Transport Assessment
Haine Road
Ramsgate
CT12 5ET

RMB Consultants (Civil Engineering) Ltd

September 2016

RMB Consultants (Civil Engineering) Ltd
39 Cossington Road
Canterbury
Kent
CT1 3HU

Tel 01227 472128
www.rmbconsultants.co.uk

CONTENTS

1. Introduction

RMB Consultants (Civil Engineering) Ltd has been appointed to carry out a Transport Assessment to support a planning application for proposed development on land at Haine Road, Ramsgate, CT12 5ET. The assessment has been carried out in accordance with Guidance on Transport Assessments and Travel Plans October 2008 produced by Kent Highway Services.

1.1 Site Location

The site is located at Haine Road, Ramsgate, Figure 1.

Figure 1. Site location with site highlighted.

1.2 Existing Site Use

The site is partially developed and covers 4.25ha, Figures 2 and 3. A single dwelling is sited in the south east corner whilst the remainder of the site is used as paddocks.

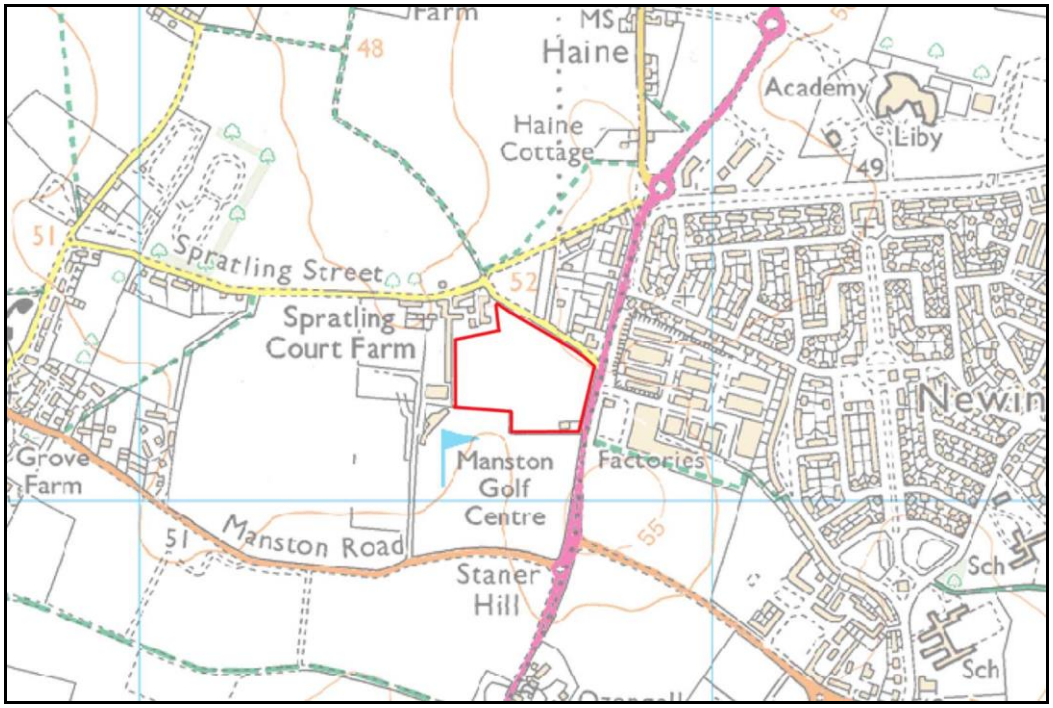

Figure 2. Site location.

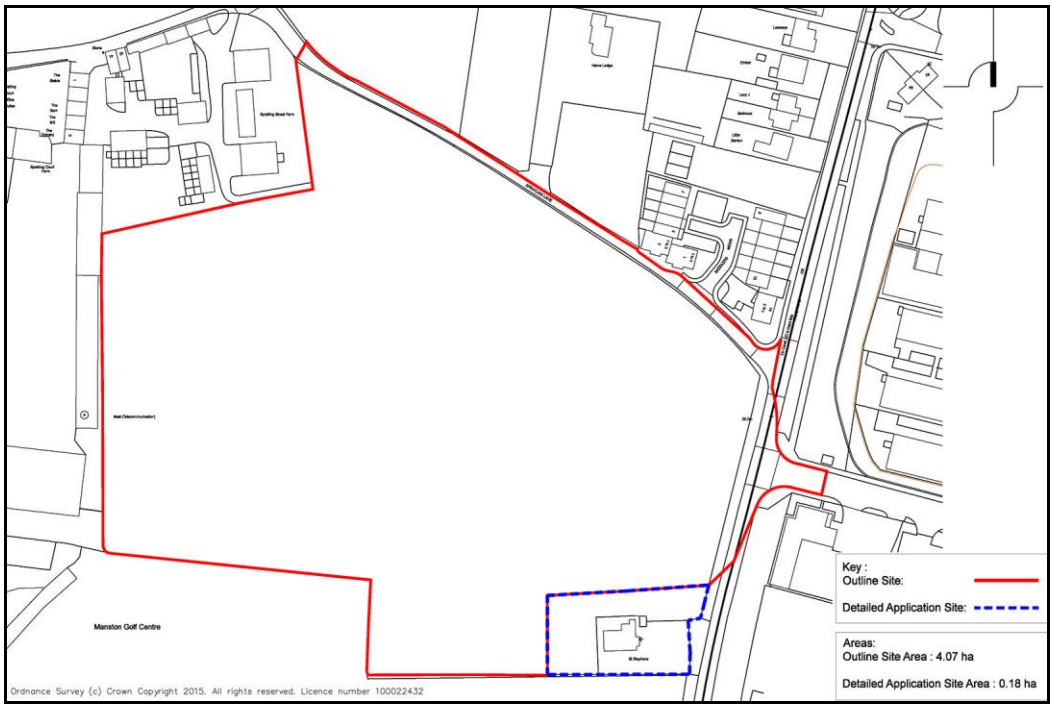

Figure 3. Site boundary.

1.3 Proposed Site Use

This report accompanies a hybrid planning application for the detailed approval of five dwellings, and the outline approval of 95 residential dwellings, Figure 4. Access to the wider development is via a new roundabout at the junction of Haine Road with Leigh Road. This roundabout will improve access to the industrial estate via Leigh Road. In addition, the alignment of Spratling Lane will be altered to remove the junction between Spratling Lane and Haine Road. Traffic currently using Spratling Lane will use the proposed roundabout to access Haine Road. This includes traffic accessing Saddlers Mews. The outline application reserves all matters, including access, for future determination.

Figure 4. Proposed development (outline application).

Access to the five dwellings forming the detailed application will initially be via the existing access onto Haine Road, Figure 5. This access will be removed as part of the wider development with access to the five dwellings being via the proposed roundabout.

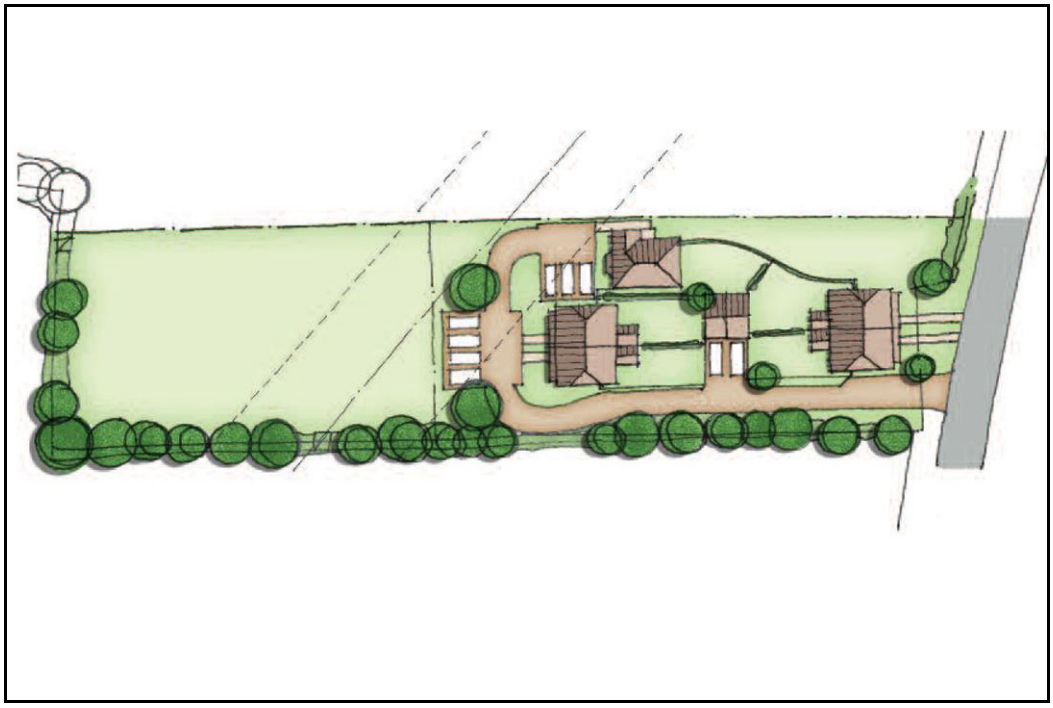

Figure 5. Proposed development (detailed application).

2. Scope

The report considers the transport effects of the existing and proposed development as follows:

Chapter 3 reviews the current national and local transport policy framework as applicable to the site.

Chapter 4 assesses the existing transport conditions.

Chapter 5 considers future traffic flows excluding the proposed development.

Chapter 6 considers transport conditions as a result of the proposed development.

Chapter 7 considers a Travel Plan and initiatives that could be implemented to limit the use of cars and promote more sustainable travel options.

