

Bancroft Consulting Limited

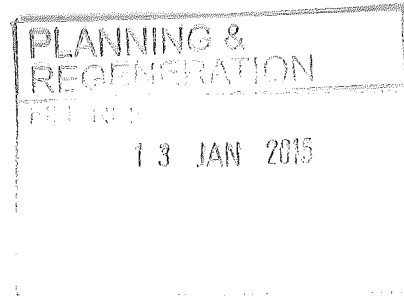
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Highways and Transportation
Kent County Council
Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD
FAO: Ms Ruth Goudie



Our Ref: CJB/F13105/070115
Date: 8 January 2015

Dear Ruth,

**CANTERBURY CITY COUNCIL'S DRAFT INFRASTRUCTURE DELIVERY PLAN:
HERNE RELIEF ROUTE**

I refer to the ongoing discussions between us, along with officers from Canterbury City Council and other representatives from Hollamby Estates (2005) Limited, all in respect of the above and proposals for development at the Lower Herne Village site. In preparing our response to the Draft Infrastructure Delivery Plan (DIDP) it has been noted how the strategy for apportioning costs for the Herne Relief Route is to be based on the corresponding traffic generation associated with each of the three sites, namely Lower Herne Village (circa 800 dwellings), Herne Bay Golf Club (circa 600 dwellings), and the Hillborough (circa 1000 dwellings) sites. I therefore write on behalf of Hollamby Estates (2005) Limited to express our concern at this position.

Paragraph 61 of the document explains "*A funding agreement based on a signed Memorandum of Understanding will set out the level of financial contribution to be provided by each of the developers based on the traffic generation from each of the allocations that will use the relief road*". To clarify, it is our understanding that these costs relates solely to the off-site works to improve Bullockstone Road between its junctions with Lower Herne Road and Canterbury Road, along with the difference between the standard Residential Access Road and the specification required for the Herne Relief Route as it passes over the Lower Herne Village site. Over recent months we have made numerous requests for detailed evidence from the Highway Authority as to how this will be calculated, to which nothing has been provided. Furthermore, we have been advised by Counsel that without such evidence the approach should instead be focused on dwelling numbers rather than traffic generation.

On 13 October 2014 a meeting took place between Canterbury City Council, Kent Highways, and representatives from each of the three land promoters. The meeting was chaired by Colin Carmichael and I am informed that a copy of our 'Technical Note 2 – Traffic Increases on Herne Relief Road (September 2014)' was issued to all involved. In the

absence of any specific information being offered by the local highway authority, this document sought to set out a strategy based on previous trip rates and a distribution model that had been previously agreed with you as part of the Scoping Study submission. This assessment concluded that an initial apportionment of costs should be as follows:

- Lower Herne Village - 34%
- Golf Club site - 39%
- Hillborough - 27%

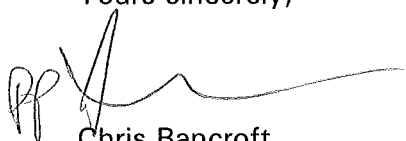
To date there has been no formal response to this suggested approach, which we believe offers a sound strategy for determining the appropriate level of contributions associated with the Herne Relief Route. Moreover, in our opinion the Highway Authority's failure to provide independent evidence on their preferred methodology for apportioning costs leaves the delivery of the Herne Relief Route in an untenable position, which could jeopardise the local plan.

In support of the draft Canterbury District Local Plan it is imperative that the Highway Authority is able to demonstrate a robust position in respect of its infrastructure improvements and this includes providing confidence that a suitable mechanism for delivery can be achieved. Given the potentially significant variation in costs involved for each site promoter any methodology for apportioning costs associated with the Herne Relief Route must be set out and discussed, preferably agreed, well in advance of any discussions with the Inspector to provide confidence in its delivery.

To progress this situation, I should be grateful if you could review the Technical Note 2 document (a further copy of the report text is also attached for ease of reference) and then formally respond confirming whether this approach would be acceptable to the Highway Authority. If this is not the case then details of how you intend to calculate the costs for the Herne Relief Route should be provided. The details of any subsequent methodology should then be included within the relevant section of the DIDP to provide greater confidence in its delivery.

I trust that the above details are in order and look forward to receiving your urgent response to the points raised. As has always been the case, the Lower Herne Village Project Team is committed to assisting the Local Planning Authority in the development of the Local Plan so please do not hesitate to contact me directly should you have any queries whatsoever about this letter.

