

Kent Corridors to M25 Route Strategy Evidence Report Technical Annex

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Document History

Technical annex to Kent Corridors to M25 route-based strategy evidence report

Highways Agency

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Part A Supporting evidence

A1 Introduction

A1.1 Background

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A1.2 The scope of the stage 1 RBS evidence report

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A1.3 Route description

The coverage of the Kent Corridors to M25 RBS has been taken to mean that as defined by the Route Map included as Appendix A in the Stage 1 evidence report. [C1.3a]

The Trans-European Transport Network (TEN-T) was defined from a subsection on the European Commission's website on Mobility and Transport [C1.3b]¹

¹ This is a reference to source documents in Section C – Bibliography, all references are annotated this way throughout this Technical Annex.

A2 Route capability, condition and constraints

A2.1 Route performance

Information on the traffic flows, goods vehicle proportions and On-Time Reliability Measure were provided by the Highways Agency's National Intelligence Unit (NIU) [C2.1a].

Figures 2.1 and 2.2 were generated from the following maps prepared by the NIU:

- Route-based strategies – South East – South network performance – delay [C2.1c]
- Route-based strategies – South East – South network condition – peak hour speeds [C2.1b]

These maps were used to inform the discussions at the engagement events.

A2.2 Road Safety

Information on collision rates and casualty location sites discussed in p2.2.3 to p2.2.5 were provided by the NIU on a map produced from the engagement events:

- Route-based strategies – South East – South: safety on the network 2008-2011 [C2.2d]

The statistics quoted in sections 2.2.6 to 2.2.10 were calculated using collision data obtained from the Area 4 – Road Safety Statement 2012 report section 5 [C2.2c].

Data was extracted from the Area 4 Road Safety Statement from the individual chapters. Each road (e.g. M2, A20) had its own chapter which was subdivided into collision analysis and casualty analysis.

Within each chapter of the report, there was numerical data, to show how many collisions there were, how many involved pedestrians etc. But there were also sections of the chapter which presented more detailed accounts of the collisions and specifically how they were caused. The various causes were amalgamated and, along with the numerical data, input into Excel.

Within the spreadsheet, the numerical data was presented in various tables, such as "Total Collisions", "Total Casualties" and "Number of Collisions involving Goods Vehicles". Putting the data from each of the chapters of the report into Excel allowed for a direct comparison between roads, which the report didn't provide. Excel was also used to add up the most common causation factors giving an overview for the route as to which factors led to collisions occurring.

Analysis of the data mainly consisted of adding collisions/casualties from each individual road together to get totals for the whole route, including totals for each year on the route. Following this, percentages could be calculated on excel, for instance to describe what proportion of collisions between 2009 and 2011 occurred when the road surface was wet.

Putting the data for all five roads which make up the route also showed how many collisions occurred in each three year period. It was then possible to analyse the change in number of collisions on the whole route. So for instance, 4% fewer collisions occurred on the route between 2009 and 2011 than between 2008 and 2010.

The sites identified in Table 2.3: Collision Investigation Priority Cluster Sites and Table 2.4: Collision Investigation Priority Link Sites were derived from Tables F1 and F3 contained in Appendix F of the Area 4 – Road Safety Statement. Using these tables, the top ten sites for the RBS were identified, extracted and then rebased (from 1 to 10) to present the priority sites in the RBS.

A2.3 Asset Condition

Information on carriageway condition for the RBS was provided by the NIU in the form of maps presented at the stakeholder events:

- Route-based strategies – South East – South pavement condition

Information on structures and other key asset issues for routes were extracted from the Area 4 Area Asset Management Plan 2012-3 [C2.3a]

A2.4 Route Operation

Information on traffic officer service was provided by the Highways Agency [C2.4a].

Information to complete of Table 2.6 Average Incident Duration on Route was extracted from maps produced by the NIU for the engagement events:

- Route-based strategies – National Average Lane Impact Duration – Motorways only [C2.4a]

A2.5 Technology

Information on the technology assets was received from Capita [C2.5a] for Areas 3, 4 and 5 under the South East TechMac, South West TechMac Eastern TechMac and the M25 DBFO contracts.

A2.6 Vulnerable Road Users

Information on provisions for vulnerable road users was derived from a variety of sources including local knowledge, from issues raised by stakeholders at the engagement events and using Kent County Council's "Explore Kent" interactive mapping [C2.6c]

Information on the National Cycle Network routes was obtained from Sustrans [C2.6b].

