SEVINGTON
INLAND BORDER FACILITY

Department for Environment, Food & Rural Affairs

HM Revenue & Customs

Department for Transport

Transport Assessment

April 2025

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Comments

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Revision		Status	
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1. Introduction

1.1 This Transport Assessment has been prepared by Waterman infrastructure & Environment Limited ('Waterman') on behalf of the Department for Transport (DfT), His Majesty's Revenue & Customs (HMRC) and Department for Environment, Food and Rural Affairs (Defra), ('the Applicant) 'in support of an application for the retention and continued operation of the existing Sevington Inland Boarder Facility and Border Control Post (the 'Proposed Development', 'Sevington IBF') in Ashford, Kent (the 'Application Site').

1.2 The Sevington IBF site has been present and in operation since January 2021 as a temporary goods vehicle customs and border control checking facility.

Sevington IBF Planning History

1.3 Sevington IBF received planning permission from the Ministry of Housing, Communities and Local Government (MHCLG) via a Special Development Order (SDO) on 1st December 2020. The SDO process granted temporary approval for Sevington IBF, ensuring essential on-site operations could commence quickly in response to the UK's exit from the EU. The facility became operational in January 2021 and allows the Site to be in operation until 31st December 2025 with a maximum capacity of 1,272 goods vehicle parking spaces. Due to Government delays on the introduction of a number of border checks, especially on imported goods, the Application Site was operating below the projected traffic volumes for quite some time after operation started.

1.4 The full planning consent reads as follows:

"The temporary use of land operating 24 hours a day 7 days a week, for an Inland Border Facility for use in different phases by Department for Transport, HM Revenue & Customs/Border Force, Department for Environment, Food and Rural Affairs, Department for Business, Energy and Industrial Strategy for border readiness, CTC, ATA and CITES checks, and market surveillance activities. The proposed development includes the laying out of up to 1,300 Heavy Goods Vehicle (HGV) parking spaces, capacity for 287 HGVs in 42 entry lanes, 357 staff car parking spaces, two temporary access points, formation of a new permanent access (main access to the M20 junction 10a link road) and an emergency access point to the north, diversions and extinguishments to PRoWs, the erection of buildings and structures for border processing purposes within the development plot area of up to 25,890m^2 to a maximum height of 12m, security fencing to a maximum height of 2.1m, CCTV, noise attenuation bunds and fences to a combined maximum height of 5m, lighting columns to a maximum height of 12m, drainage and all associated engineering, site preparation works and extensive hard and soft landscape works. Approval is also sought for the temporary use of part of the site for a period of up to 12 months for storage of approximately 83,140m^3 of stockpile material."

1.5 Further consents were approved under Article 4(1)(a) of the Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020 at the Application Site on 23rd December 2020 and 24th November 2021, made on account of proposed minor operational and layout changes at Sevington IBF. The development as part of the November 2021 consent included the laying out of up to 1300 goods vehicle parking spaces, capacity for 260 goods vehicles in 42 entry lanes, 357 staff car parking spaces and the erection of buildings and structures for border processing purposes within the development plot area of up to 34,500m^2. The consent also allowed for the area reserved for stockpile material to increase to 97,500m^3, the emergency access point to the north to also accommodate vehicle ejection, changes to internal site circulation, and expanded use to include increased occupiers.

1.6 The final Article 4 consent, approved in April 2022, provided for all that had previously been approved, as well as additional space for refrigerated semi-trailers, additional safety and security, storage and facilities, among other changes. This consent also looked to create biodiversity enhancements, in deference to the Site's former greenfield status and nearby areas of natural beaty and nature conservation. The closest site designated for nature conservation is Ashford Green Corridors Local Nature Reserve (LNR) 50m west of the site. Hatch Park, Site of Special Scientific Interest (SSSI), lies 550m north-east.

1.7 The full planning consent is below:

"The temporary use of land until 31 December 2025, operating 24 hours a day 7 days a week, for an Inland Border Facility for use in different phases by Department for Transport, HM Revenue & Customs/Border Force, Department for Environment, Food and Rural Affairs, Port Health Authority (PHA) and Animal and Plant Health Agency (APHA) Department for Business, Energy and Industrial Strategy for border readiness, CTC, ATA Carnet, SPS, CITES and other customs related checks, and market surveillance activities, and ancillary Covid19 testing and facilities. The proposed development includes the laying out of up to 855 Goods Vehicle parking spaces, capacity for 260 Goods Vehicles in 42 entry lanes, 357 staff car parking spaces, formation of a new permanent access (main access to the M20 junction 10a link road) and an emergency access/small vehicle ejection point to the north, access off Church Road into the staff car park, emergency access points off Highfield Lane, diversions and extinguishments to PRoWs, the erection of buildings and structures for border processing purposes within the development plot area of up to 34,500m^2 (HMRC, BCP and FM plots) to a maximum height of 8.5m, provision of 24 (19 permanent and 5 reserved) refrigerated semi-trailers covering an area of approximately 870m^2 associated with the Detra facility, water tank and pump house for sprinkler system, FM cabins, additional storage and additional Detra ancillary infrastructure, security fencing and noise attenuation bunds and fences to a combined maximum height of 5m, CCTV columns to a height of Bm, lighting columns to a maximum height of 12m, drainage, including the installation of surface mounted attenuation storage tanks and all associated engineering works, Site preparation works and extensive hard and soft landscape works. Approval is also sought for additional Site wide ancillary infrastructure covering a maximum development area of 500m2 (including back-up generators, marshal gate cabin and emergency exit, GRP Critical Load MCCB Chamber and GRP Busbar Chamber) and for land levelling, construction of bunds and landscaping associated with the creation of biodiversity enhancements on the land east of Highfield Lane."

1.8 The Application Site is currently used by DEFRA, including the Port Health Authority (PHA) and Animal and Plant Health Agency (APHA), the DfT, and HMRC, including the Border Force as its operational agent, to enable required checks to take place inland on traffic entering and exiting the United Kingdom.

Background

1.9 Prior to the emerging requirement for a border control facility on the Application Site, the land had been identified as a potential location for a sizable mixed-use development, referred to as Stour Park. A planning application (14/00906/AS) was submitted in July 2014 for:

"Development to provide an employment led mixed use scheme, to include site clearance, the alteration of highways, engineering works and construction of new buildings and structures of up to 157,616 sqm comprising: up to 140,000 sqm Class B8 (storage and distribution) use; up to 23,500 sqm of B1a/B1c Business (of which a maximum of 20,000 sqm of B1a); up to 15,000 s m of B2 (general industry); up to 250 sqm of A1 (retail shops) and 5,500 sqm of sui generis to accommodate Kent Wool Growers together with ancillary and associated development including utilities and transport infrastructure, car parking and landscaping."

1.10 The Transport Assessment (Stour Park, Sevington – Ref: 22233104) completed in October 2015 indicated that the scheme would be built out over a phased 8-year construction plan, which would have included widening and realigning Church Road for that time period to serve as a construction access to accommodate 138 daily construction vehicle movements. The development, once complete, was forecast to generate a total of 904 vehicle trips in the AM peak, and 978 vehicle trips in the PM peak. The proposal was granted approval on 13 September 2017.

1.11 A subsequent planning application (Ref: 19/00579/AS) was submitted in April 2019 for the:

"Approval of the appearance, landscaping, layout and scale of the 'Phase 1A works' being the works comprising the estate roads, the sustainable drainage system embedded within open space and the landscaping and layout of that open space (including measures specifically designed for ecological/biodiversity enhancement purposes within that open space)."

1.12 A decision to approve those matters reserved by Condition 01A of Outline permission Ref:14/00906/AS was granted on 5 July 2019 in accordance with the application and plans. On 15 August 2019, a Certificate of Lawfulness was issued (Ref: 19/01099/AS) confirming that: *"Sufficient evidence has been submitted to demonstrate that, on the balance of probability, development has commenced in relation to outline planning permission 14/00906/AS and associated phase 1A works approved under reserved matters application reference 19/00579/AS"*.

1.13 Hence, the Phase 1A works pursuant to outline planning permission 14/00906/AS and associated reserved matters approval 19/00579/AS, are acknowledged to be in place.

Assessment Methodology

1.14 The existing operational presence of the Sevington IBF facility, under its current temporary permission, is a material fact. Infrastructure improvements associated with the development of the facility are in-situ, and are expected to remain in place, representing the infrastructure baseline for walking, cycling, and highway networks in the vicinity of the Application Site.

1.15 Nevertheless, it is understood, for the purposes of a robust assessment, that pre-development (i.e. without Sevington IBF) site conditions are to be used as the baseline for the traffic impact assessment presented in this TA and the assessment of any other planning impacts of development. Any comparison of impacts of the Proposed Development is to be made against a pre-development baseline, rather than the extant facility currently located on the land.

Document Purpose and Structure

1.16 This Transport Assessment (TA) has been prepared in support of the retention and continued operation of the existing Inland Border Facility and Border Control Post (IBF) at Sevington which comprises: goods vehicle parking for up to 984 vehicles, including 42 entry lanes with a capacity of up to 240 goods vehicles, 24 refrigerated semi-trailers (including 19 permanent and 5 reserved) and 357 staff car parking spaces; border checking facilities; security fencing; noise attenuation bunds and fences; CCTV and lighting columns; drainage; and all associated engineering and landscaping works.

1.17 The purpose of this TA is to assess the transport implications of the Proposed Development upon the surrounding highway, public transport, walking and cycling networks. It considers the accessibility of the Application Site by all transport modes. This TA provides an assessment of the impact of retention of Sevington IBF against baseline conditions on the local highway network, including consideration as to whether additional mitigation of any future impact from the development is likely to be required, and what form that mitigation might take, or what operational constraints may be required.

1.18 Following this introduction, the rest of this report is structured as follows:

- Section 2: Policy Context, outlining the current transport policy framework applicable to the Application Site and the Proposed Development, and compliance with transport policy objectives;
- Section 3: Site Location, outlining the location of the Application Site in the context of its relationship with the surrounding area, comprising Ashford and Kent, and its connections to the wider highway and transport networks;
- Section 4: Baseline Conditions, an overview of the existing transport conditions within the vicinity of the Application Site such as traffic flows, historic accident data, and descriptions of the highway, public transport, cycle, and pedestrian networks serving the Application Site;
- Section 5: Development Proposals, outlining the 'development proposals', based upon the current in-situ Application Site operation, usage, and access arrangements;
- Section 6: Network Traffic Flows, outlining forecast trip generation and assignment across the study network, including nearby Committed Developments;
- Section 7: Development Impact, providing an assessment of the impact of Sevington IBF upon the surrounding transport network comparing the baseline (pre-development), 'opening' year (2026), and horizon (10-years post 'opening'), each with and without development, plus a horizon year 'sensitivity test' (SEV4) full occupation scenario;
- Section 8: Mitigation, outlining strategies to minimise the impact of development on the local transport network, if or where required; and
- Section 9: Conclusions, providing a summary and conclusion to the assessment.

2. Transport Policy Context

Overview

2.1 This section of the TA summarises the relevant following national and local transport policy and guidance documents applicable to the Application Site:

- National Planning Policy Framework (2024);
- Town & Country Planning (Border Facilities and Infrastructure) Special Development Order (2020);
- Kent County Council Local Transport Plan 5: Striking the Balance (2024);
- Freight Action Plan for Kent (2017);
- Kent County Council Active Travel Strategy (2017);
- Vision Zero - The Road Safety Strategy for Kent (2021);
- Kent County Council Rights of Way Improvement Plan 2018-2028; and
- Ashford Local Plan 2030.

National Policy

National Planning Policy Framework (2024)

2.2 The Government revised the National Planning Policy Framework (NPPF) in December 2024 and it is a material consideration in the determination of planning applications. The NPPF sets out several transport objectives in Section 9 'Promoting Sustainable Transport' designed to facilitate sustainable development and contribute to a wider sustainability by giving people greater choice about how they travel, through increased opportunities by alternative modes of travel to the private car.

2.3 Paragraph 109 of the NPPF states:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.4 Paragraph 110 states:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Paragraph 114 states:

"Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use."

2.6 Paragraph 115 notes:

"In assessing sites that may be allocated for development plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and sustainable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.7 Paragraph 116 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.8 Paragraph 117 states that, within this context, applications for development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.9 Paragraph 118 states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

2.10 As demonstrated later in this report, the Proposed Development represents a vision-led scheme, mitigating the impact of the development and supporting sustainable travel options for staff and visitors to the Application Site through the implementation of an Operational Management Plan (OMP) which includes a staff Travel Plan.

2.11 The Application Site is in an area of sufficient public transport accessibility and has been designed to prioritise staff trips on foot, by cycle, and public transport where possible and safe. The Application Site's proximity for access to the wider strategic highway network and detachment from dense population centres prioritises safety by removing possible interaction with vulnerable road users. The Proposed Development is therefore in accordance with the general aims of the NPPF.

Town & Country Planning (Border Facilities and Infrastructure) Special Development Order (2020)

2.12 The existing Sevington IBF permission granted on the Application Site was facilitated under Article 4(1)(a) of the Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020 ('the SDO').

2.13 The current approval, granted on 28 April 2022, for the temporary use of the land as the Sevington IBF, operating 24 hours a day 7 days a week, ceases on the 31 December 2025.

Local Policy

Kent County Council Local Transport Plan 5: Striking the Balance (2024)

2.14 Kent County Council Local Transport Plan 5: Striking the Balance (LTP5) sets out Kent County Council's (KCC) policies to deliver planned outcomes and objectives for transport.

2.15 It builds upon the success of the previous Local Transport Plan 4: Delivering Growth without Gridlock 2016-2031 (2017) (LTP4) which delivered Junction 10a, and upgrades to Orbital Park access and egress, which have positively impacted the Application Site in improving safety, and access to the strategic road network.

2.16 LTP5 details KCC's key transport priorities in terms of ten planned policy outcomes, delivered through identified policy objectives, which include.

2.17 Policy Outcome 2: *"Deliver our Vision Zero road safety strategy through all the work we do."*, by seeking to: "Achieve a fall over time in the volume of people killed or very seriously injured on KCC's managed road network, working towards the trajectory set by Vision Zero for 2050."

2.18 Policy Outcome 3: *"International travel becomes a more positive part of Kent's economy, facilitated by the county's transport network, with the negative effects of haulage traffic decreased."*, by seeking to *"Increase resilience of the road network serving the Port of Dover and Eurotunnel by adding holding capacity for HGVs across the southeast region to support establishment of a long term alternative to Operation Brock…"*

2.19 Policy Outcome 5: "*Deliver a transport network that is quick to recover from disruptions and future-proofed for growth and innovation, aiming for an infrastructure-first approach to reduce the risk of highways and public transport congestion due to development."*

2.20 Policy Outcome 7: *"Road-side air quality improves as decarbonisation of travel accelerates, contributing towards the pursuit of carbon budget targets and net zero in 2050."*

2.21 Policy Outcome 8: "*A growing public transport system supported by dedicated infrastructure to attract increased ridership, helping operators to invest in and provide better services."*

2.22 Policy Objective 9: *"Health, air quality, public transport use, congestion and the prosperity of Kent's high streets and communities will be improved by supporting increasing numbers of people to use a growing network of dedicated walking and cycling routes.",* which will aim to: *"…deliver walking and cycling improvements at prioritised locations in Kent to increase activity levels and support Kent's diverse economy, presented in a Kent Cycling and Walking Infrastructure Plan."*

2.23 LTP4 also emphasised a Strategic Priority for the provision for Overnight Lorry Parking, describing a significant amount of unofficial and often inappropriate overnight lorry parking that causes distress for the communities affected and potential safety issues on Kent's roads.

2.24 Whilst LTP5 does not focus on overnight lorry parking specifically, it does identify under Section 8 Strategic Road Network Proposals, the requirement for International Haulage Traffic Management, noting the following strategic aims:

- *"To increase resilience on the M2/A2 and M20/A20 road corridors to the Port of Dover, to support the KCC bifurcation strategy.*
- *To relieve congestion on the approach to the Port of Dover and Channel Tunnel rail terminal at Folkestone, to support international trade and travel and avoid disrupting local traffic for the benefit of the quality of life of Kent residents, businesses, and visitors.*
- *To reduce the need for traffic management on-highway, including a permanent solution to remove the need for Operation Brock, by ensuring suitable vehicle management facilities exist across the corridor including at the international terminals.*
- *To ensure that international traffic is kept to the correct routes to reduce disruption and disturbance in local communities in Kent."*

2.25 And under Section 8 Local Network Proposals, the requirement for Local Road Freight Management, noting the following strategic aims:

- *"To support effective management of HGVs across the local road network to mitigate impacts on local communities, whilst ensuring Kent's businesses and their freight and logistics needs are supported.*
- *To support the private sector led delivery of new parking capacity and welfare facilities, subject to the merits of each specific proposal that comes forward through the planning system.*
- *To promote the use of alternatives to road haulage to reduce the burden on Kent's local roads, such as rail and water-borne freight."*

2.26 Section 10 District Specific Proposals of LTP5, with specific regard to Ashford, identifies the district specific proposal for Junction 10a enhancement to improve access onto the junction for local traffic.

2.27 The Proposed Development has regard to and supports the delivery of applicable policy outcomes set out by LTP5.

Freight Action Plan for Kent (2017)

2.28 The Freight Action Plan looks to mitigate the impact of freight traffic movements through Kent on visitors, residents and businesses. It sets out the vision to:

"Promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future."

2.29 To do so, the Freight Action Plan sets out five specific Actions, which are:

- Action 1: To tackle the problem of overnight lorry parking in Kent;
- Action 2: To find a long-term solution to Operation Stack;
- Action 3: To effectively manage the routeing of goods vehicle traffic to ensure that such movements remain on the strategic road network for as much of its journey as possible;
- Action 4: To take steps to address problems caused by freight traffic to communities; and
- Action 5: To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic.

Active Travel Strategy (2017)

2.30 KCC's Active Travel Strategy aims to make active travel an attractive and realistic choice for short journeys in Kent, promoting walking or cycling as a means of transport as part of a journey to get to a particular destination such as work, the shops or to visit friends.

2.31 The Strategy notes that delivering on this ambition will lead to more people walking and cycling, contributing to the following outcomes:

- Improved health through an increase in physical activity
- Reduced congestion on the highway network by providing better travel choices
- Safer active travel:

2.32 In order to achieve these outcomes, the Strategy identifies 3 actions as follows:

- Action 1: Integrate active travel into planning
- Action 2: Provide and maintain appropriate routes for active travel
- Action 3: Support active travel in the community

Vision Zero - The Road Safety Strategy for Kent (2021)

2.33 The Vision Zero Strategy comprises a 30-year vision to 2050 and a five year strategy to 2026, which sets the target of zero, or as close as possible, fatalities and life changing injuries by 2050, and a target of no more than 39 traffic fatalities per annum by 2026 (against a historic average of 45 fatalities per year), recognising that deaths on the road are not an acceptable price to pay for mobility.

2.34 Specifically, the vision to 2050 seeks for:

- Zero, or as close as possible, road fatalities or life-changing injuries
- Safe System is the norm
- Walking and cycling is a safe and easy choice

- Kent at the forefront of road safety innovation

2.35 Section 6.3 of the Strategy recognises the importance of safer freight, noting that:

"Goods vehicles are up to seven times more likely to involved in fatal collisions than cars, proportional to their numbers on the road. Kent will continue to support robust enforcement of existing regulations supporting DVSA and Traffic Commissioners Office, to ensure all Goods Vehicles over 3.5t must have an O Licence, regulating drivers hours and vehicle road worthiness.

With major construction projects such as the Lower Thames Crossing proposed for Kent, we will therefore implement a research programme on how to manage construction logistics using an accreditation scheme such as CLOCS, this will enable Kent County Council to reduce the impact on communities by stipulating the routes and timings for construction vehicles.

We will also research the most appropriate accreditation scheme for fleet operators making deliveries to construction sites, such as ISO39001, FORS, and DVSA Earned Recognition.

These schemes audit the safety processes, such as vehicle design and driver training.

We will work with partners to improve the safety of all goods vehicles operating in Kent and champion safer vehicle technology, design and driving standards."

Kent County Council's Rights of Way Improvement Plan 2018 to 2028 (2018)

2.36 The Rights of Way Improvement Plan seeks to:

"To provide a high quality, well-maintained Public Rights of Way (PROW) network, that is well used and enjoyed. The use of the network will support the Kent economy, encourage active lifestyles and sustainable travel choices that support health and wellbeing, and contribute to making Kent a great place to live, work and visit."

2.37 The plan discusses the best three answers to encouraging new users to use the PROW network, which are knowing the destination of the route, knowing where routes are, and improving signage and waymarking on routes.

2.38 Existing users of the PROW network would like to see improved maintenance of the network, along with improved links and accessibility to key destinations to increase active travel and recreational activity opportunities.

Ashford Local Plan 2030

2.39 Ashford's Local plan covers the period between 2011 and 2030, and establishes the Council's aims in land use and planning, especially in relation to sustainable development and place-making in the borough.

2.40 Policy TRA3 (b), Parking Standards for Non-Residential Development, states that proposals which do not fall into the typical use classes, such as the Proposed Development, should provide a level of parking proportional to its activity, and should be agreed with the Local Highway Authority and the Council.

2.41 Policy TRA4, Promoting the Local Bus Network, states that:

"The potential for bus patronage should be considered as part of any proposal for new residential or commercial development. Applications should demonstrate whether modal shift in favour of public transport can be achieved through existing bus services or improvements to the network as a key determinant of the scheme's sustainability. This should be demonstrated through a Travel Plan, Assessment or Statement.

