



**DARLAND FARM,
MEDWAY**

Transport Statement

**Project No. 16-007
June 2016**

**DAARLAND FARM,
MEDWAY**

Transport Statement

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1.0 INTRODUCTION

- 1.1 This Transport Statement has been prepared by Charles & Associates Consulting Engineers, as instructed by Hume Planning, to support the proposed residential development of land at Daarland Farm, Gillingham in Medway.
- 1.2 This report has been prepared in accordance with National Planning Practice Guidance (NPPG) for Transport Assessments.
- 1.3 In accordance with guidance, this report and the proposed development have given due consideration to prevailing government policy on transport as set out in the National Planning Policy Framework. The site is located on the outskirts of Gillingham and Chatham in Medway and therefore at a regional level, policy contained within the Medway Local Transport Plan (2011-2026) has been considered. Similarly at a local level, policy contained within the emerging and adopted Medway Local Plans has informed this report.
- 1.4 The following satellite image has been extracted to illustrate the site location (shown as red) in the context of the local area:



- 1.5 The following section of this report sets out the policy context for which the proposals are to be considered.
- 1.6 **Section 3.0** considers the existing conditions on site and around the local transport network. **Section 4.0** details the proposed development for the site including access and parking considerations. **Section 5.0** summarises the trip generation and distribution assumptions to/from the site onto the external highway network.
- 1.7 Finally, **section 6.0** summarises and concludes the report.

2.0 POLICY CONTEXT

National Policy

- 2.1 The NPPF details the national policy for Transport. At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development and is highlighted as *“the basis for every plan, and every decision.”*
- 2.2 Paragraph 29 states that the *“transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.”*
- 2.3 Paragraph 32 of the NPPF gives reference to Transport Assessments and the plans and decisions to be taken from them. *“All developments that generates significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
- *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site to reduce the need for major transport infrastructure;*
 - *safe and suitable access to the site can be achieved for all the people; and*
 - *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*
- 2.4 Paragraph 34 states that *“Plans and decisions should ensure developments that generate significant movement are located where the*

need to travel will be minimised and the use of sustainable transport modes can be maximised...”

Local Policy – Medway Local Transport Plan

- 2.5 Medway Council's Local Transport Plan 3 (LTP3) provides a framework for direction of transport policy within Medway. It is split into two parts . a long term policy and strategy running until 2026, and a shorter term implementation plan which covered 2011-2015.
- 2.6 At paragraph 2.10.5, the strategy sets out the favoured policy option as a *“sustainable transport approach combined with an improved, high quality public transport service, which collectively will aim to manage travel demand.”* This favoured option was on the basis that it takes into account policy fit, funding availability and contributes to the overarching priorities of Medway Council and partners.
- 2.7 In section 3.1, the priorities for LTP3 focus on five themes which are considered in detail to develop actions and are summarised below:
- *“Regeneration, economic competitiveness and growth – more efficient management of the highway network and car parks, improvements to the strategic road network (focussing on congestion hotspots), improving the quality of bus services (Fastrack style buses and smart ticketing), better management of freight (improved access to the International Gateway at Grain), encouraging walking and cycling for short journeys, investigating river transport and additional river crossings.*
 - *The natural environment – encourage alternatives to the private car by improving quality of bus services, developing Fastrack style bus links and encouraging walking and cycling for short journeys, more efficient management of the highway network including air quality, traffic management schemes and tackling congestion hotspots.*

- *Connectivity – improved sub regional public transport services and facilities to connect Medway with key business centres and labour markets, including improvements to rail stations; seeking funding opportunities; longer distance journeys captured by P&R to reduce town centre congestion; more co-ordinated sub regional highway network management by working in partnership with HE and KCC; encouraging commuters to cycle to train stations as part of their commute; develop sub-regional cycle routes; ongoing investment in bridges and tunnel crossing the River Medway.*
- *Equality of opportunity – improving accessibility to bus services for people with mobility difficulties, supporting students to access the learning quarter by public transport, walking and cycling, maintaining key socially necessary bus services (subject to funding), revised design guidance for new development that supports improved accessibility by sustainable modes and community transport schemes.*
- *Safety, security and public health – road safety interventions, safer routes to school initiatives, encouraging cycling, improving pedestrian access to local facilities, development of Green Grid and coastal access initiatives, improving public rights of way, public safety initiatives and effective highway maintenance, including footways and cycleways.*

Local Policy – Medway’s Cycling Action Plan (2015-2018)

- 2.8 The Action Plan contributes to a number of the adopted and emerging strategies, plans and guidance for Medway including the Local Transport Plan. The Authority has undertaken analysis of the cycle network and identified gaps or barriers to be overcome. On this basis a programme of improvements have been identified to improve and expand the safety and quality of facilities for cyclists. A list of provisional schemes are included in the action plan which may form future funding bids if the

current funding is not available. One of the schemes is close to the proposed site, and relates to *links to Capstone Country Park and Daarland Banks including improvements to North Dane Way cycle route* (predicted delivery period 2016/18).

Local Policy – Adopted Local Plan (2003)

2.9 The Local Policy for the site is presented in the Medway Local Plan (LP). This is the currently adopted framework for the area and details the policy and context for new developments.

2.10 The relevant transport policies include:

2.11 Policy S1: Development Strategy

“.....Land use and transport will be closely integrated, and priority will be given to a range of new and improved transport facilities, including facilities for walking, cycling and public transport...”

2.12 Policy S2: Strategic Principles

“The implementation of the development strategy set out in policy S1 will focus on...(ii) a sustainable approach to the location and mix of new development, to provide local communities with a range of local facilities, (including transport measures to serve development and sensitivity in the use of energy and natural resources)....”

2.13 Policy BNE7: Access for All

“Development should be designed so that access to buildings and external circulation areas meets the needs of people with disabilities, the elderly and people with young children.”

