Medway Local Plan 2041 - Transport Evidence Base – Mode Share Strategy (Stage 3)

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Medway Council
Medway Local Plan 2041

Local Plan Transport Evidence Base

Medway Local Plan 2041 - Transport Evidence Base – Mode Share Strategy (Stage 3)

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Jacobs UK

Contents

1. Introduction

As Kent Transport Model (KTM) custodian to Kent County Council (KCC), Jacobs have been commissioned to develop the required strategic modelling necessary to provide the evidence base for the Regulation 18 and Regulation 19 Local Plan consultations for Medway Council.

The Regulation 19 commission includes the preparation of technical information to support a transport evidence base by informing on impacts and mitigation of the plan's development traffic on the network by:

- understanding ways to reduce highway trip rates associated with plan growth/growth areas
- identifying practical sustainable transport mitigation options to mitigate growth in the plan.

This Technical Note provides a summary of work undertaken in Stage 3 of the transport strategy commission.

1.1 Background and Local Plan timeline

Initial Local Plan consultations took place in Autumn 2023 with the latest Regulation 18 consultation ending in September 2024. Medway Council are currently developing their pre-submission draft Local Plan.

The Council plans to publish the draft Local Plan in 2025, which will be followed by further public consultation on specific growth plans and policies, and a Planning Inspectorate independent assessment and examination.

After examination the Local Plan will be adopted and used to make decisions on planning applications in Medway; the Council wants to have the Local Plan in place by the end of 2026.

1.2 Report Purpose

The purpose of this Technical Note (like the previous Technical Note for Stages 1 and 2 – titled *Medway Local Plan 2041 - Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool to inform the traffic modelling scenarios (Stages 1 and 2)*) is to deliver technical information to support a transport evidence base.

The evidence base will detail/validate how the mode shares were:

- developed (e.g., a X% reduction in highway trips for developments XYZ) for the traffic modelling scenarios
- justified / based on sound evidence and research/data. This is a requirement for the TA evidence base and the modal shift requirement.

Medway Council will use the evidence base to defend their position during the Regulation 19 consultation and the examination.

The Scope of Work has been set out in three stages, with a short Technical Note provided at the end of each stage:

- Stage 1 - Existing and proposed future situation evidence gathering (*see Stage 1 & 2 Technical Note* titled *Medway Local Plan 2041 - Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool to inform the traffic modelling scenarios (Stages 1 and 2)*)
- Stage 2 - Research and options identification (*see Stage 1 & 2 Technical Note* titled *Medway Local Plan 2041 - Transport Evidence Base – Mode Shares and Trip Rate Assessment Tool to inform the traffic modelling scenarios (Stages 1 and 2)*).
- Stage 3 - High-level strategy (*this Stage 3 Technical Note*)

1.3 Key Findings from Stages 1 and 2

In Stage 1 and 2, the 100 proposed Local Plan development sites (residential and employment) were grouped into 28 geographical clusters representing 21,338 new dwellings and 9,024 new jobs. The twelve "largest

clusters" representing 91% of the total number of proposed dwellings and 99% of the total number of new jobs were assessed using a two-stage assessment:

- Stage 1 assessed each of the 28 clusters against the existing opportunities to reduce trip rate e.g. existing bus routes, bus station, rail stations and cycling infrastructure.
- Stage 2 assessed each of the 28 clusters against the planned/proposed projects' ability to reduce trip rates. For example, the introduction of a BRT (Bus Rapid Transit) network, and delivery of priority cycling routes as outlined in the Council's LCWIP.

Note: The job numbers are confidential and represented the latest spatial strategy at the time of undertaking Stage 1 /2 and Stage 3. These numbers are indicative forecasts and subject to change and/or further examination.

Based on the Stage 1 assessment (existing opportunities) there is very little potential for mode shift. 59% of total proposed dwellings and 90% of total proposed jobs remain car oriented, with car mode share rates at approximately 70% (currently 72% across Medway). See ***Table 1 Summary of Stage 1 assessment*** below.

The Stage 2 assessment illustrated that there is a high potential for mode shift under the proposed conditions scenario (e.g. BRT, LCWIP schemes). Approximately two-thirds of total proposed dwellings and 99% of total employment sites have potential for at least a 10% shift from private car to sustainable modes. See ***Table 2 Summary of Stage 2 assessment*** below.

The clusters were also assessed with the introduction of BRT (Stage 1 + BRT). The proposed BRT would serve the Kingsnorth and Hoo Peninsula sites, which cover a substantial portion of the proposed dwellings and employment sites (the Kingsnorth cluster alone covers 76% of the Local Plan employment allocation, while the Hoo Peninsula cluster covers 25% of the total Local Plan residential allocation). This means that this one service has the potential for a large impact to trip rates and modal shift. See ***Table 3 Clusters assessed with the introduction of BRT (Stage 1 +BRT)*** overleaf.

Note – The Stage 1 assessment was reviewing the clusters against BAU / existing conditions. The Stage 2 was an initial assessment when interventions were added to the existing multi-modal transport network e.g., draft BRT route and LCWIP routes. Stage 3 is a refined assessment of the interventions (in Stage 2), assessing the interventions based on when the development sites (clusters) will be built and delivered (in the Local Plan periods).

Table 1 Summary of Stage 1 assessment

Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car **to 50%** of all trips by car	Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **60%** of all trips by car	Development sites (clusters) **remaining at 70%** of all trips by car
Strood Centre Chatham-Rochester Centres	Gillingham Gads Hill Chatham Docks	High Halstow Sundridge Hill Medway City Estate Kingsnorth Hoo Peninsula Capstone Farm Country Park Strood North Halling
Equates to 2,249 new dwellings (covering 11% of total proposed dwellings; 0% of total jobs)	**Equates to 4,443 new dwellings and 843 new jobs** (covering 21% of total proposed dwellings; 9% of total jobs)	**Equates to 12,687 new dwellings and 8,081 new jobs** (covering 59% of total proposed dwellings; 90% of total jobs)

Table 2 Summary of Stage 2 assessment

Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **50%** of all trips by car	Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **60%** of all trips by car	Development sites (clusters) **remaining at 70%** of all trips by car
Strood Centre Gillingham Gads Hill Chatham Docks Chatham-Rochester Centres	Sundridge Hill Medway City Estate Kingsnorth Hoo Peninsula	High Halstow Capstone Farm Country Park Strood North Halling
Equates to 6,692 new dwellings and 843 new jobs (covering 31% of total proposed dwellings; 9% of total jobs)	**Equates to 6,780 new dwellings and 8,081 new jobs** (covering 32% of total proposed dwellings; 90% of total jobs)	**Equates to 5,907 new dwellings** (covering 28% of total proposed dwellings; 0% of total jobs)

Table 3 Clusters assessed with the introduction of BRT (Stage 1 +BRT)

Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **50%** of all trips by car based on existing conditions and BRT (BRT only)	Development sites (clusters) with potential to reduce the Trip Rate / Mode Share from **70%** of trips by car to **60%** of all trips by car based on existing conditions and BRT (BRT only)	Development sites (clusters) **remaining at 70%** of all trips by car based on existing conditions and BRT (BRT only)
Strood Centre* Chatham-Rochester Centres*	Gillingham Gads Hill Chatham Docks Kingsnorth* Hoo Peninsula*	High Halstow Sundridge Hill Medway City Estate Gillingham Gads Hill Chatham Docks Capstone Farm Country Park Strood North Halling
Equates to 2,249 new dwellings (covering 11% of total proposed dwellings; 0% of total jobs)	**Equates to 9,682 new dwellings and 7,744 new jobs** (covering 45% of total proposed dwellings; 86% of total jobs)	**Equates to 7,448 new dwellings and 1,180 new jobs** (covering 35% of total proposed dwellings; 13% of total jobs)

1.4 Stage 3 Scope of Work

The purpose of Stage 3 is to prepare the foundations of an over-arching strategy document that would demonstrate to the appointed Planning Inspector that the mode shares measures are deliverable and justified considering the reasonable alternatives and based on proportionate evidence.

The Stage 3 scope of works comprises:

- Developing a vision-led approach that delivers well-designed, sustainable, and popular places (as per NPPF 2024 para 109)
- Developing a tailored list of developer led/funded interventions for each of the clusters to ensure that a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location and d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach (as per NPPF 2024 para 115). Measures are likely to comprise:
    a. Infrastructure measures e.g., BRT

    b. Enforcement measures e.g. Controlled parking zones (CPZ's)
    c. Behaviour Change measures
    d. Technological and digital considerations for implementation e.g., work at home spaces in all new dwellings
- Identifying options to ensure that vision-led transport statements or transport assessments can be assessed and monitored (NPPF 2024 para 118).
- Identifying and drafting the key components for Planning Conditions and Financial Obligations for each of the three tiers of development sites (the 70%, 60% and 50% mode share types).

1.5 Spatial Strategy Refinement since Stages 1 and 2

Stage 1 and Stage 2 were based on 100 proposed development sites (residential and employment) which were grouped into 28 geographical clusters.

In Spring 2025 the client refined the spatial strategy for the emerging Local Plan. As a result, clusters 3, 26 and 28 (and their development sites) were removed prior to commencing Stage 3: Stage 3 is therefore based on 88 proposed development sites (residential and employment) grouped into 25 clusters.

