



Technical Note

Site R9 – Land at Ashford Road, Chartham

22-096-001 Rev -

Transport Note

January 2023

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Local Plan	CG	SW	CG	JW	13/01/23

1 Introduction

1.1.1 Land at Ashford Road, Chartham has been allocated for employment development in the Draft Canterbury Local Plan (Site R9).

1.1.2 The draft allocation states:

Across the site, which measures 0.37ha, the development mix will include:

(a) Approximately 1,480sqm of commercial, business or compatible uses (such as a car showroom).

1.1.3 C&A have prepared this transport evidence to support the allocation including a change to the access arrangement which has been assumed in the draft allocation.

1.1.4 The 2021 National Planning Policy Framework (NPPF) requires that:

110. In assessing sites that may be allocated for development in plans, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

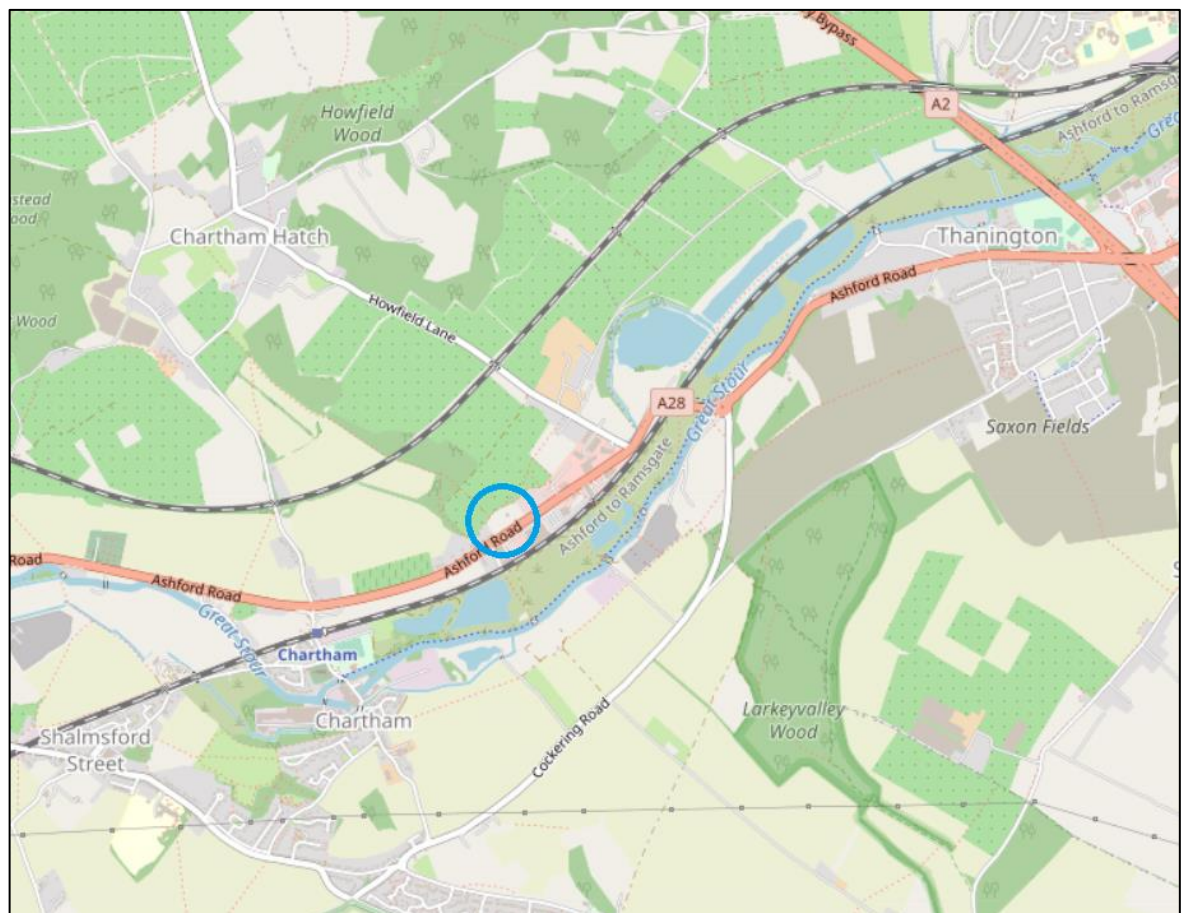
c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2 Site Location and Accessibility

2.1.1 As shown in **Figure 2.1** below, the site is located in Chartham adjacent to the A28 Ashford Road which is the principal route between Ashford, Canterbury and Thanet.

