

Transport Assessment

Land at School Lane

Bapchild

Sittingbourne

ME9 9NJ

RMB Consultants (Civil Engineering) Ltd

August 2015

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

Tel 01227 472128
www.rmbconsultants.co.uk

This report has been prepared by RMB Consultants (Civil Engineering) Ltd in accordance with the instructions of their client for their sole and specific use. Any other persons who use any information contained herein do so at their own risk.

© RMB Consultants (Civil Engineering) Ltd 2015

CONTENTS

1.	Introduction	3
	1.1 Site Location	
	1.2 Existing Site Use	
	1.3 Proposed Site Use	
2.	Scope	5
3.	Policy Framework	6
4.	Existing Transport Conditions	13
	4.1 Local Transport Network	
	4.2 Traffic Generation from the Existing Site	
	4.3 Existing Site Access	
	4.4 Crash Data	
5.	Future Traffic Flows Excluding Proposed Development	19
6.	Trip Generation	22
	6.1 Proposed Development	
7.	Travel Plan	23
8.	Parking and Internal Layout	24
	8.1 Car Parking	
	8.2 Cycle Parking	
	8.3 Internal Layout	
9.	Impact of the Transport Network and Compliance with Transport Policy	27
	9.1 Impact on the Local Transport Network	
	9.2 Compliance with Transport Policy	
10.	Impacts of Development on Safety	31
	10.1 Internal Layout	
	10.2 Wider Transport Network	
11.	Conclusion	33

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 School Lane, Bapchild, Sittingbourne, ME9 9NJ. The assessment has been carried out in accordance with Guidance on Transport Assessments and Travel Plans October 2008 produced by Kent Highway Services.

Site Location

The site is located at School Lane, Bapchild, Figure 1.



Figure 1. Site location with site highlighted.

The site is situated to the south of School Lane and to the west of Church Street. It is a greenfield site that covers 0.69ha, Figure 2.



Figure 2. Existing site.

Proposed Site Use

The proposal is for residential housing on the site with a total number of 14 units, Figure 3.



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 wharfrage 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 off School Lane and is accessed directly off it. The major roads in the vicinity of the site are shown in Figure 4.

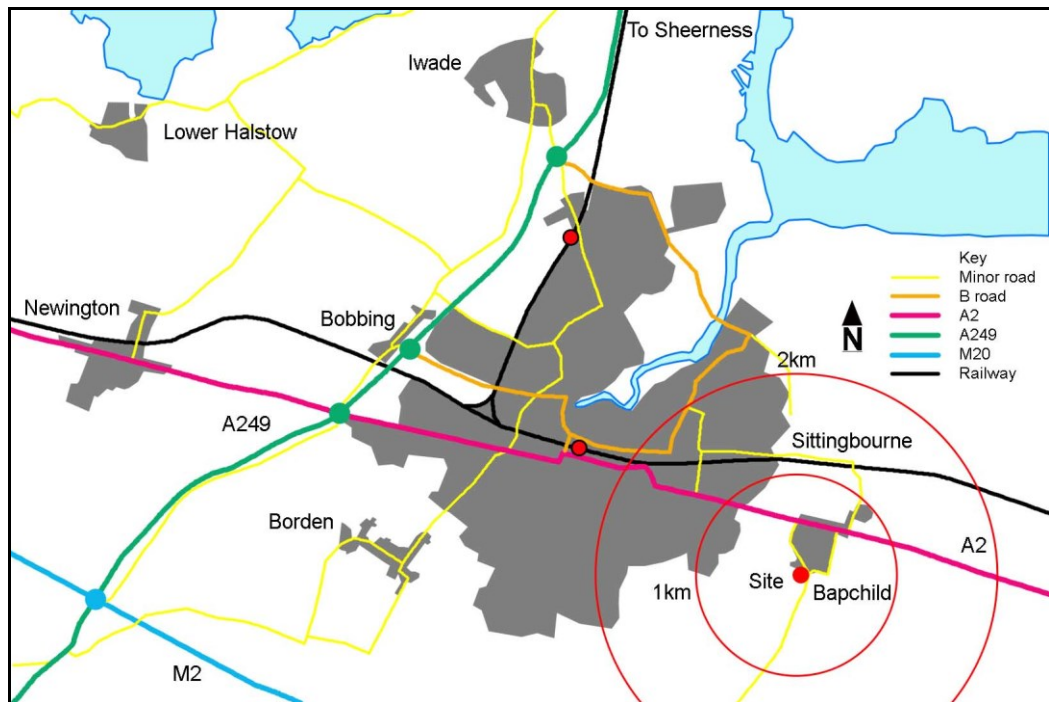


Figure 4. Local road and rail network.

The site access is from School Lane. There are two access points onto the A2 from Bapchild, west via School Lane and east via Panteny Lane.

Rail Connections

There is a railway station at Sittingbourne that gives local rail access to Canterbury, Dover and Margate via Faversham, Sheerness and London. High speed services from Sittingbourne to London have journey times of 60 minutes.

Sittingbourne station is within 3km of the site.

Bus Connections

The Transport Strategy aims to encourage sustainable travel by ensuring that housing developments; are served by bus routes, with fully accessible stops within 400m of any part of the site; are within walking distance of local amenities; prioritise walking and cycling routes and provide secure cycle parking.

The proposed site is within 500m of the bus routes running along the A2 which offer hourly services between Sittingbourne and Faversham, Figures 5 and 6.