Chapter 8 assesses parking and the internal layout within the proposed development site.

Chapter 9 assesses the impact of the proposed development on the transport network and compliance with the national and local policy framework.

Chapter 10 considers how the proposed development impacts on the safety of existing transport network users and development site users.

Chapter 11 provides a summary of and conclusion to the report.

3. Policy Framework

National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It provides a set of core land-use planning principles should underpin both plan-making and decision-taking. This includes the principle to;

- *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.*

The NPPF gives the following guidance in promoting sustainable transport:

- *All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether;*
  - *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
  - *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. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

- *Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.*

- *Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to;*
  - *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.*

- *A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.*

Local Transport Plan for Kent 2011-16

Local Transport Plan 3 sets out Kent's vision for 2011-2016. It identifies five themes, based on the National Transport Goals:

1. Growth Without Gridlock
2. A Safer and Healthier County
3. Supporting Independence
4. Tackling a Changing Climate
5. Enjoying Life in Kent

A number of Local Transport Plan Objectives and Transport Objectives have been identified within these themes. Table 1 lists the objectives that are relevant to the proposed development.

LPT3 Theme	LTP3 Objective	Transport Objective
Growth Without Gridlock	Tackling Congestion	to reduce journey times for personal travel, business and freight
	Supporting Regeneration	locate development near transport hubs
	Access to Jobs and Services	improve access to jobs and services by efficient means of transport like public transport, walking and cycling
A Safer and Healthier County	Active Transport	encourage and enable more physically active travel
Tackling a Changing Climate	Reducing Emissions	reduce the need to travel and minimise the distance of journeys taken
	Smarter Travel	encourage the use of more sustainable transport like public transport, walking and cycling

Table 1. LTP3 Themes and Objectives

Thanet District Council Local Plan 2006

The following saved policies from Thanet District Council's Adopted Local Plan are relevant to the proposals:

Policy TR3 Provision of Transport Infrastructure

The district and county councils will ensure, by means of a legal agreement, that proper provision is made for transport infrastructure that is necessary and relevant to the development to be permitted. Proposals for transport infrastructure will be assessed in terms of their impact on capacity and safety of the transport network together with their social and economic impacts.

Policy TR12 Cycling

In order to promote increased use of cycling:

a. *the council will seek the provision at the earliest opportunity, of a network of cycle routes. Planning permission will not be granted for any development, which would prejudice the implementation of proposed cycle routes.*
b. *the council will seek the incorporation of facilities for cyclists into the design of new and improved roads, junction improvements and traffic management proposals.*
c. *substantial development generating travel demand will be required to provide convenient and secure cycle-parking and changing facilities. Proposals to provide such facilities as part of development proposals in town centres and at transport interchanges, schools and places of employment will be permitted.*

and

d. *in new residential development facilities for the secure parking and storage of cycles should be provided or, in exceptional circumstances where not provided, the design should facilitate the provision in future.*

Policy TR15 Green Travel Plans

Development proposals likely to generate significant travel demand and/or traffic movement will be required to demonstrate, through green travel plans, specific measures to encourage and facilitate use of walking, cycling and public transport in preference to private car travel.

The council will seek to approve measures, which will assist implementation of green travel plans and school travel plans.

Policy TR16 Car Parking Provision

A. *Proposals for development will be required to make satisfactory provision for the parking of vehicles (including, where appropriate, service vehicles).*

   Proposals seeking car parking provision above the standards set out in Appendix G will not be permitted.

   In conservation areas where provision of parking in line with this policy would be detrimental to the character of the conservation area or have an adverse effect on the setting of a listed building or ancient monument then exceptions may be made.

B. *Within the town centre areas of Ramsgate, Margate and Broadstairs (as defined on the proposals map), new development proposals will not be required or expected to provide on-site car parking spaces. On site non-operational parking for A2/B1 use will be resisted.*

Draft Thanet District Council Local Plan to 2031

The emerging Local Plan was placed on consultation in January 2015. The following policies are relevant to the site:

Policy QD01 - General design principles

External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases. Development will be supported where it is demonstrated that:

4) Incorporate a high degree of permeability for pedestrians and cyclists, consider access for public transport and provide safe and satisfactory means of pedestrian and vehicle access including provision for disabled access.

5) Improve people's quality of life by creating safe and accessible environments, and promoting public safety and security.

Policy SP34 - Safe and Sustainable Travel

The Council will work with developers, transport service providers, and the local community to manage travel demand, by promoting and facilitating walking, cycling and use of public transport as safe and convenient means of transport. Development applications will be expected to take account of the need to promote safe and sustainable travel. New developments must provide safe and attractive cycling and walking opportunities to reduce the need to travel by car.

Policy SP35 - Accessible location

Development generating a significant number of trips will be expected to be located where a range of services are or will be conveniently accessible on foot, by cycle or public transport. The Council will seek to approve proposals to cluster or co-locate services at centres accessible to local communities by public transport and on foot.

Policy SP36 - Transport Infrastructure

Development proposals will be assessed in terms of the type and level of travel demand likely to be generated. Development will be permitted only at such time as proper provision is made to ensure delivery of relevant transport infrastructure. Where appropriate, development will be expected to contribute to the provision, extension or improvement, of walking and cycling routes and facilities and to highway improvements.

Policy H01– Housing Development

Permission for new housing development will be granted on:

1) sites allocated for such purposes, subject to consistency with indicative phasing,
2) non-allocated sites within the existing built up confines consisting of previously developed land,
3) residential gardens where not judged harmful to the local area in terms of the character and amenity considerations set out in Policy QD01, and provided that all the following criteria are met:
4) The relevant area specific housing objectives set out in the housing strategy section are addressed.
5) It is demonstrated that adequate infrastructure will be in place to serve each unit ready for occupation.
6) Satisfactory details are provided showing how any physical conditions including land stability and contamination, affecting the site can be overcome.
7) Sufficient mitigation is provided in accordance with Policy SP25 to protect designated nature conservation sites.
8) There is no conflict with other policies.

In determining applications for development under this policy the Council will seek to ensure that development does not increase recreational pressure on designated nature conservation sites without sufficient mitigation. Alternative development on sites allocated for residential development will not be permitted.

The site is allocated under the Draft Local Plan:

Policy H02E - land at Haine Road and Spratling Street, Ramsgate (site reference SR60)

Land is allocated for up to 85 new dwellings at a maximum density of 35 dwellings per hectare net at Haine Road and Spratling Street, Ramsgate.

Phasing of development will be in accordance with Policy H01(1). Proposals will be judged and permitted only in accordance with a development brief and masterplan for the whole site informed by a Transport Assessment and Travel Plan including assessment of impact on the local road network and demonstrating measures to promote multi-modal access.

Development will incorporate and provide for suitable access arrangements together with suitable footway connections.

Masterplanning will be informed by and address:

1) Liaison with service providers to investigate the need to upgrade the capacity of any utility services and infrastructure including gas supply.

2) A statement of social impacts arising from the development and how any increased demand on community facilities will be addressed.

3) The need to clearly demonstrate how the SPA mitigation strategy as set out in Policy SP25 is being met and how it will ensure that development does not increase recreational pressure on designated sites.

A minimum of 30% of all dwellings will be affordable homes in accordance with Policy SP19. The proportion of houses as opposed to flats should exceed that in policy SP18 as much as possible.

Disposition of development and landscaping will be expected to enable a soft edge between the site and open countryside.

4. Existing Transport Conditions

4.1 Local Transport Network

Local Road Network

The site is located to the west of Haine Road, A256, and will be accessed directly off it. The A roads and railways in the vicinity of the site are shown in Figure 6.

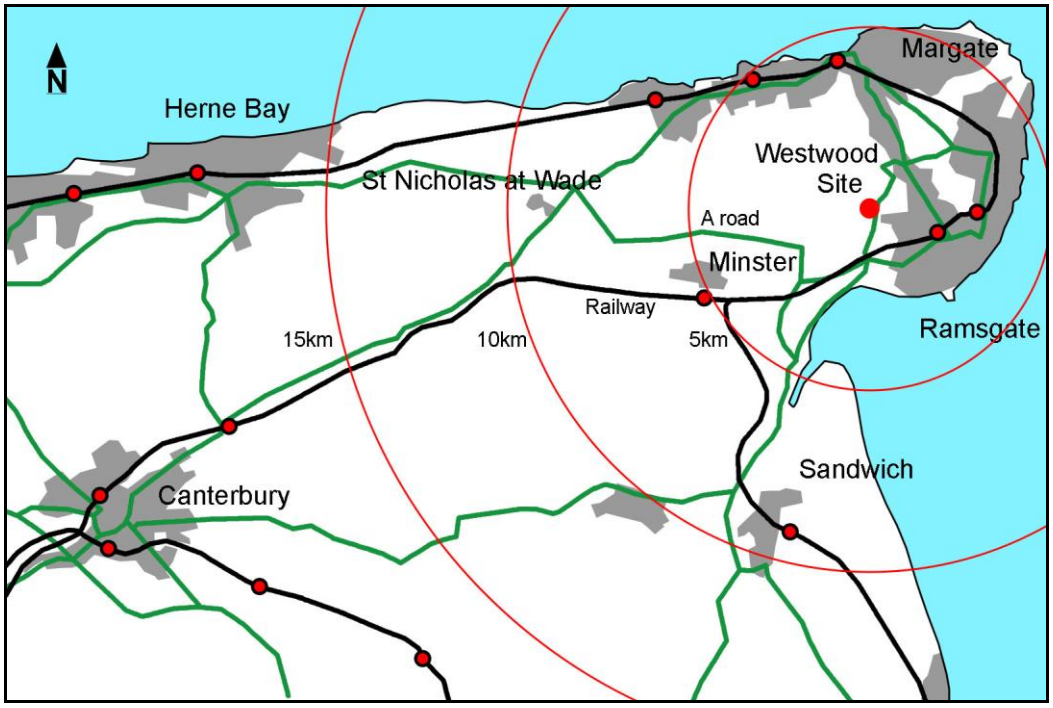

Figure 6. Local road and rail network.

