



Rother Valley Railway EIA

Review of Traffic and Transport Chapter

8 March 2021

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1 Introduction

1.1 Overview

Mott MacDonald have been instructed by Rother Valley Railway Ltd to undertake a review of the Traffic and Transport chapter that was first drafted in 2014 as part of the Environmental Statement (ES) produced for the Rother Valley Railway planning application. See application number RR/2014/1608/P which was submitted and approved by Rother District Council. Specifically, to review the baseline traffic data referred to in the ES in the context of more recent traffic data.

This review process was undertaken under the guidance of an experienced transport expert, John Dooley BA FCILT, IEng MICE, MCIHT; his subject matter expert credentials are expanded upon in **Appendix A**.

1.2 Contents

This document includes the following content:

- **Chapter 2:** Policy Review - Considers any policy and plans that may have changed
- **Chapter 3:** Updates to guidance and best practice – Considers the application of the latest guidance and best practice on the outcome of the assessment
- **Chapter 4:** Baseline, future baseline and with scheme conditions: Considers possible changes to different data sources that may have an impact on the outcome of the assessment
- **Chapter 5:** Conclusion – Provides an overall conclusion and recommendations based on the review

2 Policy Review

2.1 Original Planning and Guidance Review

The following section provides a commentary on the original planning and guidance review and notes where policies are still in place or have been superseded or removed since the work was undertaken.

2.1.1 National Policy and Guidance

2.1.1.1 National Planning Policy Framework (NPPF)

The NPPF was first published in 2012, with further revisions being made in July 2018 and February 2019.

The latest version of the NPPF focuses on the importance of economic, social and environmental objectives which should be sought when achieving sustainable development.

The key message of the NPPF holds true between all versions of the guidance which is that there will be a presumption in favour of sustainable development.

The requirement to produce a travel plan and undertake a transport statement or transport assessment where developments generate significant amounts of movements also remains consistent through to the latest version of the guidance.

The original assessment of the relevance of the NPPF to the proposed scheme is still valid given the core principles of the NPPF have been maintained throughout the more recent updates.

2.1.1.2 Rail Utilisation Strategies (RUS)

Since 2012 the Route Utilisation Strategy process has been replaced by Network Rail and the Office of Rail and Road with a Long-term Planning Process (LTPP)¹.

Documents of relevance to this scheme include the 'South East Route: Sussex Area Route Study' published in September 2015 and the 'South East Route: Kent Area Route Study' published by Network Rail in May 2018. Neither of these documents make specific reference to any development plans focused at Robertsbridge station.

The original assessment of the relevance of the RUS to the proposed scheme is still valid given that no development of Robertsbridge station has been identified within more recent LTPP plans.

¹ <https://orr.gov.uk/rail/economic-regulation/regulation-of-network-rail/network-licence/long-term-planning-process>
<https://www.networkrail.co.uk/running-the-railway/long-term-planning/>

2.1.2 Local Policy and Guidance

2.1.2.1 East Sussex County Council Local Transport Plan – 2011 to 2026

This Local Transport Plan has remained unchanged since the original Traffic and Transport chapter was drafted and therefore the assessment of the relevance of this plan to the scheme is still valid.

2.1.2.2 Rother District Local Plan (2011 – 2028)

At the time of writing the original Traffic and Transport chapter, the Rother District Local Plan was undergoing consultation and public examination. The Core Strategy of this Local Plan was subsequently formally adopted on the 29th September 2014².

The Strategic Objectives of the Local Plan have remained unchanged since the original Traffic and Transport chapter was drafted and therefore the assessment of the relevance of this plan to the scheme is still valid.

2.2 Conclusion

Several of the national and local policy and guidance documents have been superseded by new versions since the original Traffic and Transport chapter was drafted. It is concluded, however, that the core principles of these policy and guidance documents that were noted in the original chapter are still applicable to the scheme today as they are also reflected in the latest versions.

² https://www.rother.gov.uk/wp-content/uploads/2020/01/Adopted_Core_Strategy_September_2014.pdf

3 Review of Baseline, Future Baseline and With Scheme Conditions

3.1 Overview

This section provides a review and update of the baseline traffic and road safety conditions along with any changes in respect of future baseline and with scheme conditions.

3.2 Traffic Flows

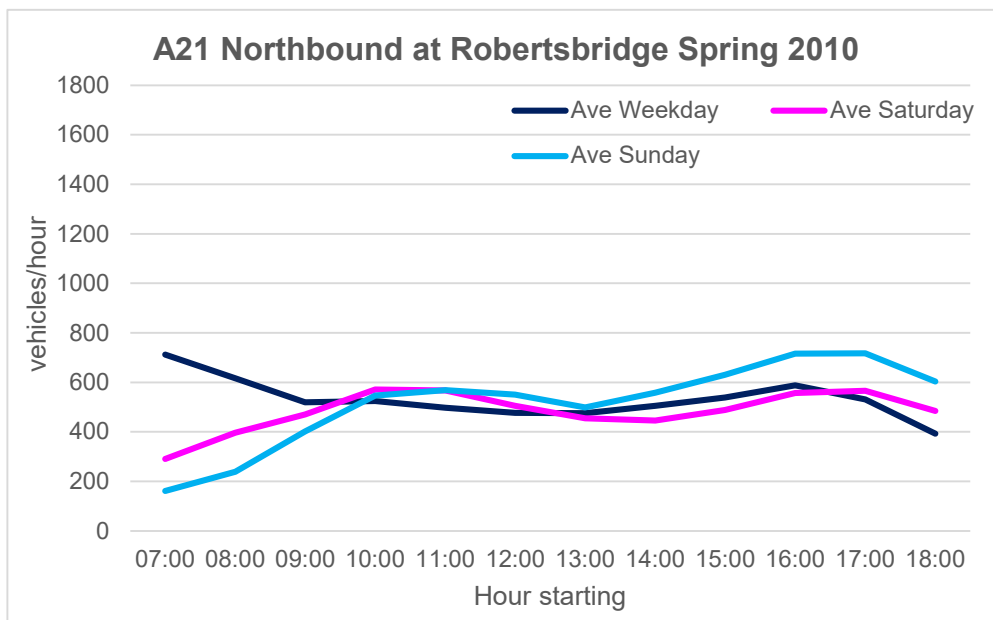
Following the original Traffic Impact Study in 2011, which was the basis for the traffic data in the ES an addendum was prepared in 2018, which utilised data from 2010 and 2017 respectively. The 2018 Addendum showed that traffic flows on the A21 were broadly unchanged, with flows on B2244 and Northbridge Street increasing in line with previous forecast growth. Subsequently, revised counts have been undertaken in April 2019 and update traffic data in presented for each location.

