

**TRANSPORT PLANNING & HIGHWAYS**



**Denis Wilson**  
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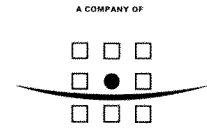
**ROYAL HASKONING**

# **Kent International Gateway**

## **Supplementary Transport Information 2**

**KIG**

**30 June 2009  
Final  
9T6444PL**



**ROYAL HASKONING**

**HASKONING UK LTD.  
DENIS WILSON BUSINESS GROUP**

Windsor House  
37 Windsor Street  
Chertsey  
Surrey  
KT16 8AT  
United Kingdom  
+44 (0)1932 569566 Telephone  
+44 (0)1932 569531 Fax  
chertsey@deniswilson.co.uk E-mail  
www.deniswilson.co.uk Internet  
www.royalhaskoning.com

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Checked by Checked by  
Date/initials check .....  
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## 1 INTRODUCTION AND SCOPE OF REPORT

- 1.1.1 This document provides supplementary transport information related to road based transport and is produced in the light of the proposal to reduce the size of the development as set out within the revised and updated ES. Within Chapter 5 Traffic and Access reference is made to this supplementary report.
- 1.1.2 From a road based transport perspective the key change of reducing the floorspace of the development results in there being less employees and less traffic as the assessment has been based upon that first principles basis of determining the number of employees and their modal choice.
- 1.1.3 In addition, this document also updates the position related to road based transport following the submission of the Transport Supplementary Information (TSI) contained within the report dated 09 September 2008 and the discussions that have been held with both the Highways Agency and Kent Highway Services where as we will show some matters have been agreed.
- 1.1.4 We would emphasise that in their response to the TSI dated 19<sup>th</sup> January 2009 Kent Highway Services state:-  
  
*" The Transport Supplementary Information has resolved a number of serious concerns that were raised in the initial assessment..."*
- 1.1.5 The Highways Agency also responded to the Transport Supplementary Information within their letter dated 12 December 2008 to Maidstone Borough Council which stated:-  
  
*" The additional information provided by Royal Haskoning on behalf of the applicant and dated 9<sup>th</sup> September 2008 represents a significant step forward..."*
- 1.1.6 It should be noted that both organisations have sought further information and confirmation of other points but their initial responses are clearly helpful and constructive.
- 1.1.7 Therefore this document will highlight the key differences related to employees and traffic flows that reduce as a result of the reduced size development.

## 2 PROPOSED DEVELOPMENT

2.1.1 The proposed development comprises a gross external floor area of 300,592sqm compared to the original scheme of 371,981sqm. Self evidently on the basis of determining road based trips to a reduced floor area the traffic generated to the site will be reduced when compared to the previous proposal.

2.1.2 It also follows that the freight capacity of the site must also be reduced.

2.1.3 Given the concerns expressed by both Highway Authorities about the impact of traffic flows in the highway network peak hours it must follow that a reduction in the number of employees will reduce the number of car trips and we discuss this further below.

### 2.2 Road Based Trips

2.2.1 By applying the same methodology as the TSI the daily number of trips generated to the site will be 9126 compared with 10295 for the larger scheme which results in a reduction of 11% throughout the day.

2.2.2 In terms of the number of employees based on worker floorspace figures used before the number will reduce from 3500 to 2900 based upon a development that has a split of 2/3 NDC and 1/3 RDC.

2.2.3 An issue previously raised related to the operation of the shift pattern and we can confirm that this would be a three shift system based upon the hours 0600-1400, 1400-2200 and 2200-0600. By reference to the TRICS database these hours appear to be typical for this type of operation.

2.2.4 Additionally other uses such as offices and industrial may well operate on the more typical hours and this is picked up within the daily distribution of trips applied to the traffic flows.

### 2.3 Traffic Capacity

2.3.1 The issue of traffic capacity beyond the site access has been assessed. The September 08 TSI assumed a design year of 2016.

2.3.2 Now the design year for assessment is 2017 being 10 years from submission in accordance with the relevant circular.

2.3.3 The difference in base flows between 2016 and 2017 when using TEMPRO for Maidstone results in an increase of 0.67%. Whilst this is an increase it must be compared with the reduction that arises from the reduced floor area and employees associated with the scheme changes set out in the Supplemental ES.