1.6 Report Structure

The remainder of this report is structured to follows:

- Section 2 The UK's new vision-led approach to development
- Section 3 A vision-led approach to Medway's development sites
- Section 4 Reasonable future scenarios
- Section 5 Analysis of the nine reasonable future scenarios
- Section 6 The importance of internalisation
- Section 7 Tailored interventions for each cluster
- Section 8 Car parking
- Section 9 Assessing/monitoring vision-led Transport Assessments
- Section 10 Planning Conditions and Financial Obligations
- Section 11 Conclusion and next steps

2. The UK's new Vision-Led Approach to Development

2.1 New National Planning Policy Framework (NPPF)

On 12 December 2024 the Ministry of Housing, Communities and Local Government published the new National Planning Policy Framework (NPPF).

Prior to 12 December 2024 the Highway Authority assessed whether development sites/proposals would result in an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, and a safe and suitable access to the site would be provided for all users, as per paragraphs 114 and 115 of the NPPF (2023).

2.2 NPPF (2024) and New Plan-Making Requirements

The NPPF (2024) states that in the context of plan-making that Plans should (para 16):

- a) be prepared with the objective of contributing to the achievement of sustainable development
- b) be prepared positively, in a way that is aspirational but deliverable
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals

NPPF (2024) states (*changes in bold italic underlined text*):

- Transport issues should be considered from the earliest stages of plan-making and development proposals, ***using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places*** (para 109). This should involve:
    - c) understanding and addressing the potential impacts of development on transport networks.
    - d) realising opportunities from existing or proposed transport infrastructure
    - e) identifying and pursuing opportunities to promote walking, cycling and public transport use
    - f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects

2.3 NPPF (2024) and the Consideration of Development Proposals

The NPPF (2024) now states (*changes in bold italic underlined text*) that in considering and assessing sites that may be allocated for development in plans, or specific applications for development (para 115), it should be ensured that:

- a) sustainable transport modes ***are prioritised taking account of the vision for the site***, the type of development and its location.
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable ***degree through a vision-led approach***.

And that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road ***network, following mitigation***, would be ***severe, taking into account all reasonable future scenarios*** (para 116).

In addition, that all developments that will generate significant amounts of movement should be required to provide a Travel Plan (TP), and the application should be supported by a ***vision-led*** Transport Statement (TS) or Transport Assessment (TA) so that the likely impacts of the proposal can be assessed ***and monitored*** (para 118).

3. A Vision-Led Approach to Medway's Development Sites

The NPPF (2024) states (para 109) that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places.

The Local Plan's vision (vision for Medway in 2041 – taken from the Regulation 18 version of the Local Plan paragraph 2 page 6) is to strengthen Medway's position in the economy and culture of the region, connected to its surrounding coast and countryside; with a thriving economy, where residents enjoy a good quality of life. There is a clear strategy for addressing climate change and strengthening natural assets.

The Council's vision for Medway is the highest quality infrastructure, with a range of affordable, quality homes in the right places, and excellent health and wellbeing services, to provide for the growth needs for Medway and our communities.

Through the new Local Plan, Medway wants to achieve (as per the Local Plan objectives) preparing for a sustainable and green future; supporting people to lead healthy lives and strengthening our communities; securing jobs and developing skills for a competitive economy; and boosting pride in Medway through quality development.

The Strategic Objectives of the Local Plan (as set out in the Medway Local Plan Regulation 18 Consultation September 2023) includes preparing for a sustainable and green future (para 4.2):

- supporting major shifts in modes of transport used to reduce carbon impacts.
- strengthen and develop transport networks providing safe and effective choices for sustainable travel, including improved opportunities for walking and cycling and enhanced public transport services, and management of the highways network, with associated improvements in air quality.

Based on above mentioned and previous section this Stage 3 strategy work will focus on Council's vision (above) and the new NPPF (2024) requirements (***Section 2***). Notably:

- contributing to the achievement of sustainable development
- aspirational but deliverable
- realising opportunities from existing or proposed transport infrastructure
- identifying and pursuing opportunities to promote walking, cycling and public transport use
- providing safe and effective choices for sustainable travel
- sustainable transport modes are prioritised
- provision of Travel Plans (TPs)
- supporting major shifts in modes of transport used

4. Reasonable Future Scenarios

A vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places (NPPF para 109) with sustainable transport modes prioritised for the sites (NPPF para 115) is required for the Medway Local Plan.

4.1 Scenarios

Nine reasonable future scenarios (NPPF para 116) have been identified for Stage 3 (this stage). They are:

1. **Scenario 1 – 'Business As Usual' approach**. This 'Business As Usual' or 'Do Nothing' approach, is the existing public and sustainable transport infrastructure/facilities already provided in Medway.
    - NB: This is the existing infrastructure as per Stages 1 of this project.
2. **Scenario 2 – Bus Rapid Transit (BRT) vision-led approach**. This is a transformational approach planning and supporting new sustainable developments with new BRT. This scenario considers:
    - Scenario 2a - BRT operational in the next 5-6 years (by 2031)
    - Scenario 2b - BRT operational in the next 10-11 years (by 2036)
    - NB: In Stage 2 of this project a simple Yes / No assessment was made considering if the BRT route passed through or close to the development sites / cluster. In this stage, Stage 3, the BRT intervention assessment has been refined to assess BRT against the number of dwellings and jobs that could be supported by BRT in Periods 2 and 3 of the Local Plan.
3. **Scenario 3 – Sustainable travel options approach**. This scenario is based on a combination of existing and future proposed sustainable and active transport options e.g. delivering the LCWIPS (Local Walking and Cycling Improvement Plans) as well as internalisation but does not include BRT. This is a 'Lighter touch' approach to planning and supporting new sustainable developments.
    - Scenario 3a - LCWIP routes delivered in the next 5-6 years (by 2031)
    - Scenario 3b - LCWIP routes delivered in the next 10-11 years (by 2036)
    - NB: In Stage 2 of this project a simple Yes / No assessment was made considering if the LCWIP routes passed through or close to the development sites / cluster. In this stage, Stage 3, the LCWIP routes assessment has been refined to assess LCWIP routes against the number of dwellings and jobs that could be supported by the LCWIP routes in Periods 2 and 3 of the Local Plan.
4. **Scenario 4 – Internalisation**. This scenario is based on a combination of existing infrastructure and the internalisation achieved from new developments being either 1) located in sustainable locations close to key trip attractors and destinations e.g. train stations and/or 2) co-located with or in proximity to one another new development e.g. residential developments close/next to new employment sites.
    - Scenario 4a – Internalisation realised by 2031
    - Scenario 4b - Internalisation realised by 2036
    - NB: In Stage 2 of this project a simple Yes / No assessment was made considering if the cluster of development sites is close to other clusters. In this stage, Stage 3, internalisation has been refined to assess the number of dwellings and jobs that could be supported by internalisation in Periods 2 and 3 of the Local Plan.

5. **Scenario 5 – Ultimate (combined BRT and Internalisation) option**. Scenario 5 is an ultimate combined BRT and Internalisation option. This option is to test if a combination of BRT and internalisation together is the ultimate or preferred option for delivering well-designed, sustainable, and popular places with sustainable transport modes prioritised for the sites. This scenario combines previous scenarios (Stage 3 Scenario 2 and Scenario 4 above) in both the short-term (delivered by 2031/prior to Local Plan Period 2) and a longer-term option (delivered by 2036/prior to Local Plan Period 3):

    - Scenario 5a – Short-term (2031) ultimate option combining 2a (BRT) and 4a (Internalisation).

    - Scenario 5b – Longer-term (2036) ultimate option combining Scenario 2b and 4b

Note – The Stage 1 assessment was reviewing the clusters against BAU / existing conditions. The Stage 2 was an initial assessment when interventions were added to the existing multi-modal transport network e.g., draft BRT route and LCWIP routes. Stage 3 is a refined assessment of the interventions (in Stage 2), assessing the interventions based on when the development sites (in each of the 25 clusters) will be built and delivered in each of the three Local Plan periods)

4.2 Results of Each Scenario

The results for each of the nine scenarios are provided in Appendices A – E.

- Scenario 1 Business As Usual, see ***Appendix A***
- Scenario 2a BRT by 2031 and Scenario 2b BRT by 2036, see ***Appendix B***
- Scenario 3a LCWIP routes by 2031 and Scenario 3b LCWIP routes by 2036, see ***Appendix C***
- Scenario 4a Internalisation by 2031 and Scenario 4b Internalisation by 2036, see ***Appendix D***
- Scenario 5a Ultimate (BRT & Internalisation) by 2031 and Scenario 5b BRT & Internalisation by 2036, see ***Appendix E***

5. Analysis of the Nine Reasonable Future Scenarios

The nine reasonable future scenarios have been analysed and compared against one another.

5.1 Analysis of the scenarios

The emerging Local Plan is proposed to deliver 18,891 residential dwellings, 258 hectares of employment land and 9,024 jobs (based on proposed land-use classes).

Each scenario (the interventions in that scenario) has been analysed as a percentage of the Local Plan, see ***Appendix F.***

Table 4 Analysis of the scenarios as a percentage of the total Local Plan

Scenario		% of the Local Plan			Explanation
		Dwellings	Hectares	Jobs	
Scenario 1	Business As Usual	**35%**	**22%**	**9%**	**Base Case (BC)**
Scenario 2a	BRT by 2031	56%	45%	86%	BC + Scenario 2a
Scenario 2b	BRT by 2036	44%	45%	86%	BC + Scenario 2b
Scenario 3a	LCWIP routes by 2031	63%	22%	9%	BC + Scenario 3a
Scenario 3b	LCWIP routes by 2036	45%	22%	9%	BC + Scenario 3b
Scenario 4a	Internalisation by 2031	60%	50%	99%	BC + Scenario 4a
Scenario 4b	Internalisation by 2036	48%	45%	86%	BC + Scenario 4b
Scenario 5a	BRT & Internalisation by 2031	60%	50%	99%	BC + Scenario 5a
Scenario 5b	BRT & Internalisation by 2036	48%	45%	86%	BC + Scenario 5b

Scenario 1 (the Base Case - the existing public and sustainable transport already provided in Medway) supports 35% of dwellings, 22% of the employment land and 9% of jobs.