Enhancements could include the delivery of bus priority measures, the provision of a new service or the alteration/expansion of an existing service, contributions towards bus related infrastructure and operational subsidy for the service in the early years of occupation of the development."

2.42 With regards to pedestrians, the Local Plan looks to deliver safe and accessible pedestrian routes within and between both new and existing development and facilities. Policy TRA5, Planning for Pedestrians, states:

"Development proposals shall demonstrate how safe and accessible pedestrian access and movement routes will be delivered and how they will connect to the wider movement network. Opportunities should be proactively taken to connect with and enhance Public Rights of Way whenever possible, encouraging journeys on foot."

2.43 Ashford seeks to increase usage of the cycleways that run through the town which link to more rural areas. A series of improvements to the network have been delivered which have improved the quality and connectivity of the cycle network. Policy TRA6, Provision for Cycling, states:

"Developments should, where opportunities arise, include safe, convenient and attractively designed cycle routes, including, where possible, connection to the Borough-wide cycle network. Promoting and providing cycle parking facilities in town centres, at railway stations and at major public buildings, and requiring new development to provide cycle parking facilities in agreement with the Council; Taking opportunities to consider active travel when designing new routes and establishing connections with existing routes, encouraging journeys by bicycle."

2.44 Policy TRA7, The Road Network and Development, states that:

"Developments that would generate significant traffic movements must be well related to the primary and secondary road network. New accesses and intensified use of existing accesses onto the road network will not be permitted if a clear risk of road traffic accidents or significant traffic delays would be likely to result.

Proposals which would generate levels and types of traffic movements, including heavy goods vehicle traffic, beyond that which local roads could reasonably accommodate in terms of capacity and road safety will not be permitted.

Applicants must demonstrate that traffic movements to and from the development can be accommodated, resolved, or mitigated to avoid severe cumulative residual impacts. In some cases, this may require exploring the delivery of mitigation measures prior to the occupation of a development. Consideration of mitigation and impact will be assessed through the fulfilment of the requirements of Policy TRA8."

2.45 Policy TRA8, Travel Plans, Assessment and Statements states that:

"Planning applications will be supported by either a Transport Statement, or a Transport Assessment depending on the nature and scale of the proposal and the level of significant transport movements generated. Where appropriate, the Council will liaise with the relevant authority in relation to what sort of evidence is required. The recommendations of these studies, including Travel Plans, will be required to be delivered prior to or as part of the development and will be secured through condition or S106 agreement."

2.46 Policy TRA9, Planning for HGV Movement, states:

Proposals which generate significant heavy goods vehicle (HGV) movements will only be supported where the use is acceptable in planning terms, and:

a) The size and layout of the site is sufficient to accommodate HGV manoeuvring and parking in a way that does not lead to the public highway being used for either purpose;

b) HGV movements are limited to appropriate times of operation given the context of the site; and

c) Sufficient HGV parking spaces are provided at a level commensurate with use, at not less than the following levels, unless exceptional circumstances dictate a departure from these standards in line with policy TRA3(b) above:

A3 (Transport Café)	***1 space per 5m2***
B1 Business (high tech/research/light ind)	*1 space per 200m2*
B2 General Industrial	*1 space per 200m2*
B8 Storage and Distribution or Wholesale	*1 space per 300m*

2.47 The Proposed Development has regard to and supports the delivery of applicable policies within the Ashford Local Plan. This TA assesses the likely impact of the Proposed Development upon the surrounding highway and demonstrates compliance with the prevailing transport policies.

3. Site Location

3.1 The Application Site is located immediately south-east of Ashford in Kent. It lies approximately 58km south-east of both Swanley Interchange and Junction 5 on the M25, 20km south of Canterbury, 18km west of Folkestone and 28km west of Dover.

3.2 The Application Site comprises a former greenfield area which was partially developed under a previous planning application (Planning Ref: 14/00910/AS) prior to its temporary permitted use as Sevington IBF. The Application Site is bounded to the north by the A2070 Link Road, to the east by farmland, to the southwest by the Southeastern Main Line and High Speed 1 railway lines and to the west by St Mary's Church, which is a Grade I Listed Building, and the Milbourn Equine Centre with the A2070 Bad Munstereifel Road beyond.

3.3 The Application Site is bounded by Church Road to the south, along which are residential properties, some of which are Grade II listed. To the east, between the Application Site and farmland, Highfield Lane has been closed to traffic and now acts as a shared paved surface for active travel.

3.4 The M20 motorway, which forms part of the Strategic Road Network (SRN), runs generally east-west north of the Application Site between London and Folkestone. The M20 Junction 10a, completed in October 2019, is located approximately 400m to the east of the Application Site. A dual carriageway, the A2070 Link Road, is located immediately north of the Application Site and connects the existing section of the A2070 Bad Munstereifel Road to M20 junction 10a. The M20 Junction 10 is located approximately 550m north-west of the Application Site and the recently completed 'The Boulevard / A2070 Bad Munstereifel Road / Waterbrook Avenue' Junction replaces the previous Orbital Park roundabout approximately 1.3km to the southeast.

3.5 For context within the wider area, the Application Site location is illustrated in Figure 1 below.

Figure 1: Site Location Plan

Source: © OpenStreetMap 2025

4. Baseline Conditions

Overview

4.1 This section of the TA considers the current baseline conditions against which the impact of the Proposed Development will be assessed, in the context of the surrounding highway and transport networks.

4.2 As previously noted, the existing operational presence of the Sevington IBF facility, under its current temporary permission, is a material fact. Infrastructure improvements associated with the development of the facility are in-situ, and are expected to remain in place, representing the infrastructure baseline for walking, cycling, and highway networks in the vicinity of the Application Site.

4.3 Specifically, this section reviews the following topics:

- Access and connectivity for Staff at Sevington IBF by all travel modes;
- The highway context surrounding the Application Site;
- Existing traffic on the local and strategic road networks; and
- The historic highway safety record in the vicinity of the Application Site.

Staff Access and Connectivity

Walking

4.4 The quality of walking network within the local area is of good standard, with dedicated footways segregated from the carriageway where pedestrians are likely to be vulnerable on higher classification routes, and grade separated (i.e. footbridge) crossings over the M20 and A2070. Formal crossing locations in the area typically provide dropped kerbs with tactile paving, often as part of a signal-controlled junction arrangement.

4.5 To the north of the Application Site, alongside its southern carriageway, the A2070 Link Road features a segregated 3m wide footway/cycleway, benefitting from the provision of street lighting in both directions. To the east, the Kingsford Street shared footbridge, constructed during the Junction 10a works to replace the former Highfield Lane bridge, offers a traffic-free crossing to the A20 north of the M20. Beyond the footbridge, Kingsford Street provides access towards Mersham, on-street without the benefit of footway provision. An alternative walking route, utilising the Public Rights of Way (PRoW) network is available via Highfield Lane, Public Bridleway AE673, and Public Footpaths AE363 and AE360.

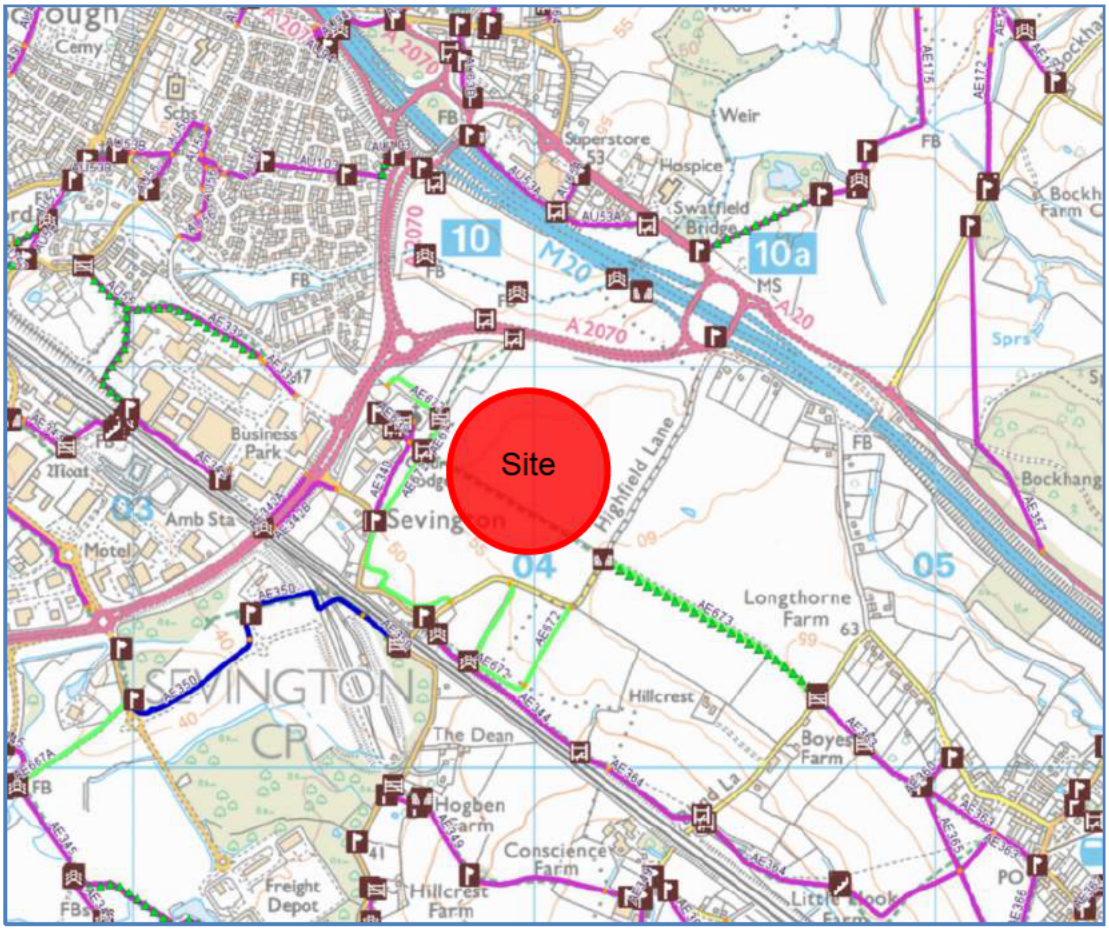
4.6 Heading to south from the A2070 along the eastern boundary of the Application Site, Highfield Lane, previously a country road open to traffic, is now a paved surface footway / cycleway link with connections to St Mary's Church via Church Road. Highfield Lane also provides connections to the PRoW network surrounding the Application Site, including Public Bridleways AE673 and AE672, and Public Footpath AE344. Public Bridleway AE672 runs generally parallel to Church Road and then along the western boundary of the Application Site to St Mary's Church.

4.7 To the west, a newly built dedicated footbridge crosses the A2070 just south of the A2070 Bad Munstereifel Road / A2070 Link Road Roundabout, replacing and improving upon the previous footbridge in the same location during the Junction 10a construction. This bridge provides connections to Ashford Business Park, Ashford Retail Park (both within 700m), the Willesborough

residential area, and Ashford itself. Additionally, footways on the western side of the A2070 dual carriageway facilitate connections toward the southwest and Orbital Park Junction.

4.8 The PRoW network accessible from the Application Site is extensive and is illustrated by the extract from KCC Public Rights of Way Map presented at Figure 2 below.

Figure 2: Public Rights of Way Network

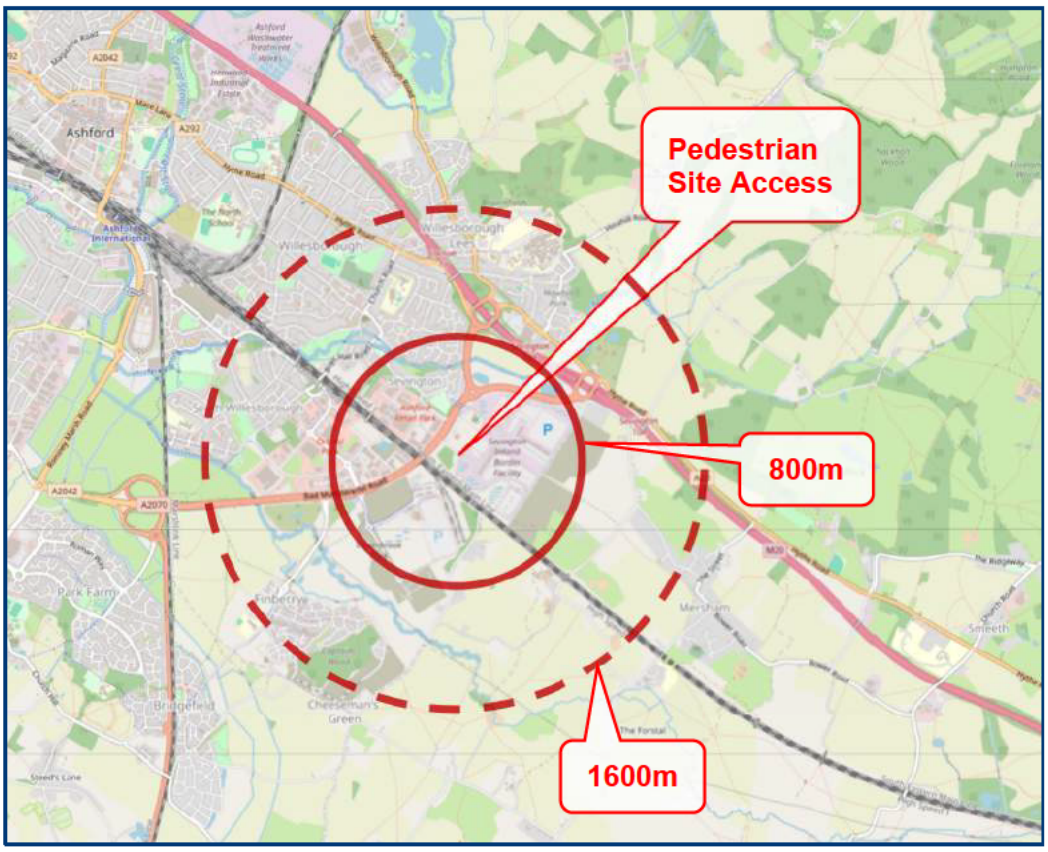


Source: https://webapps.kent.gov.uk/countrysideaccesscams/standardmap.aspx

4.9 The Chartered Institute of Highways and Transport (CIHT) published the guidance document 'Planning for Walking' (2015), which sets out the considered desirable thresholds for a pedestrian walking environment. The document defines a 'walkable neighbourhood' as an area where the majority of amenities are located within 800m walking distance. The document also sets out a desired threshold of 1,600m for walking journeys, although acknowledges people may travel in excess of this as part of commuting trips.

4.10 For context within the local area, indicative walking isochrones from the pedestrian site access location are illustrated in Figure 3 below. The red circles indicate a radius of approximately 800m and 1,600m from the Application Site.

Figure 3: Indicative Walking Distance Isochrones

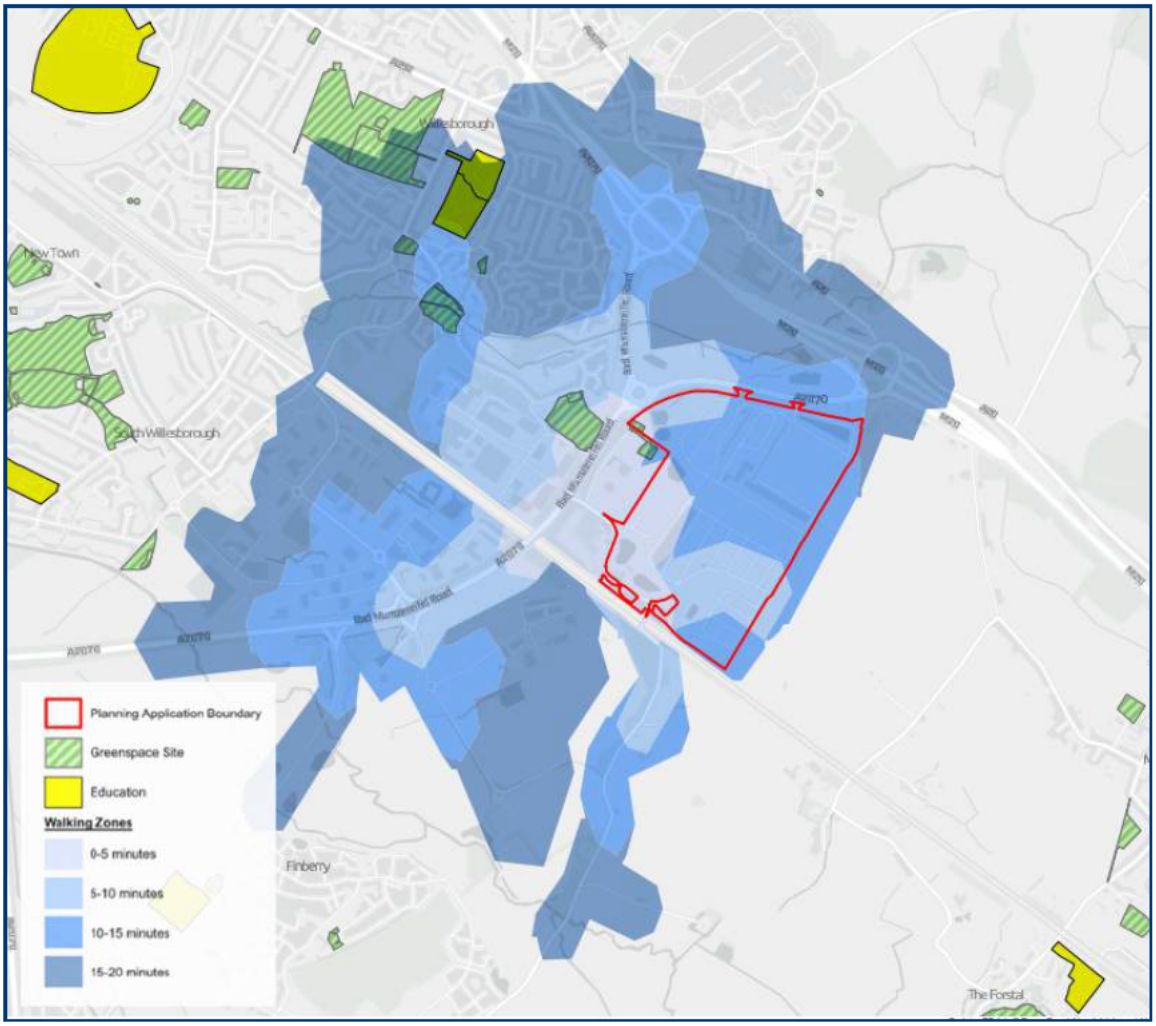


Source: © OpenStreetMap 2025

4.11 Within the aforementioned recommended walking distances are two main areas of amenity for Staff at Sevington IBF. These are Ashford Retail Park to the west and Tesco Extra to the north over the M20.

4.12 Figure 4 shows a walking isochrone demonstrating the distance a pedestrian is likely to achieve in a given time of up to 5, 10, 15 or 20 minutes.

Figure 4: Indicative Walking Isochrone: Journey Time



4.13 For operational reasons the Application Site is strategically located near M20 Junction 10a, and whilst this offers benefits of keeping goods vehicle traffic away from urban areas and local communities, it has restricted the accessibility to and from the Application Site to most local amenities via walking, primarily due to the distance that would need to be travelled.

Cycling

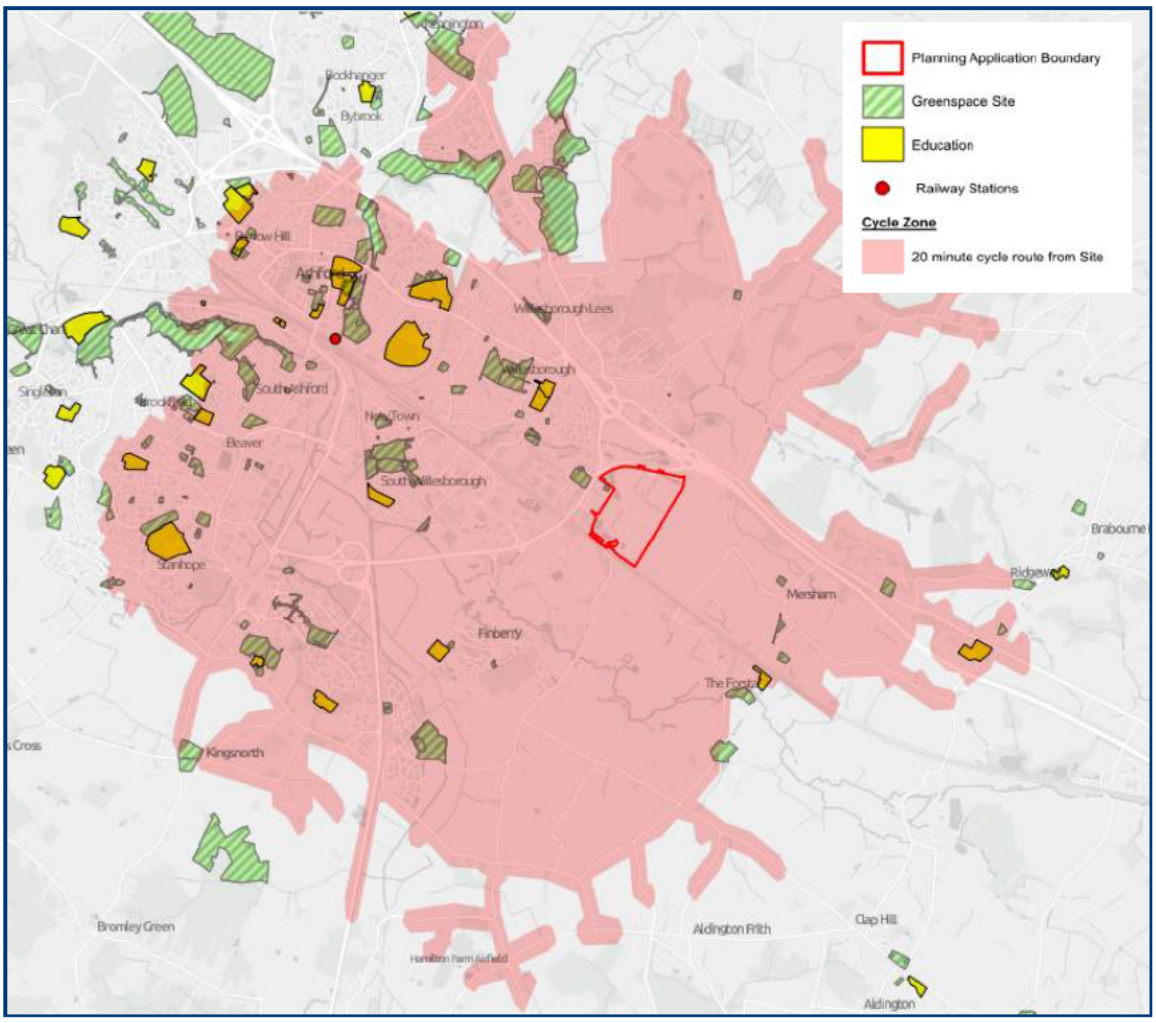
4.14 In addition to the shared footway/cycleway routes described above, National Cycle Network (NCN) Route 18 runs through Ashford, linking Canterbury to Royal Tunbridge Wells. It is located about 2.9km north of the Application Site, roughly a 11-minute bike ride away. Route 17 intersects with Route 18 north of Ashford and extends to Rochester.

