Transport Statement

The Slips

Scocles Road

Minster on Sea

Sheerness

ME12 3SN

RMB Consultants (Civil Engineering) Ltd

August 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 Statement to support a planning application for proposed development on land at The Slips, Scocles Road, Minster on Sea, Sheerness, ME12 3SN. 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 Scocles Road, Minster on Sea, Figure 1.

Figure 1. Site location with site highlighted.

1.2 Existing Site Use

The site is situated to the east of Scocles Road and to the north of Elm Lane. It is a greenfield site that covers 2.8ha, Figure 2.

Figure 2. Existing site.

1.3 Proposed Site Use

An outline planning application is being made for 62 dwellings, Figure 3, with 13 of these being offered as self-build plots.

Figure 3. Proposed development.

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

Swale Borough Council Local Plan 2008

Transport is a key theme within Swale Borough Council's Adopted Local Plan.

Policy SP1 - Sustainable Development states that development proposals should;

- *be located so as to provide the opportunity to live, work and use local services and facilities in such a way that can reduce the need to travel, particularly by car;*
- *be located to promote the provision of transport choices other than the car; and*
- *promote human health and wellbeing.*

Policy SP6 - Transport and Utilities states that development proposals will;

- *ensure that new developments are planned and located so as to be close to good quality public transport, housing, jobs, local services and local amenity, and the principal highway network.*
- *seek to reduce car dependence by ensuring that options for walking, cycling, and public transport are provided within new developments with links to and from the wider surrounding network;*

Policy T1 - Safe Access to Development states that the Borough Council will not permit development proposals that;

- *generate volumes of traffic in excess of the capacity of the highway network, and/or result in a decrease in safety on the highway network, unless these issues can be addressed by environmentally acceptable improvements to the highway network that have been agreed by the Borough Council and the appropriate Highway Authority;*
- *lead to the formation of a new access, or the intensification of any existing access, onto a primary or secondary road or route, unless it can be created in a location that is acceptable to the Borough Council, or where an access can be improved to an acceptable standard and achieve a high standard of safety through design; and*
- *where appropriate, the Borough Council will require the submission of a comprehensive Transport Assessment and Travel Plan with a planning application.*

Policy T3 - Vehicle Parking for New Development states that:

- *the Borough Council will only permit development, or the change of use of existing premises, if appropriate vehicle parking is provided, in accordance with the adopted Kent County Council parking standards.*

Policy T4 - Cyclists and Pedestrians states that the Borough Council will only permit development;

- *where existing public rights of way are retained, or, exceptionally, diverted, and will support proposals for the creation of new routes in appropriate locations;*
- *as part of new development, the needs and safety of cyclists and pedestrians, including the disabled, should be given special attention through the provision of routes both within the site and to surrounding services and facilities, as agreed with the Borough Council; and*
- *on new development, the Borough Council will require that cycle parking facilities be provided in accordance with Kent County Council cycle parking standards, of an appropriate design and in a location convenient, secure, safe and sheltered.*

Policy T5 - Public Transport states that the Borough Council will expect development proposals;

- *to be well located in relation to public transport links.*

Swale Borough Council Bearing Fruits 2031 the emerging Local Plan

The emerging Local Plan was placed on consultation in December 2014.

Policy ST1 - Delivering sustainable development in Swale states that development proposals will as appropriate;

- *Ensure the vitality of town centres by: strengthening the principal centre role of Sittingbourne.*
- *Offer the potential to reduce levels of out-commuting and support the aims of the Swale transport strategy.*
- *promote sustainable transport by ensuring key developments and facilities provide transport choices and give priority to walking, cycling and high quality public transport.*

Policy CP2 - Promoting sustainable transport states that:

New development will be located in accordance with Policy ST1 to Policy ST7, Local Plan allocations, approved Neighbourhood Plans and Community Right to Build initiatives, which minimise the need to travel for employment and services and facilitate sustainable transport. Actions by the public, private and voluntary sector will adopt an integrated approach to the provision of transport infrastructure.

Development proposals will, as appropriate:

- *Contribute to transport network improvements, where capacity is exceeded and or safety standards are unacceptably compromised, with particular emphasis on those identified in the Infrastructure Delivery Schedule;*
- *Make best use of capacity in the network by working together with transport providers to improve the transport network in the most sustainable way, and extending it where necessary, as demonstrated by Transport Assessments and Travel Plans in support of development proposals.*
- *Support the provision of major new transport infrastructure in accordance with national and local transport strategies;*
- *Maintain and improve the highway network at key points to improve traffic flows and respond to the impact of new development and regeneration, as set out in the Local Transport Strategy;*
- *Improve safety, through measures such as adequate parking, lighting and traffic management schemes;*
- *Achieve alternative access to all services through promoting access to sustainable forms of transport particularly bus, cycling and rail transport and improving interchange between them from the earliest stages of development;*
- *Provide integrated walking and cycling routes to link existing and new communities with local services and facilities, public transport and the Green Grid network; and*
- *Facilitate greater use of waterways for commercial traffic, where this would not have an unacceptable adverse environmental impact, through working with the Port of Sheerness and other bodies.*

Policy CP5 Health and wellbeing includes the following element related to transport:

- *Promote healthier options for transport, including cycling and walking.*

Policy DM6 - Managing transport demand and impact states that:

Development proposals generating a significant amount of transport movements will be required to support their proposal with the preparation of a Transport Assessment (including a Travel Plan), which will be based on the Councils' most recent strategic modelling work. The Highways Agency may also require a Transport Assessment if development is deemed to impact on the strategic road network.

In assessing impacts on the highway network, development proposals will:

- *Demonstrate that opportunities for sustainable transport modes have been taken up;*
- *where the residual cumulative impact of development on traffic generation would be in excess of the capacity of the highway network and/or lead to a decrease in safety, environmentally acceptable improvements to the network agreed by the Borough Council and the Highway Authority will be expected. Such works will be carried out by the developer or a contribution made towards them in accordance with Policy CP5;*
- *avoid the formation of a new direct access onto the primary distributor route network where possible, or where identified by the Local Plan. Other proposals for new access onto the networks will need to demonstrate that it can be created in a location acceptable to the Borough Council and appropriate Highway Authority. Proposals involving intensification of any existing access onto a strategic, primary or other route will need to demonstrate that it is of a suitable capacity and safety standard or can be improved to achieve such a standard;*
- *integrate air quality management and environmental quality into the location and design of, and access to, development and, in so doing, demonstrate that proposals do not worsen air quality to an unacceptable degree;*
- *and not result in the loss of usable wharfage or rail facilities.*

The location, design and layout of development proposals will demonstrate that:

- *priority is given to the needs of pedestrians and cyclists, including the disabled, through the provision of safe routes which minimise cyclist/pedestrian and traffic conflict within the site and which connect to local services and facilities;*
- *existing public rights of way are retained, or exceptionally diverted, and new routes created in appropriate locations; access to public transport is integrated into site design and layout where appropriate;*
- *the safe and efficient delivery of goods and supplies and access for emergency and utility vehicles can be accommodated; and*
- *it includes facilities for charging plug-in and other ultra low emission vehicles on major developments.*

Policy DM 7 - Vehicle parking states that:

Until such time as a local Swale Borough Supplementary Planning Document (SPD) can be adopted, the Council will continue to apply extant Kent County Council vehicle parking standards to new development proposals. When prepared, the Swale Vehicle Parking SPD will provide guidelines for:

Car parking standards for residential development, which will:

- *take into account the type, size and mix of dwellings and the need for visitor parking; and*
- *provide design advice to ensure efficient and attractive layout of development whilst ensuring that appropriate provision for vehicle parking is integrated within it.*

Vehicle parking for non-residential uses, which will take into account:

- *the accessibility of the development and availability of public transport;*
- *the type, mix and use of the development proposed;*
- *the need to maintain an adequate level of car parking within town centres to ensure that viability of the centres is not compromised; and*
- *that development proposals do not exacerbate on street car parking to an unacceptable degree.*

Cycle parking facilities on new developments, of an appropriate design and in a convenient, safe, secure and sheltered location.

Swale Transport Strategy

The consultation draft of the Swale Transport Strategy was published in December 2014.

The strategy has four themes, Table 2.

Theme	Aim	Transport issues
Encouraging sustainable travel	Encourage the use of sustainable means of travel as an alternative to the private car	Walking Cycling Bus Rail
Improvements to transport infrastructure	Removal of pinchpoints which are barriers to development and growth	Intelligent Transport systems Additional road capacity and infrastructure improvements
Alternative access to services	Reduce the need to travel and supporting independence	Sustainable mixed use developments Travel plans
Road Safety	Reduce the number of people killed or seriously injured on the district's roads	Crash remedial measures Lower speeds designed into new developments Road safety campaigns

Table 2. Swale Transport Strategy themes.

The strategy sets six targets:

Target 1	Maintain traffic flows at key locations
Target 2	Reduce the percentage of journeys to work by private car to 55%
Target 3	Increase share of sustainable modes of transport
Target 4	Buses will meet their timetables 95% of the time

Target 5	Reduce serious and fatal crashes in Swale by 50% by 2031 from the 2012 baseline
Target 6	Reduce NO2 levels to below an annual average of 40 µg/m3 to comply with EU directive on air quality.

The key transport issues in Swale are identified as:

- *Congestion at M2 Junction 5 acts as a barrier to further development in Swale*
- *Capacity improvements required at A249 Key Street and Grovehurst interchanges*
- *Rural areas of the borough are remote from main centres and less well served by public transport*
- *Public transport tends to be inaccessible to the mobility impaired*
- *Traffic congestion with school/ employment commuting into Sittingbourne, causing rural rat-runs in the south of town and air quality issues.*
- *Transport interchange between cycle routes, bus services, and train services is poor, therefore encouraging the use of cars to rail stations, which add to problems with parking and congestion*
- *Not enough uptake of sustainable transport*
- *No current parking strategy*
- *Constrained viability of new developments to provide significant infrastructure contributions.*

4. Existing Transport Conditions

4.1 Local Transport Network

Local Road Network

The site is located to the south of Minster on Sea. The main roads and railways in the vicinity of the site are shown in Figure 4.