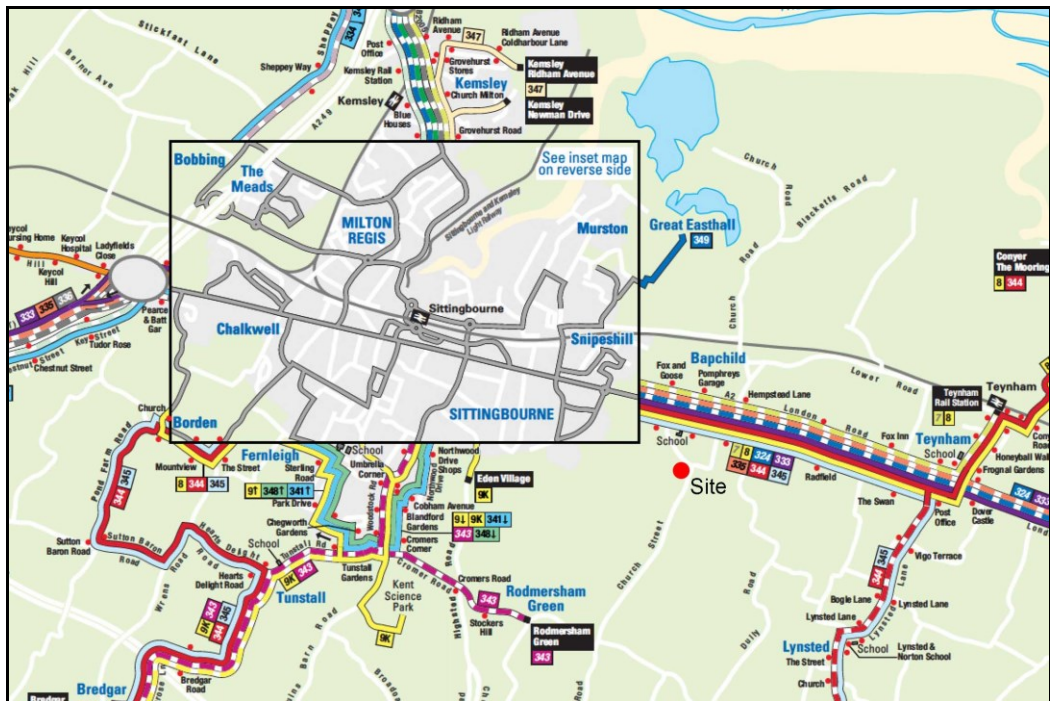


Figure 5. Local bus network with site highlighted.

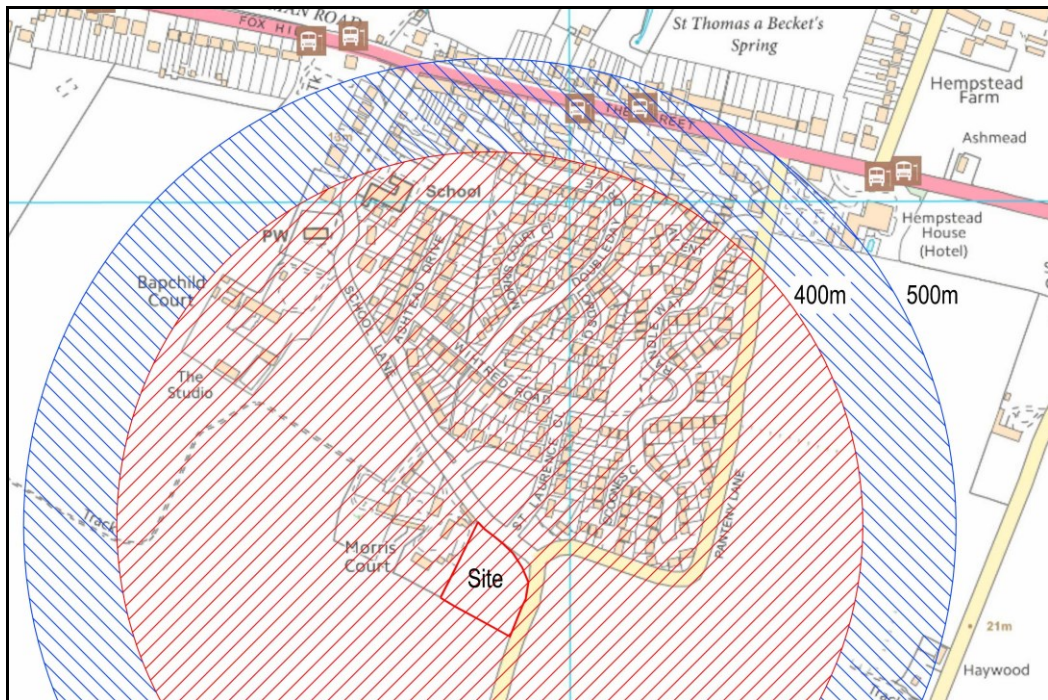


Figure 6. Local bus stops within 500m of the site access with the site edged red.

Pedestrian and Cycle Connections

The site is within easy walking distance of local facilities in Bapchild which include a church, primary school, pub and village hall, all within 500m, Figure 6. The site lies within the area defined within the Local Plan as being accessible to most or all services, Figure 7. Footway/footpath links can be provided to services within Bapchild and the bus routes along the A2, Figure 8.

The site is accessible to National Cycle Route 1 via quieter routes using Panteny Lane and Hempstead Lane. This gives access to Sittingbourne railway station and the wider cycle path network, Figure 9.