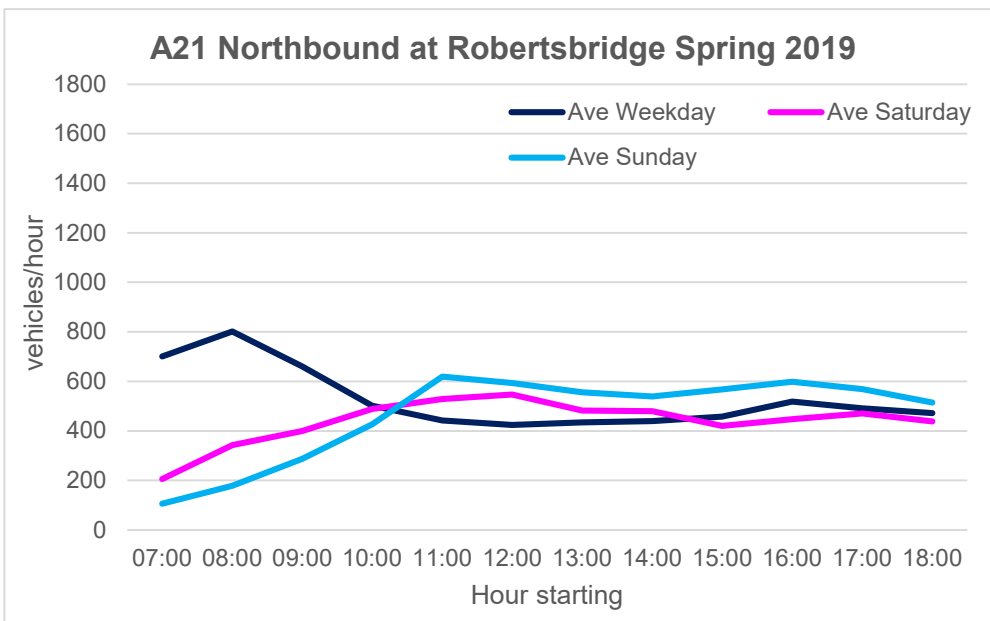
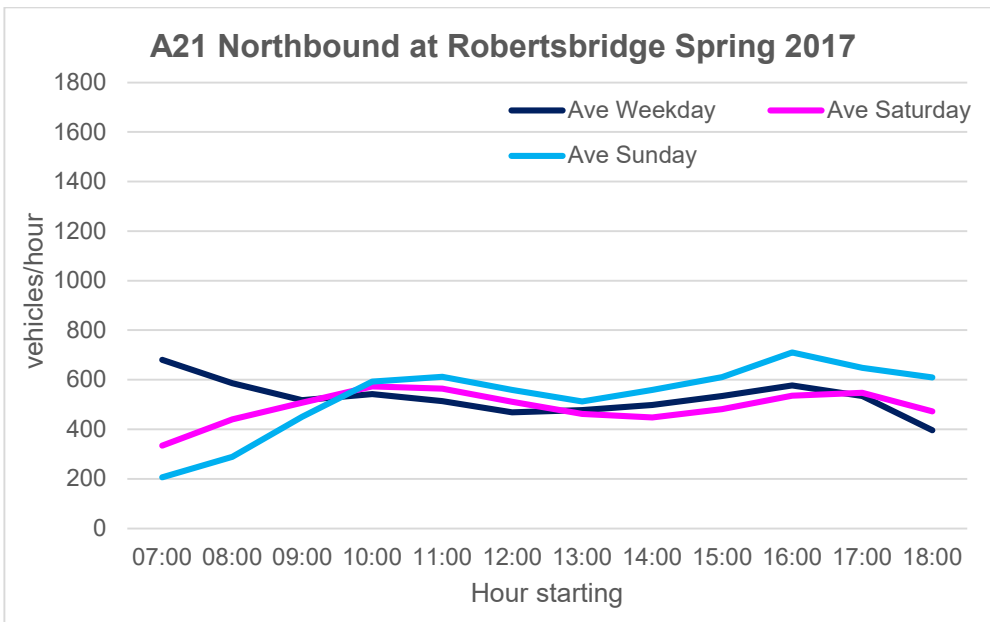
3.2.1 A21 South of Robertsbridge

3.2.1.1 Northbound

Chart 3.1 outlines the average vehicles per hour travelling northbound on A21 in Spring of 2010, 2017, and 2019 respectively. For 2019 the average weekday figures have been taken from the busiest week in the month.