The number of collision involving vulnerable road users (paragraph 2.6.4) was derived from section 5.6.2 of the Area 4 – Road Safety Statement 2012 [C2.6.a].

A2.7 Environment

Information on environmentally sensitive locations was derived from a map produced by the NIU for the engagement events:

- Route-based strategies – South East – South – environment [C2.7c]

This map provided information on the locations of:

- Areas susceptible to water pollution²
- Areas identifies as being at risk of flooding³
- Areas identified as Noise Important Areas⁴
- Air quality sensitivity areas
- Areas of cultural sensitivity, see below
- Ecological designations, see below

² Water pollution in terms of contaminated surface water runoff attributed to fuel and/or cargo spillages

³ Information was scaled from the maps to provide estimates of areas at risk of flooding; there was no information available on the type of flooding risk: surge tide; groundwater; or surface.

⁴ The Stage 1 evidence report only makes specific mention of two locations where there are Noise Important Areas. There are others shown on the map, but due to the scale of the mapping available and information behind the maps being unavailable it has not been possible to identify these areas.

- Areas of landscape sensitivity⁵

Additional information relating to the location of areas of cultural and ecological sensitivity was obtained from the MAGIC website: a GIS (geographical information system) based map which provides information on rural, urban, coastal and marine environments across Great Britain [C2.7d].

The MAGIC website was used to identify the locations of:

- World Heritage Sites
 - None identified
- Scheduled Monuments
 - Dover Castle, Dover
 - Archcliffe Fort, Dover
 - Castle Hill, Folkestone
 - Fort Borstal, Rochester
 - The Chestnuts Long Barrow, Tonbridge and Malling
 - Cistercian Abbey, Maidstone
 - Thurnham Motte and Bailey Castle, Maidstone
 - Binbury Motte and Bailey Castle, Maidstone
 - Ringwork and Baileys at Church Farm, Maidstone
 - Romano British building west of Corbier Hall Wood situated to the north of the M20, Maidstone
 - Building crop mark, possible 'Corbier Hall', situated to the north of the M20, Maidstone
 - Queenborough Lines, Queenseborough
 - Sheerness Navel Defences, Sheerness
 - WW2 Heavy Anti-aircraft gun site, Iwade
 - Romano-British villa and 19th century reservoir in Cobham Park, Gravesham
 - An Anglo Saxon barrow field and prehistoric linear earthwork located east of the A2 at Barham Downs, Canterbury
 - Bowl barrow located to the east of the A2 (approximately 350m south west of Upper Digges Farm), Canterbury
 - Springfield Roman Site, Dartford
 - Roman enclosure SE of Vagniacae at Southfleet, Dartford
- Listed Buildings
 - Various Grade II listed buildings adjacent to the A249
 - Various Grade II listed buildings adjacent to the A20 at Dover
 - K6 Telephone kiosk, adjacent to the A20 at Dover
 - Little Chef situated on the A2 Canterbury Road
 - Swanscombe cutting footbridge at Bean, Dartford
- Ramsar Sites
 - Medway Estuary and Marshes, A249 Queensborough

⁵ The only areas of landscape sensitivity required to be report were Areas of Outstanding Natural Beauty (AONB).

- Sites of Special Scientific Interest (SSSIs)
 - Lydden and Temple Ewell Downs, A2 Dover
 - Blean Complex, A2 Canterbury
 - Medway Estuary and Marshes, A249 Queensborough
 - Queendown Warren, M2 Sittingbourne
 - Farningham Wood, M20 Sevenoaks
 - Folkestone to Etchinghill Escarpment, M20 Folkestone
 - Wouldham to Detling Escarpment
 - The Swale, A249 Isle of Sheppey
 - Hatch Park, M20 Ashford
 - Folkestone Warren, A20 Dover
 - Darneth Wood, A2 Dartford
 - Cobham Woods, M2 Rochester
 - Shorne and Ashenbank Woods, A2 Rochester
- Special Areas of Conservation (SACs)
 - Lydden and Temple Ewell Downs, A2 Dover
 - Blean Complex, A2 Canterbury
 - Queendown Warren, M2 Sittingbourne
 - Folkestone to Etchinghill Escarpment, M20 Folkestone
 - North Downs Woodland, A249 Maidstone
- Special Protection Areas (SPAs)
 - Medway Estuary and Marshes, A249
 - The Swale, A249
- Areas of Outstanding Natural Beauty (AONBs)
 - Kent Downs
- National Nature Reserves (NNRs)
 - Lydden and Temple Ewell Downs, A2 Dover
 - Blean Complex, A2 Canterbury
 - Elmey National Nature Reserve
- Local Nature Reserves (LNRs)
 - Queendown Warren, M2 Sittingbourne
 - Farningham Wood, M20 Sevenoaks
 - Western Heights, A20 Dover
 - Ashford Green Corridors, M20 Ashford