Scenarios 3a, 4a and 5a support the greatest number of dwellings.

- Scenario 3a - LCWIP routes delivered in the next 5-6 years (by 2031)
- Scenario 4a – Internalisation realised by 2031
- Scenario 5a – Short-term ultimate option combining 2a (BRT) and 4a (Internalisation).

Scenarios 4a and 5a provide the greatest support to the employment land.

- Scenario 4a – Internalisation realised by 2031
- Scenario 5a – Short-term ultimate option combining 2a (BRT) and 4a (Internalisation).

Scenarios 4a and 5a provide the greatest support to the employment land, followed by BRT and internalisation realised by 2036.

Scenario 4a (Internalisation realised by 2031) provides the same benefits as Scenario 5a (Short-term ultimate option combining 2a (BRT) and 4a (Internalisation)).

Table 5 Analysis of the scenarios as actual numbers supported by each scenario

Scenario		Number supported by the Scenario			Explanation
		Dwellings	Hectares	Jobs	
Scenario 1	Business As Usual	**6,658**	**57.7**	**844**	**Base Case (BC)**
Scenario 2a	BRT by 2031	10,524	115.1	7,746	BC + Scenario 2a
Scenario 2b	BRT by 2036	8,335	115.1	7,746	BC + Scenario 2b
Scenario 3a	LCWIP routes by 2031	11,844	57.7	844	BC + Scenario 3a
Scenario 3b	LCWIP routes by 2036	8,590	57.7	844	BC + Scenario 3b
Scenario 4a	Internalisation by 2031	11,251	129	8,926	BC + Scenario 4a
Scenario 4b	Internalisation by 2036	9,025	115.1	7,746	BC + Scenario 4b
Scenario 5a	BRT & Internalisation by 2031	11,251	129	8,926	BC + Scenario 5a
Scenario 5b	BRT & Internalisation by 2036	9,025	115.1	7,746	BC + Scenario 5b

Scenario 1 (the Base Case - the existing public and sustainable transport already provided in Medway) supports 6,658 dwellings, 57.7 hectares of employment land and 844 jobs.

Scenarios 3a, 4a and 5a support the greatest number of dwellings, followed by BRT and internalisation realised by 2036.

Scenarios 4a and 5a provide the greatest support to the employment land and jobs, followed by BRT and internalisation realised by 2036.

Scenario 4a (Internalisation realised by 2031) provides the same benefits as Scenario 5a (Short-term ultimate option combining 2a (BRT) and 4a (Internalisation)).

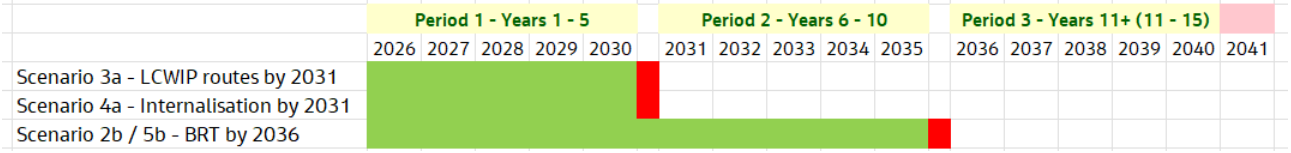
5.2 Preferred Interventions

The preferred option for a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places (NPPF para 109) with sustainable transport modes prioritised for the sites (NPPF para 115) in the Medway Local Plan is listed below

- The LCWIP routes delivered by 2031 (Scenario 3a)
- Internalisation realised by 2031 (Scenario 4a)
- BRT delivered by 2036 (Scenario 2b/Scenario 5b)

dThe timeline to deliver the preferred option is shown below in ***Figure 1 Preferred option timeline***.

Figure 1 Preferred option timeline



6. The Importance of Internalisation

Internalisation is critical in the selection, planning and design of new settlements and urban extensions.

6.1 Factors for Consideration

Distance, the influence of distance, observed behaviour of others, scale, density, affluence, economic sustainability (local shops and services supported by residents and employees), social sustainability (level of services and access to facilities e.g. school, medical centre, gym, cafes), environmental sustainability (e.g. safe and attractive walking routes) and future uncertainties including technology, ageing populations and health challenges all influence and create barriers to walking, cycling, wheeling and the use of public transport for shorter and local trips.

Creating internalised new settlements and urban extensions suitable for people of all ages, demographics and physical abilities is dependent upon creating an equilibrium between a local population and locally provided amenities. The key factors are:

1. A strong 'centre' providing a range of destinations and/ or services (e.g. grocery shop, café) within a walkable distance is critical. For most people, walk is the main mode choice for journeys under 600–700m.

2. A 'critical mass' of homes and jobs is essential for a settlement to sustain internalisation and maintain a strong walkable centre. 1,500 homes and jobs support a good-sized local centre and sustain average walk mode shares.

3. Public transport and cycling remain key to achieving sustainable mode shares in most new settlements and urban extensions. Bus public or demand-responsive transport, cycling and micromobility networks are essential for developments that can't support new rail stations/services. However, it is essential that they connect to and with adjacent settlements.

6.2 Cranbrook New Town in East Devon

Cranbrook is a new town in East Devon with 2,500 new homes (and up to 8,000 new homes) plus 22 hectares of land for new employment.

The original purpose of Cranbrook was to create a trailblazing self-sustaining vibrant eco-town town, but many residents say it's just another sprawling, soulless housing estate. The town still lacks basic infrastructure, including a proper town centre, a library and a children's centre. Residents want a long-promised larger supermarket, skatepark, auditorium, civic building and new shops.

Plans for the new town commenced in 1995. The Government backed proposals in 1998, with the preferred site for a 3,000-dwelling development in the Local Plan in 2001. In 2003 a consortium of developers submitted an outline planning application. In 2005 revised plans were submitted including a central 'town centre', a public transport corridor and the creation of a bus and train interchange at the railway station. Outline planning was approved in 2006 with detailed designs approved in 2011.

The first residents occupying the first dwelling in summer 2012.

- Bus services started 10 months later
- GP surgery and pharmacy opened after 1,000 homes were occupied (33 months after 1st occupation)
- The Cranbrook Education Campus opened 38 months after 1st occupation
- Cranbrook train station opened 3 years and 5 months after 1st occupation

With a planned population of 18,000 Cranbrook is described a market town without a market, and a population to shop ratio of 1:5,000.

7. Tailored Interventions for each Cluster

Interventions are required for each cluster to ensure (as per NPPF 2024 para 115 (a) and (d)) that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach

7.1 Interventions to Deliver the Preferred Option

The preferred option to prioritise sustainable transport modes for the sites in the Medway Local Plan are:

- The LCWIP routes delivered by 2031 (Scenario 3a)
- Internalisation realised by 2031 (Scenario 4a)
- BRT delivered by 2036 (Scenario 2b/Scenario 5b)

The interventions (strategy) required for each cluster and the timeframes (programme) are provided in **identifies which** clusters support each of the key interventions (LCWIP routes delivered by 2031 (Scenario 3a), internalisation realised by 2031 (Scenario 4a) and BRT delivered by 2036 (Scenario 2b/Scenario 5b)) and the timeframes (periods of the Local Plan) for delivery.

A detailed strategy and programme are provided in **Appendix G.**

7.2 Interventions to Delivery Across all Clusters

Across all clusters enforcement measures e.g. Controlled Parking Zones (CPZ's) as well as Behaviour Change measures such as Residents Welcome Packs, Personalised Journey Planning (PJP), employer Travel Plans, car share schemes, secure cycle parking and community transport schemes can be introduced through planning conditions and financial obligations.

Whilst there is now a shift back to office-based employment, Developers should be encouraged to support remote and hybrid working and considering technological and digital opportunities to reduce private car trips. Home office spaces and co-working places could also be secured through planning conditions.

Figure 2 which identifies which clusters support each of the key interventions (LCWIP routes delivered by 2031 (Scenario 3a), internalisation realised by 2031 (Scenario 4a) and BRT delivered by 2036 (Scenario 2b/Scenario 5b)) and the timeframes (periods of the Local Plan) for delivery.

A detailed strategy and programme are provided in **Appendix G.**

7.3 Interventions to Delivery Across all Clusters

Across all clusters enforcement measures e.g. Controlled Parking Zones (CPZ's) as well as Behaviour Change measures such as Residents Welcome Packs, Personalised Journey Planning (PJP), employer Travel Plans, car share schemes, secure cycle parking and community transport schemes can be introduced through planning conditions and financial obligations.

Whilst there is now a shift back to office-based employment, Developers should be encouraged to support remote and hybrid working and considering technological and digital opportunities to reduce private car trips. Home office spaces and co-working places could also be secured through planning conditions.