Chart 3.1: Comparison of A21 Northbound ATC Data



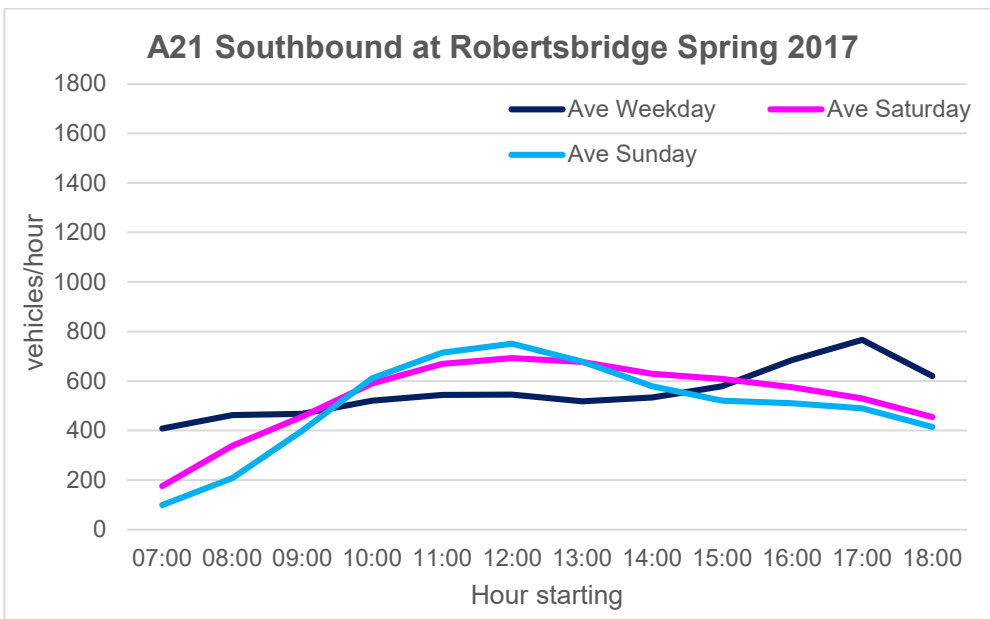
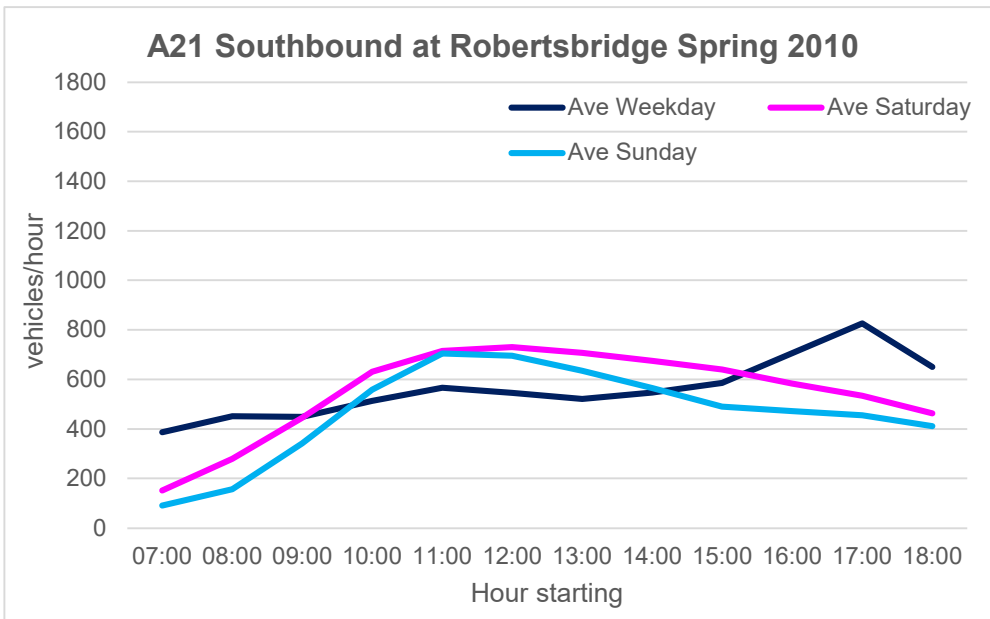


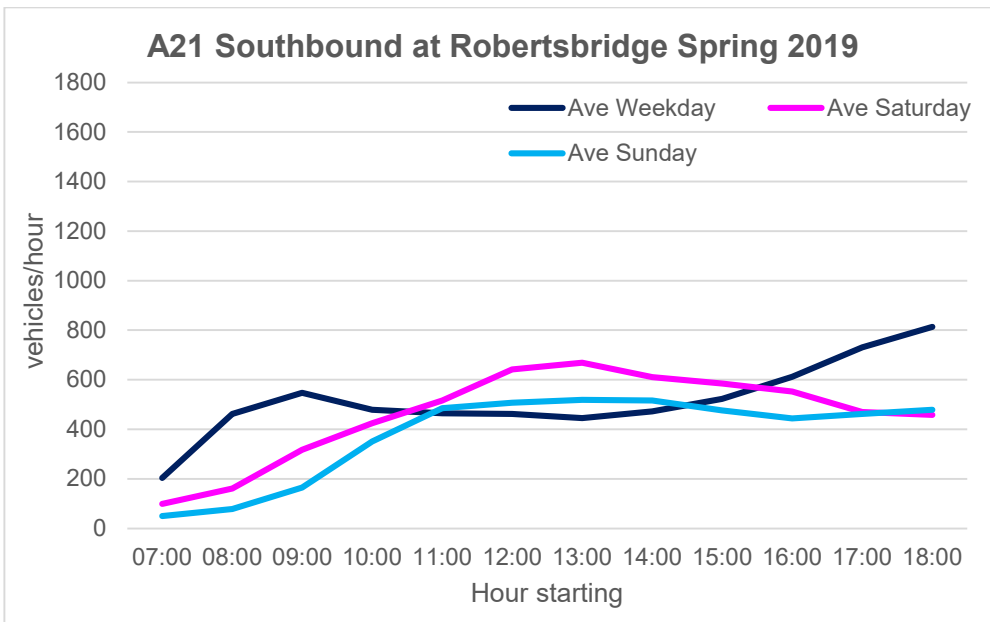
The data shows that the changes in traffic flow on A21 in 2010, 2017, and 2019 are generally limited and follow a similar hourly trend across all three years. One change to note is an increase of over 200 vehicles during the weekday AM peak hour, 08:00-09:00, increasing from 586 in 2017 to 802 in 2019.

