



THE CURLEW PUB, HAVANT

TRANSPORT STATEMENT

April 2017

Fortitudo Ltd

RESIDENTIAL DEVELOPMENT
THE CURLEW PUB
HAVANT

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Prepared by:	Shannon Betteridge		March 2017
Checked:	Will Fayers		March 2017
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Fortitudo Ltd
161 Banks Road
Poole
Dorset
BH13 7QL



Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

**RESIDENTIAL DEVELOPMENT
THE CURLEW PUB
HAVANT**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Fortitudo Ltd to support a planning application for a residential development comprising 31 flats at the former Curlew Pub, Havant. The site location is demonstrated in **Figure 1** with the site layout included within **Appendix A**.

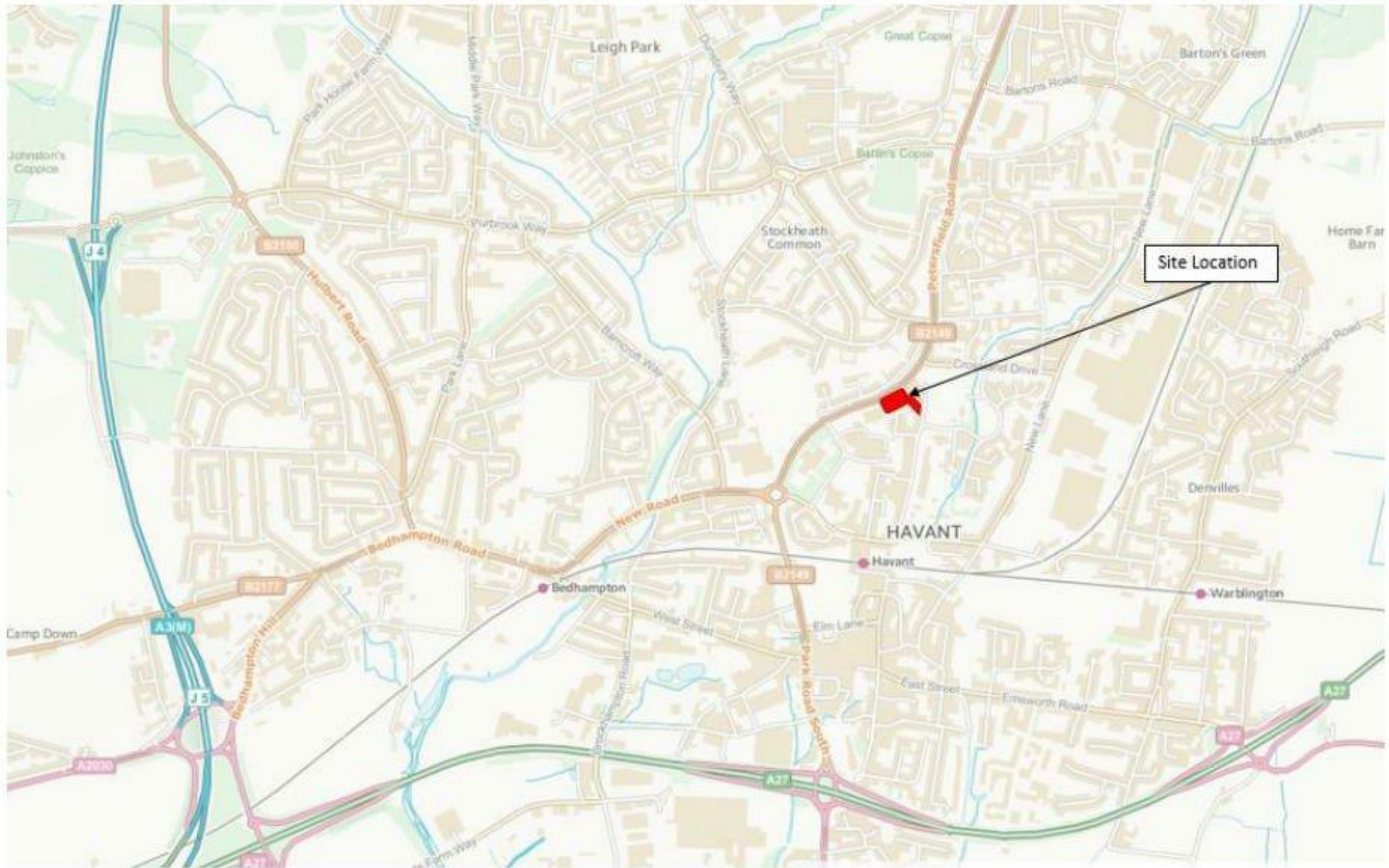


Figure 1: Site Location

- 1.2 This Transport Statement (TS) reviews site accessibility, the proposed accommodation schedule, car and cycle parking requirements, visibility and access arrangements, proposed trip generation and impact on the local road network before drawing conclusions from the assessment.