Local Policy – Emerging Local Plan – Issues & Options Consultation Document

2.14 The Issues & Options Report sets out a number of key themes including transport. The report summarises the current transport network in Medway, highlights the issues relating to it, sets out what needs to be considered to plan for growth and then asks a series of questions based on the information provided so as to receive comments from the public.

2.15 The issues mentioned include:

- congestion on the motorways . problems on the M2 and M20 often effect the local road network;
- Medway has heavily trafficked roads and there is general concern about congestion and the resulting air quality issues;
- Sections of the A2 are operating well above capacity resulting in recurrent congestion . especially during peak times;
- Overcrowding on the peak train services;
- Rates of cycling to work in Medway (0.7%) are well below the national (2%) and regional (1.9%) averages.

2.16 The report suggests that the Council can *“influence the condition of the transport network by making sure that the effect of future planned development on existing infrastructure is minimised, whilst positively planning for new infrastructure where this will be required...”*

Response To Policy

2.17 The development proposals improve the sustainable modes available by enhancing the pedestrian connection via the old Pear Tree Lane (to the west) through to Capstone Road, providing a route through to the existing footway network and the local bus stop which enables access to/from Chatham . further detail is provided in chapter 4.0.

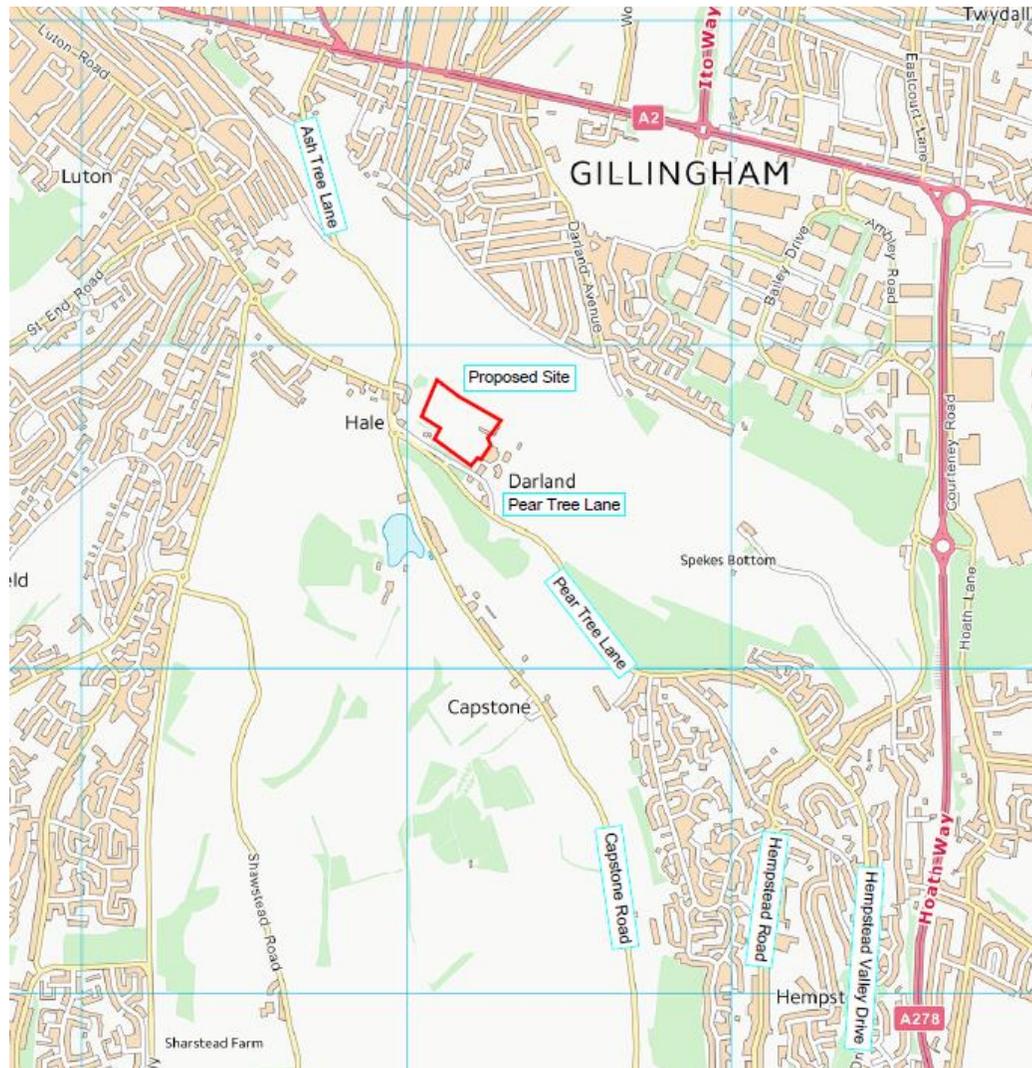
2.18 Primary schools and local stores to serve everyday needs can be accessed in Hempstead and Luton (both around a 20 minute walk of the site). Further afield, retail/leisure/commercial facilities are available in Gillingham and Chatham (around a 15 minute cycle of the site). The train station at Gillingham provides regular services to London and east Kent and is within a cycleable distance of the site. Further detail on the existing transport network and local amenities in the area is provided in chapter 3.0 of this report.

3.0 EXISTING CONDITIONS & SITE ACCESSIBILITY

- 3.1 The site is located to the south of the Darland Banks nature reserve, 3km south of Gillingham. It is mainly agricultural land with some farm buildings and is accessed onto a minor road known as Pear Tree Lane via a gate.
- 3.2 Pear Tree Lane (minor road) forms a simple priority junction with the major road of Pear Tree Lane. Currently, the minor road provides access to a discrete section of housing to the northwest and the car park of The Waggon public house (although the signposted access to the car park is via Capstone Road which runs north-south to the west of The Waggon).
- 3.3 To the southeast there is also a minor road known as Pear Tree Lane which forms a simple priority junction onto the Pear Tree Lane (northwest) minor road. This southeastern minor arm forms a loop back onto the Pear Tree Lane major road further south. The minor road (southeast) provides access to a small number of properties.