3.2.1.2 Southbound

Chart 3.2 outlines the average vehicles per hour travelling southbound on A21 in Spring of 2010, 2017, and 2019 respectively. For 2019, the average weekday figures have been taken from the busiest week in the month.

Chart 3.2: Comparison of A21 Southbound ATC Data





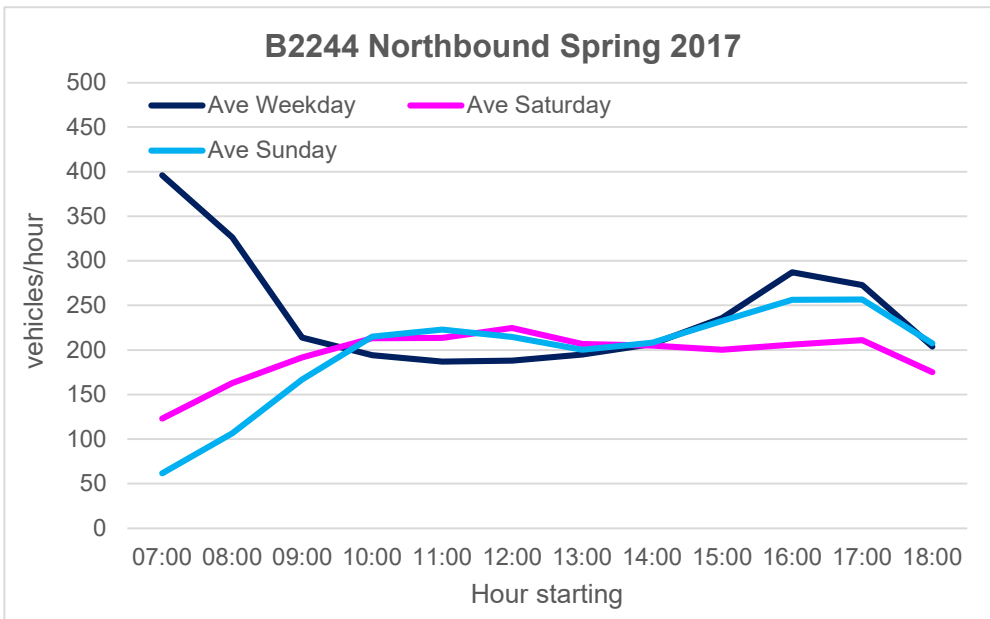
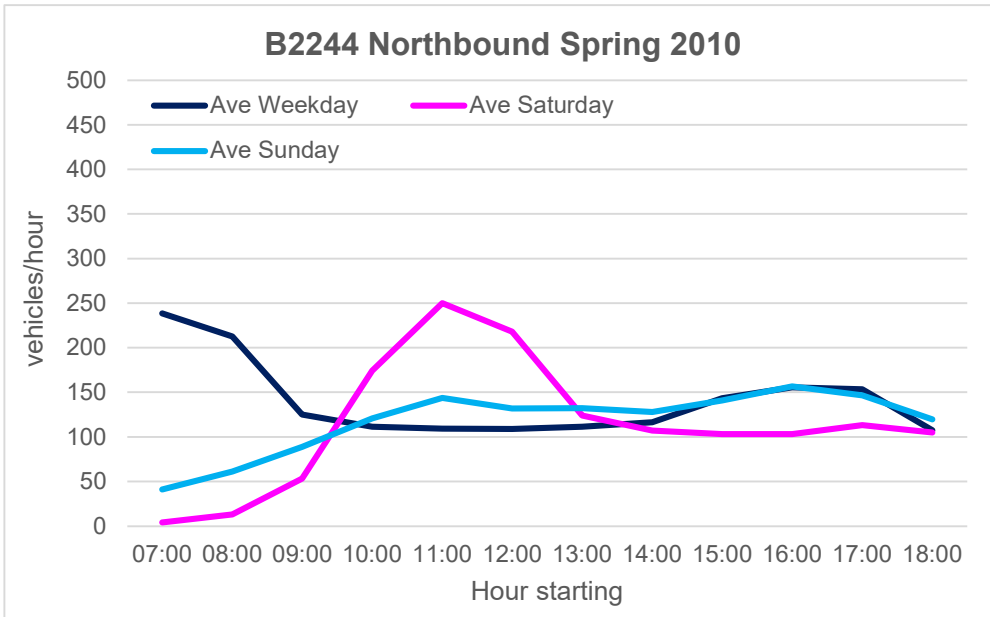
The southbound charts indicate that the changes in traffic flow on A21 in 2010, 2017, and 2019 are minimal and follow a similar hourly trend across all three years. There are however observed changes to the weekday peak times in 2019 compared to 2010 and 2017. In 2019, the weekday morning traffic peaks at 09:00, whereas in 2010 and 2017 the AM peak was at 08:00. Furthermore, the PM peak in 2019 is observed to be at 18:00, rather than 17:00 as recorded in 2010 and 2017.

