Land Adjacent to Milborough House
Herne Bay Road, Sturry

Transport Note

January 2023

transport planning practice

TPP
transport planning practice

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1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) have been commissioned to provide transport planning advice with regard to a site promotion submission for a housing allocation site to the south of Millborough House on Herne Bay Road.

1.1.2 This Transport Note has been prepared to support the submission for a site allocation to provide a new housing development of circa 20 houses on the one hectare site.

2 EXISTING SITE ACCESS

2.1.1 This chapter sets out the existing accessibility of the Site by all modes in the context of the local transport network.

2.1.2 The Site is located between the settlements of Sturry to the south and Broad Oak to the north east of the Site. The main strategic route through Sturry is the A28 that runs from Margate in the north east, to Canterbury and onto Ashford in the south west. Additionally the A291 Herne Bay Road/A291 Sturry Hill links Sturry and Broad Oak to the A229 and Herne Bay.

2.1.3 In general the Site is well located to promote sustainable travel. The Site location is allows for travel by various modes, having access to high quality bus services, a rail station and being situated within walking and cycling distance of major trip attractors, including those in Canterbury City Centre.

2.2 Local Access

2.2.1 The Site is within easy travel distance of various trip attractors, including employment, education, healthcare and retail. In the immediate vicinity of the Site is the local village store on Sweechgate and the Broad Oak Farm Shop on A291 Herne Bay Road both of which are within 150m (i.e. less than 2 minute walk from the proposed access of the site). There are also local amenities provided in the Sturry local centre, including retail, education and healthcare. The start of Sturry High Street is located around 1.1km from the access where there is a post office, dental practice, pharmacy, library, public house and takeaways.

2.2.2 The nearest primary school is Sturry Church of England which is 900m (9-12 minute walk) from the access on Sturry Hill, and the nearest secondary school (without a sixth form) is Spires Academy 2.8km (28-35 minute walk).

2.2.3 Canterbury City Centre is around 3.2 km from the site and would be the main draw for residents. It includes a high retail offer and has many businesses in the locality offering potential for employment opportunities. In addition, there are large number of schools, colleges and Canterbury University.

2.3 Bus services

2.3.1 There are bus stops on both sides of the A291 Herne Bay Road within a short distance from the site access. Table 1 summarises the scheduled bus services

calling at the bus stops near to the site and the frequency of service. As shown in Table 1 the site is well served by bus services. The No.7 bus service operates between Canterbury and Herne Bay with a 60-minute frequency. The No.6 operates between Herne Bay and Canterbury with a 30-minute frequency and the Triangle bus service is a circular which runs between Canterbury and Herne bay with a 15 minute frequency. Additional bus services are available at stops within 15 minutes walk of the site at Sturry Station.

2.3.2 Table 1 also shows that there are several school buses that will be accessible to residents of the site. The 908/911/912/919 bus services call at the stops on the A291 within a circa 400m of the site. These services undertake journeys between Herne Bay and a number of schools in Canterbury.

