

Canavan, Peter

From: Hanney, Dermot <dermot.hanney@sweco.co.uk>
Sent: 16 July 2020 12:18
To: neave, robert <robert.neave@medway.gov.uk>
Cc: Jarvis, Karl <karl.jarvis@sweco.co.uk>
Subject: RE: Pump Lane

Hi Robert,

After further discussions internally with the modelling team this looks like quite a bit of work to pull together. We are happy to undertake the work requested, with it being very similar to our STA outputs, but we would require additional fee to do these tasks.

It would be helpful if you come back to us with your position around additional budget for this work. In addition, though there's not a significant change to the Reference Case, the Reference Case we are using for this work is the previous version. The Ref Case has since been updated for the STA after feedback from HE and with more up to date committed development data. Please consider if you are happy to continue with extracting model results from the existing Lower Rainham model or if you would like to consider updating the Reference Case from which this model analysis is based upon.

From your response we can then look at scoping what we can done in terms of the request in the quickest feasible timeframe.

Thanks,

Dermot Hanney
Principal Transport Planner

+44 20 3002 1219

dermot.hanney@sweco.co.uk

Sweco UK Limited
3rd Floor Eldon House
2 Eldon Street
London, EC2M 7LS
+44 20 3002 1210
www.sweco.co.uk



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From: neave, robert <robert.neave@medway.gov.uk>
Sent: 14 July 2020 17:17
To: georgia.perraki <georgia.perraki@sweco.co.uk>
Cc: Hanney, Dermot <dermot.hanney@sweco.co.uk>

Subject: FW: Pump Lane

Importance: High

Good Morning Georgia and Dermot,

Sorry for sending this cold but I have received the attached letter from the transport consultants acting in relation to the Pump Lane development (also I have attached the modelling report for reference), They have requested the below technical details, would you be able to review these details have outline whether these can be provided and in what time frame, (I have also made some notes in red font). Happy to discuss if any of it is unclear.

a) *Details of traffic model inputs: These comprise derivation of trip rates, trip generation, traffic assignment and distribution of traffic, and future growth projections. As had been agreed at our meeting on 22nd January 2020 (of which we retain a clear summary), you confirmed that all future traffic flows at identified junctions have been taken from the Medway model, which the Council seemingly asserts is an appropriate assessment. The junctions are set out as follows:*

- 1. Bowaters roundabout;*
- 2. High Street/Station Road;*
- 3. A2/ Bloors Lane;*
- 4. A2/ Woodlands Road/ Rotary Gardens; and*
- 5. Piers Road/ Maritime Way.*

The traffic model inputs comprise trip rates, trip generation, traffic assignment and distribution of traffic, and derivation of future flows to 2035 (which we understand includes projected growth in Medway – and if this is not the case, please confirm), as to reflect a ‘cumulative assessment’ – in the HA’s view. We have repeatedly requested the detail of these model inputs, including by written requests as set out in paragraph 6 above (all of which you have). These details remain outstanding

b) *A review of impact(s) on link corridors undertaken by DTA, based on model output flows: As DTA’s review demonstrates (see especially: 20230-10f: Technical Note 3), there are plain errors in the data presented in the Medway model, namely, development traffic at the A2/Bloors Lane junction and development flows on Lower Rainham Road westbound. We have notified the HA of these errors throughout, including at the meeting on 22nd January 2020. To date, there has been no return on this notification. The request is hereby made again.*

c) Medway model (other): Further information regarding inputs and outputs are required. These comprise the following:

- i. All local model validation report(s);
- ii. All Instructing Brief(s) to Sweco and Fore Consulting;
- iii. All Sweco and Fore Consulting technical report(s), explaining the full methodology adopted, comprising: (i) trip generation; (ii) assignment; (iii) trip distribution, and (iv) future growth projections. Whilst trip rates have been provided by HA, their derivation has been withheld (again, despite requests made by DTA); (I could potentially summarise the methodology document)
- iv. Detailed model outputs, for all scenarios, for sub-networks 1, 2, 3, and 7 (including the trunk road), including the following:

Sub network 1 was not included and therefore ignore reference to this subnetwork)

- Select link analysis on the entry and exit of the proposed Development (Development to/from bandwidth plots);
- DS-DM bandwidth plots;
- Category based Network Stress (V/C) Diagram;
- Category based Link Speed Diagram;
- Junction delays in terms of bandwidths;
- Reassignment Flow Plots;
- The Model Files, themselves;

d) Recent amendments to model: Confirmation, either way, that any recent amendments to the model (by which we mean, amendments after the running of the model for the Development) have been accurately reflected in the data thus far provided to DTA. It is our understanding from Highways England that such recent amendments have been made. You are separately requested to confirm this, together with the nature of these amendments;

Could you provide a timeline when updates to model have occurred (this is for my information and not the applicants), I fundamentally disagree with there assertion that we have to keep revising our modelling assessment for this application (as with any application it is an snapshot from when the application is submitted)

e) Proposed Mitigation: HA's consultation response conspicuously makes no reference to, and fails to consider the Development in the light of, any and all proposed mitigation. Similarly, financial contributions, already tabled to meet possible wider IDP / Local Plan

requirements, if and to the extent appropriate, have not been considered by HA. Paragraph 108 of the NPPF requires your adequate (and early) consideration of mitigation. It is unclear to us why this has been ignored. We request your fully considered views on all mitigation already proposed;

Can you provide a list of what mitigations were included in the model run (future scenario)

Regards

Robert Neave

Principal Transport Officer

Housing, Development and Transport
Medway Council
Civic Headquarters
Gun Wharf
Dock Road
Chatham
Kent
ME4 4TR

Tel: 01634 331586

Robert.Neave@medway.gov.uk

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