4.15 Figure 5 below shows the route and extent of these NCN routes.

Figure 5: National Cycle Network, Routes 17 and 18

4.16 Additionally, Figure 6 shows a cycling isochrone demonstrating the distance a cyclist is likely to travel in 20 minutes.

Figure 6: Cycling Isochrone



4.17 It is also noted that KCC, as part of their 2024 Local Transport Plan[1], are looking to seek funding for improvements to walking and cycling infrastructure in areas they have called Kent Cycling and Walking Infrastructure Plan (KCWIP) priority corridors. The Application Site falls between corridors 7 and 8, Charing to Ashford and Ashford to Folkstone respectively.

Bus Services

4.18 The closest bus stops to the Application Site are located on the A20 Hythe Road at Bockham Lane to the southeast of M20 Junction 10a, accessed by the Kingsford Street shared footbridge at a distance of 1km from the Application Site. These two stops provide services from Folkstone to Ashford Rail Station, and from the Rail Station to Aldington.

4.19 Bus stops are also located a 1.1km walk at the Tesco Extra north of the M20, called Tesco Crooksfoot, and provide services to the same areas, as well a daily coach service (18A) to Canterbury Bus Station.

[1] https://www.kent.gov.uk/__data/assets/pdf_file/0004/174748/Local-Transport-Plan-5.pdf

4.20 The final set of bus stops in the vicinity of the Application Site are available on Monument way in the Orbital Business Park, approximately 1.7km from the Application Site. This stop offers a single bus route to Ashford International Station, Ashford Town centre and residential centre north-west of Ashford.

4.21 These bus stops are operated by Stagecoach and run throughout the week. Table 1 summarises the bus services accessible from the stops above.

Table 1: Bus Services

Service	Route	First Bus	Last Bus	Frequency
10	Ashford Railway Station – Folkestone Bus station	Mon – Friday 06:18	18:10	30 minutes
		Saturday 07:10	18:10	20 minutes
10a		Mon – Fri 07:15	15:09	
503	William Harvey Hospital – Ashford Town Centre	Mon – Fri 06:30	21:44	30 minutes
		Saturday 06:19	21:44	25 – 30 minutes
		Sunday 06:49	21:08	30 minutes
507	Godinton Park – Ashford Bank street– Waitrose Repton Park	Mon – Fri 05:57	18:24	50 – 60 minutes
		Sat 09:00	17:00	1 hour
18a	Ashford – Canterbury	Mon – Friday 06:57	-	30 minutes
525	Ashford – Kennington	Mon – Friday 09:35	17:35	2 hours

4.22 Additional bus based public transport information is provided at Appendix A.

Rail Services

4.23 The nearest railway station to the Application Site is Ashford International station approximately 2.4 miles / 3.9 km from the Application Site, a 55-minute walk or 15-minute cycle journey. The station is situated 1 mile from M20 junction, easily accessible by car with 1,500 pre-bookable parking spaces.

4.24 Ashford International Station is operated by Southeastern and Southern and provides a range of facilities including a cash point, refreshments, toilets with baby changing rooms. The station also provides step free access to all platforms and police British Transport Officers regularly patrol Ashford International.

4.25 Local rail services from Ashford International are shown in Table 2 below.

Table 2: Rail Services

Route	Key Stations	Frequency
Southern route U	London Victoria, Brighton, Eastbourne, Hastings, Ore, Three Oaks, Ashford International	One train an hour

Route	Key Stations	Frequency
Southeastern route 1	St Pancras International, Ebbsfleet International, London Charing Cross, Pluckley, Ashford International, Canterbury West, Folkstone Central, Dover Priory, Sandwich, Ramsgate, Margate	Four trains an hour
Southeastern route 8 (high speed service)	St Pancras International, Stratford International, Ebbsfleet International, Ashford International, Gravesend	Two trains an hour
Southeastern route 3a	London Charing Cross, London Waterloo (East), London Cannon Street, London Bridge, London Victoria, Bromley South, Swanley, East Malling, Maidstone East, Charing, Ashford International	One or Two trains an hour

4.26 Additional rail based public transport information is provided at Appendix B.

Highway Context

Existing Highway network

4.27 The Application Site is located to the southeast of Ashford in Sevington, south of the M20, and is directly connected to the Strategic Road Network (SRN) on the A2070 Link Road. For operational reasons the Application Site is strategically located near M20 Junction 10a, providing direct access to the SRN and enabling goods vehicle traffic to be routed away from urban areas and local communities.

M20

4.28 The M20 is a National Speed Limit (70mph) three-lane dual carriageway in each direction. Junction 10 of the M20, the Lacton Interchange, comprises a five-arm grade-separated signal-controlled roundabout with three-lane circulatory, serving the M20, A20, A292, and A2070 (north and south). The junction currently has a direct Southbound off-slip from the M20, with the northbound on-slip accessed via the A292. The Lacton Interchange does not have direct slip roads to the southern side of Junction 10, with the southbound on-slip and northbound off-slip for Junction 10a being accessed at Junction 10 (to the east) via the A20 (north of the M20) or A2070 routes (south of the M20).

4.29 M20 Junction 10a was completed in October 2019, along with a host of footbridge and footway improvements in the local area. The newly constructed M20 Junction 10a comprises a five-arm grade-separated part-signalised roundabout with a two-lane circulatory, serving the M20 (east and west), A20 (east and west), and A2070. Currently, only the M20 north and southbound approaches to the junction are signal-controlled.

A2070 Bad Munstereifel Road and A2070 Link Road

4.30 The A2070 Link Road / Bad Munstereifel Road is a 40mph dual carriageway which provides connectivity to the south towards the East Sussex coast and to the M20 via Junction 10 and Junction 10a, which provides wider connectivity in the region from Dover, Folkestone and the Eurotunnel terminal, towards London and the rest of the United Kingdom.

4.31 The A2070 Bad Munstereifel Road / A2070 Link Road roundabout, linking the M20 Junctions 10 and 10a with the A2070 Bad Munstereifel Road, features a two-lane circulatory carriageway, and two bypass lanes, one for entry onto the A2070 Bad Munstereifel Road from the A2070 Link Road, and one for exit of the eastbound A2070 Bad Munstereifel Road for entry onto the northbound A2070 Bad Munstereifel Road.

4.32 The A2070 Bad Munstereifel Road / Barrey Road signalised junction has a dedicated right turn lane into Barrey Road from the westbound A2070 Bad Munstereifel Road. It boasts two pedestrian crossings for those looking to cross Barrey Road, and offers a left turn only exit. Vehicles are then required to make their way to the A2070 Bad Munstereifel Road / A2070 Link Road roundabout for the wider road network.

4.33 Similarly, the Church Road / A2070 Bad Munstereifel Road priority T-Junction has a dedicated right turn lane into Church Road from the eastbound A2070 Bad Munstereifel Road and allows only a left turn exit. Vehicles are then expected to disperse onto the wider road network via the A2070 Bad Munstereifel Road / Waterbrook Avenue / The Boulevard (Orbital Park) Junction.

4.34 The A2070 Orbital Park Junction, formally known as the A2070 Orbital Park Roundabout, was upgraded to a traffic signal-controlled junction as part of planning conditions associated with the nearby Finberry residential development. This scheme, for which construction started in May 2022 was substantially delivered in February 2023.

A20 Hythe Road

4.35 The A20 Hythe Road runs to the north of the M20, and forms an arm of the Junction 10 circulatory, creating a link with Junction 10a before continuing to the southeast. For the majority of its length it is a two-lane single carriageway road, running southeast-northwest, flaring into two or three lane entries into junctions, with the exception of the north-westerly arm of the M20 Junction 10a where it remains as one lane. Along its assessed route, it forms one roundabout junction with the Tesco Extra access and a residential street, and one signalised four-arm junction with Honeysuckle Avenue and Spire Court, among other minor access junctions. It is subject to a 30mph speed restriction by way of a system of street-lighting, and serves as a bus route, with the provision of footways and bus stops located on relevant areas of the carriageway.

A292 Hythe Road

4.36 The A292 Hythe Road runs east-west from its junction with the M20 Junction 10, where it is a two-way three-lane carriageway with a speed limit of 40mph up until its junction with a one-lane M20 westbound on-slip. Thereafter, the road is a two-lane single carriageway road providing access to northern areas of Ashford with a speed limit of 30mph.

Traffic Survey Results

4.37 A traffic survey was commissioned by Waterman and completed in October 2024 to observe existing traffic conditions at the key junctions on the local highway network. The surveys comprised:

- Manual Classified Count (MCC) turning movement surveys – These were undertaken at 10 junctions on Tuesday 15 October and Wednesday 16 October 2024, two neutral weekdays, between 07:00 and 19:00.
- Queue Length surveys – These were also undertaken at each of the 10 junctions on Tuesday 15 October and Wednesday 16 October 2024, between 07:00 and 19:00 to observe queues on each approach lane in 5-minute intervals.

- Automatic Traffic Count (ATC) – 7-day 24-hour flow and speed surveys were undertaken on A20 Hythe Road, between Tuesday 15 and Monday 21 October 2024 inclusive. Due to ATC equipment being removed by a third party during the original survey period, further surveys were undertaken on Church Road on Tuesday 14 January 2025 between 07:00 and 19:00.
- Link Count Survey - These were undertaken at 3 locations on the A2070 between Monday 14 October and Wednesday 16 October 2024 inclusive and recorded traffic flows for 24 hours on these days

4.38 Analysis of the MCC data identified the following peak hours:

- Network AM Peak: 07:45 to 08:45; and
- Network PM Peak: 16:30 to 17:30.

4.39 Traffic flow diagrams showing the observed turning movements at the ten surveyed junctions within each peak hour can be found in Appendix G.

Highway Safety

4.40 Personal Injury Accident (PIA) data has been reviewed for the most recent three-year period, between January 2021 to December 2023 inclusive, for the identified study network, with reference to the web-based 'Crashmap Pro' database. Collision data which occurred on roads which are no longer active, or where the highway has experienced significant realignment, has been discounted.

4.41 The recorded PIA data identifies a total of 49 relevant incidents, 23 collisions on the A2070 Bad Munstereifel Road, 16 on the M20 and its interchanges, one incident on the A292, two on the A2070 Kennington Road, and seven on the route of the A20, within the three-year study period.

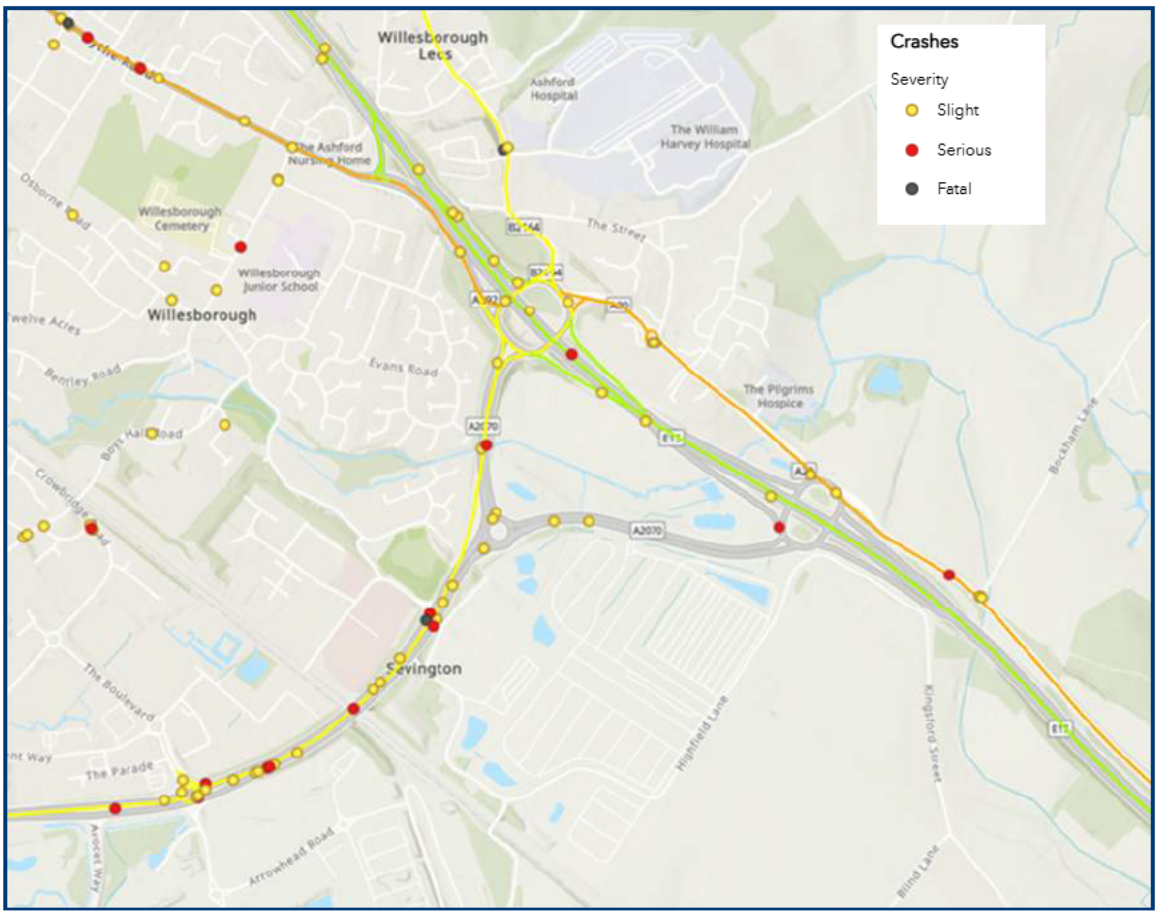
4.42 The recorded PIA incidents are summarised in Table 3 and shown in Figure 7 below.

Table 3: PIA Data Review: Severity by Year

Severity	Year		
	2021	2022	2023
Fatal	0	1	1
Serious	2	2	6
Slight	13	8	16
Total	**15**	**11**	**23**

4.43 The complete Crashmap Pro output can be found in Appendix C.

Figure 7: Personal Injury Accidents



4.44 During the three-year study period, a total of 37 incidents were recorded and classified as 'Slight', 10 as 'Serious', and two as 'Fatal'.

4.45 Of the two 'fatal' collisions, the first comprised a collision between a car in the act of turning right into Barrey Road and a car traveling along the carriageway on the A2070 in July 2022 during fine daylight conditions without high winds, resulting two casualties, one of whom suffered fatal injuries. The second fatal PIA, occurring in November 2023 was an incident between a pedestrian at a crossing and a car proceeding normally on the A2070 Kennington Road in darkness with streetlights present and lit resulting one fatal pedestrian casualty.

4.46 Three accidents occurred on the roundabout on the A2070, all classified as 'slight'. One accident comprised a collision between a goods vehicle and car both in the act of turning left in May 2021 in dry daylight conditions. One accident comprised a collision between a car and a motorcycle both moving off occurring in June 2021 in dry daylight conditions resulting two casualties. The third incident comprised a collision between two cars both proceeding along the carriageway, not on a bend in October 2023 resulting in one casualty.

4.47 Four accidents were recorded at the junction between the A2070 and Barrey Road, all involving a young driver in a car. One accident, classified as 'serious', comprised a collision between a vehicle proceeding normally along the carriageway, and with a car and goods vehicle both waiting to proceed but was held up, which occurred in April 2023 in dry daylight conditions. A 'fatal' accident (described previously) comprised a collision between a car turning right into Barrey Road and a vehicle proceeding normally along the carriageway on the A2070 during dry daylight conditions in July 2022 resulting two casualties. Another 'serious' accident comprised a collision between a car

proceeding normally along the carriageway and a vehicle moving off, occurring in January 2023 during dry daylight conditions resulted two casualties. The fourth accident, classified as 'slight', comprised nose-to-tail collision between two cars travelling along the carriageway and a car slowing down or stopping, which occurred in March 2021 during dry daylight conditions resulted two casualties.

4.48 Of the 16 incidents recorded on the M20 and associated junctions, 14 were classified as 'slight' and two as 'serious'. The latest 'serious' accident involved a single car proceeding normally along the carriage which occurred in October 2023 in dry daylight conditions. A serious collision occurred in August 2021 at the entry of Junction 10a from the A2070 Link Road between a motorcycle and a car. The car was changing lanes and impacted the motorcycle on the offside, resulting in serious injury to the rider. A collision occurred March 2023 comprised a collision between a car turning left and a goods vehicle proceeding along the carriageway, not on a bend during raining daylight conditions. One accident involved a collision between a car and a bus both proceeding along the carriageway in darkness with no streetlighting and snow conditions.

4.49 Three accidents were reported at the Tesco roundabout on the A20 Hythe Road and all were classified as 'slight'. One comprised a collision between a pedal cycle proceeding along the carriageway, and a car moving off in November 2021 during dry daylight conditions. Another accident occurred June 2023 comprised a collision between a car proceeding along the carriageway and a pedestrian during dry daylight conditions where there was no physical crossing facility within 50m. The third accident comprised a collision between a goods vehicle changing lanes to the right and a car turning right during dry daylight conditions in October 2023.

4.50 Since the update to the Orbital Park Junction has been completed, 4 accidents have occurred, 1 which was classified as 'serious', and 3 which were recorded as 'slight'. The 'serious' incident involved a Goods Vehicle (van) and a car on the eastbound A2070 the east of the junction during fine, dry daylight weather. The rear of the car and the front of the Goods Vehicle made impact, causing serious injury to the van driver. A 'slight' accident in September 2023 involved two cars in a nose-to-tail collision, again in good daylight conditions, traveling west on the A2070. In July of the same year, a car in the act of turning right from the A2070 onto Waterbrook Avenue impacted a bollard or a refuge during wet nighttime conditions, resulting in 'slight' injuries. In March 2023, a 4-vehicle accident resulted in 'slight' injuries to one casualty in a car.

4.51 A further 18 PIAs were recorded outside the extent of the study area, of which 13 were classed as 'slight', four were classed as 'serious', and one as 'fatal'. It is noted that a fatal collision, involving a Goods Vehicle, was recorded in December 2020 on Cheeseman's Green Lane. Whilst occurring outside of the study area and study period for this TA, the details of this PIA have been reviewed. The collision occurred in dark, damp conditions and comprised an incident whereby the passenger of a Heavy Goods Vehicle, having exited the vehicle, was crushed against a bridge parapet whilst the vehicle was manoeuvring. Following a postmortem, the Assistant Coroner found the incident to be a case of misadventure.[2]

4.52 A summary of PIA data across the study area identifies a total of 49 accidents in the 3-year period. The recorded PIA incidents are summarised in Table 4 below. Some accidents have been counted twice where more than one mode was involved.

[2] Inquest hears Romanian driver died after being pinned between lorry and wall in Sevington near Ashford

Table 4: PIAs involving Pedestrian, Cycle, Motorcycle, and Goods Vehicles: Severity by Year

Modes	Severity	2021	2022	2023
Pedestrian	Fatal	-	-	1
	Serious	-	1	-
	Slight	1	-	-
	Total	1	1	1
Cycle	Fatal	-	-	-
	Serious	-	-	-
	Slight	1	-	-
	Total	1	-	-
Motorcycle	Fatal	-	-	-
	Serious	1	-	
	Slight	1	-	
	Total	2	-	-
Goods Vehicle	Fatal	-	-	-
	Serious	-	-	4
	Slight	3	2	5
	Total	3	2	9

4.53 A review of the historic PIA data has identified no specific patterns or large accident clusters that would be materially impacted by the Proposed Development.