Figure 2 Strategy and Programme to Deliver the Preferred Option

					Period 1 - Years 1 - 5					Period 2 - Years 6 - 10					Period 3 - Years 11+ (11 - 15)					
					2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041
					5,272 dwellings (28%)					8,232 dwellings (43.5%)					5,387 dwellings (28.5%)					
					71 ha employ land (50%) & 1256 jobs (13%)					15 ha employ land (10%) & 1280 jobs (14%)					57 ha employ land (40%) & 6902 jobs (73%)					
Cluster	Group name	Stage 1	Stage 2	Scenario 1 - BAU	Plan, design and implment Scenario's 3a and 4a					Design, fund and deliver Scenario 2b										
1	Strood Centre	Tier 1: 50% car	Tier 1: 50% car	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Design, fund and deliver BRT by 2036										
2	Isle of Grain	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	Internalisation by 2031															
3	Removed prior to Stage 3																			
4	Lower Rainham	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
5	High Halstow	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
6	Cliffe Woods	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car																
7	Rainham Suburban	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
8	Rochester Industrial	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
9	Cuxton	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car	Internalisation by 2031															
10	Sundridge Hill	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	Internalisation by 2031															
11	Strood Suburban	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
12	Frindsbury	Tier 2: 60% car	Tier 1: 50% car	Tier 2: 60% car																
13	Medway City Estate	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	LCWIP routes amd Internalisation by 2031															
14	Gillingham Centre	Tier 1: 50% car	Tier 1: 50% car	Tier 1: 50% car																
15	Gillingham Gads Hill	Tier 2: 60% car	Tier 1: 50% car	Tier 2: 60% car	LCWIP routes amd Internalisation by 2031															
16	Chatham Docks	Tier 2: 60% car	Tier 1: 50% car	Tier 2: 60% car	LCWIP routes amd Internalisation by 2031															
16		Tier 2: 60% car	Tier 1: 50% car	Tier 2: 60% car	Internalisation by 2031															
17	Brompton Dock Road	Tier 1: 50% car	Tier 1: 50% car	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031															
18	Chatham-Rochester Centre	Tier 1: 50% car	Tier 1: 50% car	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031															
19	Chatham Suburban	Tier 2: 60% car	Tier 1: 50% car	Tier 2: 60% car																
20	Lower Stoke	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
21	Kingsnorth	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	Internalisation by 2031					Design, fund and deliver BRT by 2036										
22	Hoo Peninsula	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	LCWIP routes amd Internalisation by 2031					Design, fund and deliver BRT by 2036										
23	Capstone	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
24	Hempstead M2 / A278	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car																
25	Strood North	Tier 3: 70% car	Tier 3: 70% car	Tier 3: 70% car	LCWIP routes by 2031															
26	Removed prior to Stage 3																			
27	Hempstead Rural	Tier 3: 70% car	Tier 2: 60% car	Tier 3: 70% car	Internalisation by 2031															
28	Removed prior to Stage 3																			

8. Car Parking

8.1 Current Minimum Requirements

The Local Plan sets out Medway Council's parking standards and the residential parking standards (adopted in 2001 and updated in 2004).

The minimum number of car parking spaces per residential dwellings are:

- 1 bedroom – 1 space
- 2 bedrooms – 1.5 spaces
- 3+ bedrooms – 2 spaces
- Visitor parking – 0.25 spaces

8.2 Chatham Waterfront Development

Reductions of the parking standards will be considered by Medway Council if the development is within an urban area that has good links to sustainable transport and where day-to-day facilities are within easy walking distance.

The new Chatham Waterfront development on Medway Street in Chatham is currently advertising (May 2025) car-free studio, 1-bed and 2-bed rental and shared ownership apartments. The site is adjacent to Chatham Waterfront bus station and 650metres from Chatham train station.

8.3 NPPF 2024 Directives

NPPF (2024) para 112 states 'If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development.
- b) the type, mix and use of development.
- c) the availability of and opportunities for public transport.
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.'

NPPF (2024) para 113 states 'Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

8.4 Opportunities for Change

Higher density apartment (flats) developments along key transport corridors provide an opportunity and options for car-free living serviced by commercially operated and financially viable car-clubs and mobility hubs.

The clusters most suited to this are:

- Cluster 1- Strood Centre
- Cluster 13 - Medway City Estate
- Cluster 15 - Gillingham Gads Hill
- Cluster 18 - Chatham-Rochester Centres

A more detailed overview is provided in **Appendix H.**

9. Assessing/Monitoring Vision-Led Transport Assessments

9.1 NPPF Requirements

The new NPPF (2024) now (***bold text***) states that: -

- Transport issues should be considered from the earliest stages of plan-making and development proposals, ***using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places*** (para 109)

and that in considering and assessing sites that may be allocated for development in plans, or specific applications for development (para 115), it should be ensured that:

- a) sustainable transport modes ***are prioritised taking account of the vision for the site***, the type of development and its location.
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable ***degree through a vision-led approach***.

And that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road ***network, following mitigation***, would be ***severe, taking into account all reasonable future scenarios*** (para 116).

In addition, that all developments that will generate significant amounts of movement should be required to provide a Travel Plan (TP), and the application should be supported by a ***vision-led*** Transport Statement (TS) or Transport Assessment (TA) so that the likely impacts of the proposal can be assessed ***and monitored*** (para 118).

A Transport Assessment (TA) (as defined by the NPPF 2024) is 'A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed deal with the anticipated transport impacts of the development'.

9.2 Opportunities for Change

The above-mentioned move to a vision-led approach will likely require Medway Council to develop new processes to deliver 'Vision and Validate' using a 'Monitor and Manage' approach for TAs and TPs for all new developments, and in particular for larger developments such as, but not limited to:

- Cluster 1- Strood Centre
- Cluster 13 - Medway City Estate
- Cluster 15 - Gillingham Gads Hill
- Cluster 16 - Chatham Docks
- Cluster 18 - Chatham-Rochester Centres
- Cluster 21 – Kingsnorth
- Cluster 22 - Hoo Peninsula

9.3 Recommended Approach for the Pre-Application Stage

Pre-application advice on highway and transport matters related to a proposed new development is considered essential to agree on the scope and methodology for the TA/TS in advance of submitting a TA/TS as part of a planning application. This can help provide an early indication of whether the proposal is likely to be acceptable or not.

It is recommended that Applicant discuss the vision-led Transport Statement (TS) or Transport Assessment (TA) (as per NPPF para 118) prior to submitting their planning application, so that the likely impacts of the proposal can be identified along with the process for assessment and monitoring.

9.4 Recommended Approach for the Application Stage

1. Vision Statement

This approach (as defined by NPPF 2024) to transport planning is based on setting outcomes for a development for achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide').

Medway Council will need to be able to clearly understand the vision for the development e.g. a car-free development or a 15-minute neighbourhood development. This section of the TA should include:

- Vision statement
- Transport solutions linked to the vision statement.
- How the vision statement and transport solutions will deliver well-designed, sustainable, and popular places (the benefits realisation).
- Define/describe 'significant impacts' from a development on the transport network e.g. junction capacity
- Define the 'significant impacts' from a development on all modes e.g.., increased demand and bus/rail capacity, not just road.
- How the vision will be validated including Medway Council's assessment of the validation and a Staged Implementation Plan (SIP) for implementing the vision.

2. Baseline Conditions

In line with NPPF (2024) 'in considering and assessing sites that may be allocated for development in plans, or specific applications for development' para 115 (parts a) and d)) Medway Council will need to assess sites based on their Vision. This section of the TA should include:

- Transport modes prioritisation e.g. hierarchy of modes triangle or a SIP (Staged Implementation Prioritisation)
- Defining/describing 'significant impacts' from a development on the transport network e.g. junction capacity
- Defining 'significant impacts' from a development on all modes e.g.., increased demand and bus/rail capacity, not just road
- Providing a Mitigation Plan with interventions, costs and delivery timeline, e.g. a delivery plan similar to an Infrastructure Delivery Plan (IDP) for a Local Plan

3. Future Year Scenarios

Reasonable future scenarios (for assessing potential highways impacts) (as defined by NPPF 2024) are a range of realistic transport scenarios tested in agreement with the local planning authority and other relevant bodies (including statutory consultees where appropriate), to assess potential impacts and determine the optimum transport infrastructure required to mitigate any adverse impacts, promote sustainable modes of travel and realise the vision for the site. Commonly referred to as traffic-modelling scenarios.

Medway Council will need to receive more than one future scenario to be able to assess multiple future scenarios. The traffic modelling scenarios should at the minimum include:

- A description of acceptable and unacceptable future options
- Worst Case Scenario - Baseline (e.g. % of trips by car). The background traffic growth + development traffic (growth)
- Realistic Scenario - Conservative reduction in car trips / Trip Rates e.g. a well-designed development + Travel Plan interventions + existing local area infrastructure

- Optimistic Scenario – The significant reduction in car trips / Trip Rates e.g. well-designed development + Travel Plan interventions + new infrastructure e.g. Bus Rapid Transit (BRT).
- The preferred future (vision) and Trip Rates + Mode Share splits
- The means (interventions) to realise that future (vision) and accommodate uncertainty are provided as a Decide & Provide vision-led paradigm

4. Vision-led Monitoring

This section of the TA should clearly set out the monitoring proposals and/or monitoring strategies linked to the Vision and Scenario's. It should clearly summarise the proposed package of monitoring measures, in line with NPPF (2024) para 118. Medway Council needs to be able to understand how the vision and vision-led approach will be monitored over time. This section should include:

- A clear description of the 'Vision' for the development
- The TA needs to clearly define the impacts with a 'Vision led' approach to mitigate impacts
- The TA needs to clearly describe how each of the above impacts will be monitored e.g. how peak hours queues will be monitored, and the frequency of monitoring
- The TA needs to clearly describe the 'Vision' for the development
- The TA needs to describe how the trip generation and distribution (described in the TA) in reality will move away from / or move towards the Vision of the development. will be monitored.

