

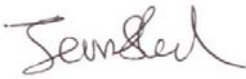

**LAND OFF PUMP LANE  
RAINHAM  
KENT  
ME8 7TJ**

**TOWN AND COUNTRY PLANNING ACT 1990  
APPEAL REFERENCE: APP/A2280/W/20/3259868**

**APPEAL BY A C GOATHAM & SONS**

**Highways Statement of Common Ground**

**INQUIRY DOCUMENTS REF: CD11.4**

|  |   |
|--|---|
| Signed by:   |   |
| James Rand, Paul Basham Associates,<br>on behalf of Medway Council |  |
| Simon Tucker, DTA on behalf of<br>Appellant                        |  |

## Table of Contents

|      | <b>Page</b>                      |    |
|------|----------------------------------|----|
| 1.0  | Introduction                     | 1  |
| 2.0  | Policy Tests                     | 2  |
| 3.0  | Baseline Conditions              | 3  |
| 4.0  | Site Accessibility               | 3  |
| 5.0  | Public Transport Proposals       | 4  |
| 6.0  | Road Safety                      | 7  |
| 7.0  | Access Arrangements              | 8  |
| 8.0  | Traffic Generation               | 10 |
| 9.0  | Traffic Distribution             | 12 |
| 10.0 | Growth and Future Year Forecasts | 12 |
| 11.0 | Traffic Impact                   | 14 |

## Appendices

|                   |                       |
|-------------------|-----------------------|
| <b>Appendix A</b> | Drawing 20230-14      |
| <b>Appendix B</b> | Arriva Correspondence |

---

## 1.0 Introduction

1.1 This document sets out the agreed position on highways and transportation matters between DTA on behalf of AC Goatham and Medway Council as local highway authority.

1.2 At the date of refusal by the local planning authority of the application, there were 4 highways related reasons for refusal, as follows:

### Reason 4

*The applicant has failed to satisfy Highways England that the development will not materially affect the safety, reliability and / or operation of the Strategic Road Network (SRN). This is contrary the tests set out in department for Transport Circular 2/13 paragraphs 9 & 10 and the NPPF at paragraph 109.*

### Reason 5

*The cumulative impact from the increased additional traffic cannot be accommodated on the highway in terms of overall network capacity without a severe impact. This is contrary to Local Plan policy T1 and the NPPF at paragraph 109.*

### Reason 6

*The cumulative impact from the increased additional traffic from the development is unlikely to be able to create a safe highway environment. This is contrary to Local Plan policy T1 and the NPPF at paragraph 109.*

### Reason 7

*No assessment nor technical details have been provided regarding the two new access points along Pump Lane to serve the proposed development, therefore it has not been possible to appropriately assess the adequacy of these access points. This is contrary to Policy T1 of the Medway Local Plan 2003 and paragraph 109 of the NPPF.*

- 
- 1.3 Reason for Refusal 6 will no longer be pursued.. It is agreed that the cumulative impact from increased additional traffic from the development is unlikely to create an unsafe highway environment. Therefore the development will not give rise to a conflict in highway safety terms with Local Plan policy T1 and NPPF paragraph 109.
- 1.4 Matters in respect of access are also agreed. Subject to appropriate consultation, Medway Council has confirmed that Reason for Refusal 7 will not be pursued. As such, it will be agreed that technical detail have satisfactorily been provided regarding the two new access points along Pump Lane to serve the proposed development, and that the adequacy of these access points (in terms of a highway considerations) has been assessed. This is consistent with Policy T1 of the Medway Local Plan 2003 and paragraph 109 of the NPPF.
- 1.5 At the date of this statement, outstanding matters relate to off-site impact on the strategic road network (SRN) (Reason for Refusal 4) and on the local road network (Reason for Refusal 5).
- 1.6 At the date of this statement, and in relation to the SRN, at the date of this Statement, Highways England has accepted that, subject to an appropriate financial contribution being made towards mitigation works in respect of junction 4 of the M2, it would not maintain its objection. The Council has requested details of this financial contribution in order that it can be secured. As such, the Appellant anticipates that Reason for Refusal will not be proceeded with.

