

**JOHN ELLIOTT CONSULTANCY
AND
TRANSPORT AND TRAFFIC CONSULTANCY**

**RESIDENTIAL DEVELOPMENT,
ROMNEY AVENUE, FOLKESTONE, KENT
(Revised Scheme 2019)**

TRANSPORT STATEMENT

BY

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August 2019

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CONTENTS

	Page
1 Introduction	1
2 Site, Surroundings and Access	1
3 The Development	2
4 Assessment	2
5 Conclusions	3
Figure 1: Site Location	
Figure 2: Proposed Development	
Figure 3: Site and Public Transport Network	
Figure 4: Highway Access Visibility	

1 INTRODUCTION

- 1.1 This statement addresses the transport implications of a revised scheme for the proposed residential development on land off Romney Avenue, Folkestone, Kent.

2 SITE, SURROUNDINGS AND ACCESS

- 2.1 The site location is shown in figure 1 and the proposed development layout in figure 2 of this statement.
- 2.2 The site is a tract of undeveloped land on the south side of Romney Avenue. Romney Avenue is a local access road running between two local distributor roads, Enbrook Valley/ Enbrook Road and Coolinge Lane, in a low density largely residential suburban area in the western reaches of Folkestone.
- 2.3 A small low rise flats development, Turner Court, abuts the west side of the site, while a small development of two pairs of semi-detached houses, Sandgate Mews abuts the east side of the site. A development of houses served by a separate cul de sac, Eversley Way, and another tract of undeveloped land abut the rest of the site boundary to the south.
- 2.4 Romney Avenue is dead straight along the site frontage and throughout to its junction with Enbrook Valley, and for some distance east of the site, beyond which there is a very shallow bend. There is continuous footway of adequate width along both sides. A local access road, Fremantle Road, joins Romney Avenue at a priority junction opposite the site. Romney Avenue has a significant but not severe slope from west to east along the site frontage.
- 2.5 Vehicle traffic flow on Romney Avenue is extremely light and sporadic at all times, as is pedestrian movement. Hardly any on-street parking takes place despite that parking is unrestricted.
- 2.6 The Golden Valley local shopping centre lies on Enbrook Valley less than 5 minutes walk from the site, and a local industrial estate providing possible employment opportunities is within 10 minutes walk to the west via Oxenden Road which runs off Enbrook Valley nearly opposite Romney Avenue.
- 2.7 The site is directly linked with more substantial shopping and other services and possible sources of employment in Cheriton and central Folkestone by the recently introduced no 10 local bus service, as shown in Figure 3, which has replaced the former 77 and 78 bus routes which ran to/from central Folkestone but not Cheriton.
- 2.8 The well served Folkestone West railway station, also shown in Figure 3, is within about 10 minutes walk from the site, giving good direct access to fast train services to Dover, Ashford, London and many other destinations, and by convenient interchange with many more including Eurostar International services.

2.9 The site is thus very accessible by non-car means to a full range of travel objectives.

3 THE DEVELOPMENT

3.1 The proposed development, shown in Figure 2, consists of:-

- In the eastern part of the site, a pair of semi-detached houses with two forecourt parking spaces each plus one visitor parking space, all directly accessed from Romney Avenue by a combined crossover.
- In the western part of the site, 3 pairs of semi-detached houses, of which two fronting Romney Avenue, the other pair at the rear of the site with a cul de sac access road from Romney Avenue running between the other two pairs of houses. The parking provision for this part of the development will be as follows:-
 - Each house will have two parking spaces, and there will also be two visitor parking spaces; thus 14 parking spaces in total in this part of the development.
 - Seven of the parking spaces will be arranged in two groups on the forecourts of the houses fronting Romney Avenue, with direct access from Romney Avenue by combined crossovers.
 - The other seven parking spaces will be adjacent to and accessed from the internal access road.

4 ASSESSMENT

4.1 Traffic generated by this small residential development would be absolutely negligible and would have no significant impact on Romney Avenue or the wider highway network.