2. EXISTING CONDITIONS

Site and Surroundings

- 2.1 The proposed site is currently used as a Public House, with on-site car washing facilities. The site is located to the north of Havant Town Centre, 10km northeast of Cosham and 19km west of Chichester, and is bordered by a medical centre to the north, Leigh Road (onto which access is proposed) and vacant brownfield land to the east, residential development to the south and the B2149 (Petersfield Road) and residential development to the west. The existing site and its surroundings are demonstrated in **Figure 2**.



Figure 2: Site Context

- 2.2 The site is currently accessed via Petersfield Road and takes the form of a vehicle crossover, measuring c. 12m wide. The existing site and access arrangement from Petersfield Road is demonstrated in **Photograph 1**.



Photograph 1: Existing Site Use and Access Arrangement

- 2.3 A secondary access is provided via Leigh Road, situated to the rear of the existing site. This access serves the existing site via a vehicle crossover, measuring c. 6m wide before narrowing to a 3m wide track. A grass verge approximately 2m wide flanks the access road on the northern edge. As part of the development proposals, the existing access onto Petersfield Road is to be 'stopped up' with Leigh Road providing the primary access, as further detailed in **Section 4**.

Local Accessibility

- 2.4 The proposed development site is located within 800m of Havant Town Centre, which provides a comprehensive range of facilities and amenities including supermarkets, pubs and restaurants and a variety of both national and independent stores.
- 2.5 Within a 10 minute walk south of the site, there is a doctors surgery, bus stops, dentist, convenience store and train station. All these facilities, plus those located in the Town Centre itself are highly accessible via continuous footways along Leigh Road and North Street.

Pedestrian Infrastructure: Leigh Road

- 2.6 The local road network benefits from a gentle topography which makes it attractive for use by pedestrians and cyclists. Leigh Road is subject to a 30mph speed limit across the site frontage and along its length. Leigh Road culminates in a residential cul-de-sac to its northern boundary where it provides access to the Parkway Medical Centre, approximately 80m north of the development site. Leigh Road is also subject to on-street parking restrictions in the form of double yellow lines.
- 2.7 Suitably wide footways, approximately 1.8m in width, flank both sides of the carriageway, providing a safe route to the local pedestrian network and desire lines. Tactile paving and dropped kerbs are provided at crossing points along Leigh Road and in particular at the junction with Russell Road, providing a safe and direct route to the town centre for all non-motorised users.
- 2.8 The existing conditions along Leigh Road are demonstrated in **Photograph 2**.



Photograph 2: Existing Conditions on Leigh Road

Wider Network

- 2.9 Within the wider pedestrian network, both Petersfield Road and Crossland Drive provide footways on either side of the carriageway, with shared pedestrian/cycleways also provided in some locations. A zebra crossing is located approximately 200m north of the proposed site access on Crossland Drive, facilitating the movement of pedestrians in the wider network. The existing crossing point is demonstrated in **Photograph 3**.



Photograph 3: Pedestrian Crossing on Crossland Drive

2.10 Running parallel to the site along Leigh Road is Shipwrights Way. This is a Public Right of Way stretching 50 miles connecting Alice Holt Forest near Farnham to Portsmouth Dockyard. The route is predominantly provided off-road, using Public Rights of Way and permissive paths where possible. The route through Havant is demonstrated in **Figure 3**.