5. Development Proposals

5.1 The Proposed Development comprises the retention and continued operation of the existing Sevington Inland Border Facility and Border Control Point (Sevington IBF), a temporary goods vehicles customs and border control checking and parking facility which is currently consented to operate for a period of five years from January 2021.

5.2 The existing operational presence of the Sevington IBF facility, under its current temporary permission, is a material fact. Infrastructure improvements associated with the development of the facility are in-situ, and are expected to remain in place, representing the infrastructure baseline for walking, cycling, and highway networks in the vicinity of the Application Site.

5.3 The existing temporary permission for Sevington IBF comprises:

"The temporary use of land until 31 December 2025, operating 24 hours a day 7 days a week, for an Inland Border Facility for use in different phases by Department for Transport, HM Revenue & Customs/Border Force, Department for Environment, Food and Rural Affairs, Port Health Authority (PHA) and Animal and Plant Health Agency (APHA) Department for Business, Energy and Industrial Strategy for border readiness, CTC, ATA Carnet, SPS, CITES and other customs related checks, and market surveillance activities, and ancillary Covid19 testing and facilities. The proposed development includes the laying out of up to 855 Goods Vehicle parking spaces, capacity for 260 Goods Vehicles in 42 entry lanes, 357 staff car parking spaces, formation of a new permanent access (main access to the M20 junction 10a link road) and an emergency access/small vehicle ejection point to the north, access off Church Road into the staff car park, emergency access points off Highfield Lane, diversions and extinguishments to PRoWs, the erection of buildings and structures for border processing purposes within the development plot area of up to 34,500m^2 (HMRC, BCP and FM plots) to a maximum height of 8.5m, provision of 24 (19 permanent and 5 reserved) refrigerated semi-trailers covering an area of approximately 870m^2 associated with the Detra facility, water tank and pump house for sprinkler system, FM cabins, additional storage and additional Detra ancillary infrastructure, security fencing and noise attenuation bunds and fences to a combined maximum height of 5m, CCTV columns to a height of Bm, lighting columns to a maximum height of 12m, drainage, including the installation of surface mounted attenuation storage tanks and all associated engineering works, Site preparation works and extensive hard and soft landscape works. Approval is also sought for additional Site wide ancillary infrastructure covering a maximum development area of 500m2 (including back-up generators, marshal gate cabin and emergency exit, GRP Critical Load MCCB Chamber and GRP Busbar Chamber) and for land levelling, construction of bunds and landscaping associated with the creation of biodiversity enhancements on the land east of Highfield Lane."

5.4 This TA supports the submission of a full planning application for the retention and continued operation of Sevington IBF which would result in the facility becoming permanent before the expiration of the current SDO at the end of December 2025.

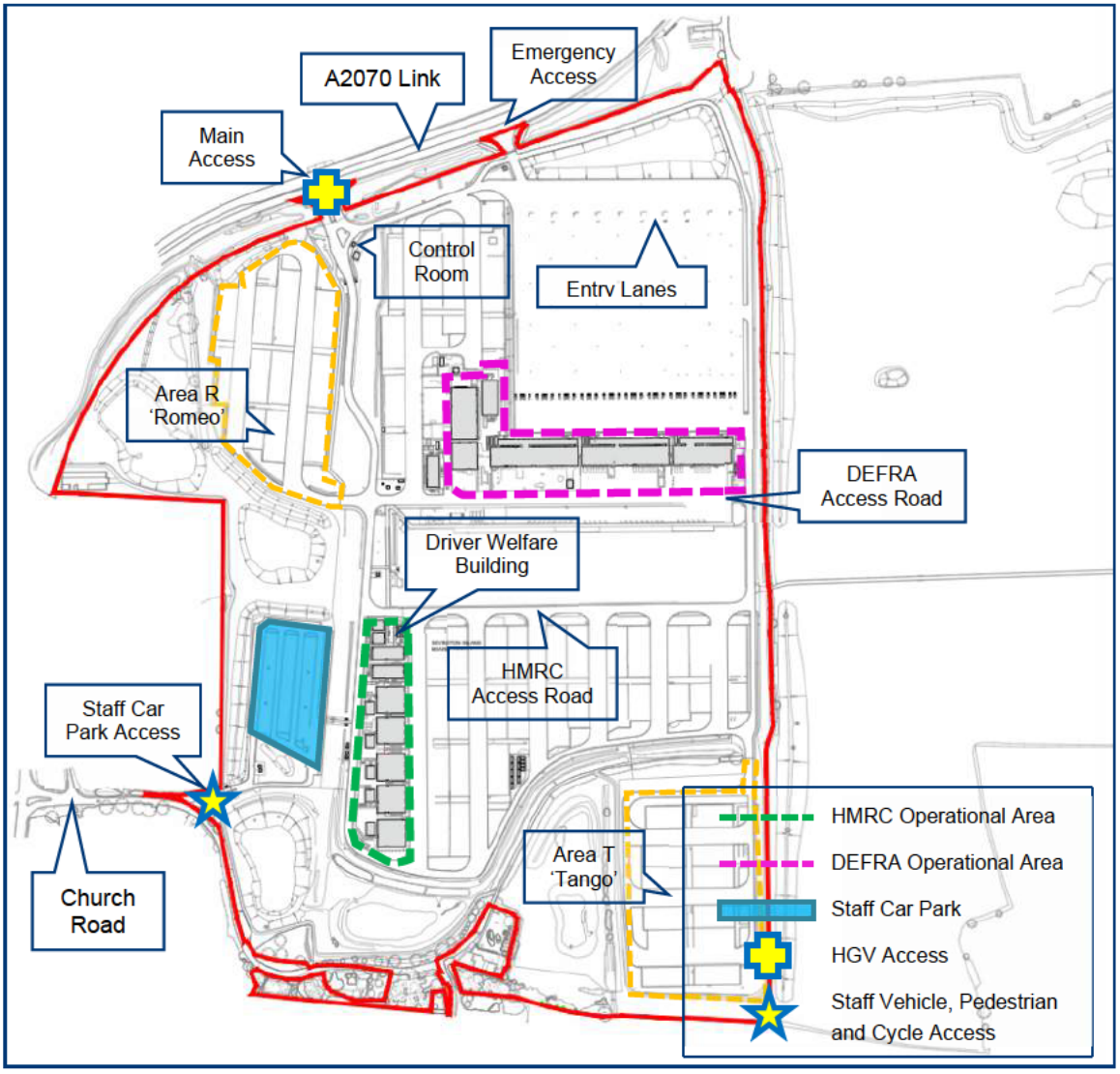
5.5 With respect to the current application, it remains that the application is seeking full planning permission for retention and continued operation of the IBF and BCP, which includes:

- 984 goods vehicle parking spaces;
- Capacity for 240 goods vehicles in 42 entry lanes;
- 357 staff car parking spaces, including 14 accessible bays and three EV charging spaces;
- Vehicular, pedestrian and cycle accesses;
- Buildings and structures comprising a total of 16,348 sqm GIA / 17,277 sqm GEA;

- Space for 24 (19 permanent and five reserved) refrigerated semi-trailers;
- Security fencing and noise attenuation bunds and fences to a maximum height of 5m;
- CCTV columns;
- Lighting columns to a height of 12m;
- Drainage and all associated engineering;
- Hard and soft landscaping; and
- Site-wide ancillary infrastructure.

5.6 Figure 8 below shows a Site Layout Plan for Sevington IBF illustrating the primary points of access, staff car parking, and operational areas for which full planning approval is sought.

Figure 8: Sevington IBF Site Layout



Prior Planning Consent

5.7 As previously set out in Section 1 of this TA, prior to the SDO approval for Sevington IBF, the Application Site had extant planning permission for the mixed-use employment-led Stour Park development. As the Phase 1A works, which included the instalment of some estate roads, Sustainable Drainage Systems (SuDS) and landscaping of open space, were only partially implemented this development added very little of the forecast traffic to the network. As such, when assessing the impact of Sevington IBF, no allowance has been made for the transport impact of the Application Site's previous consented planning.

5.8 Similarly, for the purposes of this assessment, when assessing the impact of the Proposed Development, a 'pre-development' baseline has been assumed. In other words, Sevington IBF is being assessed as if no development is currently present on the Application Site. This ensures a robust assessment of the transport implications associated with the Proposed Development.

Proposed Use

5.9 The Application Site will be used by the Department for Transport (DfT), His Majesty's Revenue & Customs (HMRC), Border Force, the Department for Environment, Food and Rural Affairs (Defra), Port Health Authority (PHA), Animal and Plant Health Agency (APHA), and Department for Business, Energy and Industrial Strategy (BEIS) for border readiness, CTC, ATA Carnet, SPS, CITES and other customs related checks, and market surveillance activities, to enable required checks to take place inland on traffic 'inbound' and 'outbound' entering and exiting the United Kingdom (UK).

5.10 Goods vehicle parking areas with clearly marked bays are to be provided including designated areas for hazardous loads and electric hook up points for refrigerated vehicles. Access to the parking areas for goods vehicles are managed through the use of 'entry lanes'.

Occupying Parties

5.11 The Application Site is to be operated by the HMRC, with Defra, DfT and Border Force all on site to enable required checks to take place inland on 'inbound' and 'outbound' traffic entering and exiting the United Kingdom (UK) respectively, serving selected trade ports as part of the transitional arrangements arising from the UK's departure from the European Union (EU).

HMRC

5.12 HMRC are the primary site operators of Sevington IBF and have five inspection sheds to accommodate the demand of goods vehicles on site for HMRC checks.

5.13 The HMRC operation is for both inbound and outbound goods vehicles and comprises an area of up to 22.2 acres for goods vehicle parking, offices, welfare areas for staff and drivers and inspection bays and facilities. Only a small percentage of goods vehicles need to be physically inspected by HMRC and it will be unknown to the driver whether or not the goods vehicles will be inspected until they enter the Application Site.

5.14 On arrival at site all goods vehicles will be booked into the onsite vehicle movement recording system (PINC), this records the VRN number and time stamps various stages of the paperwork clearance process. The PINC system records the specific location of the HGV, giving the ability to manage the site capacity in real time. Sevington IBF has a number of 'overflow' HGV parking areas which will be opened and used in sequence, these areas are opened in discussion with HMRC at approx. 60% then 70% capacity usage, at these levels available site capacity is monitored frequently in order to ensure all relevant agencies are aware, and to ensure enable decision making

on the live situation with drivers encouraged to attend other sites to stop sites reaching full capacity and avoiding the potential for HGVs blocking back onto the local highway network. The PINC system reporting allows information around peaks and troughs on each site to be gathered.

Defra

5.15 Defra are sub operators of the Application Site. Defra were due to have managers from PHA and APHA on-site to oversee documentation checks with a physical inspection process for goods vehicles commencing from July 2022, however a Ministerial decision in 2022 announced that no checks were to be made.

5.16 The Defra operation is for inbound goods vehicles only (those vehicles entering the UK from the European Union) and comprises an area of up to 2.2 acres for goods vehicle parking, offices, welfare areas for staff and drivers and inspection bays and facilities. It is noted that the Defra presence and operations on the Application Site will be to service inbound traffic from Eurotunnel only, with Defra demand for the site expected to remain broadly constant in terms of the number of goods vehicles processed each day.

5.17 The Border Control Post (BCP) demise consists of inspection sheds for animals, plants and animal produce, together with offices and a triage centre for dealing with the drivers attending the BCP.

DfTand Others

5.18 The DfT use the ‘Romeo’ and ‘Tango’ (goods vehicle parking areas in the north-west and south-east of the Site) as a holding area in the event of contingency traffic management plans/emergencies under the Civil Contingencies Act 2004, as part of the Kent Resilience Strategy to remove goods vehicles from the SRN.

5.19 Market surveillance activities take place on site. This involves the checking of imported goods for product safety compliance by market surveillance authorities (‘MSAs’) discharging legal obligations and responsibilities. MSAs operate on site, sharing the same premises including buildings, staff car park and goods vehicle parking spaces.

Site Operation

5.20 To support the Application Site's existing operations, an Operational Management Plan (OMP) was developed as part of the condition of consent granted through the SDO. The purpose of the OMP is to provide a comprehensive framework outlining policies and procedures to ensure the site's safe and efficient management. It details the processes for the acceptance, allocation, parking, and removal of goods vehicles under three primary conditions: standard operating conditions (i.e., business as usual), when approaching or reaching capacity, and in emergency situations, including, but not limited to, security incidents, fire, pollution, and adverse weather.

5.21 Further details are provided in the OMP and its supporting appendices, which were submitted as part of the SDO application.

5.22 The Duty Manager and the on-site Incident Command Centre (ICC) are responsible for continuously overseeing site capacity and providing regular updates to the off-site Border Impact Centre (BIC). In the event that an update is not received by the BIC by the end of a shift, the BIC will initiate contact with the Duty Manager to obtain the necessary information.

Site Turnaround

5.23 The duration of a single goods vehicle check, excluding physical inspection, is not expected to exceed two hours. It is expected that only a minimal percentage of goods will require a physical examination, which will necessitate unloading. On average, the physical examination process may take up to eight hours.

5.24 The OMP, developed to support existing site operations, outlines various procedures, including vehicle entry and exit protocols, the handling of drivers arriving with incorrect documentation, and the response strategy for vehicle breakdowns and major incidents such as fires, power outages, diesel or chemical spillage.

Staffing Requirements

5.25 The Application Site is in operation and staffed 24-hours per day, 7 days a week, 365 days a year. For sustained periods of time there could be a total of approximately 813 staff on-site within a 24-hour period.

5.26 Staff roles at the site include:

- IBF Site Contractors, comprising:
  - IBF Duty Operations Manager;
  - IBF Site Manager;
  - IBF Site Office Front Personnel;
  - Security Marshals;
  - Traffic Management Marshals; and
  - IBF Inspection Shed staff.
- BCP Contractor, comprising:
  - BCP Duty Operations Manager;
  - BCP Site Office Front Personnel;
  - Security Marshals;
  - Traffic Management Marshals; and
  - BCP Inspection Shed Staff.
- Border Force staff
- Brook Street Contingent Labour (BSCL)
- HMRC Front Office Staff
- Triage Office Staff
- PHA Staff
- APHA Staff

5.27 Currently, a number of government agencies and contractors are lined up to supply these staff, including but not exclusively:

- Animal and Plant Health Agency (APHA);
- Border Force;

- BSCL;
- Defra;
- HMRC;
- Kuehne & Nagel (K&N);
- Manpower UK;
- Pertemps;
- Port Health Authority (PHA); and
- Sodexo.

5.28 These numbers do not include BEIS staff, a small number of which are expected to attend site when intelligence requires them to do so, or DfT staff who will only attend the site under emergency conditions.

5.29 Most site staff will work a standard set of shift patterns. For the majority of government agencies, staff will work across three shifts, with each shift split into two to reduce the number of vehicle movements on-site at shift changeover times. Shift changeover periods will be timed to avoid the network peak hours where practically possible.

5.30 APHA look to provide 24 hour overlapping coverage for Plants & Plant Products (P&PP) checks by implementing a 4 days on, 4 days off shift pattern, with an early shift at 06:30 – 17:30, a late shift at 12:00 - 23:00, and a night shift at 20:30 – 07:30.

5.31 The PHA shift patterns for staff covering Products of Animal Origin (POAO) checks are to operate on a 4 days on, 4 days off 12 hour shift, with change overs occurring at 07:00 and 19:00.

5.32 Front office shifts for Defra BCP Site Office Front Personnel will also operate on a 4 days on, 4 days off shift pattern, with day shift being 07:00 – 19:30, and night shift being 19:00 – 07:30.

Staff Method of Travel to Work

5.33 In order to establish the likely method of travel to work for staff, it is possible to either derive the Census 2021 ‘Method of Travel to Work’ for output area E02005005 (Ashford 010), or as the Application Site is currently operational, to directly survey staff method of travel to work.

5.34 A staff travel survey was conducted between 20 May 2022 and 9 June 2022 to inform the Staff Travel Plan. Staff were asked how they usually travel to work and to select the mode that is the longest part of their journey. The resulting mode share, which is directly representative of Sevington IBF staff travel behaviours, is compared to the Census mode share in Table 5 below.

Table 5: Staff Method of Travel to Work

Mode of Transport	2021 Census Method of Travel to Work Workday Population Percentage		Staff Travel Survey Percentage	
Underground, Metro, Light Rail, Tram	0.3%	Public Transport total 4.8%	0.0%	Public Transport or Subsidised Staff Transport total 7%
Train	2.3%		1.0%	
Bus, Minibus or Coach	2.1%		0.0%	
Zeelo Bus – via Ashford International Rail Station	-		5.0%	
Zeelo Bus – via Ashford Park & Ride	-		1.0%	
Taxi	0.2%		0.0%	
Motorcycle, Scooter or Moped	0.8%		1.0%	
Driving a Car or Van	79.9%		78.0%	Car share as driver (18%) or passenger (8%) 26% total
Passenger in a Car or Van	6.2%		8.0%	
Bicycle	1.9%	Active Travel total 6.8%	2.0%	Active Travel total 5%
On Foot	5.0%		3.0%	
Other	1.3%		0.0%	
Total	100%		100%	

NB: total may not equal 100% due to rounding

5.35 It should be noted that the 2021 Census was carried out in a period when working patterns were influenced by Covid-19, with workers more likely to be working from home, however the data has been interpreted as to account for 'travelling' workers only. Further details regarding the Staff Travel Survey can be found in the Staff Travel Plan provided at Appendix D.

5.36 A total of 86% of staff survey respondents use a car to travel to work at Sevington IBF, either as part of a car share arrangement (26%) or as a single occupancy driver (60%). In total, this is broadly in line with the 2021 census data, which also identified 86% mode share by car or van (either as a driver or passenger). Positively, car sharing is well established among staff and is at a higher percentage than other workplaces in the same output area.

5.37 A total of 6% of staff at Sevington IBF utilise the subsided Zeelo shuttle bus service to access the Application Site, whilst a further 5% use active travel modes.

Staff Parking

5.38 As referenced in Section 2 of this TA, Local Plan Policy TRA3 (b), Parking Standards for Non-Residential Development, states that proposals which do not fall into the typical use classes, such as the Proposed Development, should provide a level of parking proportional to its activity, and should be agreed with the Local Highway Authority and the Council.

5.39 KCC's parking standards do not contain specific parking standards for this type of use. Similarly to staff car parking, KCC's parking standards do not contain specific cycle parking standards for this type of use. For other Sui Generis uses, cycle parking can be provided on individual merit.

Car Parking

5.40 The Application Site is served by a main staff car park, accessed from Church Road via the A2070 / Church Road junction. The staff car park accommodates up to 357 vehicles, including 3 electric vehicle car parking spaces sharing 2 chargers and 14 accessible car parking spaces.

5.41 In addition, Ashford Park and Ride, located approximately 1km to the west of the Application Site, will provide overspill parking if needed, with staff then using the Zeelo bus shuttle service, discussed later in this section, to reach the Application Site.

5.42 The staff car park is subject to a 10mph one way system with designated pedestrian walking routes to increase safety for the staff. Accessible parking is located immediately adjacent to the access walkway into the Application Site.

Cycle Parking

5.43 The Application Site currently provides cycle storage for 60 standard bicycles, a level of cycle parking provision which is expected to meet the forecast demand, as detailed in the Operational Management Plan (OMP) Appendix M, Staff Travel Plan, a copy of which is provided at Appendix D.

5.44 The 60 cycle spaces in total are contained within secure bicycle stores, with two stores located behind HMRC Inspection shed 1, and four stores located behind the HMRC hub and Defra BCP. Staff lockers, showers and changing facilities are also provided on-site within staff welfare areas.