4.2 Highway access visibility at the access road serving the western part of the development would be excellent, being well in excess of the 2.4 x 43 metres for the 30 mph highway speed limit, as shown in Figure 4. The maximum sightline 'Y' distance from the proposed western access extends to the corner at the junction with Enbrook Valley, a distance of approximately 87 metres, despite the footway in front of Turner Court being only 1.9 metres wide. The maximum sightline 'Y' distance from the proposed eastern access, along the 2.4 metre wide footway to the east, is well in excess of that distance.

4.3 Although the proposed access road junction is only a short distance west of the Freemantle Road junction opposite, this would not be a safety problem view of the excellent intervisibility between the two and the minimal traffic turning

movements out of both junctions. The adjacent individual frontage parking spaces within the development, and their crossovers, and hence any vehicle emerging from them, would likewise be clearly visible to the driver of any vehicle turning out of Freemantle Road.

- 4.4 The individual frontage parking spaces' crossovers would mostly have similarly excellent visibility. The 'x' distances for the parking spaces closest to the east and west ends of the development frontage would be very slightly less than the recommended 2.0 metres for such lightly-used individual accesses, owing to the constraining neighbouring property boundaries, but this slight deficiency would be of no practical significance, and clear national guidance in Manual for Streets and Manual for Streets 2 is that there is no evidence that visibility less than the recommended value in such circumstances causes a highway safety hazard, as all road users, seeing the situation, proceed with due caution.
- 4.5 Visibility of and for approaching pedestrians on the Romney Road footway would be excellent for all the proposed frontage parking spaces as well as at the proposed access road junction.
- 4.6 The proposed on-site parking provision is expected to be fully adequate to accommodate the likely demand. Even if this was not so, there is ample vacant unrestricted unobtrusive vacant kerbside space on Romney Avenue close to the site (in fact virtually all the kerbside away from the development frontage) to accommodate any conceivable, or even inconceivable level of demand resulting from this development.

5 CONCLUSIONS

- 5.1 The site has good accessibility by non-car means to a range of local and town centre shops, services and possible sources of employment, and good access by frequent fast rail services to other large towns, to London, and to international rail services.
- 5.2 The development nevertheless includes provision to accommodate on-site a high level of car ownership by the occupying households. Even in the unlikely event of this not fully catering for the demand, the virtual absence of any on-street parking on Romney Avenue means that any on-street parking resulting from this development would cause no problems.
- 5.3 The proposed access road junction would have excellent visibility along Romney Avenue. The proposed frontage parking spaces would also have excellent visibility, except for the spaces at the east and west ends, whose visibility would nonetheless be satisfactory in accordance with clear national guidance.
- 5.4 There is therefore no transport reason why the development should not be permitted.



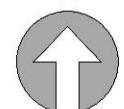
Proposed Location Plan

1:1250

0 10 20 40 60 80 100m

Site Location FIGURE 1

N



DRAWING:-
Proposed Location Plan

CLIENT:-
Village Homes Folkestone Ltd,
2-4 South Street, Folkestone,
Kent, CT20 1RW

PROJECT&TITLE:-
Proposed Residential
Development on land adjacent
to Romney Avenue, Folkestone

SCALE:-
1:1250@A3

DATE:-
May 2018

DWG NO:-
SK03 / 17026

REVISION:-
-

CLArchitects
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Proposed Residential Development

Proposed Development

FIGURE 2

Do not scale this drawing
Architects to be informed of all discrepancies in dimensions
Contractors to check all dimensions on site

© This drawing is copyright
Revision Date / Details Revised by
P1 10/06/2019 BB

Finishes Key:

- New Permeable Surface
- Soft Landscaping
- Tiled Roof
- Storage Shed
- Existing Trees
- Access to Dwelling
- Proposed Parking Restrictions
- P# Assigned Parking Space
- VP Visitor Parking Space

Access points to new development to be vehicle crossover points i.e. dropped kerb.

