



Pedham Place, Swanley

January 2024

Updated Transport, Highways and Accessibility Statement (FINAL)

A series of transport and movement appraisals have been carried during the period from 2018 to date in support of the allocation of the site, from initial assessments which identified the opportunities for sustainable travel and excellent highways access as part of the former local plan process. These appraisals culminated in the preparation of a series of detailed technical papers on all aspects of the transport and movement case for this site which were consulted on with Kent County Council (KCC) and National Highways (NH) (Highways England at the time).

A Draft Transport Assessment Report has been prepared and which demonstrated that this site could come forward and be served by a package of transport and movement measures which addressed both requirements for all mode accessibility between the site and Swanley, and other local destinations such as Farningham and Eynsford.

The assessments and the mitigation proposals developed as a result also dealt with the effects of residual traffic generated by development, culminated in a major scheme to improve junctions along the A20 including the two site access points which was approved by KCC, and the scheme to improve Junction 3 of the M25 through two minor additions to the proposal advanced by NH which again had been approved in principle.

Based on these assessments, there are no significant technical or environmental constraints that would prevent the site coming forward for development, subject to high quality design, sensitive planning and appropriate mitigation as previously described.

Additional, updated and where necessary more detailed technical assessments will be scoped out in discussion with key stakeholders and progressed in step with the progress of the Local Plan.

Site Connectivity and Sustainability

The site is situated in a fundamentally sustainable location within proximity to Swanley, Farningham Road and Eynsford Railway Stations, which have direct links into Central London and eastwards into Kent. Swanley is the final station in London Transport's Oyster and provides excellent levels of service via ThamesLink and Southeastern Train services into London Stations and eastwards to Ashford International Station via Maidstone East.

The M20, M25 and A20 are in immediate proximity of the site, providing close access to the strategic highways network.

There are currently two bus routes on the A20 with stops at Button Street, which serves the north of the site connecting to Eynsford and Swanley railway Stations as well as with Dartford and West Kingsdown to the north and south east respectively. These services are commercially run and have hourly frequencies, with additional services during the interpeak hours and which provide a viable base upon which to build services to support the significant patronage demand which development at Pedham Place could generate.

A footway is present on the southern side of the A20 and which currently provides a direct and continuous route to the centre of Swanley as well as Farningham and beyond. Moreover, a public footpath and right of way directly passes through the site, linking to the Darenth Valley path as it passes Eynsford to Farningham along Sparepenny Lane.

Connectivity to and from the site by all modes currently exists despite the modest levels of activity associated with the current use as a Golf Course and therefore there is an excellent basis to start from at the earliest stage of scheme delivery.

Existing Highways and Access

The main access point to the site is currently provided via a large roundabout off the A20 London Road linking Dover and London (circa 50m in diameter). The A20 is a dual carriageway road with a speed limit of 70mph in the vicinity of the site. This existing junction also provides access to an adjacent plot of land to the west immediately adjacent to the M25 motorway and which is being promoted jointly for employment uses.

A lightly used secondary access to the existing farm is present to the south of the site onto Crockenhill Lane, albeit this was used infrequently in the past and gated to prevent trespass and is now overgrown. Crockenhill lane is a two way single carriageway rural road that is approximately 4m wide at its narrowest point and connects into other local roads in its area.

In addition to the above, there is another existing access to the site directly onto the A20 to the east of the main access roundabout. This is located opposite Button Street, forming a four arm crossroads junction with the A20 where the central reservation is open to allow right turns. The westbound right turn into Button Street is currently banned for HGV movements. The southern arm into the site was originally the main access to the farm complex and is still in use for this purpose and to serve properties in the centre of the site, as well as giving access to the adjacent water utilities facility and traveller site.

Junction 3 of the M25 lies approximately 250m to the west of the main access junction and is a grade separated junction with the M20, the A20 and the B2173 London Road, which is the principle route from the west to Swanley town centre (and the railway station). This signal controlled roundabout provides direct access to the strategic highway network as well as acting as the eastern gateway to Swanley.

The recently consented Broom Hill development (commercial and up to 50 homes) will come forward with a new access off the B2173 west of J3 on the M25 with some limited slip road slip road enhancements to mitigate its own impact.

National Highways have recently completed the first set of bridge strengthening works to the junction in advance further works into 2024 and it is understood that the proposed improvement scheme is dormant, pending further determination of the requirement for the scheme and funding.

It is understood that wider improvements works to J3 on the M25 by National Highways are still planned but essentially paused at this time.

