



Forecasting Report

Thanet Local Plan Evidence Base

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1 Introduction

1.1 Overview

- 1.1.1 Amey have been commissioned by Kent County Council (KCC) to provide transport modelling support to assess the traffic impact of Local Plan options for Thanet District Council (TDC). This report considers allocations being considered in Spring/Summer 2018.
- 1.1.2 A strategic highway model was developed using SATURN software to capture traffic movements along the A28 corridor, A256/A254 corridor, and local roads serving the area bounded. The area of interest is shown in Figure 1-1. This area has an initial central modelled area and then a wider area of coverage which includes the western fringe of the conurbation. The shopping/employment area of Westwood is within the modelled area but with a limited level of coding and zoning. The remainder of the conurbation is skeletal with appropriate routing choices included.

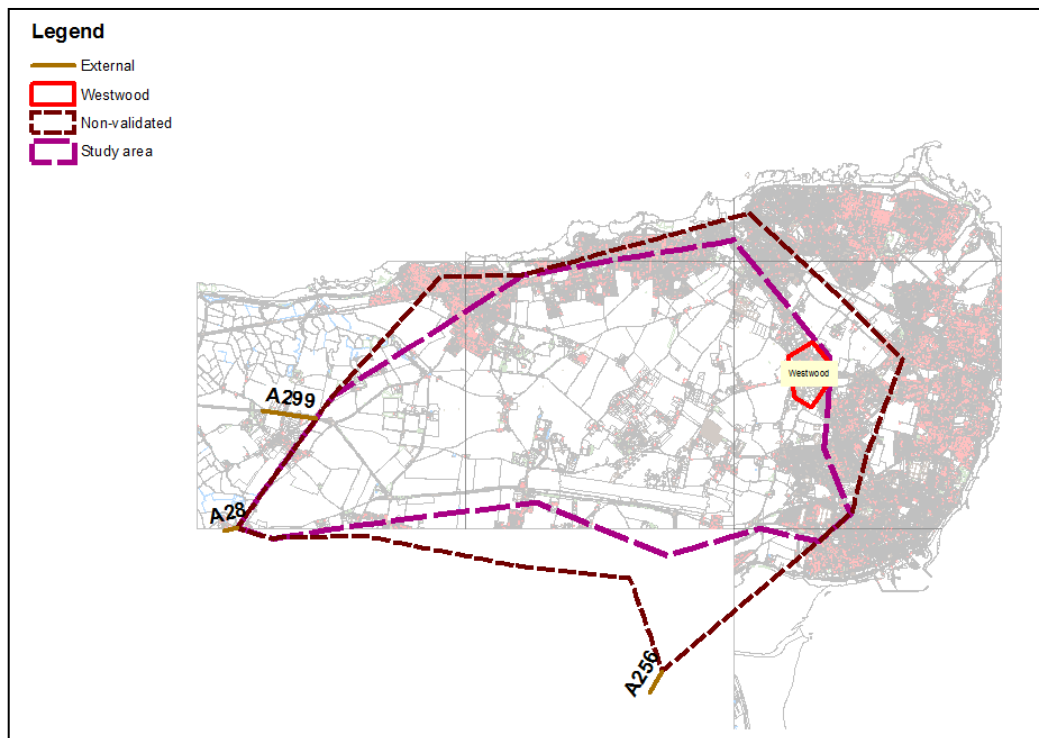


Figure 1-1 Area of Interest

- 1.1.3 The purpose of the wider model was to provide traffic information for individual junction assessments in the area of interest, using specific junction modelling software (e.g. Arcady, Picady, Linsig etc.).

- 1.1.4 The model represents highway traffic movements only and does not account for the potential impact of changes in mode choice, time of day of travel or trip distribution. The 2016 Base Year models were used to build forecast models to represent three different future scenarios for 2031.
- 1.1.5 This report outlines the development of three 2031 forecast scenarios and summarises the model output.

2 2031 Forecast Model

2.1 Background

- 2.1.1 The 2016 Base Year models were developed to support the Local Plan process and are based on data collected largely during 2016.

2.2 Model Scenarios

- 2.2.1 Three forecast model scenarios have been developed to provide supporting evidence around the impact of Local Plan development on the highway network. Table 2-1 summarises the forecast model scenarios. These are done for the weekday AM and PM peak hours.

Table 2-1 Forecast Model Summary

	Forecast Model	Model Summary
DN	2031 Do Nothing	<ul style="list-style-type: none">• 2031 forecast travel demand arising from committed and permitted development (including Manston Green and EuroKent).• Committed highway improvements (e.g. Manston Green highway network).
DM	2031 Do Minimum	<ul style="list-style-type: none">• 2031 forecast travel demand arising from committed and permitted development.• Strategic sites.• Committed highway improvements.
DS	2031 Do Something	<ul style="list-style-type: none">• The same forecast travel demand as the Do Minimum.• Committed highway improvements.• Transport strategy interventions (including Manston-Haine and Brooksend-Shottendane links)

- 2.2.2 These forecast scenarios are designed to give indicative forecast flows, for both direct reporting and as the input to parallel junction assessment models.

2031 Do Nothing

- 2.2.3 The 2031 Do Nothing (DN) scenario provides a benchmark against which the Do Minimum and Do Something scenarios can be assessed. It includes the permitted sites of Manston Green and Eurokent on the A256 Haine Road, housing development as an extension to the Westwood area on the edge of the conurbation, and smaller sites and windfalls within the conurbation.

