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**THE PADDOCK
58 MAIDSTONE ROAD
PADDOCK WOOD
KENT TN12 6AF**

**PROPOSED RESIDENTIAL
RE-DEVELOPMENT**

TRANSPORT STATEMENT

Issue A

Date 7th December 2020

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Job No 9488



Registered No. FS 37624

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PADDOCK WOOD, KENT TN12 6AF**

Proposed Residential Re-development

Transport Statement

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1.00 Introduction

- 1.01 This Transport Statement (TS) is prepared in support of a Planning Application being made on behalf of Mr & Mrs Bell for the re-development of The Paddock site in Paddock Wood. The re-development will involve the removal of existing building and replacement with two buildings providing 9 residential units. On-site parking will also be provided.
- 1.02 The level of the development falls below that which would normally require either a Transport Assessment or Transport Statement however the Pre-app response from Tunbridge Wells Borough Council advised that the issue of highway safety should be considered, and the Client therefore considered it appropriate to provide a TS to support the application.
- 1.03 The TS identifies if there is likely to be any additional vehicle trips generated by the proposed re-development and considers any impact this will have on the operation of the local highway network. It also considers the sustainability of the site and how it links with local facilities as well as the accessing arrangements and parking.
- 1.04 Monson Engineering Ltd was commissioned by the applicant to prepare the report.

2.00 The Site, Local Highway Network and Proposal

- 2.01 The application site currently comprises a fish bar/restaurant together with its private parking area. It is located to the west of Maidstone Road in Paddock Wood, Kent, close to the town centre.
- 2.02 The Paddock has a private car park to the north accessed off Maidstone Road by a crossover and providing space for around 16 cars to park. In recent times, recycling bins have been provided within the parking area. There is also a right of way through the site for pedestrians currently running east west along the car park Between Maidstone Road and Mount Pleasant.

Local Network

- 2.03 The site effectively has a frontage onto B2160 known here as Maidstone Road which is a local distributor running between the A21 in the south to A228 in the north. It is a busy through road but also links with residential and commercial access roads along the length running through Paddock Wood.
- 2.04 At the site frontage, Maidstone Road is between 6.75 & 7m wide with footways on both sides and is street lighting. The road is subject to a 30mph speed limit and bus stops are located close to the site within 140m. There is a mixture of parking restrictions along this length of road however, on-street parking was observed and there is a parking layby on the western side just south of the site which again has restrictions on use.

The Proposal

- 2.05 The proposal is for the existing building to be removed and for two new buildings to be constructed on the site, one comprising a terrace of 3 x 2 bed houses and the second comprising 4 x 1 bed and 2 x 2 bed flats. The buildings will be either side of the retained right of way through the site. Parking will be provided for 9 cars as well as cycle parking being provided.

- 2.06 The current site access onto Maidstone Road will remain in its current position with minor modifications to ensure the pedestrian and vehicular visibility splays are to current standards. The layout at the front of the site will also allow for small delivery vans to turn within the site even where the parking spaces are all occupied.

3.00 Trip Generation

3.01 In considering the trip generation it is normal to compare the existing trips generated by the site with the likely trips that will be generated by the new proposal. It is also normal for trip generation assessments to be made using a recognized database system such as the TRICS database system which has been used for this proposal.

3.02 The assessment has been carried out by TRICS for residential properties using the following classes and sub-classes: -

Existing	06	Hotels Food & Drink	112sqm
	G	Take-away Shops (e.g. Fish Bars etc.)	
Proposed	03	Residential	9 units
	K	Mixed Private Housing (Houses & Flats)	

The results of the assessment are shown in Appendix B.

3.03 The traffic generation predicted by TRICS amounts to a significant decrease in movements of around 200. Peak hour movements will be broadly similar however as few trips are made to the Take-away during those times.

4.00 Sustainability & Parking

4.01 The site of the proposed re-development is well located to make use of alternative forms of travel. The site has the benefit of being an edge of town centre location meaning it should not be reliant on the private car for shorter journeys. Paddock Wood town centre has a good range of services including convenience stores/supermarkets and the area also has post office & banking facilities, optometrist and pharmacy, estate agents, cafes, and pubs. GP and dentists are also within acceptable walking distances as well as primary and secondary schools.

Walk and Cycle

4.02 The local area offers a good opportunity for both walking and cycling to be an option for residents whether it be as part of a train/walk/cycle journey or whether just walking or cycling to local facilities particularly those in the town centre.

4.03 Pedestrian footways are present along both sides of all local roads and there are controlled crossings to help pedestrians cross Maidstone Road to the south of the site. Footway links also extend to local primary (approx. 400m) and the secondary school which lie within 1.25km (on foot).