Yours sincerely,



Chris Bancroft
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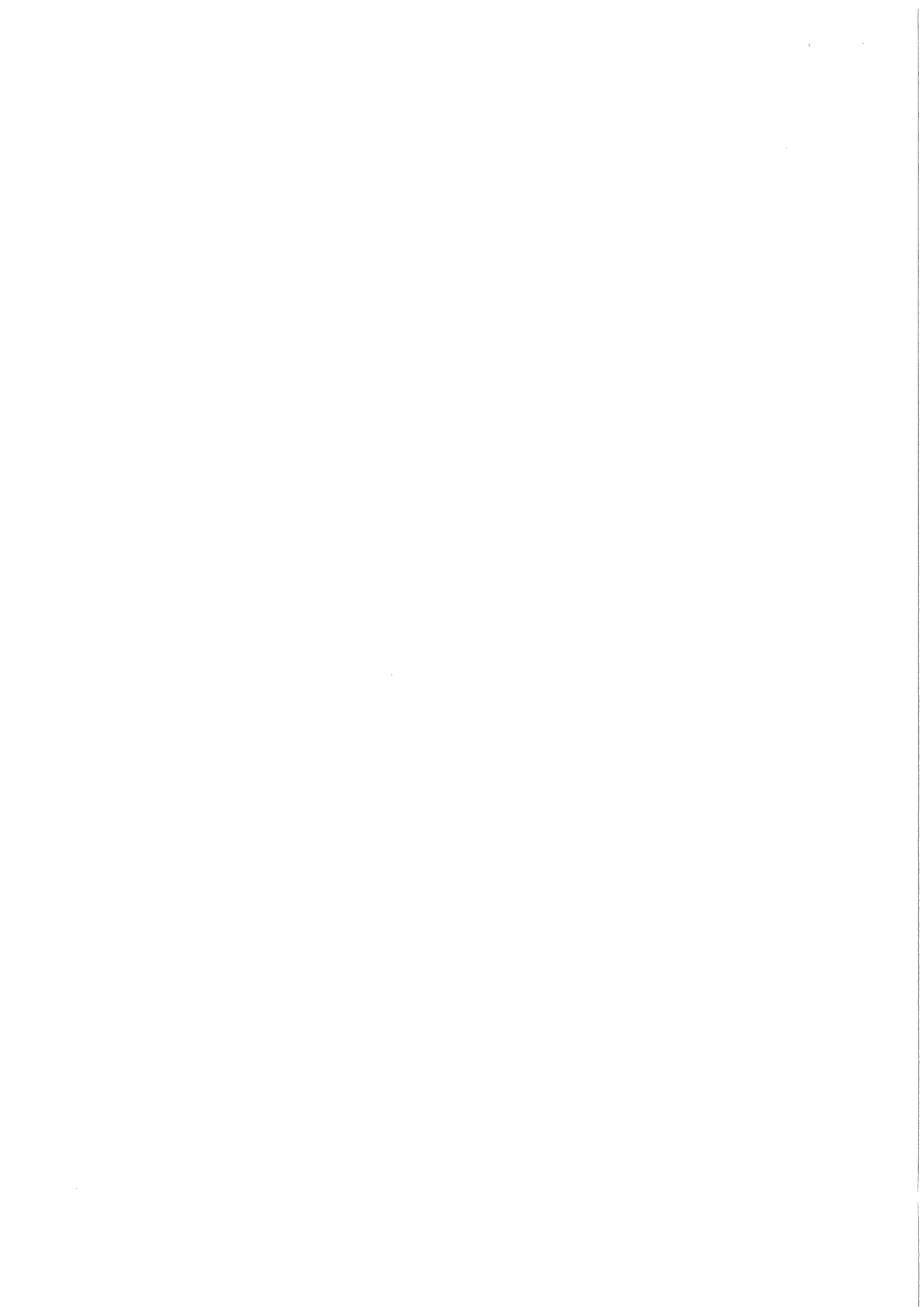
cc	Mr Adrian Verrall	-	Canterbury City Council
	Mr Richard Moore	-	Canterbury City Council
	Mr Vic Hester	-	VLH Associates
	Mr Chris Crook	-	Hollamby Estates



PROPOSED MIXED USE DEVELOPMENT - LOWER HERNE VILLAGE
TECHNICAL NOTE 2 – TRAFFIC INCREASES ON HERNE RELIEF ROAD
SEPTEMBER 2014