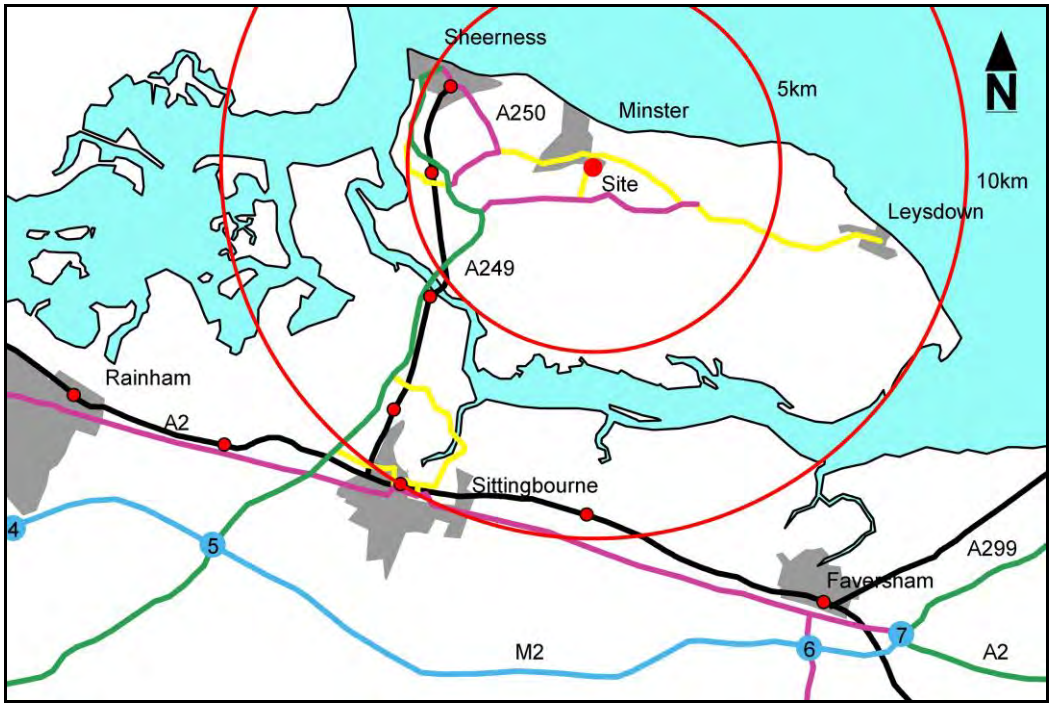


Figure 4. Local road and rail network.

The site is accessed from Scocles Road. This links to the A2500 south of the site which in turn links to the A249. Scocles Road is subject to the national speed limit of 60mph from its junction with Lower Road to 106 Scocles Road, opposite the site, Figure 5. From this point northwards Scocles Road is subject to a 30mph speed limit.

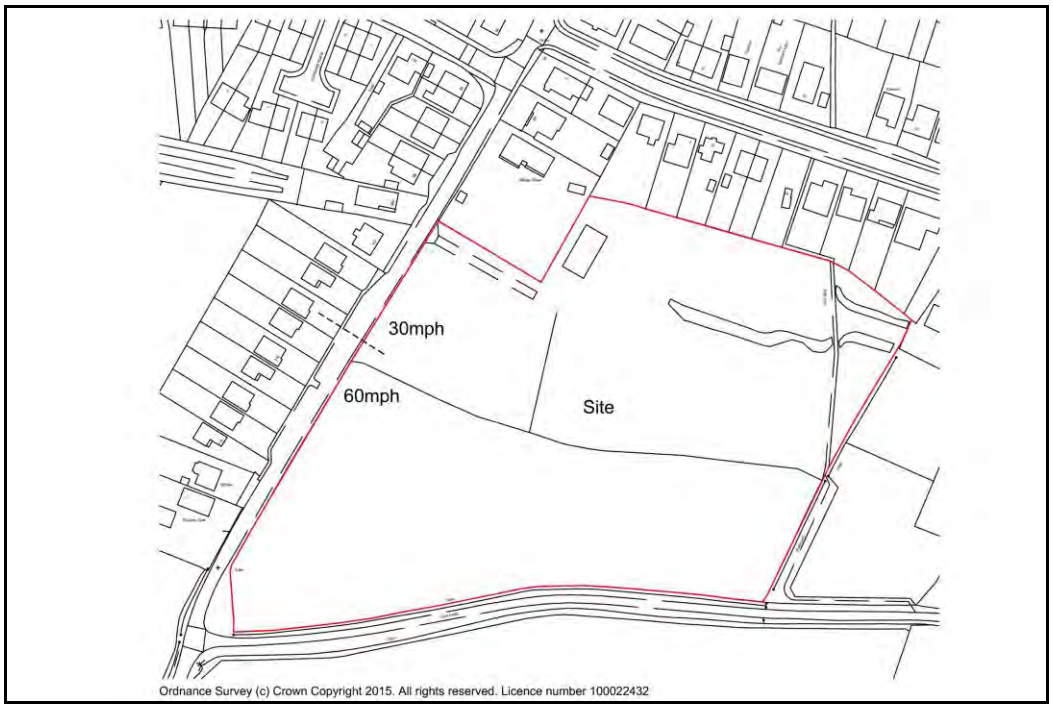


Figure 5. Speed limit along Scocles Road.

Rail Connections

There are railway stations at Sheerness and Queenborough within 5km of the site. These stations give access to local rail services to North and East Kent and to high speed services to London via Sittingbourne with journey times to London of approximately 105 minutes.

Bus Connections

The proposed site is within 400m of bus stops and routes which operate along Scocles Road, Figure 6. There are 7 bus services that use these stops operated by Arriva, Chalkwell and Travelmaster.

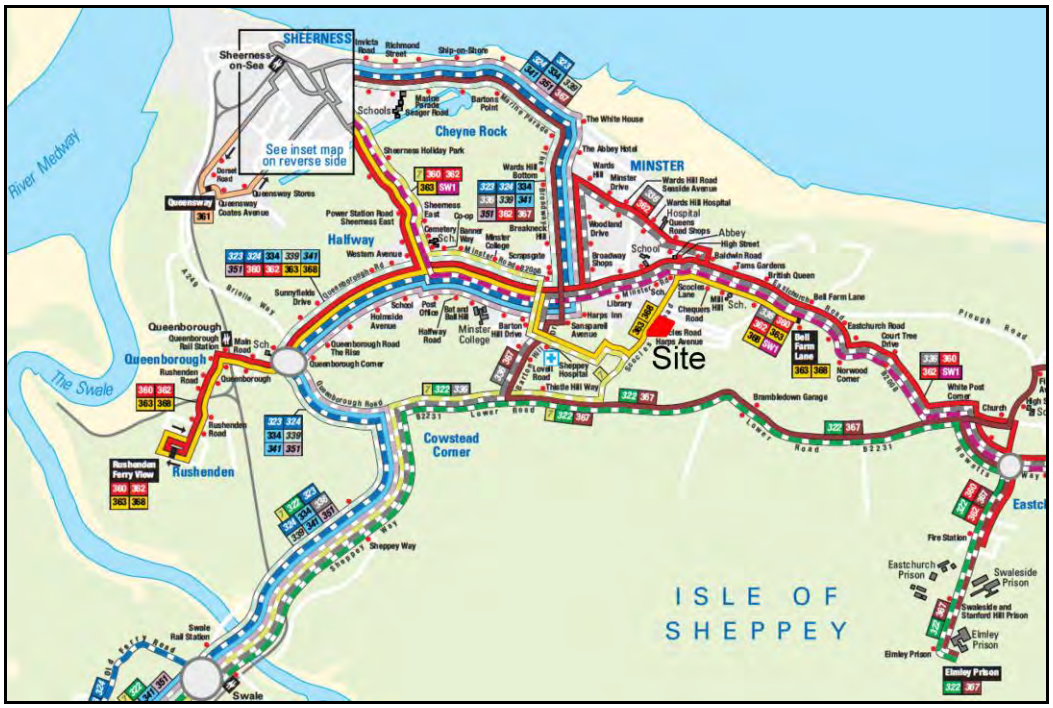


Figure 6. Local bus network with site highlighted red.

Pedestrian and Cycle Connections

The site is within walking distance of local facilities in Minster on Sea. A footpath runs through the site which gives access to Scocles Road north of the site from where there is a continuous footway link to the local services within Minster on Sea, Figure 7. The site is relatively close to a network of cycle routes that link to Sheerness and the coast, Figure 8.