Goods Vehicle Parking

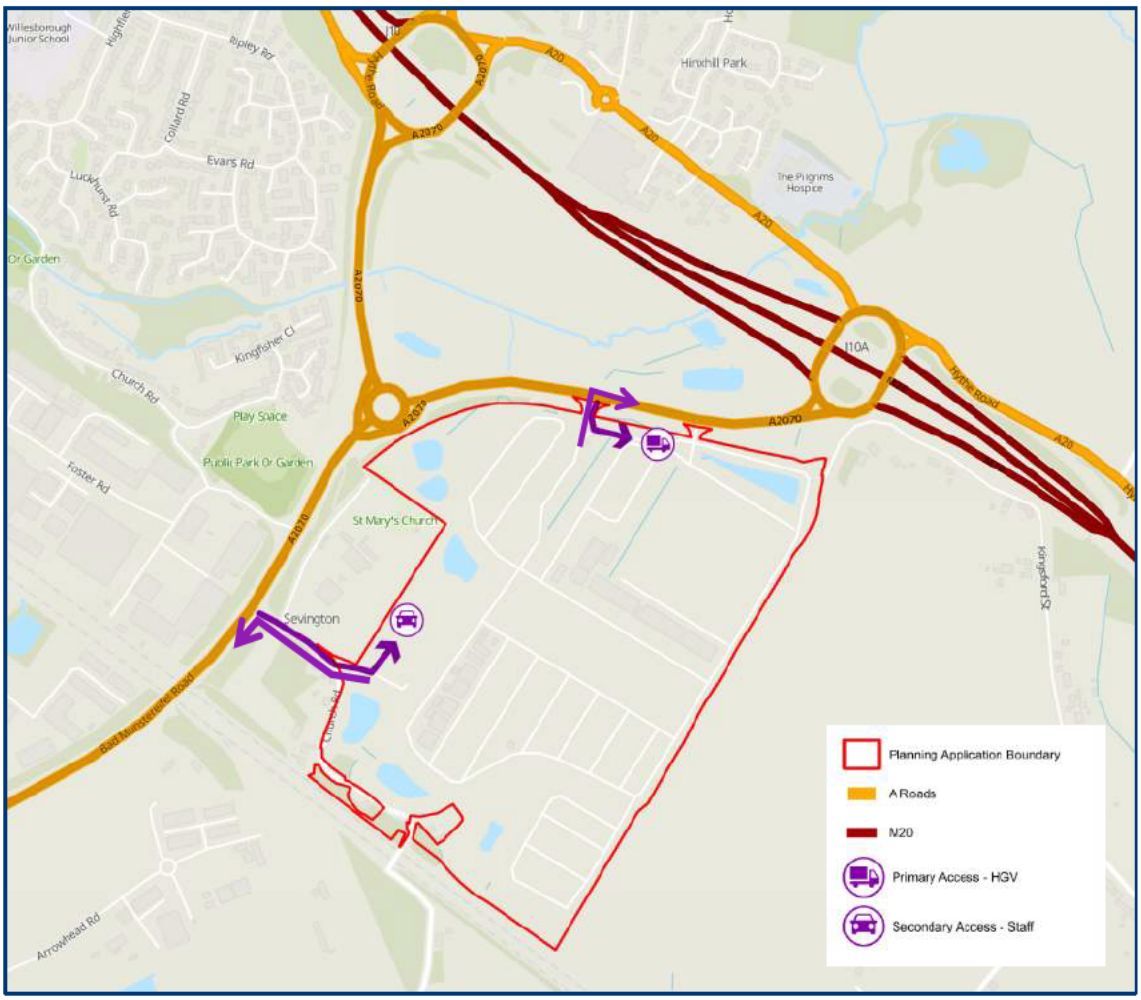
5.45 Goods vehicle parking areas with clearly marked bays are provided on-site, including designated areas for hazardous loads and electric hook up points for refrigerated vehicles. Access to the parking areas for goods vehicles will be managed through the use of 'entry lanes'.

5.46 If there is a requirement to limit the number of goods vehicles using Sevington IBF at any one time as a result of capacity issues, Variable Message Signs (VMS) can be used on the Strategic Road Network (SRN) to direct goods vehicles to alternative actions. Further detail regarding the use of VMS on the SRN is provided in the OMP Appendix H, Site Signage Strategy. This Strategy is appended in Appendix E for ease of reference.

Proposed Access and Egress

5.47 Site Access is taken at different locations for Staff vehicles and for goods vehicles. These two accesses can be seen in Figure 9 below.

Figure 9: Vehicular Site Access



Goods Vehicle Access

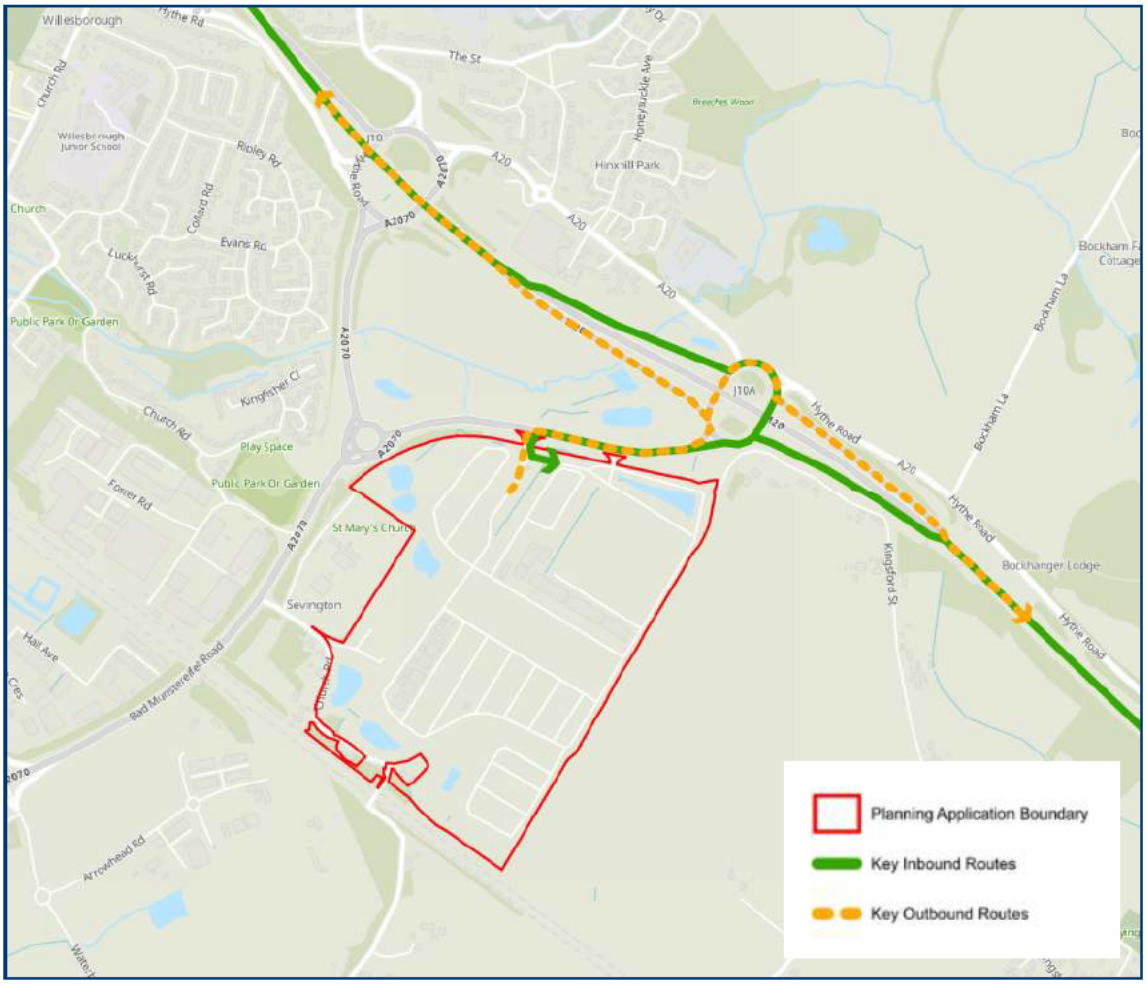
5.48 The goods vehicle site access is at the northern boundary of the Application Site via the A2070 Link Road. All goods vehicles traffic approaching the Application Site is directed to use this access, which comprises a new signalised junction with a dedicated right turn lane from the eastbound carriageway of the A2070 Link Road, currently closed off, but which can be bought into use if required. This right turn is not intended for goods vehicles originating from the wider road network, but instead for goods vehicles travelling from the Ashford International Truck Stop to the site, if required, as opposed to an alternate routing of approaching the Site Access from the east by doubling back from M20 Junction 10a on the A2070 Link Road.

5.49 The closure of the right turn lane is currently in place to discourage the use of M20 Junction 10 by goods vehicles coming from the north-west. For this reason, local signage directs goods vehicles to use M20 Junction 10a, rather than M20 Junction 10 as described in detail in the OMP Appendix H, Site Signage Strategy (Appendix E).

5.50 In very small numbers, goods vehicles travelling from East Sussex, other parts of Kent and the south coast may take the A259 to head north-east, and then the A2070, approaching the area via A2070 Bad Munstereifel Road before accessing the Application Site via the A2070 Link Road and a u-turn manoeuvre via M20 Junction 10a.

5.51 Goods vehicles leaving the Application Site turn right from the goods vehicle Site Access and join the SRN via M20 Junction 10a. The primary access routes are displayed in Figure 10 below.

Figure 10: Routing for Goods Vehicle Site Access



5.52 Other necessary vehicles, including maintenance and delivery vehicles, must also enter through the main goods vehicle Site Access.

5.53 An emergency access has also been constructed, approximately 180m to the east of the main access, providing an alternative gated left-in/left-out junction enabling authorised and emergency vehicles if required, to bypass any queues at the entry lanes.

5.54 No access to the Application Site is available for goods vehicle traffic from Church Road. Existing signage on the A2070 and Church Road itself is present in order to reinforce this message and deter goods vehicles from attempting to access the Application Site via this route.

5.55 Whilst reports of goods vehicle traffic attempting to use Church Road are noted to occasionally occur, it is unclear whether such instances relate to the operations of Sevington IBF, or are simply associated with driver error where drivers mistakenly exit the A2070 Bad Munstereifel Road too early in order to access Ashford International Truck Stop, or, are mistakenly routed to the Staff Access by their GPS. This should be avoided, and a KCC spokesperson reported that freight

organisations have been engaged to ensure that the correct route is known to goods vehicle drivers[3].

5.56 Existing traffic calming / road narrowing measures and increased signage completed on Church Road itself aim to make this entry less inviting to goods vehicles. Recent changes to the signage on the A2070 Bad Munstereifel Road highlight that the left turn into Church Road is unsuitable for goods vehicles and is for access to St Mary's Church only.

Staff Access

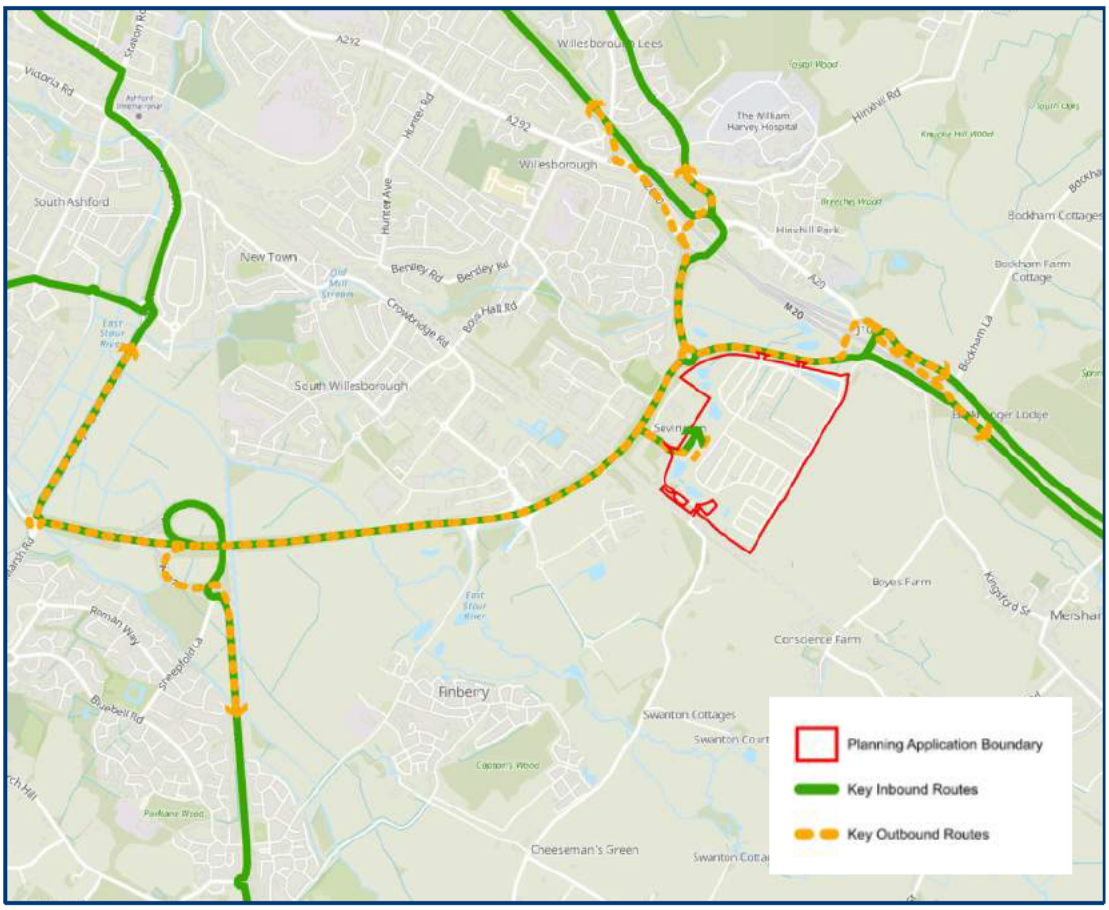
5.57 Staff travelling by car to the Application Site will turn either right or left into Church Road at the priority T-junction on the A2070 Bad Munstereifel Road, before turning into the Staff Car Park to the east of Church Road. Staff are to be notified that vehicles must access the Application Site via the A2070 and that right turns into the Application Site from Church Road are not to be permitted.

5.58 Staff leaving the Application Site are permitted only to turn right onto Church Road then left at the Church Road / A2070 Bad Munstereifel Road Junction to join westbound traffic. From there, staff have access to both the wider and strategic road network, although it is predicted that the majority of traffic will choose to continue westward into Ashford, given that approximately 46.3% of staff live within 5km of the Application Site, primarily in Ashford or Beaver Green.

5.59 The primary access routes are displayed in Figure 11 below.

[3] [redacted]

Figure 11: Routing for Staff Vehicle Site Access



Safety and Visibility at Staff Access

5.60 As referenced in the Section previous, there have been no recorded personal injury accidents at the Staff vehicular access within the most recently available three-year period from January 2021 to December 2023 inclusive, which is the most up to date accident data currently available.

5.61 Sufficient visibility splays at the Staff Car Park Access on Church Road are available, commensurate with the observed 85%ile vehicle speeds on Church Road as illustrated by Appendix F. No visibility issues arise, other than the upkeep of maintenance and vegetation clearing.

Cycling and Pedestrian Provision

5.62 Pedestrian and cycle access is taken via the staff car park access on Church Road. This arrangement was implemented as part of a continuous Improvement initiative, with all staff access to the Site now via a pass-controlled turnstile located internally within the Site at the top of the car park. The staff access serves the existing footway on Church Road up to the A2070 and connecting with the Public Bridleway (AE672) which runs along the Site boundary to St Mary's Church, providing access to the existing footbridge over the A2070 and onward pedestrian and cycle networks.

5.63 To the northwest, a dedicated footbridge crosses the A2070 just south of the A2070 Bad Munstereifel Road / A2070 Link Road Roundabout, which replaced and improved upon the previous footbridge in the same location during the Junction 10a construction. This bridge, accessed via Public Bridleway AE672 as described above, provides connections to Ashford Business Park, the

Willesborough residential area, and Ashford itself. Additionally, footways on the western side of the A2070 dual carriageway facilitate connections toward the southwest and Orbital Park Junction.

5.64 The A2070 Bad Munstereifel Road central reservation displays evidence of a well-established desire line for crossing the A2070 just north of the Church Road Junction, perhaps due to connections with the PRoW network and the shorter distance travelled to reach Ashford Retail Park than by other routes. However, staff using the access on Church Road by bicycle or on foot are encouraged to use the existing routes and formal crossing facilities provided to the north.

5.65 To the north of the Site, the A2070 Link Road features a segregated 3m wide footway/cycleway with street lighting in both directions. To the northeast, the Kingsford Street shared footbridge, constructed during the Junction 10a works to replace the Highfield Lane bridge, offers a traffic-free route to the A20 north of the M20. Heading south, Highfield Lane, previously a country road, is now a paved shared surface with connections to Blind Lane and St Mary's Church via Public Bridleways AE673 and AE672 respectively.

5.66 In addition to those routes described above, National Cycle Network (NCN) Route 18 runs through Ashford, linking Canterbury to Royal Tunbridge Wells. It is located about 1.5 miles north of the site, roughly a 7-minute bike ride away. Route 17 intersects with Route 18 north of Ashford and extends to Rochester.

Public Transport Accessibility

5.67 Public transport in the vicinity of the site is limited to two key bus routes, one of which has a stop in the Orbital Business Park, approximately a 24-minute walk from Sevington IBF, which provides wider connectivity to Ashford town centre and Ashford International Railway Station. The second is accessed from Tesco Crooksfoot which is an 18-minute walk north of the M20, reaching from the nearby hospital to Ashford Rail Station. These busses are limited in their usefulness, as they do not run during nighttime and weekends/Sundays, and are quite some distance from the Application Site. These bus routes do connect the Site with Ashford International Railway Station, which provides services as described in Section 4, but is unlikely to be utilised by staff from the rail station due to the subsidised Zeelo Bus Shuttle service.

Zeelo Bus Shuttle

5.68 Zeelo operate a dedicated bus shuttle between Ashford International Railway Station, Ashford Park & Ride and Sevington IBF. The route provides direct connections from the station and the Park & Ride site for commuting staff, free of charge. Vehicles have a capacity of 25 seats and passengers wishing to use the service must pre-book using the Zeelo website.

5.69 It is anticipated that the timetable will continue to operate at current levels, similar to that shown in Table 6.

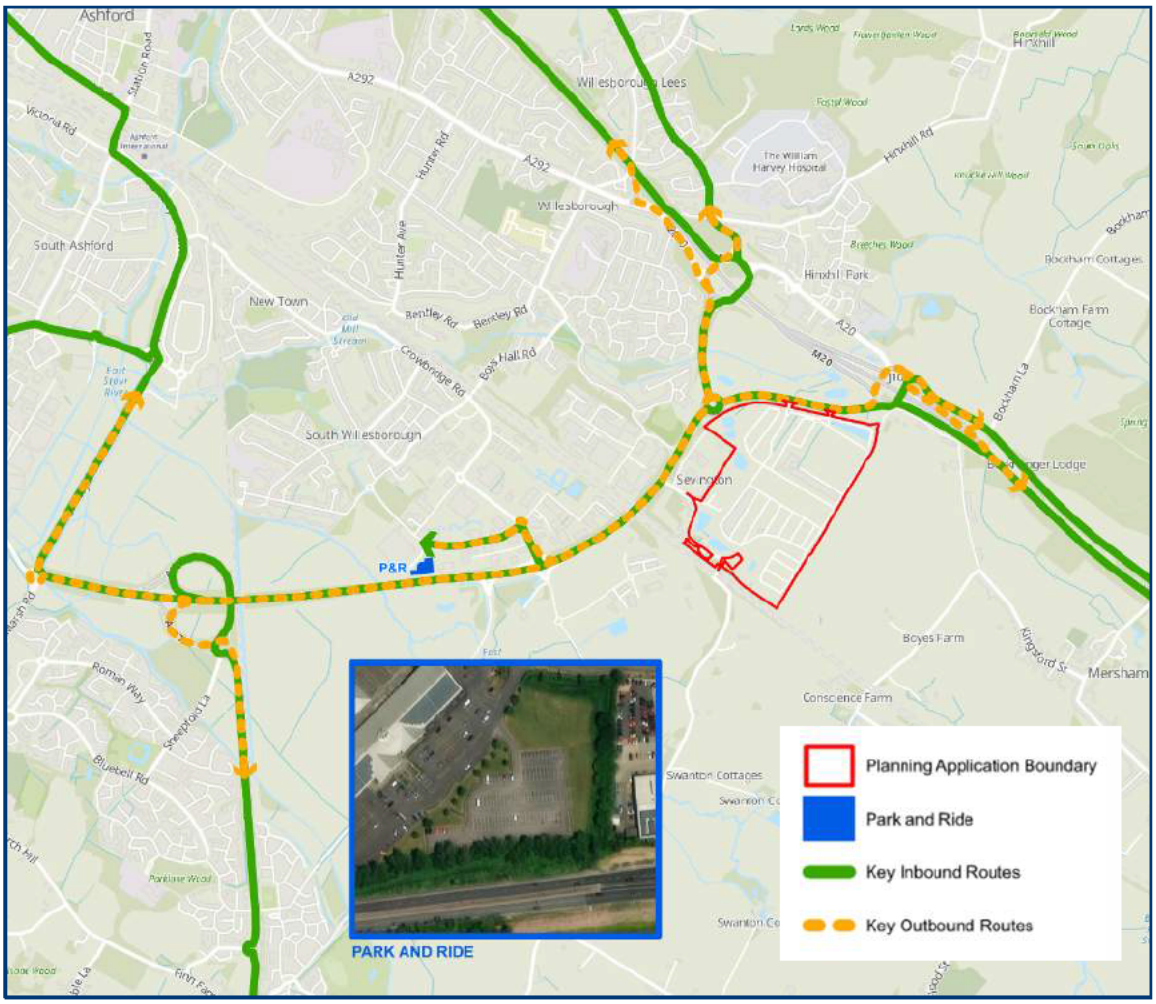
Table 6: Current Zeelo Bus Shuttle Timetable (Arrivals / Departures on Site)

Arrival Time	Departure Time
05:50	18:10
06:50	19:10
13:50	20:10
17:50	06:10
18:50	07:10

5.70 The service timetable is aligned with shift patterns and offers a good alternative to driving for Staff working at the Site.

5.71 The routes staff are expected to take to reach Ashford Park & Ride are displayed in Figure 12 below.

Figure 12: Routing for Ashford Park & Ride



Emergency Access

5.72 Emergency services responding under blue light conditions are expected to use standard Business as Usual routes on the SRN and Local Road Network (LRN), following their established operational procedures. They will access the site either via the goods vehicle Site Access Junction on the A2070 Link Road, or through the Staff vehicle Access on Church Road via A2070 Bad Munstereifel Road. Upon arrival, they are directed to the designated Emergency Rendezvous Point (ERVP), which is clearly signposted within the site. A representative of the Site Operator will meet them at the ERVP, provide an incident briefing, and guide them to the appropriate location.

Construction Impact

5.73 As Sevington IBF is already built and operational, no construction impacts are expected.

5.74 The potential impacts associated with any minor construction work required as the Site adapts to future changes of use are expected to be negligible. No material demolition, property loss, or effects on businesses, agricultural land, or community assets, including the Church of St Mary are expected. Existing access to facilities is expected to remain unchanged.

