

planning
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Appendix 4.2: Draft Construction Traffic Management Plan (CTMP) for WKN

Wheelabrator Kemsley (K3 Generating Station) and Wheelabrator Kemsley North
(WKN) Waste to Energy Facility DCO

September 2019 -Submission Version

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RPS

**WHEELABRATOR KEMSLEY
NORTH (WKN)**

WASTE TO ENERGY FACILITY

**DRAFT CONSTRUCTION
TRAFFIC MANAGEMENT PLAN**



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28 August 2019

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RPS

20 Western Avenue
Milton Park
Abingdon
Oxon
OX14 4SH

Tel: 01235 432190
Fax: 01235 834698
Email: transport@rpsgroup.com

QUALITY MANAGEMENT

Prepared by:	Paul Warner
Authorised by:	David Archibald
Date:	28 August 2019
Project Number/Document Reference:	JNY9290-06B

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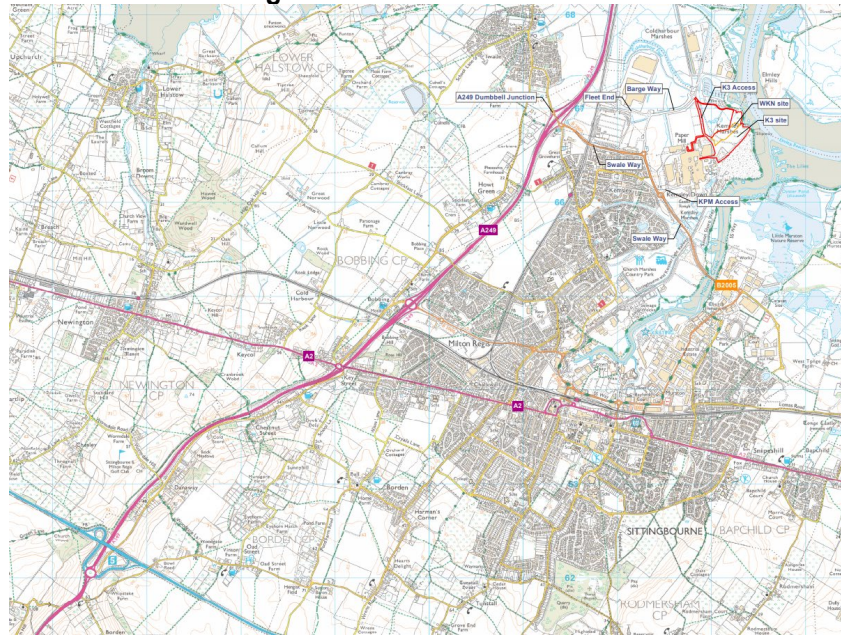
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1 INTRODUCTION

- 1.1 This Draft Construction Traffic Management Plan (CTMP) has been prepared on behalf of WTI EfW Holding Ltd, in respect of the application for a Development Consent Order (DCO) to construct and operate a new waste-to-energy facility on land called Wheelabrator Kemsley North ('WKN') east of Kemsley, near Sittingbourne, Kent as shown in **Figure 1.1** below.

Figure 1.1: Site Location Plan



- 1.2 WTI made a formal application on the 1st June 2018 to the Secretary of State for Business, Energy and Industrial Strategy (SoS) under Section 35 of the Planning Act 2008 for a direction as to whether the WKN Proposed Development together with any matters associated with it can be treated as development for which Development Consent is required. The SoS issued his direction on the 27th June 2018 confirming that WKN is to be treated as development for which Development Consent is required, as it is nationally significant when considered with other projects in the same field.
- 1.3 This CTMP sets out measures that will be implemented to mitigate the impacts of construction related vehicles travelling to and from the site. A separate Draft Travel Plan has been prepared to support the application in relation to the movement of staff, visitors and waste vehicle movements during its operational phase.
- 1.4 This CTMP will form the basis of a Full Construction Traffic Management Plan, which will evolve from this document once a contractor has been appointed, post consent.
- 1.5 The arrangements of the CTMP will be communicated through the site induction for all site personnel; however, when further, more specific information needs to be communicated, additional bespoke talks will be carried out to the relevant site personnel as and when required.