4.04 The proposed development includes for the provision of secure and covered cycle parking spaces for all units. There are a no cycle routes in the immediate vicinity however Tunbridge Wells Borough and Kent County Councils actively promote cycling on their websites.

http://www.tunbridgewells.gov.uk/__data/assets/pdf_file/0015/132207/6FB057F542A07AF9E0531401A8C01B6A_Final_Cycling_Strategy_2016-20.pdf

<https://explorekent.org/cycling-in-kent/>

4.05 It is commonly accepted that journeys of up to 2km can be undertaken on foot whilst journeys of up to 5 km are suitable for cycling to be considered as a means of commuting both in total or as part of trip linked with rail travel. Within both 2km and 5km there are significant retail and commercial areas offering employment opportunities.

Bus

4.06 Bus stops are located a short distance to the south of the site on Maidstone Road with the principal service being the no.6 running between Tunbridge Wells and Maidstone at least hourly during the week. Other occasional buses serve Paddock Wood, particularly on school days, with some using stops in and around the station/Waitrose which is within 400m walk of the site.

4.07 The local services are summarised as follows: -

Table 1 - Bus route

<i>Service Number</i>	<i>Operator</i>	<i>Route.</i>	<i>Frequency weekdays</i>
6	Arriva	Tunbridge Wells-Pembury-Paddock Wood-East Peckham-Maidstone and return	At least hourly Approx. every 20 mins each way from 07:11 to 19:01

<https://bustimes.org/localities/paddock-wood>

Rail

4.08 Paddock Wood railway station lies just over 0.4km from the site (a less than 8 min walk) and can be reached by means of the local footway network. It has frequent services operated by Southeastern running to locations such as Central London (various) Ashford and the Kent coast, as well as Canterbury and Medway town more locally Tonbridge. There are at least 2 services per hour to London during the core of the day with additional services at peak times and typically 6 services through the station every hour.

<https://www.southeasternrailway.co.uk/travel-information/more-travel-help/station-information/stations/paddock-wood>

Site Parking

- 4.09 It is proposed that this development will have parking provision of 9 unallocated spaces which amounts to 1 per unit and is appropriate given the scale of the units and the location so close to facilities and alternative modes of transport. Electric charging facilities will be provided in line with current requirements.
- 4.10 Facilities will also be available for secure and covered parking for cycles for all units by means of sheds for the houses and a bespoke storage area for the flats again in accordance with the current cycle parking standards.
- 4.11 The proposal will not include for any visitor parking as it is felt there is sufficient available off site. Maidstone Road itself offers some limited parking at certain times however there is a public car park just to the north east which provides parking and is free of charge for the first 2 hours.

5.00 Comments

- 5.01 It can be seen from the assessment that the proposal for the redevelopment of the site with 9 housing units will result in a substantial reduction in trips to and from the site and whilst there may be no material impact on the operation of the local network with most of the reduction being outside peak hours, any reduction can be seen as providing some benefit.
- 5.02 The proposed development uses the existing access with some minor modifications to ensure visibility standards are achieved.
- 5.03 Parking for the residential units is in line with current parking standard and amounts to 9 unallocated spaces. No visitor parking is provided, however public car parking is available a short walk from the site. Cycle parking will be provided to current standards by sheds for the houses and a cycle store for the flats.
- 5.04 Cars will be able to turn on site to allow for entry and exit in a forward gear however delivery and refuse collection will be from Maidstone Road roadside which is in line with most of the properties already fronting Maidstone Road.
- 5.05 The proposed development site lies on the edge of the Town Centre in a sustainable location and offers good access by alternative modes of transport.
- 5.06 It is concluded that there are no grounds for refusal of the application in relation to traffic issues.

Appendices

Appendix A – Location/Site Plan

Appendix B – Trip Generation Assessment and Output

Appendix A – Location/Site Plan



Maidstone Road

Revision: -
 Project: 58 Maidstone Road
 For: Mr & Mrs Bell
 Drawing: Proposed Site Plan
 Scale: 1:200 @ A3
 Date: October 2020 Drawing No. 2018/ 10

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Do not scale from this drawing, except for planning purposes.
 Contractor to take and check all dimensions on site before work commences.
 Discrepancies to be reported to the architect.
 Subcontractor to verify all dimensions on site before making a shop drawing or commencing manufacture.
 This drawing is copyright and must not be reproduced without permission.

Appendix B – Trip Generation Assessment & Output

Existing Use: - Take-away Shops (e.g. Fish Bars etc.) 112sqm
 The 112sqm also includes an area of restaurant/sit in which accounts for about 1/3rd of the total area. We have therefore used a GFA of 75sqm for the TRICS calculation.

