



Medway Bridge Marina

Transport Statement Scoping Note

15 April 2015

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This document has been prepared and checked in accordance with
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Issue	Date	Prepared by	Checked by	Approved by
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Comments

1st Draft



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1. Introduction

- 1.1. Waterman Infrastructure & Environment Limited (WIE) has been instructed by Medway Bridge Marina to provide highways and transportation advice in connection with the proposals for 37 dwellings at the Medway Bridge Marina.
- 1.2. It is understood that an outline planning application is currently running (MC/14/1680) and that this scoping considers the necessary update of a former Transport Statement produced by others.
- 1.3. It is considered that due to the scale of development and following the Department of Transport's 'Guidance on Transport Assessment' that a Transport Statement (TS) would be appropriate to support the scheme at planning application stage.

2. Transport Statement Elements

2.1. Any subsequent updated Transport Statement details are to include the following elements.

Policy

2.2. The section will discuss the policy relevant policy guidance appertaining to the new development, transport and land use planning at a national, regional and local level in the following documents:

- i) The Government's 2004 Transport White Paper;
- ii) National Planning Policy Framework;
- iii) Medway Local Plan

Existing Situation

2.3. This section will cover the existing aspects of the site and local area, as follows:-

- Site location and context
- Description of highway network
- Details regarding walking and cycling
- Census travel to work data to determine trips by all modes
- Bus routes and services
- Local facilities

2.4. The observed trips relating to the marina access are to be used in any subsequent TS and are summarised below.

Table 1: Observed Traffic Flows at Medway Marina Access

	Residential Element			Assumed Commercial			Total Trips		
	Arr	Dep	Two Way	Arr	Dep	Two Way	Arr	Dep	Two Way
AM Peak (0700-0800)	2	17	19	6	0	6	8	17	25
PM Peak (1630-1730)	24	9	23	19	18	37	43	27	70

Source: BT&P Hyder Consulting Transport Statement dated May 2007

2.5. The above trips will be used to present the baseline for permitted traffic generation.

2.6. Collision analysis will be undertaken which it is proposed to cover the area identified in **Appendix A**. Full analysis of the data will be undertaken with any suggested recommendations being presented as necessary. This assessment will cover a period for the last 3 years.

Proposed Development

- 2.7. In relation to the proposals for 37 dwellings the TS will cover the points as follows.
- Layout and quantum of development
 - Proposed parking levels
- 2.8. In order to determine the likely traffic generation of the proposed dwellings the TRICS database will be used. All mode trip data will be combined with the 2011 Census Data for the local Rochester West ward. This will give an indication on the number of trips and modal split. It is anticipated that the trips by car are likely to be in the order of around 10 – 16 two way vehicle trips during the AM and PM peak hours. This level of traffic is less than the observed movements associated with the existing situation.

Conclusion

- 2.9. This section will summarise the finding of the TS and that the proposed vehicle trip generation is likely to be less than the existing situation. Therefore, the proposals are unlikely to result in any adverse effect on highways capacity or safety.



APPENDICES



A. Extent of Collision Analysis Study Area



Key:
Extent of search



Rev	Date	Description	By
A01	13.04.15	ISSUED	AJ

Amendments

Project

Title
**MANOR LANE, ROCHESTER, MEDWAY
 EXTENT OF COLLISION DATA**

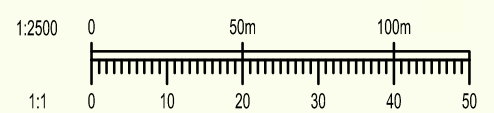
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