To the south, Haine Road links to the A299 East Kent Access road. To the north, Haine Road gives access to Westwood. The site has good links to the wider highway network.

Haine Road is subject to a 40mph speed limit.

Rail Connections

The closest railway station to the site is at Ramsgate within 2km of the site. Ramsgate station gives access to local rail services to East Kent and to high speed services to London with journey times to London of 76 minutes.

Bus Connections

The proposed site is within 400m of bus stops and routes which operate along Haine Road and at Newington, Figure 7. These give access to the wider public transport network, Figure 8.

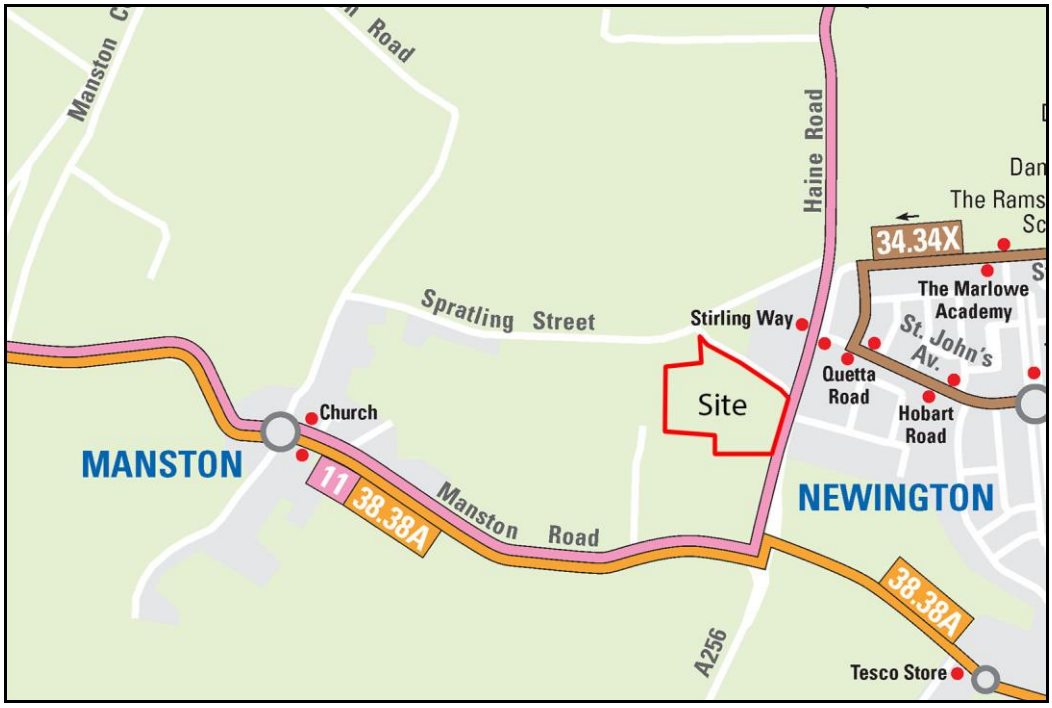

Figure 7. Local bus stops.

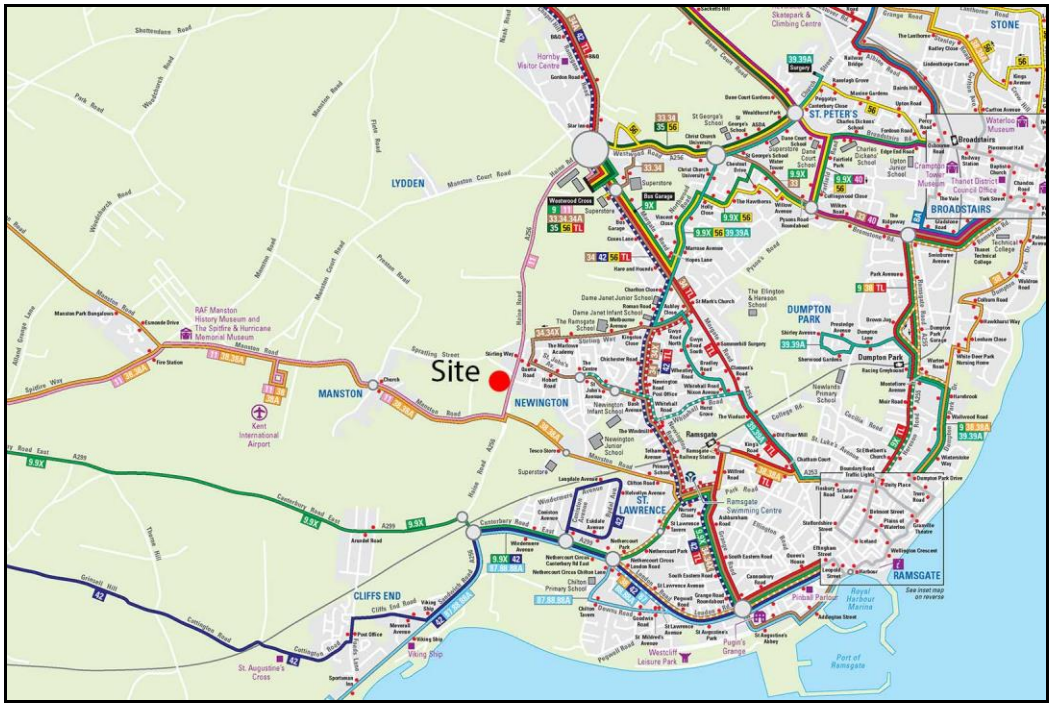

Figure 8. Local bus network.

Pedestrian and Cycle Connections

Footway connections from the site run from Saddlers Mews on Spratling Lane and from the north side of Leigh Road, north towards Newington. There are footpaths that run north from Spratling Street and west from Haine Road, Figure 9.

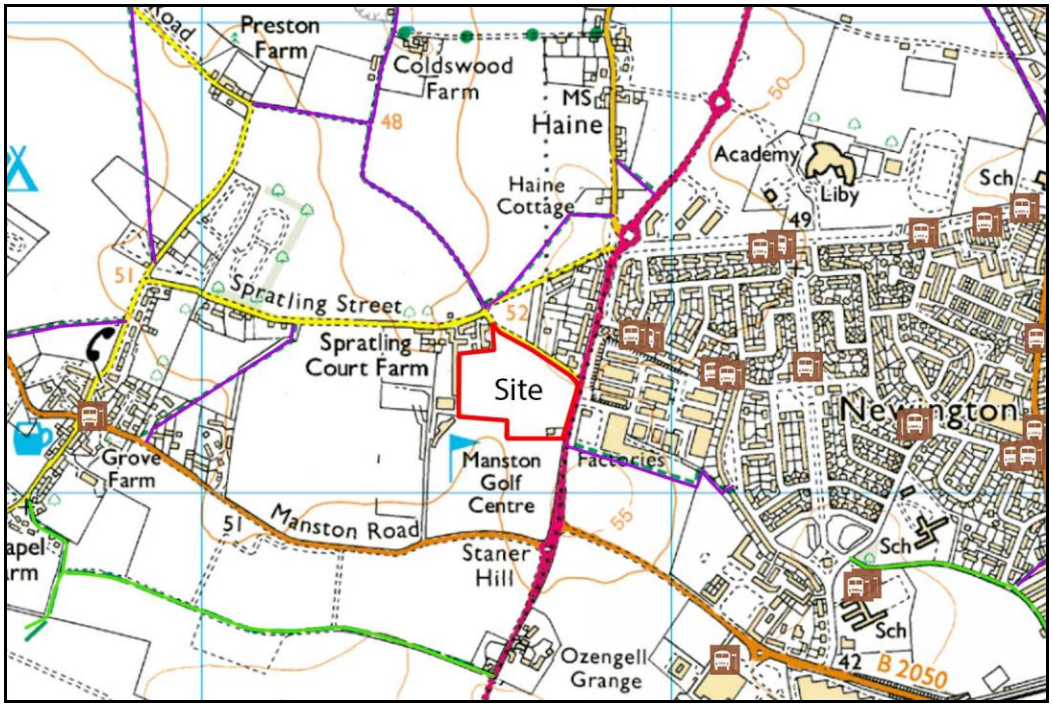

Figure 9. Local footpaths (purple) and bridleways (green) with site edged red.

Existing traffic free cycle routes run from Spratling Street and Leigh Road to Westwood and Broadstairs, Figure 10.

Figure 10. Local cycle routes. (© Kent County Council)

4.2 Accessibility

Thanet District Council's Draft Local Plan identifies Manston as a village with no/limited services and Westwood as the Primary Town Centre within Thanet, Figure 11. The site lies in an area identified in the Draft Local Plan as being accessible to services within 30 minutes by public transport, Figure 12.

TRACC, a leading multi-modal transport accessibility tool, developed in conjunction with the Department for Transport, local authorities and transport planners, has been used to identify the areas that are accessible within 30 - 60 minutes of the site using public transport, Figure 13. TRACC is designed to calculate travel time using available public transport travel modes to various destinations. The software considers sustainable transport modes including walking, cycling and public transport.

Overlaying the TRACC plot on the settlement hierarchy map shows that the Primary Town Centre of Westwood, the Coastal Town Centres of Ramsgate and Margate and five identified employment locations are all within 30 minutes of the site using public transport. All retail and employment centres identified within the Draft Local Plan are accessible within 45 minutes of the site using public transport, Figure 14.