Trip number information from TRICS database taking the following parameters: -

- Land Use Class - 06 – Hotels Food and Drink
- G Take-away Shops (e.g. Fish Bars etc.)
- Region - England excluding Greater London
- Locations taken - Edge of Town, Suburban Area
- Survey days - Monday to Friday only
- Assessed on - GFA sqm

This gives the following trip generation: -

$$313.298 \text{ trips/day/100sqm} \times 75 \text{ sqm} = 235 \text{ trips per day}$$

From the TRICS output we can assess the peak hour movements as follows: -

	AM	PM
In	2.5	5.0
Out	<u>2.5</u>	<u>5.0</u>
Total	5.0 trips	10.0 trips

Proposed Use: - Mixed Private Housing 9 no

Trip number information from TRICS database taking the following parameters: -

Mixed Private Housing (Houses/Flats) 9 units

Trip number information from TRICS database taking the following parameters: -

- Land Use Class - 03 – Residential
- Category - K – Mixed Private Housing (Houses/Flats)
- Region - England excluding Greater London
- Locations taken - Edge of Town Centre, Suburban Area
- Survey days - Monday to Friday only
- Assessed on - per unit

This gives the following trip generation: -

$$2.466 \text{ trips/day/unit} \quad \times \quad 9 \text{ units} \quad = \quad 22 \text{ trips per day}$$

From the TRICS output we can assess the peak hour movements as follows: -

	AM	PM
In	0.5	1.5
Out	<u>2.0</u>	<u>1.0</u>
Total	2.5 trips	2.5 trips

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : G - TAKE-AWAY SHOPS (eg. fish bars etc)
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 53 to 223 (units: sqm)
Range Selected by User: 45 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 12/07/18

Selected survey days:

Monday	1 days
Wednesday	2 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

Selected Location Sub Categories:

Development Zone	1
Residential Zone	2

LIST OF SITES relevant to selection parameters

1	ST-06-G-01	CHINESE		STAFFORDSHIRE
	PARKSIDE AVENUE			
	STAFFORD			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	53	sqm	
2	TW-06-G-01	INDIAN		TYNE & WEAR
	1 CASTELLIAN ROAD			
	SUNDERLAND			
	CASTLETOWN			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	223	sqm	
3	TW-06-G-02	FISH BAR		TYNE & WEAR
	STAMFORDHAM ROAD			
	NEWCASTLE UPON TYNE			
	BLAKELAW			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	60	sqm	

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/G - TAKE-AWAY SHOPS (eg. fish bars etc)

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 75 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