## **2.0 Policy**

2.1 It is agreed that the transportation aspects of the appeal which remain in dispute should principally be approached in light of the following national and local planning policies:

- NPPF: paragraphs 10, 11, 84, 102, 108, 109 & 110
- Medway Local Plan: Policy T1

---

### **3.0 Existing Conditions – Local Transport Network**

- 3.1 The existing conditions, as set out in section 3.2 and 3.3 of the submitted Transport Assessment (Ref: 20230-03\_Final TA (CD CH 5.25)), are agreed.
- 3.2 The description of existing public transport services (as of the date of the TA) within the vicinity of the site as explained in Section 3.4 of the TA, are agreed.
- 3.3 A plan showing the key bus services and proximity to local facilities is provided at **Appendix A**. This plan is agreed.
- 3.4 Observed turning counts, at the assessed junctions, as set out in Section 3.7.13 of the TA, provide a dataset to inform a baseline of traffic flows and the Transport Assessment also includes ATC data for Lower Rainham Road and Pump Lane. . .
- 3.5 The Highway Authority's Aimsun Model Validation Report, provides a dataset of Automated Traffic Counts (ATC) and Manual Classified Turning Counts (MCTC) to inform a baseline of traffic flows.

### **4.0 Site Accessibility**

- 4.1 It is agreed that Medway and the settlement of Rainham, in general, benefit from excellent transport links including public transport, with bus, foot and cycle links within the settlement connecting well to adjacent communities and good road links to the principal road network.
- 4.2 As part of the development proposed, the developer will be required to finance the provision of a Travel Plan that includes sustainable travel information packs for every household forming part of the development. This information pack will satisfactorily provide site specific information of sustainable travel options available to new residents. This is to be secured prior to occupation of said household.
- 4.3 The Framework Travel Plan (CH5.26 Ref 20230-04b Framework Travel Plan – 23<sup>rd</sup> September 2019) is agreed in principle, with final details (i.e welcome packs, up to

---

date public transport information and Travel Plan Co-ordinator Role) to be agreed post planning consent. Implementation will satisfactorily be secured by means of planning condition.

- 4.4 The application includes for a local centre and primary school within the site. It is agreed that all of these will be located within a reasonable walking distance of all new occupants.
- 4.5 In terms of secondary schools, the Rainham Mark Grammar School is located on Pump Lane south of the site by around 770m within walking distance. The Howard School (boys school) and Rainham School for Girls are located adjacent to one another are situated on Derwent Way south of London Road by around 2.6km from the centre of the site. These are within cycle distance and the route to them is covered in the WHCAR Page 9 (Technical Note 1 21<sup>st</sup> October 2019) and is acceptable.
- 4.6 The development would make a financial contribution to the extension of an existing bus service. These services will serve both the site and existing residents within the surrounding area.
- 4.7 It is agreed that the proposed development is not inconsistent with NPPF paragraphs 108/109 and Medway Local Plan policy T1 in respect of accessibility matters.

## **5.0 Public Transport Proposals**

- 5.1 Public transport access to the proposed development will be via the two main vehicular access points to the north and south of the site, as shown on at **Appendix A**.
- 5.2 Public Transport is sufficiently addressed in the Transport Assessment. In summary, an existing, frequent, 10 minutes bus service (the Service 182 – see Table 1 of the TA, page 9) running to the south of the site, would fall within a reasonable walking distance of 80% of the houses on the development. This is further shown by plans 20230-14 at **Appendix A**.
- 5.3 The bus service will connect the site with the Town Centre and Chatham Station.

- 
- 5.4 As referenced within the TA, The IHT Document “planning for Public Transport in Developments” outlines the main principle for provision of effective public transport. This includes *“A development layout that can ensure walk distances for bus passengers to their destination are limited to 400m”*. Therefore it is recognised that at present a significant proportion of the site would be outside this distance. It is noted that there is the option for a proportion of the site to connect to the local bus service above this distance set. The appellant considers that distances of up to 800m would be acceptable for walk distances to a bus stop and this is confirmed at Para 4.5.3 of the TA. The appellant therefore considers that a high proportion of the site can be served without the need for changes to the local service network.
- 5.5 It has been agreed with Arriva (See Appendix B) and is agreed with the Council that there is potential for extending Bus Service No.1 which currently terminates at The Strand. This will then route along Pier Road and Gads Hill to Lower Rainham Road into the site to the north. The proposed route is shown on the plan at **Appendix A**.
- 5.6 To the south there is adequate existing bus provision located within reasonable walking distances of the site via service 182 and 101.
- 5.7 The implementation of any changes to the local service network will depend on the timing and phasing of delivery. It is currently assumed that the housing component of the proposed development will commence to the south of the site, and therefore the new bus service will not be required from the date of first occupation.
- 5.8 It is agreed that the service would satisfactorily be triggered on the basis of *“more than 100 dwellings more than 400m from an existing bus stop south of the railway line”*.
- 5.9 Arriva has confirmed that the above change to the local service network can be delivered with the additional provision of a single bus. A reasonable assessment has been undertaken of the likely patronage for the site, when fully occupied, and this is shown below in the summary tables below:

| <b>Step 1 All Modes Trip Forecasts</b> |                         |         |                  |   |
|--|-------------------------|---------|------------------|---|
|  |                         |         | Trips            | Source  |
| All Modes                              | Trip Rate / Dwelling    | 07h-19h | 7.883            | DTA Transport Assessment Appendix G:            |
|  | Trips, 7am-7pm          |         | 9,854            |   |
| Weekday:                               | All-Day Factor          |         | 1.151            | National Travel Survey, Table 0503              |
|  | Trips, 24-hours         | 00h-23h | 11,342           |   |
| <b>Weekend Factors</b>                 |                         |         |                  |   |
| Saturday                               | Trip volume cf. Weekday |         | 0.900            | National Travel Survey, Table 0504              |
|  | Trips, 24-hours         | 00h-23h | 10,210           |   |
| Sunday                                 | Trip volume cf. Weekday |         | 0.728            | National Travel Survey, Table 0504              |
|  | Trips, 24-hours         | 00h-23h | 8,260            |   |
| <b>Annualisation Factors</b>           |                         |         |                  |   |
| Weekdays exc. PH                       |                         |         | 253              | days/year; 365 less 104 Weekend and 8 Pub/hol.  |
|  |                         |         | 2,869,500        |   |
| Saturdays                              |                         |         | 52               | days/year                                       |
|  |                         |         | 530,900          |   |
| Sundays & Public Holidays exc. Xmas    |                         |         | 58               | days/year; 52 plus 6 Pub.Hol [not Xmas and NY]. |
|  |                         |         | 479,100          |   |
| <b>Annual Total</b>                    |                         |         | <b>3,879,500</b> |   |

| <b>Step 2 Bus Patronage Forecasts</b> |                    |               |           |   |
|---------------------------------------|--------------------|---------------|-----------|---|
|                                       |                    |               | Trips     | Source  |
| All Modes                             | Annual Total       | all days      | 3,879,500 | Table 1 [above]   |
| <b>Public Transport:</b>              |                    |               |           |   |
| Bus Mode Share                        | South-East England |               | 3.15%     | National Travel Survey, Table 9903  |
| Bus Trips                             |                    | annual        | 122,200   |   |
| Train Mode Share                      | South-East England |               | 2.57%     | National Travel Survey, Table 9903  |
| Train Trips                           |                    | annual        | 99,700    |   |
| Bus Share of Rail Access/Egress       |                    |               | 33.3%     | Consultants assumption: dawing on ATOC Station Travel Plans research and local circumstances. |
| Bus-Rail Feeder Trips                 |                    | annual        | 33,200    |   |
| Bus as Main Mode                      |                    | one-way trips | 122,200   |   |
| Bus as Rail Feeder                    |                    | one-way trips | 33,200    |   |
| Bus Trips, Main and Feeder            |                    | annual        | 155,400   |   |
| Average fare revenue per boarding     |                    |               | £1.10     | Consultants assumption: based on previous analysis for Arriva service in comparable area.     |
| Fare Revenue, All Bus Trips           |                    |               | £170,900  |   |

5.10 This shows that at full occupation, at current prices, the site is likely to generate around £170,000 of revenue, annually. This exceeds the cost of an additional bus and so ensures sustainability without ongoing subsidy.

5.11 It is agreed that permission approving the development may satisfactorily be made subject to a planning obligation which secures the extension of Bus Service No.1, or its future equivalent, under a service support contract, and that this will ensure that the developer will provide adequate funding to allow for its implementation. It is



---

agreed that a sum of £800k (subject to the trigger outlined in 5.8) would be provided to provide bus infrastructure (i.e bus shelters) and an interim assistance to support bus service provision until the development is fully occupied.