10. Planning Conditions and Financial Obligations

NPPF (2024) para 35 (Development contributions) states that 'Plans (Plan-making) should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan'.

10.1 Planning Conditions

It is recommended that the 88 proposed development sites (residential and employment) grouped into 25 clusters. have the following planning conditions:

1. Travel Plan Condition

The development hereby permitted shall not be brought into use until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority). The Travel Plan shall be prepared in line with prevailing policy and best practice and shall include as a minimum:

- vehicle trip reduction and modal shift targets
- details regarding the management of the framework, with a named person and contact details provided
- measures to be implemented in enabling the proposals to achieve the vehicle trip reduction and modal shift targets
- a timetable / phasing plan for the implementation of the Travel Plan measures
- the mechanisms and timetable for reporting, monitoring and review of vehicle trip reduction measures and modal shift targets to the Local Planning Authority
- the identification and timetable for the implementation of remedial measures / further actions to be applied in the event that targets are not met (identified by monitoring)
- mechanism to secure variations to the Travel Plan following monitoring and reviews.

The development shall only be first occupied in accordance with the approved Travel Plan, which shall remain in perpetuity, unless otherwise amended in accordance with a review to be agreed in writing by the Local Planning Authority in conjunction with the Highway Authority.

Reason: To ensure occupiers of the development site are offered a genuine choice of sustainable travel modes and to promote sustainable access to the development site.

2. Travel Welcome Pack Condition

The Development hereby approved shall not be occupied until the applicant has submitted to and had approval in writing from the Local Planning Authority a travel welcome pack promoting sustainable forms of access to the development, prepared in accordance with Medway Council's Guidelines for Travel Welcome Packs. The pack shall be made available for each dwelling hereby approved prior to first occupation.

Reason: To ensure residents of the development site are offered a genuine choice of sustainable travel modes and to promote sustainable access to and from the site.

3. Cycle Parking Condition

No dwelling hereby permitted shall be occupied until sheltered and secure cycle parking has been provided in accordance with the standards and dimensions required by Medway Council's Design Guide.

Reason: To comply with the Council's parking standards.

10.2 Financial Obligations

It is recommended that the 88 proposed development sites (residential and employment) grouped into 25 clusters. have financial contributions towards the following:

1. Community Transport

There is a need for a Community Transport service to meet the transport needs of the elderly and disabled. Medway Council has specific duties, under the 1985 Transport Act, to take account of the transport needs of elderly and disabled residents and further duties to residents' protected characteristics that include the elderly and disabled, under the Equalities Act 2010. There will be residents with mobility impairments who are unable to access conventional public transport, it is this group that will require access to a door-to-door transport service such as that provided by Community Transport.

The Trigger for this contribution should be prior to first occupation.

2. Active Travel Infrastructure

There is a need for a deliver walking and cycling infrastructure (LCWIP routes) and enhancements proximate to the development sites to improve safe connectivity and accessibility to services and facilities by active travel modes to support and deliver the plan.

The Trigger for this contribution should be prior to first occupation.

3. Bus Rapid Transport Infrastructure

Bus Rapid Transit (BRT) delivered by 2036 provides an opportunity to support a reduced private car trip rate for development sites in and around Strood. Kingsnorth and the Hoo Peninsula. There is an opportunity to collect a sum per dwelling to fund the BRT.

The Trigger for this contribution should be prior to first occupation.

11. Conclusion and Next Steps

Local Walking and Cycling Improvement Plan (LCWIP) routes delivered by 2031 provides an opportunity to support a reduced private car trip rate for development sites in and around Strood, Chatham and Rochester Centres and Strood North, the Medway City Estate, Gillingham Gads Hill, Chatham Docks, Brompton Dock Road and on the Hoo Peninsula.

Internalisation (e.g. sustainable planning and co-location of dwellings and employment) delivered by 2031 provides an opportunity to support a reduced private car trip rate for development sites in and around Strood, Chatham and Rochester centres, Medway City Estate, Gillingham Gads Hill, Chatham Docks, Brompton Dock Road, Cuxton, Sundridge Hill, Hempstead, the Isle of Grain, Kingsnorth and the Hoo Peninsula.

Bus Rapid Transit (BRT) delivered by 2036 provides an opportunity to support a reduced private car trip rate for development sites in and around Strood. Kingsnorth and the Hoo Peninsula.

The work in this report (together with the Stage 1 and 2 report) supports the Soundness test. NPPF 2024 para 35. Local plans and spatial development strategies are examined to assess whether they have been prepared in accordance with legal and procedural requirements, and whether they are sound. Plans are 'sound' if they are:

- a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.
- b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence.
- c) Effective – deliverable over the plan period and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground.
- d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.

11.1 Next Steps

The next logical step for Medway Council is to refine the strategy and delivery programme. The key tasks are likely to include:

- Identifying funding for the design and deliver the LCWIP routes by 2031.
- Identifying opportunities to realise internalisation by 2031.
- Identifying funding for the design and deliver a BRT system prioritising Strood. Kingsnorth and the Hoo Peninsula by 2031.

11.2 Key Considerations for BRT

Key considerations regarding delivering BRT include:

- BRT route options.
- Density of dwellings and jobs required to support financially viable BRT.
- Financial and commercial strategies to realise BRT.
- Affordability.
- Timeframes from planning and concept design through to BRT being operational (5-9 years)
- Viability of dwellings if developers are required to fund BRT services and operations.
- Delivering dwellings in Period 1 of the Local Plan without BRT but demonstrating that Council is making steps forward to deliver BRT in Period 2 or Period 3 of the Local Plan.
- Roadmap to prepare a Business Case including hurdles and challenges e.g. economy, market forces.

Appendix A. Scenario 1 – 'Business As Usual' approach

						Period 1 - Years 1 - 5					Period 2 - Years 6 - 10					Period 3 - Years 11+ (11 - 15)				
						2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
						5,272 dwellings (28%)					8,232 dwellings (43.5%)					5,387 dwellings (28.5%)				
						71 ha employ land (50%) and 1256 jobs (13%)					15 ha employ land (10%) and 1280 jobs (14%)					57 ha employ land (40%) and 6902 jobs (73%)				
				Benefits																
Cluster	Group name	Scenario 1 - BAU	Dwellings	Land Ha	Jobs	BAU					BAU					BAU				
1	Strood Centre	Tier 1: 50% car	1244			287					827					130				
2	Isle of Grain	Tier 3: 70% car				43														
4	Lower Rainham	Tier 3: 70% car				32					435					365				
5	High Halstow	Tier 3: 70% car				431					423					10				
6	Cliffe Woods	Tier 3: 70% car				223														
7	Rainham Suburban	Tier 3: 70% car				192														
8	Rochester Industrial	Tier 3: 70% car									1.6	100								
9	Cuxton	Tier 3: 70% car				36					13									
10	Sundridge Hill	Tier 3: 70% car									13.9	1180								
11	Strood Suburban	Tier 3: 70% car				8														
12	Frindsbury	Tier 2: 60% car	6			6														
13	Medway City Estate	Tier 3: 70% car														690				
14	Gillingham Centre	Tier 1: 50% car	5			5														
15	Gillingham Gads Hill	Tier 2: 60% car	1693			678					611					404				
16	Chatham Docks	Tier 2: 60% car	2200			375					1125					700				
16		Tier 2: 60% car		57.7	844	57.7	844													
17	Brompton Dock Road	Tier 1: 50% car	150								150									
18	Chatham-Rochester Centre	Tier 1: 50% car	1307			609					698									
19	Chatham Suburban	Tier 2: 60% car	53			53														
20	Lower Stoke	Tier 3: 70% car				10														
21	Kingsnorth	Tier 3: 70% car				13.9	412									57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car				1374					2189					1677				
23	Capstone	Tier 3: 70% car				548					1310					1152				
24	Hempstead M2 / A278	Tier 3: 70% car				36					52									
25	Strood North	Tier 3: 70% car				290					375					255				
27	Hempstead Rural	Tier 3: 70% car				36					24									
			6658	57.7	844		2013	57.7	844			3411	0	0			1234	0	0	

Appendix B. Scenario 2 – Bus Rapid Transit (BRT) vision-led approach

Scenario 2a - BRT operational in the next 5-6 years (by 2031)

Scenario 2b - BRT operational in the next 10-11 years (by 2036)

Scenario 2a - BRT operational in the next 5-6 years (by 2031)