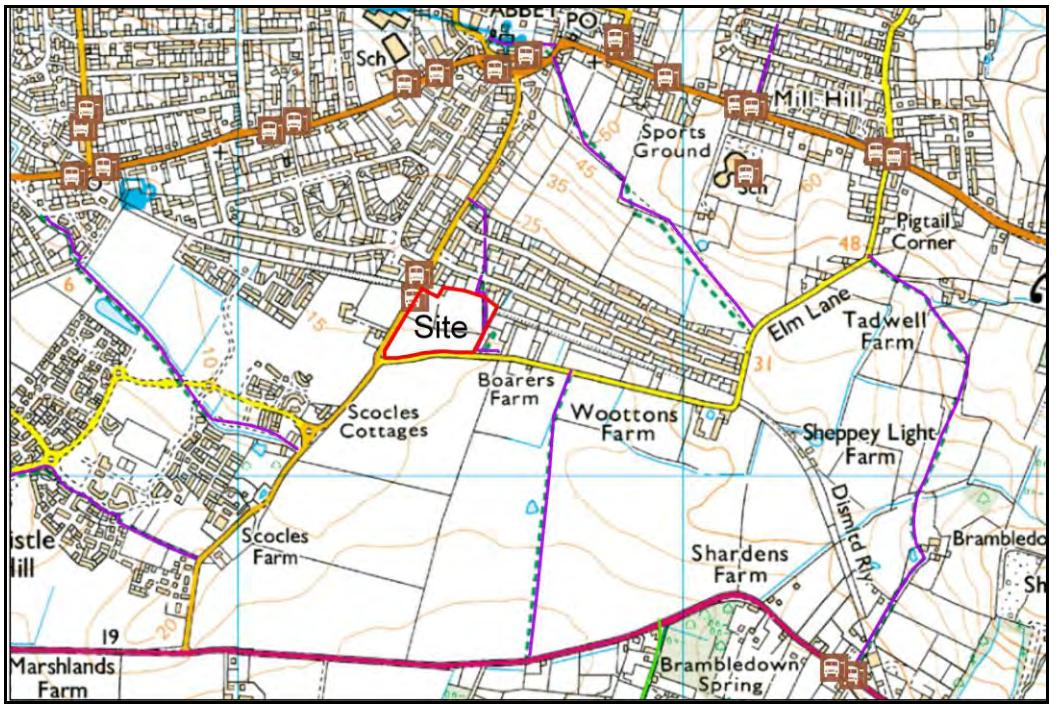


Figure 7. Local footpaths (purple), bridleways (green) and cycle routes (blue) with site edged red.

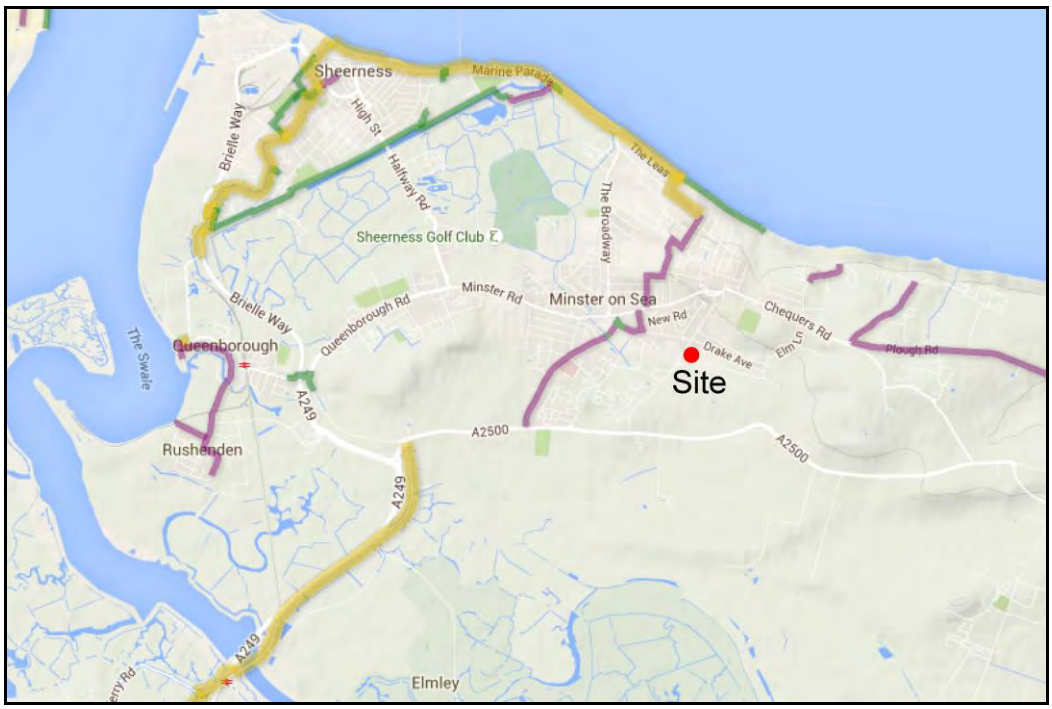


Figure 8. Local cycle routes.

4.2 Accessibility

Swale Borough Council's Draft Local Plan identifies Minster on Sea, Halfway and Queenborough as urban local centres, Sheerness as a borough centre and Sittingbourne as the main borough centre. The site lies on a bus route with at least one bus per hour and lies within an area defined in the Local Plan as accessible to most or all services, Figure 9.

TRACC, a leading multi-modal transport accessibility tool which was 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. 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.

Sheerness, Halfway, Queenborough and Sittingbourne are accessible within 30 minutes of the site using public transport, Figure 10.

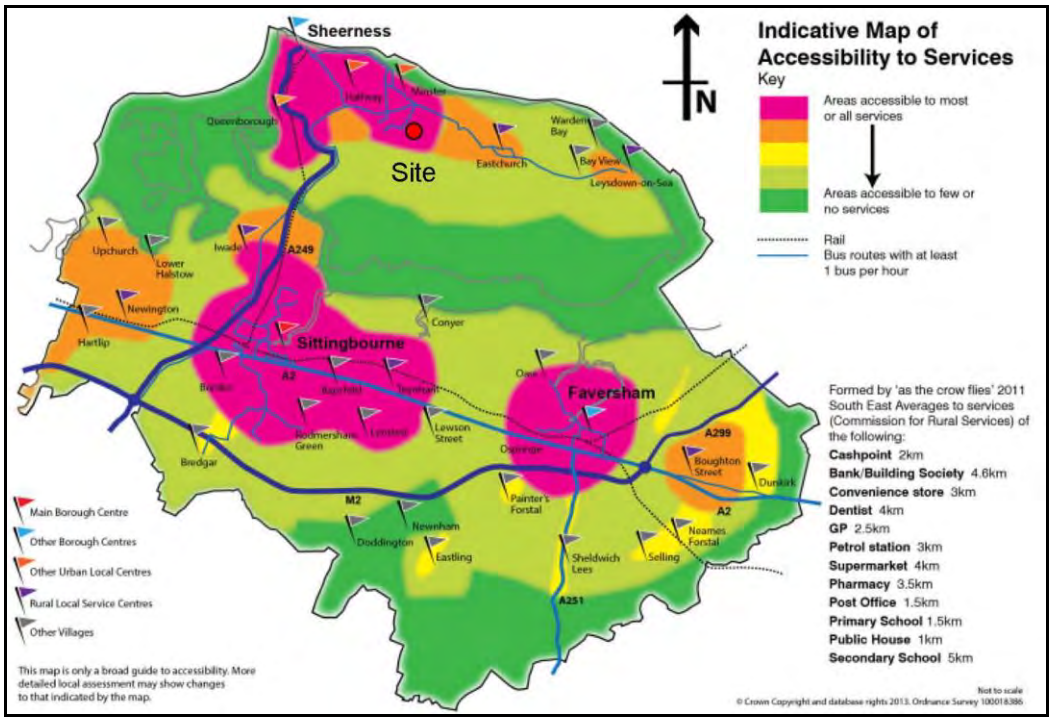


Figure 9. Accessibility to services map with site circled. (© Swale Borough Council)

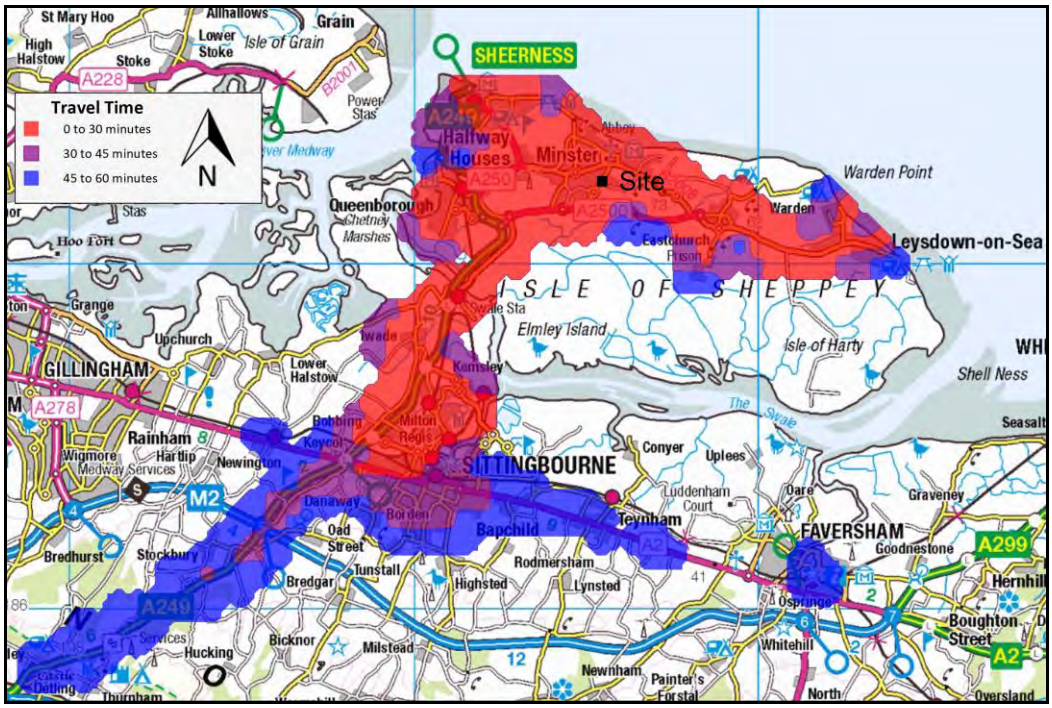


Figure 10. Areas accessible within 30 to 60 minutes of the site using public transport.

TRACC has been used to identify the areas that are within 400 to 800m walk distance using roads and public footpaths. Two bus stops are within 400m of the site, local services within Minster on Sea are just over 800m walk distance from the centre of the site, Figure 11.