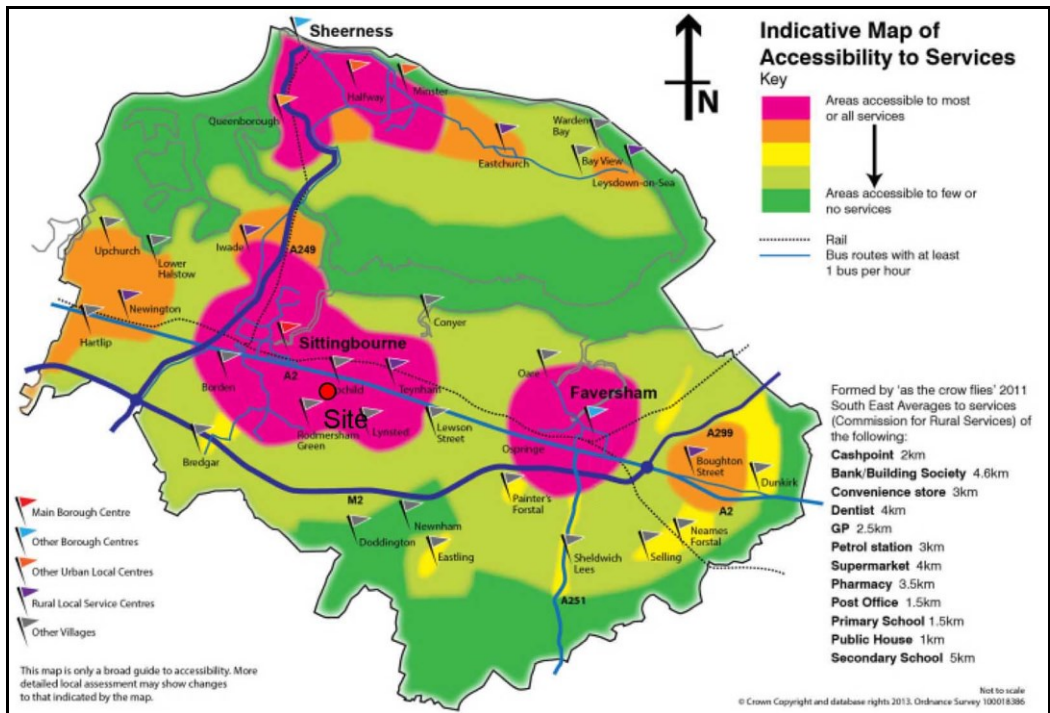


Figure 7. Accessibility to services map with site circled. (© Swale Borough Council)

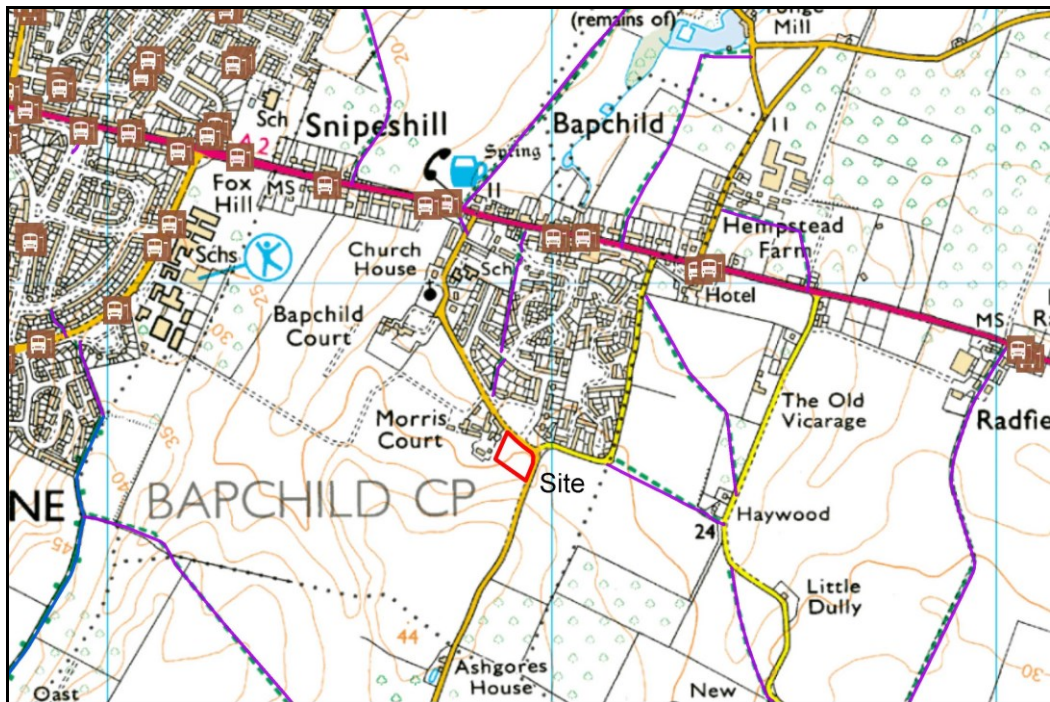


Figure 8. Local footpath map. (© Kent County Council)