Highway Safety

Comprehensive highway safety reviews have been undertaken and further work using publicly available data to update these reviews will be carried out as the Local Plan progresses. A preliminary analysis of updated data suggests that the frequency and intensity of incidents remains as previously noted, with slight and serious accidents mainly occurring during peak periods, suggesting incidents involving queuing and turning traffic, with the main cause in the westbound direction being the

differential speed of opposing vehicle streams, exacerbated by poor sightlines on the approach to both the Button Street or the access roundabout upstream of the M25 junction.

There have been a small number of fatal accidents recorded over the past 5 years (and prior identified in the 2018 assessments), primarily on the outskirts of Farningham Village, at the junction between the single carriageway section of the A20 to the east of Button Street and the minor Road. At this location vehicles exiting the minor road are required to merge with the main traffic stream and have reduced visibility due to the acute angle of the approach. In the past there has been a fatality at the A20 Button Street junction itself. In general, accidents in the area involving pedestrians and cyclists are few.

Historic Highway Traffic Data

A comprehensive package of highway traffic surveys were undertaken in 2017 /18 for the purposes of modelling and the design of access improvements and this data collection exercise will be re-run in 2024 in order to collect a fresh, post pandemic data set. Traffic levels on the A20 on the section between the M25 and A256 Buckland Avenue (DfT Site 17812) are believed to have settled to a post pandemic norm along the corridor. In 2022 the levels were approximately 11,000 AADF (Annual Average daily Flow – all vehicles) versus circa 12200 and 12000 AADF in 2017 and 2018 respectively, ie of the order 10% lower post pandemic and this can be evidenced locally through new data collection.

(Source: roadtraffic.dft.gov.uk: Site ID 17812)

Existing Public Transport and Active Mode Provision

Rail

Unusually, there are three railway stations near the site, namely Swanley, Eynsford and Farningham Road. Both Swanley and Eynsford Stations are served by Southeastern and ThamesLink trains. All three stations are managed by Southeastern.

There are currently 10 trains per hour serving Swanley station (5 to Central London, 2 to Sevenoaks and 3 towards the east) during off peak hours, with more services available to London during peak hours.

A new rail service between Swanley and London Bridge was introduced in 2022, providing 2 direct trains per hour. A total of 34 services per day services run between Swanley and London Bridge, from just before 06.00 in the morning to just after 11.30 at night, with a running time of approximately 20 minutes.

An updated review of patronage levels and crowding will be carried out in 2024 as part of further and more detailed assessments as the Local Plan progresses, however it is noted that proposals for development and associated improvements at all three stations were supported by representatives of Southeastern and these proposals will be revisited and further confirmed through further work.

Improvements at stations will be directed toward improving the passenger experience, through better facilities for cyclists, better security through information, enhanced lighting and CCTV, better pedestrian access and in some circumstances improved access for buses and taxis where spaces is available and can be rationalised.

Buses

The nearest bus stops to the site are currently provided on the A20, directly to the north of the site. These stops are served by local bus routes 421 and 429, both of which run commercially and benefit

from steady levels of patronage at this time. The TfL Buses 233 service extends to Beachenlea Lane to the west of the M25 interchange, connecting directly into the TfL bus network.

Walking, Cycling and Wheeling

Footpath provision is currently limited to the southern side of the A20 and a continuous route exists between the main roundabout to the golf course and the centre of Swanley. A series of pedestrian crossings are present at the M25 junction and drop kerbs to the west of the junction on the B2173. It is understood that the current Swanley Urban Area Local Cycling and Walking Infrastructure Plan (LCWIP) prepared by Sustrans has been consulted on and seeks to identify a walking and cycling network for improvement in the short and long term future.

The footway along the A20 also extends to the east of the site to Farningham and beyond, although the network is not extensive due to the modest levels of use of the site today. The cycling network surrounding the site is currently limited to highway routes and rural roads, with no dedicated provision. No pedestrian or access cycle opportunities exist to the south of the site and Crockenhill Lane, although activity for both and a small equestrian population are noted.

There are several bridge connections over both the M25 and M20 which present opportunities for strengthening of active mode friendly routes in the area and proposals for these have been developed in the past and will be revisited and improvement proposals updated in order to provide better connections across the local area for those who wish to access Swanley town centre and the station via low traffic routes.

Transport Strategies to support a new community

The site of the Pedham Place Golf Course is in a sustainable location, uniquely with access to frequent train services to London, which makes development which can genuinely be supported by a sustainable multi modal transport strategy a significant and rare opportunity.

The site is also well served from the local highway network which can be used and improved to provide better walking, cycling and bus travel opportunities from an early stage in the development process, thereby establishing early the culture of sustainable travel behaviours that lead over time to a better balance and mode share, whilst also retaining the ability to address the requirement for residual car use through viable 'lower car ownership' community.