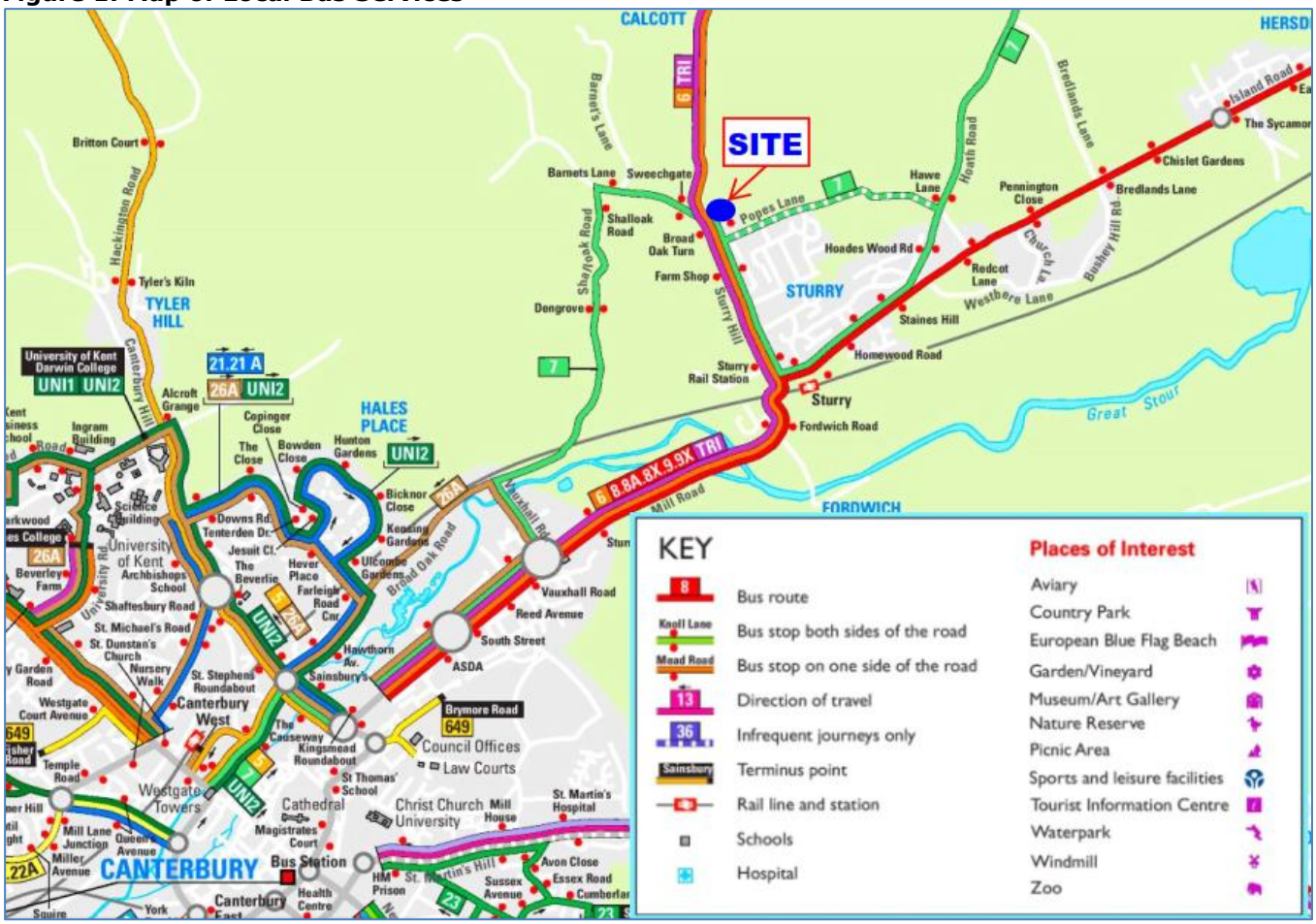
Table 1: Local Bus Service Frequencies

Bus service	Route	Frequency	
		Mon-Sat	Sun
Services within 400m of Site			
6	Herne Bay – Canterbury	30 mins	
7	Canterbury – Reculver – Herne Bay	60 mins	
908/911/912/919	Herne Bay – Canterbury Schools	2 trips(1)	
Triangle	Canterbury – Whitstable – Herne Bay – Canterbury	15 mins	15 mins
Other services which stop Sturry Train Station (10 to 14 min walk from site)			
8	Westwood Cross – Margate - Canterbury	30 mins	60 mins
8A	Northdown Park – Margate – Canterbury	30 mins	
8X	Westwood Cross – Broadstairs – Margate - Canterbury	6 trips(2)	60 mins
9	Westwood Cross – Broadstairs – Ramsgate – Canterbury	60 mins	
9X	Westwood Cross – Broadstairs – Ramsgate – Canterbury	5 trips(3)	

Notes:
1 - 2 trips, 1 in each direction. Only operates Monday-Friday on schooldays only.
2 - 6 trips, 4 in direction to Canterbury and 2 in direction to Margate. Some services operate on schooldays only. There are 4 trips on Saturdays, 3 in direction to Canterbury and 1 in direction to Margate.
3 - 5 trips Monday-Friday, 4 in direction to Canterbury which sets down only at Sturry Rail Station only and 1 trip which terminates at Ramsgate. There are 2 trips on Saturdays in direction to Canterbury only.

2.3.3 Figure 1 also shows the location of the Site in relation to local bus routes. From the figure it can be seen that the Site benefits from bus services passing the site which travel to Sturry Station and the village centre on route to Canterbury.