Figure 2.1: Site Location



2.1.2 CIHT's Planning for Walking guidance reports that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot. In addition, the CIHT's Planning for Cycling guidance reports that majority of the cycling trips made are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3.2km).

- 2.1.3 The 1.6km walking catchment covers the northern half of Chartham village, and the 5km cycling catchment extends to Chilham, Chartham Hatch and the western suburbs of Canterbury. This would allow residents in these areas to walk or cycle to access employment at the site.
- 2.1.4 There are bus stops at the junction of the A28 and Howfield Lane, approximately 400m north east of the site via the footway along Ashford Road. These stops are served by route 1A/1X which runs from Monday to Saturday between Ashford, Wye, Chartham and Canterbury.
- 2.1.5 Chartham railway station is located approximately 1km west of the site via the footway along Ashford Road. The station is served by hourly trains to Ashford, Canterbury, Ramsgate and London Charing Cross.
- 2.1.6 The site therefore benefits from a sustainable location.

3 Trip Generation

- 3.1.1 The TRICS database has been used to assess the estimated weekday peak hour vehicle trips associated with the potential allocation. While the exact land use of the development is not yet known, the Industrial Unit and Car Showroom categories in TRICS have been used to calculate some indicative trip rates. These rates are summarised in **Tables 3.1 and 3.2** below and the full TRICS outputs are shown in **Appendix A**.

Table 3.1: Vehicle Trip Generation - Industrial Unit

	AM Peak Hour 0800-0900			PM Peak Hour 1600-1700		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle trip rate per 100 sqm	1.05	0.23	1.28	0.31	1.16	1.46
Vehicle trips	16	3	19	5	17	22
Typical Weekday 0700-1900						
	Arr	Dep	Total			
Vehicle trip rate per 100 sqm	6.63	6.22	12.85			
Vehicle trips	98	92	190			

Table 3.2: Vehicle Trip Generation - Car Showroom

	AM Peak Hour 0800-0900			PM Peak Hour 1600-1700		
	Arr	Dep	Total	Arr	Dep	Total
Vehicle trip rate per 100 sqm	1.54	0.37	1.91	1.07	1.32	2.39
Vehicle trips	23	6	28	16	19	35
	Typical Weekday 0700-1900					
	Arr	Dep	Total			
Vehicle trip rate per 100 sqm	10.78	10.53	21.32			
Vehicle trips	160	156	315			

- 3.1.2 This data shows that on a typical weekday, these land uses could generate around 20-35 vehicle trips in each peak hour, and around 200-300 vehicle trips during the day.
- 3.1.3 Recent DfT count data for the A28 Ashford Road¹ shows an Annual Average Daily Traffic (AADT) of circa 11,600 two-way vehicle movements, so this would represent a small increase in road traffic relative to existing flows on the local network.

4 Access Arrangements

- 4.1.1 While the draft allocation assumes that the site would take access via the adjacent Volvo site, C&A have investigated the potential for a direct access into the site from A28 Ashford Road.
- 4.1.2 According to DMRB guidance² for priority junctions, the combination of minor road flows and the A28 ahead flows as estimated in **Chapter 3** could be accommodated by a simple priority access arrangement.
- 4.1.3 On this basis **Appendix B (Drawing 22-096-001 Rev B)** shows an indicative access arrangement which would maintain an adequate length for decelerating vehicles turning right into the garden centre site opposite.
- 4.1.4 As shown in the drawing, this arrangement would provide suitable visibility to reflect the 40mph speed limit on the A28 Ashford Road.