2 EXISTING SITE CONDITIONS

Site Location

- 2.1 The site is located on land to the north east of Kemsley Paper Mill (KPM), in turn located to the east of Kemsley, a residential suburb to the north of Sittingbourne in Kent.
- 2.2 The site is accessed from the existing northern access which forms the southern arm of a three-arm roundabout on Barge Way; the roundabout has been constructed to have four arms, but the north-western arm is currently not operational.
- 2.3 The site is located approximately 3km north-east of Sittingbourne and approximately 2km east of the A249.

Local Highway Network

- 2.4 Barge Way is a 7.3m wide single carriageway road with street lighting and subject to a 40-mph speed limit. There are no parking restrictions.
- 2.5 To the north, Barge Way accesses Ridham Docks and to the west it forms the eastern arm of a four-arm roundabout with Fleet End which provides access to a Morrison's distribution centre. Barge Way continues south from this roundabout to form the northern arm of the three-arm roundabout with Swale Way which again has been designed to be a 4-arm roundabout.
- 2.6 Swale Way forms part of the Sittingbourne Northern Perimeter Road, linking the A249 to the Eurolink Industrial Estate with a number of junctions along it providing access to the surrounding residential and industrial areas of Sittingbourne.
- 2.7 Swale Way is a 7.3m wide single carriageway road with street lighting; it is subject to a 40mph speed restriction and has no parking restrictions.
- 2.8 At its western end, Swale Way forms a grade separated dumbbell roundabout with the A249 and the B2005 Grovehurst Road. The eastern roundabout has five arms connecting Swale Way, Grovehurst Road (B2005), the A249 southbound on and off-slip roads and the A249 overbridge. The western roundabout has four arms connecting Grovehurst Road, the A249 northbound on and off-slip roads and the A249 overbridge.

Strategic Highway Network

- 2.9 The A249 is a dual carriageway road and forms part of the trunk road network. It routes broadly north to south between the Isle of Sheppey and Maidstone respectively. It forms grade separated junctions with the B2006, A2, M2 and M20 and provides access to London, the M25 and the wider strategic highway network.

Walking / Cycling Infrastructure

- 2.10 There are combined footway / cycleways along the northern side of Barge Way and along the southern and south-western sides of Swale Way. These link to the residential streets in the immediate vicinity of Swale Way, which in turn provide access to the wider residential areas of Sittingbourne. These residential streets generally have footways on both sides of the carriageway; therefore, a good network of footways allows pedestrians to route between the site and the surrounding residential areas.
- 2.11 The Saxon Shore Way is a long-distance footpath which follows the shore of the Swale to the east of the Mill. The footpath continues north towards Chertney Marshes and further to Gillingham. To the south it links into Sittingbourne and continues east towards Faversham. The route is not lit and is not generally surfaced.
- 2.12 The site is within proximity to on and off-road cycle routes which link to the wider Kemsley and Sittingbourne area. The National Cycle Network Route 1 is a long-distance cycle route connecting Dover and the Shetland Islands, passing along the B2005 Grovehurst Road between Sittingbourne and Kemsley. National Cycle Network Route 174 routes on Sheppey Way linking Route 1 to the Isle of Sheppey.
- 2.13 The combined footway / cycleways along Barge Way and Swale Way to provide a range of cycle routes to surrounding areas, linking to Routes 1 and 174 of the National Cycle Network.

Public Transport Infrastructure

- 2.14 The closest bus stops are located on Ridham Avenue, approximately 1km west of the site, and are served by bus service number 347 which provides a direct link to Sittingbourne town centre. The journey time from Kemsley to Sittingbourne is approximately 20 minutes and the service operates 4 buses per hour throughout the day and 3 buses per hour on a Saturday.
- 2.15 Additional bus stops are located on Grovehurst Road approximately 2km west of the site. These bus stops are served by service numbers 324, 326, 339, and 341. A summary of the bus services in the vicinity of the site is shown in **Table 1**.