			Period 1 - Years 1 - 5						Period 2 - Years 6 - 10					Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030		2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
			5,272 dwellings (28%)						8,232 dwellings (43.5%)					5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					Scenario 2a	15 ha employ land (10%) and 1280 jobs (14%)					57 ha employ land (40%) and 6902 jobs (73%)				
Cluster	Group name	Scenario 1 - BAU	WITHOUT BRT					With BRT	Dwellings	Land Ha	Jobs	BRT					BRT				
1	Strood Centre	Tier 1: 50% car	287					Yes	957			827					130				
2	Isle of Grain	Tier 3: 70% car	43					No													
4	Lower Rainham	Tier 3: 70% car	32					No				435					365				
5	High Halstow	Tier 3: 70% car	431					No				423					10				
6	Cliffe Woods	Tier 3: 70% car	223					No													
7	Rainham Suburban	Tier 3: 70% car	192					No													
8	Rochester Industrial	Tier 3: 70% car						No				1.6	100								
9	Cuxton	Tier 3: 70% car	36					No				13									
10	Sundridge Hill	Tier 3: 70% car						No				13.9	1180								
11	Strood Suburban	Tier 3: 70% car	8					No													
12	Frindsbury	Tier 2: 60% car	6					Yes													
13	Medway City Estate	Tier 3: 70% car						No									690				
14	Gillingham Centre	Tier 1: 50% car	5					No													
15	Gillingham Gads Hill	Tier 2: 60% car	678					No	1015			611					404				
16	Chatham Docks	Tier 2: 60% car	375					No	1825			1125					700				
16		Tier 2: 60% car	57.7	844				No													
17	Brompton Dock Road	Tier 1: 50% car						No	150			150									
18	Chatham-Rochester Centre	Tier 1: 50% car	609					Yes	698			698									
19	Chatham Suburban	Tier 2: 60% car	53					No													
20	Lower Stoke	Tier 3: 70% car	10					No													
21	Kingsnorth	Tier 3: 70% car	13.9	412				Yes		57.4	6902						57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					Yes	3866			2189					1677				
23	Capstone	Tier 3: 70% car	548					No				1310					1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					No				52									
25	Strood North	Tier 3: 70% car	290					No				375					255				
27	Hempstead Rural	Tier 3: 70% car	36					No				24									
									8511	57.4	6902										
				2013	57.7	844							5600	0	0			2911	57.4	6902	

Scenario 2b - BRT operational in the next 10-11 years (by 2036)

			Period 1 - Years 1 - 5					Period 2 - Years 6 - 10								Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035				2036	2037	2038	2039	2040
			5,272 dwellings (28%)					8,232 dwellings (43.5%)								5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					15 ha employ land (10%) and 1280 jobs (14%)					Scenario 2b			57 ha employ land (40%) and 6902 jobs (73%)				
														Benefits						
Cluster	Group name	Scenario 1 - BAU	WITHOUT BRT					WITHOUT BRT					With BRT	Dwellings	Land Ha	Jobs	BRT				
1	Strood Centre	Tier 1: 50% car	287					827					Yes	130			130				
2	Isle of Grain	Tier 3: 70% car	43										No								
4	Lower Rainham	Tier 3: 70% car	32					435					No				365				
5	High Halstow	Tier 3: 70% car	431					423					No				10				
6	Cliffe Woods	Tier 3: 70% car	223										No								
7	Rainham Suburban	Tier 3: 70% car	192										No								
8	Rochester Industrial	Tier 3: 70% car						1.6	100				No								
9	Cuxton	Tier 3: 70% car	36					13					No								
10	Sundridge Hill	Tier 3: 70% car						13.9	1180				No								
11	Strood Suburban	Tier 3: 70% car	8										No								
12	Frindsbury	Tier 2: 60% car	6										Yes								
13	Medway City Estate	Tier 3: 70% car											No				690				
14	Gillingham Centre	Tier 1: 50% car	5										No								
15	Gillingham Gads Hill	Tier 2: 60% car	678					611					No	404			404				
16	Chatham Docks	Tier 2: 60% car	375					1125					No	700			700				
16		Tier 2: 60% car	57.7	844									No								
17	Brompton Dock Road	Tier 1: 50% car						150					No								
18	Chatham-Rochester Centre	Tier 1: 50% car	609					698					Yes								
19	Chatham Suburban	Tier 2: 60% car	53										No								
20	Lower Stoke	Tier 3: 70% car	10										No								
21	Kingsnorth	Tier 3: 70% car	13.9	412									Yes		57.4	6902	57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					2189					Yes	1677			1677				
23	Capstone	Tier 3: 70% car	548					1310					No				1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					52					No								
25	Strood North	Tier 3: 70% car	290					375					No				255				
27	Hempstead Rural	Tier 3: 70% car	36					24					No								
														2911	57.4	6902					
				2013	57.7	844			3411	0	0							2911	57.4	6902	

Appendix C. Scenario 3 – Sustainable options approach

Scenario 3a - LCWIP routes delivered in the next 5-6 years (by 2031)

Scenario 3b - LCWIP routes delivered in the next 10-11 years (by 2036)

Scenario 3a - LCWIP routes delivered in the next 5-6 years (by 2031)

			Period 1 - Years 1 - 5								Period 2 - Years 6 - 10					Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030				2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
			5,272 dwellings (28%)								8,232 dwellings (43.5%)					5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					Scenario 3a			15 ha employ land (10%) and 1280 jobs (14%)					57 ha employ land (40%) and 6902 jobs (73%)				
										Benefits										
Cluster	Group name	Scenario 1 - BAU	WITHOUT LCWIP					With LCWIP	Dwellings	Land Ha	Jobs	With LCWIP					With LCWIP				
1	Strood Centre	Tier 1: 50% car	287					Yes	957			827					130				
2	Isle of Grain	Tier 3: 70% car	43					No													
4	Lower Rainham	Tier 3: 70% car	32					No				435					365				
5	High Halstow	Tier 3: 70% car	431					No				423					10				
6	Cliffe Woods	Tier 3: 70% car	223					Yes													
7	Rainham Suburban	Tier 3: 70% car	192					No													
8	Rochester Industrial	Tier 3: 70% car						No				1.6	100								
9	Cuxton	Tier 3: 70% car	36					No				13									
10	Sundridge Hill	Tier 3: 70% car						No				13.9	1180								
11	Strood Suburban	Tier 3: 70% car	8					Partial													
12	Frindsbury	Tier 2: 60% car	6					Partial													
13	Medway City Estate	Tier 3: 70% car						No	690								690				
14	Gillingham Centre	Tier 1: 50% car	5					Partial													
15	Gillingham Gads Hill	Tier 2: 60% car	678					Partial	1015			611					404				
16	Chatham Docks	Tier 2: 60% car	375					Partial	1825			1125					700				
16		Tier 2: 60% car	57.7	844				Partial													
17	Brompton Dock Road	Tier 1: 50% car						Yes	150			150									
18	Chatham-Rochester Centre	Tier 1: 50% car	609					Yes	698			698									
19	Chatham Suburban	Tier 2: 60% car	53					Yes													
20	Lower Stoke	Tier 3: 70% car	10					No													
21	Kingsnorth	Tier 3: 70% car	13.9	412				No									57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					Partial	3866			2189					1677				
23	Capstone	Tier 3: 70% car	548					No				1310					1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					No				52									
25	Strood North	Tier 3: 70% car	290					Partial	630			375					255				
27	Hempstead Rural	Tier 3: 70% car	36					No				24									
									9831	0	0										
				2013	57.7	844							5975	0	0			3856	0	0	

Scenario 3b - LCWIP routes delivered in the next 10-11 years (by 2036)

			Period 1 - Years 1 - 5					Period 2 - Years 6 - 10								Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035					2036	2037	2038	2039	2040
			5,272 dwellings (28%)					8,232 dwellings (43.5%)									5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					15 ha employ land (10%) and 1280 jobs (14%)					Scenario 3b				57 ha employ land (40%) and 6902 jobs (73%)				
														Benefits							
Cluster	Group name	Scenario 1 - BAU	WITHOUT LCWIP					WITHOUT LCWIP					With LCWIP	Dwellings	Land Ha	Jobs	With LCWIP				
1	Strood Centre	Tier 1: 50% car	287					827					Yes	130			130				
2	Isle of Grain	Tier 3: 70% car	43										No								
4	Lower Rainham	Tier 3: 70% car	32					435					No				365				
5	High Halstow	Tier 3: 70% car	431					423					No				10				
6	Cliffe Woods	Tier 3: 70% car	223										Yes								
7	Rainham Suburban	Tier 3: 70% car	192										No								
8	Rochester Industrial	Tier 3: 70% car						1.6	100				No								
9	Cuxton	Tier 3: 70% car	36					13					No								
10	Sundridge Hill	Tier 3: 70% car						13.9	1180				No								
11	Strood Suburban	Tier 3: 70% car	8										Partial								
12	Frindsbury	Tier 2: 60% car	6										Partial								
13	Medway City Estate	Tier 3: 70% car											No				690				
14	Gillingham Centre	Tier 1: 50% car	5										Partial								
15	Gillingham Gads Hill	Tier 2: 60% car	678					611					Partial	404			404				
16	Chatham Docks	Tier 2: 60% car	375					1125					Partial	700			700				
16		Tier 2: 60% car	57.7	844									Partial								
17	Brompton Dock Road	Tier 1: 50% car						150					Yes								
18	Chatham-Rochester Centre	Tier 1: 50% car	609					698					Yes								
19	Chatham Suburban	Tier 2: 60% car	53										Yes								
20	Lower Stoke	Tier 3: 70% car	10										No								
21	Kingsnorth	Tier 3: 70% car	13.9	412									No				57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					2189					Partial	1677			1677				
23	Capstone	Tier 3: 70% car	548					1310					No				1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					52					No								
25	Strood North	Tier 3: 70% car	290					375					Partial	255			255				
27	Hempstead Rural	Tier 3: 70% car	36					24					No								
														3166	0	0					
				2013	57.7	844			3411	0	0							3166	0	0	