1.0 INTRODUCTION

- 1.1 Bancroft Consulting are currently providing highways and transportation advice to Hollamby Estates in respect of the proposed 'Lower Herne Village' mixed use development. A Transport Assessment is being produced to address the potential highway impact of the proposals, following ongoing negotiations with the local highway authority, Kent County Council, since 2010.
- 1.2 One of the key issues being considered as part of the Transport Assessment is the potential to deliver a 'Relief Road' for Herne as part of the proposed development. This would include a link through the site between the Thanet Way/Canterbury Road junction and Bullockstone Road, as well as improvements along Bullockstone Road to the south of the site up to the junction with Canterbury Road. The relief road scheme is being considered at the request of the local highway authority, with a view to reducing the level of traffic currently travelling through Herne Village via Canterbury Road.
- 1.3 The purpose of this note is to provide estimates of the potential traffic increases that would be generated by the 'Lower Herne Village' site along Bullockstone Road, as well as the traffic associated with two other sites allocated within the draft Canterbury Local Plan. One of these sites is the current planning application for a mixed use development at the 'Herne Bay Golf Club' site (ref: CA/14/00648). The other site comprises land at Hillborough, which is adjacent to the 'Altira Park' site north of Thanet Way and could potentially deliver up to 1000 residential dwellings. Estimates of the potential peak hour traffic increases generated by these sites will be used to determine the proportional impact of each development along Bullockstone Road, which can then be used as an initial starting point for agreeing what proportion of the cost for the Relief Road improvements should be covered by each developer.



2.0 EXISTING TRAFFIC FLOWS

2.1 Peak hour traffic counts have been commissioned at the Bullockstone Road/Lower Herne Road and Canterbury Road/Bullockstone Road T-junctions, although the results are not yet available. However, in the meantime recent Automated Traffic Count (ATC) data recorded over a 7-day period on Bullockstone Road and Canterbury Road has been used to give an indication of peak hour traffic flows on these roads. **Figure T1** shows these recorded flows. It should be noted that the Bullockstone Road ATC data was recorded just north of Lower Herne Road, but for the purposes of this exercise it has been assumed that these flows translate to a point south of Lower Herne Road as well.

3.0 PROPOSED 'RELIEF ROAD' IMPROVEMENTS ON BULLOCKSTONE ROAD

3.1 **Appendix TA** includes the current illustrative masterplan showing the road extending through the site, whilst **Drawing Numbers F13105/01 to F13105/08** show the current proposals for improvements along Bullockstone Road. The improvements on Bullockstone Road include carriageway widening to achieve a general 6 metres width, to allow HGVs to use this currently restricted route. The improvements also include various speed control features for a desired 40mph limit (30mph through site), whilst the existing junction with Canterbury Road would be reconfigured to give priority to movements to/from the Relief Road.

3.2 The purpose of the potential Relief Road improvement scheme is to provide an alternative route for traffic currently having to travel through Herne Village via Canterbury Road, to reduce traffic levels through the village. It has been agreed with the local highway authority that a reasonable assumption is that the improvements could result in 50% of traffic currently using Canterbury Road travelling via Bullockstone Road instead. **Figure T2** therefore shows how the Relief Road improvements could affect the level of peak hour flows on Canterbury Road and Bullockstone Road. It confirms that two-way peak hour traffic flows on Canterbury Road could reduce from 975 movements to 487 movements (morning peak hour), with a reduction from 28 HGVs to 14 HGVs. As a result, flows on the improved Bullockstone Road route would increase from 546 two-way movements in the morning peak hour to 1034 movements with HGV trips increasing from 4 to 18.

- 3.3 With respect to new flows generated by the various Local Plan sites, it should be assumed that 100% of flows to the south would utilise the 'Relief Road' route, rather than adding additional trips to Canterbury Road.

4.0 DEVELOPMENT TRAFFIC INCREASES ON BULLOCKSTONE ROAD

- 4.1 As well as the reassignment of existing traffic flows, the improved section of Bullockstone Road also accommodate additional traffic flows generated by the 'Lower Herne Village' scheme and the two other nearby schemes for which planning applications have been submitted (Herne Bay Golf Club and Hillborough sites). The following details consider the potential level of peak hour traffic movements each of these three developments would generate along this route.