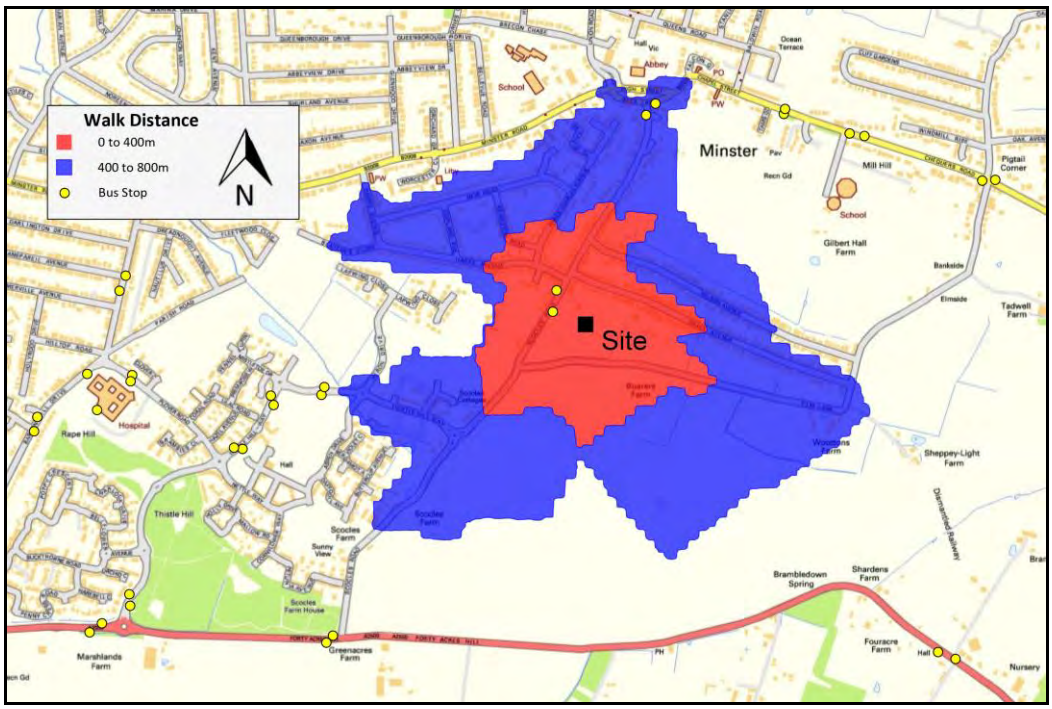


Figure 11. Areas accessible within 400 to 800m of the site.

4.3 Traffic Generation from the Existing Site

The existing site is a greenfield site that generates minimal traffic associated with agricultural activities.

4.4 Existing Site Access

There is an existing access to the site from Scocles Road at the northern end of the site.

4.5 Crash Data

Crash data has been obtained for Scocles Road. Over the last three years there have been six crashes, Figure 12. Only one is adjacent to the site on Elm Lane. The crash report records the following information:

1. Vehicle 2 has slowed to allow Vehicle 3 to come past. Vehicle 1 was behind Vehicle 2 and has failed to see Vehicle 2 slowing and struck Vehicle 2 from behind. Vehicle 3 did not stop and was not hit so no details known of vehicle or driver of third vehicle.

2. Vehicle 2 stopped to turn right and Vehicle 1 collided into rear of Vehicle 2.

3. The vehicles involved were travelling in heavy traffic. Vehicle 2 was then able to pick up speed but had to stop again. Vehicle 1 was unable to stop in time and went into the back of Vehicle 2 causing minor damage and minor injuries to a rear seat passenger (no casualty details known).

4. Vehicle 1 pulled out of Scocles Road turning right onto Lower Road. Vehicle 2 travelling along Lower Road towards j/w Scocles Road has collided with Vehicle 1.

5. Driver of Vehicle 1 was at the junction and believed that the driver of Vehicle 2 flashed their lights to signal for Vehicle 1 to enter traffic. Driver of Vehicle 2 said their lights are automatic and this was not the case. As a result both vehicles have continued on their direction of travel and collided.

6. Vehicle 1 pulled out of junction but failed to look properly and collided with Vehicle 2.

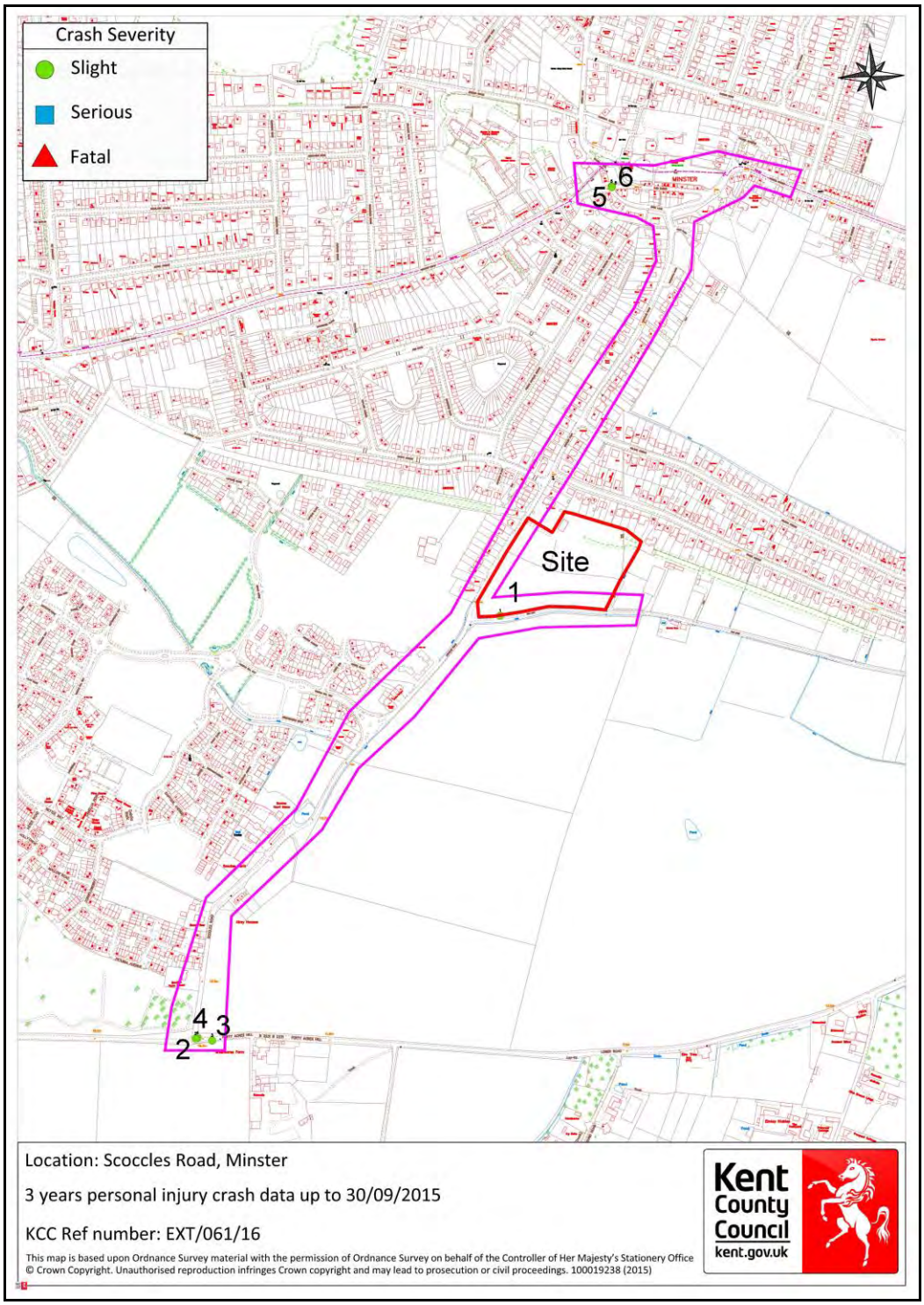


Figure 12. Crash record (© Kent County Council).

4.6 Traffic Data

Vehicle flows along the A250 and A2500 are measured at Department for Transport traffic count points close to the site, Figure 13. The annual average daily flow (AADF) of traffic is shown in Table 3.

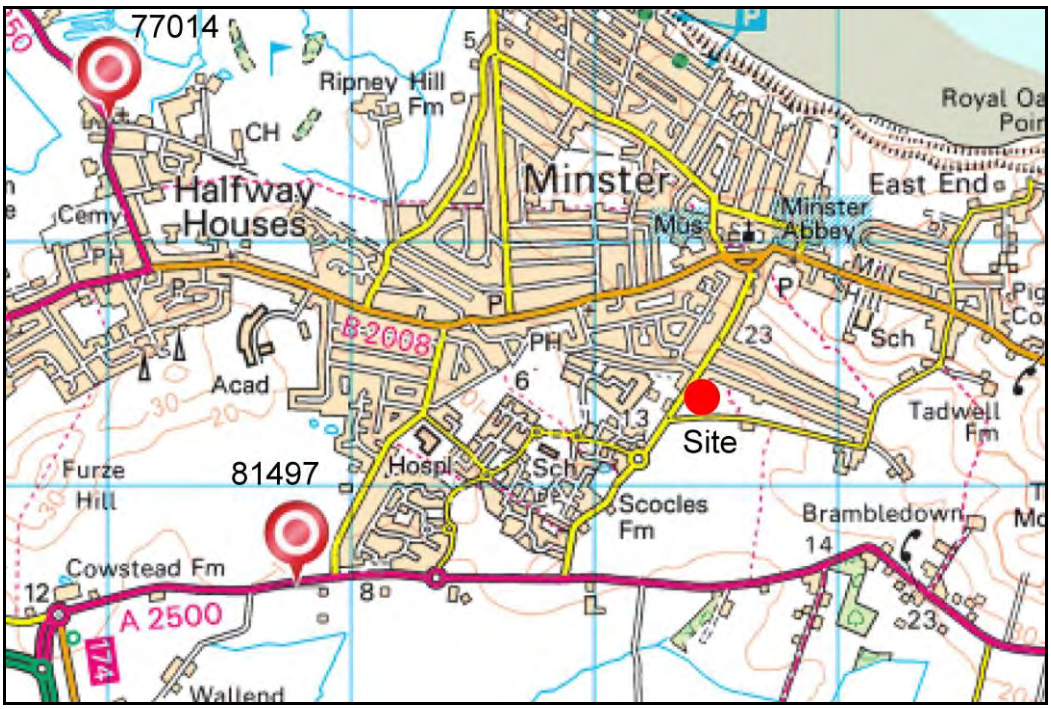


Figure 13. DfT Count Point.

