

Medway Council
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Chatham
Kent
ME4 4TR

please reply to:
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Stoke Newington
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futurehoo@medway.gov.uk

roger.blake@railfuture.org.uk

Dear Sir/Madam,

2021-04-06

Future Hoo – New Routes to Good Growth

Railfuture is Britain's leading and long-established national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passengers, and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities. We seek to influence decision makers at local, regional and national levels to implement pro-rail policies in transport and development planning.

We respond specifically to the **railway proposals** in the consultation.

Thinking about the re-introduction of passenger rail services to the Hoo Peninsula, how much do you agree or disagree that:

The re-introduction of passenger rail services to the Hoo Peninsula is important to me: Strongly agree.

The re-introduction of passenger rail services to the Hoo Peninsula is important to the local area: Strongly agree.

How likely do you think you would be to use the passenger rail service to travel to each of the following destinations?

London stations: Very likely.

Stations on the Kent network, such as Gravesend: Very likely.

Which, if any, of the following do you think are benefits of re-introducing passenger rail services to the Hoo Peninsula?

(Please tick all that apply)

<input checked="" type="checkbox"/>	Ensure the local area is well connected and accessible
<input checked="" type="checkbox"/>	Provide new opportunities to access employment, education and social destinations
<input checked="" type="checkbox"/>	Improve the local economy
<input checked="" type="checkbox"/>	Provide a faster, more extensive and reliable transport network
<input checked="" type="checkbox"/>	Improve local public transport
<input checked="" type="checkbox"/>	Reduce reliance on cars

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www.railwatch.org.uk

<input checked="" type="checkbox"/>	Make it easier to access the national transport network
<input checked="" type="checkbox"/>	Help tackle isolation and transport poverty
<input checked="" type="checkbox"/>	Widen access to health services
<input type="checkbox"/>	Increase the value of properties locally
<input checked="" type="checkbox"/>	Create new jobs locally
<input checked="" type="checkbox"/>	Reduce carbon emissions by moving journeys from road to rail
<input checked="" type="checkbox"/>	Improve air quality by transferring journeys from road to rail
<input type="checkbox"/>	None of these
<input type="checkbox"/>	Other

Which, if any, of the following concern you about re-introducing passenger rail services to the Hoo Peninsula?

(Please tick all that apply)

<input type="checkbox"/>	Noise associated with the trains
<input type="checkbox"/>	Increased traffic travelling to the station
<input type="checkbox"/>	Cost of the services
<input checked="" type="checkbox"/>	Frequency of services (low)
<input type="checkbox"/>	The environmental impact of re-introducing services
<input type="checkbox"/>	Lack of parking at the station
<input type="checkbox"/>	Lack of public transport to get to and from the proposed station
<input type="checkbox"/>	Construction work associated with re-introducing services
<input type="checkbox"/>	Safety of railway line crossing points
<input type="checkbox"/>	Anti-social behaviour
<input type="checkbox"/>	None of these
<input type="checkbox"/>	Other

Is there anything else we should consider about the re-introduction of a passenger rail service on the Hoo Peninsula?

Be prepared, on the basis of near-universal experience elsewhere, for any forecast of demand to be met ahead of schedule and then surpassed.

Thinking about the proposals for the new railway station, how important are each of the following to you:

The appearance of the station reflects the character, identity and heritage of the area: Important.

The station is landscaped to blend in with the local environment: Important.

The station is provided with a public open space to create a 'station place' or Plaza: Important.

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There is car parking and drop off available on site: Very important.

There is secure cycle parking available on site: Very important.

There are good connections to local bus services: Very important.

There are good links to local cycle paths: Very important.

There are good links to local footpaths: Very important.

Thinking about a future station building, which THREE of the following do you feel best reflect the local character of the area?