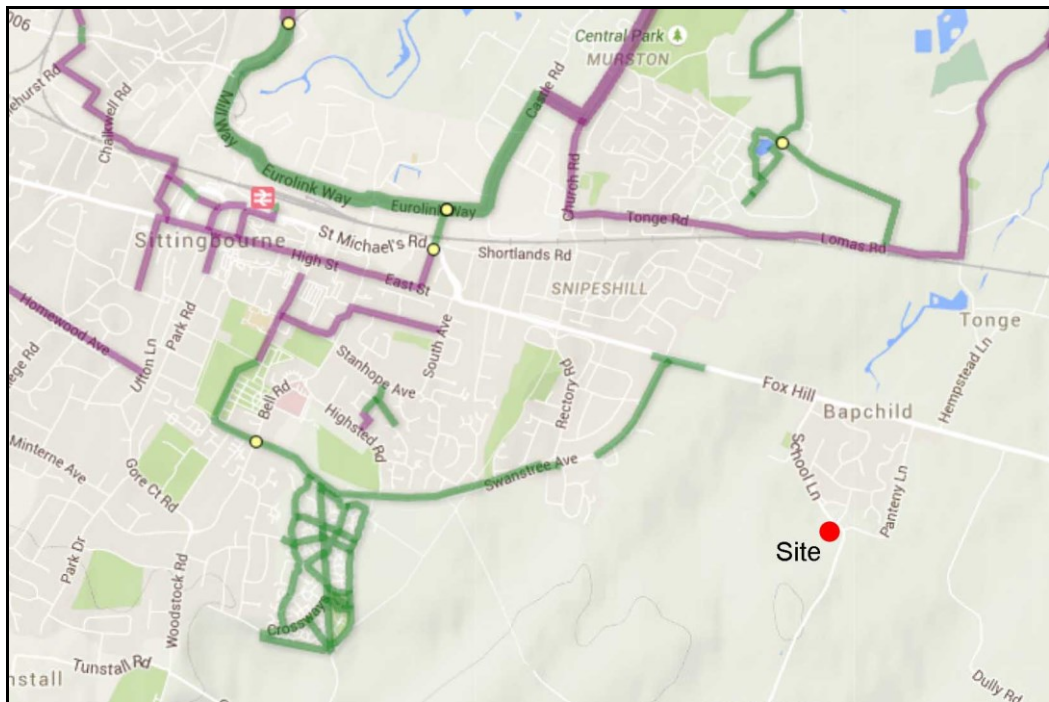


Figure 9. National cycle route map with site edged red. (© Sustrans)

4.2 Traffic Generation from the Existing Site

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

School Lane is subject to a 30mph speed limit to a point between St Laurence Close and Panteny Lane. The junction of Panteny Lane with Church Street is subject to the national speed limit.

4.3 Existing Site Access

Access to the existing site is via the farm access at Morris Court.

4.4 Crash Data

Crash data has been obtained for the site, School Lane and Panteny Lane up to and including the junctions with the A2. Over the last three years there have been zero crashes, Figure 10.

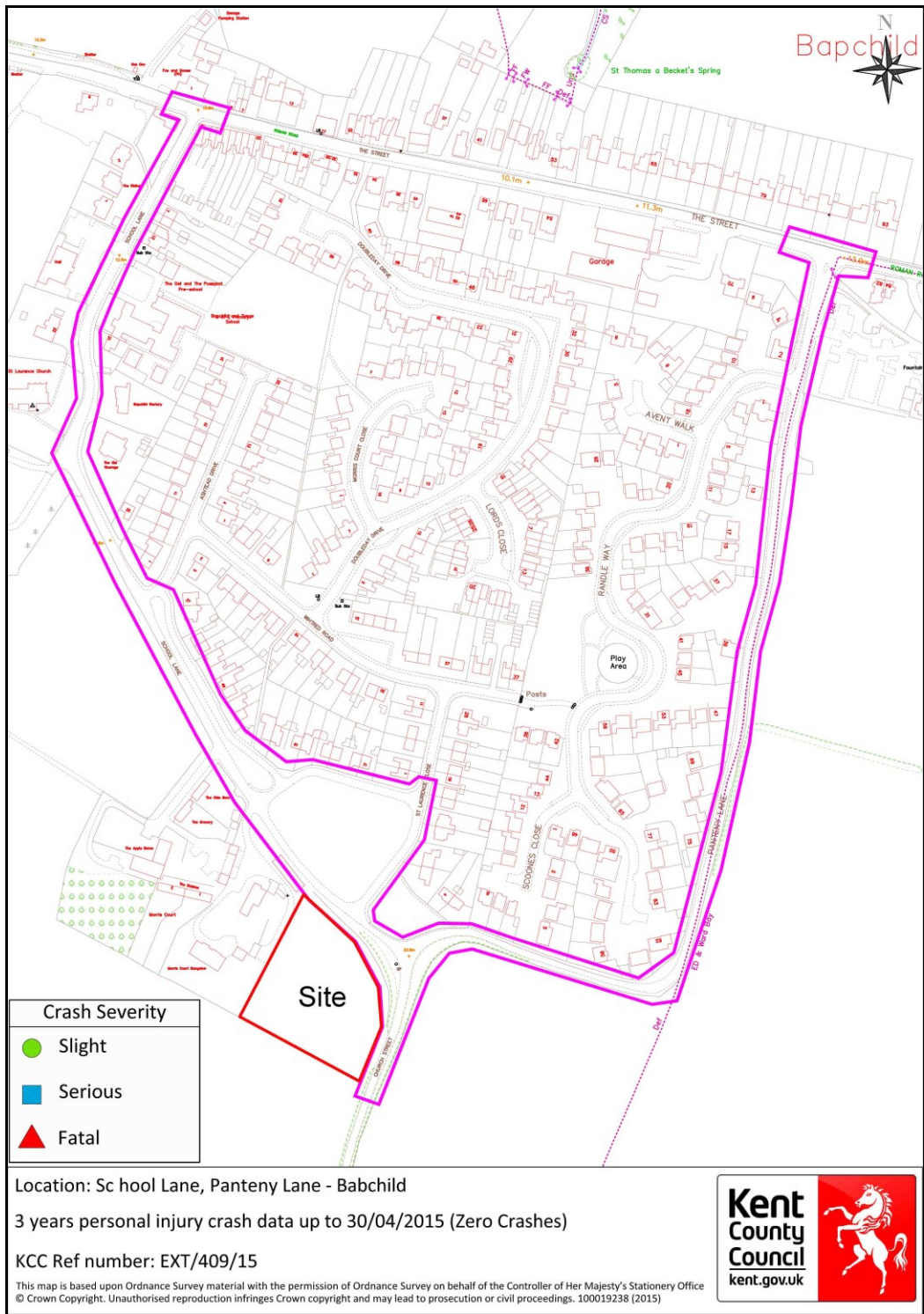


Figure 10. Crash record.

5. Future Traffic Flows Excluding Proposed Development

The latest traffic count data produced by Kent County Council and used within the transport strategy is from 2010. This includes cordon counts for Sittingbourne for peak hour inbound flows, Figure 11 and 24 hour 2-way flows, Figure 12. Of particular relevance to the site is point 2, A2 London Road, Bapchild.

