (para 32).*

3.1.3 The NPPF states specifically in Section 4 that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (para 32).

3.1.4 Developments should also:

- *'accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and*
- *consider the needs of people with disabilities by all modes of transport (para 35).'*

3.1.5 Local parking standards should also take into account site accessibility, availability and opportunity for public transport, and car ownership levels (para 39).

3.2 Local Planning Policy

Havant Borough Core Strategy

3.2.1 The Core Strategy Development Plan Document was adopted on 1st March 2011 and sets out the planning framework for the Borough until 2026.

3.2.2 Given that the core strategy was approved before NPPF it is not fully consistent with national guidance.

3.2.3 Policy CS20 Transport and Access Strategy states that development will be permitted that:

- does not increase congestion and promotes better use of existing transport networks;
- improves accessibility to goods, services and employment and promotes equality in the transport system;
- provides transport management measures to ensure the safe and efficient operation of the strategic and local road network; and
- maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport.

**Havant Borough Council Parking – Supplementary Planning Document (SPD)
January 2016**

3.2.4 This SPD sets out the vehicle and cycle parking standards for developments in the Borough.

3.2.5 The document indicates a minimum parking standard for eating and drinking establishments of:

- Car Parking:
 - 1 space per 5sqm dining area/bar area/dance floor;
- Cycle parking:
 - Long Stay – 1 space per 6 staff or 1 space per 40sqm gross external area (GEA); and
 - Short Stay – 1 stand per 20sqm GEA.

3.3 CIHT Guidance

3.3.1 The Chartered Institute of Highways and Transportation (CIHT) published 'Guidelines for Providing for Journeys on Foot' in 2000. This document indicates that the average length of a walking journey is 1 km. The report also provides advice on acceptable walking distances to various facilities.

3.3.2 The suggested distances are provided in Table 3.2 of the document as set out below:

	Suggested Acceptable Walking Distance (metres)
	Commuting
Desirable	500
Acceptable	1000
Preferred Maximum	2000

3.3.3 For new developments it is also important to anticipate desire lines and associated crossing locations. The attractiveness of walking would be affected by ease of pedestrian access to the site and the location of buildings and access arrangements within the site.

3.3.4 The CIHT 'Guidelines for Planning for Public Transport in Developments' indicates that the maximum walking distance to bus stops from a development should be no more than 400m. However the guidance also notes that having direct and simple bus routes is more important than walking a little more than 400m.

3.4 Department for Transport Guidance

3.4.1 Local Transport Note (LTN) 2/08, Cycle Infrastructure Design, 2008 makes reference to typical cycle trip distances at para.1.5. This indicates that many utility cycle journeys are under three miles (5km) and that for commuter journeys a trip distance of over five miles (8km) is not uncommon.

4.0 DEVELOPMENT PROPOSALS

4.1 Scheme Proposals

- 4.1.1 The development proposals comprise a restaurant and drive-thru' to the south west of Larchwood Avenue. The gross internal area of the proposed building is some 248.7sqm.
- 4.1.2 The restaurant is proposed to open from 06.00 to 23.00 Monday to Sunday in line with the adjacent McDonalds opening hours.
- 4.1.3 Approximately 45-50 staff would be employed at the site with a maximum of 12-15 staff on site at any one time.

4.2 Site Access and Layout

- 4.2.1 Access to the proposed car park would be via the existing mini roundabout junction to the north east of the site. The road would continue south west into the site to the drive thru' and on-site parking.
- 4.2.2 The drive-thru' would run in a clockwise direction around the south and west of the building with a separate egress on to Larchwood Avenue to the west of the building. For those not using the drive-thru', egress would be taken via the shared mini roundabout.
- 4.2.3 A footway and steps would be provided from the zebra crossing on the ASDA access road to the east in to the site, where a zebra crossing would be provided across the internal road adjacent to the mini roundabout.
- 4.2.4 Pedestrian access would also be via Larchwood Avenue with a ramp and steps provided adjacent to the building entrance to the north of the site.
- 4.2.5 A ramp is proposed from the southern car park along the eastern side of the building providing a route from the proposed disabled parking bays to the restaurant entrance. Steps are also provided from the northern car park to the restaurant entrance.
- 4.2.6 The proposed site access and layout is shown at Appendix 5.

4.3 Parking

Car Parking

- 4.3.1 A total of some 22 car parking spaces would be provided including two disabled bays. Two grill bays are also proposed adjacent to the entrance of the site for drive-thru' customers to wait for large orders. Thirteen spaces, including two disabled bays, would be provided adjacent to the east of the building and west of the drive-thru' lane. Those adjacent to the drive-thru' would have retractable bollards in place for servicing.

- 4.3.2 Some five spaces would be provided immediately west of the site access. The remaining four car parking spaces, along with two grill bays, would be provided along the shared access road, some 10m east of the Larchwood Avenue.

Cycle Parking

- 4.3.3 Cycle parking in the form of four Sheffield standards for eight cycles would be provided to the north of the building.

4.4 Servicing

- 4.4.1 Servicing for the restaurant would take place from the car park adjacent to the drive-thru' lane. An area of the car park would be cordoned off and retractable bollards would be removed along the drive thru' lane to allow service vehicles to enter the site.

4.5 Traffic Generation

- 4.5.1 The TRICS National Database 2016 7.3.1 has been reviewed to determine the likely vehicle traffic generation for the proposed KFC development. The majority of fast food restaurant sites within TRICS are for McDonald's restaurant sites. McDonald's typically has a higher traffic generation than KFC as group sizes in each car are lower at McDonald's compared to KFC, therefore use of these sites is not appropriate. Only one recent KFC site is included in TRICS with a Saturday survey. No Friday surveys are available.
- 4.5.2 As a result of the limited information available in TRICS, traffic surveys undertaken at existing KFC restaurants were reviewed. The traffic survey from the KFC restaurant at Andover was reviewed as it is understood that the likely trade and traffic generation of the Andover KFC is expected at Bedhampton.
- 4.5.3 The traffic survey at Andover was undertaken on Friday 28th and Saturday 29th January 2011 between 0900 – 2100. Both the road network peak hours and proposed KFC peak hours have been reviewed and are set out below:

	Andover Vehicle Trips		
	Arrivals	Departures	Two-way
Friday KFC Peak 1800 – 1900	73	71	144
Saturday Road Network 1200 - 1300	65	53	118
Saturday KFC Peak Hour 1230 - 1330	70	74	144

4.6 Traffic Distribution

- 4.6.1 Customer surveys have been undertaken at three existing KFC restaurants at Cardiff, Plymouth and Andover all of which are adjacent to retail parks. These surveys indicate that on average 25% of customers are passing the restaurants in any event with a further 9% diverting from their route to visit KFC and 19% linking their trip with retail trips.
- 4.6.2 Based on the KFC customer surveys many of the trips to the proposed KFC at Bedhampton would already be on the road network in any event.
- 4.6.3 A review of the local road network has identified traffic would be passing near the site on Purbrook Way and could visit as part of an existing journey. Transfer trips would occur with customers currently travelling to the McDonald's immediately north of the site or link their visit with a trip to the ASDA Supercentre south east of the site. Other vehicle trips may be new to the local road network, however they are likely to be transferring or diverting from further afield with very few trips completely new as a result of opening a new KFC.
- 4.6.4 For the purposes of the assessment the following assumptions with regards to trip distribution have been made:
- 25% passing on Purbrook Way (60% from west and 40% from east);
 - 10% diverting from local roads including the B2150 and strategic roads including the A3;
 - 20% linked with ASDA to the south west of the site;
 - 5% linked with the Petrol Filling Station to the north of the site;
 - 30% new trips on the local road network with 60% from the east and 40% from the west; and
 - 10% transfer trips from McDonalds.
- 4.6.5 In the peak hours both on the road network and KFC the following vehicles arriving from the surrounding road network are predicted:

Friday KFC Peak Hour 18.00-19.00		
Trip Type	Vehicle Arrivals to KFC access	Net vehicle arrivals at Purbrook Way roundabout
Pass-by on Purbrook Way	18	0
Divert from Local Roads and A3	7	7
Linked with Retail/Services to the south	15	0
Linked with PFS to north	4	0
New trips on the local network	22	22
Transfer trips from McDonalds	7	0
Total	73	29

Saturday Road Network Peak Hour 12.00-13.00		
Trip Type	Vehicle Arrivals to KFC access	Net vehicle arrivals at Purbrook Way roundabout
Pass-by on Purbrook Way	16	0
Divert from Local Roads and A3	7	7
Linked with Retail/Services to the south	13	0
Linked with PFS to north	3	0
New trips on the local network	20	20
Transfer trips from McDonalds	7	0
Total	66	27

Saturday KFC Peak Hour 12.30-13.30		
Trip Type	Vehicle Arrivals to KFC access	Net vehicle arrivals at Purbrook Way roundabout
Pass-by on Purbrook Way	18	0
Divert from Local Roads and A3	7	7
Linked with Retail/Services to the south	14	0
Linked with PFS to north	4	0
New trips on the local network	21	21
Transfer trips from McDonalds	7	0
Total	71	28

4.6.6 The proposed traffic flow distribution on the local road network is shown at Appendix 6.

4.7 Travel Plan

4.7.1 Based on the scale of the development a full Travel Plan is not required. However a Measures Only Travel Plan has been submitted with the planning application. This document commits to the following:

- provision of travel information to all staff;
- provision of cycle parking for both staff and customers; and
- promoting sustainable travel to customers.

5.0 TRANSPORT APPRAISAL

5.1 Approach

5.1.1 Our appraisal of the proposed development assesses:

- accessibility by means of transport other than the car;
- site access and layout design;
- parking provision;
- provision for servicing;
- effect of development traffic at local junctions;
- road safety review; and
- consistency with policy.

5.2 Accessibility by Non-Car Means

Pedestrians

- 5.2.1 The KFC restaurant is within 2km walking distance of the residential areas of Bedhampton and Leigh Park, along with the residential areas of Stakes, Purbrook and Widley to the west. This is in line with the preferred maximum commuter walking distance in CIHT, which provides the opportunity for staff to walk to work and customers to walk to the site.
- 5.2.2 Footways and pedestrian crossings are provided in the local area, which have been recently upgraded as part of the Purbrook roundabout improvements. These provide suitable pedestrian links to the site.
- 5.2.3 Steps provided to the east of the site from the ASDA access road provide pedestrian access to and from the site on a known pedestrian desire line. They link to the zebra crossing and footways provided on site.
- 5.2.4 The provision of disabled access to the building in the form of ramps both from the existing pedestrian footway along Larchwood Avenue and from the car park, allows suitable access to the restaurant for disabled customers.

Cyclists

- 5.2.5 The whole of Havant and Waterlooville along with surrounding villages and the northern suburbs of Portsmouth such as Cosham are within a 5km cycling distance of the site. This makes it accessible by cycle for staff and customers living in those areas which is in line with LTN 2/08.
- 5.2.6 The National Cycle Routes and local traffic free links in the vicinity of the site would allow staff and customers to cycle to the KFC restaurant.

- 5.2.7 Cycle parking would provide the opportunity for staff to cycle to work and the Measures Only Travel Plan would promote walking and cycling.

Public Transport

- 5.2.8 The site is within 180m of a 10 minute bus service between Havant and Waterlooville and a 30 minute bus service between Havant and Portsmouth. Bus stops are accessible on foot from the site via the steps proposed and the existing zebra crossing on the Asda access road. The site is therefore within the 400m maximum distance recommended in the CIHT's Planning for Public Transport in New Developments and is therefore accessible by public transport.
- 5.2.9 The Measures Only Travel Plan would promote travelling by public transport.

5.3 Parking Review

Car Parking

- 5.3.1 Around one third of the 248.7sqm restaurant internal area is used for seating. Based on the Havant Borough Council guidance a minimum 16 car parking spaces could therefore be provided. Given that this guidance is a minimum and two of the parking spaces are disabled bays, 22 car parking spaces is in accordance with the guidance.
- 5.3.2 The level of parking also meets the operational requirements of KFC.

Cycle Parking

- 5.3.3 Based on the cycle parking guidance some six long stay spaces, equating to three stands, would be required for staff. Given that some 12-15 staff would be on site at any one time this is assuming around 50% staff would cycle to work. Based on other KFC restaurants it is unlikely this is the case.
- 5.3.4 Based on the guidance for short stay cycle parking, some 12 stands would need to be provided. However based on the number of customers typically on site at one time the demand for this level of cycle parking would not typically occur at a KFC restaurant.
- 5.3.5 A total of eight cycle spaces are proposed adjacent to the building entrance in line with typical cycle provision at existing KFC restaurants. However management would review the use of the cycle parking with additional Sheffield stands added as demand requires.

5.4 Site Access Appraisal

- 5.4.1 The existing access off the mini roundabout shared with McDonalds restaurant would be used to enter the site. Swept path analysis has been undertaken for a minibus, large car, articulated vehicle and rigid HGV's for the access. This confirms these vehicles can satisfactorily enter and leave the site in a forward gear.

- 5.4.2 Swept path analysis of the drive thru' lane has been undertaken for a minibus as shown at Appendix 7. This confirms that the drive thru' can accommodate vehicles up to this size in line with KFC requirements.
- 5.4.3 The footway and steps provided from the zebra crossing across the ASDA access road would allow suitable pedestrian access to and from the site where a zebra crossing within the site would allow pedestrians access over the internal road to the building.
- 5.4.4 The provision of pedestrian ramps both from the car park and directly from Larchwood Avenue to the north also allows disabled customers suitable access to the building.
- 5.4.5 The dirt track to the west of the site is not within the redline boundary of the site and therefore no improvements can be undertaken as part of the development proposals.

5.5 Servicing

- 5.5.1 Servicing to the KFC restaurant would be undertaken at fixed times outside busy periods as staff are required to assist with the delivery, and also reduces customer/service vehicle conflict. Servicing takes place approximately three to five times per week. An articulated vehicle or large rigid vehicle would be used to service the KFC at Bedhampton. In addition a refuse collection is undertaken three times a week.
- 5.5.2 Servicing for the restaurant would place using the car park area in the south east of the site. Prior to servicing taking place an area of the car park would be cordoned off to avoid customer/service conflict and the retractable bollards would be removed to allow further room for servicing vehicles. Swept path analysis indicating the paths of the articulated and rigid vehicles is shown at Appendix 8. This confirms vehicles are able to enter and leave the site satisfactorily in a forward gear.

5.6 Traffic

- 5.6.1 At the Purbrook Way/Hulbert Road roundabout the development proposals would result in 27-29 new vehicle arrivals at the junction in the KFC and road network peak hours. This equates to one new arrival at the roundabout from Purbrook Way east or west, or Hulbert Road north or south approximately every two minutes. This would not be a material increase in traffic at this junction.
- 5.6.2 At the Larchwood Avenue/Asda roundabout junction to the north of McDonalds between 43-47 new vehicle arrivals from the north would occur in the KFC and road network peak hours. This equates to one additional vehicle every one to two minutes approaching the junction from the north. Again this is not a material increase in traffic on this part of the road network.