Our 'all mode' proposals developed over the past 5 years have matured in step with current thinking and policy and now more than ever, Pedham Place is a location where a creative and imaginative approach to transport planning will deliver good connectivity in and around a high quality residential development.

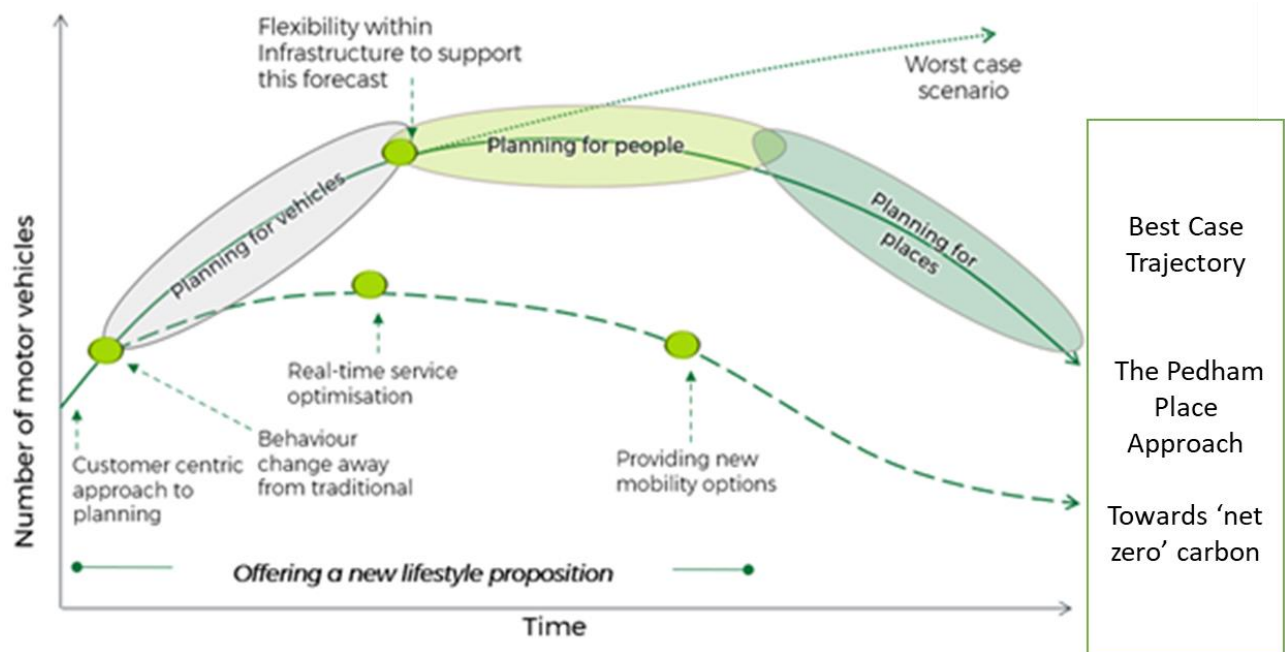


Providing for New Travel Behaviours

The COVID 19 pandemic accelerated several fundamental changes to modern working, shopping, and leisure practices in particular. Communities demonstrated that flexible working and working at home were achievable and in many cases preferable, either permanently or as a hybrid arrangement. This phenomenon especially has clear implications for peak period travel on all modes of transport and patterns of use tend to have settled to a new norm.

Home shopping continued to grow its share of retail, with ONS reporting in July 2023 that up to 33% of the population are online shoppers (and growing at 3% per year) and the proportion of online sales versus traditional in person sales rising from 10.6% in 2012 to 26.5% in 2022, with the market share rising to a peak of 35% for a brief period in November 2022. Online shopping is therefore now an important component of life, with implications for planning and designing facilities to serve new communities, from remote drop off and collect facilities, to designing for smaller 'last mile' delivery vehicles, all of which are already in use across the UK.

Leisure facilities close to home have become important to people, particularly in terms their ability to take walks, exercise pets, play with their children and therefore a location where such countryside assets can be provided is again relatively unique and highly beneficial.



