

Cliffe and Cliffe Woods Neighbourhood Plan

Transport, Traffic (Parking) and Employment Workshop Saturday 29th April 2017

Introduction

This workshop builds on the work already undertaken on the Neighbourhood Plan at the Visioning Workshop held on 25th February. The event was held at Cliffe Woods Primary School. The workshops will switch between Cliffe Woods and Cliffe to ensure as wide a cross-section of the two communities are able to participate. The preferred vision for the neighbourhood plan specifically refers to traffic calming and a footpath and cycle way (along the B2000). Transport and traffic (speeding and parking) were two of the highest priorities raised by residents in the survey carried out in 2015 (see chart).

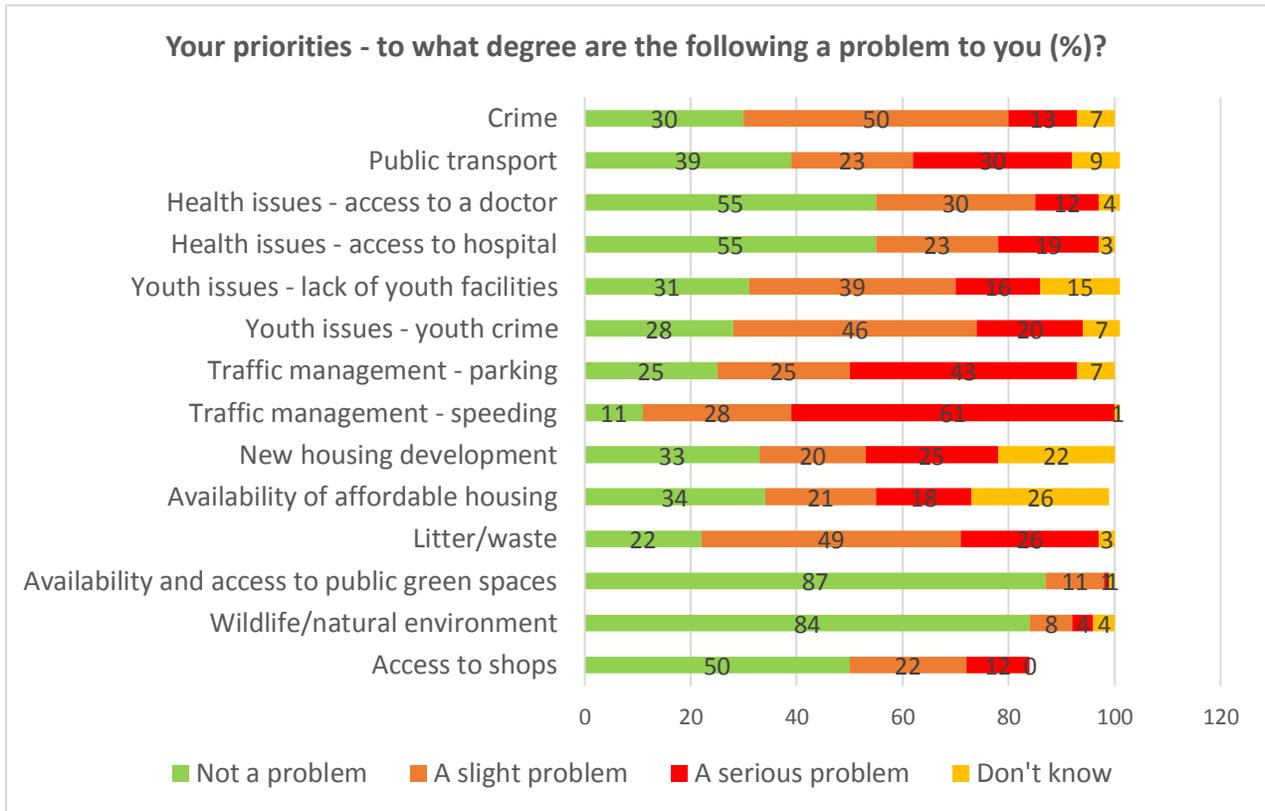


Figure 1: Household survey 2015

This workshop aimed to identify the key objectives/steps that could help achieve the preferred vision:

In 2035 Cliffe and Cliffe Woods will [have] maintain[ed its] rural environment with wildlife corridors and agriculture using only sustainable development and brownfield sites with [a mix of housing to meet local needs including new] bungalows/chalet bungalows. [The two villages will be] linked by traffic calming [ed] and roads and [a] continuous [network] of footpath[s and]/cycle way [s].