2031 Do Minimum

- 2.2.4 The 2031 Do Minimum (DM) scenario provides a benchmark against which the impact of the Transport Strategy interventions can be assessed. This scenario includes allocations on the A28 ribbon at Birchington and Westgate, sites on the Haine Road corridor, and further housing as an expansion of Westwood.
- 2.2.5 Flow information in terms of the uplift of Do Minimum over base was extracted for use in junction assessments.

2031 Do Something

- 2.2.6 The 2031 Do Something (DS) scenario includes the highway interventions which are seen as required to mitigate the additional congestion that will arise as a consequence of the demand from the development sites in the DM. These interventions are contained in the emerging Thanet Transport strategy; and are also known as the 'Inner Circuit'.
- 2.2.7 Flow information in terms of the uplift of Do Something over base was extracted for use in junction assessments.

2.3 Modelling Approach

Forecast Travel Demand

- 2.3.1 The forecast models incorporate forecast travel demand from permitted and committed development, windfall sites, and sites identified for inclusion in the Local Plan (Table 2-2). Whilst the local plan has a recognised OAN (Objectively Assessed Needs) figure associated with the submission, it is noted that completions within the local plan period that were completed before 2016 (circa 1,500 dwellings) are not included in the forecast demand, as they are already subsumed in the base model. The modelled figure is therefore different to the OAN.

- 2.3.2 The model development was broadly housing led 'production', with the 'attractions' (especially employment) being spread proportionally amongst the model zones. In the AM the required balancing was over the destinations and in the PM the origins.
- 2.3.3 There is also possible growth at Ramsgate Harbour with aspired regeneration, loading traffic on the A299 and through Lord of the Manor (LOTM). This traffic is not explicitly included within the strategic model at this stage.
- 2.3.4 The net housing for each scenario summarised in Table 2-2 **Housing Allocation**
- 2.3.5 The key locations of the development sites, and proposed infrastructure, are shown in Figure 2-1. The Westgate site (2,000 dwellings), in terms of loading and the possible link road, is indicative only. Mitigation required due to the site is not included.

Development	Housing (units)
Permitted / committed development	3,700
Windfall sites	2,700
Local Plan sites	9,200
Total	15,600
Completions 2011-2016 (in Local Plan total but not explicitly modelled as already in base model)	1,500

Table 2-2 Housing Allocation

AM Peak	DN	DM/DS
Housing (units)	6,400	9,200
% of total housing development	41%	59%

Table 2-3 Summary of Development

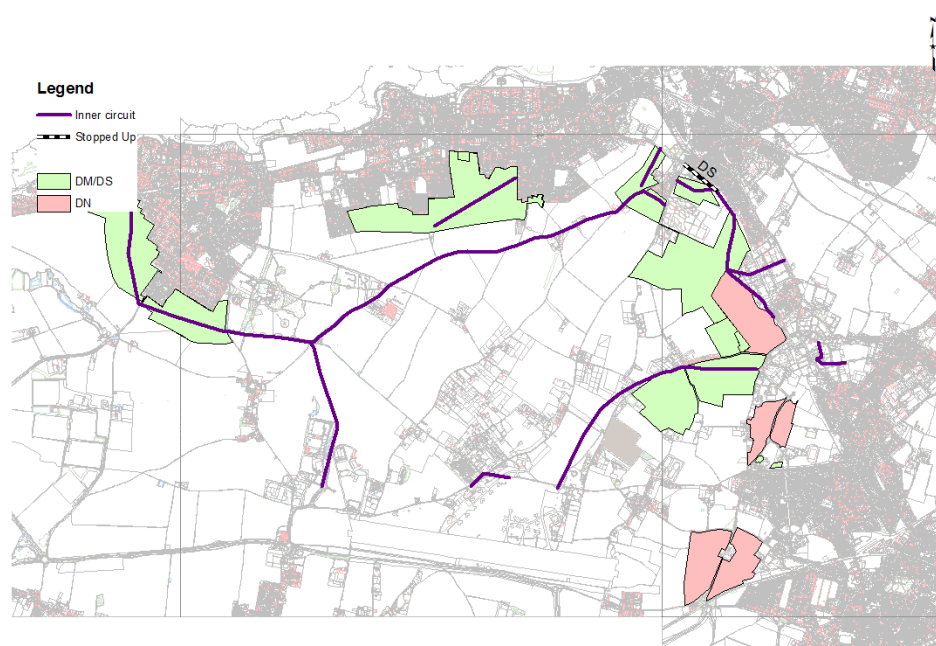


Figure 2-1 Key development locations and proposed infrastructure

- 2.3.6 The forecast matrices have been developed making use of a trip-rate exercise that was conducted in parallel to the model development.

Trip Rates

- 2.3.7 It was agreed to use two trip rates, reflecting the strategic development allocation sites and the smaller urban development sites. The rates used are shown Table 2-4.

Table 2-4 Trip rates

Residential Trip Rates	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Strategic Allocation Sites	0.157	0.383	0.540	0.280	0.173	0.453
Smaller Urban Development Sites	0.113	0.308	0.421	0.251	0.107	0.358

TEMPRO

- 2.3.8 TEMPRO 7 (Dataset 72) was used to determine forecast growth for the external zones of the A28 (towards Canterbury District), A299 (towards Canterbury District and M2), and the A256 (towards Dover district). The uplift extracted from TEMPRO was approximately 13%.
- 2.3.9 These TEMPRO factors were kept constant, across the two demand levels in the three scenarios, in terms of trip-end calculations. This is therefore assuming the neighbouring districts are remaining constant and are independent of the level of growth in Thanet.
- 2.3.10 The role of the nearby Discovery Park in Dover district is noted; but for these scenarios was deemed to be reflected in the TEMPRO factors.
- 2.3.11 The factors are of course then distorted with the balancing during the furnishing, increasing the outbound in the AM and the inbound in the PM.