- 5.6.3 The majority of the vehicle trips to the KFC would already be on the wider road network in any event, transferring from other fast food restaurants in the wider vicinity of the site. Therefore beyond the Purbrook Way/Hulbert Road roundabout there would be limited impact on the road network as a result of the development proposals.

5.7 Road Safety Review

- 5.7.1 In the last five-year period there have been no accidents at the site access or any associated with the adjacent McDonalds access. There is no reason to suggest that the provision of the KFC would increase the risk of accidents in the vicinity of the site.
- 5.7.2 Many of the vehicles to the KFC restaurant would be on the road network in any event. Therefore the proposed development would only marginally increase number of vehicle movements at the Purbrook Way/Hulbert Road and Larchwood Avenue/Asda roundabouts. The increase in the number of vehicles is not material to increase any safety shortcomings of the network.

5.8 Policy Review

- 5.8.1 The national and local approach to sustainable development is to ensure that new development is accessible by alternative means to the private car. The site layout has been designed to be accessible by foot, cycle and public transport in line with national and local policy. A Measures Only Travel Plan is also included with the application to promote the use of alternative modes of travel.
- 5.8.2 The proposed customers arriving by car to the KFC at Bedhampton would be mainly vehicle trips already travelling on the local road network with many vehicle trips linking to nearby uses including ASDA or being transferred from the adjacent McDonalds restaurant. The traffic impact in overall terms would therefore not be material. NPPF states in section 4 para 32 development should only be prevented on transport grounds where the impacts of development are severe. Thus the development is in line with this policy.
- 5.8.3 Policy CS20 Transport and Access Strategy states development will be permitted that maintains or improves the range of transport modes accessible to users. Given the provision of cycle parking and a zebra crossing within the site along with the pedestrian access from the adjacent zebra crossing a range of transport modes are accessible. This is consistent with policy.
- 5.8.4 Policy CS20 also states that development will be permitted that improves accessibility and promotes equality in the transport system. NPPF also notes that safe and suitable access for all should be provided. The provision of ramps as well as stepped access to the site provides suitable access for all pedestrians in line with local and national policy.

6.0 CONCLUSIONS

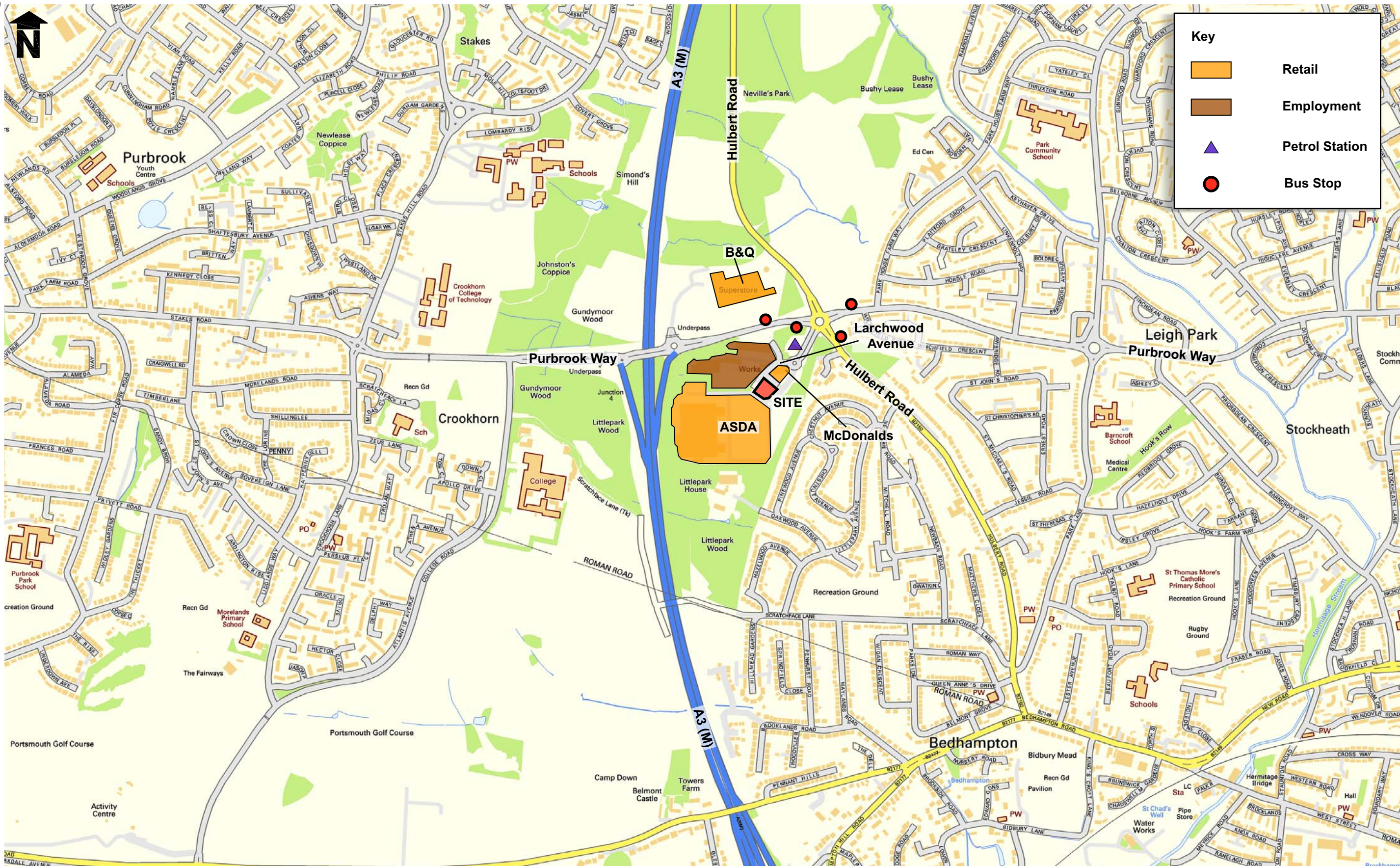
- 6.1 The location of the proposed restaurant is in accordance with national and local transport policy being within walking and cycling distance of local residential areas.
- 6.2 The location of the site allows linked trips with the adjacent ASDA and petrol filling station north of the site. The site is therefore well located to reduce additional traffic on the road network.
- 6.3 The level of car parking proposed is in accordance with Havant Borough Council Parking Standards and the typical level of provision for a KFC.
- 6.4 The site can be satisfactorily serviced by articulated and rigid heavy goods vehicles with suitable servicing management in place.
- 6.5 The traffic generated by the proposals would have no material impact on the local road network with the majority of vehicles already on the wider road network in any event.
- 6.6 The proposals would not impact on the existing road safety conditions on the local road network.

