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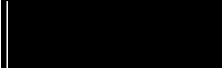
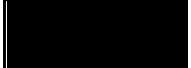

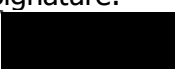


# Sturry Link Road Transport Assessment Addendum

CO04300692/01 02

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# **1 Introduction**

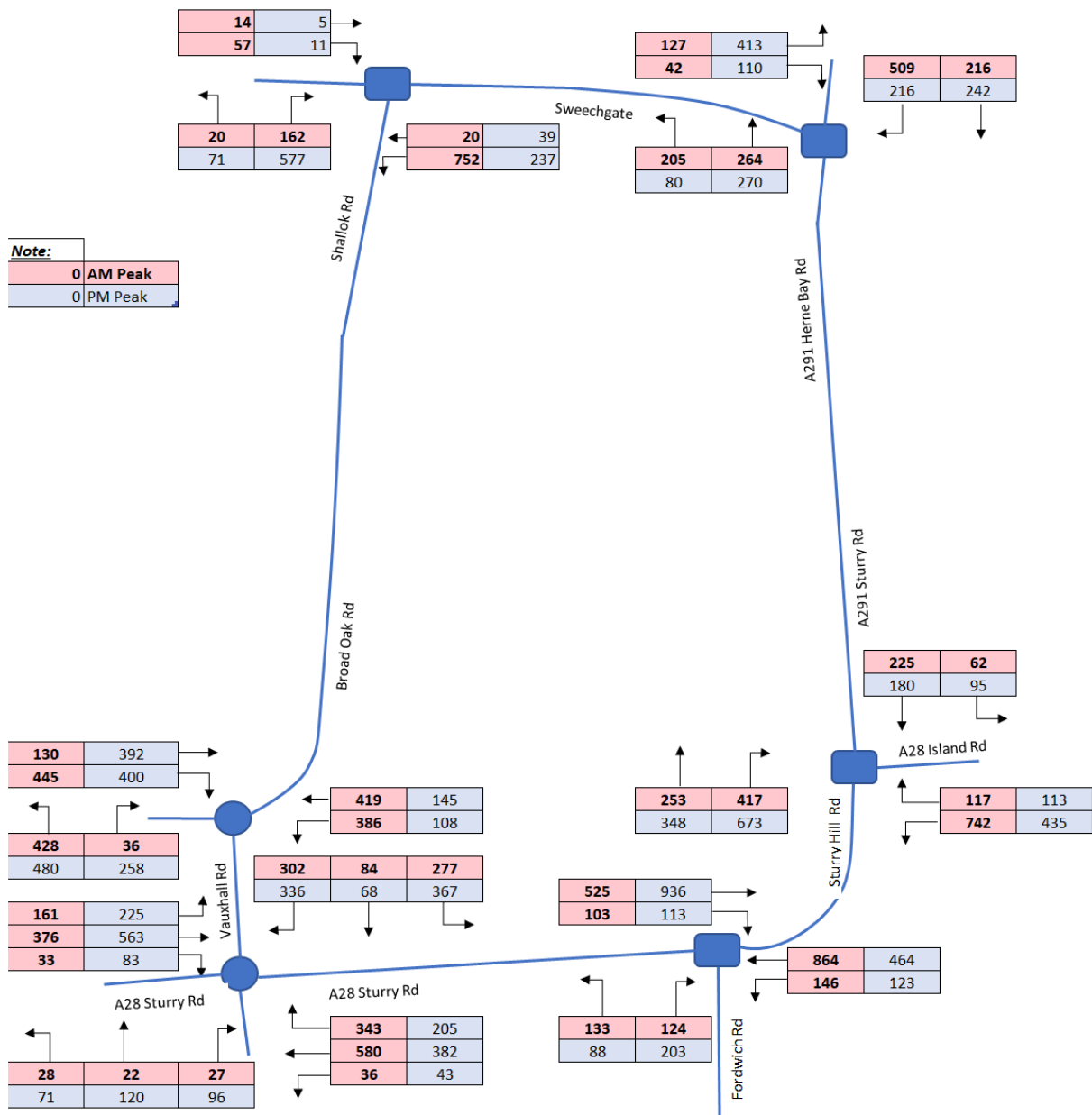
## **1.1 Overview**

- 1.1.1 Amey have been commissioned by Kent County Council (KCC) to produce an addendum report to the previously submitted Transport Assessment (TA) dated November 2018 that supported the Planning Application for the southern link of the Sturry Link Road.
- 1.1.2 This TA Addendum has been prepared to provide additional up to date traffic turning count data and accident analysis data.
- 1.1.3 The Sturry Link Road scheme aims to provide an alternative route to Canterbury City Centre in order to ease congestion through Sturry and reduce traffic flows over the Sturry level crossing and through the village of Sturry, which can improve the quality of journeys for cyclists, pedestrians and local traffic in Sturry in future years.

## 2 Existing Transport Conditions

### 2.1 Traffic Movements

2.1.1 Charles and Associates (C&A) Consulting Engineers previously undertook a comprehensive data collection exercise on Tuesday 23<sup>rd</sup> June 2015 in order to produce an accurate model of the traffic network. The 2015 base model has been validated and was used as the basis for all local forecasting – except for the city centre analysis which was based, in part, on the Canterbury Strategic VISUM model. In order to replicate up to date traffic conditions the 2015 data has been factored to 2018 using TEMPRO growth. The 2018 turning counts are shown in Figure 1 for the AM and PM peak hours throughout the study area.