Trip Distribution

- 2.3.12 A furnishing procedure was used to establish the forecast trip distribution, which is built on the base model matrices and forecast 2031 trip ends. For instances where trips were allocated to zones with sparse or no existing trip ends, a distribution was established using an appropriate adjacent or nearby zone. This considered the existing and future land uses.
- 2.3.13 The sites around Westwood (Manston Court Road/Haine Road, Westwood Housing, Manston Rd/Shottendane Rd and Nash Rd/Manston Rd) were grouped together and used census data from nearby housing areas. Manston Green and EuroKent were based on the distribution at Newington. The Birchington, Westgate and Hartsdown Rd/Shottendane Rd developments were furnished from their existing zones, albeit within new zones due to the new access points. The housing at Minster was furnished within its current zone.

2.4 Forecast Model Highway Network

- 2.4.1 The main highway improvements included in each of the forecast models are summarised in Table 2-5. The highway improvements are modelled as far as is practicable, based on information provided.
- 2.4.2 In the Do Minimum the Manston Green network is broadly based on the design in the current approved planning application.

Table 2-5 Forecast Model Highway Changes

AM Peak	2031 DN	2031 DM	2031 DS
Manston Green Network (including Staner Hill)	Yes	Yes	Yes
Spitfire Corner (upgraded from staggered crossroads)			Yes
Manston-Haine link (2.6km)			Yes
Brooksend-Shottendane link / Link through Westgate development / Shottendane- Hartsdown link		note	Yes
'Nash Rd network' including stopping up at Coffin House corner (see 2.4.4)		note	Yes
Columbus Ave extension			Yes
Acol traffic-calmed (all through traffic removed)			Yes
Enterprise Way link			Yes
Tesco link road / Millennium Way extension			Yes
Shottendane Road speed reduction (40mph from 60mph)			Yes

Note: Links through new sites are available to the respective development trips, but not to through trips.

- 2.4.3 The 2031 Do Something model includes the highways infrastructure in the emerging Thanet Transport Strategy.
- 2.4.4 The 'Nash Road network' is an upgrade of a semi-rural 'rat-run' into a development access road from Westwood to Shottendane Road through four developments. In addition, Nash Road is stopped-up at Coffin House corner; and the priority at Manston Rd / Shottendane Rd is switched. It is noted that the final configuration of this network may differ such as stopping-up Shottendane Rd at Manston Rd, but the modelling reflects a reasonable indicative layout.
- 2.4.5 Shottendane Road has a reduction in speed for expected safety reasons. The link does not have a speed-flow curve in the DS, with the assumption that it will be sufficiently upgraded to cope with any increase in flows. Interpretation of the modelling results should consider this point.

- 2.4.6 The detail with regards to the strategic sites in terms of access, link roads, and mitigation, whilst considered, is indicative only. Further work should be undertaken by the site promoters in due course. For example, the Westgate development has coding to reflect a change of the junction at Garlinge High St/A28 from priority to signalised, however the detailed working of this proposal is not considered in this brief.
- 2.4.7 For this level of modelling, in terms of detail and zoning, the roles of the Tesco Link Road and Millennium Way are broadly identical and therefore are seen as a single scheme.
- 2.4.8 The proposed highway infrastructure improvements are evolving designs from on-going studies and discussions between KCC, TDC and key developers, therefore the inclusion in the model is indicative based on likely alignment, proposed speeds and likely junction designs. It is assumed that any final delivered scheme would be adequate for purpose, therefore speed-flows curves are not deemed required for the new links and junction saturation flows have been set high. The scenario is therefore a 'best-case' situation, with possible relief from existing routes maximised. There is an exception in that the model was not detailed enough to investigate likely use of the link road through the northern Birchington site as an alternative route to Minnis Road, therefore a level of interpretation will be required in future route studies.
- 2.4.9 The Manston-Haine link is coded in the model as 2.6km. If the final design is noticeably longer then the model results would potentially vary, however it is considered to be a robust assumption at this stage.
- 2.4.10 Through-traffic has been removed from Acol on the understanding that sufficient traffic calming will be introduced to deter such traffic.
- 2.4.11 Park Lane is changed to one-way(outbound) in the Do-Something.

3 Forecast Model Output

3.1 Travel Demand

3.1.1 The forecast models reflect two different travel demand scenarios, arising from development assumptions (Table 3-1). Permitted and committed development included in the Do Nothing scenario results give an increase of around 10% in travel demand over the 2016 Base.

3.1.2 The inclusion of the local plan sites development in the Do Minimum and Do Something scenarios result in an increase of a further 10-15% in travel demand.

AM Peak	2016	2031 DN	2031 DM/DS
Total	22,466	25,007	28,428
% increase over Base		11%	27%
% increase over DN			14%
PM Peak	2016	2031 DN	2031 DM/DS
Total	21,195	23,420	26,297
% increase over Base		10%	24%
% increase over DN			12%

Table 3-1 Travel Demand – Vehicle Trips

3.2 Total Travel Distance and Travel Time

- 3.2.1 The total travel time and distance provide a useful metric to gauge the performance of the modelled network. It is noted that travel time, in particular, when extracted from a strategic model is a relatively crude measure; but nonetheless does give a high-level overview.
- 3.2.2 The total vehicle kilometres (vkm) travelled provides a broad indication of the impact of an increase in travel demand generated by forecast development, the impact of any new highway infrastructure and of the potential effect of trips taking longer routes to avoid congestion. The change in total vehicle kilometres travelled is summarised in Table 3-2.
- 3.2.3 The total travel time in vehicle hours (vhrs) provides a measure of the impact of the forecast scenarios on the overall efficiency of the network. The total travel time for each scenario is shown in Figure 3-1 and the change in travel time from the 2016 Base and from the 2031 Do Minimum is summarised in Table 3-3.