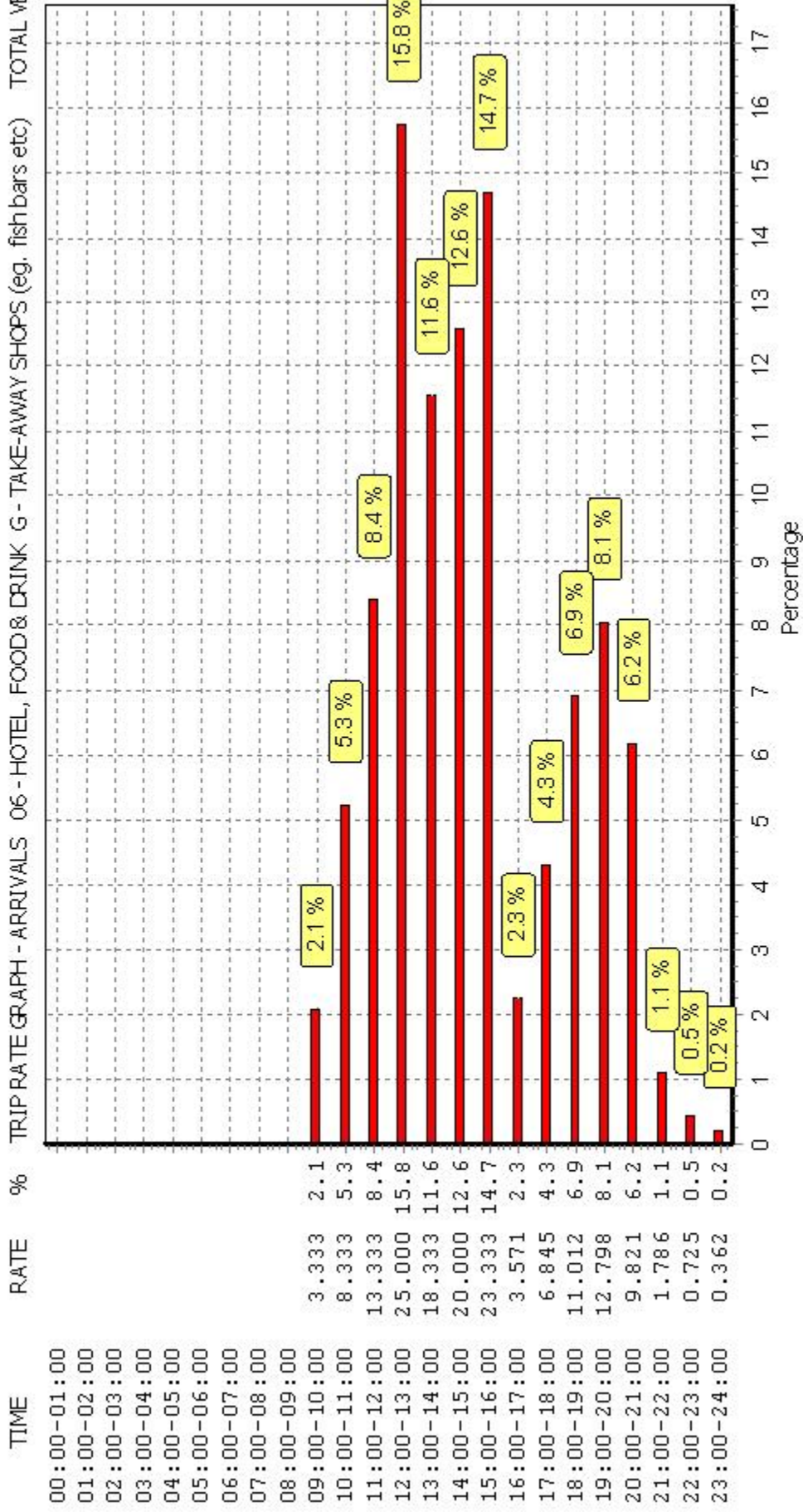
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00												
08:00 - 09:00												
09:00 - 10:00	1	60	3.333	2.500	1	60	3.333	2.500	1	60	6.666	5.000
10:00 - 11:00	1	60	8.333	6.250	1	60	1.667	1.250	1	60	10.000	7.500
11:00 - 12:00	1	60	13.333	10.000	1	60	13.333	10.000	1	60	26.666	20.000
12:00 - 13:00	1	60	25.000	18.750	1	60	23.333	17.500	1	60	48.333	36.250
13:00 - 14:00	1	60	18.333	13.750	1	60	20.000	15.000	1	60	38.333	28.750
14:00 - 15:00	1	60	20.000	15.000	1	60	25.000	18.750	1	60	45.000	33.750
15:00 - 16:00	1	60	23.333	17.500	1	60	20.000	15.000	1	60	43.333	32.500
16:00 - 17:00	3	112	3.571	2.679	3	112	2.679	2.009	3	112	6.250	4.688
17:00 - 18:00	3	112	6.845	5.134	3	112	6.548	4.911	3	112	13.393	10.045
18:00 - 19:00	3	112	11.012	8.259	3	112	10.119	7.589	3	112	21.131	15.848
19:00 - 20:00	3	112	12.798	9.598	3	112	13.393	10.045	3	112	26.191	19.643
20:00 - 21:00	3	112	9.821	7.366	3	112	11.607	8.705	3	112	21.428	16.071
21:00 - 22:00	3	112	1.786	1.339	3	112	2.976	2.232	3	112	4.762	3.571
22:00 - 23:00	2	138	0.725	0.543	2	138	0.725	0.543	2	138	1.450	1.086
23:00 - 24:00	2	138	0.362	0.272	2	138	0.000	0.000	2	138	0.362	0.272
Total Rates:			158.585	118.940			154.713	116.034			313.298	234.974

Parameter summary

Trip rate parameter range selected: 53 - 223 (units: sqm)
 Survey date date range: 01/01/12 - 12/07/18
 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