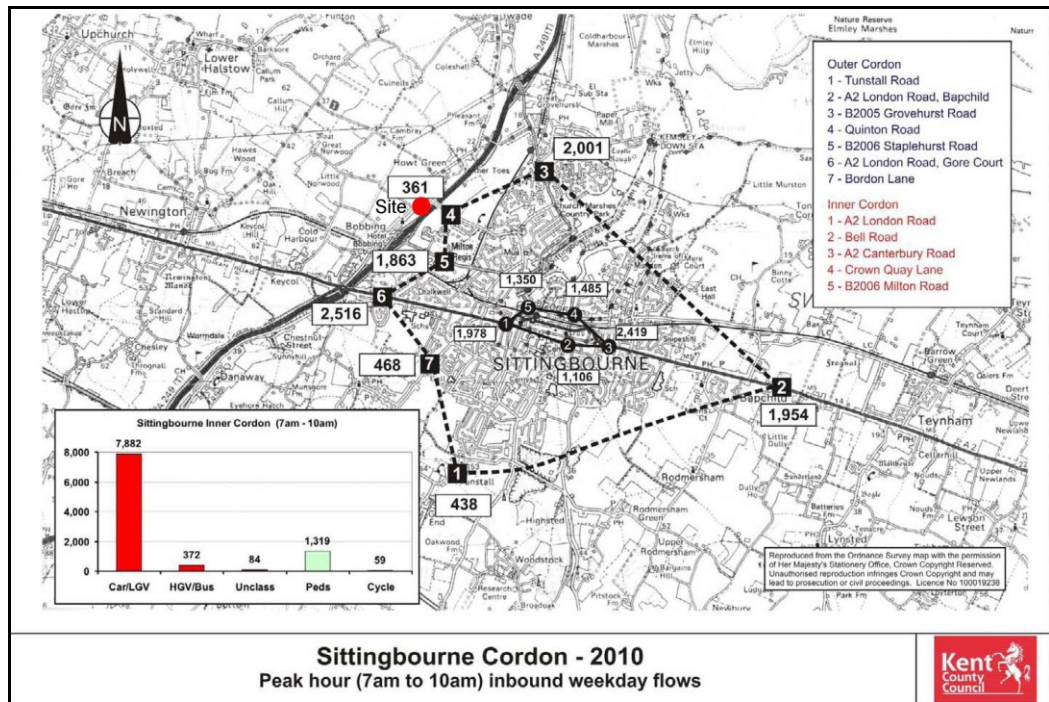


Figure 11. Sittingbourne peak hour inbound Traffic Counts 2010. (© Kent County Council)

Traffic growth can be analysed using TEMPro (Trip End Model Presentation Program). Using the latest dataset for TEMPro the traffic growth forecasts are shown in Table 4.

Time	Growth Factor	
	2010-2015	2010-2031
AM peak	1.04	1.11
Inter-peak	1.06	1.20
PM peak (1700-1800)	1.05	1.12
Daily	1.05	1.15

Table 4. Growth factors obtained using TEMPro 6.2.

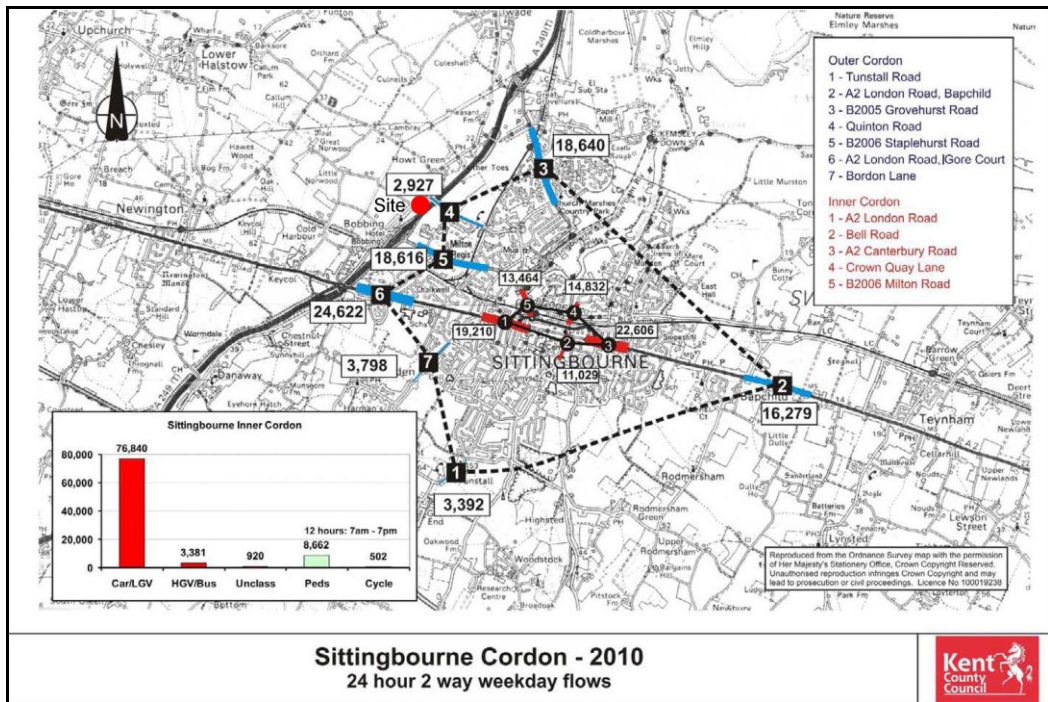


Figure 12. Sittingbourne 24 hour 2-way Traffic Counts 2010. (© Kent County Council)

The cordon count at point 2 has been increased to 2015 and 2031 values using the TEMPro growth factors, Table 5.