Information relating to areas which are identified as being susceptible to the effects of severe weather (Table 2.10) was obtained from the Area 4 Severe Weather Plan [C2.7e] (section 1.3.4 and table on page 2-17). Although the A249 Sheppey Bridge was not mentioned as a vulnerable location in the Severe Weather Plan, it was recorded as a concern from the stakeholders at the engagement events.

A3 Future considerations

A3.1 Overview

Figure 3 was derived from information collated for Tables 3.1 – 3.3 of chapter 3 of the Stage 1 evidence report.

A3.2 Economic development and surrounding environment

The location of known key housing and economic growth aspirations for the south SELEP region outlined in Table 3.1 were derived from the following sources:

- Ashford Borough Council
 - Ashford Core Strategy [C3.2a]
 - Strategic Housing Land Availability Assessment [C3.2b]
 - Urban Sites and Infrastructure Development Plan Document [C3.2c]
- Canterbury City Council
 - Canterbury District Local Plan Preferred Option Draft Consultation 2013, [C3.2d]
- Dartford Borough Council
 - Dartford Core Strategy [C3.2e]
- Dover District Council
 - Dover Core Strategy [C3.2f]
 - Dover District Land Allocations Pre-Submission Local Plan [C3.2g]
- Gravesend Borough Council
 - Gravesham Five Year Deliverable Housing Land Supply and Buffer Statement 2012-2017 [C3.2h]
 - Gravesham Borough Council Economy and Employment Background Paper [C3.2i]
- Maidstone Borough Council
 - Maidstone Borough Local Plan - SHLAA/SEDLAA Call for Sites Submissions, [C3.2j]
- Medway Council
 - Medway Strategic Land Availability Assessment [C3.2k]
- Sevenoaks District Council
 - Allocations and Development Management Plan - Draft for Submission, [C3.2l]
 - Sevenoaks Core Strategy [C3.2m]
 - Strategic Housing Land Availability Assessment [C3.2n]
- Shepway District Council
 - Shepway Core Strategy, Shepway District Council, September 2013 [C3.2o]
 - Employment Land Review Final Report and Appendices 2011 [C3.2p]
 - Strategic Housing Land Availability Assessment (SHLAA) 2009/2010 Consolidated Document Draft [C3.2q]

- Swale Borough Council
 - Draft Swale Strategic Housing Land Availability Assessment 2010/11 [C3.2r]
 - Draft Swale Core Strategy: Bearing Fruits [C3.2s]
 - Bearing Fruits 2031: The Consultation Draft Swale Borough Local Plan Part 1 [C3.2t]
- Tonbridge & Malling Borough Council
 - Tonbridge and Malling Core Strategy [C3.2u]

A3.3 Network improvements and operational changes

The committed improvement schemes (Table 3.2) were identified from the Highways Agency website [C3.3a].

The information contained in Table 3.3 were extracted from Table A.1 of the HM Treasury report Investing in Britain's Future [C3.3c] and then verified against National Infrastructure Plan 2013, National Infrastructure Pipeline 2013 [C3.3d].

Also considered was the DfT report Action for Roads [3.3e].

A3.4 Wider transport networks

Investing in Britain's Future [C3.4a] and the National Infrastructure Plan 2013 [C3.4b] were reviewed for local transport schemes that might have a significant effect on the motorway and trunk road network that forms this RBS. The pertinent tables⁶ in each document did not reference any schemes other than those proposed on the SRN and identified in Tables 3.2 and 3.3.

