

# **BODKIN FARM, CHESTFIELD WHITSTABLE, KENT**

**Transport Appraisal for Draft Local Plan**

JNY10663-07  
Transport Appraisal  
Version -  
16 January 2023

### Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
-	Transport Appraisal	Melanie A'Lee	Brian Plumb	Brian Plumb	16 January 2023

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# 1 INTRODUCTION

## Introduction

- 1.2 RPS Consulting Services Ltd are instructed by Parker Strategic Land Ltd., to provide highway and transportation advice with respect to development on land at Bodkin Farm, south of Thanet Way, Chestfield, Whitstable, Kent.
- 1.3 This Transport Appraisal report has been prepared to support the emerging Regulation 19 Canterbury City Council Draft Local Plan which includes this site within the proposed allocations.
- 1.4 The scope of the assessment is to consider highlight the benefits this proposed allocation offers to the wider transport network and the benefits the development provides in delivering the overall proposed transport policies within the emerging plan.
- 1.5 Accordingly, this report provides an overview of the key draft Local Plan policies, together with an assessment of the development in relation to highways and transportation matters in the context of the surrounding highway network.
- 1.6 Clearly, a more detailed transport assessments will be required in the future to support any future planning application of the site including a detailed assessment of the proposals within the Kent County Council strategic transport model. However, overall it is considered that suitable access can be provided to the site from the local road network, and that this proposed development represents a sustainable location that can offer access for all modes of transport in accordance with the emerging Local Plan policies.

## Report Structure

- 1.7 **Section 2** of the report considers the draft Local Plan and the key policies relating to Whitstable and the land at Bodkin farm.
- 1.8 **Section 3** deal with the site location in relation to the existing surrounding transport network and the local facilities. The report also identifies the opportunities to travel to and from the site by modes of transport other than the private car.
- 1.9 Within this section details are also provided of the local census data to understand the general travel modes and work-place destination of the existing local residents within the vicinity of the site.
- 1.10 **Section 4** of this report provides an overview of the development proposals and the potential access arrangements for the site. This section also identifies the opportunities for improvements to the local highway network, together with measures that could be provided to improve accessibility of the site and hence the potential for sustainable travel.
- 1.11 **Section 5** considers the potential traffic that could be generated by the site and the potential impact of the development on the local highway network based on the distribution identified in Section 3.
- 1.12 **Section 6** provides a summary and conclusion of the key issues and opportunities highlighted within the report.

## Report Summary

- 1.13 The report concludes that subject to the detailed assessment of various junctions, the development of the site offers the opportunity to accommodate up to 300 dwellings together with local facilities and a new 6 form entry secondary school in a sustainable location. Furthermore it has been identified that safe and suitable access can be provided to the development, and that the likely impact of the development on the local highway network is not considered to be severe.

## 2 DRAFT LOCAL PLAN POLICY

### Introduction

- 2.1 This section of the report considers the emerging policies within the Draft Local Plan and the background to the distribution strategy for the proposed allocations especially those within Whitstable.
- 2.2 The report also highlights the proposed infrastructure to be delivered within Whitstable which is seen to address the overall impact of development traffic within the local area.

### Draft Local Plan

- 2.3 The Strategic objectives for the district include the following in relation to transport and sustainable travel:-
- ***Create a transport network with a focus on low-carbon travel to improve air quality and people’s health while ensuring excellent access to city and town centres on foot, cycle and by public transport including through intelligent transport systems.***
  - ***Take advantage of and improve our links to/from London and the Continent, while creating a local transport network which enables most residents, particularly those in the urban areas, to access their day to day needs within 15 minutes through healthy, environmentally friendly journeys.***
- 2.4 The **Transport Topic paper** which supports the Local Plan identifies that 5 options were tested in terms of considering the growth scenarios within the district. Of these option 5 was the adopted approach which focuses development within Canterbury together with pockets of development at Whitstable and Adisham.
- 2.5 Policy SS4, ***“Movement and transportation strategy for the district”*** sets out the key measures to be provided. This includes the following relating to Whitstable under items 3 and 4:-
3. ***“Improvements to connectivity and public realm at the coastal towns, including the provision of a park and bus facility and new A299 access at Whitstable, completion of the Crab and Winkle Way to the harbour and improvements to traffic management will reduce congestion and help to improve the town centre environments. The delivery of a coastal network of segregated cycle lanes and cycle parking infrastructure will support an increase in active travel journeys, with improved connectivity to the city and rural areas.***
  4. ***The council will continue to work with partners to improve public transport connectivity in the rural areas and to maximise opportunities to improve walking and cycling routes to connect rural settlements with each other and to the urban areas within the district.”***
- 2.6 This policy highlights two of the key measures proposed to be implemented within Whitstable to improve the transport network. These are a new park and bus facility to the south west of the Town, which is to be delivered as part of the proposed allocation site, Policy W6, and the new A299 junction to be delivered as part of proposed allocation site, Policy W5.
- 2.7 Policy SS5, ***“Infrastructure strategy for the district”***, provides information on the infrastructure measures to the provided within the District. This includes at item 2 the following:-

**“New development should make provision for, or appropriate contributions towards, any new or improved infrastructure needed to serve it. Policies within this plan identify the key infrastructure requirements necessary to serve new strategic development allocations including (in addition to key transport infrastructure requirements):”**