Count Ref. No.	Pedal Cycles	Motor-cycles	Cars	Buses	LGVs	HGVs	Total Motor Vehicles
77014	314	131	11,486	173	1,951	124	13,866
81497	30	159	16,673	30	2,615	679	20,157

Table 3. AADF traffic counts along the A250 and A2500, 2015.

An Automatic Traffic Count (ATC) survey undertaken for a planning application at Scocles Farm, south of the site (SW/12/1311) in March 2014 recorded average daily traffic flows (24 hour) of 1,958 vehicles northbound and 1,730 vehicles southbound. The ATC survey recorded 85th percentile traffic speeds of 36.3mph northbound and 39.2mph southbound.

5. Future Traffic Flows Excluding Proposed Development

Traffic growth has been assessed using TEMPro (Trip End Model Presentation Program), Table 4.

Time	Growth Factor
	2014 - 2031
AM peak (0800-0900)	1.09
Inter-peak	1.18
PM peak (1700-1800)	1.11
Daily	1.13

Table 4. Growth factors obtained using TEMPro 6.2.

The growth factors have been applied to the surveyed traffic data to estimate the number of vehicle movements in 2031, Table 5.

Time	Surveyed Trips	Growth Factor	Estimated Trips
	2014	2014 - 2031	2031
AM peak (0800-0900)	283	1.09	308
Inter-peak	300	1.18	354
PM peak (1700-1800)	288	1.11	320
Daily	3,688	1.13	4,167

Table 5. Traffic growth 2014 - 2013.

6. Trip Generation

6.1 Proposed Development

The proposed development consists of 62 houses.

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 6. 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 (43)**	**Houses rented (19)**	**Total**
AM peak hour	0.6	0.4	26	12	38
PM peak hour	0.6	0.5	26	10	36
Daily	5.0	4.0	215	76	291

Table 6. Typical trip rates from the TRICS database for housing development.

The development of 62 houses would be expected to generate 38 peak hour movements and 291 daily movements. This represents an increase of 8% on traffic movements along Scocles Road.

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.*

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; and
- pedestrian links can be provided within the development to existing footways and footpaths.

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 minimum parking standards based on a suburban edge/village/rural development location are shown in Table 7. The guidance indicates that;

- garages are only acceptable as additional parking to the minimum spaces required;
- open car ports or car barns 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	1.5	1
3 bed house	2	1 or 2
4+ bed house	2	2

Table 7. Kent County Council minimum parking standards.

The total number of spaces required for the development is shown in Table 8.

House/Flat	Units	Spaces per unit	Spaces required
1/2 bed flat	0	1	0
2 bed house	8	1.5	12
3 bed house	37	2	74
4+ bed house	17	2	34
House Total	62	-	120
Visitor spaces	62	0.2	13
Space Total	**62**	**-**	**133**

Table 8. Development parking requirements.

A parking schedule is shown in Appendix A. The total number of spaces provided is summarised in Table 9. The layout of spaces is shown in Figure 14.

Type	Spaces
Allocated space	76
Unallocated space	8
Car barn	55
Visitor space	22
Total	**161**
Tandem space	55

Table 9. Parking spaces provided within the development.

Figure 14. Development parking layout.

The guidance requires a total of 133 parking spaces to be provided. The total number of spaces provided is 161. Garages will not be provided and all covered parking will be within car barns. Tandem parking is proposed on the illustrative layout. The guidance does not prevent tandem parking but does state that tandem parking arrangements are often under-utilised. If it is assumed that only 50% of the tandem parking spaces are utilised the total number of spaces provided reduces to 133. This meets the requirements of IGN3.

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.

There is sufficient space within rear gardens to provide a cycle storage shed to meet the requirements of Kent County Council.

8.3 Internal Layout

Access to the site will be taken from two points along Scocles Road. Each access has a 1.8m footway provided to each side. A new 1.8m wide footway is constructed along the eastern side of Scocles Road. To improve connectivity to Minster for pedestrians a new footway is also proposed along the western side of Scocles Road from the proposed northern access to the existing footway at the junction of Scocles Road with Harps Avenue, Figure 15. There is sufficient space to provide a 1.2 – 1.5m wide footway within the public highway without narrowing Scocles Road. The footway is shown on drawing 619/204. This drawing is included in Appendix B.

Figure 15. Proposed footway connection.

The northern access is within the 30mph speed limit. The southern access is within the 60mph speed limit. The nature of Scocles Road means that speeds are generally much lower than 60mph. The ATC survey carried out for the Scocles Farm development, 500m south of the site, recorded 85th percentile traffic speeds of 36.3mph northbound and 39.2mph southbound.

As part of the development an extension to the 30mph speed limit is proposed to the junction of Scocles Road with Elm Lane. This will then cover the built development to the west of Scocles Road and the proposed development. To reinforce the speed limit a gateway is proposed, Figure 16. This will incorporate red surfacing covering the width of the carriageway with a 30mph roundel on the north bound carriageway. The 30mph speed limit signs will be accompanied by a traditional gateway feature within the public highway to visually reinforce the start of the urban area of Minster on Sea. The gateway is shown on drawing 619/203. This drawing is included in Appendix B.

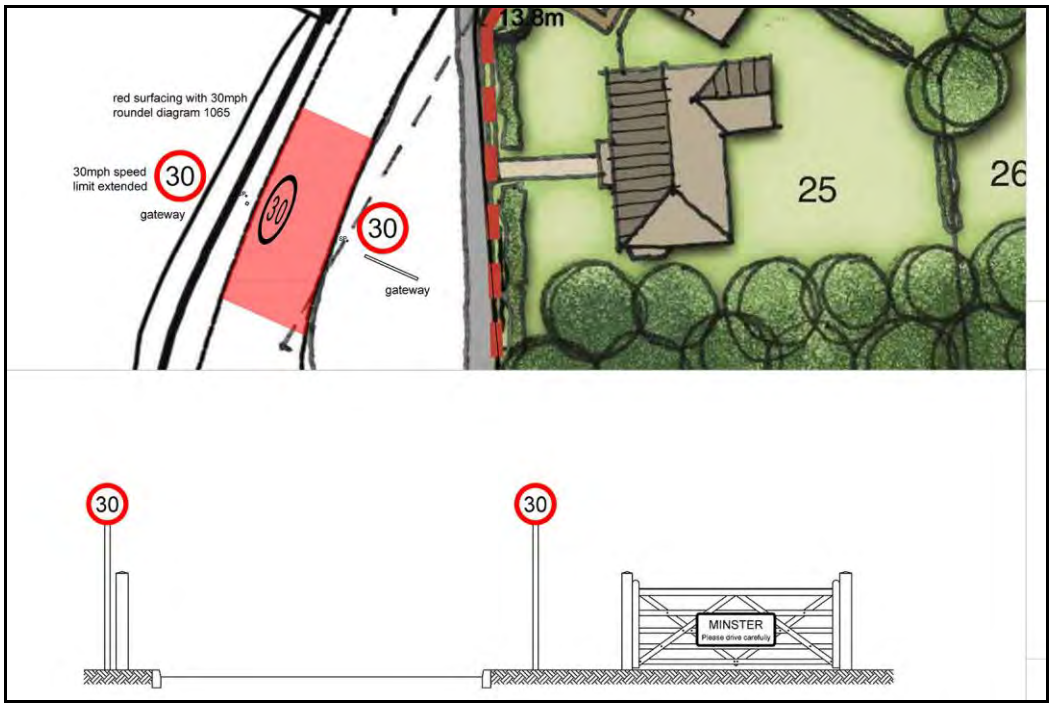


Figure 16. Proposed gateway.

In the absence of any site specific speed surveys 85th percentile speeds have been assumed as 30mph southbound at the northern access, within the 30mph speed limit, and 37mph northbound at both entrances and southbound at the southern entrance. Southbound vehicles are travelling through a built up area of Minster which is currently covered by the 30mph speed limit. Although an extension to the speed limit is proposed it may take a while for driver behaviour to be influenced and therefore a higher speed is assumed for visibility splays. 37mph is the maximum speed at which the visibility splays outlined within Manual for Streets 2 are applicable.

The visibility splays required are 2.4m x 43m for 30mph and 2.4m x 58m for 37 mph. These splays are available as shown in Figure 17 for the northern entrance and Figure 18 for the southern entrance.

The visibility splays are shown on drawing 619/201. This drawing is included in Appendix B.

Figure 17. Visibility splays at northern access.

Figure 18. Visibility splays at southern access.

Swept path analysis has been undertaken to determine access to the development and turning within the development for a large refuse freighter.

The swept path analysis is shown on drawing 619/202. This drawing is included in Appendix B.

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, with an additional 191 vehicle movements anticipated.

Junction Capacity

TD 42/95 Geometric Design of Major/Minor Priority Junctions, part of the Design Manual for Roads and Bridges indicates the approximate capacity for T-junctions based on annual average daily traffic (AADT) flow along each arm.

TD 42/95 states:

Simple junctions are appropriate for most minor junctions on single carriageway roads, but must not be used for wide single carriageways or dual carriageways. For new rural junctions they shall only be used when the design flow in the minor road is not expected to exceed about 300 vehicles 2-way AADT, and that on the major road is not expected to exceed 13,000 vehicles 2-way AADT.