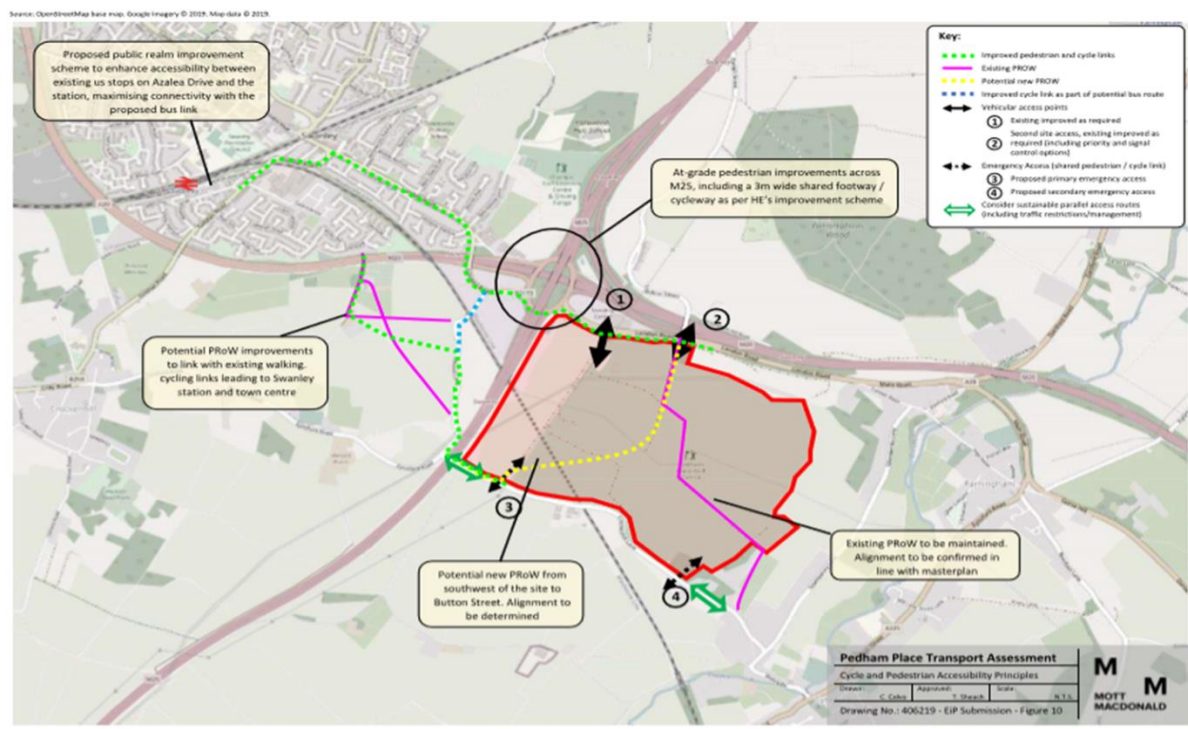
Digital Connectivity, Flexible Working and Working at Home

Our communities proved that this style of working was successful and around 40% of working adults in the UK report working at home for some point over the week. (Forbes 25 January to 5 February 2023) and the key to this is digital connectivity, which would be provided throughout Pedham Place as part of the comprehensive services strategy and also providing space within homes where the needs of home workers are specifically accommodated.



Active Modes through the Community

One of the key aspects of development at Pedham Place is the ability to link into and improve the wider existing network of footpaths and cycleways.



The Central Movement Hub and Future Modes

Our proposals for the Movement Hub on the site have also moved forward in the intervening period, building on the concepts discussed up to 2022 and with the benefit of many of the facets outlined being introduced on other similar new development schemes and on corridors to key destinations.



Community Park and Share

One of the issues at Swanley Station is the lack of available car parking for rail passengers who travel from Swanley to London stations, many of who drive into the centre of Swanley and park in a variety of locations around Station Road and Nightingale Way sides of the station. Parking surveys carried out at the time of the last round of assessments demonstrated that the majority of space was occupied early in the day. Parking provision has been increased by reducing the width of Station Road itself to provide parking on the inbound side, making access to the station difficult, especially for buses.

There is a significant opportunity to strengthen car parking provision for both rail and town centre users through the provision of a remote parking facility east of the M25, where vehicles travelling via the M25, M20 and A20 with destinations in central Swanley and the Station could park where easily accessible space would exist and continue their journey via a new bus service, obviating the need to search for a parking space in the area round the station and removing a cohort of parked cars from less appropriate locations.

A further significant benefit of such a facility is that it would remove a component of traffic travelling along the B2173 and A20, potentially creating road space and capacity to introduce further provision for alternatives modes of transport, such as the walking and cycle facilities of the type identified in the LCWIP and bus priority at key locations, reducing journey times along the corridor for buses.

A 'Park and Ride' facility is in itself only part of the opportunity at Pedham Place, and the transport strategy for the site also sets out how such a facility could have wider uses benefitting the new community, by making available 'on demand' transport services, such as a different blend of bus service, cars hired at the point of use, managed car sharing and waiting and storage areas for these vehicles (which does not exist at the Swanley end of the service).

Prior work in 2019 indicated that a facility of between 250 and 500 spaces could be accommodated on the site adjacent to the Central Movement Hub, making all the related uses which would be of benefit to travellers close to where they would board or alight vehicles. The facility could be delivered in phases as demand builds and therefore incorporated in the urban form to a greater extent than traditional car park related facilities, meaning that a better quality and more urban scheme can be designed and delivered.