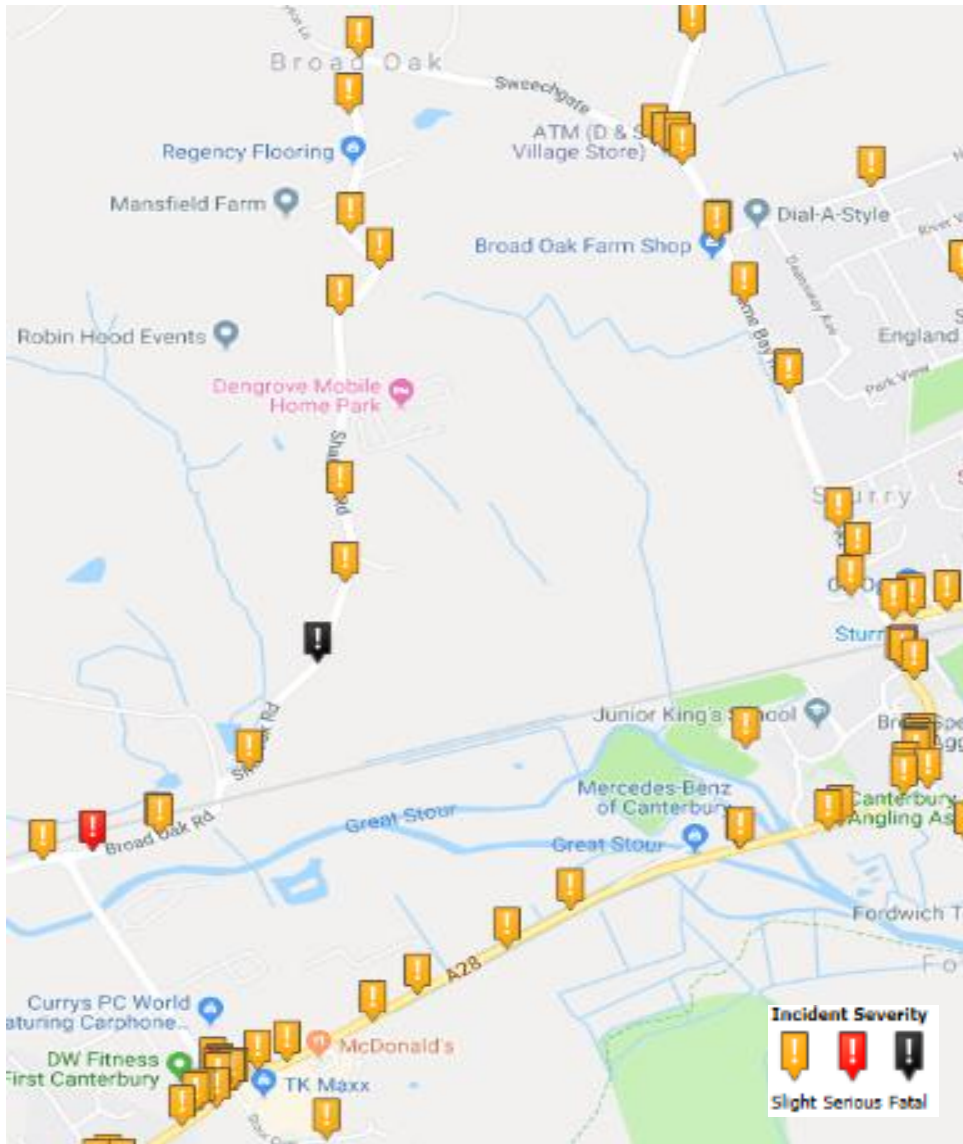


**Figure 1: 2018 Junction Turning Counts**

- 2.1.2 As set out in the original TA, the A291 and A28 corridors currently observe high levels of traffic particularly on the A28 between the level crossing and Fordwich Road – with two-way movements of over 1600 and 1700 vehicles per hour in the AM and PM peak hours respectively.
- 2.1.3 At the A291/A28 Island Road/ Sturry Hill Road priority junction, the majority of the westbound traffic, towards Canterbury, continues over the level crossing in both the AM and PM peaks, 86% and 79% respectively. In contrast, traffic from Canterbury to A28 Island Road constitutes 62% and 66% respectively for AM and PM peak hour periods. The rest of the traffic moves north to the A291.

## **2.2 Crash Analysis**

- 2.2.1 Up to date five-year personal injury crash (PIC) records have provided by KCC through the use of 'CrashMap'. The accident data provided was for 5 years up to June 2018. The data received has been analysed and divided into 4 locations to highlight the severity and identify patterns any clusters or common themes, such as turning movements, which would suggest prevalent highway safety concerns. Figure 2 shows the accidents that have occurred over the 5-year period in each of the locations identified below. Over this 5-year period 74 accidents had been reported within the area. Out of the 63, 59 were deemed as being slight accidents, 3 as serious and 1 fatal.
- 2.2.2 4 locations have been identified, which takes into consideration where each of the accidents occurred:
1. The A291 Herne Bay Road/Sturry Hill;
  2. A28 Mill Road/Sturry Road;
  3. Shalloak Road/Broad Oak Road (alternative route); and
  4. Vauxhall Road