Local Highway Network

- 3.4 The following section describes the local highway network which is illustrated in the plan below:



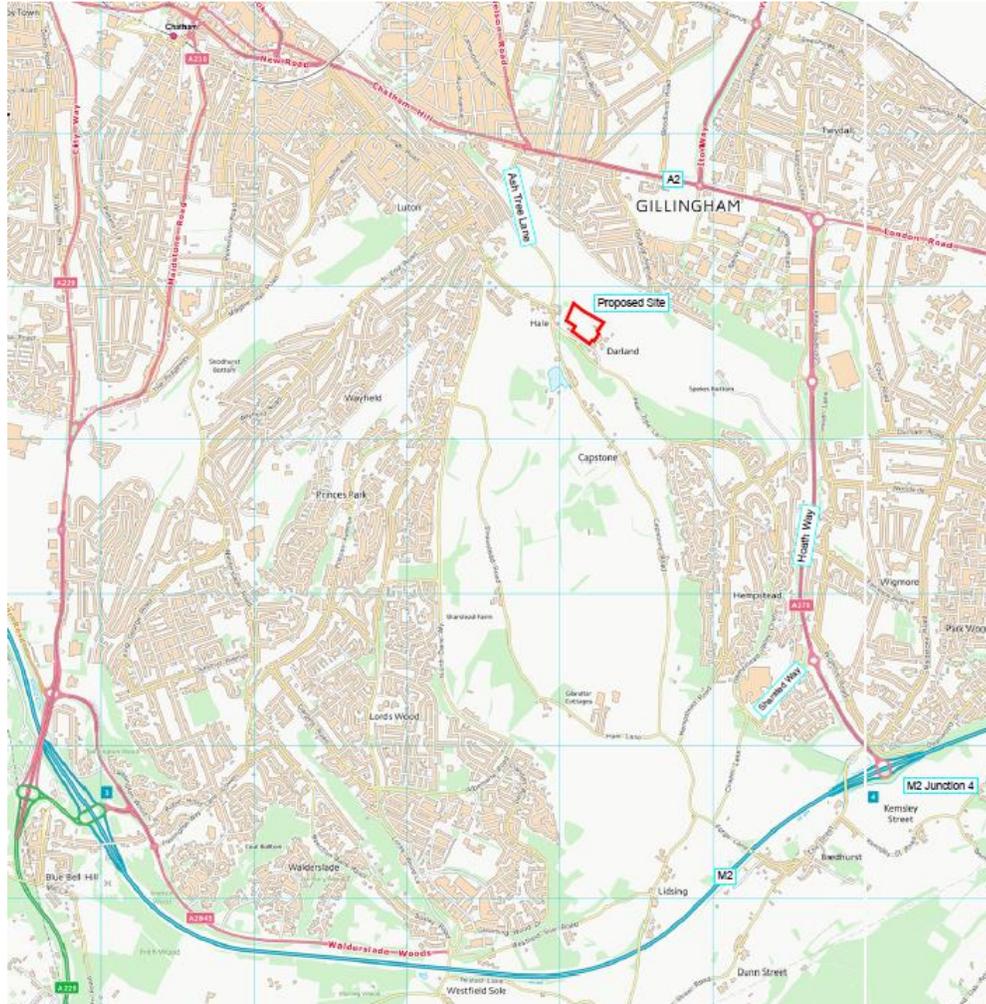
3.5 Pear Tree Lane (minor road to the northwest) and Pear Tree Lane (minor road to the southeast) are both two-way single carriageways of around 5.0m and 5.7m wide, respectively. The extent of the adopted highway for the Pear Tree Lane minor road (southeast and northwest) includes from both junctions with the major road of Pear Tree Lane through to the private car park of The Waggon at Hale to the northwest.

3.6 Pear Tree Lane (major road) is a two-way carriageway which runs northwest-southeast linking to Capstone Road to the northwest via a roundabout, and Hempstead Road/Hempstead Valley Drive via a mini roundabout to the southeast.

- 3.7 Pear Tree Lane (major road) is tree lined with narrow verges either side and is around 7.5m wide. It is subject to a speed limit of 50mph within the vicinity of the site access, reducing to 30mph as it reaches the junction with Capstone Road to the northwest and as it enters the area of Hempstead to the southeast. There is no active frontage along Pear Tree Lane close to the site, but this changes at Hempstead as the road becomes more of a residential street with individual private driveways and cul-de-sacs.

Strategic Highway Network

- 3.8 Continuing along Hempstead Valley Drive leads to Sharsted Way/Hoath Way(A278) providing access to the M2 at junction 4. The M2 runs east-west across Kent linking to the A2 further east which runs to Dover, or the A299 Thanet Way to Ramsgate. To the west, the M2 joins the A2 leading to London.
- 3.9 Continuing north from Pear Tree Lane to Capstone Lane/Ash Tree Lane leads to the A2. This route runs roughly parallel to the M2 and provides an alternative to the motorway. It links towns in Kent such as Canterbury, Faversham, Sittingbourne, Rainham, Chatham and Rochester.
- 3.10 The following plan illustrates the strategic highway network:



Surveys

3.11 Automatic traffic counts (ATC) were installed on Pear Tree Lane (major road) and Pear Tree Lane (minor road) for a week from 2nd February . 9th February 2016 (data included in **Appendix A**). They were located in an appropriate vicinity of the proposed site access and were used to measure traffic volumes and speeds in both directions. The locations of the ATCS are shown below:



- 3.12 At the locations shown, the 85th percentile speeds recorded were 45mph north-westbound and 48mph south-eastbound on the major road and 10mph eastbound and 12mph westbound on the minor road.