- 2.8 As part of this reference is made to two new 6FE secondary schools with sixth forms, one of which is part of the proposed allocation at Bodkin Farm as part of Policy W8.
- 2.9 The significance of this element of the policy for the required infrastructure is to accord with the overarching Strategic Objectives allowing secondary education to be located close to existing residents and avoid the need for pupils to travel from the Whitstable area to Canterbury.
- 2.10 This point is made within the **Draft Infrastructure Delivery Plan** at paragraph 11.3 which states:-  
**“...The new Local Plan provides a strategic opportunity to address this imbalance , and therefore the new Local Plan proposes the delivery of new secondary schools in Whitstable and Herne Bay which will allow more secondary school pupils - both at the coast and within Canterbury city - to attend a school in their local area.”**
- 2.11 The **Transport Topic Paper** highlights the following in relation to Whitstable:-  
**“A network of cycle route improvements is proposed and set out in the cycling and walking implementation plan, the most significant of which are the completion of the extension of the Crab & Winkle Way walking and cycling route to the harbour and alongside the A2990.”**
- 2.12 Turning to the specific policies that deal with the Whitstable area, Policy W4 deals with the development to the south of Whitstable which is identified as a strategic development area for the delivery of new sustainable communities, key infrastructure and environmental improvements. These include the specific measures of the park and bus facility together with the new A299 junction which are delivered under policy W5 and W6 allocation sites. These sites total circa 1700 new homes plus employment areas.
- 2.13 The draft Local Plan promotes the land at Bodkin Farm as Policy W8. This identifies that the Land at Bodkin Farm presents an opportunity to deliver a new secondary school for Whitstable and the coastal area. The supporting text to the policy also identifies that here is currently an imbalance in the location of secondary school provision across the district, with many pupils from the coastal area travelling to schools in Canterbury. Hence from a transport perspective the opportunity exists through this allocation to reduce longer journeys by car or bus to Canterbury in favour of walking and cycling to the proposed secondary school within the Bodkin Farm site.
- 2.14 In the context of Access and Transportation, Policy W8 includes for the following:-  
**“The access and transport strategy for the site should:**  
**(a) Provide safe and convenient pedestrian and cycle connectivity including:**  
**(i) New and improved walking and cycling routes to Chestfield, Whitstable, Swalecliffe and Herne Bay, including toucan crossing on A2990 Thanet Way;**  
**(ii) New and improved walking and cycling connections to Chestfield & Swalecliffe Railway Station; and**  
**(iii) Improvements to the PRow network crossing and around the site as required.**  
**(b) Provide primary vehicle access to the site from Thanet Way; and**  
**(c) Provide a transport assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.**

- 2.15 This Transport Appraisal identifies that the site can deliver all the elements requires under this policy in terms of access and transport. In practice the site will require two points of access to address Kent County Council's requirements for access to this level of development and this is demonstrated later in this report.

## Summary

- 2.16 In summary, in the context of highway and transportation matters, the proposed allocation for development at Bodkin Farm including the secondary school offer an opportunity to place development in a location where travel by sustainable transport can be maximise both for the residents of the development and those travelling to and from the new school site.



### 3 EXISTING SITE AND SURROUNDING TRANSPORT NETWORK

#### Introduction

3.1 This section of the report provides details of the site's location, the transport infrastructure in close proximity to the site and the site's accessibility to modes other than the private car.

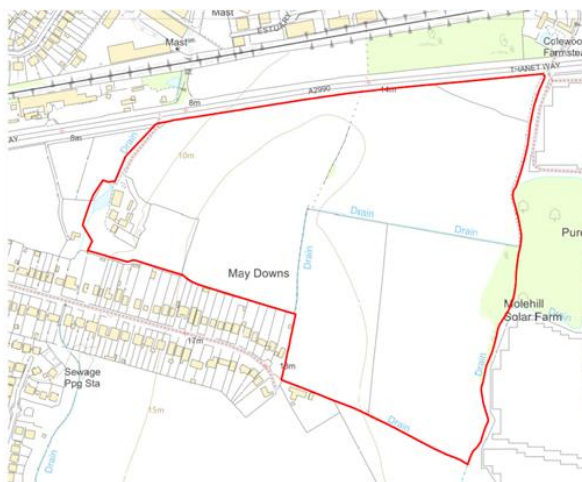
#### Site Context

3.2 The site is located on land south of A2990 Thanet Way between the towns of Whitstable and Herne Bay. The site is bound by Thanet Way to the north, residential dwellings off Maydowns Road to the southwest and agricultural land to the west, east and south. Details of the site's location is shown in **Figure 1** below together with a site plan shown as **Figure 2**.

**Figure 1: Location Plan**



**Figure 2: Site Plan**



3.3 The main route that runs nearby the site is Thanet Way (A2990) details of which are set out below.

## Highway Network

### Thanet Way

- 3.4 Thanet Way (A2990), as it passes the site, is a single carriageway with a footpath along its northern edge, which is partly overgrown reducing the width to approx. 1 – 1.5m. This section of Thanet Way is subject to the national speed limit reducing to 40mph as it enters the built up area of Herne Bay to the east. This section of Thanet Way is currently street lit.
- 3.5 To the west of the site (approx. 660m) are two roundabout junctions, the first provides access north into Swalecliffe via the B2205 and Chesterfield & Swalecliffe station and to the south existing residential areas of Chesterfield. The second roundabout, some 85m to the west, serves a service area and Sainsburys Food Store.

## Walking and Cycling

- 3.6 In the context of acceptable walking and cycling distances, Local Transport Note 1/04 states at paragraph 3.10.3:
- “There are limits to the distances generally considered acceptable for utility walking and cycling.  
The mean average length for walking journeys is approximately 1 km (0.6 miles) and for cycling, it is 4km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking / cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Tables 3.2 and 3.3 of Providing for Journeys on Foot, IHT 2000.”**
- 3.7 More recently published guidance is within Manual for Streets. This states in paragraph 4.4.1 that:
- “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”**
- 3.8 PPG13 has since been replaced by the National Planning Policy Framework, however this state under Core Planning Principles that planning should:
- “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.”**
- 3.9 Accordingly, it is considered that walking offers a realistic alternative to the car for journeys up to 2.0km and for cycling for journeys up to 5km.
- 3.10 Thanet Way has a footway along its northern edge which continues west to the junction with B2205 where it widens to provide a segregated footway/cycleway. Beyond this junction the local area has a good provision of footways which are street lit, accordingly the proposed development site offers

the opportunity to connect into the existing network of footways and enhance the existing cycle network provision.

- 3.11 The Public Rights of Way (PRoW) in the vicinity of the site is shown at **Appendix A**. This shows that there is an existing PRoW on the southern and western edge of the site boundary which continues from Thanet Way to Molehill Road.
- 3.12 The plan attached at **Appendix B** shows the indicative walking isochrones from the site, based on a walking speed of 80m per minute (circa 4.8mph), up to a maximum walking distance of 2km from the site.
- 3.13 The plan attached at **Appendix C** shows the indicative cycling isochrones from the site, based on a cycling speed of 200m per minute (circa 12mph), up to a maximum cycling distance of 5km from the site.
- 3.14 There are no dedicated cycle routes nearby the site apart from a short section of cycle lane at the Thanet Way / B2205 junction. The Crab and Winkle cycle route is located some 2.0km to the west of the site.

