

**JOHN ELLIOTT CONSULTANCY
AND
TRANSPORT AND TRAFFIC CONSULTANCY**

**RESIDENTIAL DEVELOPMENT,
ROMNEY AVENUE, FOLKESTONE, KENT
TRANSPORT STATEMENT**

BY

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PROPOSED DEVELOPMENT ROMNEY AVENUE, FOLKESTONE, KENT TRANSPORT STATEMENT

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Figure 1: Parking Survey Keyplan

Figure 2: Site and Surroundings

Figure 3: Site and Public Transport Network

Figure 4: Highway Access Visibility

1 INTRODUCTION

- 1.1 This statement addresses the transport implications of the proposed residential development on land off Romney Avenue, Folkestone, Kent.

2 SITE, SURROUNDINGS AND ACCESS

- 2.1 The site location is shown in figure 1 and the proposed development layout in figure 2 of this statement.
- 2.2 The site is a tract of undeveloped land on the south side of Romney Avenue. Romney Avenue is a local access road running between two local distributor roads, Enbrook Valley/ Enbrook Road and Coolnge Lane, in a low density largely residential suburban area in the western reaches of Folkestone.
- 2.3 A small low rise flats development, Turner Court, abuts the west side of the site, while a small development of two pairs of semi-detached houses, Sandgate Mews abuts the east side of the site. A development of houses served by a separate cul de sac, Eversley Way, and another tract of undeveloped land abut the rest of the site boundary to the south.
- 2.4 Romney Avenue is dead straight along the site frontage and throughout to its junction with Enbrook Valley, and for some distance east of the site, beyond which there is a very shallow bend. There is continuous footway of adequate width along both sides. A local access road, Fremantle Road, joins Romney Avenue at a priority junction opposite the site. Romney Avenue has a significant but not severe slope from west to east along the site frontage.
- 2.5 Vehicle traffic flow on Romney Avenue is extremely light and sporadic at all times, as is pedestrian movement. Hardly any on-street parking takes place despite that parking is unrestricted.
- 2.6 The Golden Valley local shopping centre lies on Enbrook Valley less than 5 minutes walk from the site, and a local industrial estate providing possible employment opportunities is within 10 minutes walk to the west via Oxenden Road which runs off Enbrook Valley nearly opposite Romney Avenue.
- 2.7 The site is directly linked with more substantial shopping and other services and possible sources of employment in Cheriton and central Folkestone by the recently introduced no 10 local bus service, as shown in Figure 3, which has replaced the former 77 and 78 bus routes which ran to/from central Folkestone but not Cheriton.
- 2.8 The well served Folkestone West railway station, also shown n Figure 3, is within about 10 minutes walk from the site, giving good direct access to fast train services to Dover, Ashford, London and many other destinations, and by convenient interchange with many more including Eurostar International services.

- 2.9 The site is thus very accessible by non-car means to a full range of travel objectives.

3 THE DEVELOPMENT

- 3.1 The proposed development, shown in Figure 2. consists of:-
- In the eastern part of the site, a pair of semi-detached houses in the eastern part of the site, with two parking spaces each, accessed by a short cul de sac from Romney Avenue, similar to the adjacent existing Sandgate mews development.
 - In the western part of the site, 8 terraced/ semi-detached houses in three groups with 16 parking spaces, arranged around a cul de sac access road from Romney Avenue.
- 3.2 Both access cul de sacs will be shared vehicle/ pedestrian space without segregated footways. This is considered satisfactory in view of the small number of properties and parking spaces served, and the consequently low vehicle and pedestrian movements.

4 ASSESSMENT

- 4.1 Traffic generated by this small residential development would be absolutely negligible and would have no significant impact on Romney Avenue or the wider highway network.
- 4.2 Highway access visibility at both access points would be excellent, being well in excess of the 2.4 x 43 metres for the 30 mph highway speed limit, as shown in Figure 4. The maximum sightline 'Y' distance from the proposed western access extends to the corner at the junction with Enbrook Valley, a distance of approximately 87 metres, despite the footway in front of Turner Court being only 1.9 metres wide. The maximum sightline 'Y' distance from the proposed eastern access, along the 2.4 metre wide footway to the east, is well in excess of that distance.
- 4.3 Although the proposed western access is only a short distance west of the Freemantle Road junction opposite, this would not be a safety problem view of the excellent intervisibility between the two and the minimal traffic turning movements out of both junctions.
- 4.4 The proposed on-site parking provision is expected to be fully adequate to accommodate then likely demand. Even if this was not so, there is ample vacant unrestricted unobstructive vacant kerbside space on Romney Avenue close to the site (in fact virtually all the kerbside) to accommodate any conceivable, or even inconceivable level of demand resulting from this development.