Accident Analysis

- 3.13 The location and number of accidents were viewed for the previous three years for Pear Tree Lane (major road) from Capstone Road through to the junction with Pear Tree Lane (minor road), and Pear Tree Lane (minor road) itself using www.crashmap.co.uk.
- 3.14 This showed there was one incident at the junction of Pear Tree Lane (minor eastern arm) and Pear Tree Lane (major). This illustrates that there are no accident clusters in the area suggesting there are no specific safety issues requiring further detailed analysis.

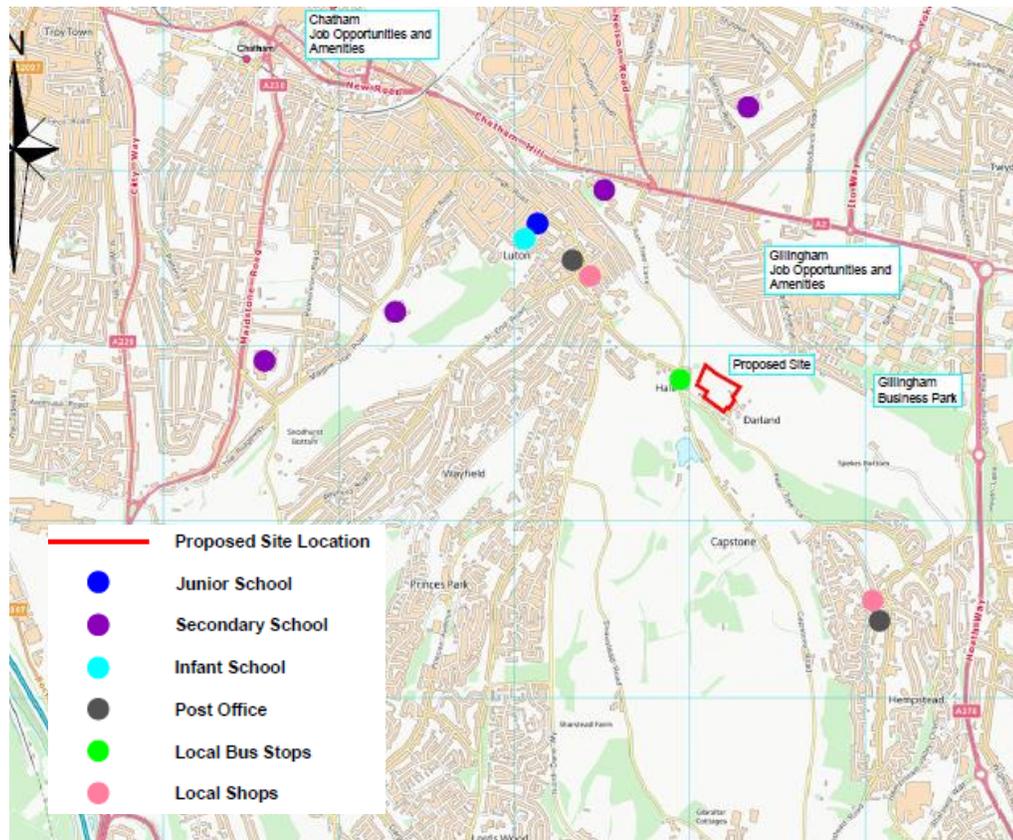
Local and Wider Accessibility

- 3.15 The closest local shops to the site are the post office and mini-market located to the north west in Luton (around 1.3km, or 17 minute walk). Alternatively, there is a co-op store to the south in Hempstead around 1.6km from the site (an 18 minute walk).

- 3.16 In terms of amenities the main draw would be the towns of Gillingham and Chatham which are around 3.0km and 3.7km, respectively, from the site. This equates to around a 37 minute walk/13 minute cycle to the nearest town of Gillingham, and a 44 minute walk/15 minute cycle to Chatham. Both towns have numerous retail and entertainment facilities, community and cultural facilities such as a library, Chatham Historic Dockyards, Gillingham football club, museum etc. a hospital, employment opportunities, and Medway Park Leisure Centre. There is also the University of Greenwich campus at Chatham.
- 3.17 The nearest infants school is located in Luton around 1.6km (a 21 minute walk) from the site. Alternatively, there is an infant and junior school in Hempstead approximately 2.0km (a 22 minute walk) and 2.4km (a 27 minute walk), respectively.
- 3.18 The local secondary schools are The Robert Napier to the north of the site (2.5km, a 15 minute cycle) and The Victory Academy which is 2.7km to the northwest (a 35 minute walk). The local Chatham grammar schools for girls (to the north) and boys (to the west) are located 1.8km (a 10 minute cycle) and 3.8km (a 48 minute walk or a 19 minute cycle), respectively.
- 3.19 Pedestrian routes to the north of the site using Ash Tree Lane (to head towards The Robert Napier school, and the girls grammar school) would be hampered by the lack of footway. However, both could be accessed by cycling using the local highway network, or by walking using a longer route (approximately 0.65km extra) via Capstone Road/Luton High Street/Church Hill and a footpath connecting back to Ash Tree Lane enabling them to use the existing footway network through to the schools mentioned.
- 3.20 Gillingham Business Park has a number of industrial and office units which could provide employment opportunities and is located 4.2km from the site (around a 20 minute cycle).

3.21 The site is also able to take advantage of sustainable travel in the form of bus services and this section of the report details this along with the pedestrian and cycle access available.