Access and circulation arrangements have been designed such that the facility can operate from the main roundabout off the A20, minimising delay and making routes into and out clear and attractive.

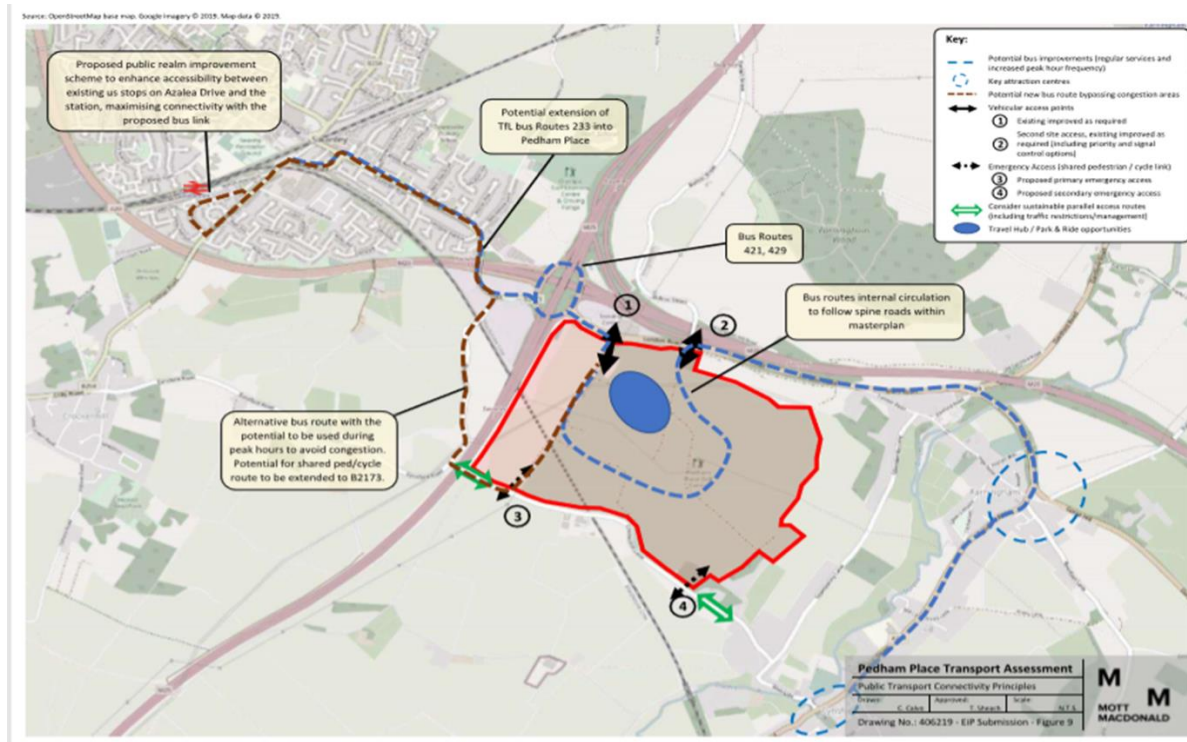
Better Bus Provision

As popularity of the rail service to London stations continues to increase, demand on bus services is likely to also increase, building on recovering levels of demand post pandemic. At Pedham Place and we will seek to encourage greater levels of bus patronage through both improving passenger facilities and interchange through the Central Movement Hub and 'on site' pick up points, but also along the corridor to Swanley, building up enhanced service levels of existing and new routes so that there is capacity to accept new demand on better quality buses.

Current accessibility by bus is limited to the 421 and 429 services, running along the A20 corridor at an hourly frequency during peak periods and at a frequency of 4 buses daily the interpeaks. Bus connectivity to adjacent villages of Farningham and Eynsford is similar and have recently been enhanced. Frequencies of operation of these two services in particular can be built up quickly to serve new development at Pedham Place, and can be supplemented at busy times with services from the Hub and Community Park and Share facility.

The TfL Buses 233 service runs at significantly higher frequencies, but terminates to the west of the M25 Interchange at Bechenlea Lane and clearly there is potential to terminate this service at the Pedham Place Hub, where bus stopping and layover facilities can be provided, improving the position with the end of the current service route provided that TfL Buses and their operator are willing.

Prior work on the Swanley Link services, which could use the A20 / B2173 corridors or an alternative which avoids the M25 interchange via Crockenhill Lane and route to the south west of Swanley demonstrated that a further bus service had merit and could attract a different cohort of demand, principally aimed at the southern part of Swanley and the station, also serving villages to the south west. These proposals will be developed further as part of more detailed studies, including potential 'on demand' arrangements using smaller vehicles.