(Please tick up to three boxes)

<input type="checkbox"/>	Farming / Agricultural heritage
<input checked="" type="checkbox"/>	Industrial heritage
<input checked="" type="checkbox"/>	Airship / Aeronautical heritage
<input type="checkbox"/>	Military heritage
<input type="checkbox"/>	Religious heritage
<input type="checkbox"/>	The coast
<input checked="" type="checkbox"/>	Shortwave radio heritage
<input type="checkbox"/>	Natural environment
<input type="checkbox"/>	None of these
<input type="checkbox"/>	Something else

Which of the following ways would you consider travelling to the proposed railway station?

(Please tick all that apply)

<input checked="" type="checkbox"/>	By foot
<input checked="" type="checkbox"/>	Bicycle
<input type="checkbox"/>	Motorbike
<input type="checkbox"/>	Car
<input type="checkbox"/>	Taxi
<input checked="" type="checkbox"/>	Bus
<input type="checkbox"/>	Other

Is there anything else we should consider about the proposed new railway station?

Involve the Kent Community Rail Partnership in its planning and design from the beginning.

Thinking about the construction of the proposed passing loops, which, if any, of the following are concerns for you?

(Please tick all that apply)

<input type="checkbox"/>	Noise associated with construction
<input type="checkbox"/>	Increased construction traffic

<input type="checkbox"/>	The environmental impact of construction
<input type="checkbox"/>	Local road closures
<input type="checkbox"/>	The time taken to complete the construction
<input type="checkbox"/>	Maintaining local access
<input type="checkbox"/>	Maintaining access to public rights of way
<input type="checkbox"/>	The impact of the construction compounds
<input checked="" type="checkbox"/>	None of these
<input type="checkbox"/>	Other

Is there anything else we should consider about the proposed passing loops?

Ensure that they can be lengthened, and/or supplemented, as and when increased rail traffic requires.

Which, if any, of the following railway crossings do you currently use?

(Please tick all that apply)

<input type="checkbox"/>	Church Lane Crossing
<input type="checkbox"/>	Kings Crossing
<input type="checkbox"/>	Wybourne & High Halstow Crossing
<input type="checkbox"/>	Solomon's Crossing
<input type="checkbox"/>	Whitehall Bridleway Crossing
<input type="checkbox"/>	Stoke Road Crossing
<input type="checkbox"/>	Creek Lane Crossing
<input checked="" type="checkbox"/>	I don't use any of these crossings

Is there anything we should consider when making changes to crossings?

Please tick each specific crossing location you would like to make any further comments about.

<input type="checkbox"/>	Church Lane Crossing
<input type="checkbox"/>	Kings Crossing
<input type="checkbox"/>	Wybourne & High Halstow Crossing
<input type="checkbox"/>	Solomon's Crossing
<input type="checkbox"/>	Whitehall Bridleway Crossing
<input type="checkbox"/>	Stoke Road Crossing
<input type="checkbox"/>	Creek Lane Crossing
<input checked="" type="checkbox"/>	I do not want to make any further comments



Thinking about the potential effects of the construction works associated with the railway proposals, how much do you agree or disagree that:

The proposals to manage construction works help to minimise the impact on local residents: Agree.

The proposals to manage construction works help to minimise the impact on the environment: Agree.

The proposals to manage construction works help to minimise the impact on users of public rights of way (e.g. pedestrians, cyclists, and horse riders): Agree.

Is there anything else we should consider about managing the potential effects of the railway proposals?

Excellent community engagement with a dedicated liaison officer.

Is there anything else we should consider about the road, rail and environmental proposals on the Hoo Peninsula?

While we accept that the funding allocated and the timescale for spending it are both limited, we note that the number of new homes under consideration at 10,600 is almost identical to the scale of development at Barking Riverside, where a four trains per hour service is considered necessary. We must therefore urge that all parties strive to provide what is generally regarded as the minimum turn-up-and-go train service of quarter-hourly, and transform the new development's connectivity in what might become the basis for a new Medway Metro concept, through delivery of a Higham Curve option as named in Figure 17 on page 32 of 'Hoo: New Routes to Good Growth'.

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS
Railfuture
Vice-Chairman, London & South East regional branch
Director for Infrastructure & Networks, national Board

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