6. Network Traffic Flows

6.1 This section discusses the collection of traffic data and its processing for use within the junction capacity modelling assessments. It also provides details of the traffic flows included from committed developments in the local area that have been considered to have an impact on the network assessment area within this TA.

6.2 Meetings were held with both National Highways (NH) and Kent County Council (KCC) to discuss and agree the scope of junctions to be surveyed on their managed networks for assessment within the TA. A total of ten junctions were requested for inclusion are identified and discussed below. It is noted that NH manage all junctions on the Strategic Road Network (SRN) comprising the M20 and A2070, and KCC manage all other local junctions in this instance, principally on the A20.

Survey Data Collection

6.3 Surveys were undertaken in October 2024 to observe existing traffic conditions at the key junctions on the local highway network. These included:

- Manual Classified Count (MCC) turning movement surveys – These were undertaken at 10 junctions on Tuesday 15th October and Wednesday 16th October 2024, two neutral weekdays, between 07:00 and 19:00.
- Queue Length surveys – These were also undertaken at the 10 junctions on Tuesday 15th October and Wednesday 16th October 2024, between 07:00 and 19:00 to observe maximum queues on each approach lane in 5-minute intervals.
- Automatic Traffic Count (ATC) – 7-day 24-hour flow and speed surveys were undertaken on A20 Hythe Road, between Tuesday 15th and Monday 21st October 2024 inclusive. Due to ATC equipment being stolen during the original survey period, further surveys were undertaken on Church Road on Tuesday 14th January 2025 between 07:00 and 19:00.
- Link Count Survey – These were undertaken at 3 locations on the A2070 between Monday 14th October and Wednesday 16th October 2024 inclusive and recorded traffic flows for 24 hours on these days. The location of these surveys is shown in Figure 13 below.

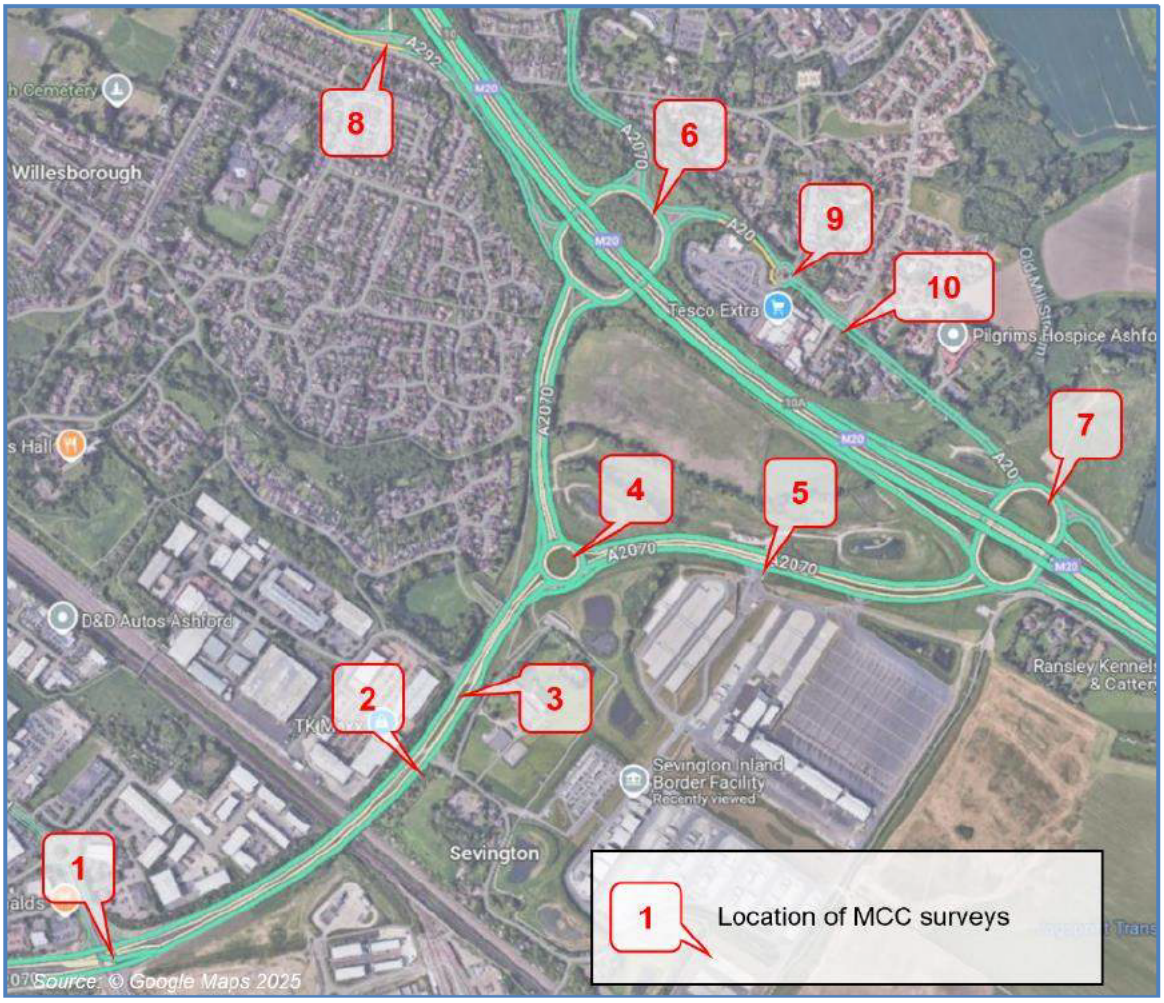
6.4 The ten junctions surveyed (locations shown in Figure 14 below) are as follows:

- Junction 1 – A2070 Bad Munstereifel Road / Waterbrook Avenue / The Boulevard (4-arm Signalised junction). This is on the SRN and managed by NH;
- Junction 2 - A2070 Bad Munstereifel Road / Church Road (Priority T-junction). This is on the SRN and managed by NH;
- Junction 3 - A2070 Bad Munstereifel Road / Barrey Road (Signalised T-junction). This is on the SRN and managed by NH;
- Junction 4 - A2070 Link Road / A2070 Bad Munstereifel Road (3-arm) Roundabout. . This is on the SRN and managed by NH;
- Junction 5 – A2070 / Sevington IBF goods vehicle Site Access (Signalised T-junction). This is on the SRN and managed by NH;
- Junction 6 - M20 Junction 10 (Signalised 5-arm grade separated Roundabout). This is on the SRN and managed by NH;
- Junction 7 - M20 Junction 10a (Signalised 5-arm grade separated Roundabout). This is on the SRN and managed by NH;

- Junction 8 - A292 Hythe Road / M20 Westbound On-Slip (Signalised T-junction). This is on the SRN and managed by NH;
- Junction 9 - A20 Hythe Road / Tesco / The Street (4-arm) Roundabout. This is managed by KCC; and
- Junction 10 - A20 Hythe Road / Honeysuckle Avenue / Spire Court / Tesco yard access (4-arm Signalised junction). This is managed by KCC.

Figure 13: Location of ATC and Link Count Surveys

Figure 14: Location of MCC Surveys



6.5 Analysis of the MCC data across the assessed junctions and on the two surveyed days identified the highest traffic flows to generally be present on Wednesday 16th October 2024 and during the following peak hours:

- Network AM Peak: 07:45 to 08:45; and
- Network PM Peak: 16:30 to 17:30.

6.6 Traffic flow diagrams showing the observed turning movements at the ten surveyed junctions within the AM and PM peak hours are included within Appendix G.

6.7 The use of these traffic flows to provide both the current trip generation associated with Sevington IBF and the opening and future year assessment traffic flows is discussed in the following sub-sections.

6.8 The queue length survey observations during the identified peak hours have informed the calibration of the 2024 observed traffic scenario junction models.

Observed Traffic Flows

6.9 The traffic flows observed at each of the ten surveyed junctions during the Wednesday 16th October 2024 MCC turning traffic surveys have been processed into Passenger Car Units (PCUs), which are considered as a measure of the relative space requirement of a vehicle class compared to that of a passenger car, during the 07:45 to 08:45 AM peak hour and the 16:30 to 17:30 PM peak hour and are shown diagrammatically at Appendix G.

6.10 It is noted that the observed traffic flows include the existing traffic from the Sevington IBF development and the derivation of effective base traffic flows for the purpose of this TA is discussed in the following paragraphs.

Existing Site Trip Generation

6.11 The existing trip generation of the Sevington IBF has been calculated based on observations from both the 2024 MCC turning count surveys and ATC survey on Church Road.

6.12 In the instance of the site access for goods vehicles via the A2070 link road to M20 J10a the trip generation has been taken directly from the vehicle turning movements recorded by the MCC survey on Wednesday 16th October 2024 and during the identified AM and PM peak hours. It is noted that a small number of goods vehicles are observed to turn left out of the Site. Notwithstanding the signed routing which directs goods vehicle traffic leaving the Site towards M20 J10a, these vehicles have been retained within the trip generation for the future year assessments as such occasional occurrences, where individual goods vehicle trips require local routing or alternative routing to the M20, will continue. It is noted that goods vehicles can only arrive at the Site from M20 junction 10a given the removal of the eastbound right-turn bay on the A2070 at the goods vehicle site access junction.

6.13 For the trip generation associated with Sevington IBF staff via Church Road, this has been calculated by using the ATC survey undertaken south of the staff site access to subtract these flows from the turning flows recorded at the A2070 Bad Munstereifel Road / Church Road junction during the identified peak hours.

6.14 The observed existing staff vehicle and goods vehicle trip generation arriving at and departing from the Application Site (in PCUs) is summarised for the AM and PM peak hours in Table 7 below.

Table 7: Existing Sevington IBF Vehicle Trip Generation

Application Site Trip Element	Vehicle Trips (PCUs)					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Sevington IBF Goods Vehicles	155	176	331	204	257	461
Sevington IBF Staff	23	15	38	20	20	40
Totals	**178**	**191**	**369**	**224**	**277**	**501**

6.15 The Sevington goods vehicle and staff AM and PM peak hour trips have subsequently been assigned across the assessed network on traffic flow diagrams using the turning proportions derived from the observed traffic flows at each junction. These flows are shown diagrammatically at Appendix H.

6.16 This existing trip generation for the Site has been applied to the future year traffic flows to provide Base plus Sevington development traffic flow scenarios.

Baseline Traffic Flows

6.17 The 2024 Baseline Flows (i.e. the network flows without Sevington IBF in place) have been derived for the purpose of this TA by subtracting the observed traffic flows associated with Sevington IBF that have been assigned to the study network, as discussed in the above paragraph. The resultant 2024 Base AM and PM peak hour flows are shown diagrammatically at Appendix I.

Future Year Traffic Flows

6.18 Two future assessment years of 2026 (the 'opening year') and 2036 (the 'horizon year') have been adopted for assessment of each of the ten junctions. 2026 is the planned opening year, and 2036 is ten years post opening and is considered to be sufficiently advanced for the committed developments to be built out and completed.

6.19 TEMPro version 8.1 software has been used to calculate estimated traffic growth factors to apply to the 2024 Base AM and PM peak traffic flows to obtain forecast 2026 and 2036 Base traffic flows.

6.20 The 'Ashford' area within TEMPro, which combines all Middle-Layer Super Output Areas (MSOAs) within its area, has been selected given that the committed developments considered (as discussed in the following sub-section) are located within this broader area. This also allows for the total quantum of committed development (both in terms of households and jobs) to be removed from the growth calculations via the Alternative Planning Assumptions tool within TEMPro, which is a facility to alter growth projections made within the Local Plan, to stop the double counting of these developments within the traffic flow calculations, as they have been accounted for separately within flow diagrams for each committed development (as also discussed in the following sub-section).

6.21 TEMPro also accounts for strategic background traffic growth that is not due to local development, and this is calculated via the National Transport Model (NTM) facility within TEMPro to provide an overall growth calculation for the required forecast period.

6.22 Traffic growth factors covering the 2024 to 2026 and 2024 to 2036 periods have been calculated as follows:

- 2024 to 2026 AM Peak = 1.0242;
- 2024 to 2026 PM Peak = 1.0240;
- 2024 to 2036 AM Peak – 1.0942; and
- 2024 to 2036 PM Peak – 1.0814.

6.23 These traffic growth factors have been applied to the 2024 baseline traffic flows and the calculated 2026 Base and 2036 Base AM and PM peak turning traffic flows on the assessed network are shown diagrammatically at Appendix L.

6.24 Further to this, the estimated traffic for the relevant committed developments included within the Transport Assessments for their respective applications has been added to the 2036 baseline traffic flows as it is expected that these developments will be completed by this year. It is noted that the specific traffic from any committed development have not been applied to the 2026 Base flows given the short period from the October 2024 observed traffic flows to this future year and that this potential growth in traffic can be accounted for globally across the assessed network using the 2024 to 2026 traffic growth factors. The committed developments and the estimated trips generated from these for inclusion within the 2036 Base flows are discussed in the following text.

Committed Developments

6.25 A number of medium to large scale committed developments within an appropriate vicinity of the Application Site have been reviewed and the developments discussed in the text below are considered to have an impact on the highway network assessed for Sevington IBF in the 2036 horizon year.

6.26 The forecast trips for the Committed Development sites, once fully developed, have been sourced from the Transport Assessments for these applications in the AM and PM peak hour periods, where included within their respective available planning documents. Trips generated by committed developments have been distributed across the assessed network area according to flow diagrams included in their respective Transport Assessments. Where this has not been possible due to a lack of information, trips have been assigned based on turning ratios of the observed baseline traffic flows. Flow diagrams showing these assigned trips for each included committed development are shown diagrammatically at Appendix J.

6.27 The total AM and PM peak hour trips established to be forecast on the assessed network from these committed developments have been shown within a table for each development.

18/00098/AS & PA/2024/0260 - Waterbrook Park, Waterbrook Avenue, Sevington, Kent

6.28 The development of the first phase of this application, labelled CD 2a for this TA, has been identified to be underway. This comprises:

"Hybrid planning application for mixed-use development comprising (1) application for full planning permission for the construction and operation of a 600-space truck stop; a 2,162 sqm GIA service building providing 1,734 sqm GIA of ancillary truck stop service facilities and 878 sqm GIA of B1 offices; buildings providing 6,308 sqm GIA B1 (b and c only), B2 and B8 floorspace for small and medium enterprises; associated access, parking and landscaping, including highway infrastructure works to Waterbrook Avenue and (2) Application for outline planning permission (with all matters reserved) for 8.9ha of employment uses comprising uses falling within use classes B1, B2 and B8, a class A1 superstore of up to 2,323 sqm, drive-through restaurants (use classes A3/A5), a petrol filling station and ancillary convenience store, and car showrooms (sui generis); and up to 400 residential dwellings, with class A1, A3 and A5 neighbourhood retail uses, associated drainage, parking, landscaping and infrastructure."

6.29 The second phase of this development, labelled CD 2b for this TA, has not yet started. This comprises:

"Mixed-use application comprising 144 dwellings, a convenience/farm shop/cafe building, wetland area, landscaping, open space, drainage, parking, and other associated infrastructure with access from Waterbrook Avenue."

6.30 The forecast trip values for these linked committed developments impacting on the assessed network once completed are shown below in Table 8.

Table 8: Estimated CD 2a+2b Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
18/00098/AS	62	941	153	108	53	161
PA/2024/0260	367	171	538	179	394	573
Total	**429**	**1112**	**691**	**287**	**447**	**734**

19/00025/AS - Land between railway line and, Willesborough Road, Kennington, Kent

6.31 This development, which is currently underway, comprises:

"Outline planning permission (all matters reserved except for points of access) for up to 437 dwellings; formal and informal open space incorporating SuDS; and associated services, infrastructure and groundworks; and (ii) full planning permission for the erection of 288 dwellings; the creation of serviced plot of land to facilitate the delivery by Kent County Council of a two-form entry primary school with associated outdoor space and vehicle parking; a new Bowls Centre including a clubhouse of 292 sqm, ancillary buildings and a bowling green; a local centre to provide 280 sqm of A1 (retail), 180 sqm of A1 (retail foodstore) , 100 sqm A3 (café), 75 sqm A5 (takeaway), 190 sqm D2 (gym/fitness studio space), open space incorporating SuDS; vehicle parking; and associated services, structural landscaping, infrastructure and groundworks."

6.32 The forecast trip values for this Committed Development once completed, labelled CD 3 for this TA, impacting on the assessed network are shown below in Table 9.

Table 9: Estimated CD 3 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
19/00025/AS	60	178	238	161	74	235

19/01476/AS - Newtown Railway Works, Newtown Road, Ashford, Kent, TN24 0PN

6.33 This development, which is currently underway, states:

"Detailed application for a mixed-use development comprising;- film/ TV Studios with associated post-production offices and workshop and media village (18,845 sqm) (Use Class B1); a hotel (Use Class C1) including ancillary space and circa 62 serviced apartments (Use Class C3) (max. 112m AOD); a multi-storey carpark (max. 62m AOD); change of use, internal and external alterations to the listed Locomotive Shed buildings, including increasing the height by an additional two-storeys (max. 62m AOD), to provide flexible commercial floorspace (7,185 sqm) for use in connection with the film/TV studios (Use Class B1/ D1) including 265 sqm café (Use Class A3) and circa 302 residential units (Use Class C3) and internal parking spaces; change of use, internal and external alterations to listed Engine Shed building, including increasing the height by an additional two storeys (max.53m AOD) , to provide (2,605 sqm) flexible commercial space (Use Class B1/ D2/A3) and; change of use, internal and external alterations of the Paint Shop building, Acetylene Store and Clock Tower listed buildings to provide ancillary uses to the film/TV studios (Use Class B1); plus associated infrastructure including open space, landscape and public

realm provision, external parking, servicing, pedestrian and vehicular access and associated engineering, utilities and infrastructure works."

6.34 The forecast trip values for this Committed Development, labelled CD 4 for this TA, impacting on the assessed network once completed are shown below in Table 10.

Table 10: Estimated CD 4 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
19/01476/AS	76	48	124	56	80	136

18/00652/AS - Land south of Park Farm East, Hamstreet Bypass, Kingsnorth, Kent

6.35 The development, which is currently underway, comprises:

"Full planning application for 353 dwellings, new accesses from Finn Farm Road, Cheeseman's Green Lane and Brockman's Lane and creation of a T junction between Finn Farm Road and Rutledge Avenue. Creation of a new access serving 1, 3, 5, 7 and 9 Finn Farm Road. On site highway works together with associated parking, infrastructure, drainage, open space, landscaping and earthworks."

6.36 The forecast trip values for this Committed Development, labelled CD 5 for this TA, impacting on the assessed network once completed are shown below in Table 11.

Table 11: Estimated CD 5 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
18/00652/AS	27	67	94	70	43	113

12/01245/AS - Conningbrook, Willesborough Road, Kennington, Kent

6.37 The development, which is underway and constitutes the first phase of the development where the second phase is outlined in the Local Plan, comprises:

"Creation of a country park for recreational and water-sports purposes with a range of associated facilities including an activity centre, a public house/restaurant, change of use of Manor to offices, car parks and other ancillary works and structures including works to the Julie Rose Stadium; construction of 300 dwelling residential development with associated infrastructure and landscaping; and provision of an aggregates storage and distribution facility."

6.38 The forecast trip values for this Committed Development, labelled CD 6 for this TA, impacting on the assessed network once completed are shown below in Table 12.

Table 12: Estimated CD 6 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
12/01245/AS	25	57	82	77	48	125

22/00131/AS - Mineral Depot, Conningbrook, Willesborough Road, Kennington, Ashford, Kent, TN24 9QP

6.39 The development, which is not yet underway, comprises:
"Outline application for residential development of up to 170no. dwellings including details of access (all other matters reserved for future consideration)."

6.40 The forecast trip values for this Committed Development, labelled CD 7, impacting on the assessed network once completed are shown below in Table 13.

Table 13: Estimated CD 7 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
22/00131/AS	13	45	38	41	18	59

15/00856/AS - Land at Pound Lane, Magpie Hall Road, Bond Lane and, Ashford Road, Kingsnorth, Kent

6.41 The development, which is not yet underway, comprises:
"Outline application for a development comprising of up to 550 dwellings in a mix of size, type and tenure. Provision of local recycling facilities. Provision of areas of formal and informal open space. Installation of utilities, infrastructure to serve the development including flood attenuation, surface water attenuation, water supply, waste water facilities, gas supply, electricity supply (including sub-station, telecommunications infrastructure and renewable energy). Transport infrastructure including highway improvements in the vicinity of Ashford Road/Magpie Hall Road/Steeds Lane, Pound Lane and Bond Lane, plus an internal network of roads and junctions, footpaths and cycle routes. New planting and landscaping both within the proposed development and on its boundaries as well as ecological enhancement works. Associated groundworks."

6.42 The forecast trip values for this Committed Development, labelled CD 9 for this TA, impacting on the assessed network once completed are shown below in Table 14.