On Demand Travel

Use of 'on demand' services which expand on the traditional taxi type provision has also accelerated since the pandemic, and data gathered indicated a substantive reliance of taxi and on demand car travel (eg UBER type services), pre booked community travel and taxi based schools services at the time which is growing steadily. One of the primary benefits of the proposed Central Movement Hub and a digitally connected community, is that these services can be made available and coordinated much more easily, with a focus for both operators and users at Pedham Place.

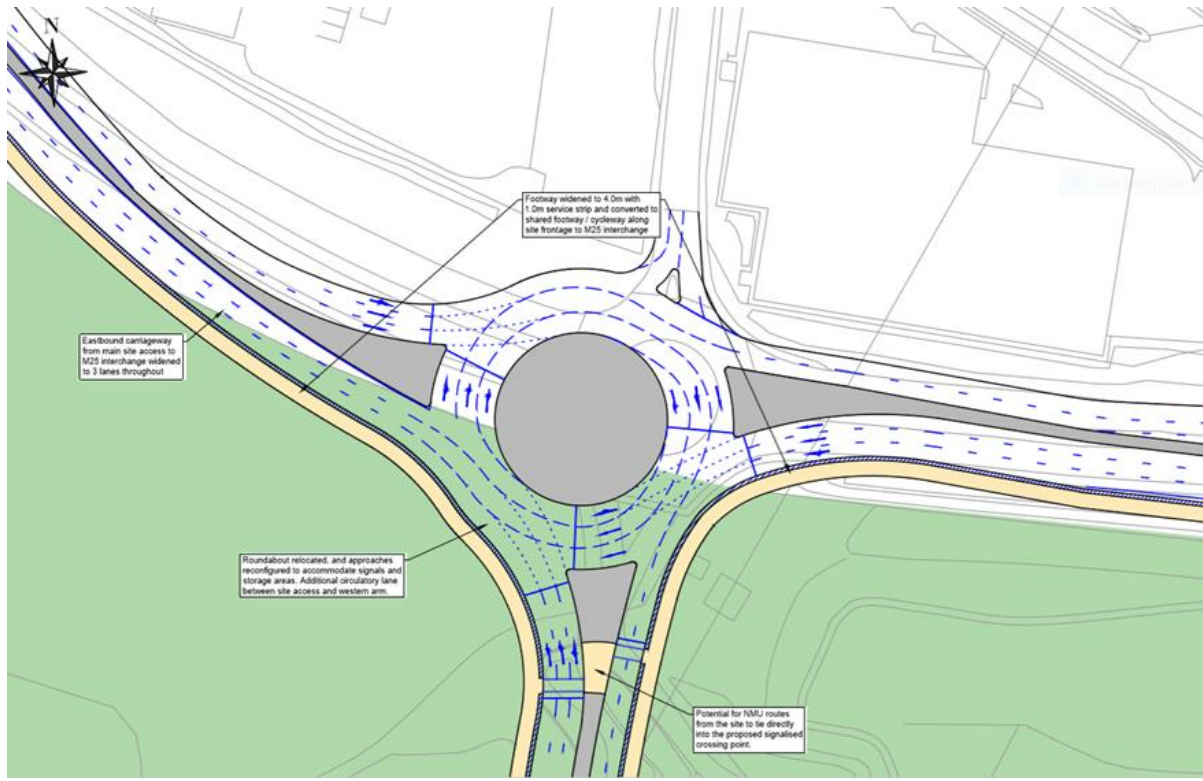
There are also now a number of commercial operators, such as Enterprise, working successfully in this segment of the travel market and there is growing evidence of the commercial strength and acceptance of the popularity of car clubs, particularly with lower car ownership or income households, who gain access to a car when they require one through more innovative 'pay at the point of use' services. There are also significant social inclusion benefits to be gained from the sorts of innovative transport strategies that could be deployed at Pedham Place, echoing into the wider community.



Highway Access Arrangements

The primary access point onto the A20 is considered to be of sufficient size to accommodate both the quantum of residual traffic generated by development and also that which would arise from traffic entering and leaving a Park and Share facility as they divert of the adjacent road network. The entry and exit arm from the Golf Course will require widening to a two lane configuration in each direction, together with some local realignment and improvement of the geometry of the site access road into the site to cater for the requirements of growth.

The same junction provides access to the adjacent plot of land being promoted for employment uses and this access would also accommodate heavy good vehicles.



Junction 3 of the M25 is approximately 250m to the west of the existing roundabout and therefore to optimise junction performance, it is proposed to signalise the existing roundabout and to link the two sets of traffic signals, therefore providing better control of how vehicles are released into and make their way through the intersections.