Appendix D. Scenario 4 – Internalisation approach

Scenario 4a – Internalisation realised by 2031

Scenario 4b - Internalisation realised by 2036

Scenario 4a – Internalisation realised by 2031

			Period 1 - Years 1 - 5								Period 2 - Years 6 - 10					Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030				2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
			5,272 dwellings (28%)								8,232 dwellings (43.5%)					5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					Scenario 4a			15 ha employ land (10%) and 1280 jobs (14%)					57 ha employ land (40%) and 6902 jobs (73%)				
										Benefits										
Cluster	Group name	Scenario 1 - BAU	WITHOUT INTERNALISATION					With Internal	Dwellings	Land Ha	Jobs	With	Internal			With	Internal			
1	Strood Centre	Tier 1: 50% car	287					Yes	957			827				130				
2	Isle of Grain	Tier 3: 70% car	43					Yes												
4	Lower Rainham	Tier 3: 70% car	32					No				435				365				
5	High Halstow	Tier 3: 70% car	431					No				423				10				
6	Cliffe Woods	Tier 3: 70% car	223					No												
7	Rainham Suburban	Tier 3: 70% car	192					No												
8	Rochester Industrial	Tier 3: 70% car						No				1.6	100							
9	Cuxton	Tier 3: 70% car	36					Partial	13			13								
10	Sundridge Hill	Tier 3: 70% car						Yes		13.9	1180	13.9	1180							
11	Strood Suburban	Tier 3: 70% car	8					No												
12	Frindsbury	Tier 2: 60% car	6					No												
13	Medway City Estate	Tier 3: 70% car						Yes	690							690				
14	Gillingham Centre	Tier 1: 50% car	5					Yes												
15	Gillingham Gads Hill	Tier 2: 60% car	678					Yes	1015			611				404				
16	Chatham Docks	Tier 2: 60% car	375					Yes	1825			1125				700				
16		Tier 2: 60% car	57.7	844				Yes												
17	Brompton Dock Road	Tier 1: 50% car						Yes	150			150								
18	Chatham-Rochester Centre	Tier 1: 50% car	609					Yes	698			698								
19	Chatham Suburban	Tier 2: 60% car	53					No												
20	Lower Stoke	Tier 3: 70% car	10					No												
21	Kingsnorth	Tier 3: 70% car	13.9	412				Yes		57.4	6902					57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					Yes	3866			2189				1677				
23	Capstone	Tier 3: 70% car	548					No				1310				1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					No				52								
25	Strood North	Tier 3: 70% car	290					No				375				255				
27	Hempstead Rural	Tier 3: 70% car	36					Yes	24			24								
									9238	71.3	8082									
				2013	57.7	844							5637	13.9	1180		3601	57.4	6902	

Scenario 4b - Internalisation realised by 2036

			Period 1 - Years 1 - 5					Period 2 - Years 6 - 10									Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035					2036	2037	2038	2039	2040
			5,272 dwellings (28%)					8,232 dwellings (43.5%)									5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					15 ha employ land (10%) and 1280 jobs (14%)					Scenario 4b		Benefits		57 ha employ land (40%) and 6902 jobs (73%)				
Cluster	Group name	Scenario 1 - BAU	WITHOUT INTERNALISATION					WITHOUT INTERNALISATION					With Internal	Dwellings	Land Ha	Jobs	With Internal				
1	Strood Centre	Tier 1: 50% car	287					827					Yes	130			130				
2	Isle of Grain	Tier 3: 70% car	43										Yes								
4	Lower Rainham	Tier 3: 70% car	32					435					No				365				
5	High Halstow	Tier 3: 70% car	431					423					No				10				
6	Cliffe Woods	Tier 3: 70% car	223										No								
7	Rainham Suburban	Tier 3: 70% car	192										No								
8	Rochester Industrial	Tier 3: 70% car						1.6	100				No								
9	Cuxton	Tier 3: 70% car	36					13					Partial								
10	Sundridge Hill	Tier 3: 70% car						13.9	1180				Yes								
11	Strood Suburban	Tier 3: 70% car	8										No								
12	Frindsbury	Tier 2: 60% car	6										No								
13	Medway City Estate	Tier 3: 70% car											Yes	690			690				
14	Gillingham Centre	Tier 1: 50% car	5										Yes								
15	Gillingham Gads Hill	Tier 2: 60% car	678					611					Yes	404			404				
16	Chatham Docks	Tier 2: 60% car	375					1125					Yes	700			700				
16		Tier 2: 60% car	57.7	844									Yes								
17	Brompton Dock Road	Tier 1: 50% car						150					Yes								
18	Chatham-Rochester Centre	Tier 1: 50% car	609					698					Yes								
19	Chatham Suburban	Tier 2: 60% car	53										No								
20	Lower Stoke	Tier 3: 70% car	10										No								
21	Kingsnorth	Tier 3: 70% car	13.9	412									Yes		57.4	6902	57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					2189					Yes	1677			1677				
23	Capstone	Tier 3: 70% car	548					1310					No				1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					52					No								
25	Strood North	Tier 3: 70% car	290					375					No				255				
27	Hempstead Rural	Tier 3: 70% car	36					24					Yes								
														3601	57.4	6902					
				2013	57.7	844			3411	0	0							3601	57.4	6902	

Appendix E. Scenario 5 – Ultimate option

Scenario 5a – Short-term ultimate option combining 2a (BRT) and 4a (Internalisation).

Scenario 5b – Longer-term ultimate option combining Scenario 2b and 4b

Scenario 5a – Short-term ultimate option combining 2a (BRT) and 4a (Internalisation)

			Period 1 - Years 1 - 5									Period 2 - Years 6 - 10					Period 3 - Years 11• (11 - 15)				
			2026	2027	2028	2029	2030					2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
			5,272 dwellings (28%)									8,232 dwellings (43.5%)					5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					Scenario 5a				15 ha employ land (10%) and 1280 jobs (14%)					57 ha employ land (40%) and 6902 jobs (73%)				
								2a	4a		Benefits										
Cluster	Group name	Scenario 1 - BAU	WITHOUT BRT & INTERNALISATION					With BRT	With Internal	Dwellings	Land Ha	Jobs	WITH INTERNALISATION			WITH BRT		WITH INTERNALISATION			WITH BRT	
1	Strood Centre	Tier 1: 50% car	287					Yes	Yes	957			827					130				
2	Isle of Grain	Tier 3: 70% car	43					No	Yes													
4	Lower Rainham	Tier 3: 70% car	32					No	No				435					365				
5	High Halstow	Tier 3: 70% car	431					No	No				423					10				
6	Cliffe Woods	Tier 3: 70% car	223					No	No													
7	Rainham Suburban	Tier 3: 70% car	192					No	No													
8	Rochester Industrial	Tier 3: 70% car						No	No				1.6	100								
9	Cuxton	Tier 3: 70% car	36					No	Partial	13			13									
10	Sundridge Hill	Tier 3: 70% car						No	Yes		13.9	1180	13.9	1180								
11	Strood Suburban	Tier 3: 70% car	8					No	No													
12	Frindsbury	Tier 2: 60% car	6					Yes	No													
13	Medway City Estate	Tier 3: 70% car						No	Yes	690								690				
14	Gillingham Centre	Tier 1: 50% car	5					No	Yes													
15	Gillingham Gads Hill	Tier 2: 60% car	678					No	Yes	1015			611					404				
16	Chatham Docks	Tier 2: 60% car	375					No	Yes	1825			1125					700				
16		Tier 2: 60% car	57.7	844				No	Yes													
17	Brompton Dock Road	Tier 1: 50% car						No	Yes	150			150									
18	Chatham-Rochester Centre	Tier 1: 50% car	609					Yes	Yes	698			698									
19	Chatham Suburban	Tier 2: 60% car	53					No	No													
20	Lower Stoke	Tier 3: 70% car	10					No	No													
21	Kingsnorth	Tier 3: 70% car	13.9	412				Yes	Yes		57.4	6902						57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					Yes	Yes	3866			2189					1677				
23	Capstone	Tier 3: 70% car	548					No	No				1310					1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					No	No				52									
25	Strood North	Tier 3: 70% car	290					No	No				375					255				
27	Hempstead Rural	Tier 3: 70% car	36					No	Yes	24			24									
										9238	71.3	8082										
				2013	57.7	844								5637	13.9	1180			3601	57.4	6902	

Scenario 5b – Longer-term ultimate option combining Scenario 2b and 4b

			Period 1 - Years 1 - 5					Period 2 - Years 6 - 10								Period 3 - Years 11+ (11 - 15)				
			2026	2027	2028	2029	2030	2031	2032	2033	2034	2035					2036	2037	2038	2039	2040
			5,272 dwellings (28%)					8,232 dwellings (43.5%)									5,387 dwellings (28.5%)				
			71 ha employ land (50%) and 1256 jobs (13%)					15 ha employ land (10%) and 1280 jobs (14%)					Scenario 5a				57 ha employ land (40%) and 6902 jobs (73%)				
													2b	4b		Benefits				
Cluster	Group name	Scenario 1 - BAU	WITHOUT BRT & INTERNALISATION					WITHOUT BRT & INTERNALISATION					With BRT	With Internal	Dwellings	Land Ha	Jobs	WITH INTERNALISATION		WITH BRT		
1	Strood Centre	Tier 1: 50% car	287					827					Yes	Yes	130			130				
2	Isle of Grain	Tier 3: 70% car	43										No	Yes								
4	Lower Rainham	Tier 3: 70% car	32					435					No	No				365				
5	High Halstow	Tier 3: 70% car	431					423					No	No				10				
6	Cliffe Woods	Tier 3: 70% car	223										No	No								
7	Rainham Suburban	Tier 3: 70% car	192										No	No								
8	Rochester Industrial	Tier 3: 70% car						1.6	100				No	No								
9	Cuxton	Tier 3: 70% car	36					13					No	Partial								
10	Sundridge Hill	Tier 3: 70% car						13.9	1180				No	Yes								
11	Strood Suburban	Tier 3: 70% car	8										No	No								
12	Frindsbury	Tier 2: 60% car	6										Yes	No								
13	Medway City Estate	Tier 3: 70% car											No	Yes	690			690				
14	Gillingham Centre	Tier 1: 50% car	5										No	Yes								
15	Gillingham Gads Hill	Tier 2: 60% car	678					611					No	Yes	404			404				
16	Chatham Docks	Tier 2: 60% car	375					1125					No	Yes	700			700				
16		Tier 2: 60% car	57.7	844									No	Yes								
17	Brompton Dock Road	Tier 1: 50% car						150					No	Yes								
18	Chatham-Rochester Centre	Tier 1: 50% car	609					698					Yes	Yes								
19	Chatham Suburban	Tier 2: 60% car	53										No	No								
20	Lower Stoke	Tier 3: 70% car	10										No	No								
21	Kingsnorth	Tier 3: 70% car	13.9	412									Yes	Yes		57.4	6902	57.4	6902			
22	Hoo Peninsula	Tier 3: 70% car	1374					2189					Yes	Yes	1677			1677				
23	Capstone	Tier 3: 70% car	548					1310					No	No				1152				
24	Hempstead M2 / A278	Tier 3: 70% car	36					52					No	No								
25	Strood North	Tier 3: 70% car	290					375					No	No				255				
27	Hempstead Rural	Tier 3: 70% car	36					24					No	Yes								
															3601	57.4	6902					
				2013	57.7	844			3411	0	0								3601	57.4	6902	

