

David Harvey

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To: Bown, Kevin; Bowie, David
Cc: Chris Ratcliffe; David Harvey
Subject: K3 / WKN

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Hi Kevin, David (B), thank you for your time at our recent meeting regarding the above, it was very useful. We have been looking at the matters we discussed and drafting a SoGC. In the meantime, and to assist, we have set out our understanding of Highways England's position on the principle of vehicle movements from each element of the proposals as follows:

- K3 550k tpa which already has consent and will generate 348 HGV movements per day when operational. The consented K3 traffic flows have already been factored into HEs modelling and HE are not seeking any restrictions to be applied to these (noting that the existing consent already restricts these movements to 348 HGV movements per day).
- K3 increased tonnage of +107k tpa which would generate 68 HGV movements per day. HE are seeking peak hour and 'shoulder' restrictions to these HGVs until such time as the M2J5 and Grovehurst improvements are complete.
- WKN construction which would generate up to 90 HGV movements per day with construction staff working hours outside of peak hours. HE are seeking peak hour and 'shoulder' restrictions to these HGVs until such time as the M2J5 and Grovehurst improvements are complete.
- WKN 390k tpa which would generate 250 HGV movements per day plus up to 11 staff car movements during the peak hours. HE are seeking peak hour and 'shoulder' restrictions to these vehicle movements until such time as the M2J5 and Grovehurst improvements are complete.

As we discussed on the call, there are no construction vehicles associated with the K3 increased tonnage of +107k tpa as it would be achieved within the existing (consented) infrastructure of K3.

In terms of the mechanism to secure such restrictions, we would see these being an inherent part of the WKN Construction Traffic Management Plan and the Travel Plans for K3 and WKN, all of which are secured by a Requirement in the draft DCO, which in turn requires detailed versions of these to be submitted and agreed with the Highway Authorities. Such restrictions would be inserted to the outline CTMP and outline TPs for submission during the Examination.

In terms of the 'shoulders', this is to ensure HE can be satisfied there would be no associated vehicle movements leaving / arriving on site outside of the peak hours, but travelling through the M2J5 or Grovehurst during the peak hour; the example given that a HGV could leave the site at 07:59 (outside of the peak hour) but would clearly travel through the M2J5 and Grovehurst during the peak hour. We would like to explore this to investigate an agreeable 'shoulder' period, for example we can use journey time and/or traffic flow data as an evidence base to show that a half hour 'shoulder' on each side of the peak hours is sufficient to avoid the peak hour, as WTI would be able to accept such a restriction as opposed to an hourly 'shoulder'.

We would welcome your thoughts on this and the above.

Regards

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