The impact of the development on the highway network is discussed in Chapter 9.

Year	Location	
	Point 2, A2 London Road, Bapchild	
	AM Peak Inbound	24 hour 2-way
2010	1,954	16,279
2015	2,032	17,093
2031	2,169	18,721

Table 5. Projected traffic flows.

Vehicle flows along the A2 are measured at a Department for Transport traffic count site at Teynham, Figure 13. The Annual average daily flow (AADF) of traffic is shown in Table 6.

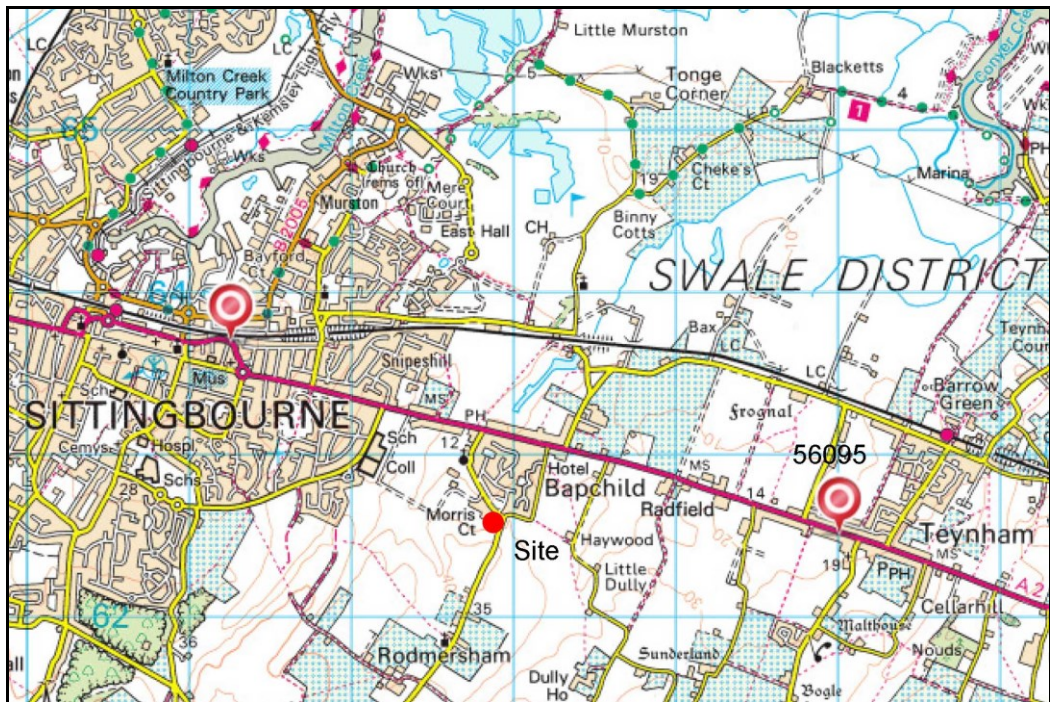


Figure 13. DfT Count Point. (© DfT)

Year	Pedal Cycles	Motor-cycles	Cars	Buses	LGVs	HGVs	Total Motor Vehicles
2010	19	184	12,431	106	2,076	710	15,507
2014	12	193	12,400	127	2,520	723	15,963

Table 6. AADF traffic counts along the A20, 2013.

The total number of motor vehicles has increased by 3% between 2010 and 2014.

6. Trip Generation

6.1 Proposed Development

The proposed development consists of 14 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 7.

Time	Typical Rates	Proposed Development Trips	
	Rate per house	Houses	Total
AM peak hour	0.6	14	9
PM peak hour	0.6	14	9
Daily	5.0	14	70

Table 7. Typical trip rates from the TRICS database for housing development.

The development of 14 houses would be expected to generate 9 peak hour movements and 70 daily vehicle movements.

An additional 70 daily movements using the A2 represents an increase of just 0.4% of the 17,093 movements estimated along the A2. This is well within the daily fluctuations of vehicular traffic and the increase in traffic along the A2 is considered to be negligible.

The movements are likely to be split between School Lane and Panteny Lane. This would result in 35 additional movements along each route daily, 17-18 in each direction. An additional 4-5 trips will be made along each route during the peak hour. This is considered to be an insignificant number of additional traffic movements using these routes and within the daily fluctuations of vehicular traffic.

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.

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 8. Garage spaces are not considered to count towards the requirements of the guidance as garages are often used for storage. Open car ports or car barns are acceptable. Tandem parking is often underutilised and therefore additional provision should be allowed where tandem parking is proposed.

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 8. Kent County Council minimum parking standards.

In addition visitor parking is required at the rate of 0.2 spaces per unit. For 14 units this requires 3 visitor parking spaces.

The application is for outline planning approval and therefore a detailed layout is not available. An illustrative layout has been produced. This shows 40 parking spaces/car ports with the split shown in Table 9.

Type	Number	Assumed occupancy	Equivalent number
Car port/barn	18	1	18
Space	5	1	5
Tandem space	17	0.5	8
Total	40		31

Table 9. Parking split.

The illustrative layout shows an equivalent of 31 spaces which meets the requirement for 2 spaces per unit plus 3 visitor spaces. Whilst the exact mix of spaces may change the illustrative layout demonstrates that sufficient provision for car parking can be made.

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.

For houses without a garage, cycle storage should be provided with rear access.

The application is for outline planning approval and therefore an accommodation mix is not available. However 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 School Lane. There is a single proposed access point. The carriageway is 4.8m wide with a 1.8m footway either side. The planning application is an outline application with all matters reserved except for access. A drawing showing the access forms part of the application.

Whilst the layout is only illustrative it will be designed to accommodate a 10.7m long refuse freighter. Preliminary swept path analysis has been undertaken for the development, Figures 14 & 15.