2.3.4 There remains an issue related to the wider VISUM modelled flows and the development flows assumed within the model and despite requests for this information to be provided nothing has been provided.

2.3.5 KHS have confirmed that their main concern relates to the junction of the A20 with the motorway link road.

- 2.3.6 Within the KHS response dated 19<sup>th</sup> January 2009 to the 2008 TSI, KHS stated that a major concern related to the potential for road crashes on the motorway, at that time it had been a consideration that a lane drop may be introduced around junction 8. That option is not being pursued now and the intention is to keep three lanes on the main line but introduce ghosted merge and diverge lanes on the west side of junction 8.
- 2.3.7 In the same KHS letter mention is also made of signal control being introduced at the roundabout of junction 8, that is now being proposed as part of the development and clearly this will have a wider benefit to traffic passing through this junction.
- 2.3.8 With regard to base traffic flows these are now agreed with both the HA/KHS, the matter of growth continues to be discussed as it relates to the VISUM model which is not accepted by the HA.

## 2.4 Site Access

- 2.4.1 There is acknowledgement by KHS that the site accesses operate within capacity and this has been recently confirmed. However it is noted that KHS are also concerned to ensure that suitable parking areas are contained within the site accesses to avoid the potential for traffic to interfere with the operation of the A20.

## 2.5 Road Safety

- 2.5.1 KHS has raised an issue about the road safety situation and requested that this should be assessed against the COBA rates. Appendix 1 to this document sets out the rates for each carriageway link and the junctions. It can be seen that for the existing case only one link is above the indicative COBA rate.

## 2.6 Travel Plan

- 2.6.1 A travel plan is to be prepared and this is subject of ongoing discussion. The document includes Freight Management Plan and will propose vehicle caps for the site.
- 2.6.2 From a travel point of view the principal concerns related to capacity are at the peak traffic times on the highway network when the combination of network and development flows combine to produce the highest demand.
- 2.6.3 Therefore given the proposed shift hours for this site see 2.2.3 above this will mean that the impact at the highway peaks will be reduced. Whilst it is accepted there will be some impact at the peak traffic hours generally the flows will be more spread throughout the day.
- 2.6.4 The developer has previously indicated that as part of the travel plan there will be a commitment to provide a bespoke bus connection between the site and key areas within Maidstone and to Bearsted Station. Principally to deal with the impact in the network peak times. In response to this the HA's consultant has stated:- *We are pleased that KIG have been discussing with Arriva the possibility of running a shuttle bus service that links the site with Bearsted railway station and Maidstone town centre. We are of the opinion that this could potentially reduce private car trips during the day time and therefore this option should continue to be pursued.*

- 2.6.5 The applicant acknowledges the need for a robust travel plan and that is being pursued with the HA and KHS.

### **3 SUMMARY AND CONCLUSION**

#### **3.1 Summary**

3.1.1 In summary of this document entitled Supplementary Transport Information 2 it has shown that the proposed scheme changes when assessed on the same basis as the original TA and the TIS dated January 2009 the number of employees reduces as does the traffic generation of the development. Thus the predicted traffic impact is reduced from that originally assessed.

3.1.2 Whilst the design year is now 2017 the reduction in traffic from the development more than out weighs the change in flow resulting from the growth factors.

3.1.3 The developer is committed to the travel plan process and the key aspect of the provision of shuttle buses to the site.

3.1.4 The intended shift hours which the developer will commit to for part of the development will assist in reducing the wider impact of highway peak traffic.

3.1.5 HA/KHS have agreed the base flows related to the highway network being assessed.

3.1.6 KHS have accepted that both of the site accesses which are controlled by traffic signals operate within capacity.

3.1.7 The developer is committed to providing a ghost island merge and diverge lanes on the London side of junction 8. In addition the provision of traffic signal control for the roundabout at junction 8 will also be provided. These improvements provide a wider highway benefit to this part of the National road network.

#### **3.2 Conclusion**

3.2.1 We conclude that the findings of the original assessment together with this additional information following the scheme changes do not change our conclusions; in fact with the reduction in traffic they introduce the impact reduces.

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