

John C Twiselton background for planning inspectorate

Until recently I was a Minster on Sea parish councillor (MPC). I am no longer a parish councillor and have no connection with MPC

Whilst I was a parish councillor I undertook almost all the groundwork on technical issues of this type. I did all the technical groundwork for the MPC submission to the Secretary of State. I am at present working informally with other similar councils

I am a chartered engineer with the Institute of Mechanical Engineers

I was for many years the General Manager of the large Steelworks on the Isle of Sheppey and subsequently Technical Consultant to the Al Tuwairqi group

I am on the management committee for the Electric Steelmaker's Guild and a technical committee for steelmaking with MAKE UK (previously EEF)

I still work part time as a technical consultant within steelmaking and associated industries

John C Twiselton

1st March 2020

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Submission to the Wheelabrator Kemsley Planning Inspector

From John C Twiselton CEng MIMechE

Traffic congestion is a very serious concern (see attached spreadsheet)

I feel it is important to fully understand the increase in traffic congestion at two major pinch points.

- a. The Grovehurst roundabout at the junction of the A249 / B2005 is a dumbbell roundabout with two small entry roundabouts. This is a very low traffic flow design. There is severe traffic congestion at present at this junction. At week day peak periods (especially evening peak) the junction is gridlocked. The traffic on Swale Way is regularly static back to the to the Swale Way / Barge Way roundabout. Traffic travelling north on the A249 at the evening peak is regularly backing up onto the A249 dual carriage way and blocking the inside lane of the dual carriageway and is causing a serious safety hazard. There is a scheme proposed to completely change this roundabout to a full circular type roundabout. This would increase the permissible traffic flows dramatically. I have seen the proposal but I do not understand the actual timings to completion
- b. The M2 / A249 Junction five is gridlocked for large parts of the day. Especially the A249 travelling both north and south. It is an accident black spot on a nation scale. There is a Highways England scheme to totally replace this junction with an overpass for the A249. This is a project costing in the region of £100million and is due for completion in 2022. Highways England have opposed major housing projects on the "A249 corridor" until this junction revamp is completed
- c. Almost all the HGV traffic to and from the WTI site will pass through these two junctions. A major proportion of the car traffic will pass through the Grovehurst junction and a proportion through junction 5
- d. It is also important to remember that, as well as the 1 million tonnes of waste being delivered to the site by HGV and RCV, there will be separate HGVs taking about 18% of bottom ash from the process and about 9% of toxic flue dust from the process. The closest tip capable of taking this toxic waste is Norwood on the Isle of Sheppey where the already overloaded A2500 is the only route to the disposal tip. There is no other toxic waste registered tip in Kent

Summary suggestion action

The already granted planning approval for an operating level of 49.9 MW will result in an increase in the already serious traffic congestion problems.

The increase in operational level of K3 above 49.9 MW and the permission to build and operate WKN should not be allowed until the two capital projects at Grovehurst roundabout and M2 jct are complete and operational

John C Twiselton CEng MIMechE

1st March 2020

The traffic flows data is taken from WTI issued documentation
 These are **VERY** high traffic flows.
 HGVs have a higher influence on reducing traffic flow capacity compared to a car

There is almost no HGV movements at night

Understanding traffic flows for WTI CHP K3 & WKN

Journeys on Swale Way / through Grovehurst B2005 -A249 dumbbell roundabout jct / A249 - M2 Jct 5 caused by WTI K3 and WKN operations

Weeks per year	50				
K3 development		per day		per week	per year
Weekdays	HGV	417		2085	104250
Weekdays	Cars	49		245	12250
Saturday	HGV	394		394	19700
Saturday	Cars	49		49	2450
Sunday	HGV	363		363	18150
Sunday	Cars	49		49	2450
Total movements per year K3	HGV				<u>142100</u>
	Cars				<u>17150</u>
WKN development		per day		per week	per year
Weekdays	HGV	252		1260	63000
Weekdays	Cars	71		355	17750
Saturday	HGV	219		219	10950
Saturday	Cars	71		71	3550
Sunday	HGV	187		187	9350
Sunday	Cars	71		71	3550
Total movements per year WKN	HGV				<u>83300</u>
	Cars				<u>24850</u>
Total movements K3 + WKN	HGV				<u>225400</u>
	Cars				<u>42000</u>
				Total	<u>267400</u>