Table 2:1 Summary of Local Bus Services

Kemsley Bus Service Summary							
			Service Frequency (per hour)				
			Monday to Friday				Weekends
			AM Peak	Off Peak	PM Peak	Evening	
347*	Arriva Kent & Surrey	Kemsley – Sittingbourne	4	4	4	4	3
326	Chalkwell Coaches	Sheerness – Sittingbourne – Chatham	1 service per day in each direction				
647*	Arriva Kent & Surrey	Iwade – Kemsley – Chalkwell – Sittingbourne – Snipeshill	1 service AM southbound 1 service PM northbound				

*Term time only

Source: Arriva Kent & Surrey bus timetables - www.arrivabus.co.uk and Chalkwell Coaches - <http://www.chalkwell.co.uk>, 13/03/2019.

- 2.16 Kemsley Railway Station is located approximately 2km west of the site on Grovehurst Road. Southeastern Trains operate all services from Kemsley Railway Station.

- 2.17 Kemsley Railway Station has some direct services to London Victoria with a service frequency of two trains during the weekday morning with a journey time of approximately one hour and twenty-five minutes. Additional half-hourly services are available to London Victoria which require a change over at Sittingbourne.
- 2.18 Kemsley Railway Station has access to additional frequent train services via Sittingbourne Railway Station. With services from Kemsley approximately every 20 to 30 minutes and a journey time of 4-6 minutes, Sittingbourne Railway Station has frequent train services to London Victoria, London St Pancras International, Ramsgate and Dover Priory.

3 OBJECTIVES

- 3.1 The primary objective of this CTMP is to minimise any effects of transport associated with the construction of the WKN Proposed Development.
- 3.2 Therefore, the most easily identified benefits of this CTMP are those that are directly related to minimisations in the mode share of single occupancy vehicles, minimised congestion on the surrounding highway network, noise, air pollution and fewer accidents and the appropriate movement and management of construction HGVs.
- 3.3 The Full Construction Traffic Management Plan will build upon this CTMP with key objectives being:
- Reduce the traffic impact of the construction in terms of the movement of construction staff;
 - Reduce all traffic associated with the construction, particularly non essential traffic; and
 - Maximise the environmental and health benefits by promoting reduced emissions and higher safety levels.
- 3.4 Steps toward the mitigation of any construction transport impacts will be threefold:
- Addressing travel by construction staff;
 - Ensuring construction vehicles use the most suitable routes; and
 - Ensuring that the construction vehicles meet high environmental standards.

4 KEY CTMP CONTACTS

Contact Name and Phone Numbers of Personnel Responsible for Adherence and Monitoring the CTMP

- 4.1 Contact details for personnel responsible for adherence to the plan will be established on appointment of the main contractor for the construction works. Prior to the commencement of construction operations, details will be confirmed in writing to the Local planning Authority.

Contact Name and Phone Numbers for Site Related Enquiries Including Out of Hours' Time Periods

- 4.2 As above, contact details for site related enquires will be established on appointment of the main contractor for the construction works. These details will be included on site notices placed at the site entrance. Prior to the commencement of construction operations, details will be confirmed in writing to the Local planning Authority.

5 DURATION OF CONSTRUCTION WORKS AND TIMES OF OPERATION

- 5.1 Construction activities will be undertaken during normal construction working hours of 07:00 and 19:00 on weekdays and 07:00 to 16:00 on Saturdays and on Sundays where needs dictate. Construction HGV movements may occur during these hours.
- 5.2 Construction staff would typically arrive between 06:00 and 07:00 and depart between 19:00 and 20:00 on a weekday. On a weekend, construction staff would typically arrive between 06:00 and 07:00 and depart between 16:00 and 17:00.
- 5.3 Construction for the WKN Proposed Development is expected to begin in Q1 2021 and last 40 months with the start of operation being in 2024.
- 5.4 There are other potential construction works ongoing in the adjacent area, as set out graphically in **Figure 5.1**.

Figure 5.1: Construction Timeline and Other Works / Operations

	2019				2020				2021				2022				2023				2024			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
K3 Construction																								
K3 Operational (as consented)																								
K3 Operational (Proposed Development)																								
K4 Construction																								
K4 Operational (no regular traffic generated)																								
WKN Construction																								
WKN Operational (Proposed Development)																								
Grovehurst Improvements Financing																								
M2 J5 Improvements																								

- 5.5 The WKN Proposed Development may be under construction at the same time as works at the M2 Junction 5. There are also plans to improve the Grovehurst roundabouts although the timing for any such works is not determined.
- 5.6 The construction manager will keep abreast of the works at the M2 Junction 5 and the Grovehurst roundabouts. If these works are causing disruption to the arrival of construction materials, then the construction manager will liaise with the contractors and suppliers and advise them to seek to avoid arriving during peak periods.