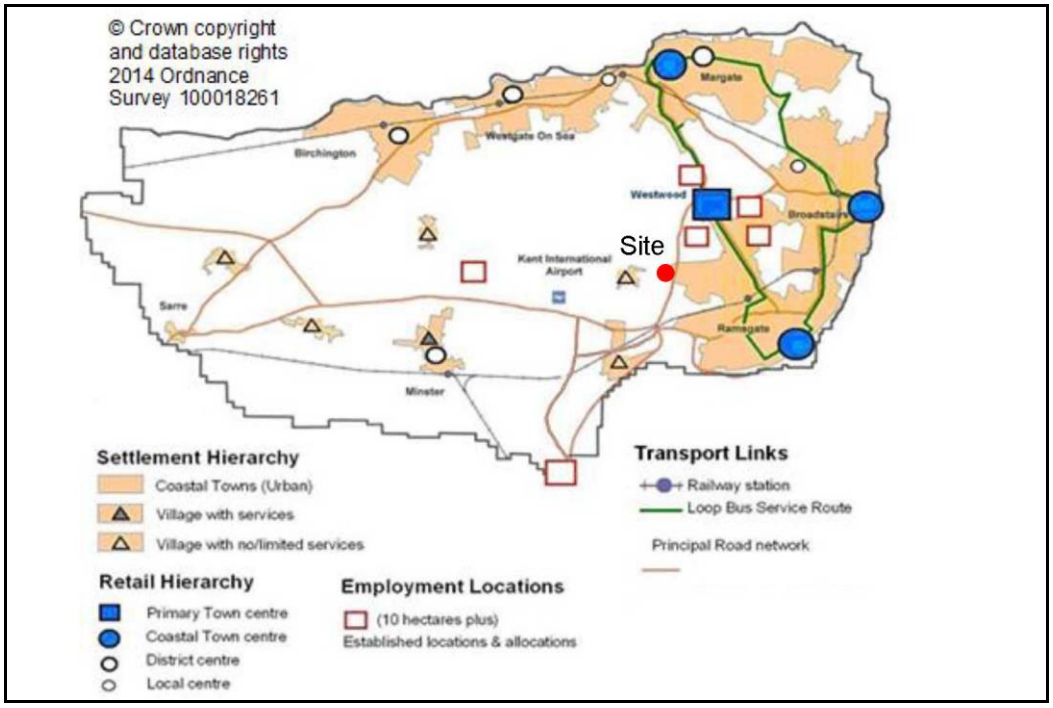

Figure 11. Thanet settlement hierarchy. (© Thanet District Council)

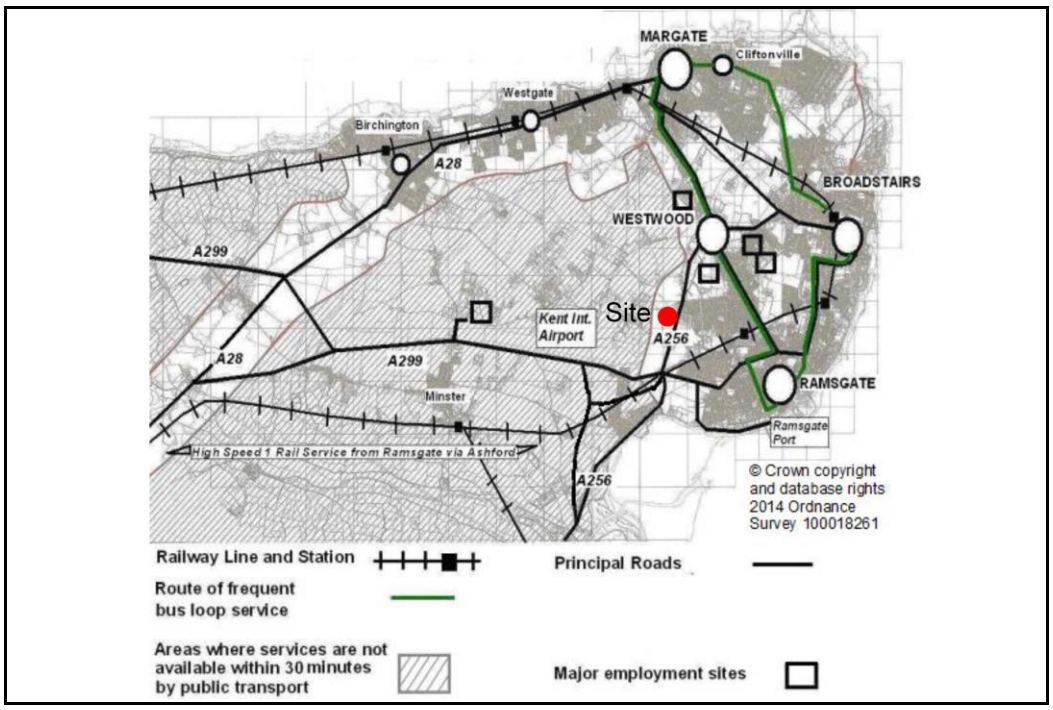

Figure 12. Accessibility to services map with site circled. (© Thanet District Council)

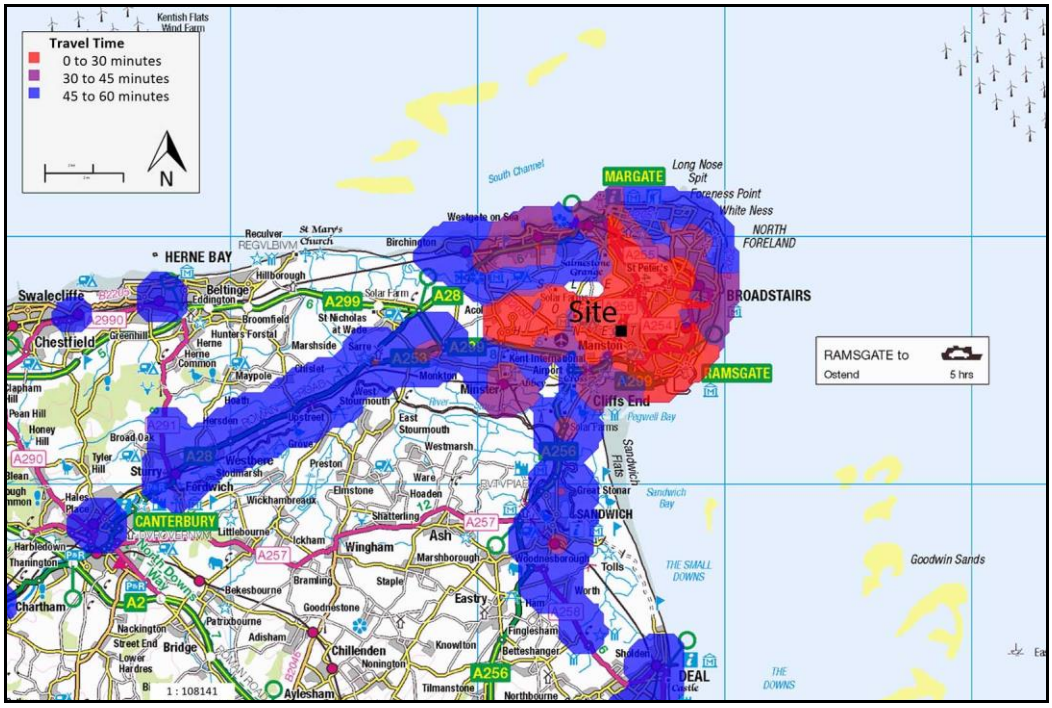

Figure 13. Areas accessible within 30 to 60 minutes of the site using public transport.

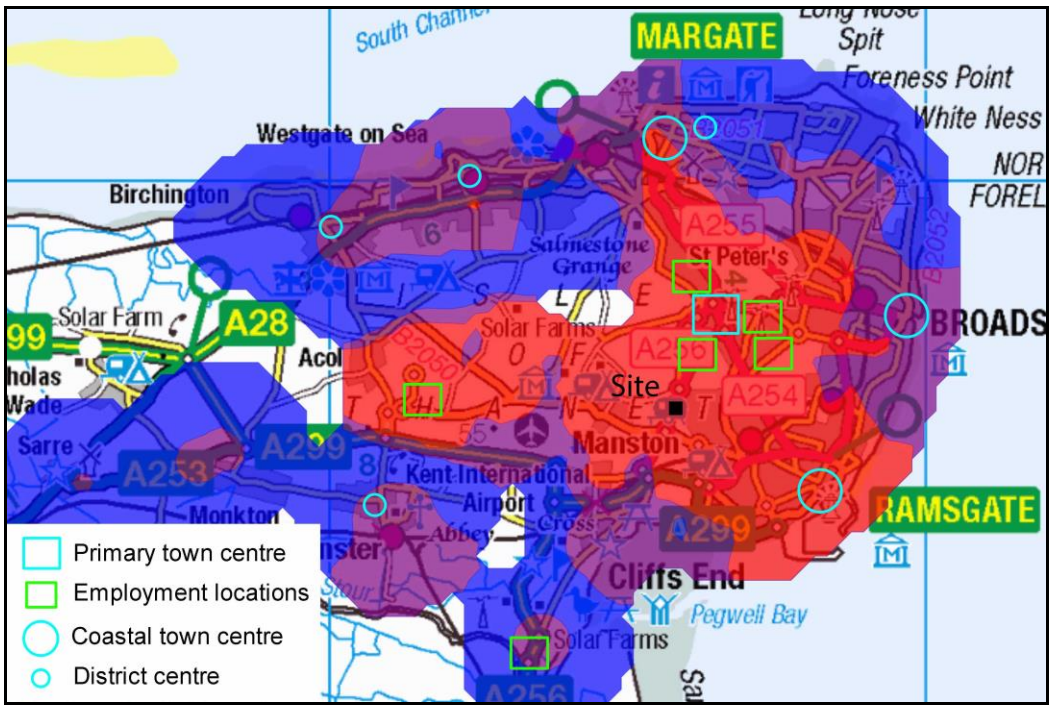

Figure 14. Local centres accessible within 30 to 60 minutes of the site using public transport.