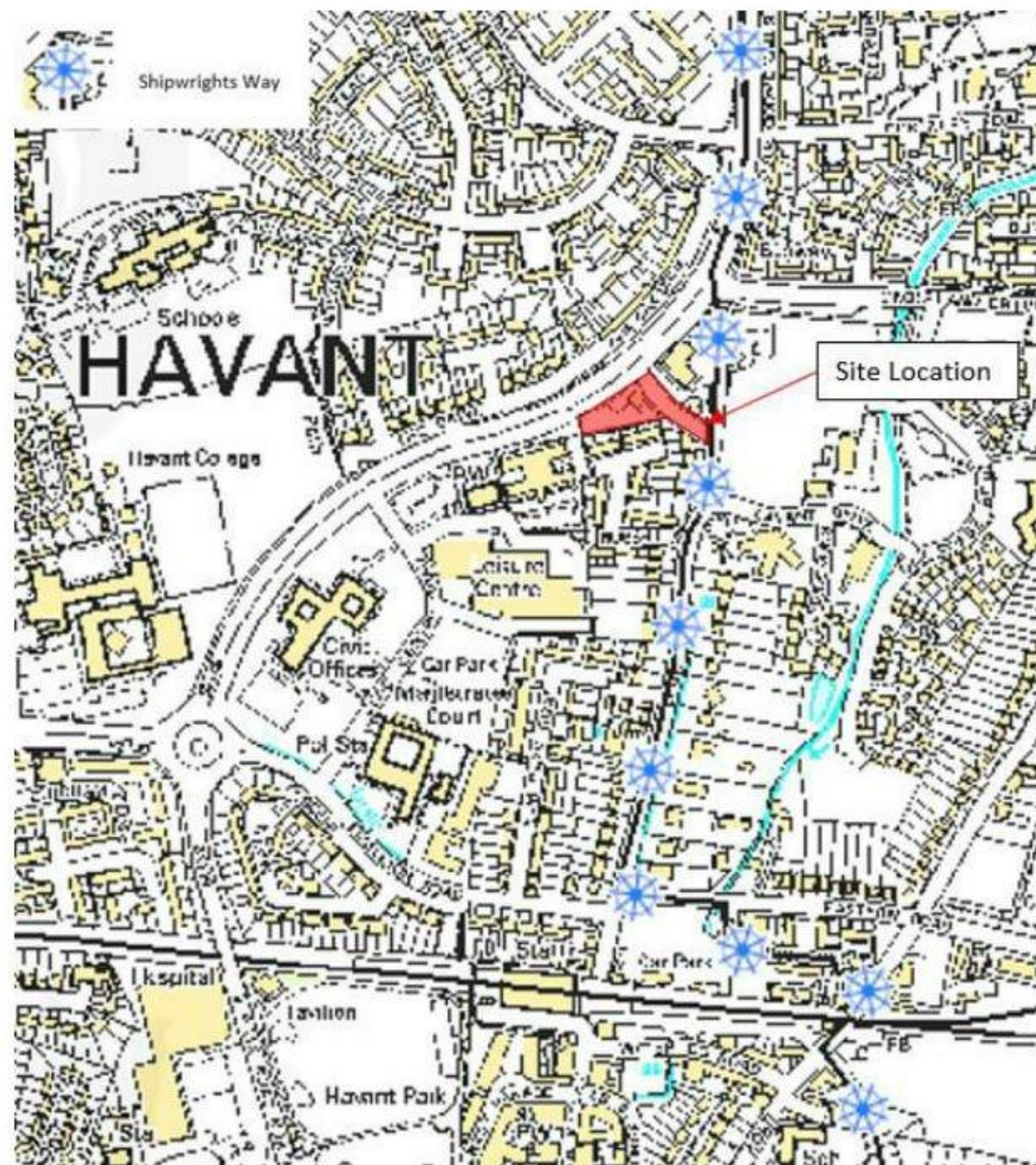


Figure 3: Shipwrights Way (Source: hants.gov.uk)

Cycle Network

- 2.11 Whilst no formal cycle lanes are present along Leigh Road, shared footway/cycleways are present along neighbouring roads including Petersfield Road and Crossland Drive. Petersfield Road provides access to the town centre southbound and towards Leigh Park northbound. Crossland Drive provides access to an industrial centre and Elmleigh Hospital, as well as the wider network.
- 2.12 The Leigh Road carriageway is a shared surface for both vehicles and cyclists. With a suitably wide carriageway and low vehicle speeds due to the residential nature of the road, cycling is encouraged as an attractive method of travel.
- 2.13 Furthermore, the National Cycle Network (NCN) 22, which provides a range of both on-road and traffic free routes, fronts directly onto the proposed site access.

- 2.14 The gentle topography experienced within Havant itself makes the area attractive to cyclists. Shared footway/cycleways are present within the town centre, ensuring all non-motorised users have safe and direct access to facilities and amenities. NCN 2, situated southeast of the town centre approximately 1.6km south of the site (a 5 minute cycle), will connect Dover in Kent to St Austell in Cornwall when complete.
- 2.15 For a local cycle, a journey into Portsmouth takes approximately 45 minutes along a predominantly traffic free route following the coastline, whilst a journey to Chichester takes approximately 55 minutes via NCN 2.
- 2.16 The cycle routes within the vicinity of the site are summarised within **Figure 4**, with purple lines representing on road routes, and green representing traffic-free routes.