6 ANTICIPATED CONSTRUCTION VEHICLE AND CONSTRUCTION STAFF MOVEMENTS

Construction Staff

- 6.1 During construction, it is estimated there will be a peak of up to 482 staff on site during month 24 of the 40-month construction programme.
- 6.2 Construction staff would typically arrive between 06:00 and 07:00 and depart between 19:00 and 20:00 on a weekday. On a weekend, construction staff would typically arrive between 06:00 and 07:00 and depart between 16:00 and 17:00.
- 6.3 The construction manager will ensure all construction staff are made aware of the Construction Traffic Management Plan and its objectives in enhancing the environment.
- 6.4 The construction manager will seek to organise construction activities such that where practicable construction workers would not have to travel to and from the site during the AM and PM peak hours.
- 6.5 Car sharing represents a relatively convenient form of travel offering a significant potential to reduce overall private mileage of construction workers. It is this mode of transport which often forms one of the most convenient methods of sustainable travel with construction workers.
- 6.6 The construction manager will promote a car-sharing scheme during suitable periods of construction activity (dependent on numbers of construction workers) by investigating car sharing amongst construction workers and setting up a database of construction workers willing to share journeys.
- 6.7 The construction manager will also highlight the local bus and rail services to all construction staff and will suggest their use as an alternative to single occupancy car use.
- 6.8 The construction manager will monitor the use of the car park and will ensure that users are fully aware of the potential for car sharing.

Construction HGVs

- 6.9 The peak construction period is expected to produce a maximum of 45 HGV deliveries per day.

Abnormal Indivisible Loads

- 6.10 There will be a requirement for large items of plant to be delivered for the construction of WKN Proposed Development. The vehicles required to deliver these items are likely to fall outside of the Construction and Use Regulations, 1986, and so are likely to be deemed as Abnormal Indivisible Loads (AILs) and require the appropriate notification to be given to the relevant authorities to obtain an Order to enable their movement on the highway via the Motor Vehicles (Authorisation of Special Use) General Order (HMSO, 2003).

- 6.11 The escort and management requirements will be agreed with the highway authorities as part of obtaining the AIL permissions in accordance with the legislation.

Construction Vehicle Debris & Mitigation Measures

- 6.12 The principal concerns of construction traffic are considered to be materials falling off the back of vehicles whilst on the road network, dust and dirt migrating onto the public highway from the construction site (mainly being carried by the tyres of vehicles visiting the site). The following elements of mitigation will be employed to ensure that these temporary construction phase impacts are minimised:

- provision of appropriate wheel cleaning facilities at the site e.g., mobile pressure washer or wheel wash;
- a regular programme of road cleaning;
- a regular programme of inspection of the site entrance and public highway in the vicinity of the site; and
- a requirement that all open topped vehicles carrying granular or loose materials to/from the site are covered/sheeted when on the public highway.

- 6.13 The construction manager will be responsible for ensuring these are undertaken.