TRACC has been used to identify the areas that are within 400, 800m and 1,200m walk distance using roads and public footpaths. The start point is located at the entrance of the proposed site. Local bus stops are within 400m of the site. A convenience store is within 800m of the site and local schools are within 1,200m of the site, Figure 15.

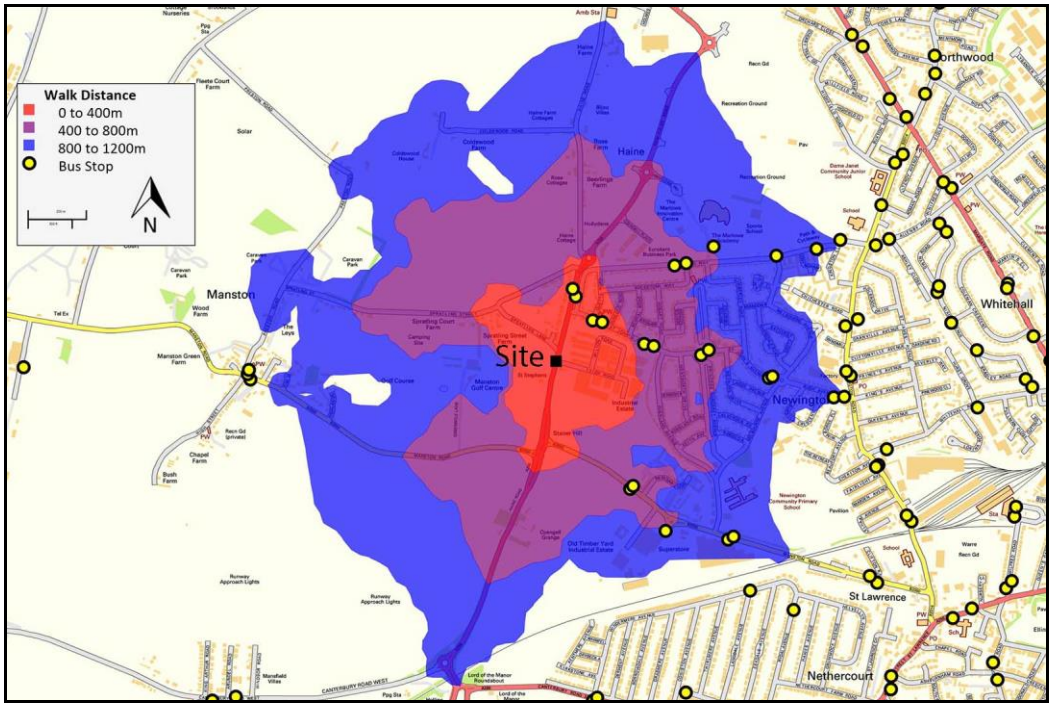

Figure 15. Areas accessible within 400 to 1,200m of the site.

4.3 Traffic Generation from the Existing Site

The existing site generates traffic associated with one residential dwelling plus existing horse grazed paddocks.

4.4 Existing Site Access

The existing dwelling has an access onto Haine Road. The paddocks have an access from Spratling Lane.

4.5 Crash Data

Crash data has been obtained for Haine Road. Over the last three years there have been three crashes in the vicinity of the site, Figure 16. The crash report records the following information:

1. Pedal cycle turning right hit by car proceeding along the carriageway.

2. Pedal cycle moving off hit by car turning left.

3. Collision between two cars proceeding along the carriageway.

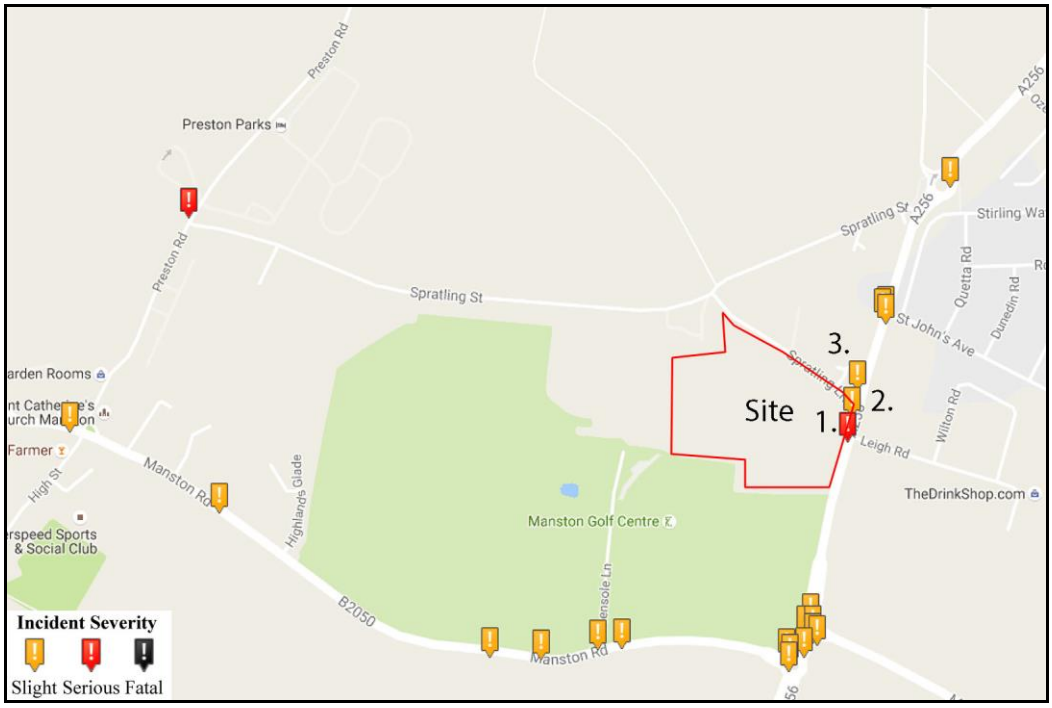

Figure 16. Crash record (© Crashmap).

Crashes 1 and 2 involve cyclists at or close to the junction of Haine Road with Leigh Road and Spratling Lane.

4.6 Traffic Data

Vehicle flows along the A256 are measured at a Department for Transport traffic count point north of the site, Figure 17. The Annual Average Daily Flow (AADF) of traffic is shown in Table 2.

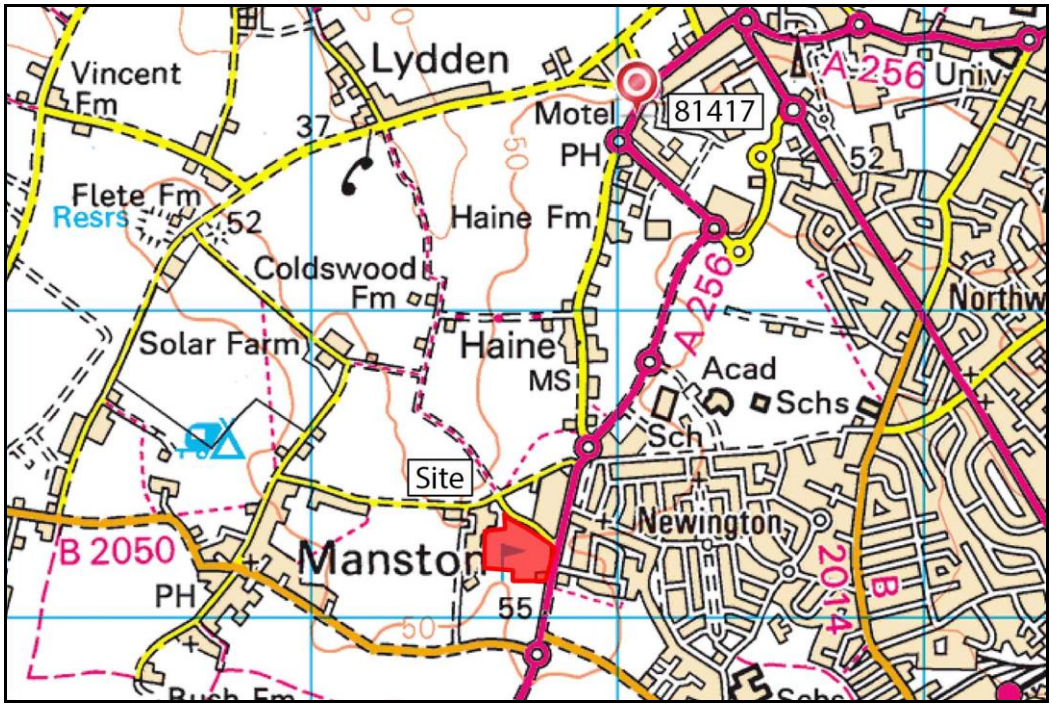

Figure 17. DfT Count Points.

Count Ref. No.	Pedal Cycles	Motor-cycles	Cars	Buses	LGVs	HGVs	Total Motor Vehicles
81417	23	194	13,485	135	1,986	502	16,301

Table 2. AADF traffic counts along the A256, 2015.

5. Future Traffic Flows Excluding Proposed Development

Future traffic growth has been assessed using TEMPro. The growth factors have been applied to the 2015 traffic flows along the A256 to estimate the number of vehicle movements in 2031, Table 3.