5 CONCLUSIONS

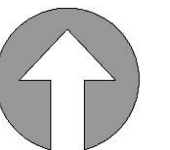
- 5.1 The site has good accessibility by non-car means to a range of local and town centre shops, services and possible sources of employment, and good access by frequent fast rail services to other large towns, to London, and to international rail services.
- 5.2 The development nevertheless includes provision to accommodate on-site a high level of car ownership by the occupying households. Even in the unlikely event of this not fully catering for the demand, the virtual absence of any on-street parking on Romney Avenue means that any on-street parking resulting from this development would cause no problems.
- 5.3 The proposed two vehicle accesses would have excellent visibility along Romney Avenue.
- 5.4 There is therefore no transport reason why the development should not be permitted.



Proposed Location Plan 1:1250

Site Location FIGURE 1

N



DRAWING:-
Proposed Location Plan

CLIENT:-
Village Homes Folkestone Ltd,
2-4 South Street, Folkestone,
Kent, CT20 1RW

PROJECT&TITLE:-
Proposed Residential
Development on land adjacent
to Romney Avenue, Folkestone

SCALE:-
1:1250@A3
DWG NO:-
SK03 / 17026

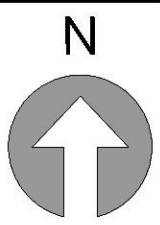
DATE:-
May 2018
REVISION:-
-

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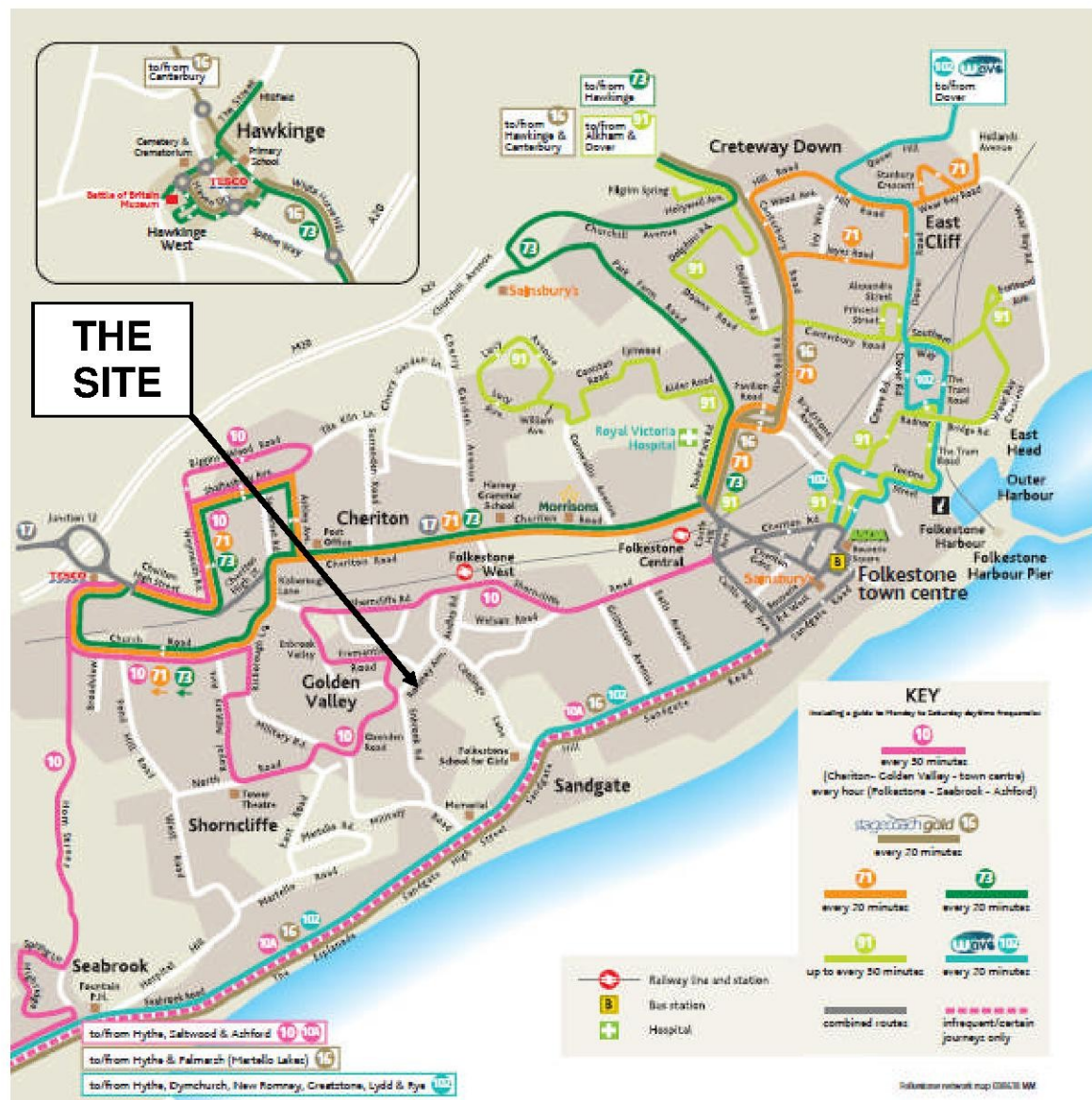


