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## Transport Statement

Smart Planning Ltd  
Fambridge Yacht Haven  
September 2014

Fambridge Yacht Haven  
September 2014



### Quality Assurance

Site name: Fambridge Yacht Haven

Client name: Smart Planning Ltd

Type of report: Transport Statement

Prepared and Reviewed by: Steve Amann BSc (Hons) MSc (Eng) CMILT

Signed

A handwritten signature in black ink, appearing to read "S. Amann", written over a horizontal line.

Date

September 2014



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# 1 INTRODUCTION

## Brief

- 1.1 Journey Transport Planning Ltd has been instructed by Smart Planning Ltd to provide a Transport Statement in support of proposals for the provision of a car park to serve a foot ferry between South and North Fambridge.

## Background

- 1.2 The site is comprised of land to the north of South Fambridge, off Fambridge Road. The site area is shown in **Appendix 1**.
- 1.3 This Transport Statement considers the suitability of the site for the provision of a car parking serving the ferry use in terms of highway access.
- 1.4 The following matters have been investigated in this Transport Statement.
  - Site and surrounding area audit
  - Highway safety and capacity assessment
  - Access appraisal
  - Car parking demand assessment

## 2 EXISTING CONDITIONS

### Existing Information

- 2.1 The site is located directly to the north of Fambridge Road in South Fambridge and comprises an area of land between the South Fambridge and the River Crouch. The site is illustrated in **Appendix 1**.
- 2.2 Fambridge Road is 5.0m single carriageway road subject to a 30mph limit in the vicinity of the site. The road has the benefit of street lighting and a dedicated footway to its eastern side.
- 2.3 Access to the site is achieved by way of an existing gated access to the northern extreme of Fambridge Road. The access road to the site is to be provided by way of a 5.0m wide access to run along the eastern perimeter of the site.
- 2.4 The site has the benefit of vehicular access rights from the adopted highway. The access junction also provides a connection to a public right of way connecting Fambridge Road with a public right of way along the sea wall of the River Crouch.

### Safety Considerations and Accident Analysis

- 2.5 The accident records for the area have been interrogated to view any accident data associated with the site. The information available indicates that there have been no accidents in the vicinity of the access in the last five year period which demonstrates that there are no significant safety issues with respect to the use of the access and moreover the increased use of the access is unlikely to raise any significant issues in respect of highway safety.

### 3 Development Proposals

- 3.1 The proposals consider the development on the site of a 40 space car park to serve a proposed foot ferry across the River Crouch between South and North Fambridge.
- 3.2 The principal function of the foot ferry would be as a leisure ferry, providing direct access between North and South Fambridge.
- 3.3 The ferry would also reduce the journey length between North and South Fambridge from around 16 miles on road utilising the Rettenden Turnpike, to less than half a mile by ferry.

#### Trip Generation

- 3.4 The trip generation of the proposal is dictated by the frequency and capacity of the proposed ferry which would in turn be limited by the available draft and tides across the River Crouch.
- 3.5 The capacity of the proposed ferry will be limited to 12 foot passengers and would be likely to operate on a similar basis as the Brightlingsea, Point Clear, Mersea ferry which runs an hourly service albeit, given the shorter distance, a half-hourly service would be provided in this location
- 3.6 Given the number of sailings and the capacity of the ferry, the potential demand has been examined assuming, given the location of the site and the absence of public transport, all users arrive by private vehicle. This method of estimation provides a robust estimate as some users are likely to arrive by foot or bicycle and as such will not require parking.
- 3.7 The foot ferry would only operate during hours of daylight and could be operational on all days of the week, weather dependent.
- 3.8 In addition the estimated dwell-time by ferry users on the North Fambridge side also needs to be taken into consideration as this has an impact on parking space occupation time and in turn the total number spaces required.
- 3.9 An average of 1.5 persons per car would result in 8 cars per ferry trip at full capacity, in reality this figure could be lower given the leisure aspect of the proposal where there are likely to be couples and family groups traveling together on days out.
- 3.10 This coupled with the likely North Fambridge dwell-time which could be in region of around 2 hours could result in the region of 32 cars requiring parking spaces during that period as some users will arrive whilst others are either sailing out or in North Fambridge or on their return journey. In addition, given the location of the car park, it is likely to be used by walkers who currently park vehicles on Fambridge Road adjacent to the access junction.