AADF	Growth Factor	AADF
2015	2015 - 2031	2031
16,301	1.11	18,094

Table 3. Future traffic growth along the A256.

6. Trip Generation

6.1 Proposed Development

The proposed development consists of 100 houses. A single dwelling is being replaced and therefore the net increase in development is 99 dwellings.

The potential traffic generation from the development is based on typical trip rates from the Trip Rate Information Computer Systems (TRICS). TRICS is a database of transport surveys and is used to validate assumptions about the transport impact of new developments. Typical trip rates generated by residential development are shown in Table 4. Trip rates for housing vary depending on tenure. The development will provide 30% affordable housing.

	Typical Rates		Proposed Development Trips		
Time	**Rate per house (privately owned)**	**Rate per house (rented)**	**Houses privately owned (70)**	**Houses rented (30)**	**Total**
AM peak hour	0.6	0.4	42	12	56
PM peak hour	0.6	0.5	42	15	57
Daily	5.0	4.0	350	120	470

Table 4. Typical trip rates from the TRICS database for housing development.

The development of 100 houses would be expected to generate 57 peak hour movements and 470 daily movements. In addition, the alignment of Spratling Lane will be altered to remove the junction between Spratling Lane and Haine Road. Traffic currently using Spratling Lane will use the proposed roundabout between the new development and Haine Road. This includes traffic accessing Saddlers Mews.

The increase in traffic movements along Haine Road is shown in Table 5. The development represents an increase in trips along Haine Road of approximately 3%. Peak hour trips generated by the development equate to an average of one every minute.

Time	**Estimated Trips**	**Development Trips**	**Increase**
	2016	2016	2016
Daily	16,301	470	2.9%

Table 5. Increase in trips along Haine Road due to development.

7. Travel Plan

Kent County Council has published 'Guidance for Planning Officers on Transport Assessment and Travel Plans' (October 2008) and this advises that the need for a residential travel plan will be *individually assessed for any proposal over 100 units.* The net number of units proposed is 99 which is below the threshold for a travel plan.

Whilst a Travel Plan is not required under those criteria the following initiatives could be implemented as part of any development to limit the use of cars and promote more sustainable travel options;

- secure cycle storage can be provided for all dwellings;
- information on cycle routes, public footpaths, and local bus and rail services can form part of any home buyer's welcome pack;
- broadband internet connections can facilitate home working;
- pedestrian links can be provided within the development and to existing footways and footpaths, in particular the existing footways that run north from the site to Newington;
- cycle links can be provided to existing traffic free cycle routes that link from the junction of Haine Road with Spratling Lane to Westwood and Broadstairs; and
- the new roundabout will provide enhanced pedestrian and cycle crossing facilities at Haine Road, encouraging more sustainable transport options.

8. Parking and Internal Layout

8.1 Car Parking

The proposed development will incorporate car parking in accordance with Kent Design Guide Review: Interim Guidance Note 3 (IGN3) on Residential Parking, published in November 2008.

The proposed development is only 1.5km from Westwood, defined as the Primary Town Centre in Thanet District Council's Draft Local Plan. Parking standards for a suburban location are therefore considered relevant to the development. The minimum parking provision based on a suburban location is shown in Table 6. The guidance indicates that;

- garages are only acceptable as additional parking to the minimum spaces required;
- open car ports or car barns are acceptable at all locations, subject to good design;
- spaces are best provided side by side, or in another independently accessible form as tandem parking arrangements are often under-utilised;
- visitor parking is required at the rate of 0.2 spaces per unit.

House/Flat	Spaces per unit	
	total	allocated
1/2 bed flat	1	0
2 bed house	1	1
3 bed house	1.5	1
4+ bed house	2	2

Table 6. Kent County Council minimum parking standards for a suburban location.

The total number of spaces required for the development is shown in Table 7.

House/Flat	Units	Spaces per unit	Spaces required
1/2 bed flat	19	1	19
2 bed house	5	1	5
3 bed house	52	1.5	78
4+ bed house	24	2	48
House Total	100	-	150
Visitor spaces	100	0.2	20
Total	**100**	**-**	**170**

Table 7. Development parking requirements.

A parking schedule is shown in Appendix A. The total number of spaces provided is summarised in Table 8. The layout of spaces is shown in Figure 18.

Type	Spaces
Allocated space	105
Unallocated space	28
Car barn	65
Visitor space	22
Total	**220**
Tandem space	59

Table 8. Parking spaces provided within the development.

The guidance requires a total of 170 parking spaces to be provided. The total number of spaces provided is 220. There are no garages provided and all covered parking is within car barns. Tandem parking is provided. The guidance does not prevent tandem parking but does state that tandem parking arrangements are often under-utilised. Assuming that only 50% of the tandem parking spaces are utilised the total number of spaces provided reduces to 190. This is greater than required by IGN3 for a suburban location. An outline application has been submitted and therefore the layout is only illustrative.

Figure 18. Development parking layout.

8.2 Cycle Parking

Kent County Council's advice is that secure, covered cycle parking should be provided at a minimum of one space per bedroom for houses and 1 space per flat. The parking should be independently accessible and at grade, i.e. cycles should not have to be carried through dwellings or up/down stairs.

Communal cycle parking will be provided within a secure store for the flats. Houses will have cycle parking either within a secure section of the car barn or within a cycle storage shed in the rear garden. Cycle parking can be provided to meet the requirements of Kent County Council.

8.3 Internal Layout

Access to the five houses to the south of the site will initially be via the existing access onto Haine Road. Haine Road is subject to a 40mph speed limit at this access. Above 37mph visibility splays are required in accordance with Design Manual for Roads and Bridges (DMRB). For 40mph splays of 2.4m x 102m are required. These are available from the existing access within the extent of the public highway, Figure 19.

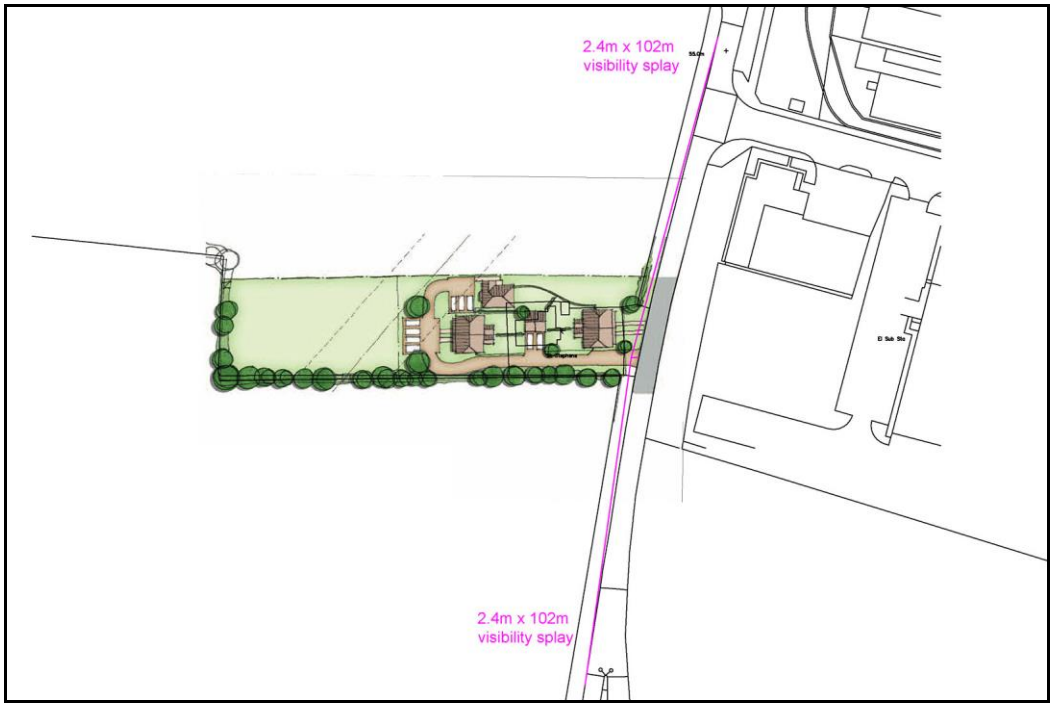

Figure 19. Visibility splays at the existing access.

The outline application incorporates a new access via a roundabout off Haine Road. This access solution was proposed by Kent County Council during preliminary discussions about the viability of the site. The roundabout will improve access to Leigh Road which is currently constrained by the traffic flow along Haine Road. It will also allow the closure of the junction of Spratling Lane with Haine Road with access from Spratling Lane and Saddlers Mews being diverted through the proposed development.

The preliminary design of the proposed roundabout was proposed by Kent County Council and is in accordance with DMRB TD 16/07 Geometric Design of Roundabouts. The roundabout has a central island diameter of 18m and an inscribed circle diameter of 36m, Figure 20. Access is a reserved matter and therefore a detailed design of the roundabout has not been undertaken. The roundabout is large enough to allow an articulated vehicle with a single axle at the rear of the trailer, of length 15.5 metres access to the industrial estate as outlined in TD 16/07 which states that:

Although this type of vehicle is not common on UK roads, its turning requirements are greater than those for all other vehicles within the normal maximum dimensions permitted in the current Vehicle Construction and Use Regulations, or likely to be permitted in the near future.

Figure 20. Proposed roundabout dimensions.

The swept path for this vehicle is shown in Figure 21 and on drawing 618/201. Swept path analysis has been undertaken for the illustrative layout based on an 11.2m log refuse freighter. This analysis is shown on drawings 618/201-204 and demonstrates that the development is accessible.