Link words have been added in []

Presentations

The workshop started with an introduction from Sue McDermid, Chair of the Parish Council recapping on the previous workshop, the key aims of the neighbourhood plan and the steps required to undertake one (see attached presentation). This was followed by a presentation of some of the key data available through the Census 2011 which showed that car ownership is much higher in C&CW than in Medway as a whole (see table below):

Car Ownership	Cliffe and Cliffe woods	%	Medway	%
Households without a car/van	173	8.4	23,231	21.9
Households with 1 car/van	711	34.4	45,163	42.5
Households with 2 cars/vans	856	41.4	28,790	27.1
Households with 3 cars/vans	218	10.6	6,609	6.2
Households with 4 or more cars/vans	108	5.2	2,416	2.3
Total cars/vans in the area	3,571		133,257	

Figure 2: Census 2011 - car ownership

Also travel to work patterns:

Travel to work	Cliffe and Cliffe woods	%	Medway	%
Work mainly at or from home	134	3.4	4,615	2.4
Train	178	4.5	11,252	5.8
Bus, minibus or coach	72	1.8	5,903	3.0
Motorcycle, scooter or moped	22	0.6	1,416	0.7
Driving a car or van	2,083	52.2	80,403	41.4
Passenger in a car or van	127	3.2	7,778	4.0
Bicycle	13	0.3	1,449	0.7
On foot	90	2.3	12,461	6.4

There were also two slides relating to traffic accidents on the B2000 and in both villages.

There followed a presentation from Andrew Bull from Medway Council updating on the new Local Plan to 2035 that will replace the saved¹ policies from the 2003 Local Plan and that the new Local Plan was at 'Development Options' consultation which the second formal stage [of the plan making]. The new plan

¹ Saved policies from an otherwise out of date Local Plan are used in planning decisions when no new plan is yet in place.

needed to make provision for 29,500 homes by 2035, provide employment land, retail space, new schools, roads, parks and health facilities while being sustainable and protecting and enhancing the natural and historic environment. The vision for Medway in 2035:

By 2035 Medway will be a leading university waterfront city of 330,000 people, noted for its revitalised urban centres, its stunning natural and historic assets and countryside.

The plan must be based on a robust evidence base [like the NP] with the need to shift to more sustainable transport and ‘must not reinforce [current] travel patterns’ which are considered ‘over absolute capacity eg A280 Sans Pareil roundabout, Rochester Bridge and M2 Junction 3. By 2026 congestion is expected to increase significantly. The map below shows outward journeys from the Medway towns:

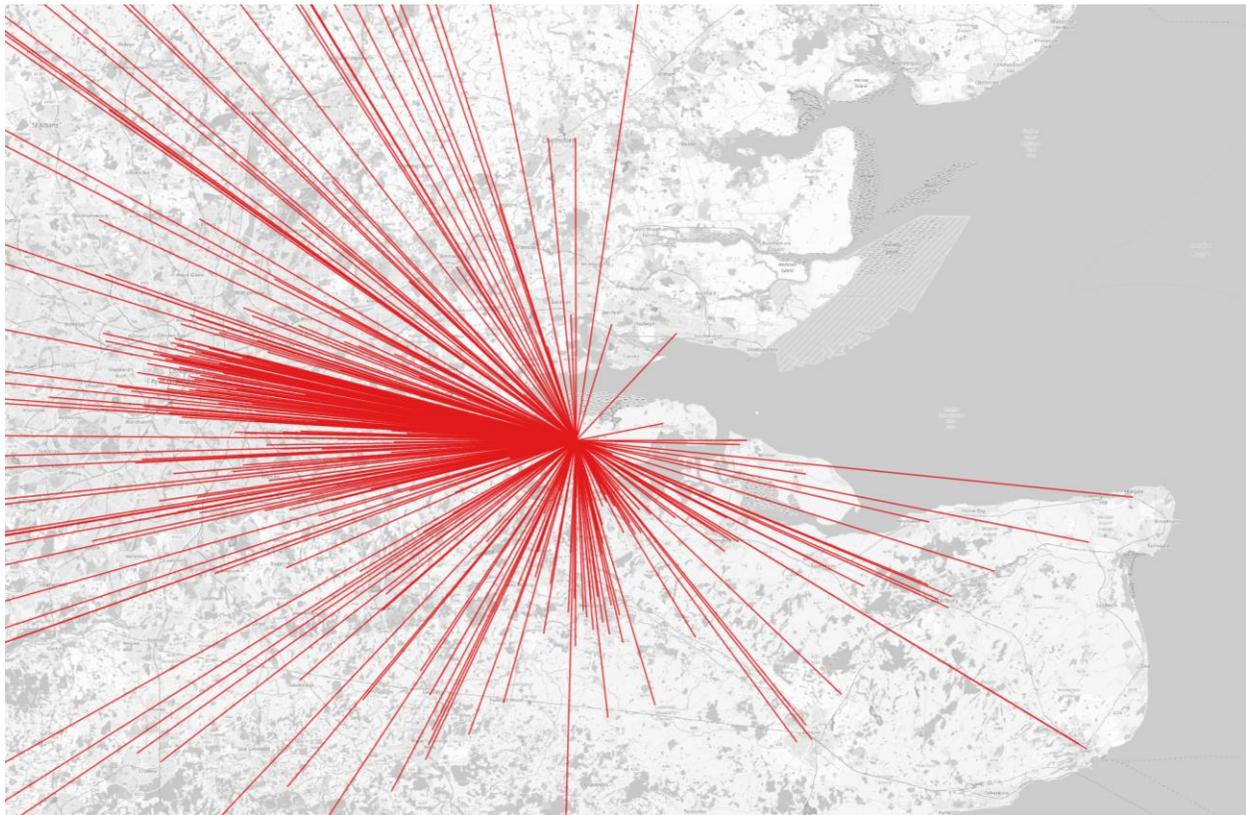


Figure 3: Outward [commuting] journeys from Medway towns

Proposed sustainable transport policies include:

- Mitigate or refuse where ‘severe’
- Travel plan
- Improve public transport and infrastructure
- Air quality
- Proposals must demonstrate how the proposed street layout will promote ease of movement
- Safe routes
- Integrate with adjacent build-up areas and land expected to come forward

Future parking policies include:

In addition to adopted Parking Standards policies for parking or provision in new developments will include:

- Formal parking bays on carriageway
- Access from front door [rather than rear of properties]
- Avoid parking within front curtilage [avoid reducing water porous surfaces for water soak away]
- Surveillance and planting [for security and to reduce visual impact]
- Accommodate: Larger vehicles, Blue Badge holders, car clubs and electric or other ultra-low emission vehicles
- Cycle parking

Some questions / points were then raised by those attending the workshop (responses when recorded in bold – bold italic added afterwards) including:

- How to address estate agent’s prejudice against adapted homes? ***Provision for Life Time (adaptable) homes is included in the emerging Local Plan.***
- How are the population growth figures reached and will they be adjusted in the light of Brexit. **New methodology in White Paper like to remain the same. See www.medway.gov.uk.**
- A lot of migration is from neighbouring areas.
- Concern over Medway vision for city status ignores rural community.
- Are there figures for housing completions since 2012? **3000 plus 6000 with planning permission but not all with planning permission are ‘built out’.**
- Hooe Peninsular are the lungs of the Medway Towns.

Issues and options

Neighbourhood Plans like Local Plans are required to explore current local issues and consider options for addressing these through policies regarding future development. There are a number of ways that this can be done but one that works well in a workshop situation is to undertake a SWOT (strengths, weaknesses, opportunities and threats) analysis for each of the major issues. This was done by the participants at the workshop where sitting at tables in groups of 6-8 people they each took an issue to analyse.