## Public Transport

### Bus

- 3.15 The nearest bus stops to the site are situated on St. John's Road B2205 and on Chesterfield Road, both of which are approximately 850m from the centre of the site. This bus stop on B2205 is served by routes 4, 903, 904, 905, 906, 922 and Triangle, the bus stop on Chesterfield Road is served by routes 5,914,915,916 and 917.
- 3.16 The number and frequency of these routes provides a good level of service connecting to key destinations and the bus stops are considered to be within a reasonable walking distance of the site. In addition route 4 passes along Thanet Way directly past the site.

### Rail

- 3.17 The closest rail station to the site is Chestfield & Swalecliffe Station, which is approximately 700m from the site.
- 3.18 Chestfield & Swalecliffe Rail Station is managed by southeastern Railway although has no car park or cycle parking provision. The nearest stations with a greater range of facilities are either Whitstable or Herne Bay.
- 3.19 The main destinations that the station serves include Sheerness on Sea, London Victoria, London Charing Cross, Ashford International and Hastings. These regular rail services provide a good level of rail connections to the wider network.

## Local Facilities

- 3.20 **Table 3.1** below identifies some of the key local facilities available within the surrounding area and the distances from the site. Distances and times have been obtained from google maps which takes into consideration local topography.

**Table 3.1: Walking and Cycling Distances to Local Facilities**

Facility	Distance from Site Access	Appropriate Journey Time (minutes)	
		Walking	Cycling
<b>Educational Facilities</b>			
Swalecliffe Community Primary School	1.5km	19min	5min
<b>Local Facilities</b>			
B&Q and Sainsbury's	1.2km	15min	4min
Swalecliffe Post Office	800m	10min	3min
Oyster Bed pub & restaurant / McDonald's	950m	12min	4min
John Wilson Business park	1.7km	22min	6min
St. Augustine's Business Park	1.9km	23min	7min
Johnson Garden Centre	130m	2min	1min
Ravens Stores	850m	11min	3min
<b>Recreational Facilities</b>			
Whitstable Rugby Club	900m	12min	3min
Chesterfield Recreation Ground	1.2km	15min	4min
Prime Performance Gym	2.0km	24min	7min
Plough Lane Park	1.4km	18min	5min
Whitstable Skate Park	1.7km	22min	7min
Swalecliffe Beach	2.1km	25min	7min
Chesterfield Cricket Club	2.0km	25min	7min
<b>Health</b>			
Chesterfield Medical Centre	1km	13min	3min
Whitstable and Tankerton Hospital	2.3km	29min	8min
<b>Public Transport</b>			
Bus Stops	850m	11min	3min
Chesterfield & Swalecliffe Railway Station	700m	9min	2min
Whitstable Railway Station	3.6km		12min
Herne Bay Railway Station	3.6km		11min

3.21 The above table demonstrates that there are a large range of facilities that are accessible from the site which are within walking/cycling distance, including education facilities, food stores, community facilities, recreation facilities and public transport. To improve accessibility to the local bus stops the opportunity exists to provide a stop on Thanet Way within close proximity to the site, detail of this is provided in Section 4.

## Travel to Work Characteristics

3.22 The site lies within the Chesterfield & Swalecliffe Ward (Canterbury 005/ E02005014) and the 2011 Census data base has been reviewed to obtain modal split data for this area is shown below in **Table 3.2**, which is considered likely to demonstrate the modal split for journeys to work of the local residents.

**Table 3.2: Journey to Work Mode Split (2011 Census)**

Mode	Percentage Main Mode of Travel to Work
Train	3%
Bus, minibus or coach	3%
Motorcycle, scooter or moped	1%
Driving in a car or van	78%
Passenger in a car or van	5%
Bicycle	3%
On foot	6%
Other	1%
<b>Total</b>	<b>100%</b>

3.23 The census data shows that within the local area some 6% of residents use public transport to travel to work (3% train and 3% bus), with 9% travelling by foot/cycle resulting in 15% of existing residents currently travelling to work by sustainable modes.

3.24 To understand the reasons why 83% of residents drive by car to their work-place destination, it is necessary to establish where they travel to. Of the work place trips 87% of trips are within Kent with 63% being within the Canterbury District area. **Table 3.3** identifies the key destinations travelled to by local residents for their place of work within Canterbury District as the key destination.

**Table 3.3: Work-Place Destinations from Whitstable (2011 Census)**

Location of Employment	% of Residents (all Modes)
Canterbury Central	29%
Whitstable	26%
Chestfield	19%
Herne Bay	9%
North Canterbury	6%
West End	4%
Lower Herne	2%
East Canterbury	1%
Fordwich	2%
South Canterbury	2%

- 3.25 **Table 3.3** shows that the highest proportions of resident's work within Canterbury, Whitstable and Chestfield (74%) with Herne Bay accommodating a further 9%. All of these locations are either within cycling distance or accessible by bus.

## Summary

- 3.26 In terms of sustainability, the site is within a reasonable walking distance of existing bus and train services, as well as being accessible to local facilities by walking and cycling. The main workplace destinations are Canterbury, Whitstable and Chestfield, all of which are accessible via the existing bus services, foot or cycle.
- 3.27 It is considered that the site's location provides residents with a realistic opportunity to travel by modes other than the private car which would be further enhanced through the provision of a Travel Plan. Further details of potential accessibility improvements are provided in **Section 4**.

## 4 DEVELOPMENT PROPOSALS

### Introduction

- 4.1 This section of the report provides an overview of the potential development allocation together with the opportunities the site offers to improve accessibility and provide improvements to the local highway network.

### Development Proposals

- 4.2 The proposed allocation is for a new secondary 6 form entry secondary school including 6<sup>th</sup> form education, the provision of local shopping and community facilities together with residential development. For the purposes of this assessment it is proposed to consider development of up to 300 residential dwellings.
- 4.3 Access to the site can be taken from Thanet Way through the introduction of new junctions on Thanet Way and allowing the closure of existing accesses. Further to discussions with Kent County Council on the means of access it is recognised that two points of access would be required to serve the overall development. This would be most likely in the form of a new traffic signal controlled junction to the western end of the site, together with a left in left out access to the eastern end of the site. Such proposals are shown on the plan attached at **Appendix D**.
- 4.4 Due to the need to provide two points of access the western junction, which is the main site access junction, has been positioned to be broadly central to the western part of the site maximising the access opportunities to the overall development. The eastern junction has then been located with a suitable separation from the western junction and also the junction serving the solar farm to the east. This then results in the second point of access to the site being within the eastern parcel of the overall site and to the east of the hedgerow bisecting the two main parcels of the site.
- 4.5 Both new junctions would include controlled pedestrian crossings to allow residents and pupils at the school to access the footways to the northern side of Thanet Way. Such junction arrangements can be achieved within the site frontage to the necessary design standards. Furthermore any access proposal to serve this development site can be delivered outside of any flood zone areas and allows the removal of the existing access which is within the existing flood zone areas.
- 4.6 Whilst this section of Thanet way is the subject of the national speed limit, the proposals would be to reduce the speed of traffic over the site frontage and to the west of the site up to and including the roundabout junctions to the west.