- 3.11 In consideration of the above, car parking for up to 40 cars is proposed as this reflects both the likely demand from the foot ferry and the potential for other visitors, such as dog walkers, to the area requiring parking.
- 3.12 The capacity of local roads in the vicinity has also been examined in the context of accommodating the additional traffic that could be associated with the proposal and taking into consideration the demand estimate above, the arrival rate equates to around 16 vehicles per hour which represents a robust forecast assuming low vehicle occupancy. The departure rate is also likely to be a maximum of 16 vehicles per hour.
- 3.13 Fambridge Road, which provides access direct to the site is around 5.0m in width and is sufficient to allow two vehicles to pass each other along its length both in the village and beyond to its connection with Ashingdon Road to the south.
- 3.14 As a two way road providing access to South Fambridge only, Fambridge Road operates well below its theoretical capacity and as such the additional traffic that could be generated by the proposal would not have a significant or material impact on its operation.
- 3.15 The access road between Fambridge Road and the proposed car park has been assessed in terms of its suitability to provide a sufficient level of access.
- 3.16 The proposed 5.0m access road is suitable to accommodate the requirements for access for the proposal. It should also be noted that vehicles arriving for the ferry are unlikely to any great extent to coincide vehicles departing and as such conflict on the access road or its junction will not arise and as such will not have a detrimental impact on the highway network.
- 3.17 In consideration of the above, the additional traffic that could be associated with the proposal on the site can be accommodated on the local road network without having a significant or material impact on the local road network for the purposes of either highway safety or capacity.

## 4 Summary and Conclusions

### Summary

- 4.1 This Transport Statement has been undertaken to investigate the potential, in transport and access terms, to provide a 40 space car park in connection with proposals to promote a foot ferry service between North and South Fambridge.
- 4.2 The proposed car park would utilise the existing access junction directly from Fambridge Road in South Fambridge and is considered suitable in terms of highway safety and capacity to accommodate the additional vehicular movements that could be associated with the ferry proposal.
- 4.3 The proposed access road to the car park would be constructed in accordance with the requirements of the Planning Authority and would allow two way movements along its length.
- 4.4 The existing highway network, including the available width of Fambridge Road, in the vicinity of the site has been examined and is considered suitable in terms of geometry and alignment to accommodate additional traffic that could be associated by the development on the site.
- 4.5 The trip generation of the proposal has been examined in the context of the capacity of the foot ferry, the number of sailings and the associated tide limitations. The proposal is likely to generate a maximum of 16 arrivals and 16 departures, a level of movement that can be comfortably accommodated within the capacity of the existing highway network and access constraints. The capacity of the proposed car parking has also been assessed and with an estimated maximum demand of 32 spaces at any one time from the ferry, the proposed 40 space car park can accommodate that demand plus any latent demand associated with walkers to the area.

### Conclusions

- 4.6 This Transport Statement demonstrates that the site can be developed in accordance with current policy as it relates to transport and will not have a significant impact on the efficiency or safety of the local transport network in the vicinity of the site.