3.22 See figure below which illustrates the various amenities available as described in the preceding paragraphs:



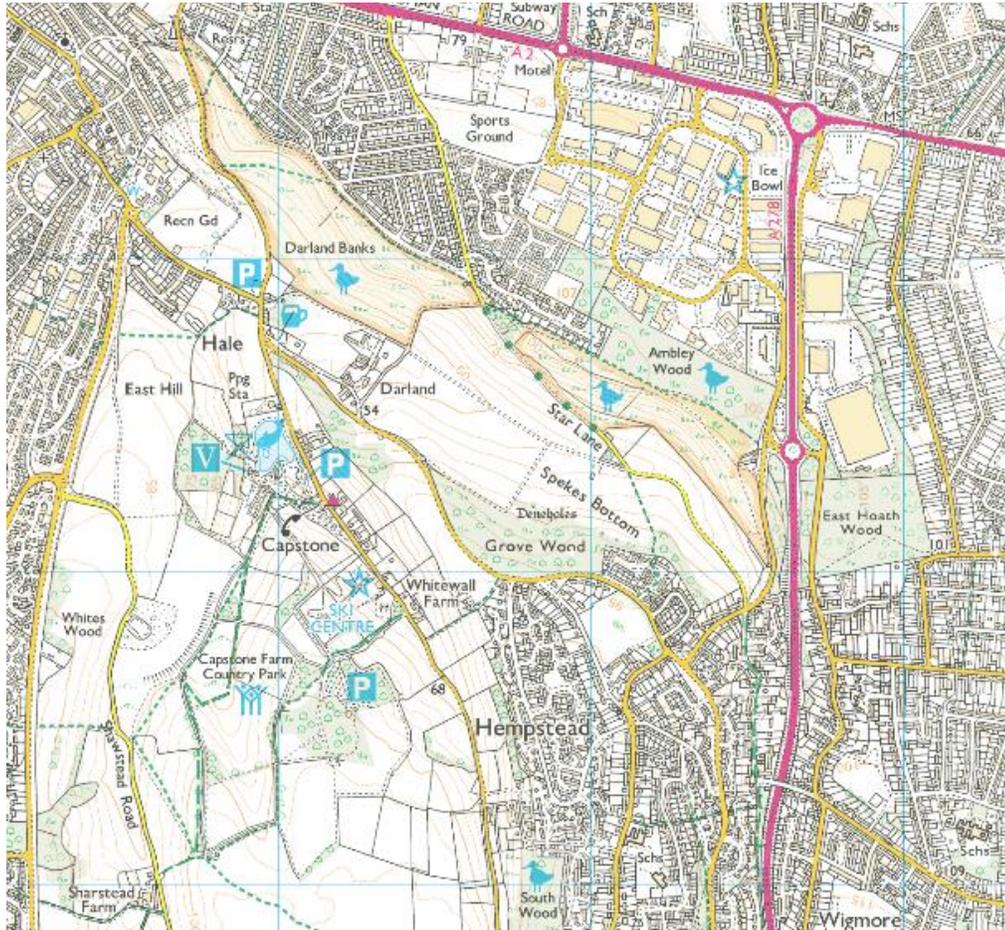
Pedestrian Access

3.23 There are currently no existing footways available around the site. The nearest pedestrian network is to the north of the junction of Capstone Road/Pear Tree Lane. It is on the western side of the carriageway and is around 1/1.1m over a short section (approximately 6m) then widens slightly to 1.2/1.3m. A standard width footway is located on the eastern side of Capstone Road (N) fronting the relatively new properties to the north of the Waggon at Hale public house. The eastern footway

continues through the junction of Capstone Road/Ash Tree Lane onto Capstone Road (W) which would be the pedestrian route towards Luton, Gillingham and Chatham. As already mentioned in the previous paragraph 3.19, there are no footways available along Ash Tree Lane except for a small section providing pedestrians with access to Luton Recreation Ground.

3.24 Further consideration is given to improving pedestrian infrastructure in **chapter 4** of the report to encourage walking for new and existing residents.

3.25 In addition to the footways adjacent to the local highway network there are public rights of way in the area providing access to the local Reserve of Darland Banks and Capstone Farm Country Park. The following is an extract from the Explore Kent website (Kent County Council) showing the public rights of way as a broken green line.



Cycle Access

3.26 The cycle routes around Medway are shown in a comprehensive map on the Medway Council website (an extract of which is shown below). It categorises the routes as follows:

- signed routes on road (blue);
- off road cycling facilities (brown);
- traffic free routes that are usually tracks and official routes through parks (green);
- quieter routes which do not include any cycle facilities (yellow).



- 3.27 As can be seen in the extract there are off-road routes running north/south towards Gillingham and Chatham adjacent to Hoath Way and North Dane Way. This network continues up towards the river, crosses over onto St Marys Island and runs north/south along Dock Road towards Chatham. On the full map shown on the Medway website it is evident that there are lots of quiet routes shown around Gillingham providing a network to the town centre.
- 3.28 There are no cycle routes shown around Pear Tree Lane or Capstone Road but there is a traffic free leisure route through Capstone Farm Country Park as well as a mountain bike track.

Bus Access

- 3.29 There are two services (No. 113 and 659) that stop either side of Capstone Road, adjacent and opposite to The Waggon in Hale public house (around a 4 minute walk of the site).
- 3.30 The 113 runs hourly on Monday . Saturday between Chatham and Wigmore, via Luton and Hempstead. The 659 is a school bus providing

one service in the morning and a return journey in the afternoon to/from the Rochester Grammar Schools.

- 3.31 There are coach services to London available that stop on Capstone Road opposite Luton Recreation Ground (around an 8 minute walk from the site). The services are provided by Kings Ferry and operate Monday . Friday for commuter travel. The journey time is around 2 hours to/from the site to London. A summary of the services is given in the following table:

Service 719: London . Twydall via Walderslade, Lordswood, Luton and Hempstead	To London: six services between 0525 and 0718 From London (Embankment): six services between 1554 and 1807
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Rail Access

- 3.32 The nearest railway station is at Gillingham located approximately 3.2 km (a 14 minute cycle). The line runs to London Victoria, Charing Cross and Cannon Street via a number of towns/villages in between such as Chatham, Rochester, and Bromley South. It takes between around 54 minutes and 1 hour 29 minutes to get to London depending on the destination station. In the opposite direction the line provides access to Kent towns such as Rainham, Sittingbourne, Faversham, and Dover as well as the city of Canterbury. The services to London operate every 5-15 minutes in both directions on Monday - Friday, and 5-30 minutes at a weekend. There are two services an hour to the east (i.e. towards Rainham etc) on Monday . Saturday and hourly services on a Sunday.
- 3.33 There is also access to the High Speed 1 service which runs to London St Pancras via Chatham, Rochester, Strood, Ebbsfleet International and Stratford. The services run every half an hour in both directions on Monday . Sunday.