AM Peak	2031 DN	2031 DM	2031 DS
% increase over Base	12%	25%	27%
% increase over DN		13%	15%
PM Peak	2031 DN	2031 DM	2031 DS
% increase over Base	11%	26%	27%
% increase over DN		14%	14%

Table 3-2 Change in Vehicle Kilometres Travelled

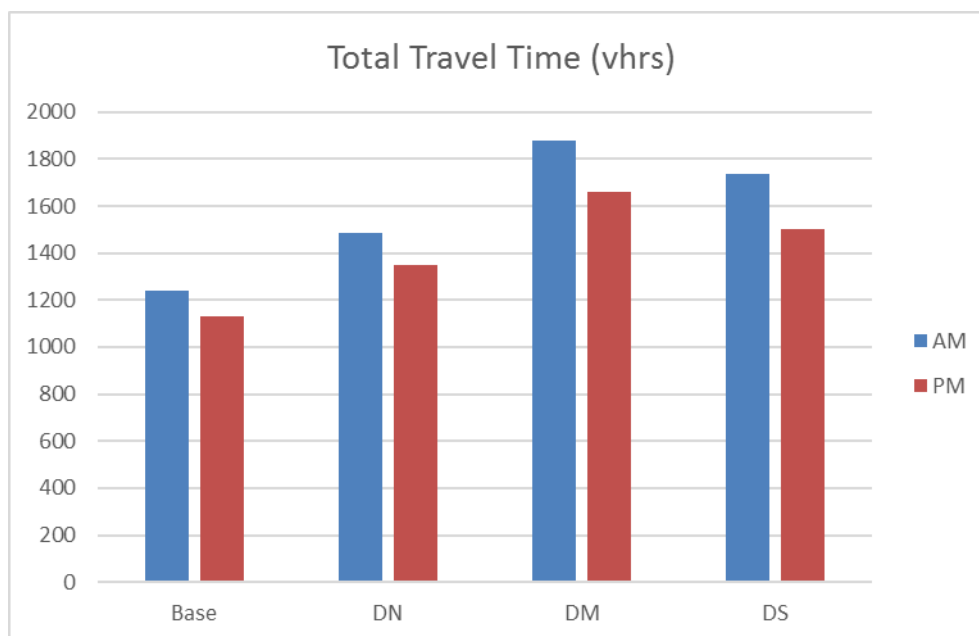


Figure 3-1 Total Travel Time (vhrs)

AM Peak	2031 DN	2031 DM	2031 DS
% increase over Base	20%	51%	40%
% increase over DN		31%	20%
PM Peak	2031 DN	2031 DM	2031 DS
% increase over Base	20%	52%	40%
% increase over DN		26%	17%

Table 3-3 Change in Total Travel Time (%)

- 3.2.4 The committed and permitted development included in the Do Minimum/Do Something Scenarios generates a 25% increase in travel demand over the base which is reflected in an increase of 50% in total vehicle hours in the Do Minimum; mitigated, with the proposal highway infrastructure, down to 40% in the Do Something.
- 3.2.5 The Do Nothing shows an increase in total vehicle hours around 20% over base from the extant permissions. This is from an approximately 10% increase in demand.
- 3.2.6 The increase in vehicle kilometres is reasonably in line with the increase in demand, noting minimal difference between the DM and DS. This reflects, at the aggregate level, that the proposed highway infrastructure provides alternative less-congested routes with similar trip distances.

3.3 Forecast Link Flows

3.3.1 Flows have been extracted for each modelled scenario at key locations across the network covering the A28 corridor and parallel routes, A254/A256 corridor and proposed relief road, and the external loading. These are tabulated in Appendix A and key flows are also shown in Figure 3-2.