Figure 14. Swept path analysis, entrance.



Figure 15. Swept path analysis, turning.

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 9 peak hour and 70 vehicle movements anticipated.

There are two routes to the A2, via School Lane and Panteny Lane. School Lane is a two lane carriageway from its junction with the A2 to its junction with Ashtead Drive and from its junction with St Laurence Close to Church Street. School Lane is 4.3m wide at the proposed site access. Panteny Lane is single lane with passing places until its junction with Randle Way. The junction of Panteny Lane with the A2 has a ghost island and right turn lane.

Vehicle movements are likely to be split evenly between the two routes. An additional 4-5 movements during the peak hour and an additional 35 movements over the day, equating to less than 3 movements per hour over 12 hours, along School Lane and Panteny Lane will have a negligible impact on these routes and is within the daily fluctuations of vehicular traffic currently using these routes. Neither route nor junction with the A2 has any recorded crashes over the last 3 years.

Wider Network Capacity

An additional 70 vehicle movements represents only 0.4% of the current traffic movements along the A2. This is well within the daily fluctuations of vehicular traffic and the increase in traffic along the A2 is considered to be negligible.

The emerging Local Plan (December 2014) paragraph 4.2.12 concludes that: *From transport modelling, there is no indication that the capacity of the local road network would be compromised by growth up to at least 740 dwellings per annum.* The Local Plan allocates 565 dwellings per annum, paragraph 4.2.11. The transport modelling indicates that at least an additional 175 dwellings per annum can be accommodated without compromising the local road network. The local road network therefore has the capacity to accommodate development in addition to that currently allocated in the Local Plan.

The local road network is considered to have sufficient capacity to accommodate the proposed development.

Visibility Splays

The proposed access is covered by a 30mph speed limit. The speed limit is in place 38m to the east of the proposed access. Beyond this Church Street and its junction with Panteny Lane are subject to the national speed limit. The bend in Church Street and the junction between Church

Street and Panteny Lane restrict traffic speeds and visibility splays based on traffic speeds of 30mph are considered appropriate for the proposed access.

A visibility splay of 2.4m x 43m is available at the site access, Figure 16.



Figure 16. Visibility splay from the northern access.

Pedestrian Links

A 1.8m wide footway is proposed to either side of the site access. There is an existing footway along the eastern side of St Laurence Close. To link the development to this footway a new footway is proposed at the western side of the junction of School Lane with St Laurence Close, Figure 17. This is within public highway land, Figure 18.

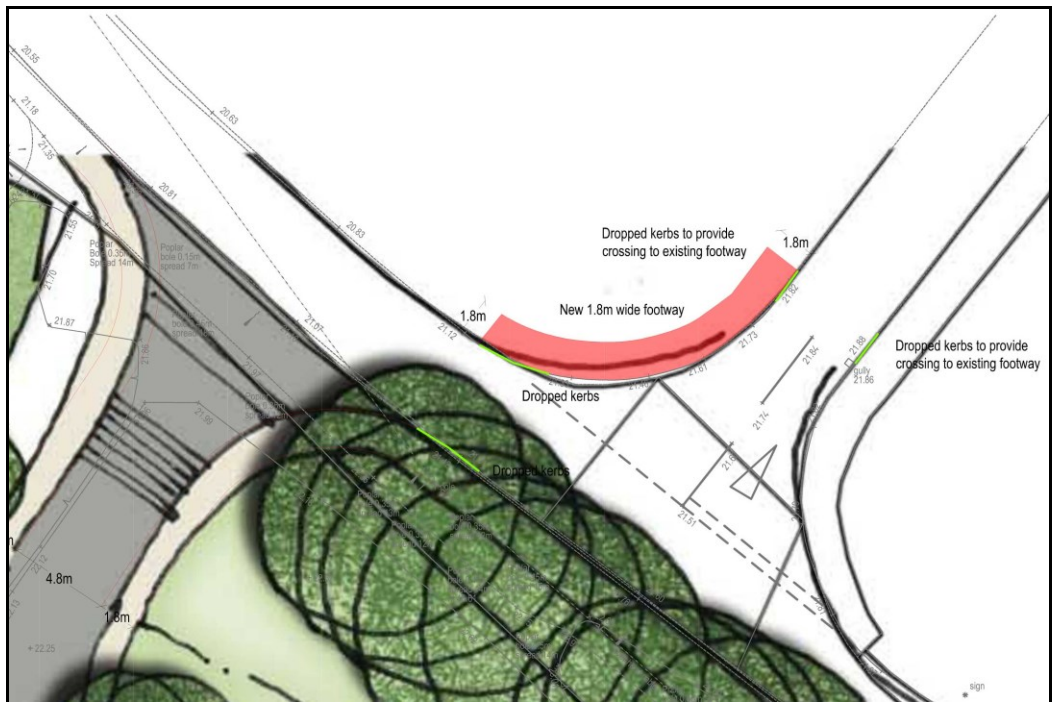


Figure 17. Proposed footway link.