Proposed Development FIGURE 2

Proposed Site Plan 1:500

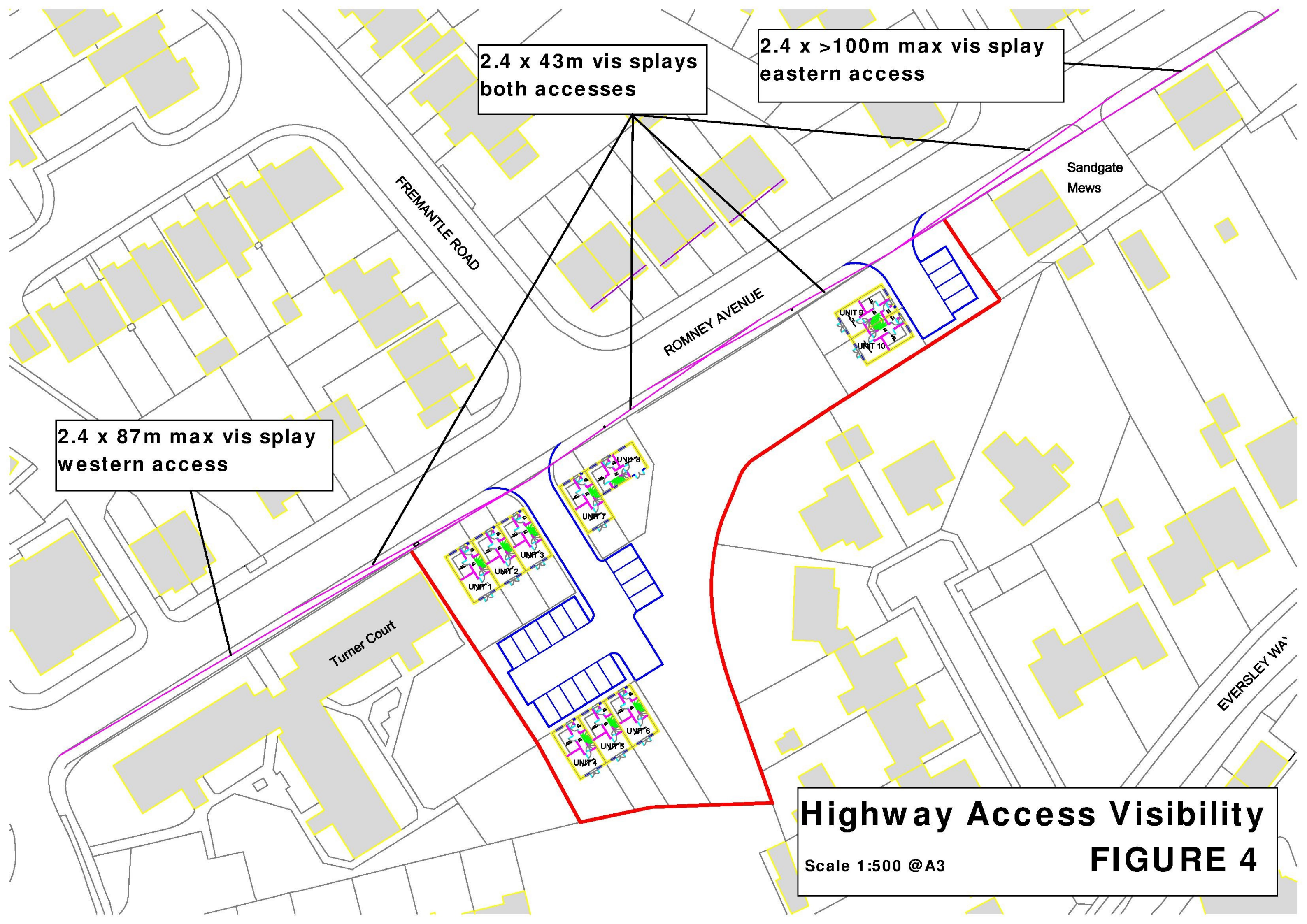


DRAWING:- Proposed Site Plan	CLIENT:- Village Homes Folkestone Ltd, 2-4 South Street, Folkestone, Kent, CT20 1RW	PROJECT&TITLE:- Proposed Residential Development on land adjacent to Romney Avenue, Folkestone	SCALE:- 1:500@A3 DWG NO:- SK04 / 17026	DATE:- May 2018 REVISION:- -	CLArchitects 127 Sandgate Road, Folkestone, Kent, CT20 2BH Ph: 01303 647 233 www.clarchitects.co.uk
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Site and Public Transport Network

FIGURE 3



2.4 x 43m vis splays
both accesses

2.4 x >100m max vis splay
eastern access

2.4 x 87m max vis splay
western access

Sandgate
Mews

ROMNEY AVENUE

UNIT 9
UNIT 10

UNIT 1
UNIT 2
UNIT 3

UNIT 7
UNIT 8

UNIT 4
UNIT 5
UNIT 6

Turner Court

EVERSLEY WAY

Highway Access Visibility
FIGURE 4
Scale 1:500 @A3