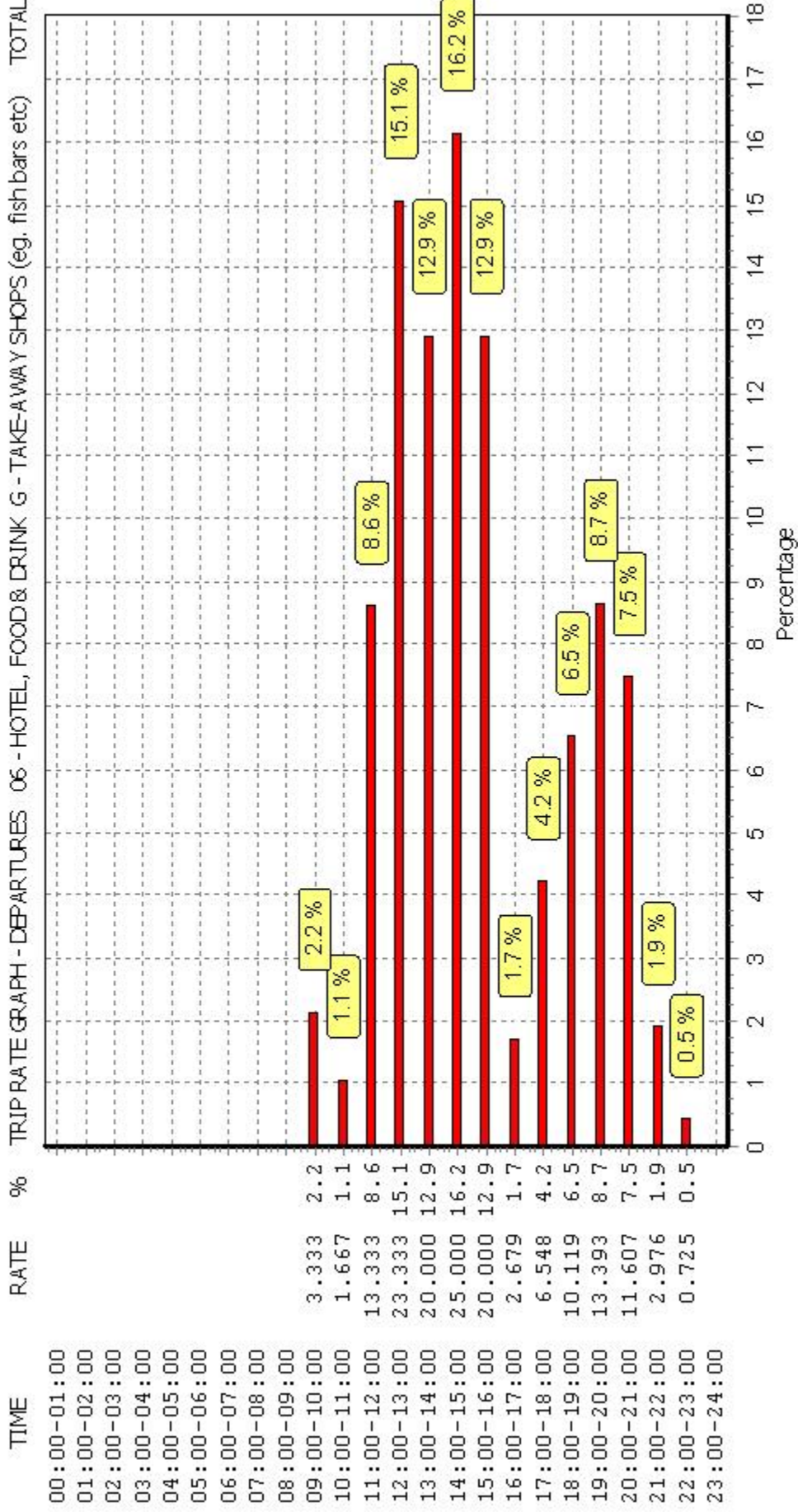
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TRIP RATE GRAPH - ARRIVALS 06 - HOTEL, FOOD& DRINK G - TAKE-AWAY SHOPS (eg. fish bars etc) TOTAL VEHIC