Theme/issue: Cycling and walking

<p>Strengths:</p> <ul style="list-style-type: none"> • Cafes – green tourism, B&B • Health and well-being • Experience wildlife and landscape • Eyes and ears protect countryside • National cycle route • Saxon Shore Way • Historic heritage • Hoo Peninsula stop line 	<p>Weaknesses:</p> <ul style="list-style-type: none"> • Greater promotion of green tourism [needed] • No safe route from Cliffe and Cliffe Woods • CW to town not linked • Footpaths don’t connect • Access to Higham station poor • More walk and cycle guides [needed] • More walk leaders [needed]
<p>Opportunities:</p> <ul style="list-style-type: none"> • Walking buses • Better promotion of the area for green tourism 	<p>Threats:</p> <ul style="list-style-type: none"> • Traffic calming to cross busy B2000 • Limit access to SP9 plans in progress

<ul style="list-style-type: none"> • Better access for all including disabilities • Solar [lighted] pathways • More signage • Cycle hire stations • Better maintenance • Safe bike storage • Community involvement volunteers to walk and report to Medway/oversee 	<ul style="list-style-type: none"> • Leisure activities are at risk with benefits of health etc • Housing development putting pressure on rural roads • Housing development pressure on globally important wildlife sites and SSSIs (Sites of Special Scientific Importance)
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Theme/issue: Public transport

<p>Strengths:</p> <ul style="list-style-type: none"> • Arriva bus App – location and timings • Regular bus available albeit limited • Buses to different locations – albeit infrequent • School buses – secondary school 	<p>Weaknesses:</p> <ul style="list-style-type: none"> • Inconvenient timings <ul style="list-style-type: none"> ○ Commuters (don't serve stations) ○ Can't use for socialising in the evenings • Infrequent – don't run often • Only 3 per day to Gravesend, less than 1 per hour to Medway • No railway station / Higham or Strood
<p>Opportunities:</p> <ul style="list-style-type: none"> • Shoppers buses – Bluewater • A railway track still there – could be used at peak times • Shuttle buses to stations to connect with trains – parking issues • Better bus timings – evenings • Rent a car scheme/hire car scheme 	<p>Threats:</p> <ul style="list-style-type: none"> • Use of internet shopping so no perceived need • Increased car ownership so no provision necessary • Cost – air pollution • Loss of government subsidies – uneconomic timings, bus passes

Theme/issue: Speeding traffic

<p>Strengths:</p> <ul style="list-style-type: none"> • Existing calming in Cliffe • Speed limit in Cliffe Woods 	<p>Weaknesses:</p> <ul style="list-style-type: none"> • Lack of enforcement • Cliffe calming poor design • No calming in Cliffe Woods • Selfish parking – on and off road • Timing of public transport
<p>Opportunities:</p> <ul style="list-style-type: none"> • Traffic calming in Cliffe Woods • Reduce 30 mph limit to 20 mph zones • Speed cameras – revenue to local council (parish council) • Suitable buses – electric • Strong penalties and enforcement • Car sharing schemes • Enforcement of land use in Cliffe - <u>lorries</u> 	<p>Threats:</p> <ul style="list-style-type: none"> • Road surface damage due to density • Discourages cycling • Lack of access for emergency vehicles • Lack of implementation of laws (needed 3 deaths to get current limits)

Parking

<p>Strengths:</p> <ul style="list-style-type: none"> • Current large parking areas • Cliffe Woods roads wider than Cliffe 	<p>Weaknesses:</p> <ul style="list-style-type: none"> • Areas not design for multi-parking of cars, vans, lorries
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	<ul style="list-style-type: none"> • Pavement parking – safety degradation of pavement / verge
Opportunities: <ul style="list-style-type: none"> • Provide off road- parking for visitors / tourists • Lobby council for development of off-road parking for residents’ parking • Undercroft parking for new housing 	Threats: <ul style="list-style-type: none"> • Safer access/egress of emergency vehicles • Risk for pedestrians who have to use roadway as footway blocked • Disabled / parents [with young children]