¹ DfT <https://roadtraffic.dft.gov.uk/manualcountpoints/16281>

² DMRB CD123 – Geometric design of at-grade priority and signal-controlled junctions, Figure 2.3.1

- 4.1.5 This arrangement would be suitable for a light industrial development on the site. If the car showroom option was taken forward, a wider access would be required to accommodate larger car transporters and in turn this may compromise the highway visibility which can be achieved. On this basis a car showroom development would be best served by access via the adjacent site to the east, as set out in the draft allocation.
- 4.1.6 This access layout can be achieved using the allocated land and the KCC adopted highway. A more detailed design supported by a topographical survey, Road Safety Audit and capacity assessment would be provided at application stage.

5 Summary and Conclusions

- 5.1.1 The proposed allocation on land at Ashford Road, Chartham benefits from a sustainable location including access to public transport.
- 5.1.2 Safe and suitable access to the site could be secured for all road users, either via the adjacent site to the east as is assumed in the draft allocation, or via a simple priority access from the A28 Ashford Road frontage. It is therefore suggested that the draft policy wording is amended to reflect this.
- 5.1.3 The proposals would not result in a severe impact on the local highway network.
- 5.1.4 Therefore, the site should continue to be allocated for development in the Canterbury Local Plan.

Appendix A TRICS Assessment

Calculation Reference: AUDIT-657801-230109-0129

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	GS GLOUCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1475 to 1890 (units: sqm)
 Range Selected by User: 1100 to 1900 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 06/05/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
 10,001 to 15,000 3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000 3 days
 250,001 to 500,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 2 days
 1.1 to 1.5 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 4 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	BR-02-C-02 STAINLESS FITTINGS SOUTH LIBERTY LANE BRISTOL	BRISTOL CITY
	Edge of Town Industrial Zone Total Gross floor area: 1475 sqm <i>Survey date: TUESDAY 22/09/15</i>	<i>Survey Type: MANUAL</i>
2	GS-02-C-02 DAVY WAY GLOUCESTER HARDWICKE	GLOUCESTERSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 1630 sqm <i>Survey date: FRIDAY 23/04/21</i>	<i>Survey Type: MANUAL</i>
3	VG-02-C-01 ALCOHOL ANALYSIS PRODUCTS VERLON CLOSE BARRY	VALE OF GLAMORGAN
	Edge of Town Industrial Zone Total Gross floor area: 1500 sqm <i>Survey date: THURSDAY 06/05/21</i>	<i>Survey Type: MANUAL</i>
4	WY-02-C-03 COMPUTER MANUFACTURER INMOOR ROAD NEAR BRADFORD BIRKENSHAW	WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Gross floor area: 1890 sqm <i>Survey date: WEDNESDAY 10/10/18</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	1500	0.067	1	1500	0.000	1	1500	0.067
06:00 - 07:00	2	1565	0.319	2	1565	0.000	2	1565	0.319
07:00 - 08:00	3	1535	0.651	3	1535	0.043	3	1535	0.694
08:00 - 09:00	4	1624	1.047	4	1624	0.231	4	1624	1.278
09:00 - 10:00	4	1624	0.631	4	1624	0.400	4	1624	1.031
10:00 - 11:00	4	1624	0.554	4	1624	0.493	4	1624	1.047
11:00 - 12:00	4	1624	0.493	4	1624	0.508	4	1624	1.001
12:00 - 13:00	4	1624	0.493	4	1624	0.570	4	1624	1.063
13:00 - 14:00	4	1624	0.493	4	1624	0.616	4	1624	1.109
14:00 - 15:00	4	1624	0.647	4	1624	0.585	4	1624	1.232
15:00 - 16:00	4	1624	0.308	4	1624	0.662	4	1624	0.970
16:00 - 17:00	4	1624	0.539	4	1624	0.647	4	1624	1.186
17:00 - 18:00	4	1624	0.308	4	1624	1.155	4	1624	1.463
18:00 - 19:00	4	1624	0.077	4	1624	0.308	4	1624	0.385
19:00 - 20:00	1	1500	0.000	1	1500	0.000	1	1500	0.000
20:00 - 21:00	1	1500	0.000	1	1500	0.000	1	1500	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.627			6.218			12.845