4.0 DEVELOPMENT PROPOSALS

- 4.1 The site is proposed for the development of 44 residential dwellings . a mix of 4 and 5 bed houses. The proposed layout of the development is provided by CDP Architects and the masterplan is included at **Appendix B**.

Site Access Design

- 4.2 The proposed site access is to be an extension of the existing minor road of Pear Tree Lane which forms a simple priority junction with the major road of Pear Tree Lane.
- 4.3 The proposals include extending the first section of the minor Pear Tree Lane to access the site, with a minor arm forming a priority junction to the northwest and the existing southeastern priority junction remaining in place.
- 4.4 A footway would be provided on the northern side of the proposed vehicular access which would enable pedestrians to use the existing Pear Tree Lane to the northwest (minor road) to connect to Capstone Road. Pedestrians using the existing Pear Tree Lane to the northwest will share the space with motorised vehicles. Therefore, the proposals include enhancement of the route to encourage pedestrians to use it which would consist of: kerbed areas for landscaping located along the western side of the route which allows pedestrians to step back+from oncoming vehicles; and lighting along Pear Tree Lane (minor arm). At the northwestern end of the route the proposals include the installation of an uncontrolled crossing over Capstone Road and localised widening of the existing adopted footway utilising the carriageway.
- 4.5 Details of the access and new footway on Pear Tree Lane is shown in **Drawing 16-007-008** contained in **Appendix C**. A stage 1 Road Safety Audit is currently being prepared on the basis of this drawing and the details will be passed to the Highway Authority upon completion.

- 4.6 The visibility of the existing Pear Tree Lane minor road/Pear Tree Lane major road was checked to determine whether sufficient splays were available. The 85th percentile speeds were used from the ATC survey (as detailed in chapter 3) to determine the necessary visibility splays.
- 4.7 Using DMRB guidance, the visibility required to the northwest was 123m (based on 44 mph speed) and southeast was 140m (based on 48 mph speed).
- 4.8 Visibility envelopes to both the northwest and southeast are shown on **Drawing 16-007-007** contained in **Appendix C**.

Servicing

- 4.9 It is anticipated that servicing, including refuse collection, would be undertaken on-site. To facilitate this arrangement turning areas are available throughout the development.

Car Parking on site

- 4.10 Interim Residential Parking Standards (1st March 2010) have been produced by Medway to confirm its stance on residential parking due to changing nationally adopted policy.
- 4.11 The parking standards suggest the following minimum requirements :

Dwelling Size	Minimum car parking	Minimum cycle parking
1 bedroom	1.0	1.0
2 bedrooms	1.5	1.0
3 bedrooms & above	2.0	1.0
Visitor parking	0.25	0

- 4.12 In addition to the standards above, the accompanying guidance notes suggest the following:
- garages less than 7m x 3m (internal dimension) are not included in the car parking numbers;
 - visitor parking is applied to a minimum threshold of 4 residential units and requirement for provision is rounded down;
 - visitor or unallocated vehicle parking can be located on or near the road frontage (subject to appropriate design);
 - cycle parking spaces are not required if garage or secure area is provided within curtilage of dwelling.
- 4.13 Car parking on the site is provided as dedicated off street parking for each property of typically 3 or 4 spaces . these would consist of 1 garage, 1 carport and 1-2 on plot parking.
- 4.14 On street parking has been allowed for in the masterplan for visitors. Both allocated and unallocated parking is in accordance with the guidance above on the number of spaces provided.
- 4.15 Cycle parking will be available within the residential curtilage of the properties in accordance with the standards set out above.

5.0 TRIP GENERATION

- 5.1 Following consultation with Medway Council Highways, it was agreed that given the scale and potential trip generation from the development that there was no requirement to test off site junctions as part of this assessment. However, an understanding of how the development flows would distribute onto the local highway network was required.
- 5.2 The residential development flows have been calculated using trip rates extracted from the TRICS database. Sites located in England only for %houses privately owned+, and classified as %edge of town+ have been used as the selection criteria. The following table summarises the trip rates used, and applied to the number of units in each part of the site to provide the trip generation during the peak hours (the full trip rate output is contained in **Appendix D**):

Table 5.1 – Trip generation using TRICS trip rates

Residential	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip rates (per unit)	0.154	0.411	0.356	0.199
Trip generation (44 units)	7	18	16	9

- 5.3 The two way vehicle trip generation in the AM and PM peak is 25.
- 5.4 The trip generation associated with the site has been distributed onto the network based on journey to work information extracted from NOMIS for residents in the area surrounding the site. The routes to the M2, A2 and M20 were considered using the shortest route, whilst traffic not using these strategic routes are shown as %local+traffic. The data shows that for those travelling to work by car:

- 19% head towards the M2 (westbound)

- 7% head towards the M2 (eastbound)
 - 8% head towards the A2 (westbound)
 - 24% head towards the A2 (eastbound)
 - 20% head towards the M20
 - 23% of traffic is local (ie does not use the strategic network of M2, A2 or M20) . this consists of 8% heading west, 13% heading south and 1% heading east
- 5.5 It has been assumed that those heading to the M2 (south of the site) would use Pear Tree Lane/Hempstead Valley Drive/Sharsted Way/Hoath Way; those heading to the A2 (north of the site) would use Pear Tree Lane/Capstone Road/Ash Tree Lane for westbound A2 and Pear Tree Lane/Hempstead Road/Hoath Way for eastbound A2 traffic; and those heading towards the M20 would use Capstone Road (S)/Lidsing Road/Pilgrims Way/Boxley Road/Penenden Heath Road/Bearsted Road (A249).
- 5.6 **Figure 5.1** illustrates the distribution to/from the strategic network summarised above (red = route to A2 (W), purple = route to A2 (E), green = route to M2 and orange = route to M20).