### Pedestrian / Cycle Access

- 4.7 Access to the development for pedestrians and cyclists will be via the proposed traffic signal junction. As identified above the opportunity exists as part of this development, to review crossing provision on Thanet Way and introduce a reduced speed limit to make it a more attractive route to walk and cycle. This would be reviewed in more detail as part of a Transport Assessment.
- 4.8 The plan included in **Appendix E** identifies potential accessibility improvements which could include widening of the existing footway along the northern side of Thanet Way to provide a footway/cycleway link which would continue to the roundabout junction with B2205.

- 4.9 Pedestrian and cycle infrastructure would be further developed within the development site to provide a comprehensive network of pedestrian and cycle links to facilities that could be included within the development area.
- 4.10 In addition to the access to Thanet Way, access from the site would be provided via the PROW to the areas to the south including Maydowns Road. This will allow pedestrian and cycle access to the wider area via this less trafficked route.

## Public Transport

- 4.11 Whilst the distance to the existing bus stops is not considered unreasonable especially as part of the initial phase of development, the opportunity exists as part of this development to provide bus stops on Thanet Way close to the site which would be served by route 4 service which travels along this section of road, therefore no diversions to the existing service are considered necessary. The opportunity exists to divert this service into the site subject to agreement with the local bus operators, however, the new bus stops on Thanet Way would be within 400m of the majority of the site. Suggested locations for bus stops on Thanet Way are identified on the plan included in **Appendix E** although these would be subject to discussions with Stagecoach should this site be allocated for development.

## Travel Planning Measures

- 4.12 In accordance with the strategic objectives of the Local Plan, a Travel Plan would also be provided to support a planning application. A Travel Plan would include initiatives, targets and measures proposed to encourage residents of the site to use modes other than the private car. These measures may include, but not be limited to the following:
- Provide details of footway / suitable roads for cyclists and cycle parking locations;
  - Providing public transport information including bus stop locations, timetables etc;
  - Providing residents with bus taster tickets for local bus routes;
  - Providing links to web sites that enable residents to plan their journeys;
  - Provide a site-based website; and
  - Provide details of car sharing clubs.
- 4.13 The provision of a Travel Plan together with initiatives within the site and good connections to existing infrastructure would make it easier for residents of the site to be able to use non car modes of transport for trips to and from the development.

## Summary

- 4.14 In summary, this section demonstrates that suitable access can be provided to serve a development of up to 300 dwellings together with the Secondary School and shopping and community facilities. These two junctions would be provided over the frontage of the site with the western junction being the main access connecting the site to the local route network via a new traffic signal junction together with a secondary access to the east on Thanet Way. As part of these proposals' improvements would be made to the existing footway and cycleway provision and potentially include new bus stops on Thanet Way close to the site. These measures ensure the site would have easy connections to local public transport and sustainable transport options for access to the local facilities.



## 5 TRIP GENERATION AND DISTRIBUTION

### Introduction

- 5.1 This section of the report considers the potential levels of traffic the development would generate specifically in the AM and PM peak hours, and also the potential distribution and impact of this traffic on the local road network. For the purpose of this initial review it is assumed that the site could potentially accommodate up to 300 dwellings together with the secondary school as part of the overall site allocation.

### Trip Generation

- 5.2 For the residential element of the development the trips are as per those adopted within the KCC traffic model for developments which reflect the trip rates for a suburban area without the benefit of public transport enhancements.

**Table 5.1: Vehicle Trip Generation, circa 300 Dwellings**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
Vehicle trip rate (per dwelling)	0.109	0.317	0.426	0.293	0.145	0.438
Vehicle Trips	33	95	128	88	44	132

- 5.3 Subject to the provision of improve public transport initiatives associated with the development , it is considered that the trip rates identified above could be reduced below this level of peak hour traffic flows.
- 5.4 Accordingly **Table 5.1** demonstrates that a development of up to 300 residential dwellings could be expected to generate 128 two-way vehicle trips in the morning peak and 132 two-way vehicle trips in the evening peak.
- 5.5 Turning to the secondary school, the trips associated with this development are set out in the table below. The assumption is that this will be Six Form Entries with a 6<sup>th</sup> Form, the classroom sizes are assumed as 30 pupils).

**Table 5.2 Vehicle Trip Generation for Secondary School (Assumed 1,080 Pupils).**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
Vehicle trip rate (per pupil)	0.054	0.021	0.075	0.021	0.019	0.040
Vehicle Trips	58	23	81	23	20	43

## Trip Distribution and Assignment

- 5.6 The 2011 Census provides detailed data regarding the location of usual residence and place of work for the Output Areas that covers the site. A summary of the place of work destinations that residents are likely to travel to/from the site is provided in Section 2 and based on this information it is predicted that 85% of residents would travel westward of the site and 15% eastward.
- 5.7 In relation to the secondary school, it is considered that the likely pattern of movements for the vehicular trips associated with the secondary school will reflect a more balance distribution, hence the vehicle trips are assigned on the basis of 50% from the east and 50% from the west. This reflects the greater potential for walking & cycling trips from the west.

## Predicted Traffic Impact

- 5.8 Based on the trips and distribution identified above, the key junctions that would require further investigation as part of a TA would include:
- Thanet Way / Chesterfield Road / B2205 roundabout;
  - Thanet Way / A2990 / Clapham Hill roundabout;
  - Clapham Hill / A229 / A290 roundabout; and
  - Thanet Way / Greenhill Road / Greenhill Bridge Road roundabout.
- 5.9 The impact on the A229 would also be reviewed as part of the TA work, and also through an assessment of the development within the Kent County Council strategic model. This modelling would take account of any committed development within the local area together with the other allocations within the Local Plan.
- 5.10 However it is considered that the scale of development traffic is unlikely to have a material impact beyond the key junction identified above. Any mitigation at any of the above junction required to ensure the impact of the development is not severe will be considered in detail as part of a Transport Impact assessment.
- 5.11 This area is a tourist location and will experience higher traffic movements during the summer holiday periods, therefore a review of impact would need to be undertaken during the busier summer holiday periods as well as during the off season periods. This would be agreed as necessary with the local highway authority as part of the scoping studies for the transport assessment work to support any future application.