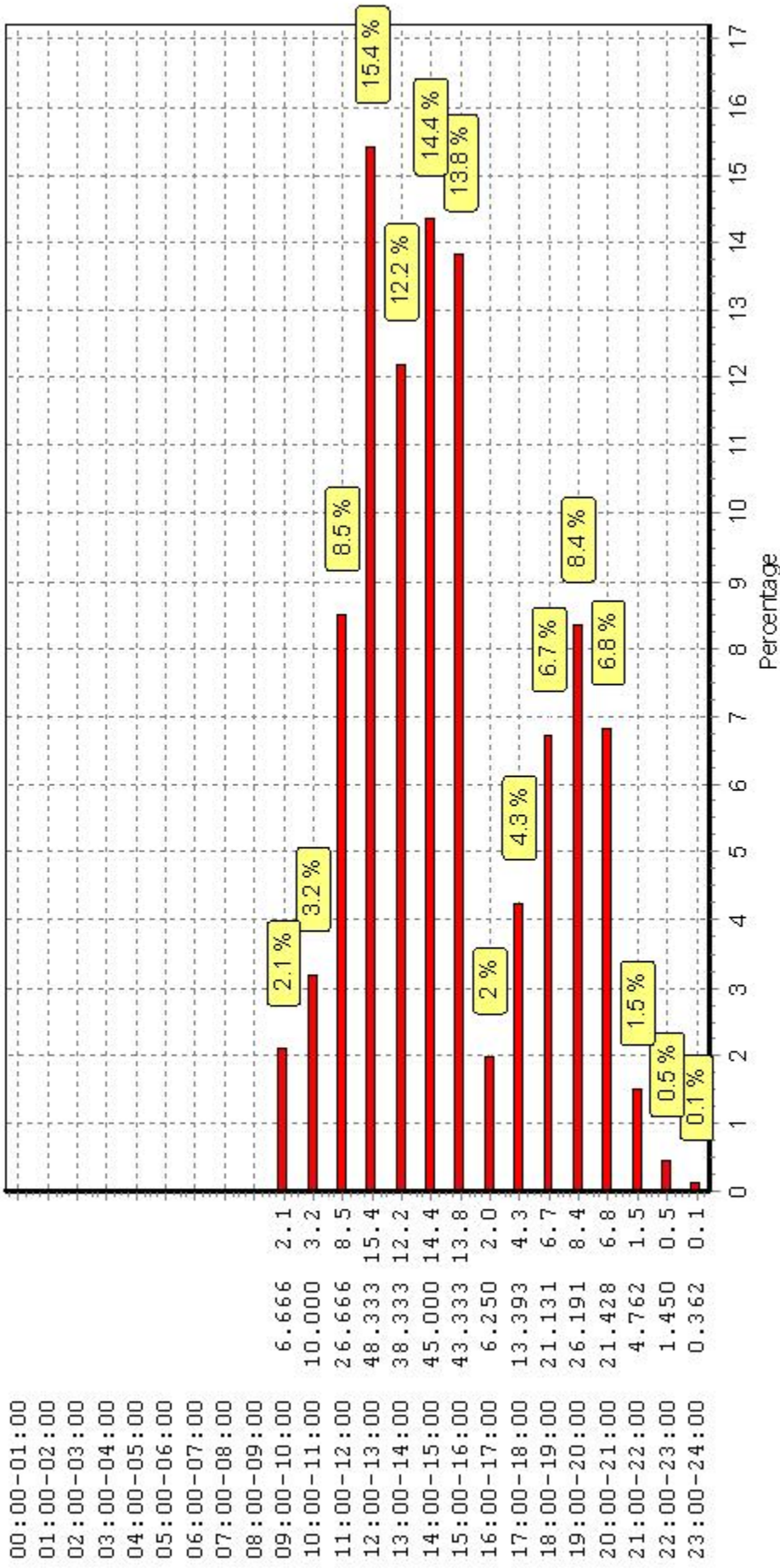
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TRIP RATE GRAPH - DEPARTURES 06 - HOTEL, FOOD & DRINK G - TAKE-AWAY SHOPS (eg. fish bars etc) TOTAL VE



Licence No: 731701

TRIP RATE GRAPH - TOTALS 06 - HOTEL, FOOD & DRINK G - TAKE-AWAY SHOPS (eg. fish bars etc) TOTAL VEHICLE



TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	TW TYNE & WEAR	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 15 to 178 (units:)
 Range Selected by User: 15 to 788 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/05/19

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	6

Selected Location Sub Categories:

Residential Zone	5
No Sub Category	3

LIST OF SITES relevant to selection parameters

1	CA-03-K-03 YORK STREET CAMBRIDGE	FLATS & TERRACED		CAMBRI D G E S H I R E
	Edge of Town Centre No Sub Category Total No of Dwellings:		178	
2	CA-03-K-04 FORDHAM ROAD SOHAM	MIXED HOUSES & FLATS		CAMBRI D G E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		65	
3	CB-03-K-02 NATLAND ROAD KENDAL	SEMI -DETACHED & FLATS		CUMBRIA
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		15	
4	HC-03-K-06 ROMSEY ROAD SOUTHAMPTON MAYBUSH	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		91	
5	NE-03-K-01 LADYSMITH ROAD CLEETHORPES	BLOCK OF FLATS		NORTH EAST LI NCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		67	
6	NT-03-K-02 CASTLE BRIDGE ROAD NOTTINGHAM	MIXED HOUSES		NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:		132	
7	ST-03-K-03 CLAREMONT ROAD WOLVERHAMPTON	MIXED HOUSING & FLATS		STAFFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
8	TW-03-K-01 SHELLEY DRIVE GATESHEAD	MIXED HOUSES & FLATS		TYNE & WEAR
	Edge of Town Centre No Sub Category Total No of Dwellings:		131	

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 9 DWELLS shown in shaded columns