Lower Herne Village

- 4.2 Based on traffic generation figures agreed with the local highway authority, and a gravity-based P/T^2 distribution model, it has been calculated that the proposals would generate the following increases in 'new' two-way traffic movements to the south of the site along Bullockstone Road:

- AM peak hour (0800 to 0900 hours) - 49 two-way movements
- PM peak hour (1700 to 1800 hours) - 65 two-way movements

- 4.3 Following discussions with the local highway authority, an additional 'sensitivity test' will also be considered as part of the Transport Assessment whereby a higher proportion of traffic travels to and from Canterbury. This sensitivity test results in the following peak hour increases along Bullockstone Road:

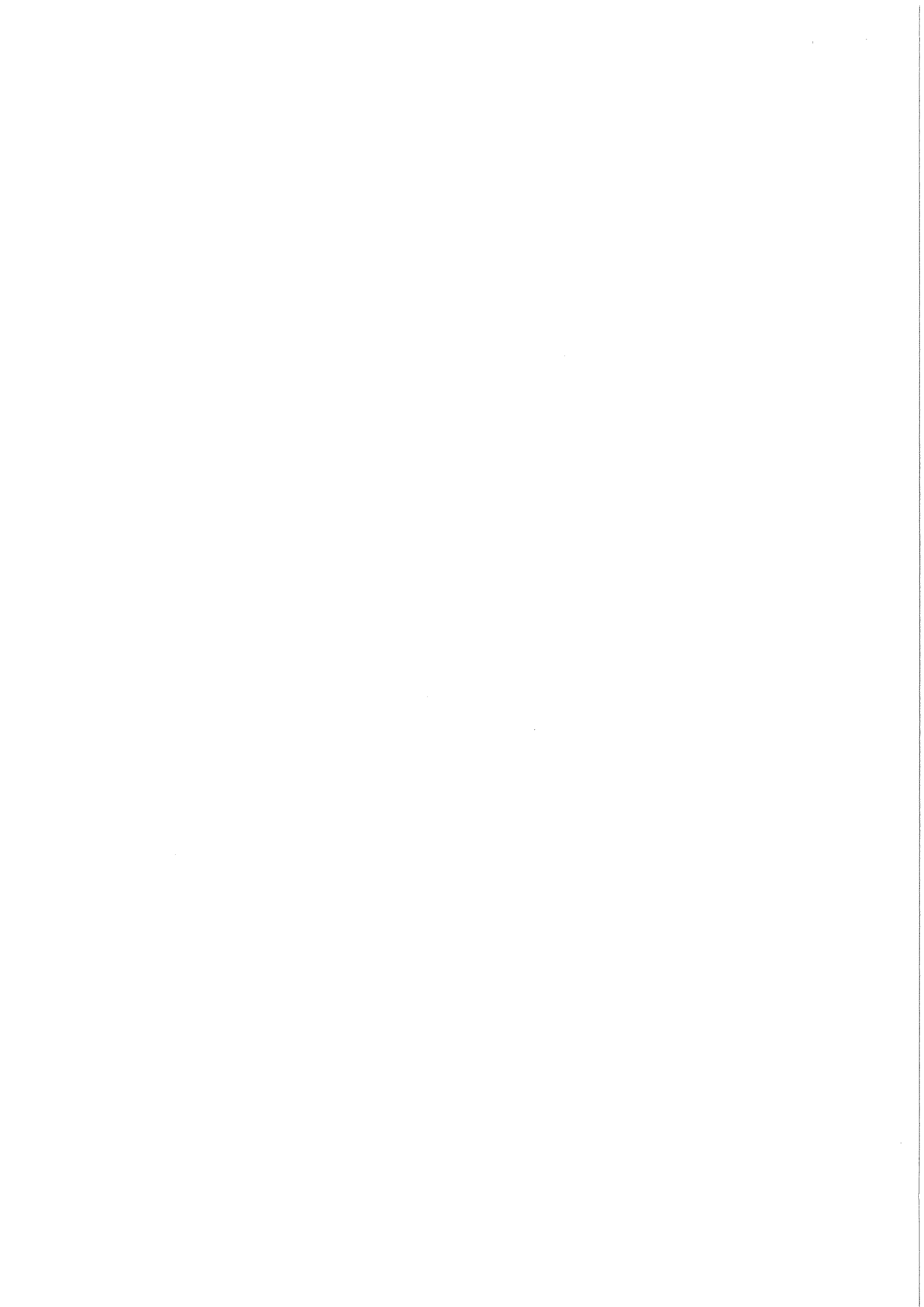
- AM peak hour (0800 to 0900 hours) - 108 two-way movements
- PM peak hour (1700 to 1800 hours) - 141 two-way movements

- 4.4 It should be noted that the purpose of the sensitivity test is purely to provide a robust means of assessing the impact of the development on the route to the south towards Canterbury. However, in practice it is envisaged that the actual increases would be those given at paragraph 4.2, as these reflect the actual distribution model created for the whole of the surrounding highway network. Hence, for the purposes of this exercise the lower figures have been adopted as the actual likely

peak hour flows. This approach should be satisfactory to calculate the relative traffic increases generated by the three sites in question, as if the higher percentage increase on this route was applied for Lower Herne Village then this would also need to be applied to the other two sites as well.