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2817 KFC Bedhampton, Havant

Services from Hulbert Road Roundabout, Purbrook Way

Bus Route: Havant – Portsmouth – The Hard

Route Number 20

Operator: Stagecoach

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	1*	1*	-
Peaks	30	30	-
Daytime	30	30	-
Evening	-	-	-

	First	Last
Mon – Fri	0655	1853
Saturday	0705	1853
Sunday	-	-

* Number of services

* ASDA stop runs from 0927-1527

Bus Route: Havant – Petersfield – Alton

Route Number 37

Operator: Stagecoach

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	-	-	-
Peaks	60	60	-
Daytime	60	60	-
Evening	-	-	-

	First	Last
Mon – Fri	0851	1805
Saturday	0724	1805
Sunday	-	-

* Only to Petersfield on a Saturday

Bus Route: Havant – Wecock Farm

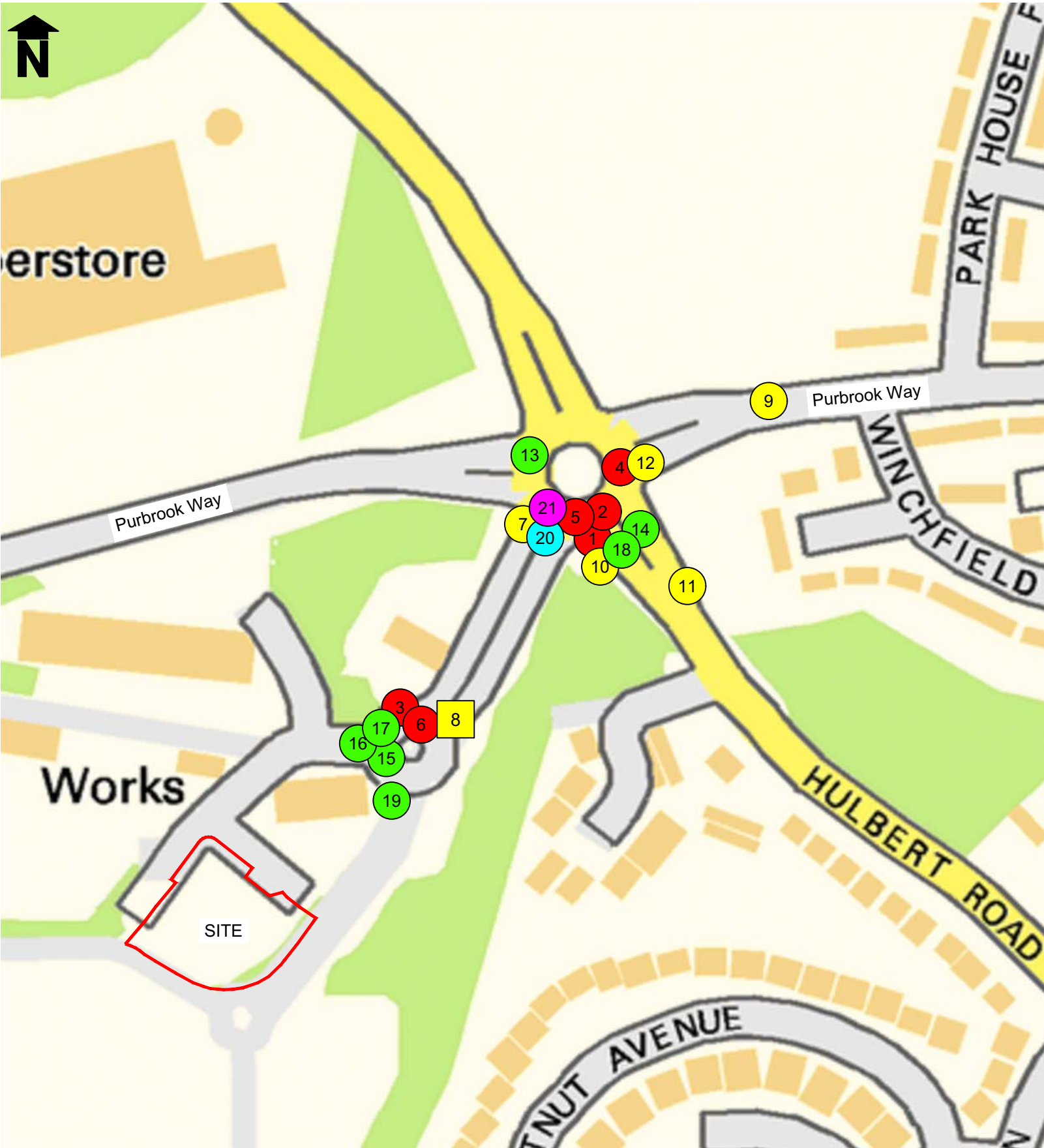
Route Number 39

Operator: Stagecoach

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	30	-	-
Peaks	10	10	60
Daytime	10	10	60
Evening	40	40	-

	First	Last
Mon – Fri	0613	2134
Saturday	0713	2134
Sunday	0909	1809
Bank Holidays	0909	1809

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Accident Summary

Ref No.	Date	Time	Day/Night	Severity	Location & Details
1	09.06.11	11:05	Day	Slight	B2150 Hulbert Road at junction with Larchwood Avenue, Havant. V1 (car) trav W along purbrook way entered the roundabout at B2150 Hulbert Road when the driver blacked out. V1 struck the offside of V2 (car) which was waiting to enter the roundabout from B2150 Hulbert Road, pushing it onto the nearside verge.
2	02.07.11	14:00	Day	Slight	B2150 Hulbert Road at junction with Larchwood Avenue, Havant. V3 (car) travelling N along B2150 Hulbert Road failed to give way and pulled out onto roundabout causing V1 (car) travelling west around roundabout to brake and stop on roundabout. V2 (car) also travelling along B2150 Hulbert Road pulled out hitting V1.
3	26.10.11	11:25	Day	Slight	Larchwood Avenue at junction with Asda Petrol Station, Havant. V1 (car) travelling N along Larchwood Avenue on roundabout intending to take exit after petrol station, foot slipped off brake onto accelerator. Lost control hitting central island of exit then over lane of oncoming traffic into a tree & overturned.
4	28.11.11	00:01	Night	Slight	Purbrook Way at junction with B2150 Hulbert Road, Havant. V1 (taxi) travelling W along Purbrook Way, brakes hard on approach to roundabout due to oncoming traffic, forcing driver to swerve onto footpath, causing rear seat passenger V1 to be thrown forward into drivers seat.
5	12.12.11	13:45	Day	Slight	B2150 Hulbert Road at junction with Purbrook Way, Havant. V1 (car) travelling NW along B2150 Hulbert Road entered the roundabout at junction with Purbrook Way and stopped on the roundabout for traffic ahead. V2 (van) then collided with the rear of V1.
6	03.01.12	13:00	Day	Slight	Larchwood Avenue at junction with Asda petrol station, Havant. V1 (car) travelling NE along Larchwood Avenue negotiating around roundabout, driver states steering failed causing V1 to mount kerb and collides with Asda petrol sign.
7	27.03.12	12:30	Day	Serious	Larchwood Avenue at junction with Purbrook Way, Havant. C1 (pedestrian) travelling E across Larchwood Avenue crosses lane 1 of stationary traffic but fails to look at lane 2 and steps out across the path of V1 (car) travelling north-east along Purbrook Way in lane 2 and collides.
8	03.07.12	19:25	Day	Serious	Larchwood Avenue at junction with Larchwood Avenue, Havant. Vah travelling S along Larchwood Avenue skidded after braking for a rider that had come off veh in front. Following V1 (m/cycle) also braked causing veh to skid and rider to fall off.
9	20.10.12	17:24	Day	Slight	Purbrook Way 30 metres west of Winchfield Crescent, Havant. V1 (van) travelling E along Purbrook Way pulled into a bus stop to carry out a U-turn. Upon pulling back out into the carriageway, V1 collided with the nearside of V2 (car) travelling E.
10	20.10.12	15:15	Day	Slight	B2150 Hulbert Road at junction with Purbrook Way, Havant. V1 (car) travelling SW along B2150 Hulbert Road stopped at the roundabout at Purbrook Way. V2 (car) failed to stop in time and collided with the rear of V1.
11	18.12.12	17:53	Night	Serious	B2150 Hulbert Road 45 metres SE of Purbrook Way, Havant. V1 (car) travelling SE along the B2150 Hulbert Road pulled out of bus layby then collided on its offside with V2 (car) travelling SE along the same road.
12	26.01.13	00:01	Night	Slight	B2150 Hulbert Road at junction with Purbrook Way, Havant. V1 (car) travelling W along Purbrook Way stopped at the roundabout at B2150 Hulbert Road. V2 (car) failed to stop in time and collided with the rear of V1.
13	25.04.13	14:00	Day	Slight	B2150 Hulbert Road at junction with Purbrook Way, Havant, Hampshire. V1 (car) travelling E along Purbrook Way, enters the rt across the path of V2 (m/cycle) travelling E around roundabout intending to exit E along Purbrook Way and collides, causing rider to fall off.