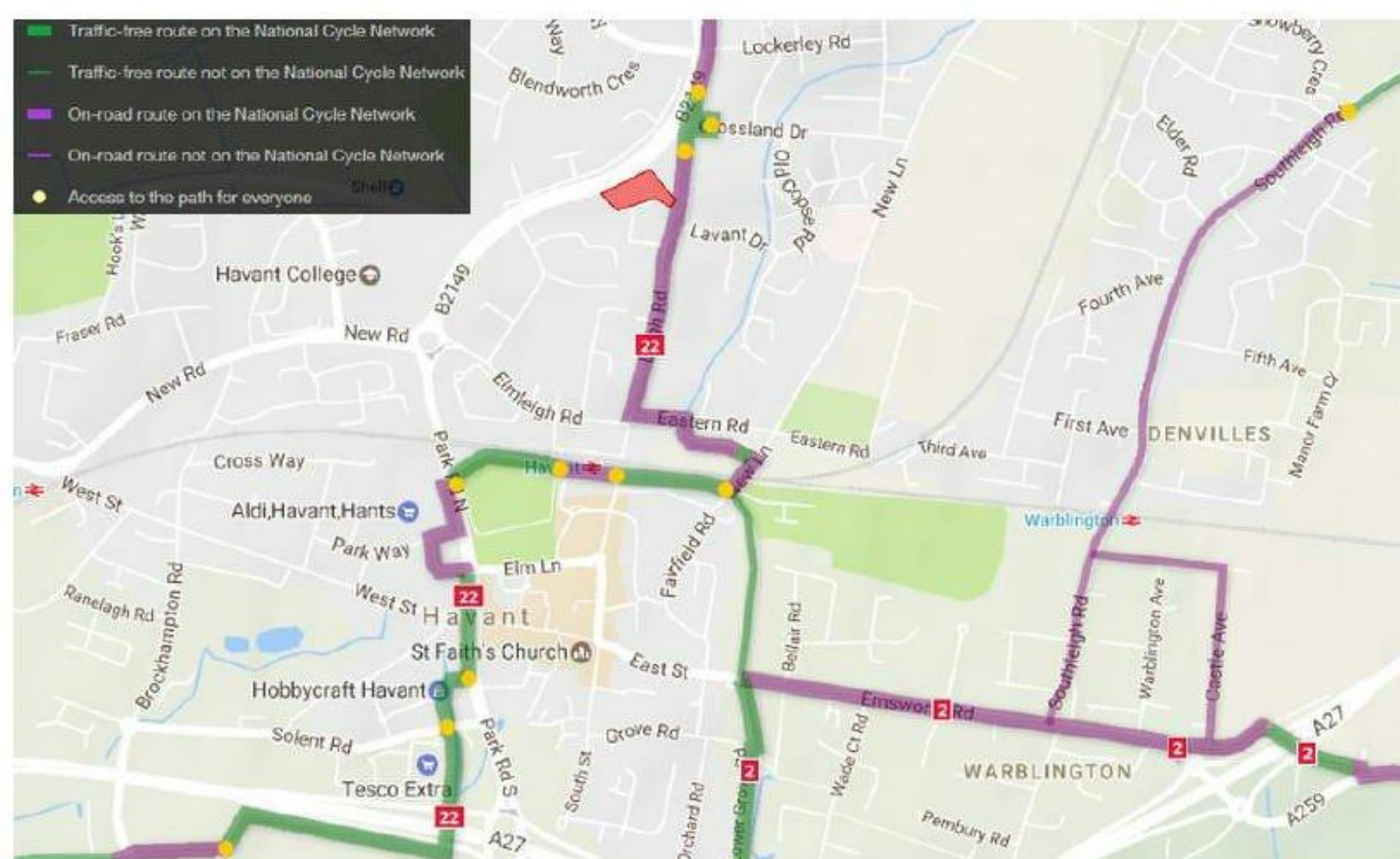
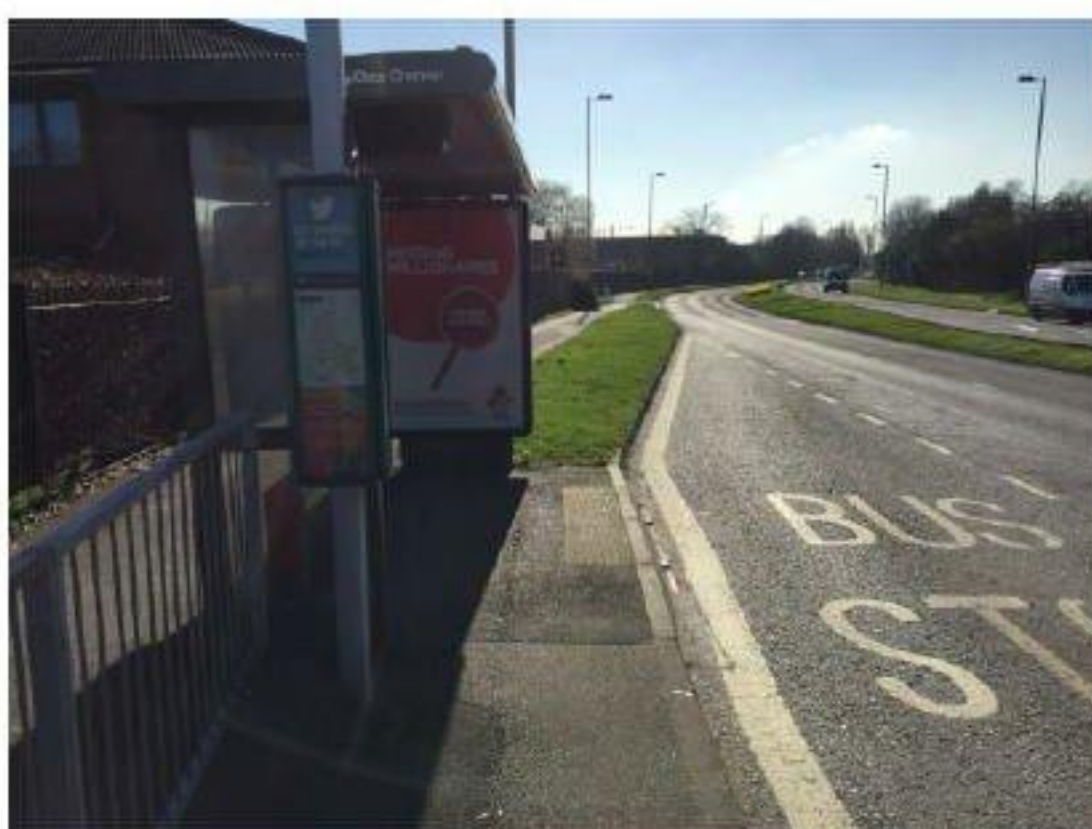