## **6.0 Road Safety**

- 6.1 The Transport Assessment included a review of accident data on the surrounding network in section 3.6 on the local network including Lower Rainham Road, Pump Lane, Beechings Way and Bloors Lane.
- 6.2 In the response of Medway Council to the application, it was requested for the study area to be extended to include: *"all the main routes connecting to the main carriageways"*. It considered that the evidence concerning Personal Injury Accident data submitted with the application was too narrow.
- 6.3 Without prejudice to the Appellant's position, a detailed review of the wider study area was consequently undertaken to include: Beechings Way, Pump Lane, Twydall Lane, Bloors Lane, and the roundabout junctions of Ito Way/ Yokosuka Way/ Cornwallis Avenue/ Beechings Way, Will Adams Roundabout, Bowaters Roundabout, and the A2/ Pump Lane and A2/ Bloors Lane junctions.
- 6.4 This extension of the study area was set out in a stand-alone report which was submitted together with the Appellant's Statement of Case (Ref: 20230-13 Accident Data Review included in Appendix D of 20230-14 Transport Assessment Addendum (CD8.1 – Appendix 1)).
- 6.5 Following review of this this additional information submitted with the appeal, the Council confirmed in its Statement of Case (November 2020) that reason for refusal 6 would not be pursued.
- 6.6 The Council accepts that, although the number of accidents in the area may increase due to increased traffic volumes, the development is unlikely to significantly increase accident risk.

- 6.7 Accordingly it is accepted that the proposed development will not "*significantly add to the risk of road traffic accidents*" (Medway Local Plan Policy T1) nor will it have any "*unacceptable impact on*" road safety (NPPF paragraph 109).

## 7.0 Access Arrangements

- 7.1 The overall access strategy for the site is set out in the Addendum TA. This confirms the strategy as set out in Section 4.3 and 4.4 of the Transport Assessment (Pages 23-28), in respect of all modes plan have been shared with the Council at different stages during the process:

1. Drawings submitted at application (13 June 2019):

### *Transport Assessment*

- a. Drawing 20230-05-02 Proposed Right Turn Lane Lower Rainham Road
- b. Drawing 20230-05a Proposed Pump Lane Railway Bridge Improvements
- c. Drawing 20230-10a Lower Rainham Road – Yokosuka Way Improvements
- d. Drawing 20230-09a A2 London Road – Bloor Lane Improvements

2. Drawings sent informally to the Council (16 July 2019):

**Drawing 20230-05-3a** Overall Access Strategy. Showing the junctions *along* pump lane, but at limited detail, and not to scale. This plan was never formally submitted as part of application. It is noted however, that Drawing 20230-05-3a is not part of the appeal pack, but Drawing 20230-05 E is substantially the same drawing.

3. Drawings included in subsequent Technical Note 1 (10 Oct. 2019):

- a. 20230-07 - Bus Stop Proximity

### *PRE Road Safety Audit Comments*

- b. 20230-05 Rev A Shuttle Working Pump Lane
- c. 20230-05-02 Proposed Right Turn Lane (Lower Rainham Road)
- d. 20230-10 Rev A - Proposed Improvements Yokosuka Way

### *After Road Safety Audit Comments*

- e. 20230-05 Rev D Shuttle Working Pump Lane
- f. 20230-05-02 Rev D Proposed Right Turn Lane (Lower Rainham Road)
- g. 20230-05-03 D - Proposed Improvements Yokosuka Way

4. **Plans submitted at appeal (12 Oct. 2020)**

*As part of the Revised ES (Appendix 10.1 – Transport Addendum (Appendix E)):*

- a. Overall Access Strategy & Key network – 20230-05 E – (*New plan with new reference number, but a version of **20230-05-3a***)
- b. Pump Lane: Proposed Railway bridge improvements – 20230-05-1 E – (*revision of 20230-05a*)
- c. Lower Rainham Road: Proposed right turn lane – 20230-05-2 E – (*revision of 20230-05-02*)
- d. Southern Local Access / spine road junction: visibility and vehicle tracking data - 20230-05-5 E – (*New plan*)
- e. Northern Local access / spine road junction – general arrangement – 20230-05-6 E – (*New plan*)

7.2 The proposals have been made subject to an independent Road Safety Audit (Appendix F and G of CD8.1 20230-14 Transport Assessment Addendum) submitted with the Appeal. The audit covered all matters including vehicular and non-motorised user access. All except one of the recommendations of the Road Safety Audit were accepted.

7.3 The Road Safety Audit demonstrates that there are no substantive issues arising. All remaining issues can adequately be dealt with through the normal detail design progression, at the subsequent section 278 stage, post approval.

7.4 It is demonstrated that safe and suitable access to the site can be provided, consistently with NPPF paragraph 108 and Medway Local Plan Policy T1. In agreement with the above, following provision of the detailed access plans from Pump Lane as part of the Appeal following the completion of appropriate consultation, and providing that this does not uncover any significant material issues, the Council will not pursue Reason for Refusal 7. The access arrangements have been subject to appropriate consultation and that process has not highlighted any new or significant issues. The Council do not therefore pursue Reason for Refusal 7.