Accident Record Plot
HAVANT

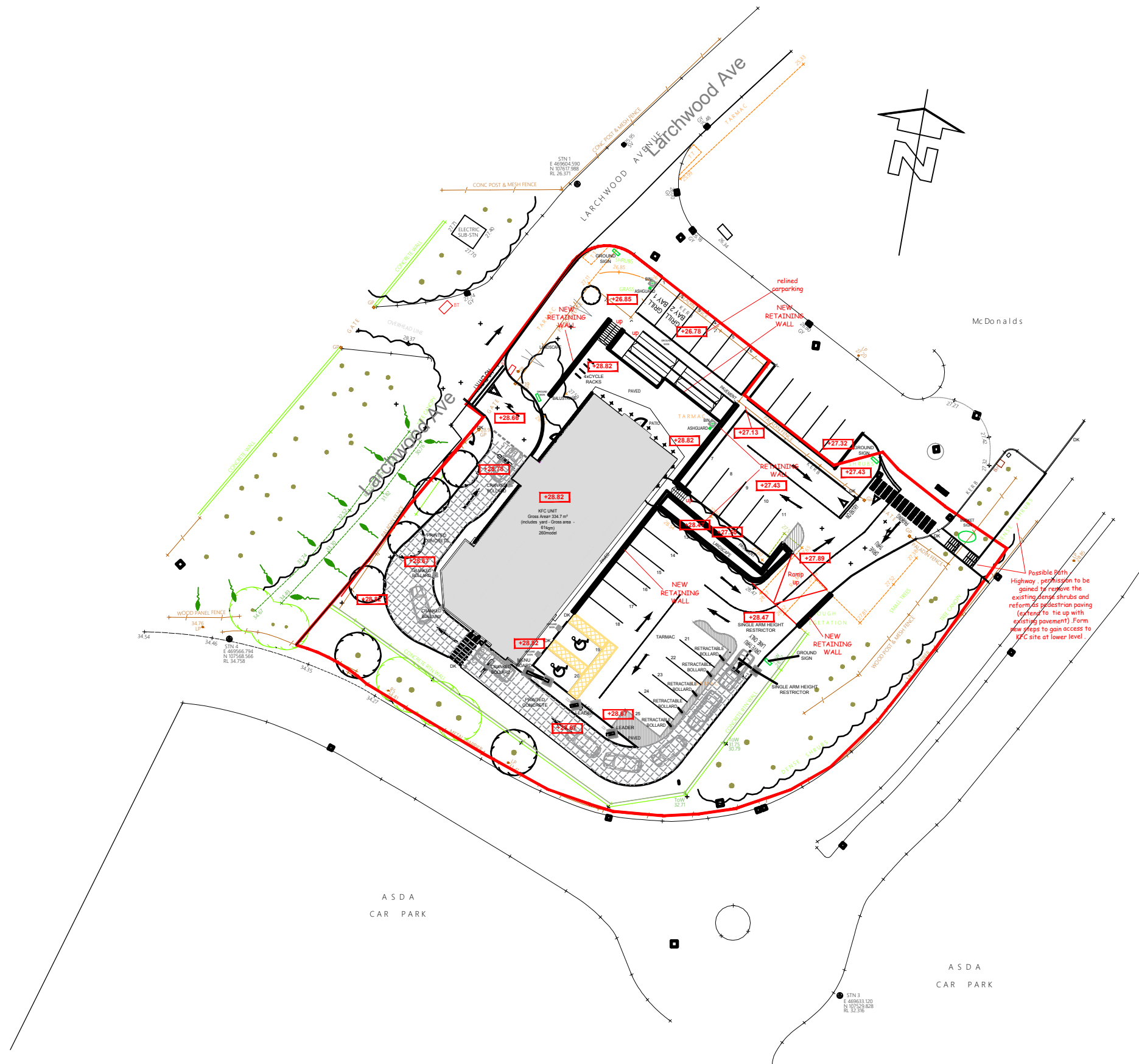
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Data Received 16/05/16 for Period 01rea /02/11 to 31/01/16

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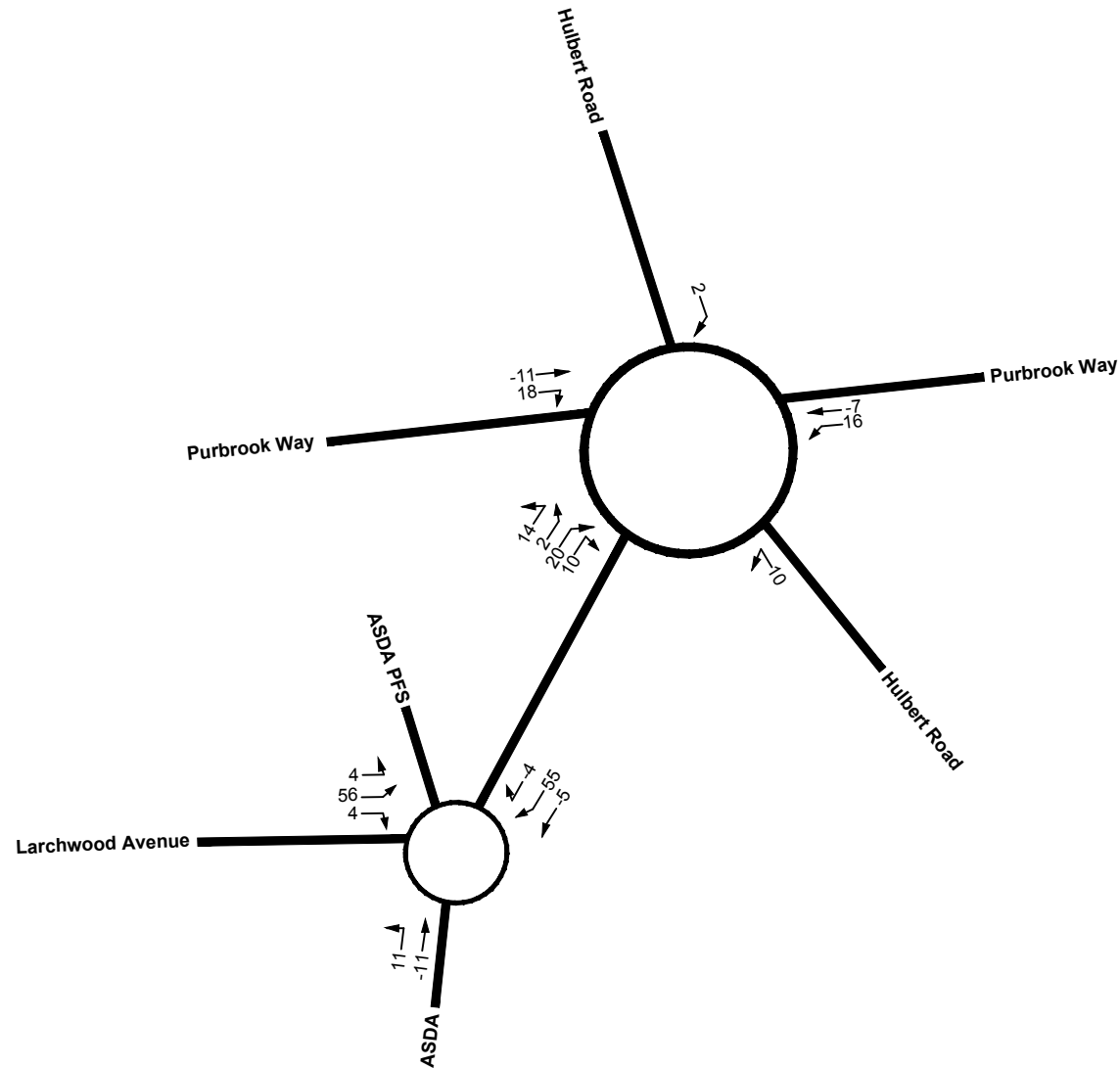
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01-02-15 to 31-01-16			
01-02-14 to 31-01-15			
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01-02-12 to 31-01-13			
01-02-11 to 31-01-12			