Figure 4: Local Cycle Routes (www.sustrans.org.uk)

Bus Services

- 2.17 The nearest bus stops to the site are situated c.50m north along Petersfield Road for southbound services and c.100m north for northbound services. The northbound bus stop is accessible via a signalised junction, zebra crossing and underpass.
- 2.18 Both bus stops benefit from a covered seating area, singular pole with timetable and are demarcated on the carriageway with their own dedicated layby. The bus stop conditions and underpass are demonstrated in **Photographs 4** and **5** respectively.



Photograph 4: Existing Bus Stop Conditions



Photograph 5: Underpass on Petersfield Road

2.19 **Table 1** summarises the bus services available from both the north and southbound bus stops.

Service	Operator	Route Summary	Frequency		
			Monday- Friday	Saturday	Sunday / Bank Holiday
20	Stagecoach	Portsmouth – Havant	Every 30 minutes	Every 30 minutes	Hourly
21	Stagecoach	Portsmouth - Havant	Every 20 to 30 minutes	Every 20 to 30 minutes	Hourly
39	Stagecoach	Wecock Farm - Waterlooville - Leigh Park- Havant	Every 10 to 15 minutes	Every 10 to 15 minutes	Hourly
621*	Stagecoach	Havant - Portsmouth College	Depart: 08:45 Arrive: 17:15	No Service	No Service
727*	Stagecoach	Chichester – Havant - Southdowns College	Depart: 08:30	No Service	No Service

Table 1: Summary of Local Bus Services

*school service only

2.20 The 39 service provides a frequent service to Waterlooville, Leigh Park and Wecock Farm, with buses every 10 to 15 minutes. The service operates 7 days a week, with a reduced service on Sundays, providing an alternative to private car trips. A journey to Waterlooville takes approximately 28 minutes, whilst a journey to Purbrook takes approximately 23 minutes.

2.21 The 20 and 21 services provide frequent services to Portsmouth, therefore providing a realistic opportunity to promote bus travel to commuters who may work in Portsmouth.

Rail Services

- 2.22 Havant Railway Station is located 800m (10 minute walk / 4 minute cycle) from the site and is accessible via Leigh Road itself. The fastest route to Havant Railway Station is via NCN22 or via the continuous footways which are well lit along Leigh Road and Elmleigh Road. Ramped access from Elmleigh Road provides access to the station platforms.
- 2.23 The station is equipped with 92 cycle storage spaces, a staffed ticket office, customer help points, CCTV, step and ramp free access as well as providing refreshments and waiting rooms.
- 2.24 Havant Railway Station provides direct access to destinations including London Waterloo, London Victoria, Portsmouth and Southampton. Trains to London Waterloo typically operate at a frequency of 3 trains an hour, with a journey taking approximately 1 hour 40 minutes. Trains to London Victoria typically operate at two trains an hour with a journey taking approximately 1 hour 45 minutes.
- 2.25 Trains to Portsmouth typically operate every 10 to 15 minutes with a journey taking approximately 20 minutes. Destinations on route include Bedhampton, Fratton and Portsmouth and Southsea. Southampton Central is served by two trains per hour with a journey typically lasting 40 minutes. Destinations on-route include Cosham and Fareham.

PIA Data

- 2.26 Analysis of Personal Injury Accident (PIA) data between January 2012 and December 2016 reveals a low occurrence of comparable types of incident on Leigh Road (onto which access is proposed), with only 1 'slight' incident occurring within the 5-year study period. The PIA data is demonstrated in **Figure 5**.