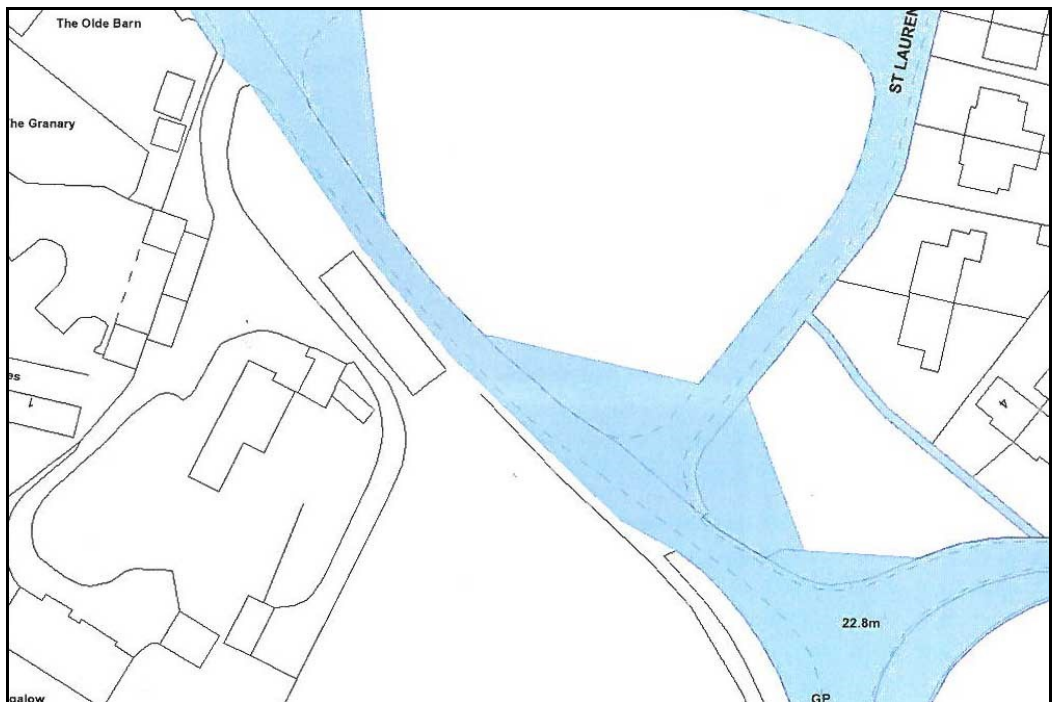


Figure 18. Public highway extents.

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 500m of local facilities including a church, primary school, pub, village hall and bus stops with hourly services to Sittingbourne and Faversham. The site is within an area identified by the Local Plan as being accessible to most or all services. The site is therefore considered sustainable in transport terms.

Visibility splays at the site accesses are in accordance with the Manual for Streets. A new section of footway is proposed to link the development to the rest of Bapchild and provide pedestrian routes to amenities.

The NPPF states that:

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

This Transport Assessment demonstrates that the development is in a sustainable location where most or all services are accessible and that the traffic generated will have a negligible impact on the local road network. 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;

- being within 500m of bus stops and bus routes to Sittingbourne and Faversham;
- being within an area identified by the Local Plan as being accessible to most or all services;
- encouraging journeys by walking and cycling through the provision of footway links and cycle storage facilities.

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 Sittingbourne and Faversham 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 access has adequate visibility and is designed in accordance with local and national guidance.

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 500m of a bus route which gives access Sittingbourne and Faversham. 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 500m of a bus route. There are also good footway links to the rest of Bapchild. The development therefore offers transport choice for journeys in accordance with Policy ST1.

This Transport Assessment 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 School Lane 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.

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 proposals are for an outline application with all matters apart from access reserved. One vehicle access point is proposed which meets the requirements of Manual for Streets and the Kent Design Guide. Pedestrian access is provided between the development and the existing footway network.

The layout will be designed in accordance with the Kent Design Guide and for a target speed of 20mph.

The internal layout can therefore be designed to be safe.

10.2 Wider Transport Network

The emerging Local Plan (December 2014) paragraph 4.2.12 concludes that: *From transport modelling, there is no indication that the capacity of the local road network would be compromised by growth up to at least 740 dwellings per annum.* The Local Plan allocates 565 dwellings per annum, paragraph 4.2.11. The transport modelling indicates that at least an additional 175 dwellings per annum can be accommodated without compromising the local road network. The local road network therefore has the capacity to accommodate development in addition to that currently allocated in the Local Plan.

An additional 70 vehicle movements represents only 0.4% of the current traffic movements along the A2. This is well within the daily fluctuations of vehicular traffic and the increase in traffic along the A2 is considered to be negligible.

The proposed development will increase daily traffic movements in the area with an additional 9 peak hour and 70 vehicle movements anticipated. Vehicle movements are likely to be split evenly between School Lane and Panteny Lane. An additional 4-5 movements during the peak hour and an additional 35 movements over the day, equating to less than 3 movements per hour over 12 hours, along School Lane and Panteny Lane will have a negligible impact on these routes and is within the daily fluctuations of vehicular traffic currently using these routes. Neither route nor junction with the A2 has any recorded crashes over the last 3 years.

Visibility splays of 2.4m x 43m are provided at the entrance, suitable for traffic speeds of 30mph.

11. Conclusion

This Transport assessment has been commissioned to assess the transport impact of proposed development at on land at School Lane, Bapchild, Sittingbourne, ME9 9NJ.

The site is a greenfield site covering 0.69 ha. The proposal is an outline application for residential housing on the site with a total number of 14 units. All matters except access are reserved.

The development is well located in terms of transport links and services. There are continuous footway links to the rest of Bapchild. The site is located within 500m of local facilities including a church, primary school, pub, village hall and bus stops with hourly services to Sittingbourne and Faversham. The site is within an area identified by the Local Plan as being accessible to most or all services. The site is therefore considered sustainable in transport terms.

The emerging Local Plan concludes that: *From transport modelling, there is no indication that the capacity of the local road network would be compromised by growth up to at least 740 dwellings per annum.* The Local Plan allocates 565 dwellings per annum. The transport modelling indicates that at least an additional 175 dwellings per annum can be accommodated without compromising the local road network. The local road network therefore has the capacity to accommodate development in addition to that currently allocated in the Local Plan.

The development proposes a new access onto School Lane. Visibility splays of 2.4m x 43m are provided at the entrance, suitable for traffic speeds of 30mph.

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 internal layout will be 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 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.*