Information on the Port of Dover, Eurotunnel, Kent International Airport, Port of Sheerness and Lydd Airport came from the following documents:

- Port Development Terminal 2, Port of Dover website, [C3.4c]
- Eurotunnel On Track, Eurotunnel, [C3.4d]
- Kent International Airport Masterplan, Manston, Kent International Airport website [C3.4e]
- Ports & Warehousing in Kent, Locate in Kent website [C3.4f]
- The Future of Lydd Airport, Lydd Airport website, [C3.4g]

The list of SELEP schemes [C3.4h] relevant to the RBS were reviewed, those schemes that would impact on the SRN were already identified in section 3.3

⁶ Table A.1 from Investing in Britain's Future, National Infrastructure Pipeline 2013

A4 Key challenges and opportunities

Information reported in Section 4 of the Stage 1 evidence report was derived from the evidence and discussion in Sections 2 and 3 of the Stage 1 evidence report, comments received from the HA route leads and supporting MACs, and comments received from the engagement events, reported in the engagement event report listed in section B1 of this Technical Annex. The main input to this report was from the SELEP Area Engagement event held in Maidstone.

In addition to information from the stakeholder engagement events, information was also sourced from the HA Road Users' Satisfaction Survey (ARUSS) report for Area 4 (July 2013), and the Customer Feedback Report Quarter 1 2013-14. As well as on-going Agency engagement with stakeholders regarding proposed developments and emerging Local Plans.

A4.1 Overview

The overview section included key messages from stakeholders, as identified from the "sticky dot" prioritisation of the stakeholder events, comments from the HA route leads and the MAC representatives.

The hotspots were identified from stakeholder comments and data from Section 2 and 3.

The guidance for this section was to link the key challenges and opportunities to the impact on economic growth. This was done by highlighting the location of key development sites (sourced from Section 3).

The key output of Section 4 is Table 4.1 – the Table of Key Opportunities and Challenges. The information in this table was sourced from the stakeholder engagement events – from the first and second breakout sessions – and is listed in an order from generic to location-specific, but the order is not meant to convey any form of priority. The fields included in the table were populated from the data in the Stakeholder Event reports (included in Appendix B1), with the prioritisation determined from the ratio of "sticky dots" to each topic vs the total "dots" placed at the Maidstone event.

A4.2 Operational challenges and opportunities

Data for each section (operation, asset condition, capacity, safety and social and environmental) was grouped as follows:

- Overview – includes a brief overview of the current infrastructure in place, drawing on information in sections 2/3
- Generic Challenges/Opportunities identified by Stakeholders – these are non-location-specific issues identified from un-prioritised stakeholder comments at the engagement events
- Location-specific Challenges/Opportunities identified by Stakeholders – these are location-specific issues identified from un-prioritised stakeholder comments at the engagement events
- Generic Challenges/Opportunities identified from the data in Sections 2/3
- Location-specific Challenges/Opportunities identified from the data in Sections 2/3
- Regional comments by Highways Agency Customers

For the operational and capacity challenges and opportunities identified, these were linked to their impact on the local economic growth aspirations (as drawn from Section 3).

A4.3 Asset condition challenges and opportunities

The structure and approach to develop this section was the same as for Operational Challenges and Opportunities.

A4.4 Capacity challenges and opportunities

The structure and approach to develop this section was the same as for Operational Challenges and Opportunities.

A4.5 Safety challenges and opportunities

The structure and approach to develop this section was the same as for Operational Challenges and Opportunities.

A4.6 Social and environmental challenges and opportunities

The structure and approach to develop this section was the same as for Operational Challenges and Opportunities.

A4.7 Co-operation between the Agency and Stakeholders

This section drew on notes from the third plenary session of the stakeholder event held in Maidstone, where the topic under discussion was co-operation between the Agency and stakeholders.

Part B Stakeholder engagement

B1 Stakeholder Engagement

B1.1 Engagement Events

The Highways Agency hosted a series of Engagement Events within the South East region which encompasses the southern part of the South East Local Enterprise Partnership prior to commencing the drafting of the Stage 1 Evidence Report. The details of the Engagement Events in South East Region can be found in the following reports.

- Highways Agency Route-based Strategy, Solent and M3 LEP Areas Engagement, Basingstoke Engagement Event, December 2013
- Highways Agency Route-based Strategies, C2C LEP Area Engagement, Gatwick Event, December 2013
- Highways Agency Route-based Strategies, Bucks TV LEP Area Engagement. High Wycombe Event, December 2013
- Route-based Strategy, Stakeholder Engagement. London Engagement Event. December 2013
- Highways Agency, Route-based Strategies, SELEP Area Engagement, Maidstone Event, December 2013
- Highways Agency Route-based Strategy, Oxfordshire LEP Area, Oxford Engagement Event, December 2013
- Highways Agency Route-based Strategies, TV Berkshire LEP Area Engagement, Reading Event, December 2013

Comments from stakeholders documented in the Stage 1 evidence report were taken from these engagement event reports.

