

5 Traffic and Access

5.1 Introduction

5.1.1 The traffic and access issues are covered within Chapter 5, Traffic and Access of the Environmental Statement (ES) dated September 2007.

5.1.2 There was a Transport Assessment prepared in 2007 and this was supplemented by a Transport Supplementary Information (TSI) dated September 2008 as a draft and finalised in January 2009.

There has since been a scheme change as reflected in the revised Parameter Plans contained within this supplemental ES (SES). This SES assesses the impact of the revised scheme and takes into account the relevant consultation responses that have been received since the September 08 TIS was submitted.

5.1.3 This chapter which should be read in conjunction with a Supplemental Transport Assessment (STA) provided as an Appendix to this chapter that has been prepared by Haskoning UK (The Denis Wilson Business Group) Transportation Planning, Infrastructure Design and Highway Safety Consultants.

5.2 Policy/Standards/Criteria

5.2.1 There are no amendments or additions to be made in respect of the Policy and Standards within the original ES chapter.

5.3 Assessment Methodology

5.3.1 The assessment methodology remains the same as the original ES save for the design year is now taken as 2017 not 2016.

5.4 Baseline Position/Conditions

5.4.1 The baseline position and conditions remain the same save for the change in design year to 2017.

5.4.2 However due to the scheme change the amount of development has reduced by 11% with a consequent reduction in traffic flows.

5.5 Likely Significant Effects

5.5.1 There is no change to the assessment of the likely significant effects of the development proposals.

5.6 Construction

5.6.1 The construction method statement remains the same as the original ES chapter.

Completed Development

- 5.6.2 Development Trip Rates: To determine the trip rates a first principles approach has again been applied. Trip generations for employment have been based upon the employee numbers and mode splits, which have been primarily, based on information obtained from the census data for Maidstone Journey to Work data. Full details of the methodology are presented in the Transport Assessment.
- 5.6.3 The first principles approach has been adjusted to reflect the scheme change that reduces the floorspace and the number of employees at the site. As a result of these changes the number of trips reduces by 11%.
- 5.6.4 The change in base year from 2016 to 2017 results in a rise in traffic by 0.67%.
- 5.6.5 The full traffic analysis contained within the Transport Assessment as supplemented, has considered the peak hour impact of the development on the study area. Due to the reduction in traffic the impact also reduces from the previous assessments.
- 5.6.6 Finally, analysis of the M20 Junction 8 Merge Diverge slip road has shown that three out of four of the slips will be able to accommodate traffic, including KIG associated traffic in 2016 within their existing configuration. The only exception is the Northwest bound on slip which will exceed its existing configuration by one design step. This occurs in 2007, irrespective of the KIG development. It is therefore considered that some upgrading of this junction will be necessary whether or not the KIG site is developed.

5.7 Mitigation

Construction

- 5.7.1 There is no change with regard to the mitigation related to construction.

Completed Development

- 5.7.2 Given the results of the traffic impact analysis and the acknowledgement that some upgrading of the diverge and merge lanes onto the M20 will be required, it is proposed that this work will be undertaken as part of the development. It should be noted that this work will be delivered within land that is highway land.
- 5.7.3 In addition the roundabout junction 8 will also be signal controlled.

Other potential improvements

- 5.7.4 There is no amendments or additions to this be made with respect to other improvements.

5.8 Residual Effects

- 5.8.1 There is no change or amendments to be made within the original ES chapter other than to note that the mitigation works at junction 8 and the merge and diverge will lead to a wider highway benefit.