Economic development

Strengths: <ul style="list-style-type: none"> • Schools / pre-schools / nurseries • Out- commuting • Agricultural 	Weaknesses: <ul style="list-style-type: none"> • Narrow roads • Heavy traffic (weight/size) • Out commuting (traffic) • Cliffe shops • Large lorries / small deliveries
Opportunities: <ul style="list-style-type: none"> • Green tourism <ul style="list-style-type: none"> ○ B&B ○ Café ○ Shops ○ Transport • Use of rail? • Food security 	Threats: <ul style="list-style-type: none"> • Industrial – Cliffe Pools • Pubs • Rail branch / Thames Ports • Industrial farming

Having spent time exploring the issues and options, each table was then asked to list three ‘reasonable alternatives’ for addressing the issues. To follow are the results:

Cycling and walking – between villages and town

Option 1	Option 2	Option 3
Cycle / walk route <ul style="list-style-type: none"> • Behind the hedge • Through countryside • Healthier, safer option 	Cliffe Woods to Higham Station and Strood – safe walking and cycling route required	Beside B2000 – too many fumes / HGVs <ul style="list-style-type: none"> • Disruption in building • Well lit • Public awareness • Acquiring land • No health benefits from cycling next to road • Cycling / cycle hire will reduce cars
Also: Walking buses, better signage and promotion, solar pathway, safe bike storage [at stations] cycle hire system, green tourism.		

Public transport

Option 1	Option 2	Option 3
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Shuttle buses to stations eg (avoid need to drive / no parking facilities) and to shopping centres, particular further afield – Bluewater, Hempstead Valley, Paramount, sports centres, leisure facilities, theatres, children’s needs. Entrepreneurial schemes not necessary[il]y busy companies	Better bus timings at more convenient times to suit commuters – evening buses for leisure / pleasure	a. Railway – spur line, shuttle trains – tracks in place b. Rent a car / hire car schemes
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Speeding

Option 1	Option 2	Option 3
20 mph speed zone in Cliffe and Cliffe Woods	Public transport improvement – electric to reduce traffic flow	Footpaths on B2000 – narrowing of road not widening (to cut speed)

Parking

Option 1	Option 2	Option 3
Identify where current issues are: document it. Propose resolutions [for] new builds	Community to propose areas for off-street parking Over yellow lines and enforcement!	Designated parking. Monies used to incentivise people to pay re. improve parking facilities locally

Economic development

Option 1	Option 2	Option 3
Green tourism	Use of rail? Freight / passenger. Heritage rail.	Multi-purpose community facility / centre

These options – along with those from the other workshops – will now be worked up in detail by the Neighbourhood Plan steering group and examined against the key sustainability objectives in the emerging and parallel Sustainability Appraisal of the Neighbourhood Plan. The next workshop on Saturday 20th May will consider Heritage and Environment issues and options.

The parish council would like to thank the following who attended the workshop:

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|---------------------|--------------------|------------------|
| 1. Jason Pellat | 13. Judith Dixon | 25. P Varrett |
| 2. Tony Baldwin | 14. Ray Styles | 26. T Lindridge |
| 3. Frank Withers | 15. Janette Styles | 27. J Lindridge |
| 4. Rob Dennis | 16. Dave Green | 28. MJ Winter |
| 5. Steve Mortimer | 17. Ron Pellatt | 29. G Winter |
| 6. Pauline Mortimer | 18. John Harris | 30. Mr Harris |
| 7. Jan Richardson | 19. Jill Wright | 31. Mrs Harris |
| 8. Harry Richardson | 20. Andrew Bull | 32. Joan Danwell |
| 9. Jo Brown | 21. Kim Hook | 33. Gill Moore |
| 10. Roger Brown | 22. Chris Hook | 34. Iain Wilton |
| 11. Tim Smith | 23. Sid Cleverly | |
| 12. Helen Smith | 24. Andy Martin | |

Jim Boot, MSc, Community Planner, 11th May 2017