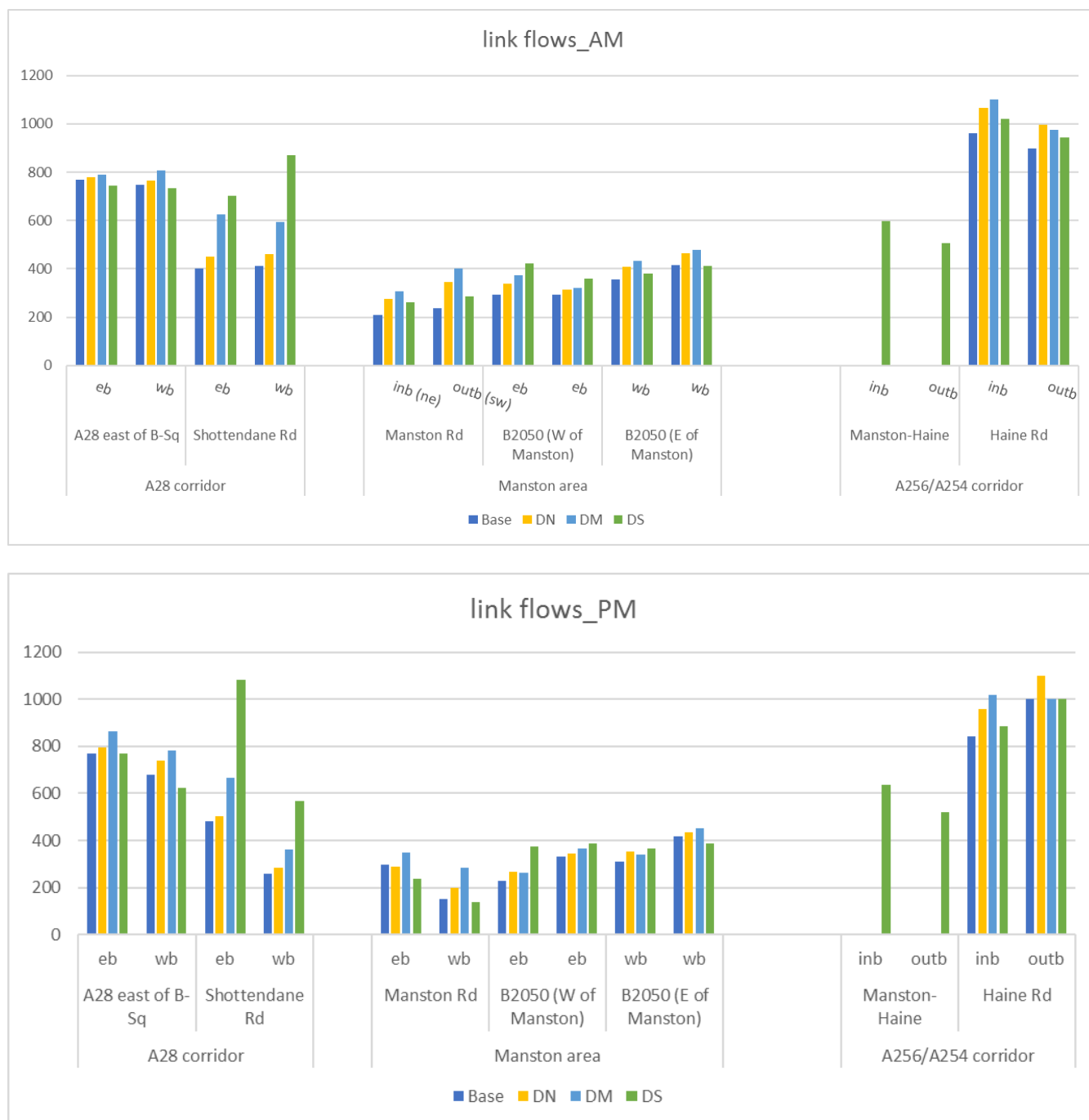


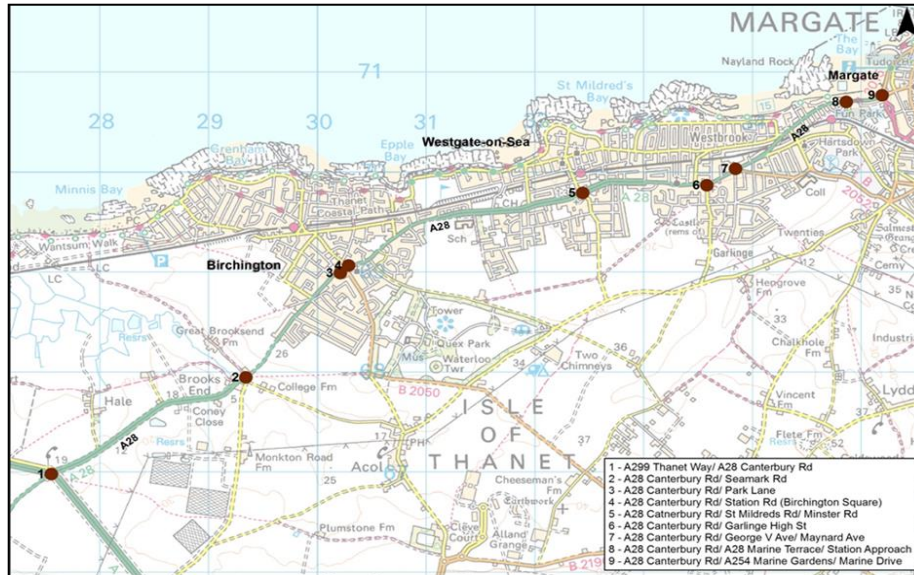
Figure 3-2 Link Flows

- 3.3.2 The Do Nothing scenario shows the expected increase over the base. This is a relatively constant proportional increase across the network, with some variation reflecting the locations of the development. Similarly, the Do Minimum scenario shows an incremental increase over the Do Nothing.
- 3.3.3 The Do Something shows meaningful flows of around 1200 vehicles (two-way) on the new Manston-Haine link, relief on the A256 Haine Road and a reduction on Manston Road and a notable increase on Shottendane Road. Shottendane Road is an on-going consideration in the strategy with regards to required future standards and a possible HGV restriction.
- 3.3.4 The increase of flow on Shottendane Road is correlated with flows on the new infrastructure on both the link to Brooksend Hill (through the Birchington southern site) and the Columbus Avenue extension. The Brooksend Hill to Shottendane link has two-way flows of around 1300 vehicles (through-traffic) and the Columbus Avenue extension of around 600 vehicles.
- 3.3.5 In addition to the broad overview above, the two-way flows on the other new infrastructure of the extensions on Millennium Way and Enterprise Road are each noted as around 300-400 vehicles. These are high-level outputs and are taken in the context of the functioning of the strategic model; noting that trip-chains are not included and results would potentially change with a finer zoning system. For example, the advantage of new possible routes to the hospital are not particularly represented.
- 3.3.6 The closure of Nash Rd in the DS leads to the traffic (around 1000 vehicles) being reassigned via the new link on the development site from Nash Rd to Manston Rd. In addition the link, through the development between Manston Rd and Shottendane Rd, has two-way flows of around 200-300 in each time peak.
- 3.3.7 Two of the other proposed developments are also likely to have link roads through the sites; namely the site at Westgate and the site between Hartsdown Road and Shottendane Road. These links will both provide two directions for both egress and access for the respective developments and will provide secondary routes for through traffic. The flows are not presented here as they are quite sensitive to the final network proposals, nonetheless results indicate reasonable usage adding to the resilience of the highway network.