CLARCHITECTS

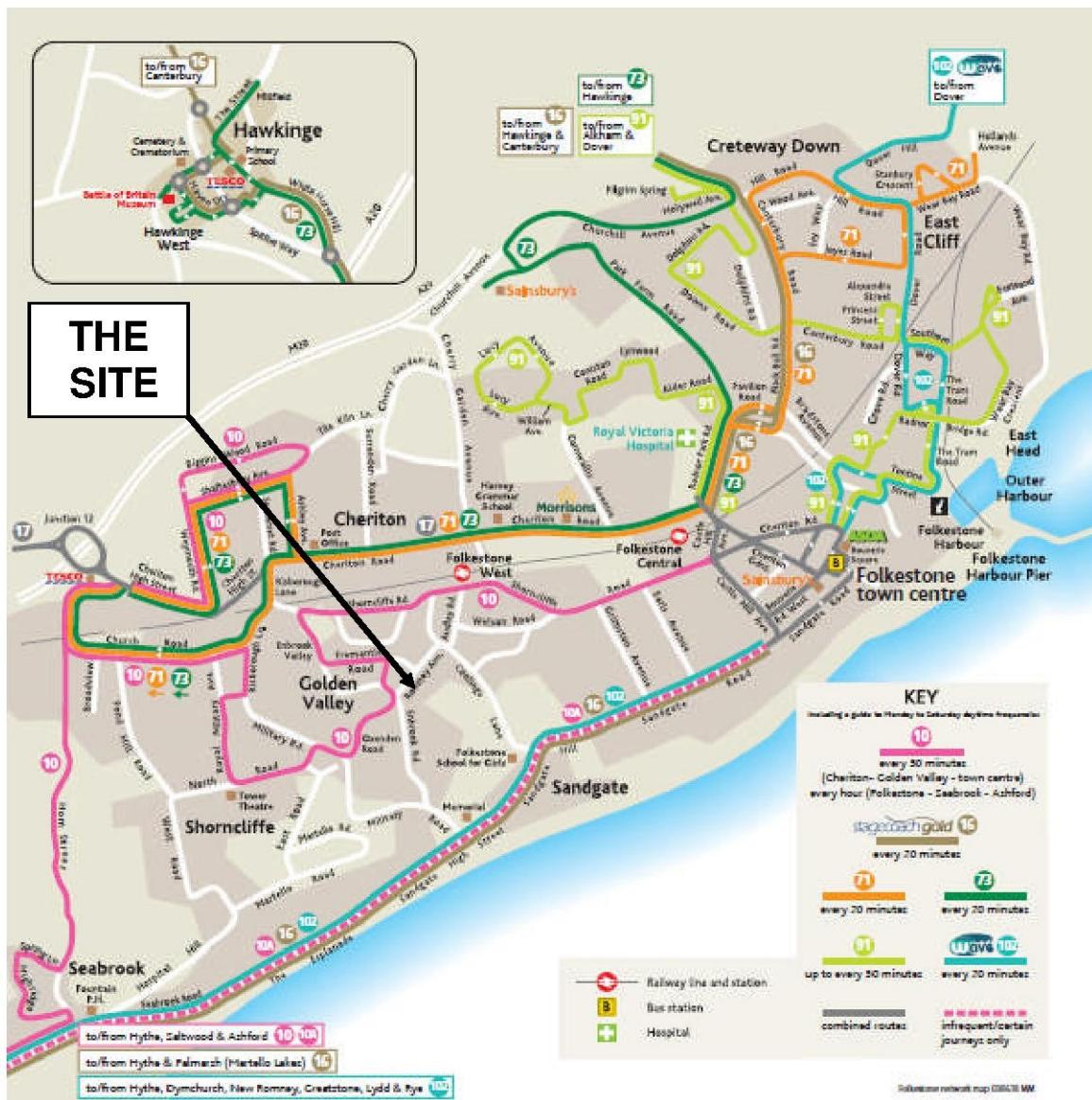
127 Sandgate Road,
Folkestone,
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email: info@clarchitects.co.uk

Project Title
Proposed Residential Development on land
adjacent to Romney Avenue, Folkestone

Drawing Title
Proposed Site Plan

Scale
1:400 @ A3
Job No
17026
Drawn
BB
Status
Planning
Checked
Date
June 2019
Rev No
PL02

PL02
P1



Site and Public Transport Network

FIGURE 3