A draft scheme for the signalised roundabout site access junction was advanced and agreed in principle with KCC and this layout will be revisited and retested using up to date data. Similarly, National Highways were promoting a modest improvement scheme for Junction 3 of the M25 to which two additional changes were required in order to support residual traffic from development and which were agreed in principle.

This scheme design will be revisited and re tested using up to date data. For clarity this scheme for the improvement of the M25 junction could be delivered by national Highways through the normal mechanism, with contributions from development as required in order that there is certainty of it coming forward.

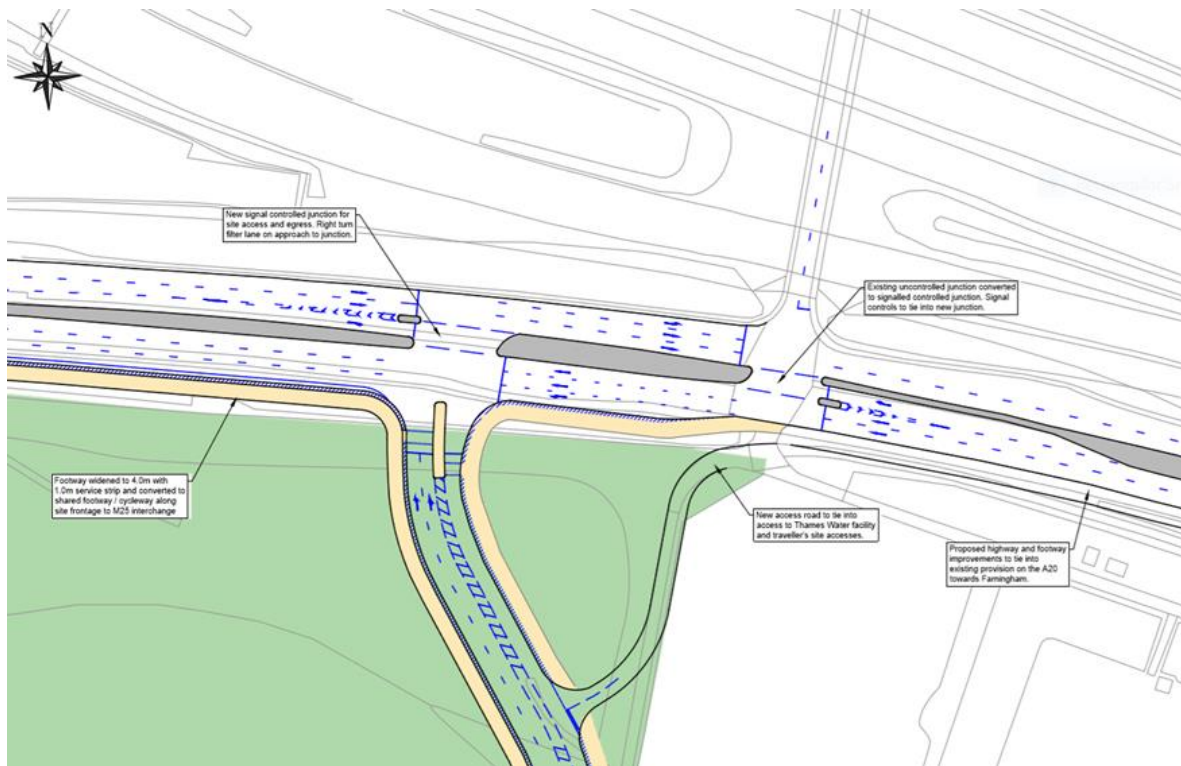
[illegible][illegible]

M25 Junction 3 Improvements (primary components)

The principal features of the proposed enhancement scheme are as follows;

- Two Lane exit provided towards M20 East on-slip (currently one lane shown)
- As a result of the above, the lane allocations around the circulatory carriageway have been changed to accommodate two lanes to M20 East
- This includes changing the A20 West circulatory carriageway to provide;
 - Nearside Lane – M25 N and M20 E
 - Middle Lane – M20 E and A20 E
 - Offside lane – A20 E and M25 S
- In addition the A20 West arm is currently flared on the offside but the majority of traffic uses the offside lane. The proposals is that the flare is switched to the nearside lane to allow the offside lane to be retained as a full lane and process more traffic through the green signal

A further access improvement to the A20 is proposed at the point of the existing junction at Button Street and again a draft signalised junction scheme has been agreed in principle with Kent County Council which will be revisited and updated. This scheme addresses a series of safety issues which have been noted in past assessments whilst at the same time providing a substantive improvement to operation at this location.