- 3.3.8 As previously mentioned the link through the northern Birchington site (to Minnis Road) is modelled as available for the development trips but not for through-traffic. This is due to the network detail in the model.

3.4 Forecast node(junction) throughput

- 3.4.1 As previously mentioned output in terms of uplift from modelled base to modelled forecast will be extracted from the strategic model. These uplifts will be used to inform junction assessments by adding the uplift to the observed base flows. These assessments will be commensurate with two ongoing corridor studies; A28 from St Nicholas roundabout to the Clocktower in Margate and the A256/A254 from Sevenscore to Victoria Lights.
- 3.4.2 In addition the spur of the A256 from Westwood to Dane Court roundabout and an additional junction known as Coffin House Corner are being assessed. These corridors are shown as Figure 3-3. The corridors are mainly included in the model study area but with some junctions less represented, particularly at the turn level (e.g. Clocktower, Victoria Lights and Dane Court roundabout).



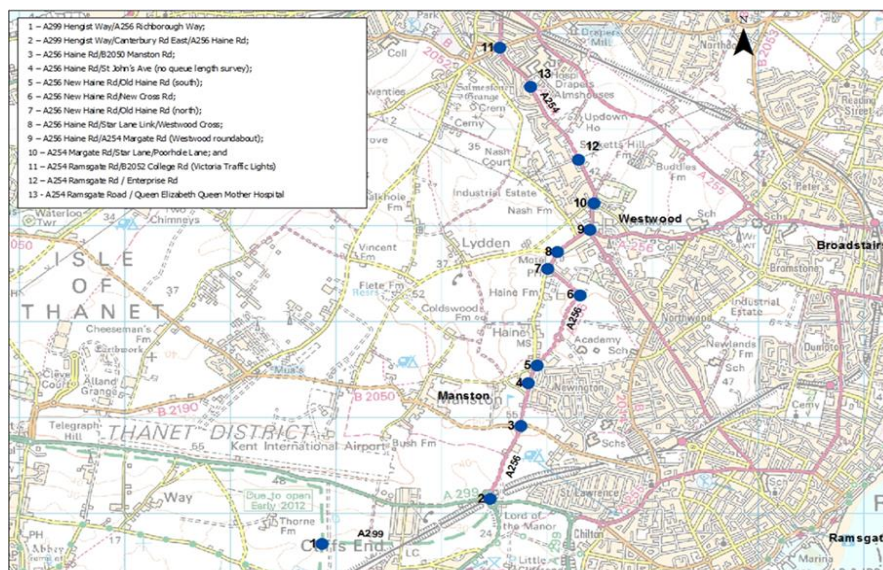
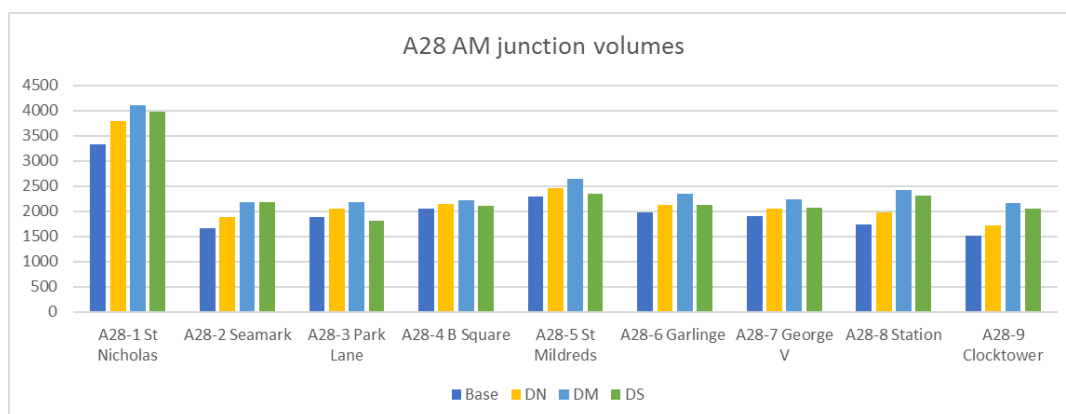


Figure 3-3 Corridor Studies

3.4.3 The throughput from the relevant junctions are shown in Figure 3-4. This is at the aggregate level of the node (junction); notwithstanding the final output extracted for the junction assessments will be at the turn level. For this report however, that amount of output would be too detailed and cumbersome. Nonetheless some key individual turns or links are mentioned.