Evidence may have also been derived from other RBS Engagement Events held nationwide.

Part C Bibliography

C1 Introduction

C1.1 Background

- a) A Fresh Start for the Strategic Road Network, Alan Cook, 24 November 2011
<https://www.gov.uk/government/publications/a-fresh-start-for-the-strategic-road-network>
- b) Roads Reform – A Fresh Start for the Strategic Road Network: Government Response and Feasibility Study Terms of Reference, Department for Transport, 24 May 2012
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- c) Highways Agency Pilot Strategies, Highways Agency, March 2013
www.highways.gov.uk/publications/route-based-strategies

C1.2 The scope of the stage 1 RBS evidence report

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C1.3 Route description

- a) Route Map, Highways Agency, 12 December 2013 (Appendix A in the Stage 1 Evidence Report)
- b) Trans-European Transport Network (TEN-T): Comprehensive Network & Core Network, European Commission
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C2 Route capability, condition and constraints

C2.1 Route performance

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- b) Strategic Road Network Performance Specification 2013 to 2015, Department for Transport/Highways Agency, 28 March 2013
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/185684/performance-specification-2013-15.pdf
- c) Engagement Event Mapping – Route-based Strategies – South East – South Network Condition – Peak Hour Speeds, Highways Agency, 2013
- d) Engagement Event Mapping – Route-based Strategies – South East – South Network Performance – Delay, Highways Agency, 2013

C2.2 Road safety

- a) Strategic Road Network Performance Specification 2013 to 2015, Department for Transport/Highways Agency, 28 March 2013
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- d) Engagement Event Mapping – Route-based Strategies - South East – South Safety on the Network 2008-2011, Highways Agency, 2013

C2.3 Asset condition

- a) Area Asset Management Plan 2012-13 – Area 4, National Asset Management Plan 2013, Highways Agency, 10 July 2013

C2.4 Route operation

- a) Engagement Event Mapping – Route-based strategies – National Average Lane Impact Duration – Motorways only, Highways Agency, 2013
- b) Email from Andrew Rattan, Highways Agency to HA RBS Route Leads dated 17/10/13 16.41

C2.5 Technology

- a) Engagement Event Mapping – Route-based strategies – National Average Lane Impact Duration – Motorways only, Highways Agency, 2013
- b) Email from Jason Gravell, Senior Consultant, Capita to Colin McKenna, Technical Director, Parsons Brinckerhoff dated 06/11/13 16:40.

C2.6 Vulnerable road users

- a) Highways Agency Area 4 – Road Safety Statement 2012, Balfour Beatty Mott MacDonald (BBMM), March 2013
- b) National Cycle Network Route Map, Sustrans
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- c) Explore Kent: GIS Map, Kent County Council
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C2.7 Environment

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- c) Engagement Event Mapping – Route-based Strategies – South East – South Environment, Highways Agency, 2013
- d) Magic Interactive Mapping website
www.magic.gov.uk
- e) Area 4 Severe Weather Plan (2012/2013), Balfour Beatty Mott MacDonald, 25 September 2012
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C3 Future considerations

C3.1 Overview

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C3.2 Economic development and surrounding environment

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- b) Strategic Housing Land Availability Assessment, Ashford Borough Council, December 2008
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- c) Urban Sites and Infrastructure DPD, Ashford Borough Council, October 2012
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- d) Canterbury District Local Plan Preferred Option Draft Consultation 2013, Canterbury District Council, June 2013
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- f) Dover Core Strategy, Dover District Council, February 2010
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- i) Gravesham Borough Council Economy and Employment Background Paper, Gravesham Borough Council, December 2012
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- p) Employment Land Review Final Report and Appendices, Shepway District Council, January 2011
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C3.4 Wider transport networks

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- f) Ports & Warehousing in Kent, Locate in Kent website
www.locateinkent.com/why-locate-in-kent/why-kent/travel-and-transport/ports
- g) The Future of Lydd Airport, Lydd Airport website
www.lydd-airport.co.uk/about-us/future
- h) Email from Kevin Bown, Asset Manager, Highways Agency to Marcus Chick, Regional Associate, Parsons Brinckerhoff dated 04/12/13 13:00

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