Figure 1: Map of Local Bus Services



2.4 Train Services

2.4.1 The nearest rail station is at Sturry to the south of the site which is 1km, a 10 to 14 minute walk from the proposed access onto A291 Herne Bay Road. The station has a limited number of car parking spaces, and six Sheffield stands for cycle parking. The line runs to London Charing Cross and Cannon Street via Canterbury whilst also providing for local journeys within Kent such as to Ashford, Ramsgate or Margate. Access is also available via Ashford to the high speed service which runs fast between Ashford and London St Pancras.

2.4.2 The journey to London takes around 2 hours or 1 hour for the high speed. There are two to three services during the morning peak and hourly through the day. Typical journey times from Sturry to local towns in Kent are as follows:

- Canterbury - 5 minutes
- Margate - 30 minutes
- Ramsgate - 20 minutes
- Ashford - 25 minutes

3 DEVELOPMENT POTENTIAL

3.1.1 This chapter provides an overview of the development proposals and the proposed access arrangements.

3.2 Access to the development

3.2.1 The development proposals comprise circa 20 residential units which will be accessed via a new link to the proposed roundabout on Herne bay Road which will be implemented as part of redevelopment of the Broad Oak Farm site. The new link to the roundabout will facilitate a safe means of access to the site where vehicle speeds are controlled by the design of the roundabout which can also readily facilitate the small increase in traffic movements.

3.2.2 The proposed new link on the roundabout shown in drawing no. 31379/AC/002 revision B complies with design standards in respect of the entry path curvature which is 50m, the entry radius which is 20m, the entry angle which is circa 30^0, and achieving appropriate forward visibility on the approach to the give way line and visibility to the right on the circulatory carriageway.

3.3 Improved Bus Stop Serving Southbound Services

3.3.1 The current layout of the roundabout features a bus stop serving southbound services which is situated alongside the exit of the roundabout on Herne Bay Road. This arrangement is not ideal since bus indicating left when exiting the roundabout and manoeuvring into the bus stop may confuse drivers behind who may follow the bus into the bus stop cage, rather than manoeuvring via the southbound lane. This could have road safety implications. The revised roundabout which incorporate the new access link also allows for the bus stop to be moved further south in a layby whereby the bus would manoeuvre off the southbound lane to enter the layby, which avoids a vehicle behind incorrectly following the bus rather than staying in the southbound lane.

3.3.2 The resiting of the bus stop also moves it closer to the proposed pelican crossing (to be implemented as part of the redevelopment of the Broad Oak Farm) which will encourage its use, particularly in respect of bus users walking to and from areas to the north of the bus stop. Since some walking are still likely to take the most direct route, informal unmarked crossing points are have been incorporated on the southern link at the island i.e. dropped kerbs with tactile paving.

3.3.3 The resited bus stop will have sufficient space to accommodate a bus shelter whilst also providing a 2m footway behind the shelter.

3.4 Improved Public Right of Way

3.4.1 In addition to the vehicular route from the new roundabout which will feature footways either side of the access. The site will also be accessed from the public right of way path (PRoW no. CB58) which crosses the site from the NW corner of the site via Herne Bay Road to the SE side of the site when it then crosses an adjacent field through to Popes Lane. The PRoW will be realigned to follow the route of the site's internal roads before tying back into the existing PRoW along the eastern boundary. The route which continues to Popes Lane will be improved with new surfacing, lighting and signage to enhance this route for residents of the proposed development as well as residents in the surrounding area. The PRoW through the site will be wide enough to be a shared footway cycleway.

3.5 Improved Access to a Potential Future Development Site

3.5.1 The proposed new link to the roundabout on Herne Bay Road opens up a future option to extend the new link further east to connect to the site referred to as Land North of Popes Lane which was the subject of a planning application for housing that was refuse at committee and a subsequent appeal dismissed. The reason for the dismissal was due to several reasons, including the unacceptably severe cumulative impact on traffic flows, at various junctions including the A291 / Popes Lane junction which would operate very close to capacity.

3.5.2 Although the new link to the roundabout would not address all the transport reasons for the appeal scheme being dismissed, it would address the capacity issues related to the A291 / Popes Lane junction since all development trips would be able to safely access the highway network via the new roundabout rather than the priority junction which are typically more prone to accidents than roundabouts where vehicle speeds are controlled by the nature of the roundabout geometry. It is expected that existing capacity issues at existing nearby junctions such where the A28 crosses the railway line at a level crossing will be addressed in the future by the implementation of the Sturry Relief Road.