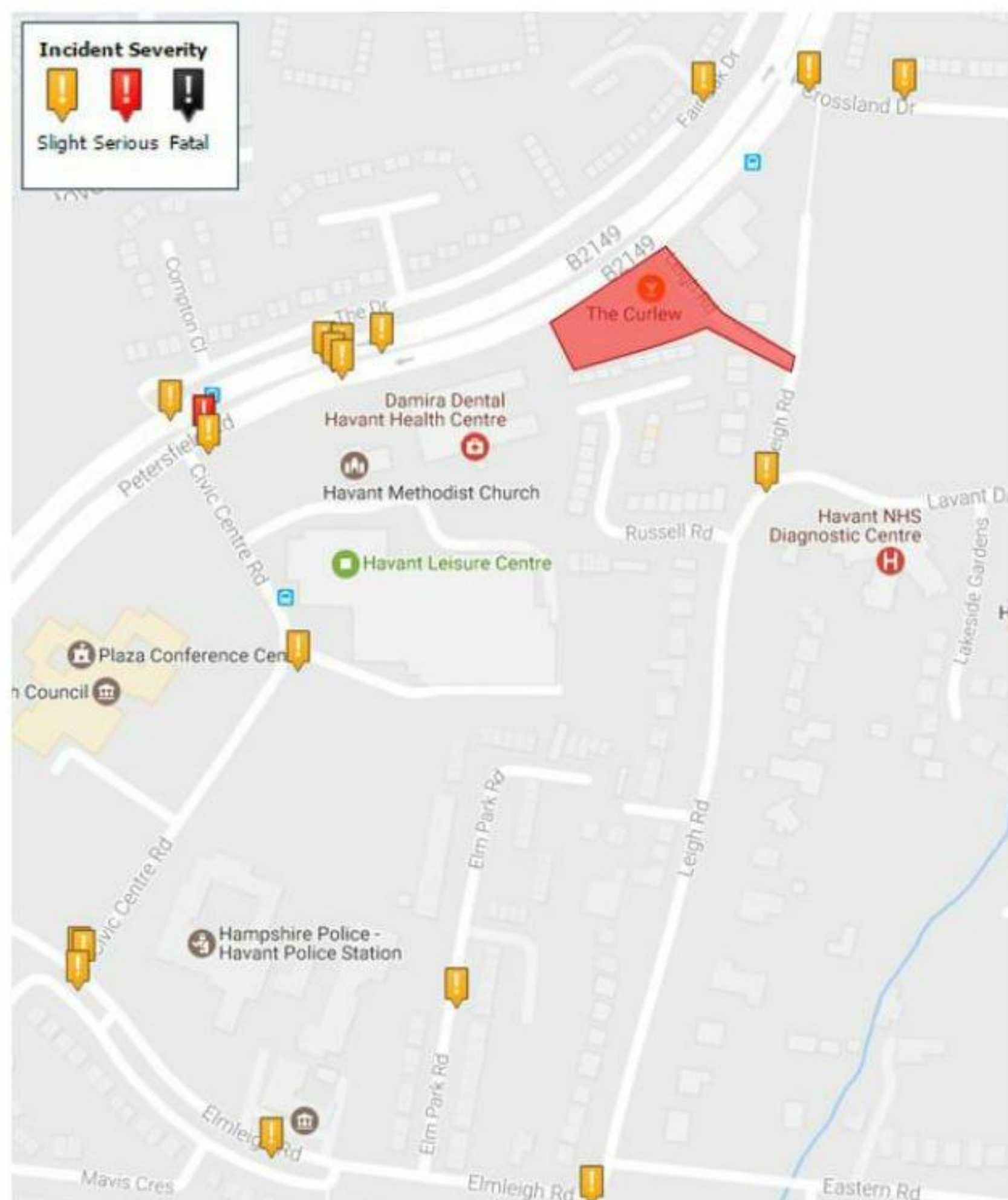


Figure 5: PIA Incidents (www.crashmap.co.uk)

- 2.27 The PIA investigation illustrates that Petersfield Road (onto which the site is currently accessed) has a significantly greater number of incidents than the proposed access onto Leigh Road. It is therefore considered that the development proposals will result in a betterment in the highway safety of site users given that the access onto Petersfield Road will be stopped up which, and all vehicle movements will be onto Leigh Road.
- 2.28 In addition it was noted that ,whilst on-site, Leigh Road was susceptible to rat-running from vehicles coming from Petersfield Road and through the site. By closing up the Petersfield Road access this rat-run would be removed providing a safer environment along Leigh Road.
- 2.29 Therefore, the PIA investigation does not indicate any specific highways concern that would worsen as a result of the development, or pose a highways safety concern for future site users, and the change to access arrangements provides a betterment to the existing situation.

Summary of Local Accessibility

- 2.30 The proposed site is situated within 800m of Havant Town Centre, and coupled with the site's proximity to both bus stops, train stations, public rights of way and cycleways, accessibility from the site is considered to be of an excellent standard with a good opportunity for sustainable travel from the site.

3. PROPOSED DEVELOPMENT

- 3.1 The proposals comprise the redevelopment of the existing Public House and Car Wash facilities into 31 flats with associated parking. A summary of the proposed accommodation schedule is provided within **Table 2**.

Type of Dwelling	No. of Units
1 Bedroom	6
2 Bedrooms	25

Table 2: Proposed Accommodation Schedule

Car Parking Provision

- 3.2 Car parking at the proposed development has been considered in line with the Havant Borough Council Parking SPD (adopted 2016). The guidance states that;

Havant Town Centre offers the widest choice in alternative transport modes with a mainline train station, with regular services to a variety of locations, and also a bus station that provides services across the borough and to Portsmouth, Chichester and beyond. Havant Town Centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the most accessible and sustainable part of the borough.