## Summary

- 5.12 This section of the report identifies the potential traffic movements that would be generated by a development of up to 300 dwellings together with the proposed secondary school. The traffic movements associated with the residential development on this site have been based on a vehicle trip generation assessment taken from the KCC strategic traffic model. The overall vehicle trip generation assessment predicts the development could generate circa 209 two-way vehicle movements in the morning peak hour, and 175 two-way vehicle movements in the evening peak hour assuming no internalised linked trips, with linked trips this level will be reduced.
- 5.13 The distribution of external trips has been based in part on the 2011 journey to work census data. As a consequence of this level of traffic generation and distribution to the local highway network, it is considered that four junctions together with the A229 would need to be assessed to determine

the impact of the proposed development traffic. Any detailed assessment of the development would also include for an assessment within the KCC strategic transport model.

- 5.14 In reviewing these junctions and the levels of change in traffic as a result of the development, it is considered that suitable mitigation could be provided subject to the detailed assessment of these junctions.
- 5.15 Overall, it is considered that this transport appraisal is robust as it is considered that the mode share does not reflect the full potential for sustainable trips for future residents of the development or those access the school site as per the overall Strategic Objectives set out in the Draft Local Plan.
- 5.16 Detailed assessment of the impact of the development traffic on the local highway network will be undertaken as part of a Transport Assessment for development. However, it is considered that suitable mitigation can be provided if required.
- 5.17 Accordingly it is considered that safe and suitable access can be provided to the site. Furthermore, it is considered that residual cumulative impact of the development will not be severe in the context of the policies set out in NPPF.

## 6 SUMMARY AND CONCLUSION

- 6.1 In summary, this Transport Appraisal report has been prepared to consider the emerging Draft Local Plan, and the transport issues and opportunities associated with the proposed allocation site W8 at Bodkin Farm.
- 6.2 The overall Strategic Objectives of the Draft Local Plan include:-
- ***Create a transport network with a focus on low-carbon travel to improve air quality and people's health while ensuring excellent access to city and town centres on foot, cycle and by public transport including through intelligent transport systems.***
  - ***Take advantage of and improve our links to/from London and the Continent, while creating a local transport network which enables most residents, particularly those in the urban areas, to access their day to day needs within 15 minutes through healthy, environmentally friendly journeys.***
- 6.3 Accordingly development needs to ensure sustainable connections can be made to limit the extent of car based trips.
- 6.4 This Transport Appraisal has considered the opportunities for access to the Bodkin Farm site for all modes of transport and the likely overall potential impact of the development on the local highway network. As part of this work, consideration has also been given to the opportunities to maximise sustainable travel to and from this location.
- 6.5 Whilst a more detailed transport assessment will be required in the future to support any future planning application of the site, overall it is considered that suitable access can be provided to the site from the local road network, and that this proposed development represents a sustainable location for development that can offer access to all modes of transport.
- 6.6 The site offers the potential for development of up to 300 dwellings together with the secondary school site and associated development on land south of Thanet Way, Whitstable, which can be accessed from two location on Thanet Way. KCC require two points of access to the site and these would be in the form of a traffic signal controlled junction as the main access together with a secondary access in the form of a left in / left out arrangement. Due to the need to provide two points of access one would be located within the western parcel of the site and one within the eastern parcel of the site to ensure suitable separation between the two junctions.
- 6.7 Such accesses would incorporate new pedestrian crossing facilities together with enhancements to the pedestrian and cycle routes along Thanet Way. Any access proposal to serve this development site can be delivered outside of any flood zone areas and allows the removal of the existing access which is within the existing flood zone areas.
- 6.8 The site would be accessible to existing bus services, as well as being accessible to local facilities by walking and cycling. The main workplace destinations are Canterbury and Whitstable both of which are accessible via the existing bus services.
- 6.9 There are a good range of local facilities available within the local area that are within easy walking and cycling distance although as part of the development such facilities would be included in the scheme. It is considered that the site's location provides residents with a realistic alternative in travel to the private car.
- 6.10 The distance to the existing bus stops is considered an acceptable walk distance, however the opportunity exists to provide bus stops on Thanet Way close to the site as part of the proposal.

- 6.11 Pedestrians and cyclists are anticipated to use the vehicular access junctions to access the site together with a crossing facility on Thanet Way to enable pedestrians to cross safely onto the existing footway that runs along the northern side of the road. As part of the development proposal, this route would be widened to 3m to provide a combined footway / cycleway link to join the existing footway/cycleway at the B2205 junction.
- 6.12 This report demonstrates that there is a good provision of pedestrian infrastructure adjacent to the site which a development would be able to easily link to. A more detailed review of pedestrian accessibility to local facilities will be undertaken as part of a detailed Transport Assessment.
- 6.13 The traffic movements associated with the residential development on this site have been based on a vehicle trip generation assessment taken from the KCC strategic traffic model. The overall vehicle trip generation assessment predicts the development could generate circa 209 two-way vehicle movements in the morning peak hour, and 175 two-way vehicle movements in the evening peak hour.
- 6.14 The distribution of external trips has been based in part on the 2011 journey to work census data. As a consequence of this level of traffic generation and distribution to the local highway network, it is considered that four junctions together with the A229 would need to be assessed to determine the impact of the proposed development traffic. Any detailed assessment of the development would also include for an assessment within the KCC strategic transport model.
- 6.15 In reviewing these junctions and the levels of change in traffic as a result of the development, it is considered that suitable mitigation could be provided subject to the detailed assessment of these junctions.
- 6.16 Overall, it is considered that this transport appraisal is robust as it is considered that the mode share does not reflect the full potential for sustainable trips for future residents of the development or those access the school site as per the overall Strategic Objectives set out in the Draft Local Plan.
- 6.17 Accordingly it is considered that safe and suitable access can be provided to the site. Furthermore, it is considered that residual cumulative impact of the development will not be severe in the context of the policies set out in NPPF.
- 6.18 In conclusion it is considered that subject to the detailed transport assessment of various junctions, the development of the site offers the opportunity to accommodate up to 300 dwellings in a sustainable location together with the secondary school accessible to the development and the surrounding community.