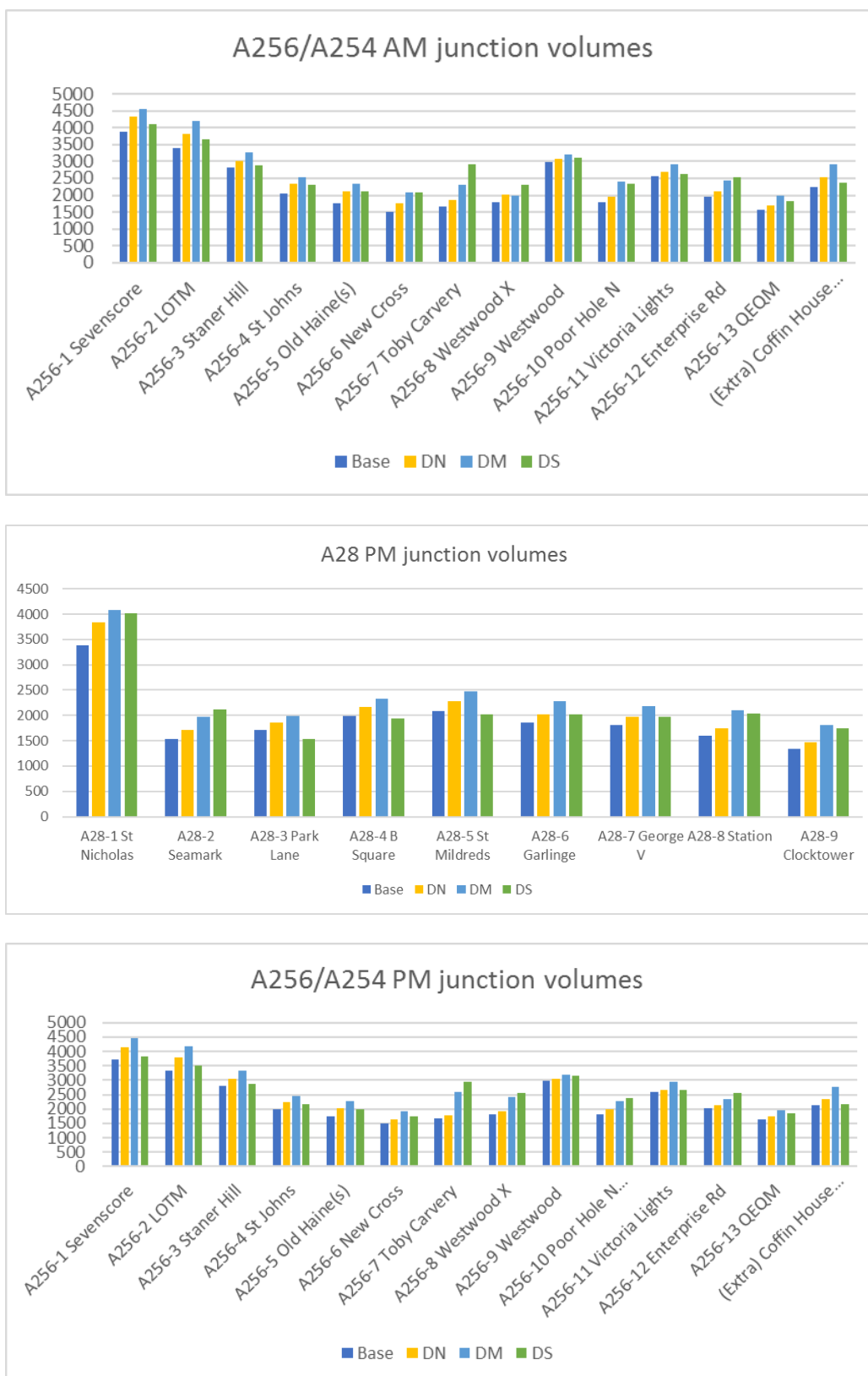


Figure 3-4 Node throughput

3.4.4 The output confirms the relief on the Haine Rd corridor in the Do Something between Sevenscore and Toby Carvery. This is in response to the Manston-Haine link.

- 3.4.5 Beyond Toby Carvery on the Haine Rd corridor towards Westwood, less relief and potentially more traffic is expected. The emerging transport plan recognises the portion of the network beyond Toby Carvery and assumes that when coupled with the new 'Nash Road network' and some minor junction changes it would be sufficient to cope with the traffic flows.
- 3.4.6 There is also relief on the A28 corridor between Brooksend and Margate partially due to traffic rerouting via Shottendane Road. This assumes that Shottendane Road can cope with the increase traffic and noting no speed flow curve has been applied in the forecast scenario ('reduced-speed').
- 3.4.7 Birchington Square is likely to receive additional relief as some traffic may route through the new development north of the A28 to bypass the junction to reach Minnis Road.
- 3.4.8 St Nicholas roundabout and Brooksend priority (Seamark Rd) do not show the A28 relief as the traffic on Shottendane Road/Brooksend has rejoined the A28.
- 3.4.9 Coffin House Corner has a reduced junction volume due to the 'Nash Road network' in the Do Something.
- 3.4.10 Victoria Lights may experience a reduced throughput as some of the proposed links offer secondary routes. This should be reconsidered once various elements are confirmed and finalised, e.g. the design of the possible link from Shottendane Rd to Hartsdown Rd.
- 3.4.11 Some indicative numbers were also checked within the conurbation to confirm the expected relatively minor changes.

4 Summary

4.1 Overview

- 4.1.1 A SATURN model was developed as part of transport planning support provided by Amey to KCC and TDC with respect to the Thanet Local Plan. Three forecast scenarios have been modelled, Do Nothing, Do Minimum and Do Something.