Table 14: Estimated CD 9 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
15/00856/AS	21	44	65	35	22	57

12/00400/AS - Land at Chilmington Green, Ashford Road, Great Chart, Kent

6.43 The development, which is underway, comprises:

"Outline application for a Comprehensive Mixed-Use Development comprising:
Up to 5,750 residential units, in a mix of sizes, types and tenures;
Up to 10,000 m² (gross external floor space) of Class Bl use;
Up to 9,000 m² (gross external floorspace) of Class Al to A5 uses;
Education (including a secondary school of up to 8 ha and up to four primary schools of up to 2.1 ha each);
Community Uses (class Dl) up to 7,000 m² (gross external floorspace);
Leisure Uses (class D2) up to 6,000 m² (gross external floorspace);
Provision of local recycling facilities;
Provision of areas of formal and informal open space;
Installation of appropriate utilities infrastructure as required to serve the development, including flood attenuation works, SUDS, water supply and wastewater infrastructure, gas supply, electricity supply (including substations), telecommunications infrastructure and renewable energy infrastructure (including CHP in the District Centre);
Transport infrastructure, including provision of three accesses on to the A28, an access on to Coulter Road I Cuckoo Lane, other connections on to the local road network, and a network of internal roads, footpaths and cycle routes;
New planting and landscaping, both within the Proposed Development and on its boundaries, and ecological enhancement works; and Associated groundworks.."

6.44 The forecast trip values for this Committed Development, labelled CD 13 for this TA, impacting on the assessed network once completed are shown below in Table 15.

Table 15: Estimated CD 13 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
12/00400/AS	225	281	506	365	262	626

18/01822/AS - Land at Court Lodge, Pound Lane, Kingsnorth, Kent

6.45 The development, which not yet underway, comprises:

*"Construction of up to 1000 new homes (C3), local centre comprising retail uses (up to 450 sqm A1-A5) flexible office space (up to 350 sqm B1) and community facilities including a primary school (2.4ha), a combined community hall and site management suite (upto 650 sqm D1). New means of vehicular accesses onto Pound Lane, Long Length, Magpie Hall Road, new pedestrian and cycle routes laying out of green infrastructure, including allotment gardens and areas if ecological habitats. Drainage infrastructure, earthworks and ancillary infrastructure. *Note this is an EIA application accompanied by an Environmental Statement."*

6.46 The forecast trip values for this Committed Development, entitled CD 14 for this TA, impacting on the assessed network once completed is shown below in Table 16.

Table 16: Estimated CD 14 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
18/01822/AS	39	81	120	65	39	104

PA/2024/1087 - Land north of M20 Coastbound south of, Kennington Road, Willesborough

6.47 The application, which is not yet underway, comprises:
"Outline application for up to 180 dwellings with associated infrastructure, engineering works, and open space with all matters reserved except for access from Kennington Road."

6.48 The forecast trip values for this Committed Development, labelled CD 16 for this TA, impacting on the assessed network once completed is shown below in Table 17.

Table 17: Estimated CD 16 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
PA/2024/1087	27	61	88	65	24	89

PA/2022/2772 - Land south of Asda, Kimberley Way, Ashford

6.49 The development, which is not yet underway, comprises:
"Application for outline planning permission for up to 46,000 sqm of employment floorspace (Use Class E and B2) with all matters reserved except access (excluding internal circulation routes and links to pedestrian and cycle network) and change of use of land to parkland including flood storage area."

6.50 The forecast trip values for this Committed Development, labelled CD 17 for this TA, impacting on the assessed network once completed are shown below in Table 18.

Table 18: Estimated CD 17 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
PA/2022/2772	76	20	96	4	58	62

19/01701/AS - Land east of Ham Street By-Pass and southwest of, Brockmans Lane, Kingsnorth

6.51 The development, which is not yet underway, comprises:
"Outline planning application for residential development of up to 100 dwellings with all matters reserved except for the main access point off Brockmans Lane into the site."

6.52 The forecast trip values for this Committed Development, labelled CD 18 for this TA, impacting on the assessed network once completed is shown below in Table 19.

Table 19: Estimated CD 18 Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
19/01701/AS	9	22	31	24	14	38

Cumulative Committed Development Trips

6.53 The forecast total trip values for all aforementioned relevant Committed Developments impacting on the assessed network once completed are shown below in Table 20.

Table 20: Estimated Completed Total Committed Development Vehicle Trips

Committed Development	Vehicle Trips					
	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
18/00098/AS	62	941	153	108	53	161
PA/2024/0260	367	171	538	179	394	573
19/00025/AS	60	178	238	161	74	235
19/01476/AS	76	48	124	56	80	136
18/00652/AS	27	67	94	70	43	113
12/01245/AS	25	57	82	77	48	125
22/00131/AS	13	45	38	41	18	59
15/00856/AS	21	44	65	35	22	57
12/00400/AS	225	281	506	365	262	626
18/01822/AS	39	81	120	65	39	104
PA/2024/1087	27	61	88	65	24	89
PA/2022/2772	76	20	96	4	58	62
19/01701/AS	9	22	31	24	14	38
Total	**1027**	**2016**	**2173**	**1250**	**1129**	**2378**

6.54 These trips have not been uplifted for the future year assessments as they are representative of the forecast trip generation when the developments are completed and operational in the future year scenario. For the developments that are partially completed and already producing vehicle trips that are included with the observed 2024 traffic flows, a factor has been applied to consider remaining trips that will be generated from these developments in future.

6.55 The cumulative vehicle trips generated from committed developments on the assessed network can be found at Appendix J. It is noted that the volume of total trips from the cumulative development on the assessed network in 2036 is substantial.

6.56 Further to the previous reference to the use of the Alternative Planning Assumptions tool within TEMPro, the total number of households along with the quantum of commercial floorspace from the committed developments included has been used to adjust TEMPro and thereby ensure that the growth in traffic in future years due to Local Plan development traffic is not double counted by using TEMPro and then applying the total committed development traffic flows separately.

6.57 The total committed development traffic flows have subsequently been added to the forecast 2036 background traffic flows to provide 2036 Base flows, which are the flows in 2036 without Sevington IBF in place. These flows are shown diagrammatically at Appendix N.

Excluded Committed Developments

6.58 The following six committed developments located in an appropriate vicinity of the Site have been excluded from the assessment:

- Land south of Captains Wood, Land at Cheesemans Green (16/00125/AS);
- Land East of Ashford Road, Kingsnorth (PA/2022/2851);
- Parcel R, Land at Chilmington Green, Ashford Road (19/01032/AS);
- Former Powergen site, Victoria Road (15/01671/AS);
- Land opposite, 1-8 Elwick Road (5/01282/AS); and
- Home Plus, Beaver Road (19/01597/AS).

6.59 With the exception of 16/00125/AS, it has been determined that either none or a negligible amount of the traffic from the developments is likely to use the assessed network within this TA. For 16/00125/AS, it is considered that this development is currently operational and therefore the trips are already reflected within the observed survey traffic flows.

Sevington 4 IBF Traffic Sensitivity Test

6.60 A sensitivity test has been undertaken to assess the potential impact of an effective worst-case trip generation scenario at Sevington IBF whereby its operational use is maximised, which has been labelled ‘Sevington 4’ in line with the name given to the previous 2022 Article 4 submission for Sevington IBF.

6.61 The number of trips estimated to be generated by the Sevington 4 use has been calculated using both information on current staff and goods vehicle volumes and the projected volumes included within the Transport Assessment for the Article 4 submission.

6.62 With regard to staff numbers, information has been provided which confirmed that there are currently 941 staff at the Site, which compares to the 1,437 staff forecast for Sevington 4 use within the 2022 Article 4 TA. The ratio of the current to forecast Sevington 4 staff numbers has been applied to the AM and PM peak hour staff trips assigned to the assessed network to provide the number of Sevington 4 use staff trips.

6.63 In terms of goods vehicle volumes, information has been provided from HMRC regarding existing numbers of goods vehicles using the Site during the months of September, October and November 2024, which are three neutral months. An average daily goods vehicle volume has been calculated by dividing the respective months by the number of days and multiplying the figures by two to represent the number of two-way (arrival and departure) goods vehicle movements to/from the Site.

An average of 2912 daily goods vehicle movements across the three analysed months has been calculated using this approach, which compares to the 3,401 goods vehicle movements forecast as part of the 2022 Article 4 TA. The ratio of the current to forecast Sevington 4 goods vehicle numbers has been applied to the AM and PM peak hour goods vehicle trips assigned to the assessed network to provide the number of Sevington 4 use goods vehicle trips.

Total 2026 & 2036 Flows

6.64 The addition of the observed Sevington IBF traffic flows to the 2026 and 2036 Base flows along with the addition of the Sevington 4 IBF traffic flows to the 2036 Base Flows are shown diagrammatically at Appendix K, Appendix N, and Appendix O respectively.

Traffic Flow Scenarios for Assessment

6.65 Based on the traffic flows discussed in this section, the 10 junctions included within the assessed network have been modelled using the following 14 traffic flow scenarios:

- 2024 Baseline AM and PM peak hours;
- 2024 Observed AM and PM peak hours (including Sevington IBF Application Site active);
- 2026 Forecast Base AM and PM peak hours;
- 2026 Forecast AM and PM peak hours with Sevington IBF Application Site active;
- 2036 Forecast Base AM and PM peak hours;
- 2036 Forecast AM and PM peak hours with Sevington IBF Application Site active; and
- 2036 Forecast AM and PM peak hours with worst-case Sevington 4 IBF Application Site sensitivity test traffic flows.

6.66 The junction capacity modelling assessments of these scenarios for each of the 10 junctions are discussed in the following section.

7. Traffic Impact

7.1 This section discusses the junction capacity modelling assessments undertaken for each of the ten existing junctions comprising the Study Area, using the aforementioned traffic flow scenarios. In line with the traffic surveys undertaken, traffic models have been developed, using the Junctions 11 or LinSig software packages as applicable, for the following ten junctions:

- Junction 1 – A2070 Bad Munstereifel Road / Waterbrook Avenue / The Boulevard (4-arm Signalised junction);
- Junction 2 - A2070 Bad Munstereifel Road / Church Road (Priority T-junction);
- Junction 3 - A2070 Bad Munstereifel Road / Barrey Road (Signalised T-junction);
- Junction 4 - A2070 Link Road / A2070 Bad Munstereifel Road (3-arm) Roundabout;
- Junction 5 – A2070 / Sevington IBF Goods Vehicle Site Access (Signalised T-junction);
- Junction 6 - M20 Junction 10 (Signalised 5-arm grade separated Roundabout);
- Junction 7 - M20 Junction 10a (Signalised 5-arm grade separated Roundabout);
- Junction 8 - A292 Hythe Road / M20 Westbound On-Slip (Signalised T-junction);
- Junction 9 - A20 Hythe Road / Tesco / The Street (4-arm) Roundabout; and
- Junction 10 - A20 Hythe Road / Honeysuckle Avenue / Spire Court / Tesco yard access (4-arm Signalised junction).

7.2 The methodology for undertaking the assessments of these junctions and the results obtained are discussed in the following text.

Junction Assessment Methodology

7.3 Junction 2 (the A2070 Bad Munstereifel Road / Church Road priority T-junction), Junction 4 (the A2070 Link Road / A2070 Bad Munstereifel Road 3-arm Roundabout) and Junction 9 (the A20 Hythe Road / Tesco / The Street (4-arm) Roundabout) have been assessed using Transport Research Laboratory (TRL) Junctions 11 software, which models priority-controlled junctions.

7.4 Junctions 11 calculates a Ratio-of-Flow-to-Capacity (RFC) value for each junction approach and each traffic flow scenario. A value of 1.0 indicates that the junction approach is at theoretical / actual capacity and an RFC of 0.85 indicates that it is at practical capacity, where queueing amounts start to increase exponentially. Junctions 11 also calculates a Mean Maximum Queue (MMQ) for each junction approach within each traffic flow scenario.

7.5 Junction 1 (A2070 Bad Munstereifel Road / Waterbrook Avenue / The Boulevard), Junction 3 (A2070 Bad Munstereifel Road / Barrey Road), Junction 5 (A2070 / Sevington IBF goods vehicle Site Access), Junction 6 (M20 J10), Junction 7 (M20 J10a), Junction 8 (A292 Hythe Road / M20 Westbound On-Slip) and Junction 10 (A20 Hythe Road / Honeysuckle Avenue / Spire Court / Tesco yard access) have been assed using JCT LinSig v3.3 software, which models signal-controlled junctions.

7.6 The performance of signalised junctions is typically indicated using standard outputs from LinSig and the following outputs are shown for each modelled scenario:

- Degree of Saturation (DoS) - The DoS is defined as the ratio of flow-to-capacity for each junction approach lane and a Degree of Saturation of 90% is considered the practical capacity of the lane, with a value of 100% the actual capacity.

- Mean Maximum Queue (MMQ) – The MMQ is the average maximum queue (in PCUs) on each approach lane across the modelled peak hour.
- Practical Reserve Capacity (PRC) - PRC is a measure of how much additional traffic can pass through a junction whilst maintaining a maximum DoS of 90% on all lanes. A positive PRC value indicates that the junction has spare capacity while a negative PRC value indicates that the junction is operating above capacity.

7.7 For the signalised junctions, the controller specification and other relevant signal data sheets for the traffic signal operation have been obtained from both National Highways for the junctions on the Strategic Road Network (SRN) and Kent County Council (KCC) for the junctions on county managed roads. These have been used to provide the key information for the traffic signals within the models such as phase green and intergreen times and are contained within the appropriate appendix for each junction.

7.8 Video footage recorded during the October 2024 surveys has also been used to complement the signal data sheets and provide information on typical signal cycle times and phase green times, along with frequencies of pedestrian crossings being called, at the signal-controlled junctions.

7.9 Measurements have been taken of the appropriate components of the existing junction layouts where required for the models, such as lane widths, flare lengths and turning radii for the signalised junctions and entry widths, approach half-widths, entry radii etc. for the priority-controlled junctions.

7.10 The queue length data recorded within the October 2024 traffic surveys has been processed for each approach lane at each junction within the identified AM and PM peak hours to calculate MMQ values which can be used to provide a comparison to the modelled MMQ values to establish whether the modelled representation of the junction operation is broadly similar to that observed. It is noted that observed queue lengths can generally be longer than those modelled due to recording techniques that are subjective and can vary between survey companies. However, the queues calculated within the modelling assessments have been shown to correspond favourably with those observed, indicating a good level of model calibration.

7.11 The Optimisation to Practical Reserve Capacity (PRC) facility has been used within LinSig for the signalised junctions to run all 2026 and 2036 modelled scenarios within the same cycle times to provide optimal junction performance and consistency between scenarios.

7.12 The modelling assessments for each of the ten junctions using Junctions 11 and LinSig are discussed further in the below text.

Junction 1 – A2070 Bad Munstereifel Road / Waterbrook Avenue / The Boulevard

7.13 This junction, also known as the Orbital Park junction, forms part of the SRN and is managed by National Highways. The Boulevard, to the north-west is a county road managed by KCC, whilst Waterbrook Avenue, to the south-east is a private road, and not part of the publicly adopted highway network. It is a signal-controlled 4-arm crossroads located on A2070 Bad Munstereifel Road to the west of the Site. An aerial photo of the junction is shown below in Figure 15.

Figure 15: Layout of the A2070 Bad Munstereifel Rd / Waterbrook Ave / The Boulevard Junction

Source: © Google Maps 2025

7.14 The results for the modelling of the Orbital Park Junction for the two 2024 traffic flow scenarios are summarised in Table 21 below. The full outputs are included at Appendix P.

Table 21: 2024 LinSig Results for A2070 / Waterbrook Ave / The Boulevard Junction

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2024 Base without Sevington IBF					
1/2+1/1	A2070 Bad Munstereifel Road WB Left Ahead	64.2 : 64.2%	13.3	83.0 : 83.0%	19.2
1/3	A2070 Bad Munstereifel Road WB Ahead	57.40%	13.3	73.1%	17.6
1/4+1/5	A2070 Bad Munstereifel Road WB Ahead Right	66.4 : 66.4%	13.5	76.1 : 76.1%	18.2
1/6	A2070 Bad Munstereifel Road WB Right	88.0%	16.7	81.1%	13.1
2/2+2/1	Waterbrook Avenue Right Left Ahead	67.8 : 67.8%	3.9	34.6 : 34.6%	1.7
2/3	Waterbrook Avenue Right	65.2%	3.9	6.50%	0.3
3/2+3/1	A2070 Bad Munstereifel Road EB Ahead Left	88.5 : 88.5%	21.9	76.0 : 76.0%	16.5
3/3	A2070 Bad Munstereifel Road EB Ahead	76.5%	20.9	62.5%	14.9

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
3/4+3/5	A2070 Bad Munstereifel Road EB Ahead Right	77.0 : 77.0%	21.0	63.3 : 63.3%	15.0
4/1+4/2	The Boulevard Left	48.6 : 48.6%	6.8	54.0 : 54.0%	8.3
4/3+4/4	The Boulevard Ahead Right	81.4 : 80.7%	8.5	77.1 : 76.6%	10.1
	PRC % =	1.7%		8.4%	
	Cycle Time =	136s		136s	
	2024 Base with Sevington IBF				
1/2+1/1	A2070 Bad Munstereifel Road WB Left Ahead	64.7 : 64.7%	13.5	83.9 : 83.9%	19.6
1/3	A2070 Bad Munstereifel Road WB Ahead	58.0%	13.4	73.9%	17.9
1/4+1/5	A2070 Bad Munstereifel Road WB Ahead Right	67.0 : 67.0%	13.7	76.8 : 76.8%	18.6
1/6	A2070 Bad Munstereifel Road WB Right	88.9%	17.1	82.7%	13.5
2/2+2/1	Waterbrook Avenue Right Left Ahead	67.8 : 67.8%	3.9	34.6 : 34.6%	1.7
2/3	Waterbrook Avenue Right	65.20%	3.9	6.50%	0.3
3/2+3/1	A2070 Bad Munstereifel Road EB Ahead Left	91.3 : 91.3%	24	76.2 : 76.2%	16.5
3/3	A2070 Bad Munstereifel Road EB Ahead	75.60%	20.4	62.80%	15
3/4+3/5	A2070 Bad Munstereifel Road EB Ahead Right	76.2 : 76.2%	20.6	63.8 : 63.8%	15.1
4/1+4/2	The Boulevard Left	49.1 : 49.1%	6.9	54.6 : 54.6%	8.5
4/3+4/4	The Boulevard Ahead Right	81.4 : 80.7%	8.5	76.4 : 77.3%	10.2
	PRC % =	-1.5%		7.3%	
	Cycle Time =	136s		136s	

7.15 The results indicate that in the 2024 Base scenario, the junction is operating within practical capacity with PRC values of 1.7% in the AM peak and 8.4% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.16 With the addition of the Sevington traffic in 2024, the results indicate that the junction will remain within actual capacity but operate marginally above practical capacity in the AM peak with a PRC of -1.5%. However, the junction continues to operate within practical capacity in the PM peak and the MMQ values in both peak hours are closely aligned to those in the 2024 Base scenario, which demonstrates that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2024 assessment year.

7.17 The results for the modelling of the junction for the two scenarios in the 2026 opening year are summarised in Table 22 below. The full outputs are included at Appendix P.

Table 22: 2026 LinSig Results for A2070 / Waterbrook Ave / The Boulevard Junction

LinSig Lane ID	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2026 Base without Sevington IBF					
1/2+1/1	A2070 Bad Munstereifel Road WB Left Ahead	67.1 : 67.1%	14.1	85.0 : 85.0%	20.3
1/3	A2070 Bad Munstereifel Road WB Ahead	60.3%	13.9	74.9%	18.2
1/4+1/5	A2070 Bad Munstereifel Road WB Ahead Right	69.1 : 69.1%	14.2	78.0 : 78.0%	19
1/6	A2070 Bad Munstereifel Road WB Right	87.9%	17	82.7%	13.5
2/2+2/1	Waterbrook Avenue Right Left Ahead	69.5 : 69.5%	4.1	33.8 : 33.8%	1.7
2/3	Waterbrook Avenue Right	66.9%	4	8.2%	0.4
3/2+3/1	A2070 Bad Munstereifel Road EB Ahead Left	90.1 : 90.1%	22.9	77.5 : 77.5%	17
3/3	A2070 Bad Munstereifel Road EB Ahead	79.0%	21.7	64.2%	15.3
3/4+3/5	A2070 Bad Munstereifel Road EB Ahead Right	82.8 : 82.8%	23.5	65.1 : 65.1%	15.6
4/1+4/2	The Boulevard Left	48.9 : 48.9%	6.9	55.5 : 55.5%	9
4/3+4/4	The Boulevard Ahead Right	83.4 : 82.6%	8.9	78.8 : 78.6%	10.6
	PRC % =	-0.2%		5.8%	
	Cycle Time =	136s		136s	
2026 Base with Sevington IBF					
1/2+1/1	A2070 Bad Munstereifel Road WB Left Ahead	67.6 : 67.6%	14.2	85.9 : 85.9%	20.8
1/3	A2070 Bad Munstereifel Road WB Ahead	60.80%	14.1	75.70%	18.6
1/4+1/5	A2070 Bad Munstereifel Road WB Ahead Right	69.6 : 69.6%	14.4	78.7 : 78.7%	19.4
1/6	A2070 Bad Munstereifel Road WB Right	88.80%	17.5	84.20%	14.1
2/2+2/1	Waterbrook Avenue Right Left Ahead	69.5 : 69.5%	4.1	33.8 : 33.8%	1.7
2/3	Waterbrook Avenue Right	66.90%	4	8.20%	0.4
3/2+3/1	A2070 Bad Munstereifel Road EB Ahead Left	90.6 : 90.6%	23.2	77.7 : 77.7%	17.1
3/3	A2070 Bad Munstereifel Road EB Ahead	82.50%	23.4	64.40%	15.5
3/4+3/5	A2070 Bad Munstereifel Road EB Ahead Right	79.7 : 79.7%	21.9	65.4 : 65.4%	15.7
4/1+4/2	The Boulevard Left	49.5 : 49.5%	7	56.0 : 56.0%	9.1

LinSig Lane ID	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
4/3+4/4	The Boulevard Ahead Right	83.4 : 82.6%	8.9	78.8 : 78.6%	10.6
	PRC % =	-0.7%		4.8%	
	Cycle Time =	136s		136s	

7.18 The results indicate that in the 2026 Base scenario, the junction is operating within actual capacity in both peak hours but marginally above practical capacity with PRC value of -0.2% in the AM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.19 With the addition of the Sevington traffic in 2026, the results indicate that the junction remains within actual capacity but as in the Base scenario operates marginally above practical capacity in the AM peak with a PRC of -0.7%. However, the junction continues to operate within practical capacity in the PM peak with a PRC of 4.8% and MMQ values in both peak hours that are closely aligned to those in the 2024 Base scenario, which demonstrates that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2026 assessment year.