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	1475 - 1890 (units: sqm)
Survey date date range:	01/01/14 - 06/05/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-657801-230106-0142

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
 Category : A - CAR SHOW ROOMS
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1275 to 1450 (units: sqm)
 Range Selected by User: 1180 to 1780 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 08/07/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	3
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 1 days
15,001 to 20,000 1 days
20,001 to 25,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000 2 days
125,001 to 250,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-14-A-02 BRAINTREE ROAD BRAINTREE	KIA	ESSEX
	Edge of Town Development Zone Total Gross floor area:		
		1275 sqm	
	<i>Survey date: FRIDAY</i>	<i>08/07/16</i>	<i>Survey Type: MANUAL</i>
2	LE-14-A-05 45-49 COVENTRY ROAD LEICESTER NARBOROUGH	HONDA	LEICESTERSHIRE
	Edge of Town Industrial Zone Total Gross floor area:		
		1300 sqm	
	<i>Survey date: TUESDAY</i>	<i>04/11/14</i>	<i>Survey Type: MANUAL</i>
3	WS-14-A-03 BROUGHAM ROAD WORTHING	FORD	WEST SUSSEX
	Edge of Town Residential Zone Total Gross floor area:		
		1450 sqm	
	<i>Survey date: FRIDAY</i>	<i>17/10/14</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1342	0.422	3	1342	0.050	3	1342	0.472
08:00 - 09:00	3	1342	1.540	3	1342	0.373	3	1342	1.913
09:00 - 10:00	3	1342	0.919	3	1342	0.944	3	1342	1.863
10:00 - 11:00	3	1342	1.193	3	1342	0.944	3	1342	2.137
11:00 - 12:00	3	1342	0.969	3	1342	0.944	3	1342	1.913
12:00 - 13:00	3	1342	0.994	3	1342	1.043	3	1342	2.037
13:00 - 14:00	3	1342	1.043	3	1342	0.919	3	1342	1.962
14:00 - 15:00	3	1342	1.193	3	1342	1.317	3	1342	2.510
15:00 - 16:00	3	1342	0.770	3	1342	0.820	3	1342	1.590
16:00 - 17:00	3	1342	1.068	3	1342	1.317	3	1342	2.385
17:00 - 18:00	3	1342	0.596	3	1342	1.068	3	1342	1.664
18:00 - 19:00	3	1342	0.075	3	1342	0.795	3	1342	0.870
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.782			10.534			21.316