Accident Reference No :

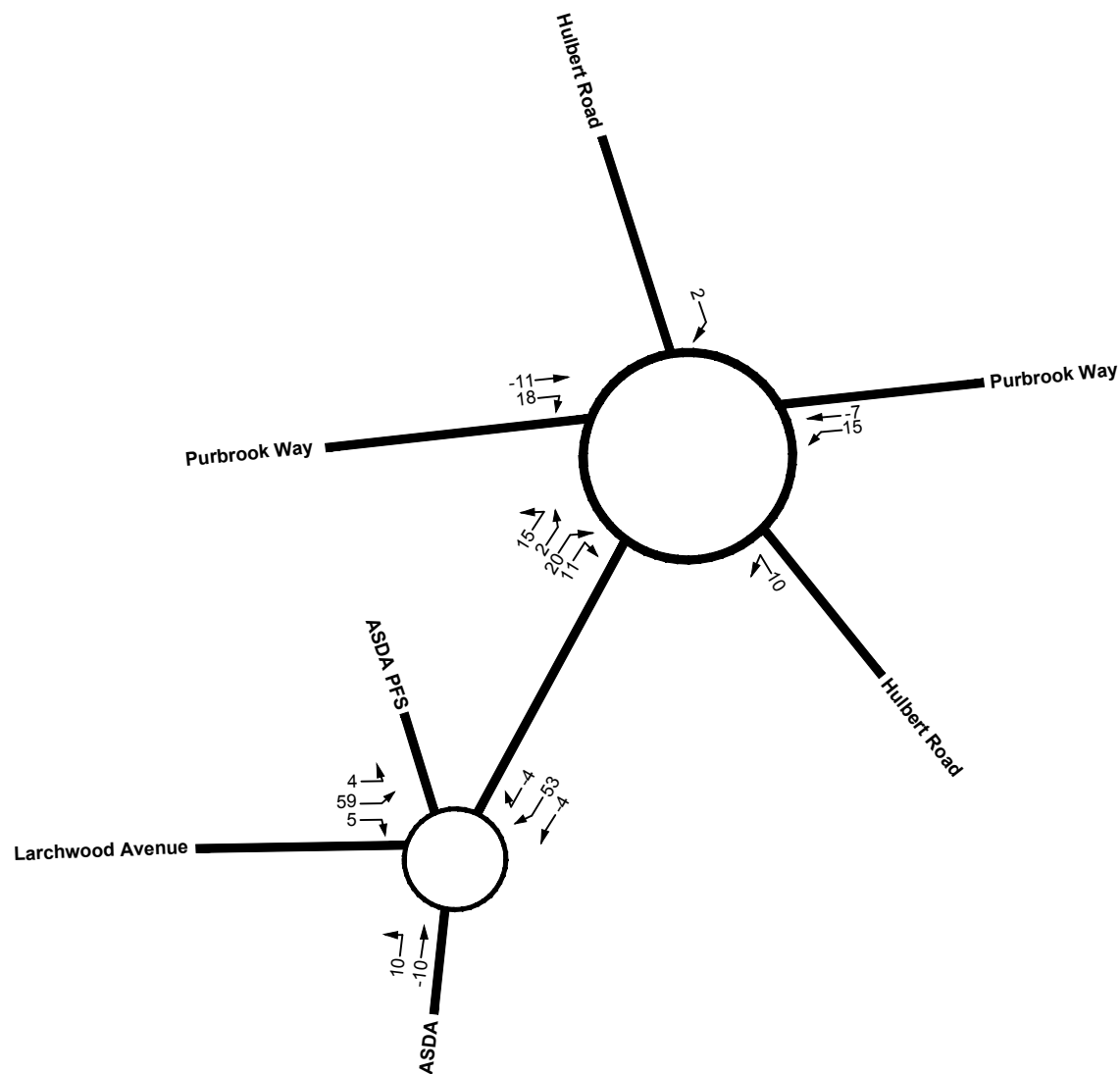
Ref No.	Date	Time	Day/Night	Severity	Location & Details
14	09.07.13	15:21	Day	Slight	B2150 Hulbert Road at junction with Purbrook Way, Waterloooville. V1 (p/cycle) travelling SW along footpath fails to brake before entering B2150 Hulbert Road due to no brakes on veh and collides with V2 (car) travelling S along B2150 Hulbert Road after leaving the roundabout .
15	18.09.13	07:50	Day	Slight	Larchwood Avenue at the junction with Larchwood Avenue, Havant. V1 (car) travelling NE along Larchwood Avenue around roundabout skids on wet road surface and understeers and into the central reservation and collides with a lamp post.
16	19.09.13	15:45	Day	Slight	Larchwood Avenue at the junction with Larchwood Avenue, Havant. V1 (m/cycle) travelling NE along Larchwood Avenue approaching roundabout, sees V2 (car) travelling NW around roundabout. V1 brakes, skids on wet road surface and slides along the road causing rider and pillion to fall off.
17	26.10.13	10:30	Day	Slight	Larchwood Road at junction with filling station, Havant. V1 (m/cycle) travelling NE across the roundabout from Larchwood Road lost control causing the rider to fall.
18	25.11.13	10:54	Day	Slight	B2150 Hulbert Road at junction with Purbrook Way, Havant. V2 (car) travelling N along B2150 Hulbert Road approaches roundabout but fails to brake enough and collides into rear of V1 (car) which was stationary waiting to enter roundabout. V2 then drove off.
19	27.11.13	21:20	Night	Slight	Larchwood Avenue at junction with Larchwood Avenue, Havant. V1 (m/cycle) travelling N along Larchwood Avenue when due to camber of road and inexperience of rider, rider braked causing veh to lose traction on damp road surface and rider to fall off.
20	04.06.14	15:30	Day	Slight	Asda entrance road at junction with Purbrook Way, Havant. V1 (car) travelling NE along asda entrance road in lane 2 collided with C1 (pedestrian) who was crossing from the nearside.
21	01.05.15	11:22	Day	Slight	Purbrook Way at the junction with Purbrook Way, Leigh Park. V1 (car) travelling W along Purbrook Way. V1 enters roundabout in lane 1 intending to travel straight across to purbrook way. V2 (taxi) in lane 2 enters roundabout and comes across V1 causing collision.