**Appendix 1**  
**Site Location**

Client Name : Mr D Adams

Project Title : Fambridge Yacht Haven, Church Road, North Fambridge, CM3 6LR

Drawing Name : Location Plan

Scale : 1:2500 @ A4

Checked : DW

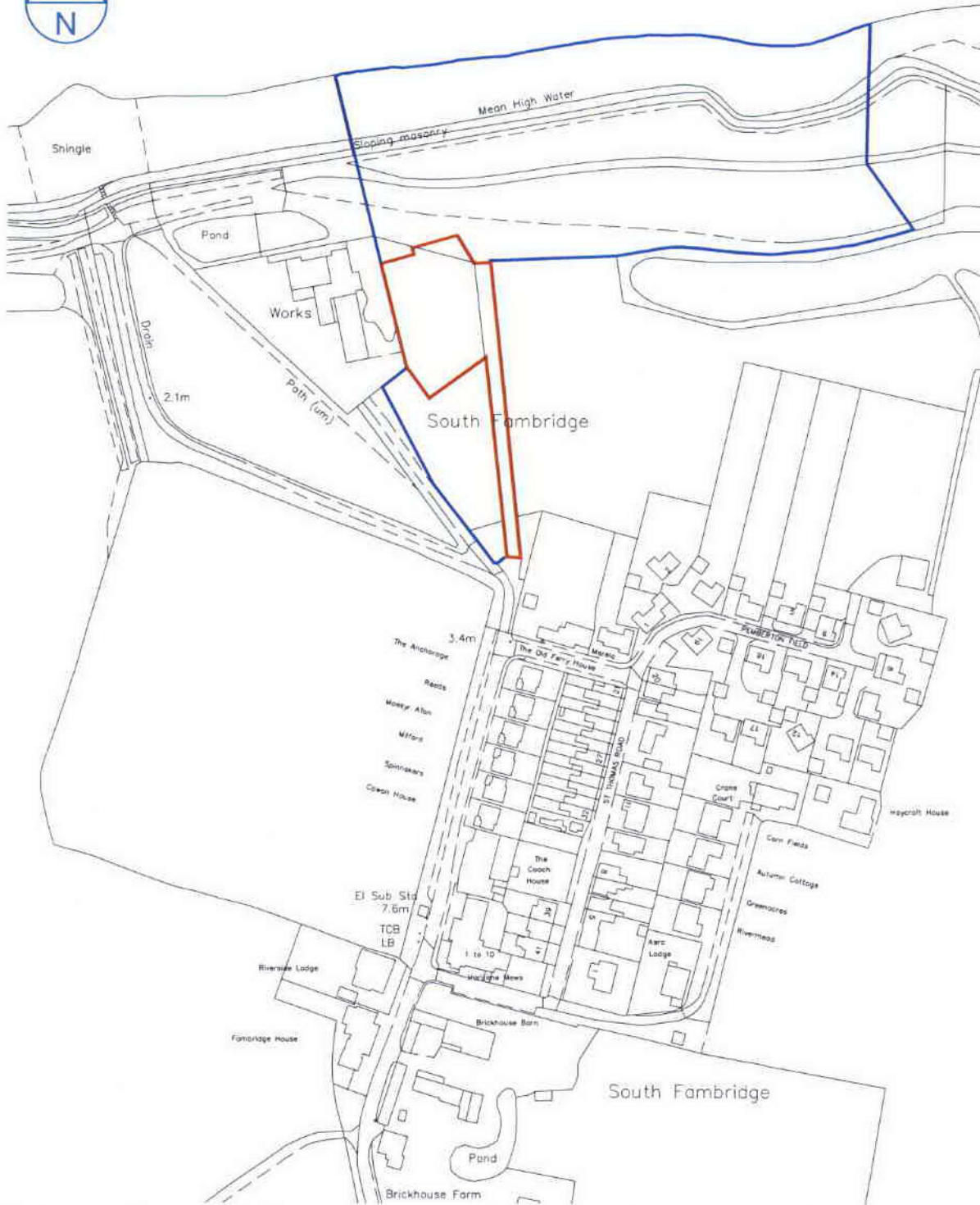
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Dwg No : 14.2454/M002