The proposed side flows from the development are less than 300 movements per day and therefore a simple priority junction is appropriate.

Wider Network

DfT traffic counts indicate that traffic movements along Lower Road (A2500) were 20,157 and along Halfway Road (A250) were 13,866 in 2015. Trips generated by the proposed development are 291 vehicle movements. Assuming 60% of trips use Lower Road and 40% use Halfway Road the development leads to an increase of 0.9% on each route. This increase in traffic is less than the daily fluctuation of traffic using these routes and the impact of the development on the wider network will be negligible.

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.*

The site is located within 400m of bus stops and therefore can access bus services to the service centres of Sheerness, Halfway, Queenborough and Sittingbourne within 30 minutes. Services within Minster on Sea are just over 800m from the site and accessible by walking.

Visibility splays at the site accesses are in accordance with the Manual for Streets. A new footway is constructed along the eastern side of Scocles Road with a footway connection proposed on the western side of Scocles Road to the existing footway at the junction of Scocles Road with Harps Avenue. An existing pedestrian link through the development is retained which links to a footway further north along Scocles Road. Safe and suitable access is available to the site for all.

The NPPF states that:

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

The site is within an area identified by the Local Plan as being accessible to most or all services. This Transport Statement demonstrates that the development is in a sustainable location where services are accessible either by walking within Minster on Sea or within 30 minutes by public transport to borough and other urban centres of Sittingbourne, Sheerness, Queenborough and Halfway. The access design meets the requirements of the Kent Design Guide and Manual for Streets. 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 has direct access to the local footpath network. Residents will be able to access local services within Minster on Sea by walking and borough and other urban 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.

Swale Borough Council Local Plan 2008

The development is considered to meet the transport themes within Swale Borough Council's Local Plan 2008.

Local bus services link the site to Sheerness and Sittingbourne plus local services are readily accessible by walking or cycling which *promotes the provision of transport choices other than the car* in accordance with Policy SP1. The development is also *located so as to be close to good quality public transport, housing, jobs, local services and local amenity, and the principal highway*

network, Policy ST6 and seeks *to reduce car dependence by ensuring that options for walking, cycling, and public transport are provided within new developments with links to and from the wider surrounding network.*

The development does not *generate volumes of traffic in excess of the capacity of the highway network, and/or result in a decrease in safety on the highway network* in accordance with Policy T1. The new accesses have adequate visibility and are designed in accordance with local and national guidance. In addition, a new village gateway is proposed to mark the start of the urban area of Minster on Sea.

Vehicle parking will be provided in accordance with the adopted Kent County Council parking standards, Policy T3.

Cycle and pedestrian facilities will be provided within the site in accordance with Policy T4.

The site is within 400m of bus routes which gives access to the Sheerness and Sittingbourne. It is therefore *well located in relation to public transport links*, Policy T5.

Swale Borough Council Bearing Fruits 2031 the draft Local Plan

The site is within 400m of bus routes. There are also footpath/footway links to Minster on Sea. The development therefore offers transport choice for journeys in accordance with Policy ST1.

Employment, shopping, community facilities and leisure and recreation facilities are all available at Minster on Sea, Halfway, Sheerness or Sittingbourne all accessible with 30 minutes using public transport. The site location promotes healthier forms of transport for shopping, working and leisure in accordance with Policy CP5.

This Transport Statement demonstrates that in accordance with Policy DM6;

- the development is in a sustainable travel location,
- the local road network has sufficient capacity to accept traffic flows from the new development,
- safe access can be achieved onto Scocles Road with adequate visibility,
- access for emergency and utility vehicles can be accommodated.

The proposals are an outline application with an illustrative layout. Parking will be provided in accordance with Policy DM7.

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 Manual for Streets and the Kent Design Guide. Pedestrian access is provided within the development. A new footway is constructed along the eastern side of Scocles Road with a footway connection proposed on the western side of Scocles Road to the existing footway at the junction of Scocles Road with Harps Avenue. An existing pedestrian link through the development is retained which links to a footway further north along Scocles Road.

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

Visibility splays at the site accesses are in accordance with the Manual for Streets.

10.2 Wider Transport Network

Pedestrian links are enhanced by providing a footway along the eastern side of Scocles Road, the footway connection along the western side of Scocles Road to existing footways and retaining the existing footpath link to Minster on Sea.

Visibility at the site access meets the requirements of the Manual for Streets.

The development is estimated to lead to an increase in traffic of 0.9% on main routes near the site. This increase in traffic is less than the daily fluctuation of traffic using these routes.

The impact of the development on the wider transport network will be negligible.

11. Conclusion

This Transport Statement has been commissioned to assess the transport impact of proposed development on at land at The Slips, Scocles Road, Minster on Sea, Sheerness, ME12 3SN.

The site is a greenfield site covering 2.8ha. An outline planning application is being made for 62 dwellings.

The development is well located in terms of transport links and services. There is good vehicle access to the A249 via the A2500.

The site is within an area identified by the Local Plan as being accessible to most or all services. This Transport Statement demonstrates that the development is in a sustainable location where services are accessible either by walking within Minster on Sea or within 30 minutes by public transport to borough and other urban centres of Sittingbourne, Sheerness, Queenborough and Halfway. Bus stops are within 400m of the site.

The development creates two new accesses onto Scocles Road. Visibility splays are in accordance with the Manual for Streets. Pedestrian links are improved by providing a 1.8m wide footway along the eastern side of Scocles Road, a footway connection on the western side of Scocles Road to the existing footway at the junction of Scocles Road with Harps Avenue and retaining the footpath link through the development to the existing footpath linking to existing footways along Scocles Road, north of the site.

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

The illustrative internal layout has been designed in accordance with the Kent Design Guide and for a target speed of 20mph. Swept path analysis shows that the development is accessible to a large 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 Scocles Road, Minster on Sea, Sheerness, ME12 3SN

Parking Schedule

Plot	Bedrooms	Required	Space	Car barn	Tandem	Unallocated	Visitor
1	3	2	1	1	1		
2	3	2	1	1	1		
3	3	2	1	1	1		
4	3	2	1	1	1		
5	3	2	1	1	1		
6	4	2	2	1	1		
7	3	2	1	1	1		
8	3	2	1	1	1		
9	3	2	1	1	1		
10	3	2	1	1	1		
11	4	2	2	1	1		2
12	3	2	1	1	1		3
13	3	2	1	1	1		
14	3	2	1	1	1		
15	3	2	1	1	1		
16	3	2	1	1	1		
17	3	2	1	1	1		2
18	3	2	1	1	1		2
19	5	2	3	2	2		2
20	3	2	1	1	1		
21	3	2	1	1	1		
22	3	2	1	1	1		2
23	3	2	1	1	1		
24	4	2	2	1	1		
25	5	2	2	1	1		
26	3	2	1	1	1		
27	3	2	1	1	1		
28	5	2	2	1	2		
29	4	2	2	1	2		
30	4	2	2	1	2		
31	3	2	1	1	1		
32	4	2	2	1	1		
33	4	2	1	1	1		
34	3	2	1	1	1		
35	5	2	2	1	1		
36	3	2	1	1	1		
37	3	2	1	1	1		
38	4	2	2	1	1		3
39	4	2	1	1	1		
40	2	1.5	1	0	0	1	
41	2	1.5	1	0	0	1	
42	2	1.5	1	0	0	1	
43	2	1.5	1	0	0	1	
44	3	2	1	1	1		
45	3	2	1	1	1		
46	4	2	1	1	0		
47	3	2	1	1	1		
48	3	2	1	1	1		2
49	2	1.5	1	0	0	1	
50	2	1.5	1	0	0	1	
51	2	1.5	1	0	0	1	
52	3	2	1	1	0		
53	3	2	1	1	1		
54	2	1.5	1	0	0	1	
55	3	2	1	1	0		
56	3	2	1	1	0		2
57	4	2	2	1	2		
58	4	2	2	1	2		
59	3	2	1	1	1		
60	3	2	1	1	1		3
61	3	2	1	1	1		
62	4	2	1	1	0		
TOTAL		**120**	**76**	**55**	**55**	**8**	**23**

Appendix B - Drawings

619/201	Visibility Splays
619/202	Large Refuse Freighter Swept Paths
619/203	Scocles Road Gateway
619/204	Proposed Footway Connection

The Parker Family

Northern Access

Southern Access

Notes:

Please report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

When this document is provided in electronic file format it is intended as a guide only and the recipient is to verify all dimensions and details with the Architects. If this is not acceptable, the files must be returned unused together with a written communication declining acceptance of this condition.