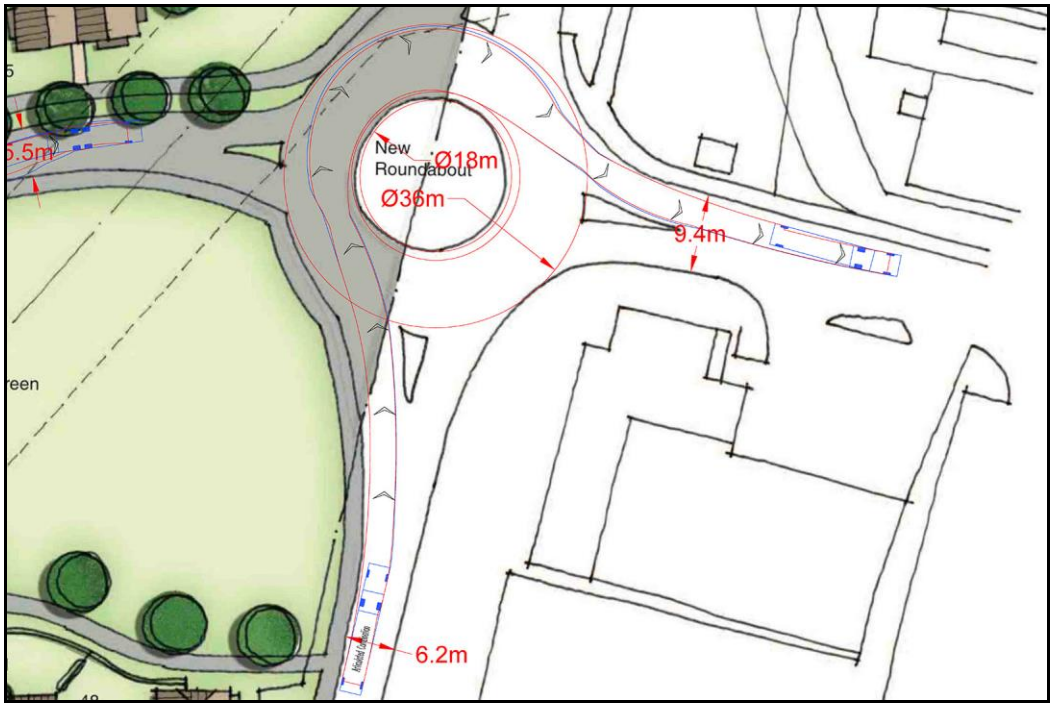

Figure 21. Swept path at the proposed roundabout.

The access carriageway is 5.5m wide with a 2m footway provided to each side.

The new roundabout will incorporate pedestrian and cycle crossing facilities utilising the island on the northern Haine Road arm. This will provide a safe link from the development to existing pedestrian and cycle infrastructure that runs north from the junction of Haine Road with Leigh Road. From here there is a traffic free cycle route to Westwood and Broadstairs.

9. Impact on the Transport Network and Compliance with Transport Policy

9.1 Impact on the Local Transport Network

The proposed development will increase daily traffic movements in the area, by an estimated 470 vehicle movements.

Junction Capacity

TD 42/95 Geometric Design of Major/Minor Priority Junctions part of the DMRB indicates the approximate capacity for T-junctions based on Annual Average Daily Traffic (AADT) flow along each arm. The flows along Haine Road are approximately 16,500 vehicles per day. The assessed traffic movements generated by the development are 470 vehicles per day. There will also be traffic flows diverted from the junction of Spratling Lane with Haine Road. At the levels of traffic generated by the development a ghost island junction would be suitable for access, Figure 22.

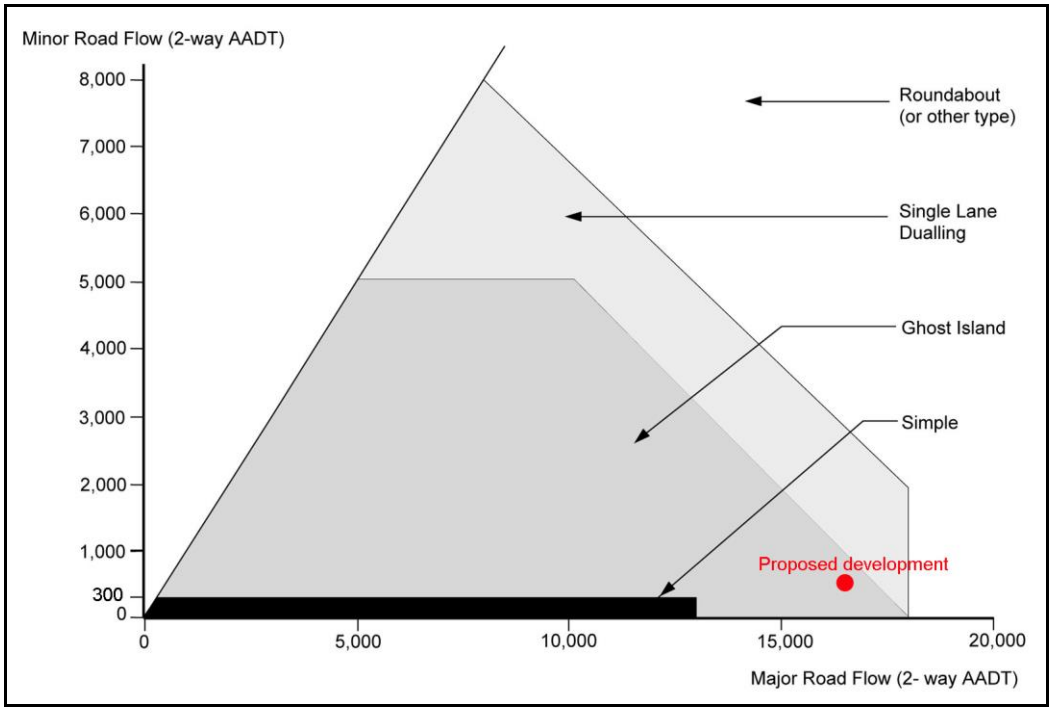

Figure 22. T-junction capacity from TD 42/95.

The roundabout will increase the capacity of the junction serving the development and will allow existing flows from Spratling Lane to be accommodated. It will also improve access to the existing industrial estate via Leigh Road.

The final dimensions of the roundabout, which will determine its capacity, will be subject to a reserved matters planning application.

Wider Network

The development will lead to an additional 470 trips a day along Haine Road, an increase of approximately 3%. This increase is within the daily fluctuation of traffic using Haine Road and will therefore have a negligible impact on traffic flow along Haine Road. The introduction of a roundabout to serve the development and the industrial estate will interrupt flows along Haine Road. However, Haine Road is a route on which there are several roundabouts. There is an existing roundabout 320m to the south of the proposed development access and one 370m to the north of the access. The roundabout to the south

The Transport Assessment undertaken for the Manston Green development TH/14/0050 considered traffic flows at the roundabouts on Haine Road either side of this proposed development.

The impact of the development of 785 dwellings, a primary school, a small scale retail unit and a community hall on these roundabouts is shown in Table 9. This shows the AM peak baseflow in 2018, the additional flow due to the Manston Green development, the percentage increase in flows and the severity of impact. The severity of impact is based on the scale used in the former Department of Transport Manual of Environmental Appraisal as suggested by IEMA Guidelines and used to assess traffic impact for the Manston Green development. This assumes that 30%, 60% and 90% changes in traffic levels should be considered as slight, moderate and substantial impacts respectively.

Junction	AM Peak Base Flow	Manston Green Development Flow	% Increase	Severity of Impact
New Haine Road / Haine Road / Spratling Street junction	1689	144	8.5%	slight
Manston Road / Haine Road junction	2810	173	6.2%	slight

Table 9. Traffic flows without the proposed development but with the Manston Green development.

Assuming 50% of the AM peak traffic generated by the proposed development uses each junction the traffic flow increases by just 28 movements at each junction during the AM peak hour. The addition of these flows to the baseline plus Manston Green development traffic flows is shown in Table 10.

Junction	AM Peak Base Flow	Manston Green plus Proposed Development Flow	% Increase	Severity of Impact
New Haine Road / Haine Road / Spratling Street junction	1689	172	10.2%	slight
Manston Road / Haine Road junction	2810	201	7.1%	slight

Table 10. Traffic flows with the proposed development and the Manston Green development.

These additional trips increase the total AM peak flows at the New Haine Road/Haine Road/Spratling Street junction by 1.5% and at the Manston Road/Haine Road junction by 0.9%. The impact of the Manston Green development and these proposals increases AM peak traffic flows compared to the baseline by 10.2% and 7.1% respectively. The increase attributable to the proposed development is negligible and therefore the overall impact of both developments remains slight.

9.2 Compliance with Transport Policy

The proposed development is considered against the requirements of national and local transport policy.

National Planning Policy Framework

The NPPF includes the principle to;

- *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.*

Thanet District Council's Draft Local Plan identifies the site as lying within an area accessible to services within 30 minutes by public transport. Westwood, defined as the Primary Town Centre in the Draft Local Plan, is 1.5km north of the site. The TRACC analysis demonstrates that the Primary Town Centre of Westwood, the Coastal Town Centres of Ramsgate and Margate and five identified employment locations are all within 30 minutes of the site using public transport. All retail and employment centres identified within the Draft Local Plan are accessible within 45 minutes of the site using public transport.

Local bus stops are within 400m of the site. A convenience store is within 800m of the site and local schools are within 1,200m of the site. Pedestrian and cycle links can be provided from the site to Haine Road where existing footway links are available to local services and existing traffic free cycle routes are available to Westwood and Broadstairs.

The development location therefore makes the *fullest possible use of public transport, walking and cycling* and is in a location which is sustainable.