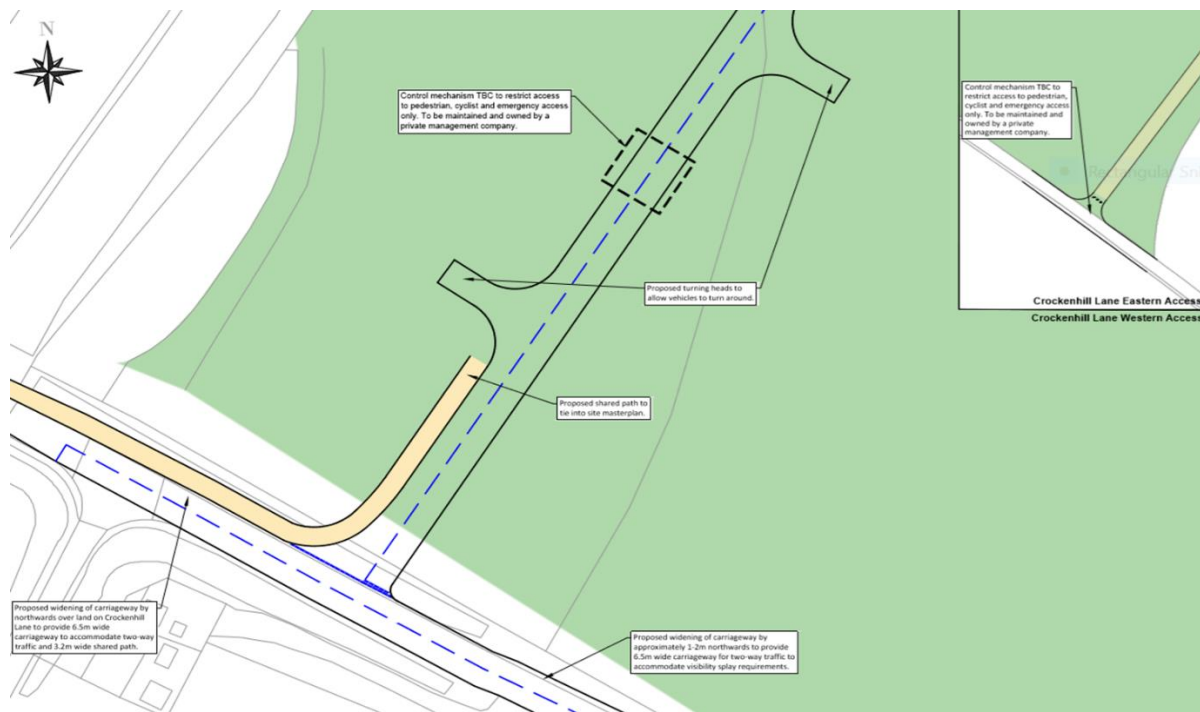
Local Traffic Management

Studies have demonstrated that traffic management on local routes in and around the site is likely to be required to protect existing and new users of slower or narrower local roads in the area and therefore our strategy in respect of measures to do so will be revisited and updated to reflect any changes on the network and best practice that have taken place in the intervening period. Again, a series of specific measures were agreed in principle with Kent County Council for aspects such as local

traffic calming, improvement to short sections of alignment, better signing, lining and in some cases lighting and we intend to build on this base to form this important element of the wider transport plan.

Emergency Access

Two new access points can be achieved to the south of the site onto Crockenhill Lane, located to the south western corner for vehicle access (Bus and Emergency Vehicles) and south eastern ends of the site for non vehicle, providing alternative routes for limited uses. Proposals for these opportunities are being revisited, recognising the importance of 'slow routes' which could be used for walking, cycling and equestrian uses.



Site Wide Travel Plan

To ensure that the aspirations for sustainable travel at Pedham Place are achieved over time and to assist residents and other users of the site to travel sustainably wherever practicable, a Site Wide Travel Plan will be developed and implemented.

The intention is that the Travel Plan will be developed with stakeholders through a 'Best Practice' approach and will be implemented in tandem with a Monitoring and Management Plan, through which travel characteristics of the scheme can be reviewed and influenced through the development of initiatives and where appropriate the introduction of new or strengthening of existing services and facilities.

Further elements could be funded through a Sustainable Travel Fund which a stakeholder Sustainable Travel Steering Group would control and details of both can be worked up as the scheme progresses in order to encapsulate important infrastructure and service proposals, build on opportunities and set in place the most appropriate methods of achieving the best outcome possible.

Stakeholder discussions

Our team have had detailed and productive discussions with primary stakeholders including Kent County Council, National Highways (at the time Highways England) and Southeastern Trains at the time

of the last submissions, arriving at agreements in principle of key infrastructure elements and sustainable transport improvements.

These discussions have been re initiated and will continue through 2024 to update our proposals, assessments and to explore new opportunities that have arisen.