Herne Bay Golf Club site

- 4.5 A detailed Transport Assessment was submitted as part of the Herne Bay Golf Club application. The traffic flows figures contained at Appendix 29 of the Transport Assessment identify the following peak hour traffic increases on Bullockstone Road:
- AM peak hour (0800 to 0900 hours) - 9 two-way movements
 - PM peak hour (1700 to 1800 hours) - 11 two-way movements
- 4.6 The Transport Assessment also identified the following peak hour traffic increases on Canterbury Road:
- AM peak hour (0800 to 0900 hours) - 30 two-way movements
 - PM peak hour (1700 to 1800 hours) - 37 two-way movements
- 4.7 As described above, it is assumed that the Relief Road improvements would result in 100% of all new trips generated by the surrounding developments diverting along Bullockstone Road rather than Canterbury Road. As a result, all of the above traffic increases would instead occur along Bullockstone Road. The overall increase on Bullockstone Road generated by the Golf Club site would therefore be as follows based on the Transport Assessment figures:
- AM peak hour (0800 to 0900 hours) - 39 two-way movements
 - PM peak hour (1700 to 1800 hours) - 48 two-way movements
- 4.8 Notwithstanding the above, it is noted that the local highway authority raised concerns over the traffic generation calculations within their formal consultation response on the Golf Club site application, suggesting that the flows should be higher. Within a letter produced by Bancroft Consulting submitted representations on the application, it was suggested that the peak hour traffic generation should potentially be increased by around 300 hourly two-way movements. When compared with the current overall increases for the site of 316 in the morning peak



and 392 in the evening peak, this equates to an approximate increase of 50% overall. Based on this figure, it is considered reasonable to assume that that the Golf Club site would actually generate the following peak hour traffic increases along Bullockstone Road:

- AM peak hour (0800 to 0900 hours) - 59 two-way movements
- PM peak hour (1700 to 1800 hours) - 72 two-way movements

'Hillborough' development

4.9 No planning application has been submitted for the 'Hillborough' site as of yet, and so no precise details in respect of the potential peak hour traffic increases are available to view. Hence, for the purposes of this exercise some basic assumptions have been made to estimate the additional traffic that the Hillborough site could generate along Bullockstone Road.

4.10 To calculate the potential peak hour traffic increases associated with the Hillborough site, the residential trip rates agreed for Lower Herne Village have been adopted. These rates (per dwelling) are as follows:

	arrive	depart
• AM peak hour (0800 to 0900 hours)	0.110	0.300
• PM peak hour (1700 to 1800 hours)	0.288	0.160

4.11 Based on the above rates, the potential development of up to 1000 residential dwellings at the Hillborough site could generate the following peak hour traffic increases within the surrounding highway network:

	arrive	depart	total
• AM peak hour (0800 to 0900 hours)	110	300	410
• PM peak hour (1700 to 1800 hours)	288	160	448

4.12 The Lower Herne Village distribution model assumes a total of approximately 11% of all development trips would be associated with routes to the south via Bullockstone Road. In the absence of any specific distribution details for the Hillborough site, this percentage has therefore been adopted for the purposes of this exercise. As with the other two sites, it is also assumed that 100% of traffic travelling in this direction would utilise Bullockstone Road rather than Canterbury

Road, with the 'Relief Road' improvements in place. It has therefore been calculated that the potential Hillborough development would generate the following peak hour traffic increases along Bullockstone Road:

- AM peak hour (0800 to 0900 hours) - 45 two-way movements
- PM peak hour (1700 to 1800 hours) - 49 two-way movements

Summary

4.13 In summary, it is predicted that the three developments would generate the following peak hour traffic increases along Bullockstone Road should the Relief Road improvements be undertaken:

Lower Herne Village

- AM peak hour (0800 to 0900 hours) - 49 two-way movements
- PM peak hour (1700 to 1800 hours) - 65 two-way movements

Herne Bay Golf Club site

- AM peak hour (0800 to 0900 hours) - 59 two-way movements
- PM peak hour (1700 to 1800 hours) - 72 two-way movements

Hillborough site

- AM peak hour (0800 to 0900 hours) - 45 two-way movements
- PM peak hour (1700 to 1800 hours) - 49 two-way movements