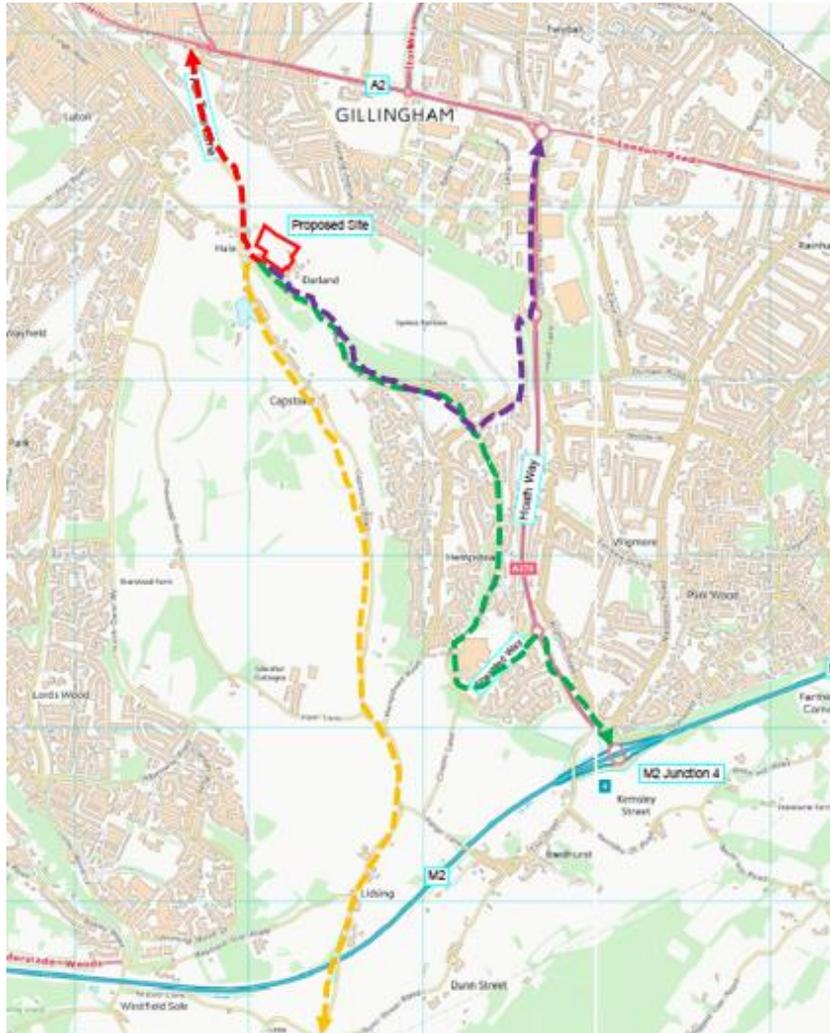


Figure 5.1: Development distribution

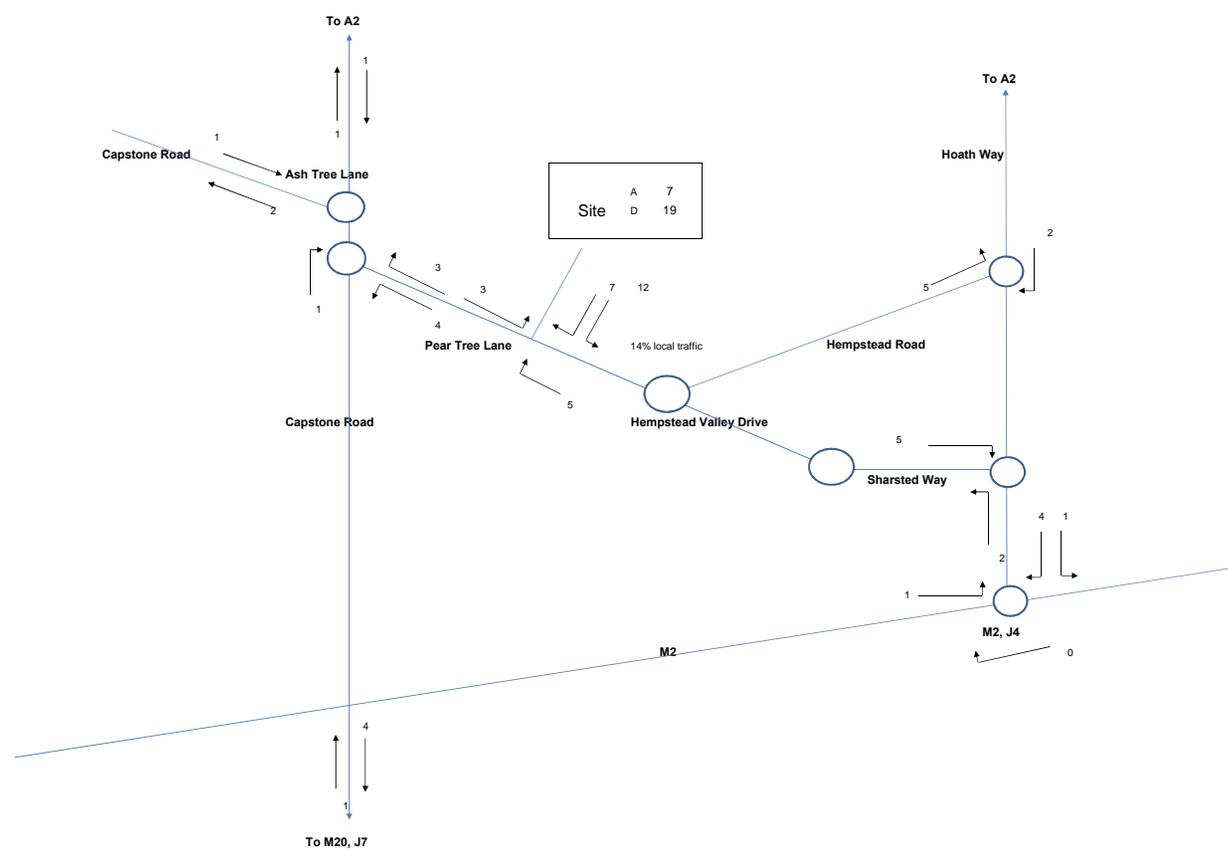
- 5.7 The development flows distributed as above are shown in Figures 5.2 and 5.3.
- 5.8 It is concluded that the development flows are minimal through the local junctions and so the impact is considered negligible.