Proposals within the Havant Town Centre boundaries will be expected to have a reduced or even zero standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicles. For this reason, the standard here will be a maximum. A reduced standard can also apply in instances where a site is located less than 800 metres from the centre of the town.

- 3.3 With this guidance in mind, the opportunity has been taken to reduce the developments dependence on the private car through a reduced parking provision.
- 3.4 HBC's residential parking standards are summarised in **Table 3** and demonstrated on the site layout, included as **Appendix A**.

Type of Dwelling	Number of Dwellings	Allocated Parking		Unallocated Parking	
		Minimum Car Parking Requirement	Parking Required	Minimum Car Parking Requirement	Parking Required
1 Bedroom	6	1 Space	6 spaces	0.9	6 spaces
2 Bedrooms	25	2 Spaces	50 spaces	1.3	33 spaces
Visitor Parking Requirement	Additional 20% of parking for visitors				

Table 3: HBC Residential Car Parking Standards

- 3.5 **Table 3** demonstrates that if parking were to be unallocated, a total of 39 car parking spaces would be required, whereas if parking were to be allocated, a total of 56 car parking spaces would be required. An additional 8 to 11 parking spaces would be required to serve the development if the unallocated and allocated parking provisions were provided respectively.
- 3.6 A total of 39 unallocated car parking spaces are to be provided for the development which meets the required residential parking standards.
- 3.7 An additional 8 parking spaces would be required for visitors. However, as aforementioned, HBC allow a deviation in parking standards if the development site is within 800m of the Town Centre, given its location to sustainable transport interchanges. The proposed parking provision equates to 1 space per 1.26 flats, which is considered acceptable due to the proximity of the site to cycle routes (10m), bus stops (81m) and the railway station (800m).
- 3.8 All parking spaces measure 2.4m x 4.8m in accordance with HBC standards, with a 6m aisle width provided where appropriate. Swept path analysis of the car park has been undertaken and included in **Appendix B**.

Cycle Parking Provision

- 3.9 Cycle parking has been provided on-site within a safe and secure cycle store. The cycle store provides 16 Sheffield stands, providing storage for 32 cycles. This equates to a provision of just over 1 space per flat, which is considered to be acceptable due to the proximity to the Town Centre and other transport interchanges. The location of the cycle store is demonstrated on the site layout, included as **Appendix A**.

Servicing Arrangements

- 3.10 The proposed development would be serviced on site, with the refuse vehicle and waste collection personnel being able to access the immediate proximity of the bin store. The refuse store is conveniently located within the site as residents would walk directly past it upon exiting the site onto Leigh Road. Refuse tracking has been undertaken of the site, included in **Appendix C**, and demonstrates that refuse vehicles can safely enter, turn and exit the site in a forward gear.
- 3.11 Swept path analysis of the site has also been undertaken for a fire tender vehicle to ensure that it can access within 45m of all units. The tracking of the fire tender is included within **Appendix C**.

4. ACCESS ARRANGEMENT

- 4.1 The proposed development would be accessed via the existing secondary access on Leigh Road. This access currently takes the form of a vehicle crossover and measures c. 7m wide before narrowing to a 3m wide track.
- 4.2 As part of the development proposals, the access road will become a shared surface for vehicles and pedestrians and widened to 6m. This ensures that two cars can pass one another simultaneously and that larger vehicles can enter the site, as well as providing safe access for pedestrians.
- 4.3 The existing access onto Petersfield Road is to be 'stopped up' as part of the development proposals in the interest of highway safety. Petersfield Road is a dual carriageway with a 40mph speed limit directly outside the existing access. The access also provides a 'left in', 'left out' arrangement only, and therefore any vehicles wanting to enter the site from the northbound carriageway, or exit the site and travel northbound must pass the site and double back on themselves. The proposed access onto Leigh Road therefore provides a betterment in access, both in terms of convenience for vehicles accessing the development and highway safety.
- 4.4 Leigh Road has lower vehicle speeds and single carriageway access, therefore providing a betterment to the existing. A grass verge approximately 2m wide flanks the access road on the northern edge, which will remain, albeit decreased in width, as part of the development.

Visibility

- 4.5 Leigh Road is subject to a 30mph speed limit across the site frontage, but due to the residential cul-de-sac whereby Leigh Road terminates approximately 80m from the site access, it is anticipated that vehicle speeds and movements in the secondary direction would be minimal. Similarly, in the primary direction, the road is straight and only serves access to the proposed development and the medical centre and therefore speeds are expected to be significantly reduced. **Photographs 6 and 7** visually demonstrate the primary and secondary visibility from the proposed site access.



Photograph 6: Primary Direction Visibility



Photograph 7: Secondary Direction Visibility

- 4.6 Visibility splays in the primary direction have been shown to be 2.4m x 43m ,in line with Manual for Streets (MfS) design guidance for roads with a speed limit of 30mph. The visibility splays are included as **Appendix D**.