Rev.  
**B**

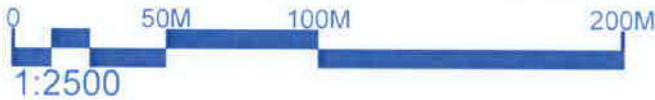
Date : 13 Aug 2014

Plot Date : 01 Sep 14 16:12

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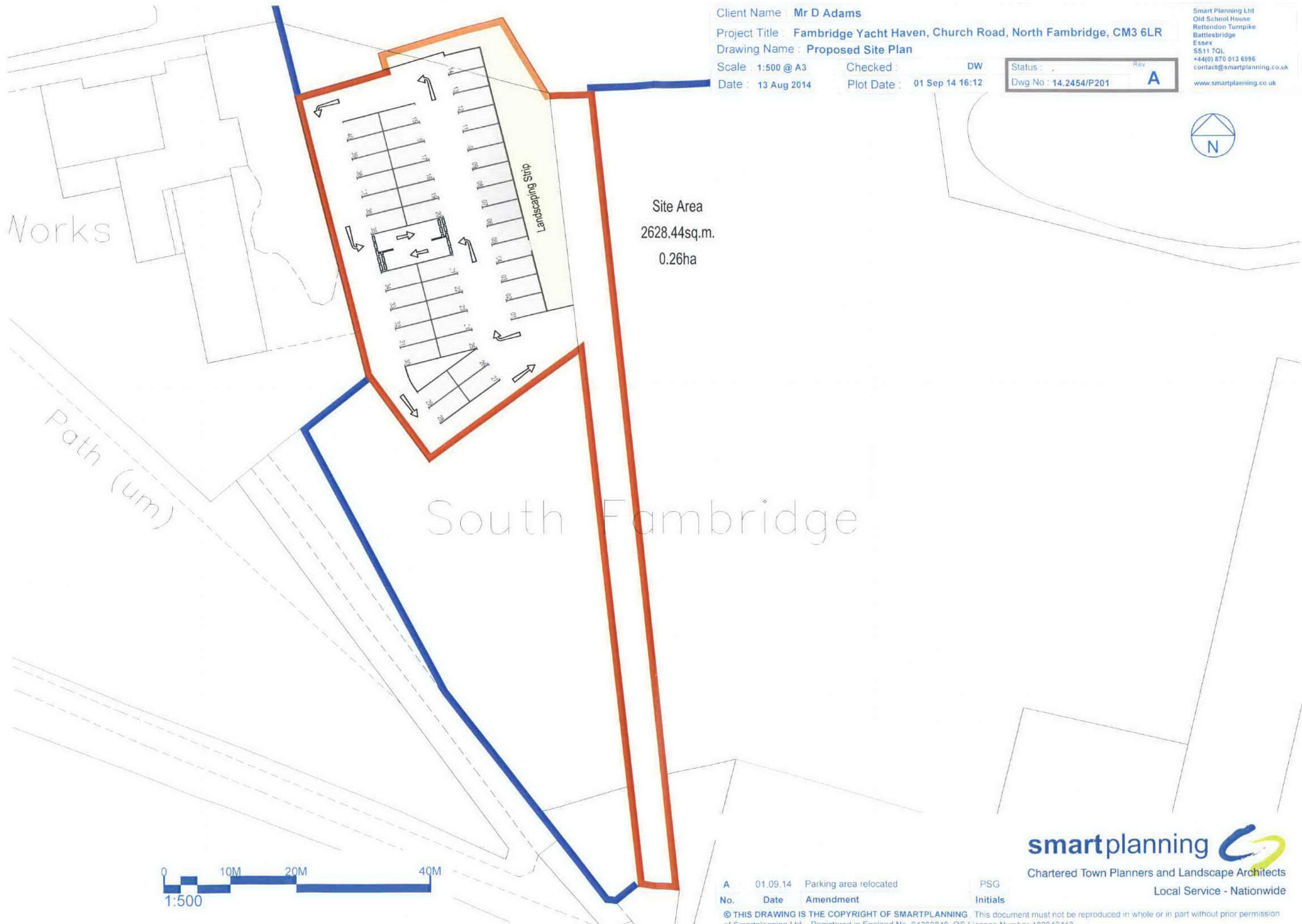
No.	Date	Amendment	Initials
B	01.09.14	Site boundary relocated	PSG
A	13.08.14	Change to site boundary	PSG

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**Appendix 2**  
**Car Park Proposals**





Client Name : Mr D Adams

Project Title : Fambridge Yacht Haven, Church Road, North Fambridge, CM3 6LR

Drawing Name : Proposed Site Plan

Scale : 1:500 @ A3

Checked :

DW

Date : 13 Aug 2014

Plot Date : 01 Sep 14 16:12

Status :	Rev
Dwg No : 14.2454/P201	A

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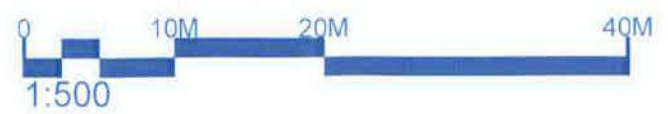


Site Area  
 2628.44sq.m.  
 0.26ha

Works

Path (um)

South Fambridge



No.	Date	Amendment
A	01.09.14	Parking area relocated

PSG  
 Initials

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