5.0 PROPORTIONAL IMPACT ON SITES ALONG PROPOSED RELIEF ROAD

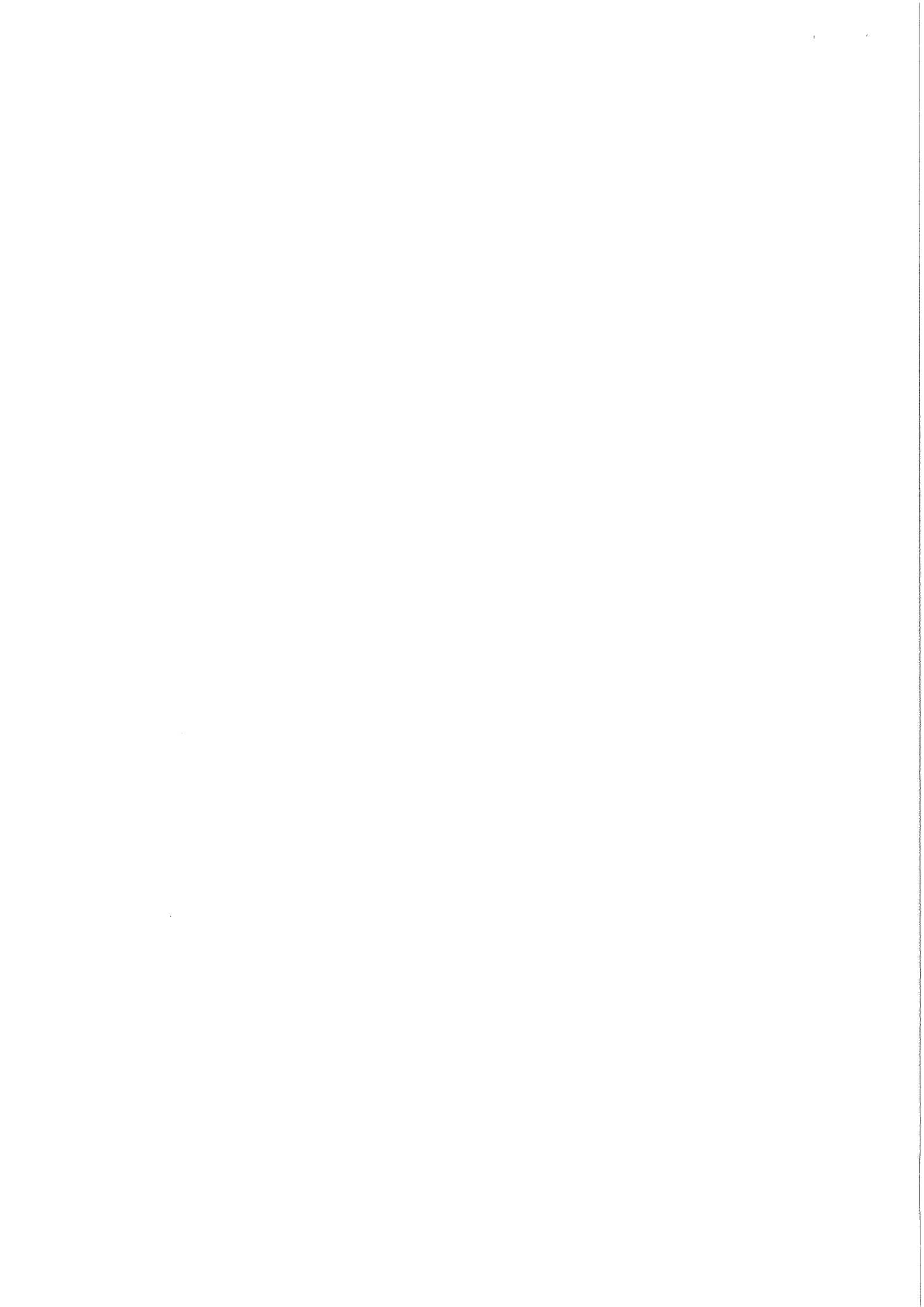
5.1 Based on the peak hour traffic flow details contained in Section 4 of this Technical Note, each of the three sites would result in the following proportion of overall development traffic increases along the proposed Relief Road:

	Lower Herne Village	Golf Club site	Hillborough
• AM Peak	32%	39%	29%
• PM Peak	35%	39%	26%
• Average	34%	39%	27%

5.2 The above percentage figures could be used as a starting point to help determine the contribution that each site should be required to make towards the potential Herne Relief Road improvements along Bullockstone Road. This is only a starting point rather than being definitive figures, especially as the Lower Herne Village site



would already facilitate the delivery of the Relief Road by providing the section of carriageway extending through the site between Bullockstone Road and the Thanet/Way/Canterbury Road junction.