6.0 SUMMARY & CONCLUSIONS

- 6.1 This report considers the proposed development at Darland Farm off Pear Tree Lane in Gillingham as 44 residential dwellings, and associated access.
- 6.2 The site location has been considered and the relative merits of the site in proximity to local facilities and the nearby towns of Gillingham and Chatham.
- 6.3 The site responds to the local and national policy due to the access to local amenities including schools within walk and cycling distance of the site, access to a local bus service to Chatham enabling residents to use the town's facilities and the train station at Gillingham providing regular services to London and east Kent which is within a cycleable distance.
- 6.4 A review of the local highway network has considered historical accidents statistics and highlighted the lack of any clusters of personal injury accidents that might identify a local issue.
- 6.5 A preliminary access design and rearrangement of the existing Pear Tree Lane minor roads has been developed that seeks to make appropriate provision for the development and maintain access to existing properties.
- 6.6 Improvements to the Pear Tree Lane (minor road) have been included in the proposals to encourage pedestrians to use this route and provide a connection to the nearest footway network and local bus stop via a new pedestrian refuge over Capstone Road.
- 6.7 The site layout has been reviewed setting out appropriate provision for car parking (in accordance with Medway's parking guidance).

6.8 Finally . the impact of the development is considered to be negligible due to the minimal flows through the local highway network.

FIGURES



Notes:
??? Total Vehicles
??? HGV's

Not to Scale
Not all Roads and Routes are Shown

Job Title:
Darland Farm, Medway

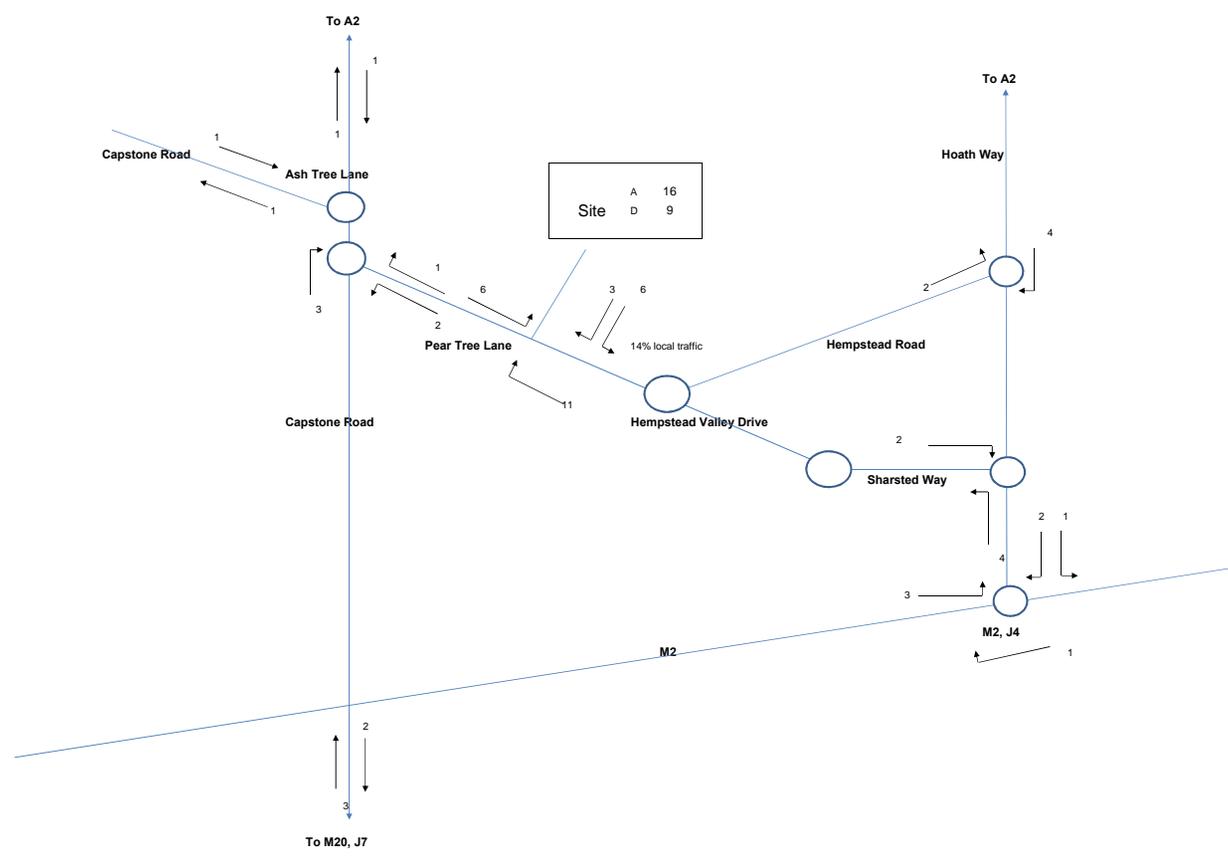
Job No:
16-007

Drawing Title:
Figure 5.2
Development Flows on wider network (AM)

Date:
18/05/2016



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Notes:
??? Total Vehicles
??? HGV's

Not to Scale
Not all Roads and Routes are Shown

Job Title:
Darland Farm, Medway

Job No:
16-007

Drawing Title:
**Figure 5.3
Development Flows on wider network (PM)**

Date:
18/05/2016



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