---

## **8.0 Traffic Generation**

### **8.1 Appellant's Approach**

8.1.1 The Appellant's approach to traffic generation is reflected in the Transport Assessment (Section 5, Page 30 onwards). This was subject to some amendments in detail, following queries raised by Medway Highways during the consideration of the application. These changes are reported in Technical Note 1 and 2, with the final traffic forecasts set out in Table 2 of CD6.7 20230-09 Technical Note 2 dated October 2019.

### **8.2 Council's Approach**

8.2.1 The traffic generation adopted by the Council in their modelling report is based on Trip rates as described in the Modelling Report (Tables 4, 6 and 7 of CD12.1 Sweco Model Report).

8.2.2 The Modelling report outlines that the traffic generation has been calculated from person trip rates derived from the TRICS Database. These are subsequently converted to vehicle trips by applying mode share that consider a range of location dependent factors such as accessibility. As such the person trips have been translated into vehicle trips by applying the Census MSOA car mode share to thereby ascertain impact onto the highway network.

8.2.3 The Modelling report further details Residential trip rates are dependent on the size of the development, with larger developments generally having lower trip rates due to the internalisation of trips. For example, whilst individual houses may have the same trip rates, more of these trips occur within the development (e.g. to other houses, local shops or other facilities) and the number of trips arriving and leaving the development tends to be lower. This was captured within the model by deriving trip rates for three broad sizes of residential development, as follows:

- Less than 50 houses;
- Between 50 and 100 houses;

- 
- More than 100 houses.

It is noted that 4% of the overall development units, have a differing residential trip rate, due the zoning of the large strategic development site under consideration. This separate trip rate represents an overall difference of 2.5% and 1% of the overall vehicle generation (AM and PM respectively), and therefore considered immaterial to overall assessment of the highway network

---

## 9.0 Traffic Distribution

### 9.1 Appellant Approach

9.1.1 Traffic Distribution of the development traffic is described in Section 5 of the TA (CDCH2.25), which sets out the distribution of residential traffic by mode and trip purpose. Census data is adopted as a proxy for work related trips and actual end destinations (i.e leisure, education etc.) adopted for other trip purposes as appropriate.

### 9.2 Council's Approach

9.2.1 Para 2.3 of the Sweco Modelling Report (CD12.1) states:

"A methodology has been adopted to generate the vehicle trip matrices, based wholly on observed data (mobile network data, Census origin-destination data, Census mode share data, traffic count data and car park capacity data)."

9.3 In response to queries from DTA, it has been stated that the future year development trip distribution is based on the 2016 base year trip distribution to and from the zone which contains the proposed development. This is based primarily on observed mobile phone data and infilled with Census origin-destination data. This was set out in the model validation report (which had already provided to DTA).

## 10.0 Growth and Future Year Forecasts

10.1 Guidance on the appropriate test in respect of cumulative impact is set out in the National Planning Policy Guidance, at paragraph: 014 Reference ID: 42-014-20140306. This confirms that:

*"It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which*

---

*have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval."*

- 10.2 The parties will make representations on the applicability of this guidance to the appeal proposal which will be built out over multiple years.

***Appellant's growth assumptions***

- 10.3 The assumptions of growth in the TA were to take base line traffic survey and then TEMPRO forecasts (Para 6.1.1 of the TA (CDCH2.25) were applied to give a future forecast 'design' year). This also allowed for five specific residential developments at the request of the LHA.
- 10.4 For the purposes of impact assessment, the affected junctions were assessed for an assumed future forecast year of 2029 was adopted in agreement with Medway.

***Council's growth assumptions***

- 10.5 The Council states having assessed the local highway network for assumed future forecast years of 2037 (the end of the emerging plan period) and 2028 (more equivalent to the Appellant's forecasting) in CD12.3 & CD12.2 respectively. The Council considers that, if permitted, the build of the development is likely to be completed between these two dates. Therefore both assessments are relevant.
- 10.6 The Assumptions regarding to future growth are outlined within both the Model Validation report (CD12.4) and Pump Lane & Lower Rainham Transport Impact Appraisal dated 05/10/2020 (CD12.1). The Model is based on traffic surveys that were predominantly undertaken in June 2016. The Reference Case scenarios include traffic associated with committed developments within Medway that have been granted planning permission up to March 2019, since the traffic surveys in June 2016.
- 10.7 Given the Strategic nature of this development, which will likely be brought forward in phases, it is appropriate that a future year scenario should be of a date that provides

---

sufficient understanding of the overall impact of the whole development, allow for an understanding of residual cumulative impact and provide sufficient certainty to plan mitigation measures where possible.