## Appendices

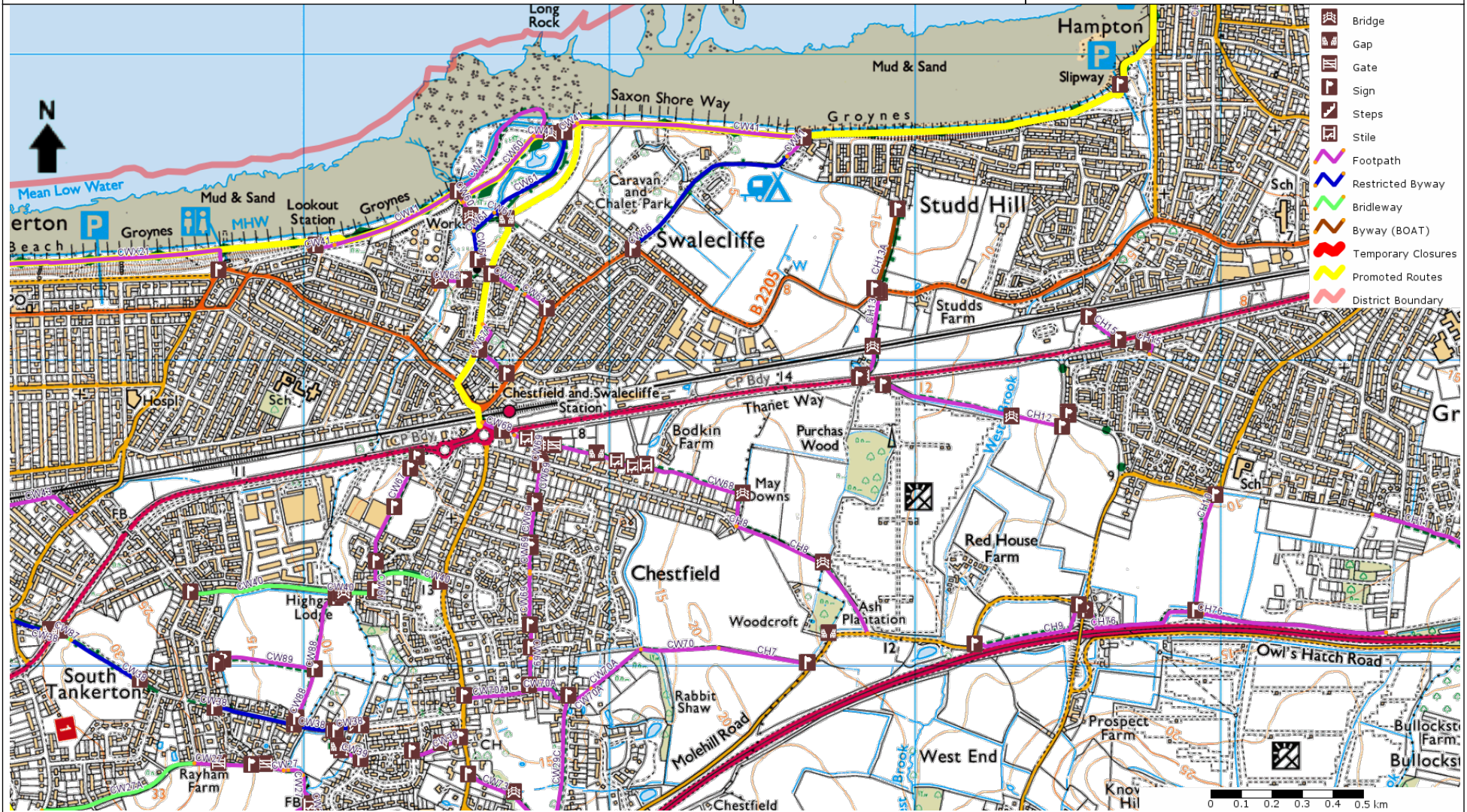
## Appendix A – PROW Map

# Public Rights of Way

Please note: this map is not the legal record of the alignment, status or existence of a Public Right of Way.

Date created: 16/07/2020

Kent County Council  
County Hall  
Maidstone  
Kent  
ME14 1XQ



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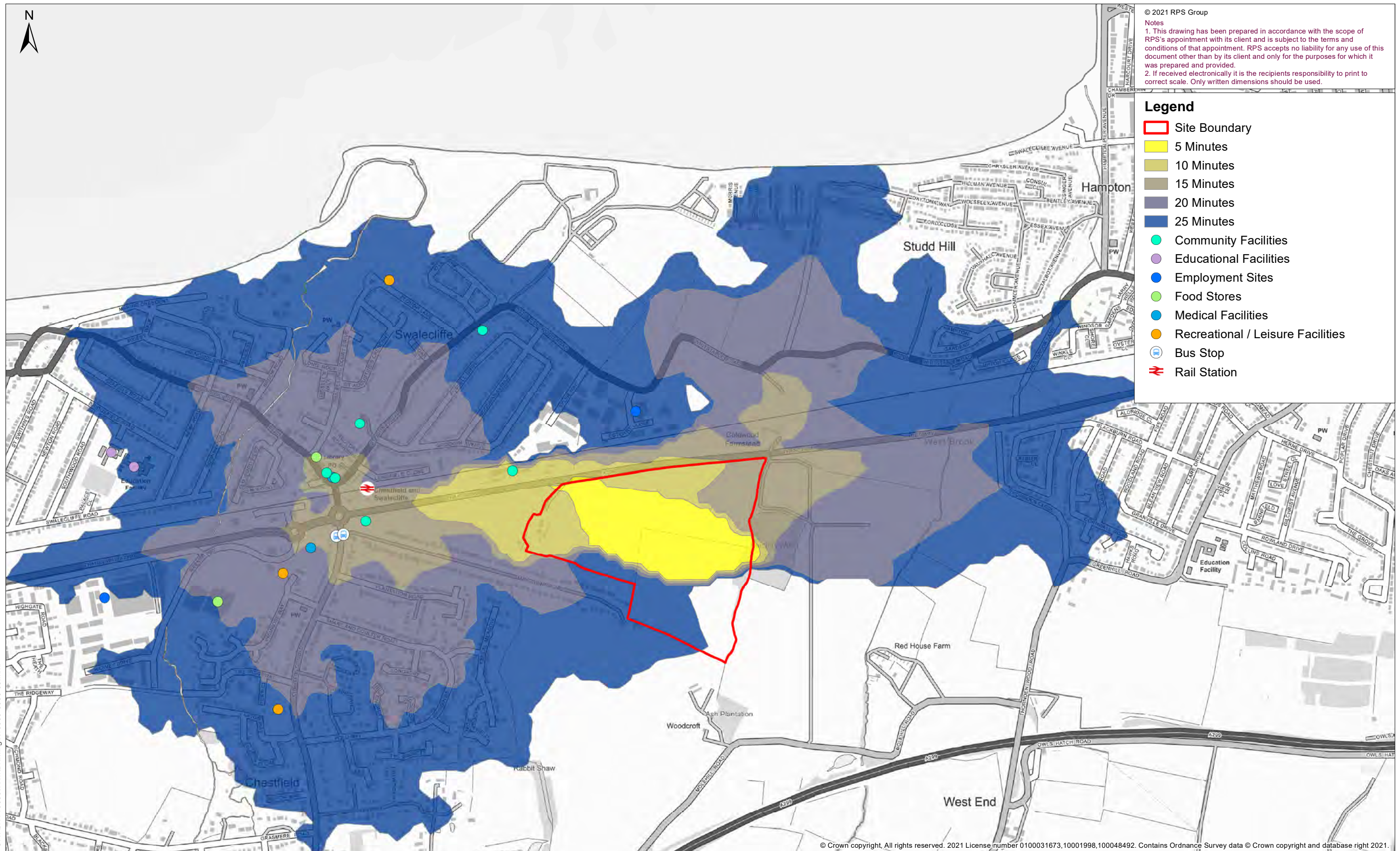
## Appendix B – Walk Isochrone Plan