4.2 Do Nothing

- 4.2.1 The Do Nothing scenario represents the forecast situation in 2031 that might be expected to arise based on development that is already planned and committed.
- 4.2.2 The Do Nothing scenario accounts for approaching half of the total housing being added to the 2016 base. This will contribute to an approximate 10% increase in travel demand over the 2016 base and an increase of 20% in travel time across the network.

4.3 Do Minimum

- 4.3.1 The Do Minimum scenario reflects the situation where the demand from the local plan sites is added to the network without the proposed mitigation from the emerging Thanet Transport Strategy. This is an increase of around 25% over the base in terms of demand resulting in an increase of travel time of around 50%. The crude nature of travel time statistics from a strategic model is noted.

4.4 Do Something

- 4.4.1 The Do Something scenario reflects the proposals in the emerging Transport Strategy. The reduction in total travel time (around 8-9% compared to DM) and the flows on the new infrastructure give confidence in the effectiveness of the proposals.
- 4.4.2 The Do Something is a 'best-case' situation maximising possible relief from existing routes through the provision of alternative routes in the proposed 'inner circuit'.

4.5 Conclusion

- 4.5.1 This outputs from the strategic model give confidence in the emerging Transport Strategy. They indicate that the headline infrastructure will positively contribute toward the management of future year traffic flows on existing primary roads within the district.

Appendix A Link Flows

AM rounded flows

			Base	DN	DM	DS
A28 corridor	A28 east of B-Sq	eb	800	800	850	750
		wb	750	750	800	750
	Shottendane Rd	eb	400	450	650	700
		wb	400	500	650	950
Manston area	Manston Rd	inb (ne)	200	300	350	250
		outb (sw)	250	400	450	300
	B2050 (W of Manston)	eb	300	350	400	450
		eb	300	350	400	400
	B2050 (E of Manston)	wb	350	400	450	400
		wb	400	500	550	450
	Brooksend link (through traffic)	eb	0		0	700
		wb	0		0	650
	Columbus	nb	0		#N/A	250
		sb	0		#N/A	450
A256/A254 corridor	Manston-Haine	inb	0		0	600
		outb	0		0	550
	Haine Rd	inb	950	1050	1100	1000
		outb	950	1050	1150	1050
	Enterprise Road	eb	0		#N/A	200
		wb	0		#N/A	200
	Millenium Way	eb	0		#N/A	300
		wb	0		#N/A	100
External	A299	inb	1250	1400	1400	1400
		outb	1400	1650	1800	1800
	A28	inb	350	400	400	400
		outb	600	700	750	750
	A256	inb	1150	1350	1350	1350
		outb	1450	1750	1850	1850
Other	Hengist Way (Sv-LOTM)	eb	1300	1350	1450	1150
		wb	1600	1800	1900	1650
	Hengist Way (CI-Sv)	sb	1000	1050	1250	1000
		nb	1050	1200	1200	1000
	Thanet Way (Monk-Minster)	eb	1100	1250	1350	1150
		wb	1250	1550	1600	1350
	A28 (St Nich to Brooksend)	eb	700	800	850	850
		wb	900	1000	1200	1350
			Base	DN	DM	DS
	Acol (through-traffic)	sb	200	250	250	0
		nb	150	150	150	0
	Hartsdown link (through-traffic)	eb	#N/A	#N/A	0	200
		wb	#N/A	#N/A	0	300
	Westgate link (through-traffic)	eb	#N/A	#N/A	0	50
		wb	#N/A	#N/A	0	50

PM rounded flows

			Base	DN	DM	DS
A28 corridor	A28 east of B-Sq	eb	850	950	1050	800
		wb	700	750	800	600
	Shottendane Rd	eb	500	550	750	1100
		wb	250	300	400	600
Manston Area	Manston Rd	inb (ne)	300	300	450	250
		outb (sw)	150	200	300	150
	B2050 (W of Manston)	eb	250	300	300	400
		eb	350	350	450	400
	B2050 (E of Manston)	wb	300	350	350	350
		wb	400	450	500	400
	Brooksend link	eb	0		0	800
		wb	0		0	550
	Columbus	nb	0		#N/A	450
		sb	0		#N/A	200
A256/A254 corridor	Manston-Haine	inb	0		0	650
		outb	0		0	550
	Haine Rd	inb	850	1000	1100	900
		outb	1000	1100	1150	1050
	Enterprise Road	eb	0		#N/A	50
		wb	0		#N/A	400
	Millenium Way	eb	0		#N/A	200
		wb	0		#N/A	100
External	A299	inb	1600	1850	1950	1950
		outb	1250	1400	1400	1400
	A28	inb	650	750	800	800
		outb	350	350	350	350
	A256	inb	1400	1600	1700	1700
		outb	1050	1150	1150	1150
Other	Hengist Way (Sv-LOTM)	eb	1650	1850	2000	1550
		wb	1200	1300	1500	1200
	Hengist Way (CI-Sv)	sb	1050	1150	1200	850
		nb	950	1000	1150	1000
	Thanet Way (Monk-Minster)	eb	1450	1700	1700	1550
		wb	1100	1250	1350	1100
	A28 (St Nich to Brooksend)	eb	850	1000	1200	1300
		wb	650	700	700	800
			Base	DN	DM	DS
	Acol (through-traffic)	sb	150	150	150	0
		nb	200	250	250	0
	Hartsdown link (through-traffic)	eb	#N/A	#N/A	0	50
		wb	#N/A	#N/A	0	100
	Westgate link (through-traffic)	eb	#N/A	#N/A	0	150
		wb	#N/A	#N/A	0	100