## **11.0 Traffic Impact**

### **Appellant**

- 11.1 On a without prejudice basis, DTA has modelled five of the junctions identified by Medway in junction-specific software, using Aimsun flows (as provided for 2035).
- 11.2 These are presented in 20230-10f Technical Note 3 (CD6.11) It is agreed that the traffic inputs to the above individual junction models properly represent the flows provided to DTA by Medway Council. The appellant has also submitted revised models of the junctions included in the Transport Assessment in CD12.7 20230-18a Technical Note 4 (CD12.6). These models are based on the appellant's final traffic forecasts.
- 11.3 It is agreed that the modelling software adopted by DTA (TRL Junctions in respect of priority Junctions and LINSIG in respect of signal junctions) represent industry standard tools for isolated assessments of junction performance.
- 11.4 The parties will give evidence on the appropriateness or otherwise of the use of isolated junction traffic assessments in respect of the appeal proposal and in all the circumstances of this case.

### **Council**

- 11.5 The Council relies on the following assessments to illustrate the traffic impacts of the development:
- 11.6 **Lower Rainham Site Sensitivity Tests (December 2019) CD 12.10** – This was the assessment which informed the Council's consideration of the traffic impacts when



---

it determined the application. A 2035 forecast year is used. It is agreed that Sensitivity Tests 2 and 3 are not relevant to this appeal.

**11.7 Pump Lane and Lower Rainham Transport Impact Appraisal (October 2020)**

**CD12.1** – This is an update of the December 2019 Impact Appraisal. A 2037 forecast year is used (to align with the end of the emerging plan period). It also included updated information regarding future development in neighbouring Swale Borough. The appeal proposal is represented by Sensitivity Test 1

**11.8 Pump Lane and Lower Rainham Transport Impact Appraisal Addendum (December 2020) CD12.3**

– Without prejudice to their position that the October 2020 Impact Appraisal is robust, this Addendum was undertaken to assess the impact of issues raised by the Appellant. A 2037 forecast year is used (to align with the end of the emerging plan period). In particular:

11.8.1 A model run using the appellants trip generation assumptions for the proposed development which were some 26-31% lower than what had been assumed in the previous MAM modelling work.

11.8.2 Representation of the proposed development in its own MAM zone

11.8.3 Changes to the centroid connectors to more accurately reflect the latest access points to the proposed development.

**11.9 Pump Lane and Lower Rainham Transport Impact Appraisal Addendum 2 (January 2021) CD12.2**

– this replicated the Impact Appraisal Addendum except that a 2028 forecast year is used (to more closely align with the Appellant's modelling).

11.10 The Aimsun modelling, in each of the above assessments, has a number of 'subnetworks'. These are numbered 1 – 8 as shown on Figure 8 on Page 30 of the Transport Impact Appraisal (October 2020) (CD12.1). The results of three subnetworks (2, 3 and 7) are presented in each of the above assessments.

## Appendix A



**Key**

- Site Boundary
- Bus 1
- Extension to Bus 1
- Bus 101, 182
- Bus 116

Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © Crown Copyright AL 100030412  
 © David Tucker Associates

| REV | DESCRIPTION | DRAWN | INITIALS | DATE | DRAWING STATUS | CHECKED BY | DATE |
|-----|-------------|-------|----------|------|----------------|------------|------|
|     |             |       |          |      |                |            |      |
|     |             |       |          |      |                |            |      |
|     |             |       |          |      |                |            |      |
|     |             |       |          |      |                |            |      |
|     |             |       |          |      |                |            |      |
|     |             |       |          |      |                |            |      |



**david tucker associates**  
 transport planning consultants  
 Forester House, Doctors Lane,  
 Henley in Arden,  
 Warwickshire B95 5AW  
 Tel: +44(0)1564 793598  
 Fax: +44(0)1564 793983  
 www.dtatransportation.co.uk

|   |                |                      |                        |
|---|----------------|----------------------|------------------------|
| JOB TITLE<br>Land at Pump Farm Lower Rainham      |                | CLIENT<br>AC Goatham |                        |
| DRAWING TITLE<br>Existing and Proposed Bus Routes |                |                      |                        |
| SCALE<br>NTS                                      | DRAWN BY<br>JA | DATE<br>Dec 2020     | DRAWING No<br>20230-14 |
|   |                | REVISION             |                        |

## Appendix B



19<sup>th</sup> January 2021

Dear Simon,

I am writing on behalf of Arriva Kent and Surrey Ltd in response to your letter dated 14<sup>th</sup> January 2021.