4 IMPACT ASSESSMENT

4.1 Site access

4.1.1 The Site would accommodate circa 20 residential homes which would generate a modest level of vehicle trips. The trip rates of the residential uses derived from comparable sites on TRICS is shown in **Table 4.1**.

Table 4.1: Vehicle trip rates per unit

Time	Arrivals	Departures	Total
08:00 – 09:00	0.115	0.342	0.457
17:00 – 18:00	0.324	0.163	0.487

4.1.2 The trip rates set out in **Table 4.1** have been multiplied by the proposed number of units i.e. 20 to calculate the predicted vehicle trips for the Site. These are shown in **Table 4.2**.

Table 4.2: Vehicle trips

Time	Arrivals	Departures	Total
08:00 – 09:00	2	7	9
17:00 – 18:00	7	3	10

4.1.3 As can be seen from Table 4.2, there are predicted to be 2 vehicle arrivals and 7 vehicle departures during what is generally considered to be the AM peak hour, resulting in a total of 9 vehicle trips during that hour. In what is generally considered to be the PM peak hour, there are predicted to be 7 vehicle arrivals and 3 vehicle departures resulting in a total of 10 vehicle trips during that hour. The trips generated in the AM and PM peaks are low and the flow wouldn't have a significant impact on the capacity of the roundabout where the development trips would join the highway network.

4.2 Local public transport services

4.2.1 The close proximity of bus and train services will mean that occupiers and visitors to the development will not be dependant on accessing the Site by private cars only and that trips will be disbursed on various travel modes. Given the modest size of the site the increase in demand on public transport services will be relatively low and unlikely to result in any capacity issues.

5 SUMMARY AND CONCLUSION

5.1.1 This Transport Note has been prepared to support the submission for a Local Plan Site Allocation for the land south of Millborough House on Herne Bay Road to provide a new housing development on the site comprising circa 20 residential units.

5.1.2 The findings of this Transport Note demonstrate the Site is located where future residents have a realistic opportunity to travel by more sustainable modes of transport than private car. The site has good access to bus services which pass close to the site on Herne Bay Road and Sweechgate. It is also accessible to Sturry Station by walking, cycling or bus services on Herne Bay Rd. As well as it accessibility to public transport services, it is also within walking distance to shops and services on Herne Bay Road, Sweechgate and the High Street in Sturry.

5.1.3 The relatively small scale of the development will mean that the development trips will not have a significant impact on local the local highway network or public transport services. The proposed site access which involves the creation of a new link on the proposed roundabout that will be implemented as part of the redevelopment of the Broad Oak Farm site, will provide a safe means of access to the development where vehicle speeds are controlled by the geometric design of the roundabout.

5.1.4 The new link to the roundabout could potentially be extended in the future to serve the Land North of Popes Lane where a residential development was previously proposed but refused at the planning committee and dismissed at appeal. Although there were several reasons for dismissing the scheme, one involved the additional impact the scheme would have at the A222 / Popes Lane junction which is currently operating close to capacity. Access the appeal site via the proposed new link to the roundabout would directly address that issue.

5.1.5 In conclusion, from a transport perspective the Site is suitable for a residential development given that it is located in an accessible location and the development proposals would not result in a severe impact on the local highway network.

N

HERNE BAY ROAD

Milborough House

STOP

ESS

HERNE BAY ROAD

SWEECHGATE

LB

Existing footway

Potential extension to land
North of Popes Lane

Proposed roundabout link 6.5m
carriageway with 3m footways
which incorporates 1m verges

R20m

New Bus Shelter

Gas Gov

Porthamel

POPES LANE

HERNE BAY ROAD

This drawing has been prepared for planning purposes and should not be used for construction.

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Based on Barratts drawing number
REVISED_PLANNING_LAYOUT-3133909. TPP REF - IN_01.

HERNE BAY ROAD

Proposed additonal roundabout link serving the proposed development

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SCALE @ A3	DATE	DRAWN BY	CHECKED	DRAWING NUMBER	REV
1:1000 (0 10 20m)	16/01/23	LD	CVR	31379/AC/002	B

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