5. TRIP GENERATION

5.1 This section of the TS assesses the vehicular trip generation associated with the proposed development. A Traffic Impact Assessment will also be provided which outlines the net impact of the proposed development in comparison to the existing use.

Existing Development

5.2 This site is currently used as a Public House with on-site car washing facilities. The current Public House has an approximate Gross Floor Area of 1,450sqm. To understand the likely vehicular trip generation of the existing development, a TRICS assessment has been undertaken using the following parameters:

- 'Hotel, Food and Drink', 'Pub/Restaurant' Use Classes
- Sites in England and Wales (Excluding Greater London)
- 112-2,384 sqm
- Weekday surveys only
- Edge of Town Centre, Suburban Areas

5.3 For a robust assessment, the car washing facilities have not been added to the trips generated by the Public House, due to the difficulties in quantifying such trips. Therefore, the existing trip generation provides a minimum traffic generation, particularly given the operating hours of the pub and likely increase in trips during weekend periods.

5.4 The results of the TRICS assessment are demonstrated in **Table 4**, with the full outputs included as **Appendix E**.

TRICS (v.7.3.4)	AM Peak (0800-0900)		PM Peak (1700-18000)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per 100sqm	N/A	N/A	1.688	0.750	26.185
Trip Generation 1,450sqm	N/A	N/A	24	11	380

Table 4: Existing Trip Generation

5.5 **Table 4** demonstrates that the existing Public House generates no trips in the AM peak, 35 trips in the PM peak and 380 trips across a 12 hour period.

Proposed Development

5.6 To understand the vehicular trip generation of the proposed 31 residential flats, an assessment has been undertaken using the trip rates from the TRICS database. The following parameters have been applied to the assessment:

- 'Residential', 'Flats Privately Owned' Use Class
- Sites in England and Wales (Excluding Greater London)
- 6-75 Dwellings
- Weekday surveys only
- 'Edge of Town Centre', 'Suburban Areas' Locations

5.7 The results of the TRICS assessment are demonstrated in **Table 5**, with the full outputs included as **Appendix F**.

	AM Peak		PM Peak		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per dwelling	0.078	0.225	0.235	0.114	3.668
Trip Generation 31 dwellings	2	7	7	4	114

Table 5: Proposed Trip Generation

5.8 **Table 5** demonstrates an estimated trip generation of 9 trips in the AM peak, 11 trips in the PM peak and 114 trips across a 12 hour period.

Net Trip Impact

5.9 To understand the likely traffic impact of the proposed development, a comparison between the existing Public House and the proposed residential development has been assessed. Using the trip generation outlined in **Tables 4** and **5**, the net difference in traffic impact is summarised in **Table 6**.

Net Impact	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Existing 'Public House' Trips	N/A	N/A	24	11	380
Proposed '31 Flats' Trips	2	7	7	4	114
Net Difference	+2	+7	-17	-7	-266
	+9		-24		-266

Table 6: Predicted Net Impact

- 5.10 The trip generation comparison demonstrates that the proposed development would result in 9 additional trips in the AM peak period. The development would, however, result in a reduction in trips in both the PM peak (-24 vehicle trips) and across a 12 hour period (-266 vehicle trips).
- 5.11 The proposals therefore provide a betterment to the safety and operation of the local highway network than the existing use, given that vehicle movements from the site are reduced overall and will be accessed via Leigh Road instead of the existing junction onto Petersfield Road. The stopping up of the Petersfield Road access will also reduce the number of vehicles expected to rat-run through Leigh Road from Petersfield Road towards the town centre and railway station.

6. SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Fortitudo Ltd to support a planning application for a residential development comprising 31 flats at the former Curlew Pub, Havant.
- 6.2 The site's proximity to existing pedestrian and cycle networks and local amenities, particularly Havant Town Centre, presents an excellent opportunity to encourage the use of sustainable transport from the development site.
- 6.3 A PIA data assessment indicates that only 1 incident has occurred on Leigh Road within the last 5 years and was classified as 'slight' in nature. As the existing access onto Petersfield Road is to be stopped up as part of the development proposals, the proposed access arrangement onto Leigh Road provides a betterment to the existing scenario in terms of highway safety.
- 6.4 Parking has been provided at 1 space per 1.26 flats. This is considered in line with HBC standards given the proximity of the site to Havant Town Centre and public transport links. Cycle parking is provided within a safe and secure cycle store on-site, providing 1 space per dwelling.
- 6.5 The site is to be accessed off Leigh Road, with the existing access widened to 6m, ensuring two cars can pass simultaneously and larger vehicles can safely enter the site.
- 6.6 The proposed development is likely to produce an additional 9 trips in the AM peak in comparison to the existing use. However, it is likely to result in a reduction in trips for both the PM peak and across a 12-hour period of 24 and 266 vehicle trips respectively.
- 6.7 This Transport Statement has demonstrated that the proposed development is situated in a highly accessible location, provides a betterment to the operation and safety of the local road network. We therefore encourage HBC to look favourably upon this development proposal in relation to highways.