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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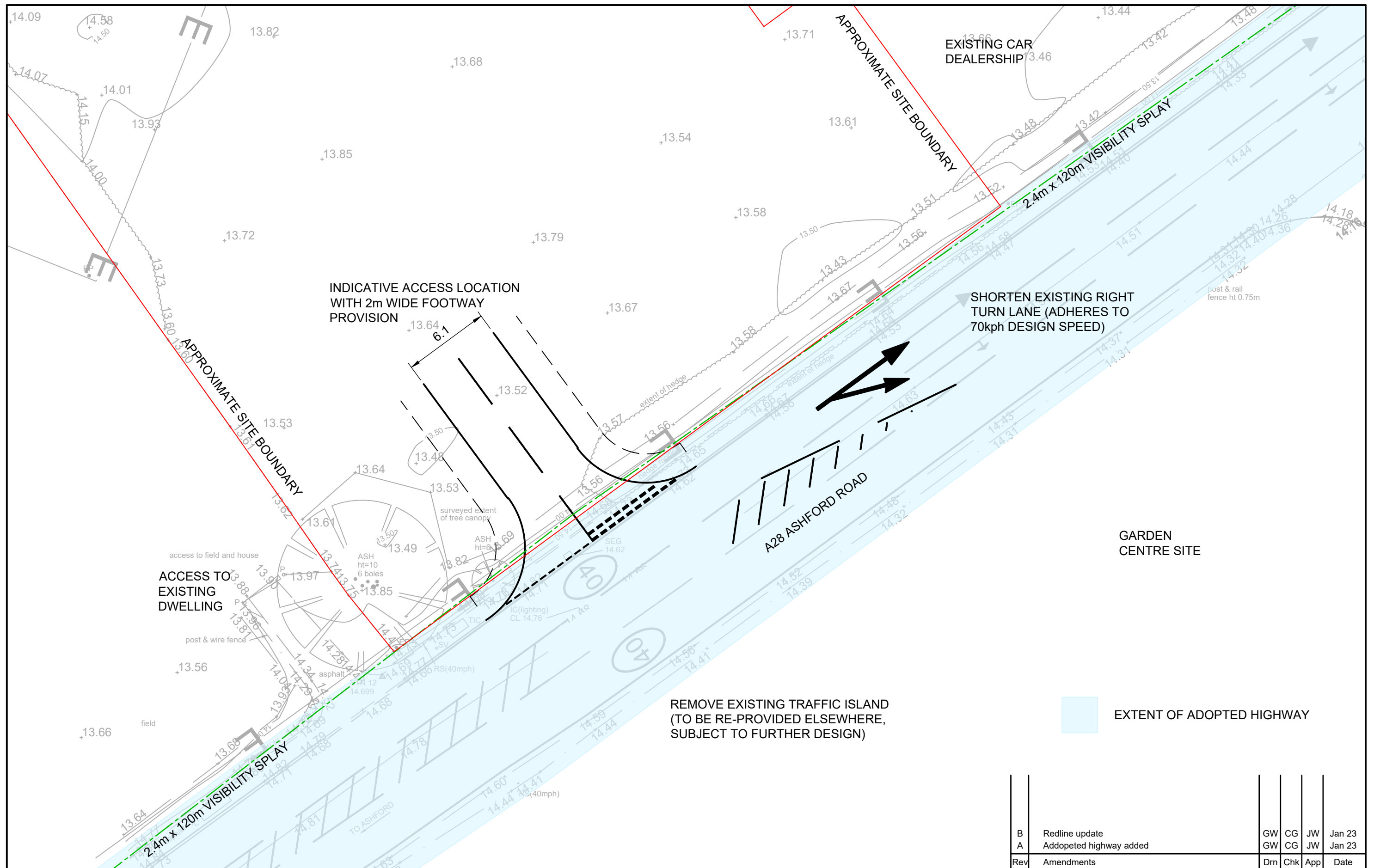
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Parameter summary

Trip rate parameter range selected: 1275 - 1450 (units: sqm)
 Survey date range: 01/01/14 - 08/07/16
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix B Proposed Access from A28 Ashford Road



Rev	B	Redline update	GW	CG	JW	Jan 23
	A	Adopted highway added	GW	CG	JW	Jan 23
		Amendments	Drn	Chk	App	Date

<p>Charles & Associates</p> <p>Landmark House Station Road Hook Hampshire RG27 9HA 01256 630420</p> <p>Park House, Park Farm East Malling Trust Estate Bradbourne Lane Aylesford Kent ME20 6SN 01732 448120</p>	<p>Issued by <input checked="" type="checkbox"/></p>	<p>Job Title</p> <p>Employment Site, Ashford Road, Chartham</p>	<p>Client</p> <p>Quinn Estates</p>	<p>Scale</p> <p>1:250</p>	<p>Date</p> <p>Jan 23</p>	<p>Designed</p> <p>GPW</p>
	<p><input type="checkbox"/></p>	<p>Drawing Title</p> <p>Site Access Sketch</p>		<p>Drawn</p> <p>GPW</p>	<p>Checked</p> <p>CG</p>	<p>Approved</p> <p>JW</p>
				<p>Job No</p> <p>22-096</p>	<p>Drawing No</p> <p>22-096-001</p>	<p>Rev</p> <p>B</p>