**Figure 2: CrashMap map showing clusters where accidents have occurred**

2.2.3 Table 1 shows the 4 identified locations and the severity of the accidents that have occurred.

	<b>Fatal</b>	<b>Serious</b>	<b>Slight</b>	<b>Total</b>
A291 Herne Bay Rd/Sturry Hill	0	0	19	19
A28 Mill Road/Sturry Road	0	2	28	30
Shalloak Rd/Broad Oak Rd	1	1	11	13
Vauxhall Road	0	0	1	1

**Table 1: Number of accidents by location and severity**

- 2.2.4 Table 1 highlights that the highest proportion of accidents occurred along the A28 Mill Road/Sturry road. There is a total of 30 PIC's that have occurred here with 28 being classed as slight and 2 being classed as serious. A significant cluster occurs along the A28 Sturry Road towards Canterbury on the Stour Crescent/Sturry Road/Vauxhall Road roundabout due to high traffic flows in both directions, with nearly 1000 cars flowing through during the PM peak. The fatal accident occurred on Shalloak Road. Many accidents that have occurred here are due to the driver misjudging the bends and narrow roads located along here.
- 2.2.5 In terms of road-users to themes of accidents, no particular trends are apparent; with accidents varying from involving pedestrians, cyclists and parked cars. The Sturry Link Road scheme would potentially alleviate some of the clusters around the junctions in this area by lowering vehicle flows at the junctions.



### **3 Summary and Conclusions**

- 3.1.1 This addendum report to the Transport Assessment for the Sturry Link Road has been prepared to respond to changes that were deemed as necessary by KCC's Highways and Transportation Department.
- 3.1.2 The report includes all updated traffic turning count and accident data that is applicable to the Sturry Link Road application.