3.2.2 B2244 Junction Road

There is no updated ATC data available for B2244 to allow revised traffic volumes to be determined. Traffic count data from 2010 and 2017 are shown in **Chart 3.3** and **Chart 3.4** respectively, as assessed in the 2018 report.³

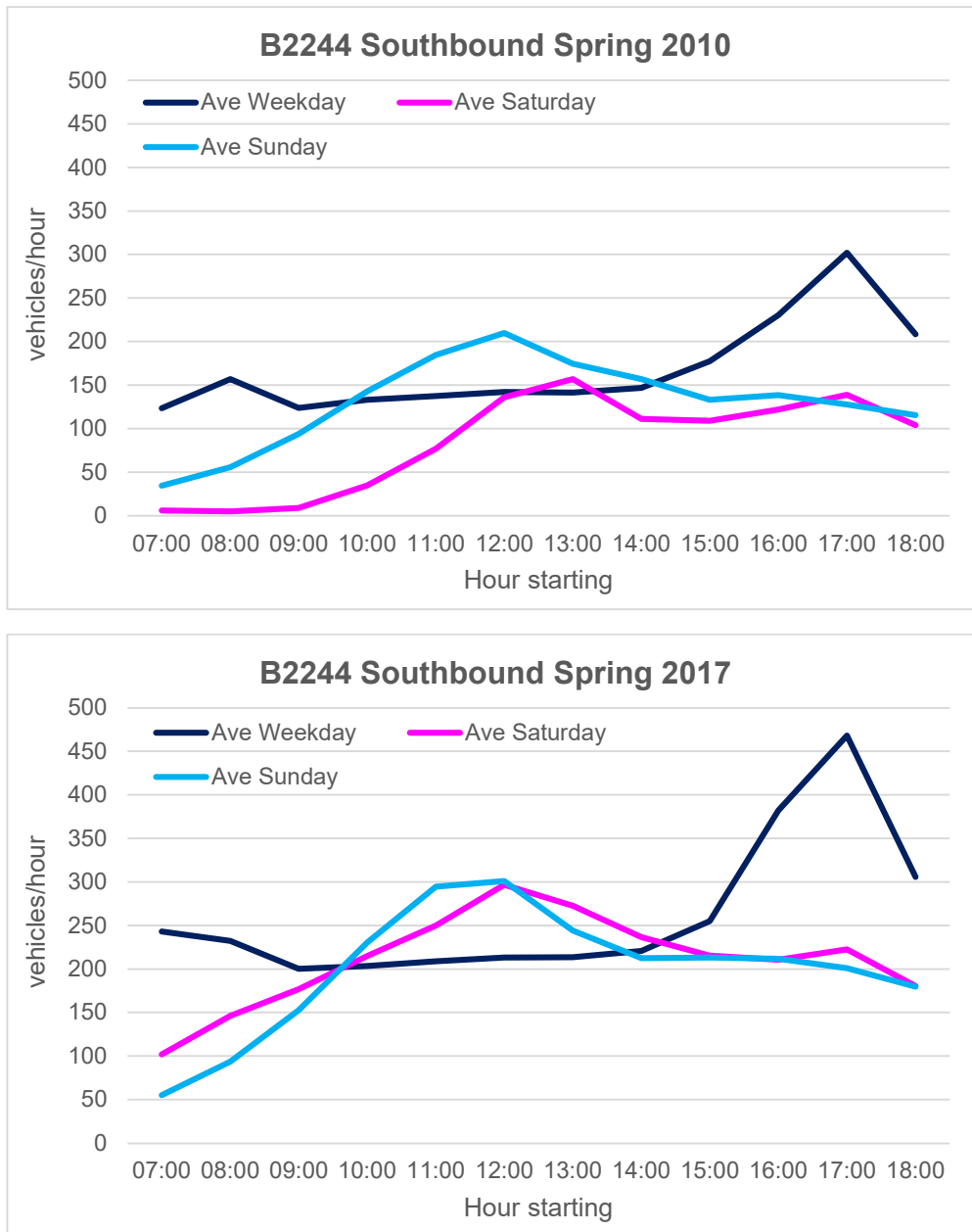
³ Rother Valley Railway Proposed Level Crossings, Addendum to Traffic Impact Study, 2018

Chart 3.3: Comparison of B2244 Northbound ATC Data



Traffic flows travelling northbound have been observed to increase proportionally from 2010 to 2017. There was however a significant spike in traffic flows at 11:00 in 2010 that does not appear in 2017.