I am happy to confirm you have liaised with myself regarding the potential extension of our current route 1 service into the development, I can confirm that as an extension of an existing service as well as providing key connections to Chatham that this would give a service from the development the best chance of long term commercial viability. It is worth mentioning that we do not serve Asda forcourt, we do provide a link to Asda via the stops on Peir Road. I also agree that the services from Twydall also provide a logical alternative for those residents whom maybe within walking distance of those stops.

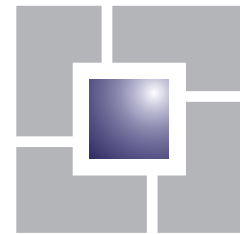
As you aware Covid 19 has made both passenger revenue and service level predictions incredibly difficult therefore due to the uncertainty Arriva would need funding in order to provide the proposal at Gross cost.

Due to the long term impact on passenger numbers and revenue from the Covid 19 pandemic there may be adjustments to the network and or frequencies of services across the Medway area including those mentioned within your proposal post pandemic.

We are supportive of the transport proposals outlined in your letter providing it is in agreement with Medway Council.

Yours Faithfully,

Charlton Thornhill  
Network Manager  
Arriva



david tucker associates  
transport planning consultants

Forester House, Doctor's Lane, Henley-in-Arden,  
Warwickshire B95 5AW

Tel: +44(0)1564 793598  
Fax: +44(0)1564 793983  
inmail@dtatransportation.co.uk  
www.dtatransportation.co.uk

Charlton Thornhill  
Network Manager  
Kent and Surrey - Arriva Southern Counties  
Invicta House  
Armstrong Road  
Maidstone  
ME15 6TX

Our Ref: SJT/KH/20230  
14<sup>th</sup> January 2021

Dear Charlton

**Pump Farm and Bloor Farm, Lower Rainham: Residential Development Proposal  
(Planning Application MC/19/1566 – Bus Service Provision)**

Further to our various recent conversations I write to confirm the position we have discussed in respect of the above.

As you know I am providing transport planning advice to the Appellant in respect of the above planning application for residential development on the Pump Farm and Bloor Farm site in Lower Rainham. In confirmation of the development proposal, this comprises:

- Up to 1,250 dwellings;
- 80-bed care home and 60-bed extra care facility;
- Two-form entry primary school (420 pupils); and
- Local centre comprising approximately 1,000 sqm – retail or other local services.

I have appended a site location map, an illustrative masterplan and a proposed access and on-site highway diagram to this letter; regarding provision for bus movement and layover within the site, please see under section '2.' below.

Continued/ . . .



Application Progress: The planning inquiry into the application will commence on 15<sup>th</sup> February this year and is expected to last up to three weeks.

From the various discussions over the last two years between your colleague Michael Jennings, Arriva Southern Counties' Area Head of Commercial, you, our specialist public transport consultant and myself, I have set out here my understanding regarding the provision of a bus service to the site.

### **1. Baseline Bus Services**

During the current Covid-19 pandemic period services are being maintained at pre-pandemic levels based on special government funding support. While there is uncertainty regarding exact service levels in the post-pandemic period, you expect to provide services in the Medway area broadly equivalent to today's route network. In particular in relation to the development site:

- Chatham town centre to/from The Strand – currently service 1: While the service number and departure pattern might change, you fully expect to continue provide a service between Chatham town centre and The Strand serving the ASDA superstore, University Greenwich Grenville Building, and the Strand Leisure Centre, and which could form the basis for a service to the proposed development – see '2.' Below.
- Twydall Estate – currently services 101, 116 and 182: The Twydall estate remains a commercially attractive catchment for bus service provision into the future and you fully expect to continue provision of a high level of service during both commuter and shopping / leisure travel periods seven days per week, including early morning and evening departures to/from Chatham town centre. As well as Chatham town centre, there are currently direct services to Gillingham town centre, Medway Maritime Hospital, Packwood and Hempstead Valley shopping centres, several secondary and tertiary education establishments, and primary healthcare facilities. In combination, Arriva considers the existing residential catchment and wide range of trip destinations served forms the basis for continued provision of a high level of bus service in the Twydall estate.