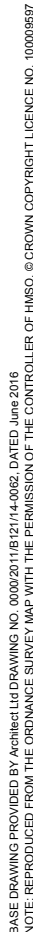


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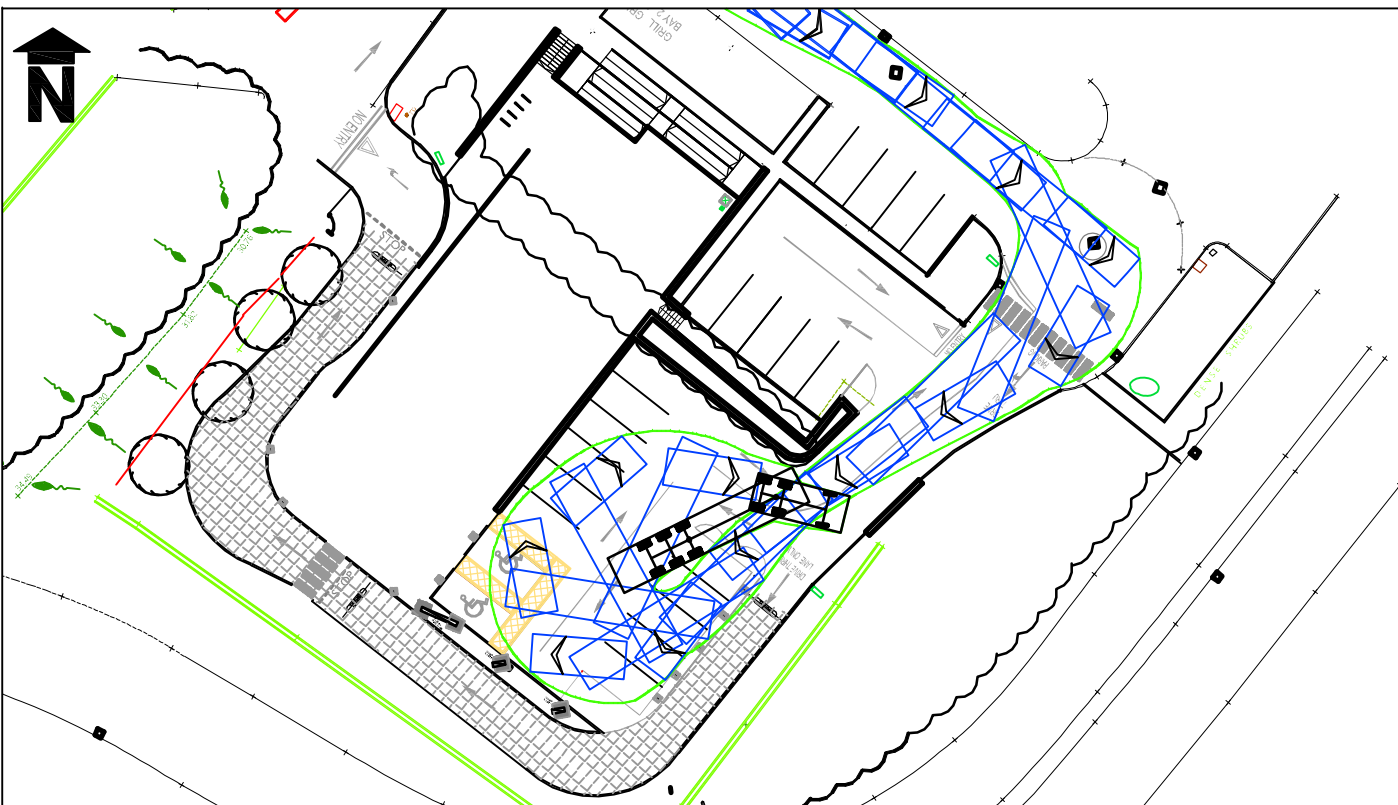


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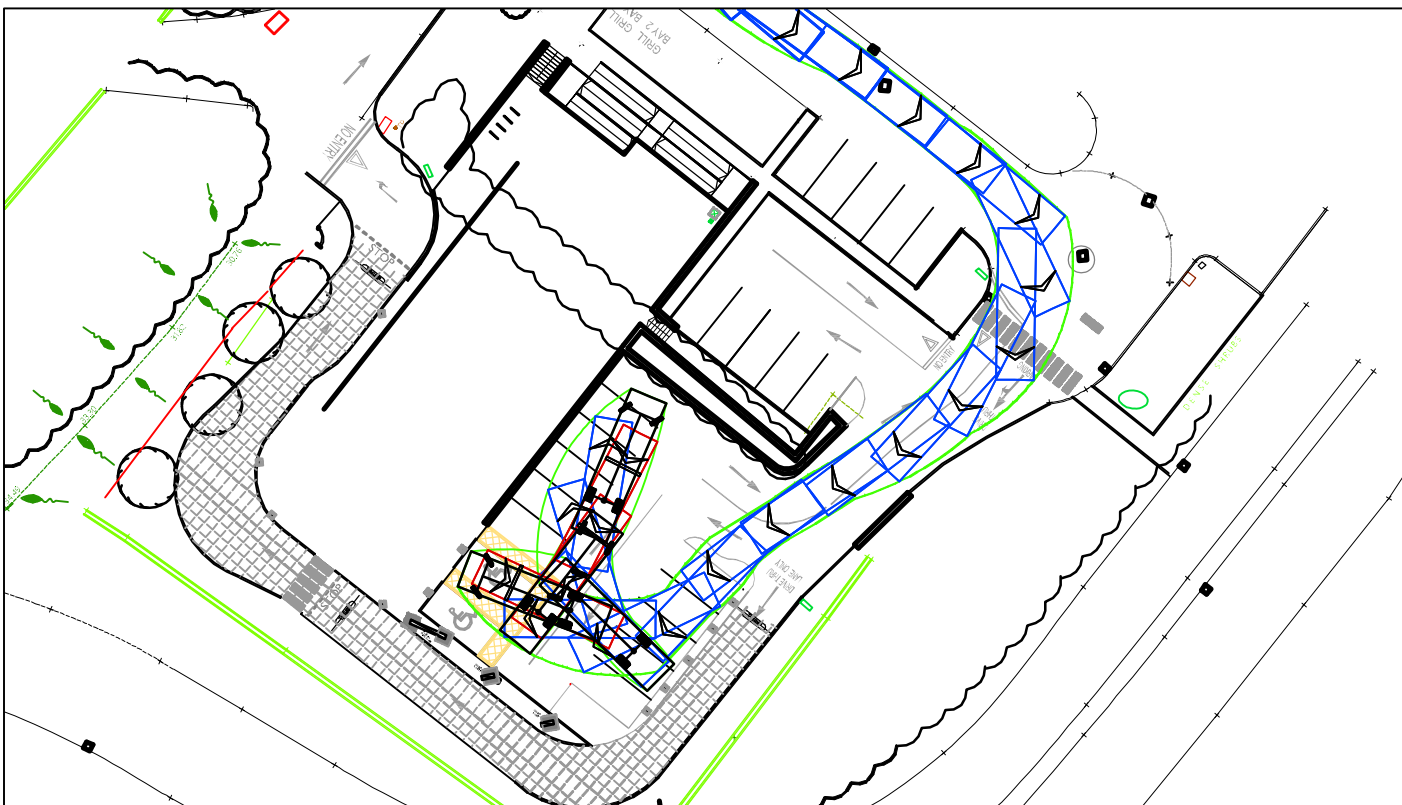