The NPPF states that:

- *Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

Visibility splays at the proposed access for the detailed application for five dwellings are in accordance with the DMRB. The access for the wider development is via a new roundabout at the junction of Haine Road with Leigh Road. This roundabout will improve access to the industrial estate via Leigh Road and improve access to Spratling Lane by removing the Spratling Lane junction with Haine Road and providing a new route through the development. The roundabout will have sufficient capacity to accommodate flows from the development plus existing traffic using the Spratling Lane and Leigh Road junctions.

Traffic generated by the development will increase traffic flows along Haine Road by less than 3%, within the daily fluctuations of traffic using this route. The Transport Assessment that accompanied the Manston Green development assessed the impact of increased traffic flows on the junctions at either end of the stretch of Haine Road where the access to the proposed development will be sited. It concluded that there would only be a slight impact on these junctions. The additional traffic flows from this development have a negligible impact on the overall traffic flows and do not increase the impact of these two junctions beyond slight.

The development will be beneficial in transport terms as it replaces two junctions onto Haine Road with a single roundabout. This will provide easier and safer access to Spratling Lane and the industrial Estate off Leigh Road. The increase in traffic generated by the development will be negligible when compared to the approved Manston Green development. The impact of both the Manston Green development and this proposed development on the local transport network will be slight.

The impacts of the development are not considered to be severe and therefore the proposals are acceptable under the NPPF.

Local Transport Plan for Kent 2011-16

The proposed development meets the LPT3 themes by nature of its sustainable location. The site is within 400m of bus stops and will have direct access to the local footway and cycle route network. Residents will be able to access local services by walking and Primary Town Centre services by public transport. This encourages the use of more sustainable transport like public transport, walking and cycling and encourages more physically active travel.

Thanet District Council Local Plan 2006

The proposals promote the use of cycling by providing cycle storage and a direct link to existing traffic free cycle routes that run from Spratling Street and Leigh Road to Westwood and Broadstairs in accordance with *Policy TR12.* Satisfactory provision for the parking of vehicles is made in accordance with *Policy TR16.*

Draft Thanet District Council Local Plan to 2031

The proposals provide links to existing transport infrastructure, giving access to public transport and will have safe and satisfactory means of pedestrian and vehicle access in accordance with draft *Policy QD01*.

Local services within Newington are accessible by walking and cycling. Primary Town Centre services are accessible within 30 minutes by public transport in accordance with draft *Policies SP34 and SP35.*

The development provides pedestrian and cycle links to existing footways and cycle paths, extending and improving walking and cycling routes in accordance with draft *Policy SP36.*

The development is considered to comply with national and local planning policies.

10. Impacts of Development on Safety

Two aspects of the impact of the development on safety have been considered, firstly internal layout and secondly the impact on the wider transport network.

10.1 Internal Layout

The access meets the requirements of DMRB. The new roundabout will incorporate pedestrian and cycle crossing facilities utilising the island on the northern Haine Road arm. This will provide a safe link from the development to existing pedestrian and cycle infrastructure that runs north from the junction of Haine Road with Leigh Road. From here there is a traffic free cycle route to Westwood and Broadstairs.

Whilst only illustrative the layout has been designed in accordance with the Kent Design Guide and for a target speed of 20mph.

10.2 Wider Transport Network

Visibility splays at the proposed access for the detailed application for five dwellings are in accordance with the DMRB. Access to the wider development is via a new roundabout at the junction of Haine Road with Leigh Road. This roundabout will improve access to the industrial estate via Leigh Road and improve access to Spratling Lane by removing the Spratling Lane junction with Haine Road and providing a new route through the development. The roundabout will have sufficient capacity to accommodate flows from the development plus existing traffic using the Spratling Lane and Leigh Road junctions.

The construction of the new access will provide safety benefits to the wider network.

The increase in traffic generated by the development will be negligible when compared to the approved Manston Green development. The impact of both the Manston Green development and this proposed development on the local transport network will be slight.

11. Conclusion

This Transport assessment has been commissioned to assess the transport impact of proposed development on land at Haine Road, Ramsgate, CT12 5ET.

The site is partially developed and covers 4.25ha. A hybrid planning application is being made for the detailed approval of five dwellings, and the outline approval of 95 residential dwellings. Access to the five dwellings forming the detailed application will initially be via the existing access onto Haine Road. This access will be removed as part of the wider development with access to the whole development being via a new roundabout on Haine Road. In addition, the alignment of Spratling Lane will be altered to remove the junction between Spratling Lane and Haine Road. Traffic currently using Spratling Lane will use the proposed roundabout. This includes traffic accessing Saddlers Mews. The outline application reserves all matters, including access, for future determination.

To the south, Haine Road links to the A299 East Kent Access road. To the north, Haine Road gives access to Westwood. The site has good links to the wider highway network.

Thanet District Council's Draft Local Plan identifies the site as lying within an area accessible to services within 30 minutes by public transport. Westwood, defined as the Primary Town Centre in the Draft Local Plan, is 1.5km north of the site. The TRACC analysis demonstrates that the Primary Town Centre of Westwood, the Coastal Town Centres of Ramsgate and Margate and five identified employment locations are all within 30 minutes of the site using public transport. All retail and employment centres identified within the Draft Local Plan are accessible within 45 minutes of the site using public transport.

Local bus stops are within 400m of the site. A convenience store is within 800m of the site and local schools are within 1,200m of the site. Pedestrian and cycle links can be provided from the site to Haine Road where existing footway links are available to local services and existing traffic free cycle routes are available to Westwood and Broadstairs.

The site is therefore in a sustainable location.

Visibility splays at the proposed access for the detailed application for five dwellings are in accordance with the DMRB. Access to the wider development is via a new roundabout at the junction of Haine Road with Leigh Road. This roundabout will improve access to the industrial estate via Leigh Road and improve access to Spratling Lane by removing the Spratling Lane junction with Haine Road and providing a new route through the development. The roundabout will have sufficient capacity to accommodate flows from the development plus existing traffic using the Spratling Lane and Leigh Road junctions.

Car parking can be provided in accordance with the requirements of IGN3. Cycle parking will be provided in accordance with the requirements of Kent County Council.

Although illustrative the internal layout has been designed in accordance with the Kent Design Guide for a target speed of 20mph. Swept path analysis shows that the development is accessible to a 11.2m long refuse freighter.

The development is in accordance with the requirements of national and local policies. The development is acceptable under the NPPF which states that *development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

Appendix A - Parking Schedule

Land at Haine Road, Ramsgate, CT12 5ET

Parking Schedule

Plot	Bedrooms	Required	Space	Car barn	Tandem	Unallocated	Visitor
1	1	1				1	
2	1	1				1	
3	1	1				1	
4	1	1				1	
5	1	1				1	
6	1	1				1	
7	2	1				1	
8	2	1				1	
9	2	1				1	
10	1	1				1	
11	1	1				1	
12	1	1				1	
13	1	1				1	
14	1	1				1	
15	1	1				1	2
16	4	2	1	1	1		
17	3	1.5	1	1	1		
18	4	2	1	1	1		2
19	3	1.5	1	1	1		
20	3	1.5	1	1	1		
21	3	1.5	1	1	1		
22	4	2	2	1	1		2
23	3	1.5	1	1	1		
24	3	1.5	2	1	1		
25	3	1.5	2	1	1		
26	4	2	1	1	1		
27	4	2	2	1	1		
28	3	1.5	1	1	1		
29	3	1.5	1	1	1		
30	5	2	2	1	1		
31	5	2	2	1	1		
32	3	1.5	1	1	1		
33	3	1.5	1	1	1		
34	4	2	2	1	1		
35	3	1.5	1	1	1		
36	4	2	1	1	1		
37	3	1.5	1	1	1		
38	3	1.5	1	1	1		
39	4	2	2	1	1		
40	4	2	2	1	1		
41	3	1.5	1	1	1		
42	4	2	2	1	1		
43	4	2	2	1	1		1
44	4	2	1	1	1		
45	3	1.5	1	1	1		
46	3	1.5	1	1	1		
47	3	1.5	1	1	1		
48	3	1.5	1	1	1		
49	3	1.5	2				
50	3	1.5	2				
51	3	1.5	3				
52	3	1.5	2				
53	2	1	2				
54	3	1.5	2				1
55	4	2	2	2	2		
56	3	1.5	1	1	1		
57	3	1.5	1	1	1		
58	3	1.5	1	1	1		2
59	3	1.5	1	1	1		

60	4	2	2	1	1		
61	4	2	1	1	1		
62	3	1.5	1	1	1		1
63	5	2	2	1	1		
64	3	1.5	1	1	1		
65	4	2	1	1	1		
66	3	1.5	1	1	1		
67	3	1.5	1	1	1		3
68	4	2	1	1	1		
69	4	2	2	1	1		
70	3	1.5	1	1			
71	3	1.5	1	1		1	
72	3	1.5	1	1		1	1
73	3	1.5	1	1	1		
74	4	2	2	1	1		
75	3	1.5	1	1	1		
76	3	1.5	1			1	
77	3	1.5		1		1	
78	3	1.5		1		1	
79	3	1.5		1			
80	3	1.5	1	1	1		
81	3	1.5	1			1	
82	2	1	1				
83	2	1	1			1	
84	3	1.5	1				
85	3	1.5	1			1	2
86	2	1	1				
87	2	1	1			1	
88	3	1.5	1				
89	3	1.5	1				2
90	3	1.5	1	1	1		1
91	1	1				1	
92	1	1				1	
93	1	1				1	
94	1	1				1	
95	4	2	2		1		
96	3	1.5	2		1		
97	3	1.5		2			
98	3	1.5	2	1	1		
99	3	1.5	2	1	1		
100	4	2	2	1	1		2
TOTAL		**150**	**105**	**65**	**59**	**28**	**22**