## 2. Bus Service to the Development

You have advised us that an extension of current service 1 or its future equivalent service from The Strand would be an appropriate way to serve the development site. Whilst noting that the service number could change, for simplicity of wording I have referred to it as 'service 1' in this letter. From its existing terminus at the Strand Approach Road / Church Street roundabout, the route would continue eastwards along Pier Road, Gads Hill and then Lower Rainham Road directly to the site. Clearly the future timetable pattern for service 1 or its replacement cannot be known precisely at this time, my understanding is that you fully expect to continue provision of a regular interval service to the current terminus point by The Strand.

### Working Weekday Peak Commuter and Schools/Colleges:

- Morning departures from the site to Chatham town centre ~0630 to ~0830, to cover outbound local and London commuter markets and travel to schools and colleges; and
- Afternoon departures from Chatham town centre to the site ~1500 to ~1900, to cover return travel for purposes as above.
- NB: contra-peak departures would run in public service, thus also providing bus connections for those travelling against the main direction of flow.

### Daytime Shopping and Leisure Travel, additionally to the weekday peak service:

- Working Weekdays inter-peak departures each way between the site and Chatham town centre between ~0830 to ~1500, i.e. a full daytime service; and
- Saturday departures each way between the site and Chatham town centre during the core retail staff and shopping day.

Off-Peak Travel: The existing services in the Twydall estate run during the evening and on Sundays and Public Holiday service and we propose that it would be more effective in service sustainability terms for residents of the proposed development to use those services during these off-peak travel times; the additional demand from the development would help sustain continued provision of a good level of off-peak service in the Twydall estate. Therefore, we do not propose provision of an evening, Sunday or Public Holiday service extension of service 1 into the development.





Site Layout for Bus Running: The road layout within the site will provide for a bus to run a complete loop and thus turn within the development for return to Chatham without a reversing manoeuvre and will provide a layby or other facility for a bus to layover without obstructing the carriageway. While we cannot presume the outcome of any subsequent applications for full consents for phased development of the site, we support such consents being conditioned to provide for bus turning in the forward direction and a layover space throughout all build-out phases.

### 3. Commercial Prospects for Service Provision

Bus Operating Resource: You have advised us that extension of service 1 from The Strand to the site, including a full loop around the proposed development, could be achieved by deployment of **one additional bus** into the service's operating schedule. We note that you do not wish to publish a cost quotation for provision of the service due to it being commercially confidential and fully respect this. For the purposes of the inquiry we have assumed costs of £95k/year for a Working Weekday commuter and schools peaks-only service, and £165k/year for a service for Working Weekday peaks & inter-peak and Saturday daytime; both at current prices. I would be grateful if you would confirm whether those sums are representative and sufficient to cover your additional operating costs?

Bus Patronage Forecast: From our discussions my understanding is that based on Arriva's experience of providing bus services to new residential development, the proposed development of 1,250 dwellings when fully occupied would generate sufficient bus patronage to cover the cost of deploying one additional bus under typical pre-Covid travel demand patterns. This accords with patronage forecasts that we have prepared.

Benefits to Existing Residents: I note that the extended service 1 could also serve existing bus stops along Lower Rainham Road, providing a much improved service to residents and businesses along this road, and also providing residents of the Medway towns with all-week access to the Riverside Country Park. We have not forecast the additional bus travel that these new bus connections would generate from the existing catchment but any additional patronage would improve the commercial viability of the proposed service extension.

.../5  
Arriva  
SJT/KH/20230  
14<sup>th</sup> January 2021



Service Trigger: We envisage the service commencing when there are more than 100 dwellings occupied that are more than 500m walk from the existing bus stop on Pump Lane close to the Beechings Way roundabout; from then to run during Weekday peak periods only from the occupation of the 100<sup>th</sup> unit until the occupation of the 400<sup>th</sup> dwelling, at which point the Weekday inter-peak and Saturday services could commence. We are working on a ten year build-out period: this is currently projected as 80 units in the first year then 130 units/year for nine years; the actual build-out rate would depend on market conditions.

I welcome your views on the above.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. Tucker', written in a cursive style.

Simon Tucker  
**David Tucker Associates**

Cc: Michael Jennings, Area Head of Commercial - Arriva Kent, Surrey and Essex

Enc: Site Location and Local Road Network  
Illustrative Masterplan  
Access Strategy and Key Network





### Appendix B - Illustrative Masterplan