Bullockstone Road

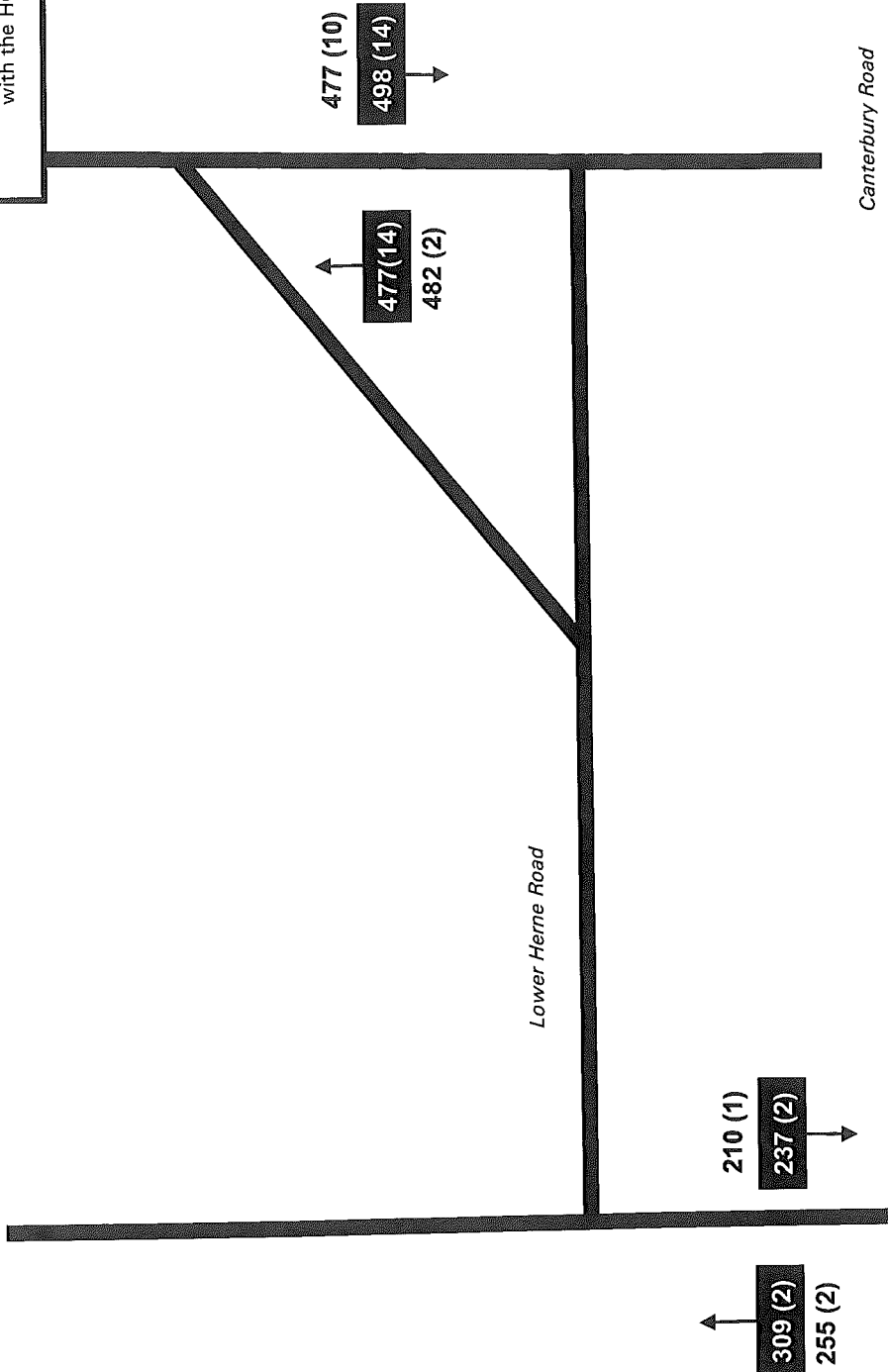
Lower Herne Road

Canterbury Road

Key

xxx am peak hour
(xx)
 xxx pm peak hour
(xx)

Note 1: the figures given are the total vehicles with the HGV/bus numbers in brackets



SCALE: Do Not Scale

DATE: 17.09.14

DRAWN: PK

CLIENT:

HOLLAMBY ESTATES

JOB TITLE:

LOWER HERNE VILLAGE

bancroftconsulting
transport consultancy services

JOB NUMBER:

F13105

FIGURE:

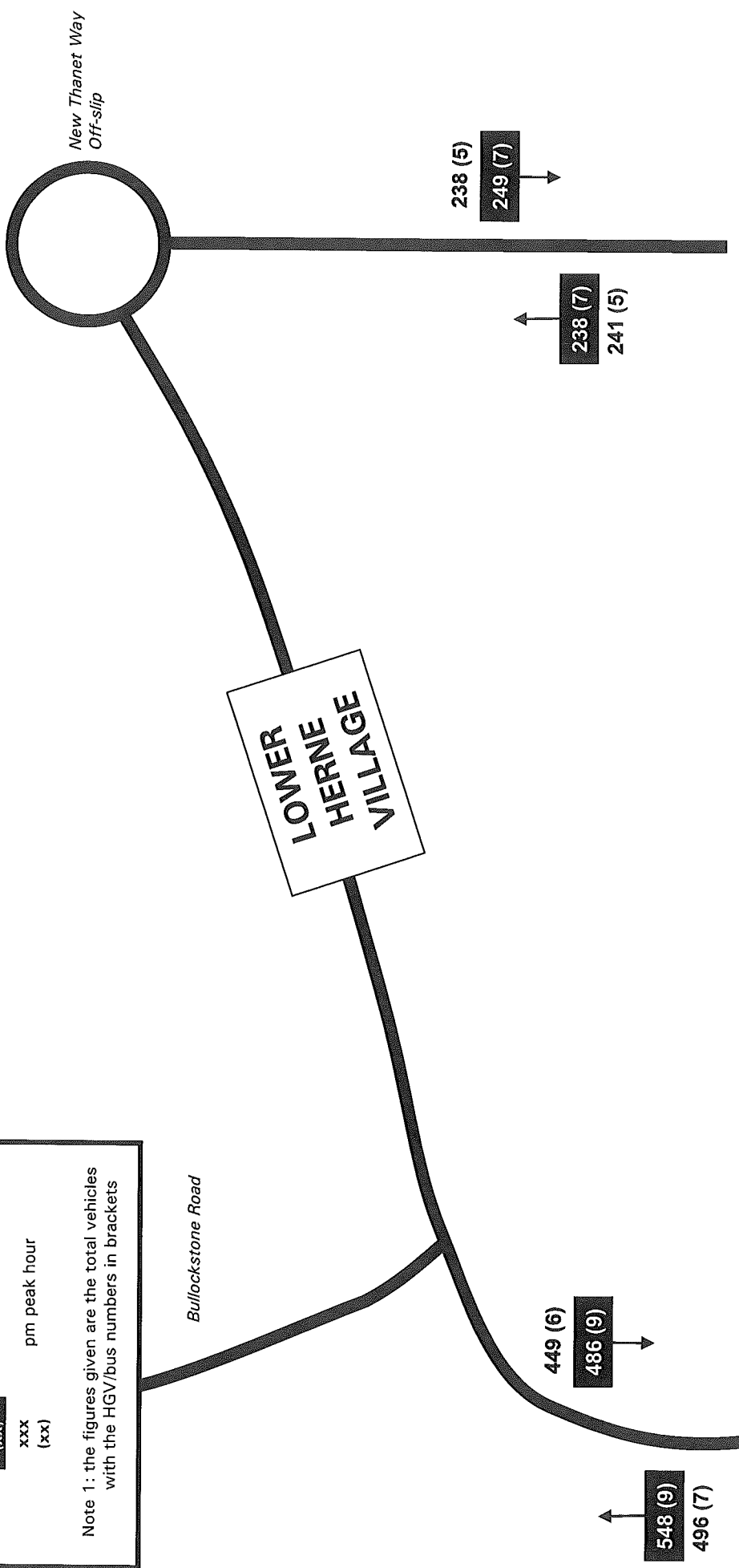
T1

TITLE:
EXISTING TRAFFIC FLOWS (2014)

Key

xxx (xx) am peak hour
 xxx (xx) pm peak hour

Note 1: the figures given are the total vehicles with the HGV/bus numbers in brackets



SCALE: Do Not Scale	CLIENT: HOLLAMBY ESTATES	JOB TITLE: LOWER HERNE VILLAGE	 transport consultancy services
DATE: 17.09.14	TITLE: POTENTIAL EFFECT OF 'RELIEF ROAD' ON TRAFFIC FLOWS (50% OF CANTERBURY ROAD + TRAFFIC SWITCHES TO BULLOCKSTONE ROAD)	JOB NUMBER: F13105	
DRAWN: PK	FIGURE: T2		