Chart 3.4: Comparison of B2244 Southbound ATC Data

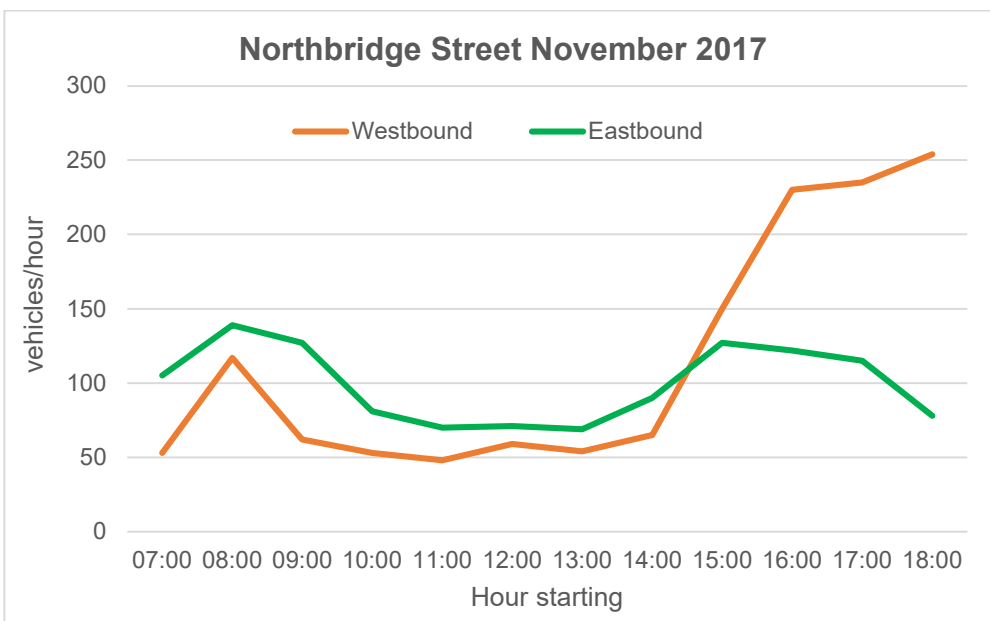
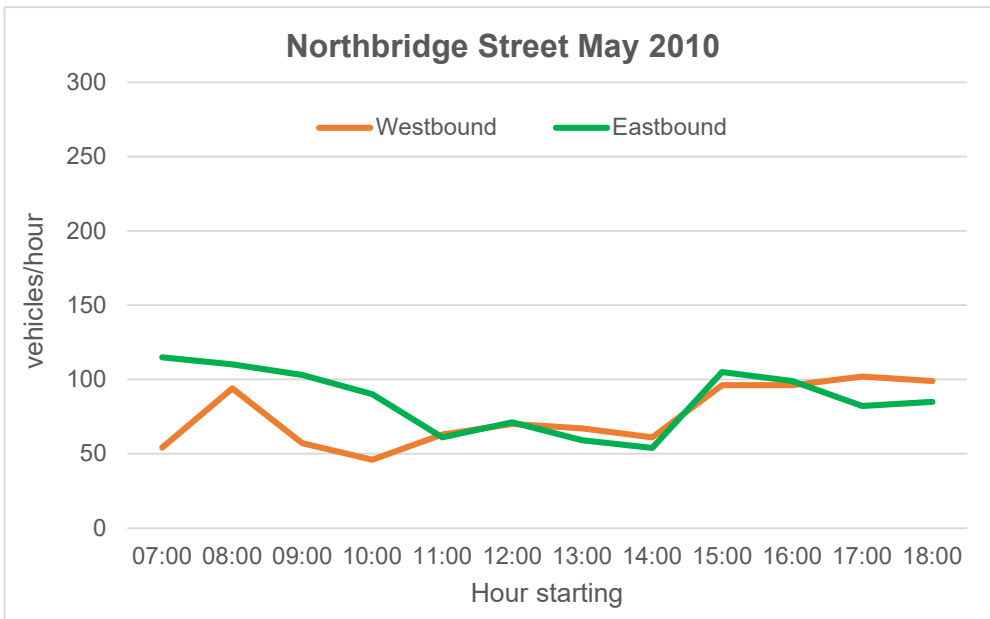


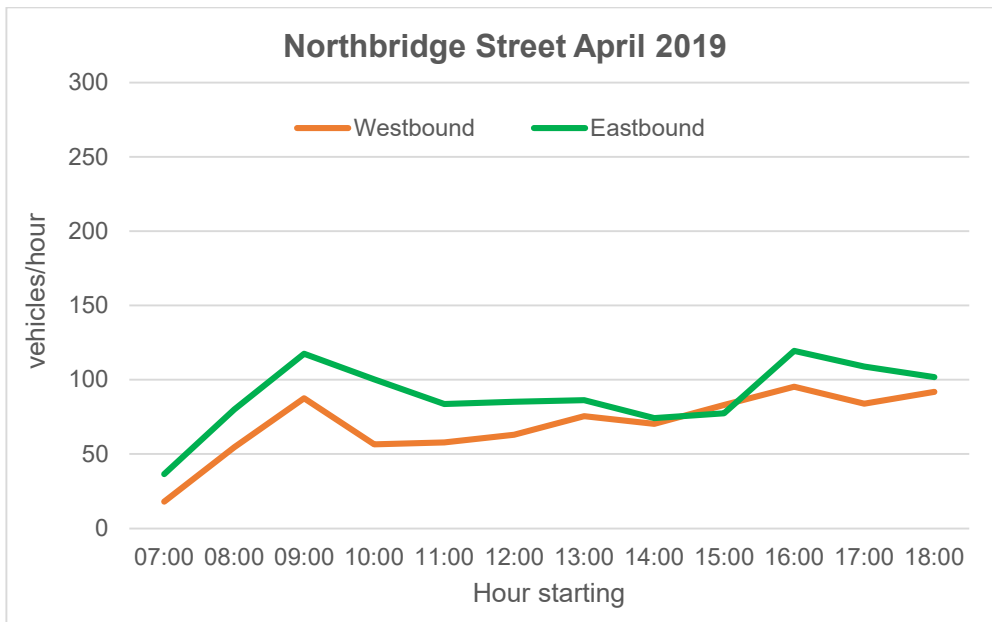
Traffic flows travelling southbound are seen to increase proportionally from 2010 to 2017.