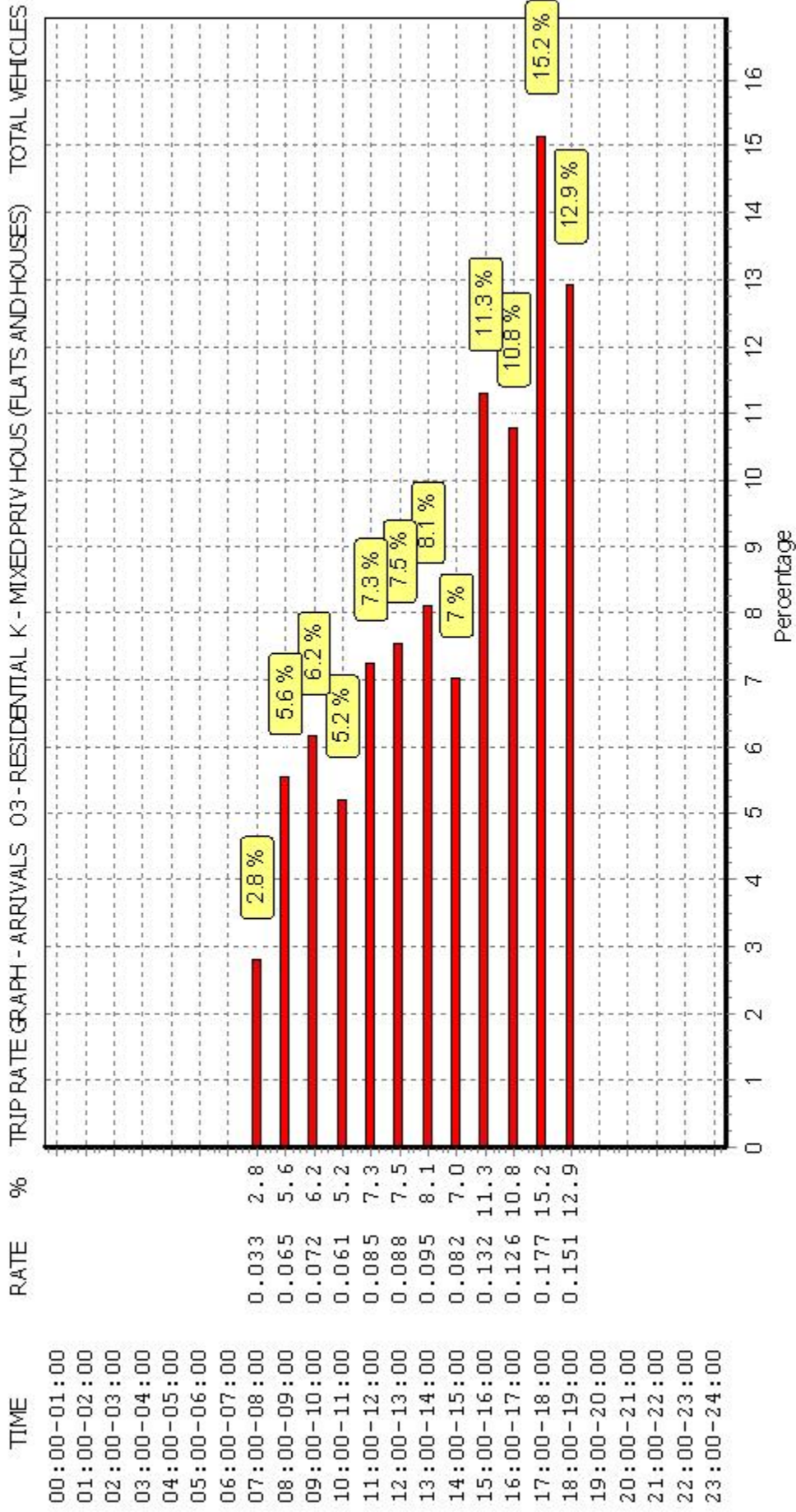
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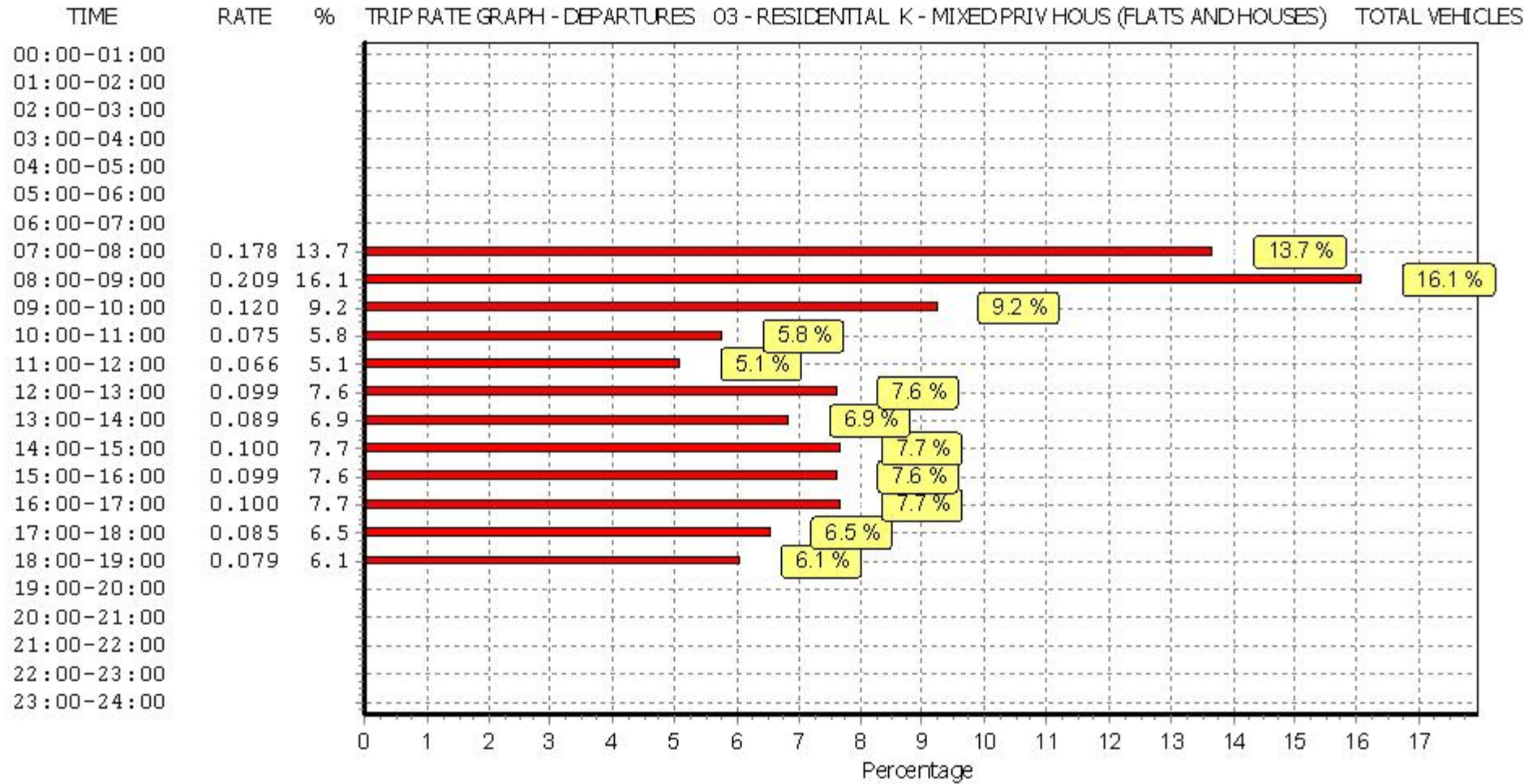
Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	8	88	0.033	0.293	8	88	0.178	1.604	8	88	0.211	1.897
08:00 - 09:00	8	88	0.065	0.586	8	88	0.209	1.884	8	88	0.274	2.470
09:00 - 10:00	8	88	0.072	0.649	8	88	0.120	1.082	8	88	0.192	1.731
10:00 - 11:00	8	88	0.061	0.547	8	88	0.075	0.675	8	88	0.136	1.222
11:00 - 12:00	8	88	0.085	0.764	8	88	0.066	0.598	8	88	0.151	1.362
12:00 - 13:00	8	88	0.088	0.789	8	88	0.099	0.891	8	88	0.187	1.680
13:00 - 14:00	8	88	0.095	0.853	8	88	0.089	0.802	8	88	0.184	1.655
14:00 - 15:00	8	88	0.082	0.738	8	88	0.100	0.904	8	88	0.182	1.642
15:00 - 16:00	8	88	0.132	1.184	8	88	0.099	0.891	8	88	0.231	2.075
16:00 - 17:00	8	88	0.126	1.133	8	88	0.100	0.904	8	88	0.226	2.037
17:00 - 18:00	8	88	0.177	1.591	8	88	0.085	0.764	8	88	0.262	2.355
18:00 - 19:00	8	88	0.151	1.362	8	88	0.079	0.713	8	88	0.230	2.075
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.167	10.489			1.299	11.712			2.466	22.201

Parameter summary

Trip rate parameter range selected: 15 - 178 (units:)
 Survey date date range: 01/01/12 - 23/05/19
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

Licence No: 731701





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