

From: [REDACTED]
Sent: 29 February 2016 12:02
To: policy, planning
Cc: Planning SE
Subject: Highways England response re Medway Local Plan - Notice of Regulation 18 'Issues and Options' Consultations

Follow Up Flag: Follow up
Flag Status: Completed

Dear Sirs

Thank you for your letter dated 4 January 2016 on the Medway Local Plan Regulation 18 Issues and Options public consultation. Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In the case of Medway the SRN within the authority boundary comprises the M2; however, movements generated within or towards Medway affect a much wider area within and beyond Kent and hence impact on both the SRN and local road networks.

We have held meetings with Medway Council in August and October 2015 and February 2016 to discuss potential approaches to assess the transport impacts of any forthcoming development proposals over and above already consented developments that will form the basis of your Local Plan. We are happy to continue consultation under the duty to cooperate and supply any further advice should you require us to do so. We broadly support the requirements for sustainable transport solutions and the need to examine capacity to accommodate development.

We note the general nature of the "issues" identified in the document, and hence do not have any "objections" as such to it.

Looking forwards, any future iterations of the plan, but particularly at the Publication stage, will need to have carefully modelled, assessed and proposed appropriate mitigation regarding the impact of the scale, location, mix, interaction between and timing of development on the SRN and local networks. The plan will especially need to fully understand, explain and manage the traffic implications of any preferred individual and cumulative mix of housing and employment. This is partly because there appears to be considerable out commuting at present. Should you be looking to redress the balance you will need to assess the resultant transport implications. Care may be needed to address the types of employment and employment development likely to reduce out-commuting and minimise the levels of in-commuting.

We also note your observations of traffic congestion in relation to the M2 and M20, plus some sections of the A2 operating beyond notional capacity (paragraph 25.7). As different parts of the A2 are either SRN or local network, it would be helpful if you could clarify the sections of the A2 to which you are referring.

We hope you find these comments useful. Please do not hesitate to contact us if you require further information.

Regards

Kevin Bown

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