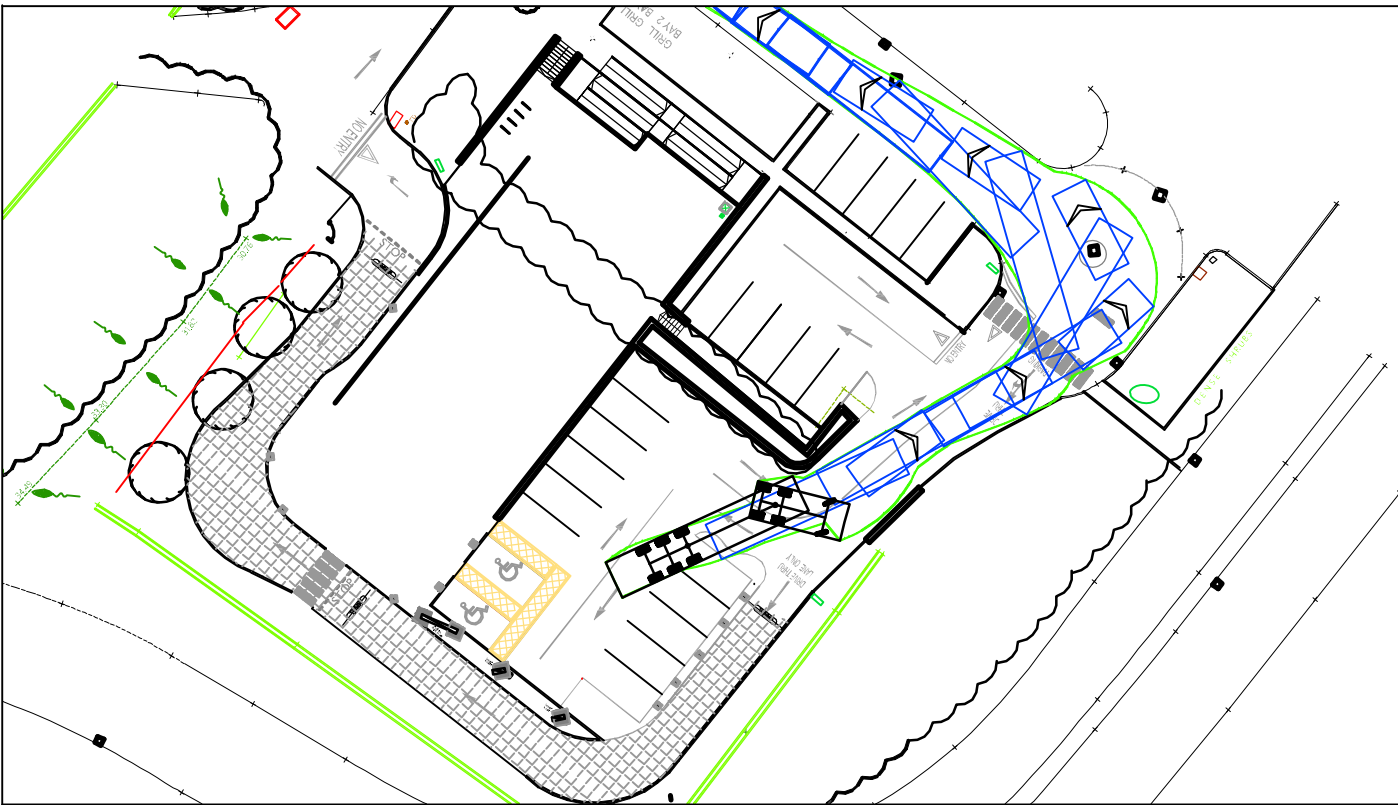
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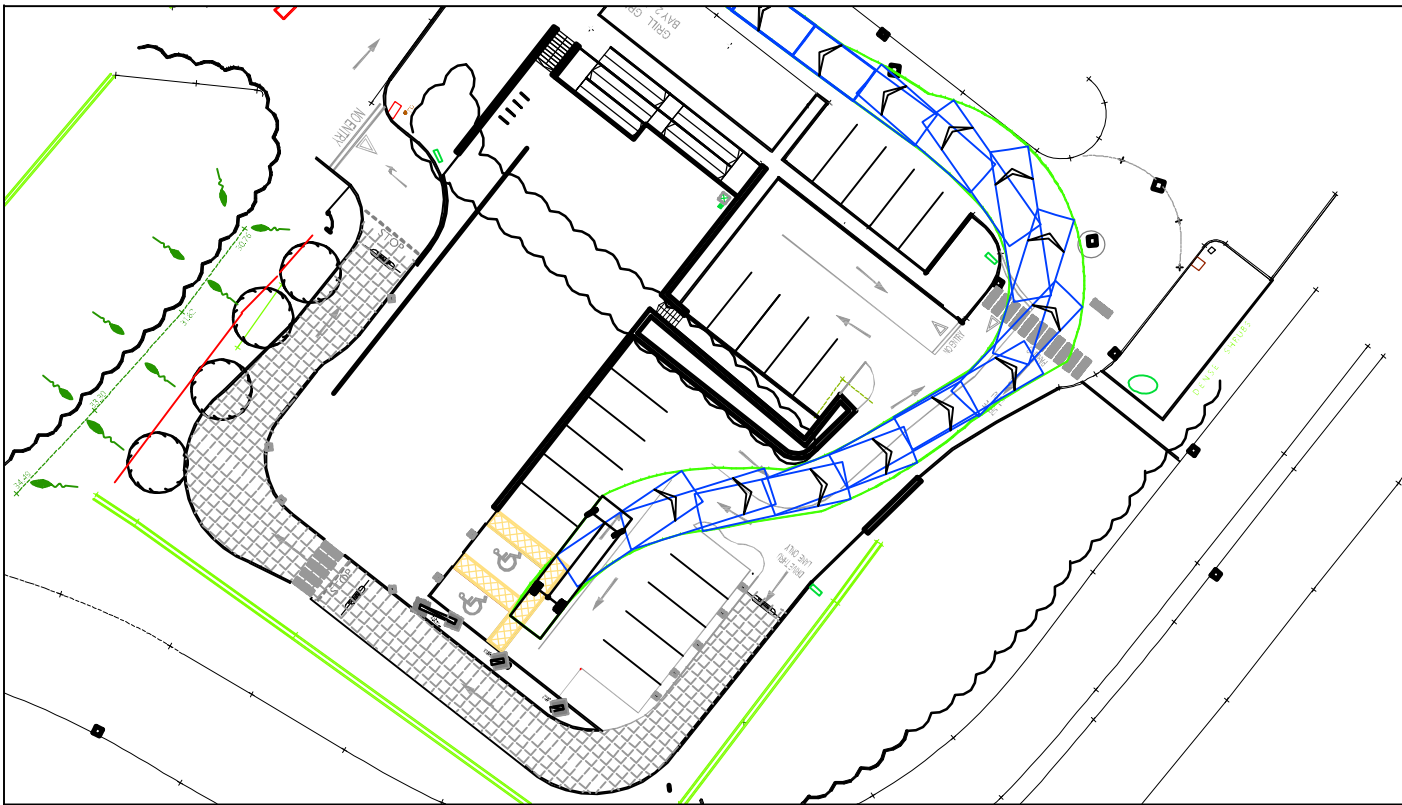
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16.5m ARTIC - OUT



10m RIGID - OUT

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