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**Legend**

- Site Boundary
- 5 Minutes
- 10 Minutes
- 15 Minutes
- 20 Minutes
- 25 Minutes
- Community Facilities
- Educational Facilities
- Employment Sites
- Food Stores
- Medical Facilities
- Recreational / Leisure Facilities
- Bus Stop
- Rail Station



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Rev	Description	By	CB	Date
2	Figure Number			Rev
				-

rpsgroup.com

Client **Parker Strategic Land**

Project **Bodkin Farm, Whitstable**

Title **Walk Isochrone**

0      250      500 m

Note:  
 Total end to end journey time using  
 Basemap TRACC with  
 Walk speed of 1.33m/s (4.8km/hr)

Status **FINAL**

Drawn By **BG**

PM/Checked By **CM**

Project Number **JNY10663**

Scale @ A3 **1:10,000**

Date Created **JUL 2021**

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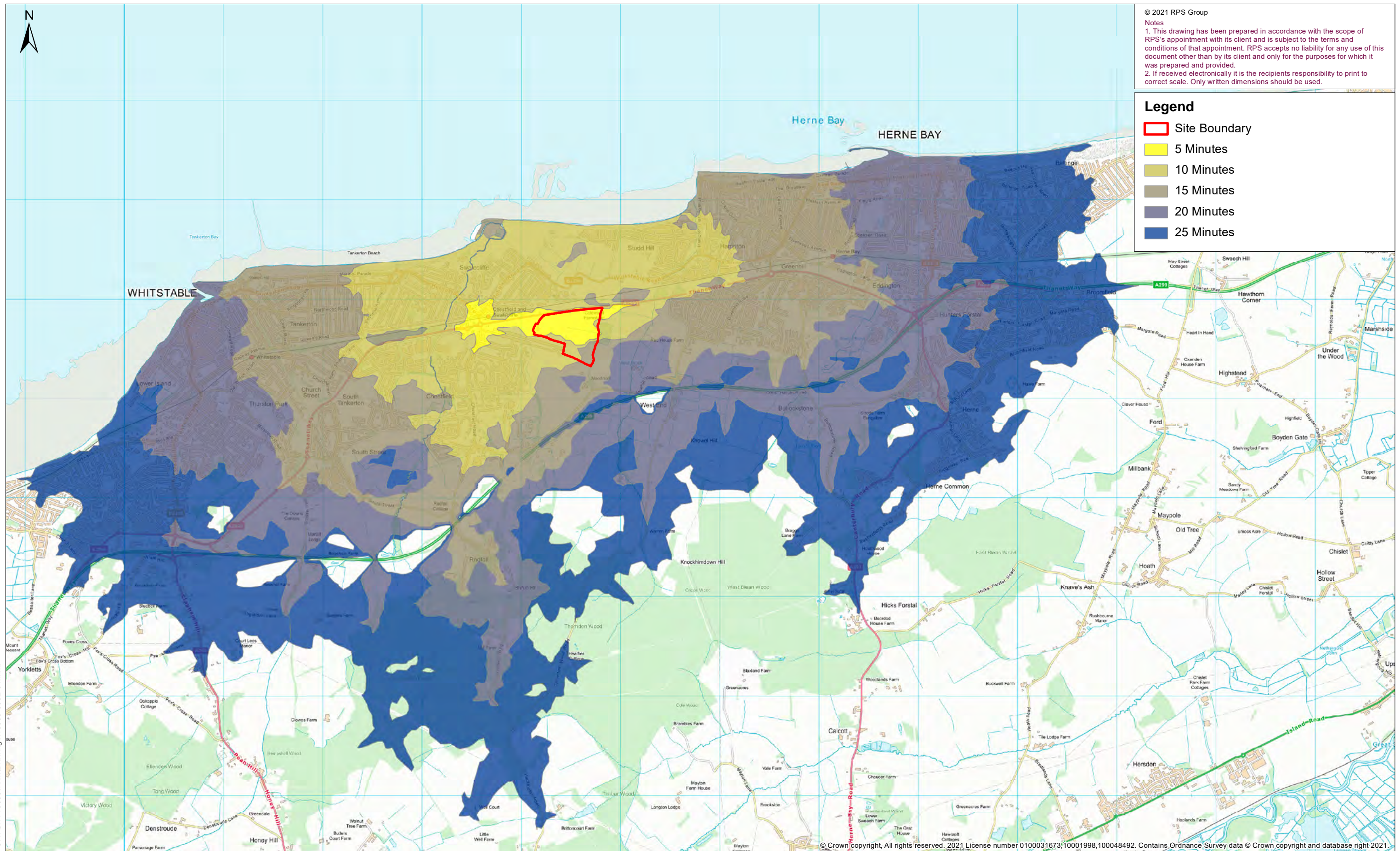
## Appendix C – Cycle Isochrone Plan