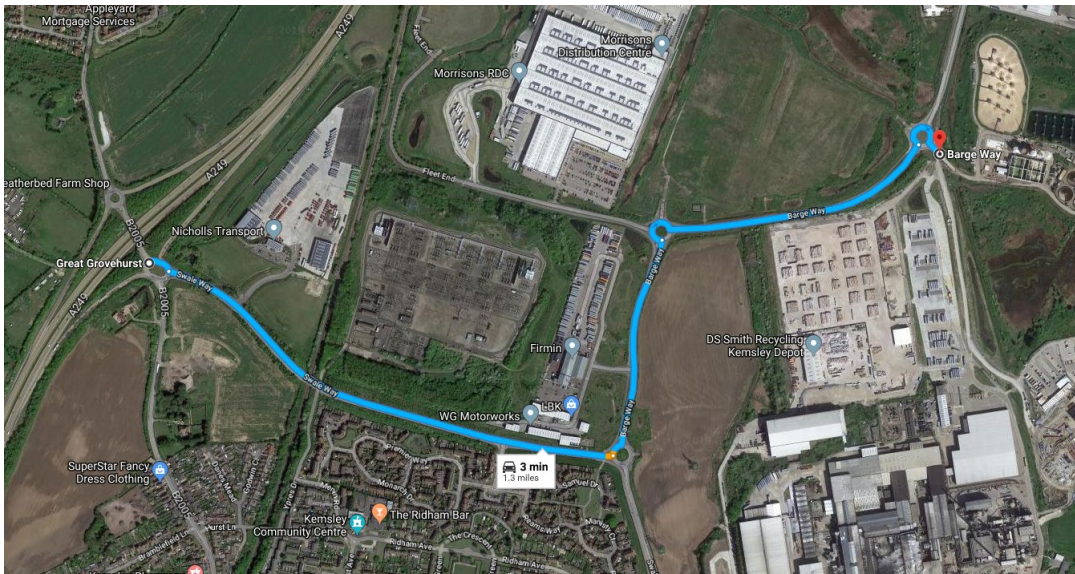
Communication

- 6.14 The construction manager will be responsible for setting up a means of communication with major road users on any construction works which may affect the local road network. This will include for any road closures or diversions that may affect travel on those routes. Full details on the means of communication will be set out in the Full Construction Traffic Management Plan, once a contractor has been appointed.

7 CONSTRUCTION VEHICLE ROUTEING

- 7.1 A designated laydown area is proposed north east of the site adjacent to the Knauf Jetty and will be accessed via the private access and off Barge Way (northern access).
- 7.2 The construction manager will be responsible for the layout during construction, including ensuring laydown areas are kept clear for loading and unloading, that suitable site offices and welfare facilities are erected that areas of vehicle circulation are kept separate to pedestrian areas etc. A parking area for construction staff will be provided within the laydown area.
- 7.3 Some vehicles would transport material between the laydown area and WKN Proposed Development and this would be undertaken entirely on site using the internal access road. None of these movements would take place using the public highway.
- 7.4 Full details of the layout and internal arrangements will be set out in the Full Construction Traffic Management Plan, once a contractor has been appointed.
- 7.5 In order to minimise the impact of construction HGV movements to and from the site, a recommended route strategy is proposed. All drivers will be advised of the route that all vehicles should follow between the site access and the strategic highway network. See **Figure 7.1** below for proposed route.

Figure 7.1: Construction HGV Route



- 7.6 All vehicles will be required to approach the site from the west using the A249. At the Grovehurst turn off, all vehicles should then proceed east on Swale Way, then north on to Barge Way, then north east until reaching the roundabout providing access to the WKN Proposed Development.

8 ROUTE SIGNAGE: TYPES AND LOCATIONS

Construction Vehicle Direction Signs

- 8.1 **Figure 8.1** and **Figure 8.2** below are examples of the proposed directional signage which will be attached to existing directions signs at junctions with the purpose of directing traffic to the site along the agreed delivery route. The proposed size and format are intended to be clearly visible and understandable to drivers heading to the site.

Figure 8.1: Direction Sign Diagram No 2701



- 8.2 **Figure 8.1** direction signage uses Diagram No.2701 (The Traffic Sign Regulation and General Directions 2016).

Figure 8.2: Direction Sign Diagram No 2701.1



- 8.3 **Figure 8.2** direction signage uses Diagram No.2701.1 (The Traffic Sign Regulation and General Directions 2016).

- 8.4 The direction in which the arrow points on both signs may be varied.

- 8.5 In addition, the following 'Red Warning Signs' will also be positioned on the adjacent highway at an appropriate distance in either direction from the site access junction to warn road users of heavy goods vehicles liable to be turning, see **Figure 8.3** below, into or emerging from the site access junction.

Figure 8.3: Red Warning Sign – Turning HGVs



- 8.6 Furthermore, **Figure 8.4**, shown below, is to be placed on either side of the site entrance at a reasonable distance with the purpose of warning road users of construction traffic entering or emerging from the site access.

Figure 8.4: Red Warning Sign – Construction Traffic



- 8.7 Final wording to be used on the signs is subject to agreement between Kent County Council, as the Local Highway Authority, and the construction manager.