3.2.3 Northbridge Street / High Street

Chart 3.5 outlines the average vehicles per hour travelling westbound and eastbound on Northbridge Street in May 2010, November 2017, and April 2019 respectively. For April 2019 average weekday figures have been taken from the busiest week in the given month.

Chart 3.5: Comparison of Northbridge Street ATC Data





The data shows a similar trend for eastbound traffic flows for all assessment years and for westbound traffic flows for 2010 and 2019. There is a notable increase in traffic flows travelling westbound in 2017 between 16:00 and 18:00 that does not appear in either 2010 or 2019. There is also a notably lower level of traffic flows in both directions at 07:00 in 2019 than in 2010 and 2017, with traffic counts reducing by more than half of that in 2010 and 2017.

3.2.4 Summary

In terms of traffic flows updated traffic flow data generally shows that traffic volumes on the A21, B2244 and Northbridge Street/High Street have remained constant or show only minor increase in traffic volume consistent with previous growth forecasts.

Thus, the assessments contained within the original ES Transport chapter remain valid. As do the assessments contained in the 2018 Traffic Addendum.

3.3 Collision Rates

Personal Injury Collision data from 2006-2010 has been extracted from the original report and compared to updated data for the period 2015-2019 for C18 Northbridge Street, A21 South of Robertsbridge, and B2244 Junction Road.

3.3.1 A21 South of Robertsbridge

Figure 3.1 compares the collision data for A21 from the original report (left) with an updated collision plot from the years 2015-2019 (right).

Figure 3.1: Collision History on the A21



Source: Rother Valley Railway Proposed Level Crossings, Traffic Impact Study, October 2011 and Crashmap.co.uk

Table 3.1 presents traffic collision data recorded on the A21 as per **Figure 3.1**. The total number of collisions has increased in the most recent five-year period, however there are less serious incidents than recorded during the period 2006-2010.

Table 3.1: Comparison of Personal Injury Collisions on A21

	Slight	Serious	Fatal
2006 - 2010	0	2	0
2015 - 2019	3	1	0

Overall, assessment of historical personal injury collision data indicates that there has been no significant change to the road safety record on the A21 in vicinity of the scheme.

3.3.2 B2244 Junction Road

Figure 3.2 compares collision data for the B2244 from the original report (left) with an updated accident data map from the years 2015-2019 (right).

Figure 3.2: Collision History on the B2244



Source: Rother Valley Railway Proposed Level Crossings, Traffic Impact Study, October 2011 and Crashmap.co.uk

Table 3.2 shows traffic collision data on B2244 as shown in **Figure 3.2**.

Table 3.2: Comparison of Personal Injury Collisions on the B2244

	Slight	Serious	Fatal
2006 - 2010	3	2	0
2015 - 2019	2	2	0

The collision history recorded in the period 2015-2019 is marginally better in comparison to 2006-2010.

Through assessment of historical Personal Injury Collision data there has been no significant change to the road safety record on the B2244 in vicinity of the scheme.

3.3.3 C18 Northbridge Street / High Street

According to records from Sussex Police, no Personal Injury Collisions were recorded in the vicinity of the crossing over a five-year period ending 30th November 2010.

Across the most recent five-year period (2015-2019), one slight severity injury collision has occurred on Northbridge Street/High Street within the vicinity of the crossing as shown in **Figure 3.3**.

Figure 3.3: Collision History on Northbridge Street / High Street 2015-2019



Source: Crashmap.co.uk

Through assessment of historical Personal Injury Collision data there has been no significant change to road safety on Northbridge Street / High Street.

3.3.4 Summary

A review of updated data on road safety in the vicinity of the proposed three level crossings has shown that the number and severity of collisions has remained broadly constant. Accordingly, the baseline in the ES remains a valid basis for the assessments.

3.4 Future Baseline

Future baseline flows in both the ES Transport chapter and the 2018 Traffic Addendum have taken account of the operational element of committed developments through the application of TEMPRO which provides forecasts of traffic growth. There are no specific committed developments which need to be accounted in the future baseline or as part of cumulative assessments; see ES Update Report 2021, Chapter 19, Cumulative Effects.

3.5 With Scheme

Upon review of current proposals, it is concluded that there are no notable changes to the proposed construction methodology which would have a significant impact on previous assessments. It is noted that planning conditions require the submission and agreement with the highway authorities of a Construction Traffic Management Plan. In addition, there is a separate requirement relating to construction access to the A21 with all details of design and management to be agreed prior to construction. These will both ensure any impacts of construction are minimised.

From an operational perspective, it is clear from that the frequency of the level crossing operation and associated closure lengths are still valid and for which permission is being sought as part of the wider application.

3.6 Conclusion

3.6.1 Baseline

In terms of traffic flows updated traffic flow data generally shows that traffic volumes on the A21, B2244 and Northbridge Street/High Street have remained constant or show only minor increase in traffic volume. Accordingly, such minimal changes in baseline traffic flow would have no material effect on assessments.

For Personal Injury Collisions for the A21 and Northbridge Street/High Street there have been minor increases in the number of personal injury collisions between 2015 and 2019 when compared to the period 2006 -2010. However, none of these increases are considered material and would not have altered the original ES assessment.

3.6.2 Future Baseline

It is noted that future baseline flows in both the ES Transport chapter and the 2018 Traffic Addendum have taken account of the operational element of committed developments through the application of TEMPRO which provides forecasts of traffic growth. There are no specific committed developments which need to be accounted in the future baseline or as part of cumulative assessments; see ES Update Report 2021, Chapter 19, Cumulative Effects.