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**Legend**

- Site Boundary
- 5 Minutes
- 10 Minutes
- 15 Minutes
- 20 Minutes
- 25 Minutes



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Rev	Description	By	CB	Date
3	Figure Number			Rev
				-

rpsgroup.com

Client Parker Strategic Land  
 Project Bodkin Farm, Whitstable  
 Title Cycle Isochrone Plan

0 500 1,000 m

Note:  
 Total end to end journey time using  
 Basemap TRACC  
 with Cycle speed of 16km/hr

Status FINAL  
 Project Number JNY10663

Drawn By BG  
 Scale @ A3 1:35,000

PM/Checked By CM  
 Date Created JUL 2021

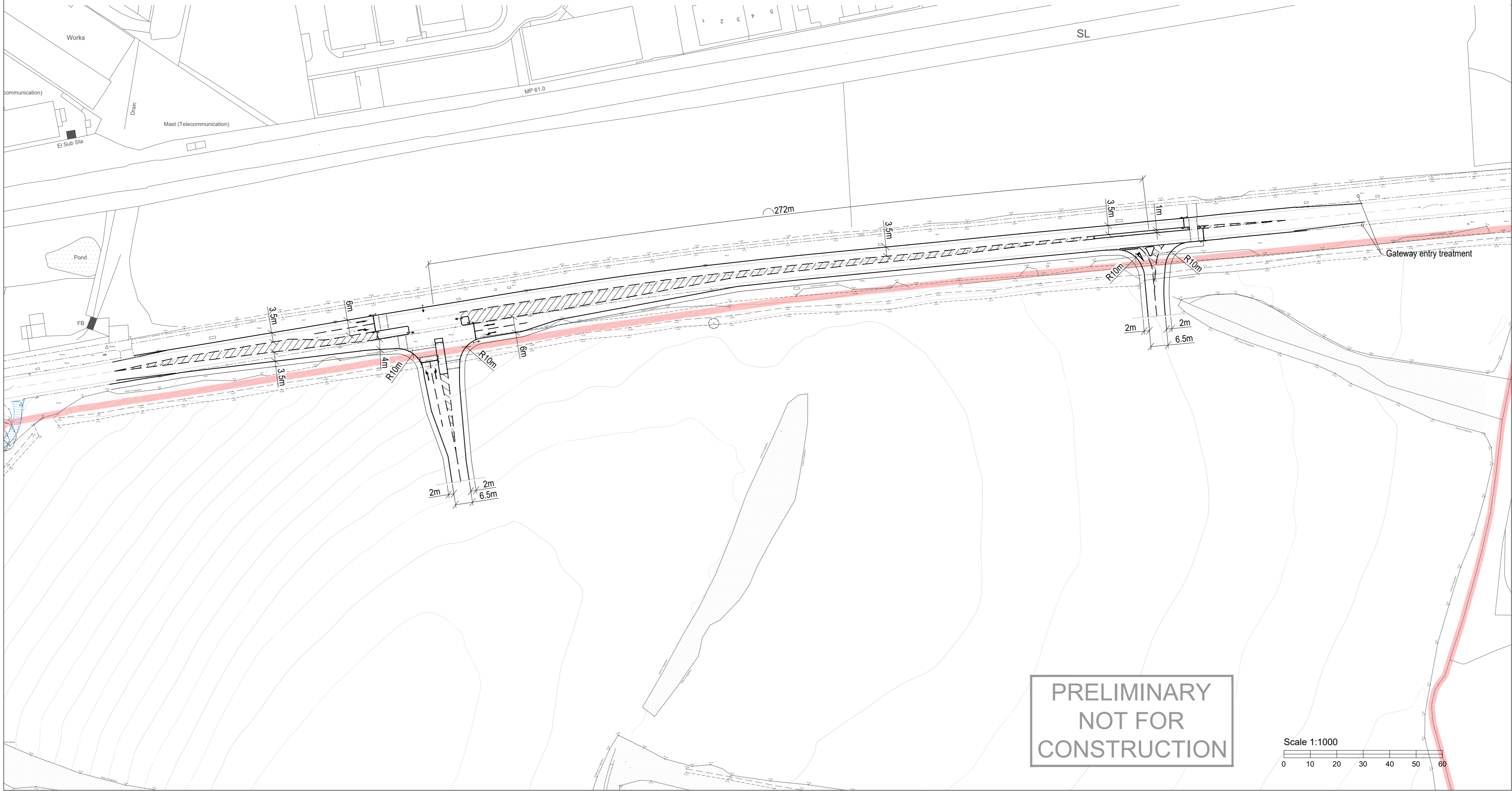
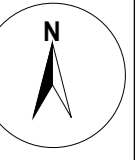
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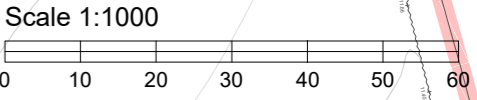
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## Appendix D – Site Access Plan

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3. This drawing is to be read in conjunction with all relevant scheme drawings.

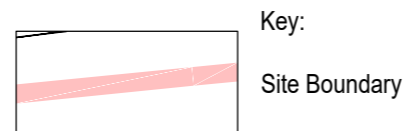


**PRELIMINARY  
NOT FOR  
CONSTRUCTION**



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T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client **Parker Strategic Land Ltd**  
Project **Bodkin Farm, Whitstable, Kent**  
Title **Proposed Signalised and Priority Junctions**



B	Junctions relocated	AJ	MA	01/12/2022
A	Topo survey added, proposals adjusted	AJ	MA	28/11/2022
Rev	Description	By	CB	Date

Status **PRELIMINARY** Drawn By **AJ** PM/Checked by **BRP**  
Project Number **JNY10663** Scale @ A2 **1:1000** Date Created **07/11/22**  
RPS Drawing/Figure Number **JNY10663-05** Rev **B**

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## Appendix E - Accessibility Plan

ACCESSIBILITY PLAN



- Key
- - - Public Right of Way
  - Existing Bus Stops
  - Existing Bus Route Triangle
  - - - Existing Cycleway
  - Proposed access road
  - ← Potential Pedestrian & cycle Crossing
  - Potential New Bus Stops
  - Potential off site Pedestrian/cycle link