N

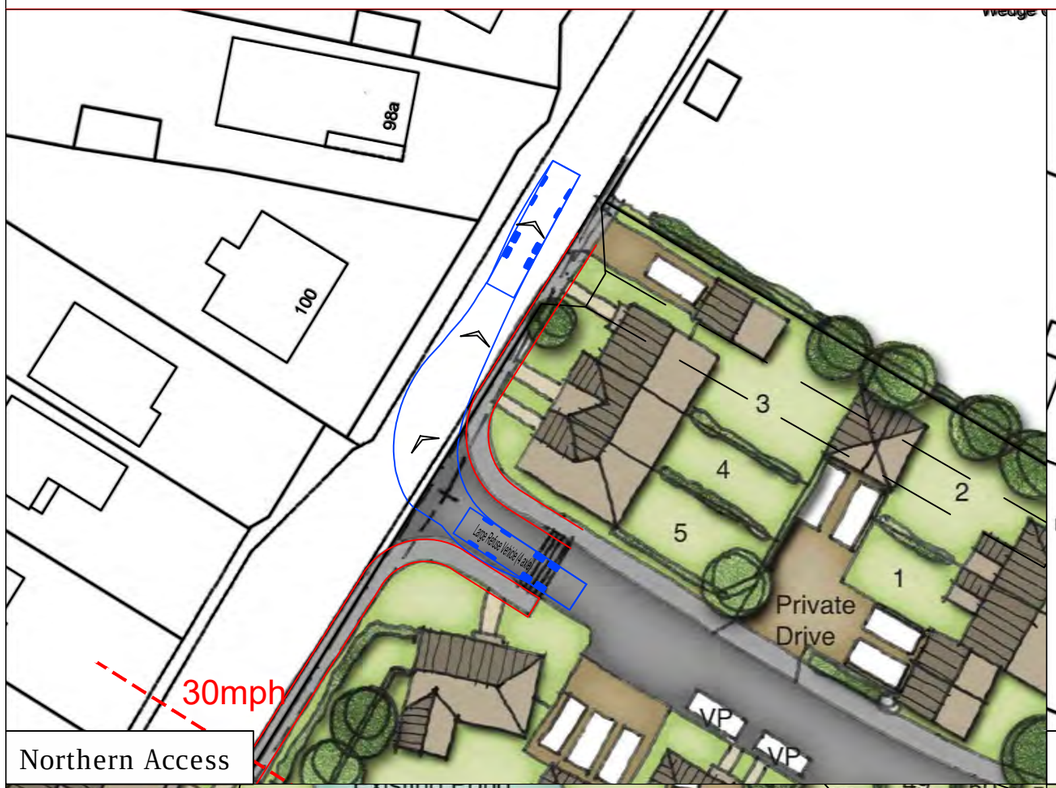
0 5 10 20m

RMB
39 Cossington Road Canterbury Kent CT1 3HU
Tel/Fax: 01227 472128 • Mobile: 07886 185705
www.rmbconsultants.co.uk • robert.beck@rmbconsultants.co.uk

Visibility Splays
Land at Scocles Road, Minster on Sea, Sheerness, ME12 3SN

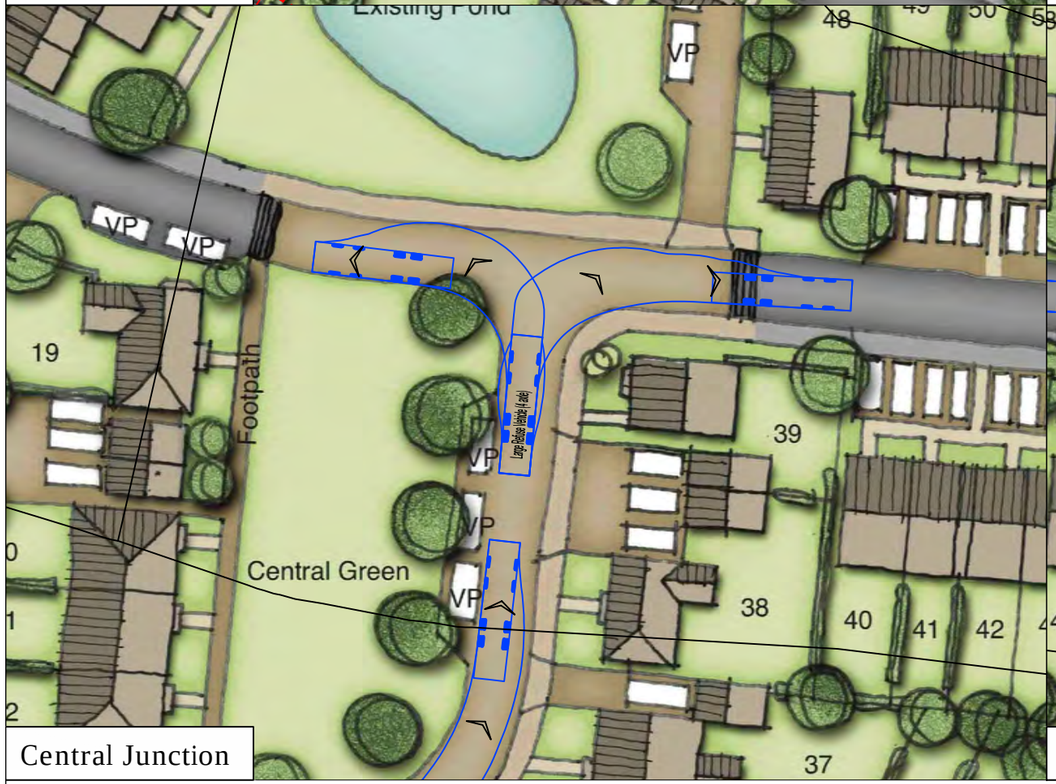
client	The Parker Family	drawing	Visibility Splays
project	Land at Scocles Road Minster on Sea Sheerness ME12 3SN	scale	1:500 @ A3
		drawing no.	619/201
		date	August 2016
		drawn by	RB

The Parker Family



Northern Access

Southern Access



Central Junction

Turning

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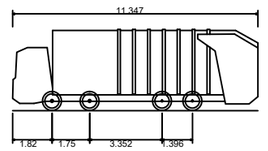


Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to Lock Time	6.00s
Wall to Wall Turning Radius	11.330m

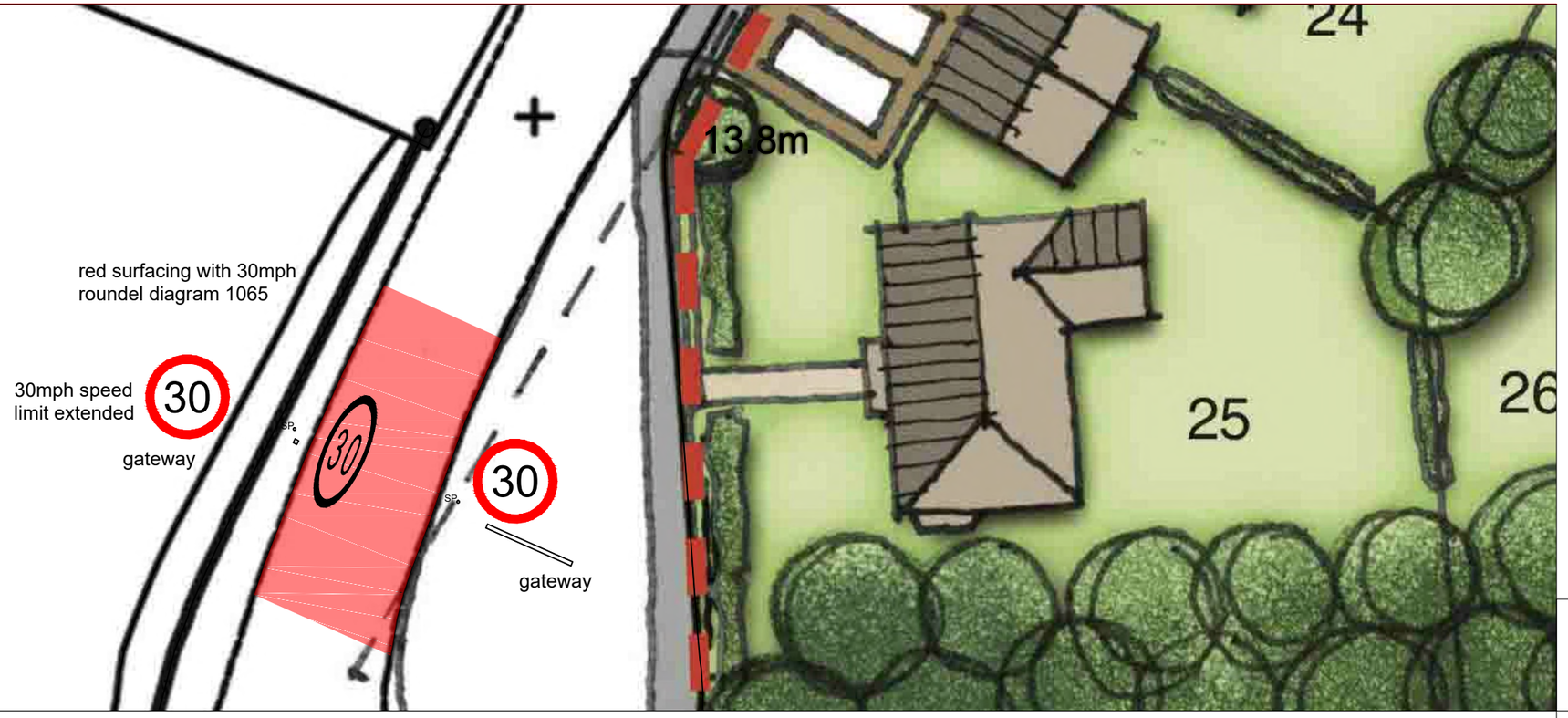
0 5 10 20m

RMB
39 Cossington Road Canterbury Kent CT1 3HU
Tel/Fax: 01227 472128 • Mobile: 07886 185705
www.rmbconsultants.co.uk • robert.beck@rmbconsultants.co.uk

Large Refuse Freighter Swept Path
Land at Scocles Road, Minster on Sea, Sheerness, ME12 3SN

client	project	drawing	
The Parker Family	Land at Scocles Road Minster on Sea Sheerness ME12 3SN	Large Refuse Freighter Swept Path	
		scale 1:500 @ A3	drawing no. 619/202
		date August 2016	drawn by RB

The Parker Family



Notes:

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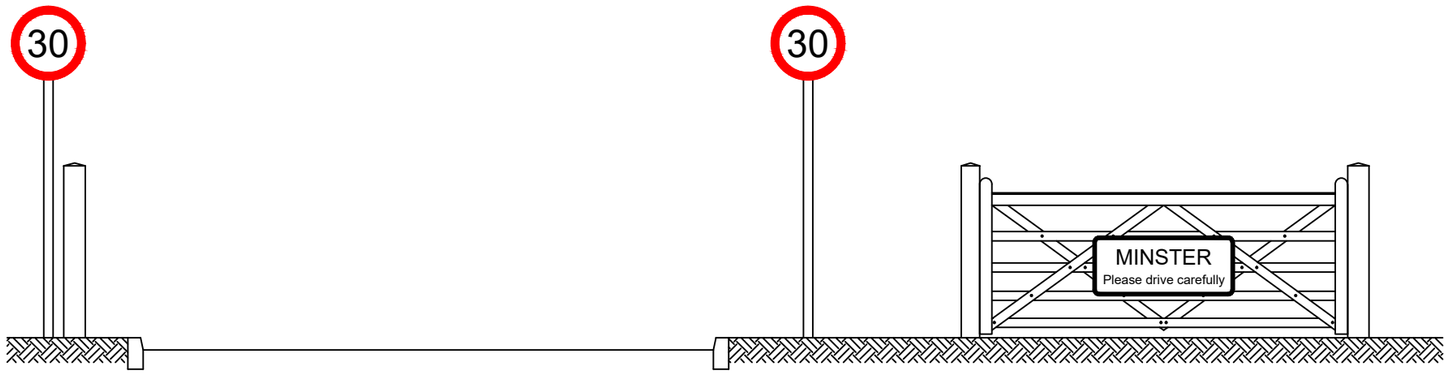
Gateway Location



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Gateway

Scocles Road Gateway
Land at Scocles Road, Minster on Sea, Sheerness, ME12 3SN

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39 Cossington Road Canterbury Kent CT1 3HU
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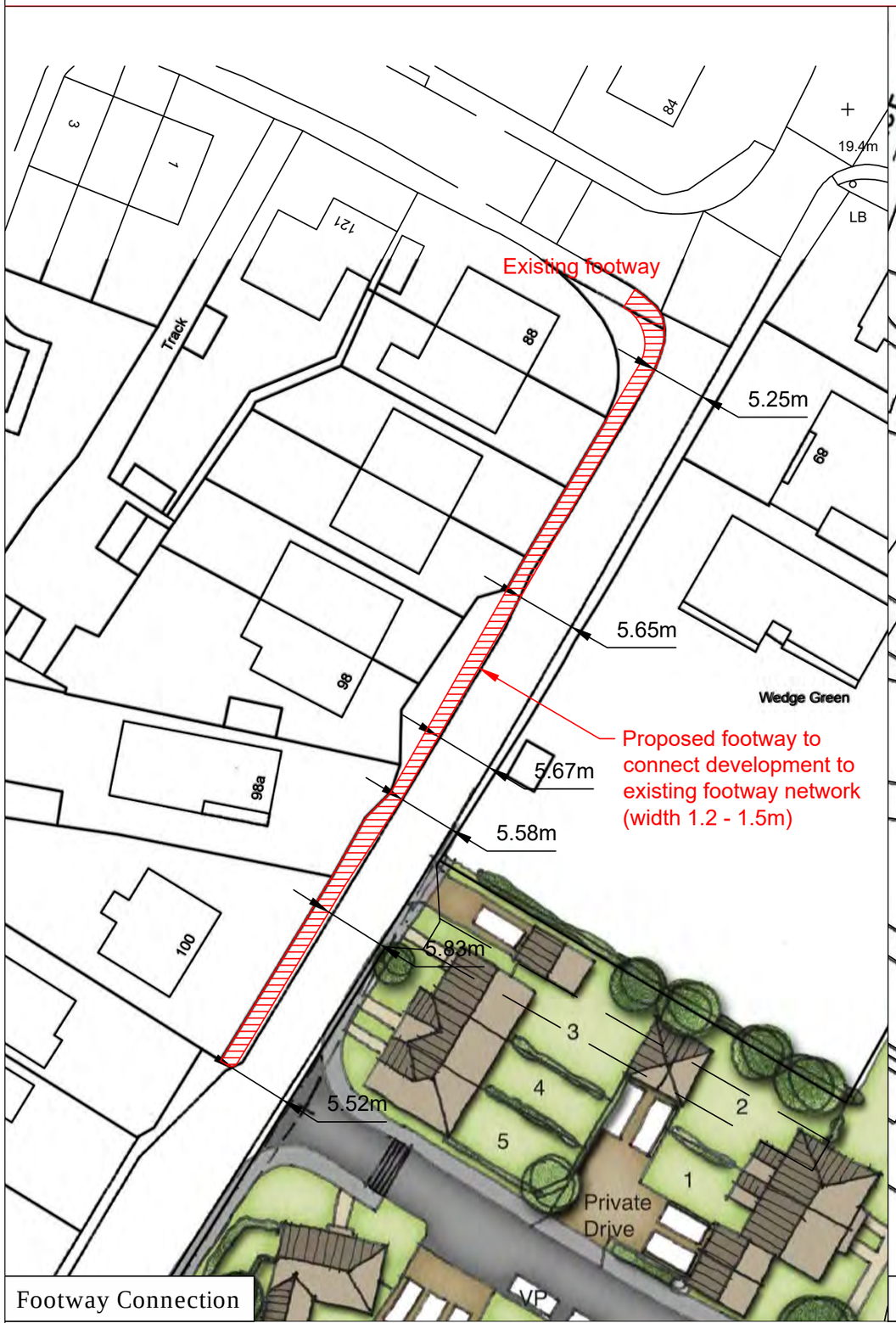
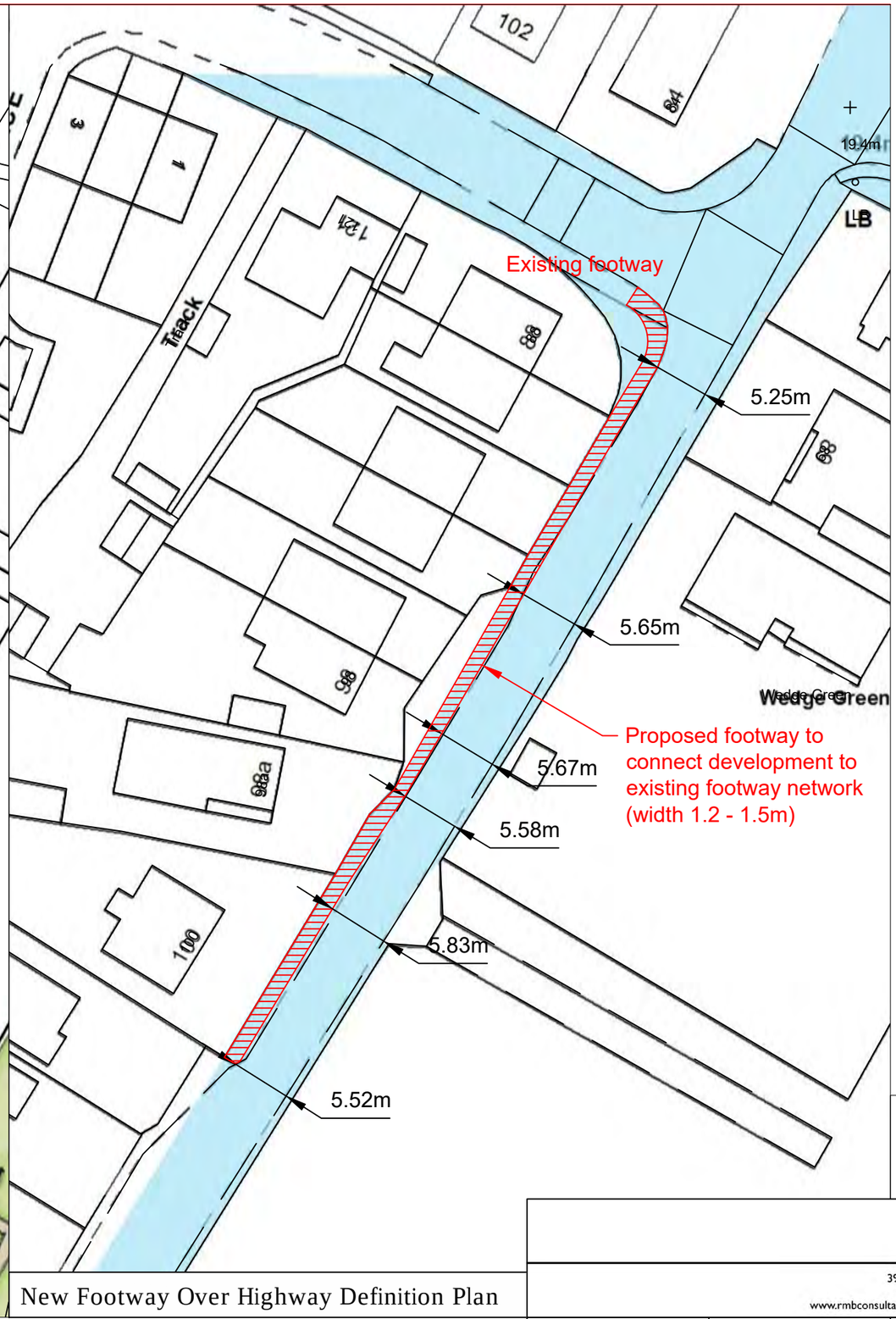
www.rmbconsultants.co.uk • robert.beck@rmbconsultants.co.uk

client	project	drawing	
The Parker Family	Land at Scocles Road Minster on Sea Sheerness ME12 3SN	Scocles Road Gateway	
		scale 1:200 & 1:50 @ A3	drawing no. 619/203
		date August 2016	drawn by RB

The Parker Family



Footway Connection



New Footway Over Highway Definition Plan

Notes:

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39 Cossington Road Canterbury Kent CT1 3HU
Tel/Fax: 01227 472128 • Mobile: 07886 185705
www.rmbconsultants.co.uk • robert.beck@rmbconsultants.co.uk

Proposed Footway Connection
Land at Scocles Road, Minster on Sea, Sheerness, ME12 3SN

client: The Parker Family	project: Land at Scocles Road, Minster on Sea, Sheerness, ME12 3SN	drawing: Proposed Footway Connection	
		scale: 1:500 @ A3	drawing no.: 619/204
		date: August 2016	drawn by: RB