3.6.3 With Scheme

This review concludes that the assessment findings of the original ES in relation to both construction and operational impacts are considered as valid.

It is concluded that there are no significant changes to the proposed construction methodology which could have a significant impact on previous assessments.

The potential construction impacts of the scheme have not changed and would adequately be mitigated through the implementation of the required Construction Traffic Management Plan (which is secured as part of the planning application).

From an operational perspective, it is clear from that the frequency of the level crossing operation and associated closure lengths are still valid and for which permission is being sought as part of the wider application

Appendices

A. Subject Matter Expert

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A. Subject Matter Expert CV

<Body text>



John Dooley

Transportation Principal/
 Projects Director

Personal summary

Year of birth: 1965

Nationality: British

Languages:

- English – mother tongue

Qualifications:

- BA in Management, Heriot-Watt University, Edinburgh.
- FCILT: Fellow and Chartered Member of the Institute of Logistics and Transport.
- IEng, MICE: Member of the Institution of Civil Engineers
- MCIHT: Member of the Chartered Institution of Highways & Transportation
- HNC Civil Engineering.
- RoSPA: AIP Course 2005 + CPD and AIP experience per DMRB GG119 as RSA Team Leader
- Highways England Certificate of Competence in Road Safety Audit
- CSCS Card Holder
- Sentinel UK Rail Safety Accredited

Key skills:

Project Management
 EIAR (specialisation in Traffic, Transport and Access)
 Traffic Management Planning
 Expert Witness
 Access and Logistics Studies
 Traffic Engineering
 Transport Planning
 Road Safety Audit
 Public Consultation
 Technical Lecturing

A Chartered professional and Projects Director for Mott MacDonald's Integrated Division, an experienced transportation planner/engineer (with Expert Witness credentials) technical trainer and road safety auditor, with more than 30 years' experience. Led several high profile projects with responsibility for assessment of transport matters associated with railway projects, power projects and associated infrastructure in the UK and overseas; these commissions involved transport access studies, Traffic Management Plans and the appraisal and reporting of traffic impacts for EIAR and ES submissions.

Mott MacDonald Limited, Integrated Transport Division (2004-present)

- Mott MacDonald, Projects Director/Principal (2004-present)
- CMA Traffic Consultancy, Senior Consultant (2001-2003)
- London Borough of Southwark, Traffic Team Leader (1999-2001)
- JMP Consultants Ltd, Project Manager (1991-1999)
- Arup, Engineer (1989-1990)
- Allen Gordon / WA Fairhurst & Partners, Technician / Engineer (1982-1988)

Selected projects

- **Transport & Access Services, UK wide (2005-2020):** RWE/Innogy and Scottish Power. Project Director/Senior Project Manager providing dedicated traffic, transport and related civil engineering advice for more than 50 renewable energy (wind energy, hydro and OHL) projects across the UK through framework agreement; covering EIAR Chapters, CTMPs, Access & Logistics Studies and Planning condition discharge.
- **Expert Witness Credentials:** supported several public/legal hearings; attended the Court of Session, Edinburgh as a lead transport witness (covering parking, traffic management and road safety) in a significant dispute between McDonalds Restaurants and Costa (Aviva Insurers), provided submission for the Public Inquiry, covering Traffic and Transport and Access in support of the RWE Innogy Hemswell Wind Farm project. Provided lead in-person evidence relating to traffic and transport at Extraordinary Council Committee Meeting held after South West Scotland Connections project refused approval; decision was overturned.
- **Scottish Power (sub-consultant to LUC), South West Scotland Connections (2007-2015) –** Traffic and Transport EIA chapter and transport route access studies associated with substations and OHL and buried cable linkage of seven wind farms in SW Scotland to the grid, in association with LUC, on behalf of Scottish Power. Support provided to SP throughout the construction phase assisting in development, implementation and seeking approvals for Traffic Management Plans as a condition of planning.
- **Tilbury Biomass Power Station (ESB) (2017-2020) –** Responsible for Transport Assessment integral to the EIA supporting application for a new biomass plant on the site of the existing Tilbury power station. Subsequent planning conditions required purification including a Travel Plan and a Traffic Management Plan.
- **Edinburgh Airport, Eastfield Avenue Tram Crossing Safety Assessment, Edinburgh Airport Ltd. (2018) –** Led a detailed road safety assessment study appraising operational safety at tram and road interface at a signal-controlled level crossings for vehicles and pedestrians adjacent to the airport terminal.
- **A18 Snaefell Mountain Railway Level Crossing: Isle of Man Government (2020) –** Assessment Team Leader appraised safety and general arrangement of proposed upgrades to level crossing on high-speed road considering needs of spectrum of users; cyclists, pedestrians, motorised users; notably including motorcycles as situated on TT route.
- **HS2 Phase 2b, Abnormal Load Assessment (2018) –** Undertook abnormal load vehicle configuration assessment to assist development of retrofit infrastructure capable of accommodating construction phase deliveries.
- **London Crossrail Links (2004-2006) –** Project manager for a study for Cross London Rail Links (Crossrail) to assess the transportation impacts during the six-year construction period for the central and east sections of the route from Paddington through central London to Shenfield and Ebbsfleet. Impacts included those affecting vulnerable road users and road, rail, bus, coach, taxi and waterway networks including capacity, safety, parking, interchange and amenity. Deliverables include transport inputs to environmental statement and transportation assessment report to accompany Hybrid Bill submission.