Appendix F. Analysis of the nine reasonable future scenarios

18831	dwellings																	
258	ha		P 1 - Yr 1 - 5			P 2 - Yr 6 - 10			P 3 - Yr 11 - 15			Total			% of the Local Plan			
9024	jobs		Dwellings	Ha	Jobs	Dwellings	Ha	Jobs	Dwellings	Ha	Jobs	Dwellings	Ha	Jobs	Dwellings	Ha	Jobs	
	BAU Base Case	**Scenario 1**	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	BRT by 2031	**Scenario 2a**				**5600**	**0**	**0**	**2911**	**57.4**	**6902**	**8511**	**57.4**	**6902**				**Scenario 2a**
		Extra dwell/ha/job				2189	0	0	1677	57.4	6902	3866	57.4	6902				Change / Intervention Uplift
												10524	**115.1**	**7746**	**56%**	**45%**	**86%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	BRT by 2036	**Scenario 2b**							**2911**	**57.4**	**6902**	**2911**	**57.4**	**6902**				**Scenario 2b**
		Extra dwell/ha/job							1677	57.4	6902	1677	57.4	6902				Change / Intervention Uplift
												8335	**115.1**	**7746**	**44%**	**45%**	**86%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	LCWIP by 2031	**Scenario 3a**				**5975**	**0**	**0**	**3856**	**0**	**0**	**9831**	**0**	**0**				**Scenario 3a**
		Extra dwell/ha/job				2564	0	0	2622	0	0	5186	0	0				Change / Intervention Uplift
												11844	**57.7**	**844**	**63%**	**22%**	**9%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	LCWIP by 2036	**Scenario 3b**							**3166**	**0**	**0**	**3166**	**0**	**0**				**Scenario 3b**
		Extra dwell/ha/job							1932	0	0	1932	0	0				Change / Intervention Uplift
												8590	**57.7**	**844**	**45%**	**22%**	**9%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	Internalise 2031	**Scenario 4a**				**5637**	**13.9**	**1180**	**3601**	**57.4**	**6902**	**9238**	**71.3**	**8082**				**Scenario 4a**
		Extra dwell/ha/job				2226	13.9	1180	2367	57.4	6902	4593	71.3	8082				Change / Intervention Uplift
												11251	**129**	**8926**	**60%**	**50%**	**99%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	Internal 2036	**Scenario 4b**							**3601**	**57.4**	**6902**	**3601**	**57.4**	**6902**				**Scenario 4b**
		Extra dwell/ha/job							2367	57.4	6902	2367	57.4	6902				Change / Intervention Uplift
												9025	**115.1**	**7746**	**48%**	**45%**	**86%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	Ultimate 2031	**Scenario 5a**				**5637**	**13.9**	**1180**	**3601**	**57.4**	**6902**	**9238**	**71.3**	**8082**				**Scenario 5a**
		Extra dwell/ha/job				2226	13.9	1180	2367	57.4	6902	4593	71.3	8082				Change / Intervention Uplift
												11251	**129**	**8926**	**60%**	**50%**	**99%**	Base Case + Scenario Uplift
		Base Case	2013	57.7	844	3411	0	0	1234	0	0	6658	57.7	844	35%	22%	9%	BAU / Base Case
	Ultimate 2036	**Scenario 5b**							**3601**	**57.4**	**6902**	**3601**	**57.4**	**6902**				**Scenario 5b**
		Extra dwell/ha/job							2367	57.4	6902	2367	57.4	6902				Change / Intervention Uplift
												9025	**115.1**	**7746**	**48%**	**45%**	**86%**	Base Case + Scenario Uplift

Appendix G. Programme to deliver the preferred option

							Period 1 - Years 1 - 5										Period 2 - Years 6 - 10									Period 3 - Years 11+ (11 - 15)						
							2026	2027	2028	2029	2030						2031	2032	2033	2034	2035					2036	2037	2038	2039	2040	2041	
							5,272 dwellings (28%)										8,232 dwellings (43.5%)									5,387 dwellings (28.5%)						
							71 ha employ land (50%) & 1256 jobs (13%)										15 ha employ land (10%) & 1280 jobs (14%)									57 ha employ land (40%) & 6902 jobs (73%)						
Cluster	Group name	Stage 1	Stage 2	Apply Tier 2	Opportunities?	Scenario 1 - BAU	Plan, design and implment Scenario's 3a and 4a					3a	Dwell	Flats	4a	Dwell	Flats	Jobs	Design, fund and deliver Scenario 2b					2b	Dwell	Flats	Jobs					
1	Strood Centre	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Yes	957	Yes	Yes	957	Yes		Design, fund and deliver BRT by 2036					Yes	130	Yes					
2	Isle of Grain	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	Internalisation by 2031								Yes																
3	Removed prior to Stage 3																														
4	Lower Rainham	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
5	High Halstow	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
6	Cliffe Woods	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car																									
7	Rainham Suburban	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
8	Rochester Industrial	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
9	Cuxton	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car	Internalisation by 2031								Yes	13															
10	Sundridge Hill	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	Internalisation by 2031								Yes			1180													
11	Strood Suburban	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
12	Frindsbury	Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car																									
13	Medway City Estate	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	LCWIP routes amd Internalisation by 2031					Yes	690	Yes	Yes	690	Yes														
14	Gillingham Centre	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car																									
15	Gillingham Gads Hill	Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car	LCWIP routes amd Internalisation by 2031					Yes	1015	Yes	Yes	1015	Yes														
16	Chatham Docks	Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car	LCWIP routes amd Internalisation by 2031					Yes	1825		Yes	1825															
16		Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car	Internalisation by 2031								Yes																
17	Brompton Dock Road	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Yes	150		Yes	150															
18	Chatham-Rochester Centre	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Yes	698	Yes	Yes	698	Yes														
19	Chatham Suburban	Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car																									
20	Lower Stoke	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
21	Kingsnorth	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	Internalisation by 2031								Yes			6902	Design, fund and deliver BRT by 2036					Yes			6902				
22	Hoo Peninsula	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	LCWIP routes amd Internalisation by 2031					Yes	3866		Yes	3866			Design, fund and deliver BRT by 2036					Yes	1677						
23	Capstone	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
24	Hempstead M2 / A278	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car																									
25	Strood North	Tier 3: 70% car	Tier 3: 70% car	No change	No car trip reduction	Tier 3: 70% car	LCWIP routes by 2031					Yes	630																		
26	Removed prior to Stage 3																														
27	Hempstead Rural	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	Internalisation by 2031								Yes	24															
28	Removed prior to Stage 3																														

Appendix H. Opportunities for car-free developments

							Period 1 - Years 1 - 5										Period 2 - Years 6 - 10									Period 3 - Years 11+ (11 - 15)						
							2026	2027	2028	2029	2030						2031	2032	2033	2034	2035					2036	2037	2038	2039	2040	2041	
							5,272 dwellings (28%)										8,232 dwellings (43.5%)									5,387 dwellings (28.5%)						
Cluster	Group name	Stage 1	Stage 2	Apply Stage 2	Opportunities?	Scenario 1 - BAU	Plan, design and implment Scenario's 3a and 4a					3a	Dwell	Flats	4a	Dwell	Flats	Jobs	Design, fund and deliver Scenario 2b					2b	Dwell	Flats	Jobs						
1	Strood Centre	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Yes	957	Yes	Yes	957	Yes		Design, fund and deliver BRT by 2036					Yes	130	Yes							
13	Medway City Estate	Tier 3: 70% car	Tier 2: 60% car	Improved	Yes	Tier 3: 70% car	LCWIP routes amd Internalisation by 2031					Yes	690	Yes	Yes	690	Yes															
15	Gillingham Gads Hill	Tier 2: 60% car	Tier 1: 50% car	Improved	Yes	Tier 2: 60% car	LCWIP routes amd Internalisation by 2031					Yes	1015	Yes	Yes	1015	Yes															
18	Chatham-Rochester Centre	Tier 1: 50% car	Tier 1: 50% car	No change	Yes	Tier 1: 50% car	LCWIP routes amd Internalisation by 2031					Yes	698	Yes	Yes	698	Yes															