

Swale Borough Local Plan Examination

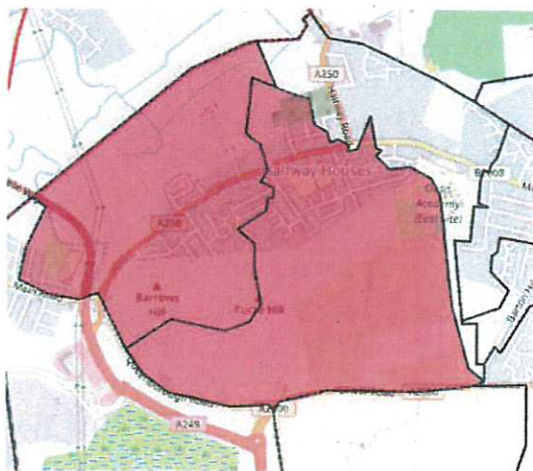
Day 3: Matter 4 – Other new allocation policies or modifications: New housing allocations AX1-AX7 Modifications to existing allocations Regeneration policies

Thursday 2 February

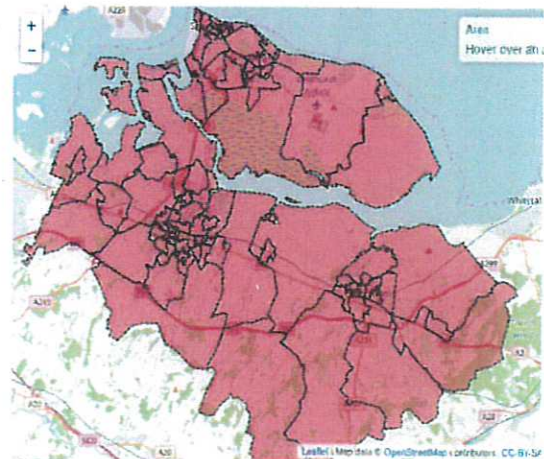
The Crown Estate (ref: 73427)

Highway Impacts of AX2

- 1.1 2011 Census statistics have been interrogated to identify existing journey to work patterns using origin-destination data (O-D) which shows flows of people from one geographical place to another.
- 1.2 An assessment has been undertaken which uses this data to establish the commuting patterns of the people from their usual place of residence to their place of work. The next stage was to assign the O-D trips to the local highway network using the most appropriate travel route.
- 1.3 For robustness, two Census Output Areas (OA) (Swale 004a & Swale 005A) were selected for the purpose of identifying existing journey to work patterns from the AX2 Site's location to the wider area. AX2 is located within the two OAs.

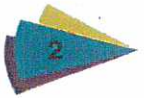


Selected Output Areas (Swale 004a & Swale 005)



All Swale OA show extent of study / work locations

- 1.4 All output areas within the Swale District were selected as the work destination catchment limit. This includes the settlements of Sittingbourne and Faversham.
- 1.5 Seven possible travel routes were identified to the work place destinations.
- 1.6 Analysis of data shows that 25% of destinations (199) from Swale 004a & Swale 005A are external to the Isle of Sheppey and would need to route via the A249 Sheppey Crossing. 75% of destinations (588) are internal on the Isle of Sheppey.
- 1.7 Of the 75% internal trips, the A250 (Hartway Road) which heads north to Sheerness is the most common route taken by residents from Swale 004a & Swale 005A with a 41% (326) share of trips to work.



- 1.8 To determine the potential impact / contribution at the A2500 (Lower Road)/Barton Hill Drive signal junction, results show that only 10% of journeys (76 trips) would route on the A2500 (Lower Road) through this junction. The main trip attractor for trips using this route is assumed to be the three prisons situated south of Eastchurch.
- 1.9 Vehicle trip generation from the site has been estimated using TRICS software which provides trip rate information based on traffic surveys of a range of land use types. Trip rates have been derived from survey sites that are comparable to the proposed 140 residential dwellings.
- 1.10 Based on the interrogation of TRICS, it has been estimated that 70 two-way trips are likely to be generated during a typical weekday AM peak hour and 92 two-way trips generated during a weekday PM hour.
- 1.11 As a worst-case scenario, this equates to approximately 7 two-way trips during the AM peak hour and 9 two-way trips during the PM peak hour which are anticipated to route through the A2500 (Lower Road)/Barton Hill Drive signal junction based on 10% of journeys. This level of development traffic generation at the junction is not considered to be significant.
- 1.12 Funding of junction improvements at this location should be proportionate to the scale of impact as a result of development traffic from the allocated site AX2 which is shown as not material.
- 1.13 Given the modest impact, the delivery of site AX2 would not be contingent on the junction improvements to A2500 (Lower Road)/Barton Hill Drive.

Date: 01 February 2017

Issued by



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