7.20 The results for the modelling of the junction for three scenarios in the 2036 horizon year are summarised in Table 23 below. The full outputs are included at Appendix P.

Table 23: 2036 LinSig Results for A2070 / Waterbrook Ave / The Boulevard Junction

LinSig Lane ID	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2036 Base without Sevington IBF					
1/2+1/1	A2070 Bad Munstereifel Road WB Left Ahead	103.7 : 103.7%	51.3	116.5 : 116.5%	99.1
1/3	A2070 Bad Munstereifel Road WB Ahead	88.2%	25.8	101.6%	42.6
1/4+1/5	A2070 Bad Munstereifel Road WB Ahead Right	97.9 : 97.9%	35.8	104.6 : 104.6%	53
1/6	A2070 Bad Munstereifel Road WB Right	119.4%	65.7	115.5%	41.6
2/2+2/1	Waterbrook Avenue Right Left Ahead	113.3 : 113.3%	24.7	109.9 : 109.9%	32.1
2/3	Waterbrook Avenue Right	105.8%	14.4	82.30%	8.1
3/2+3/1	A2070 Bad Munstereifel Road EB Ahead Left	121.8 : 121.8%	186.6	100.7 : 100.7%	45
3/3	A2070 Bad Munstereifel Road EB Ahead	107.9%	68.9	93.8%	30.8
3/4+3/5	A2070 Bad Munstereifel Road EB Ahead Right	108.5 : 108.5%	77.0	93.5 : 93.5%	30.2
4/1+4/2	The Boulevard Left	57.8 : 57.8%	9.4	73.7 : 73.7%	16.1

LinSig ID	Lane	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
4/3+4/4		The Boulevard Ahead Right	110.6 : 108.9%	32.3	107.3 : 106.5%	39.7
		PRC % =	-36.7%		-29.4%	
		Cycle Time =	136s		136s	
2036 Base with Sevington IBF						
1/2+1/1		A2070 Bad Munstereifel Road WB Left Ahead	104.2 : 104.2%	53.0	117.3 : 117.3%	102.5
1/3		A2070 Bad Munstereifel Road WB Ahead	88.7%	26.1	102.3%	44.6
1/4+1/5		A2070 Bad Munstereifel Road WB Ahead Right	98.6 : 98.6%	37.1	105.4 : 105.4%	55.9
1/6		A2070 Bad Munstereifel Road WB Right	120.1%	67.3	116.5%	43.2
2/2+2/1		Waterbrook Avenue Right Left Ahead	113.3 : 113.3%	24.7	109.9 : 109.9%	32.1
2/3		Waterbrook Avenue Right	105.8%	14.4	82.30%	8.1
3/2+3/1		A2070 Bad Munstereifel Road EB Ahead Left	122.1 : 122.1%	188.5	100.9 : 100.9%	45.5
3/3		A2070 Bad Munstereifel Road EB Ahead	108.2%	69.9	94.1%	31
3/4+3/5		A2070 Bad Munstereifel Road EB Ahead Right	108.8 : 108.8%	78.2	93.8 : 93.8%	30.6
4/1+4/2		The Boulevard Left	58.5 : 58.5%	9.6	74.3 : 74.3%	16.5
4/3+4/4		The Boulevard Ahead Right	110.6 : 108.9%	32.3	107.3 : 106.5%	39.7
		PRC % =	-36.7%		-30.3%	
		Cycle Time =	136s		136s	
2036 Base with Sevington 4 IBF						
1/2+1/1		A2070 Bad Munstereifel Road WB Left Ahead	104.8 : 104.8%	55.2	118.1 : 118.1%	105.9
1/3		A2070 Bad Munstereifel Road WB Ahead	89.3%	26.4	103.2%	47.1
1/4+1/5		A2070 Bad Munstereifel Road WB Ahead Right	99.2 : 99.2%	38.5	106.4 : 106.4%	59.4
1/6		A2070 Bad Munstereifel Road WB Right	120.8%	69	117.50%	44.8
2/2+2/1		Waterbrook Avenue Right Left Ahead	113.3 : 113.3%	24.7	109.9 : 109.9%	32.1

LinSig ID	Lane	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2/3		Waterbrook Avenue Right	105.8%	14.4	82.3%	8.1
3/2+3/1		A2070 Bad Munstereifel Road EB Ahead Left	122.3 : 122.3%	189.5	101.2 : 101.2%	47
3/3		A2070 Bad Munstereifel Road EB Ahead	108.6%	71.4	94.30%	31.5
3/4+3/5		A2070 Bad Munstereifel Road EB Ahead Right	109.0 : 109.0%	79.3	94.1 : 94.1%	30.9
4/1+4/2		The Boulevard Left	59.0 : 59.0%	9.7	75.0 : 75.0%	16.7
4/3+4/4		The Boulevard Ahead Right	110.6 : 108.9%	32.3	107.3 : 106.5%	39.7
		PRC % =	-36.7%		-31.3%	
		Cycle Time =	136s		136s	

7.21 The results indicate that in the 2036 Base scenario, the junction is operating above practical and actual capacity in both peak hours with PRC values of -36.7% in the AM peak and -29.4% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are substantial on some approach lanes, most notably on the A2070 eastbound and westbound lanes in both peak hours.

7.22 With the addition of the Proposed Development traffic in 2036, the results indicate that despite the junction already being above capacity in 2036, this will have a negligible impact on the junction with the same PRC value of -36.7% shown in the AM peak and a marginally lower PRC value of 30.3% in the PM peak. The MMQ values in this scenario are closely aligned with those in the 2036 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

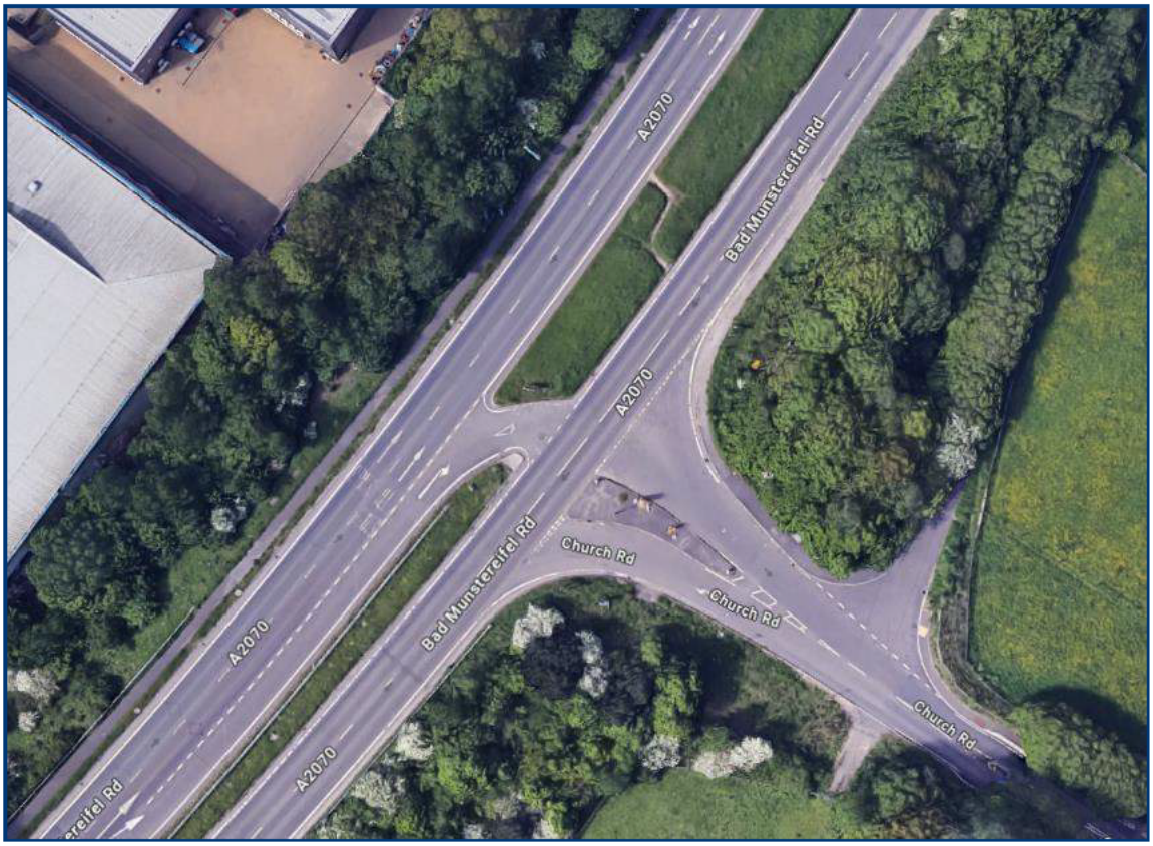
7.23 With the addition of the Sevington 4 IBF traffic in 2036, the results indicate that this would have a negligible impact on the junction with the same PRC value of -36.7% shown in the AM peak and a marginally lower PRC value of 31.3% in the PM peak. The MMQ values in this scenario are once again closely aligned with those in the 2036 Base scenario. These results indicate that the traffic from Sevington 4 IBF will have a negligible impact on the junction in the 2036 assessment year.

7.24 In summary, the assessment demonstrates that the traffic associated with the Proposed Development will have a negligible impact on this junction in the 2026 opening year and 2036 horizon year.

Junction 2 - A2070 Bad Munstereifel Road / Church Road

7.25 This 3-arm junction, located on the SRN managed by National Highways, comprises a priority-controlled T-junction on A2070 Bad Munstereifel Road with a right-turn bay located within the central reserve for traffic turning from the A2070 eastbound carriageway into Church Road, a county road managed by KCC. An aerial photo of the junction is shown below in Figure 16.

Figure 16: Layout of the A2070 Bad Munstereifel Road / Church Road Junction



Source: © Google Maps 2025

7.26 The results for the modelling of the A2070 Bad Munstereifel Road / Church Road Junction for the two 2024 scenarios are summarised in Table 24 below. The full outputs are included at Appendix Q.

Table 24: 2024 Junctions 11 Results for A2070 Bad Munstereifel Rd / Church Rd Junction

Junction Approach	2024 AM Peak		2024 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2024 Base without Sevington IBF				
Church Road	0.07	0.1	0.06	0.1
A2070 Bad Munstereifel Road W Right-Turn Lane	0.03	0.0	0.06	0.1
2024 Base with Sevington IBF				
Church Road	0.10	0.1	0.12	0.1
A2070 Bad Munstereifel Road W Right-Turn Lane	0.05	0.1	0.08	0.1

7.27 The results indicate that in the 2024 Base scenario, the junction operates with a high level of spare capacity with a maximum RFC value across both peak hours of 0.07 on Church Road in the AM peak. Negligible queue amounts on each approach in both peak hours are also shown.

7.28 With the addition of the Proposed Development traffic in 2024, the junction continues to operate with a high level of spare capacity with a maximum RFC value across both peak hours of 0.12 on Church Road in the PM peak. The same negligible queue amounts on each approach in both peak

hours are also shown, which demonstrates that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2024 assessment year.

7.29 The results for the modelling of the A2070 Bad Munstereifel Road / Church Road Junction for the two 2026 opening year scenarios are summarised in Table 25 below. The full outputs are included at Appendix Q.

Table 25: 2026 Junctions 11 Results for A2070 Bad Munstereifel Rd / Church Rd Junction

Junction Approach	2026 AM Peak		2026 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2026 Base without Sevington IBF				
Church Road	0.07	0.1	0.07	0.1
A2070 Bad Munstereifel Road W Right-Turn Lane	0.04	0.0	0.07	0.1
2026 Base with Sevington IBF				
Church Road	0.11	0.1	0.12	0.1
A2070 Bad Munstereifel Road W Right-Turn Lane	0.06	0.1	0.09	0.1

7.30 The results indicate that in the 2026 Base scenario, the junction operates with a high level of spare capacity with a maximum RFC value across both peak hours of 0.07 on Church Road in the AM peak. Negligible queue amounts on each approach in both peak hours are also shown.

7.31 With the addition of the Proposed Development traffic in 2026, the junction continues to operate with a high level of spare capacity with a maximum RFC value across both peak hours of 0.12 on Church Road in the PM peak. Negligible queue amounts are once again shown on each approach in both peak hours, which demonstrates that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2026 assessment year.

7.32 The results for the modelling of the A2070 Bad Munstereifel Road / Church Road Junction for three scenarios in the 2036 horizon year are summarised in Table 26 below. The full outputs are included at Appendix Q.

Table 26: 2036 Junctions 11 Results for A2070 Bad Munstereifel Rd / Church Rd Junction

Junction Approach	2036 AM Peak		2036 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2036 Base without Sevington IBF				
Church Road	0.13	0.2	0.11	0.1
A2070 Bad Munstereifel Road W Right-Turn Lane	0.07	0.1	0.11	0.1
2036 Base with Sevington IBF				
Church Road	0.20	0.3	0.20	0.2
A2070 Bad Munstereifel Road W Right-Turn Lane	0.11	0.1	0.14	0.2

Junction Approach	2036 AM Peak		2036 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2036 Base with Sevington 4 IBF				
Church Road	0.24	0.3	0.29	0.4
A2070 Bad Munstereifel Road W Right-Turn Lane	0.13	0.1	0.18	0.2

7.33 The results indicate that in the 2036 Base scenario, the junction operates with a high level of spare capacity with a maximum RFC value across both peak hours of 0.13 on Church Road in the AM peak. Negligible queue amounts on each approach in both peak hours are also shown.

7.34 With the addition of the Proposed Development traffic in 2036, the junction continues to operate with a high level of spare capacity with a maximum RFC value across both peak hours of 0.20 on Church Road in the PM peak. Negligible queue amounts are once again shown on each approach in both peak hours, which demonstrates that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

7.35 With the addition of the Sevington 4 IBF traffic in 2036, the junction continues to operate with a high level of spare capacity with a maximum RFC value across both peak hours of 0.29 on Church Road in the PM peak. Negligible queue amounts are once again shown on each approach in both peak hours, which demonstrates that the traffic from Sevington 4 IBF will have a negligible impact on the junction in the 2036 assessment year.

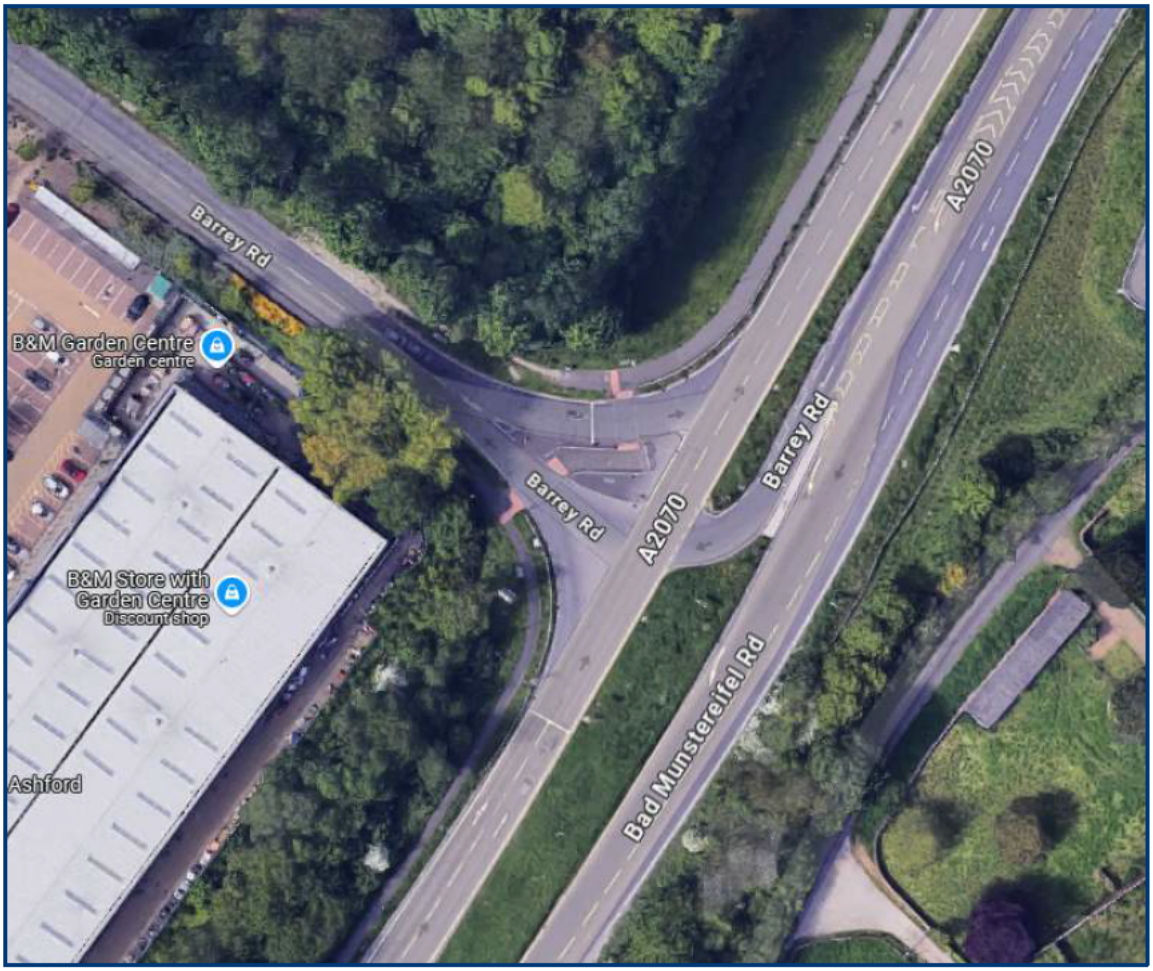
7.36 In summary, the results indicate that the traffic associated with the Proposed Development will have a negligible impact on this junction in the 2026 opening year and 2036 horizon year.

Junction 3 - Barrey Road / A2070 Bad Munstereifel Road

7.37 This junction comprises a three-arm signal-controlled junction on A2070 Bad Munstereifel Road, with a right-turn into Barrey Road from the Southbound A2070, but no right-turn out of Barrey Road. The A2070 forms part of the SRN managed by National Highways, whilst Barrey Road is a county road managed by KCC.

7.38 An aerial photo of the junction is shown below in Figure 17.

Figure 17: Layout of the Barrey Road / A2070 Bad Munstereifel Road Junction



Source: © Google Maps 2025

7.39 It is noted that during observations of the survey video footage the all-red pedestrian stage was only called infrequently, therefore this has been modelled as running one in every 5 cycles during each modelled scenario.

7.40 The results for the modelling of the Barrey Road / A2070 Bad Munstereifel Road Junction for the 2024 scenarios are summarised in Table 27 below. The full outputs are included at Appendix R.

Table 27: 2024 LinSig Results for Barrey Rd / A2070 Bad Munstereifel Rd Junction

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2024 Base without Sevington IBF					
1/2+1/3	A2070 Bad Munstereifel Road SWB Ahead Right	0.0 : 47.8%	2.8	0.0 : 29.6%	2.7
2/1	A2070 Bad Munstereifel Road NEB Ahead Left	77.1%	23.3	74.6%	18.1
2/2	A2070 Bad Munstereifel Road NEB Ahead	77.8%	25	75.3%	19.1

LinSig ID	Lane	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
3/1		Barrey Road Left	73.1%	4.5	80.5%	9.7
		PRC % =	15.6%		11.8%	
		Cycle Time =	80s		80s	
2024 Base with Sevington IBF						
1/2+1/3		A2070 Bad Munstereifel Road SWB Ahead Right	0.0 : 47.8%	2.8	0.0 : 29.6%	2.7
2/1		A2070 Bad Munstereifel Road NEB Ahead Left	77.3%	23.4	74.6%	18.1
2/2		A2070 Bad Munstereifel Road NEB Ahead	77.9%	25	75.4%	19.1
3/1		Barrey Road Left	73.1%	4.5	80.5%	9.7
		PRC % =	15.5%		11.8%	
		Cycle Time =	80s		80s	

7.41 The results indicate that in the 2024 Base scenario, the junction is operating within practical capacity with PRC values of 15.6% in the AM peak and 11.8% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.42 With the addition of the Sevington traffic in 2024, the results indicate that the junction remains within practical capacity with PRC values of 15.5% in the AM peak and 11.8% in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2024 Base scenario. These results indicate that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2024 assessment year.

7.43 The results for the modelling of the Barrey Road / A2070 Bad Munstereifel Road Junction for the two 2026 opening year scenarios are summarised in Table 28 below. The full outputs are included at Appendix R.

Table 28: 2026 LinSig Results for Barrey Rd / A2070 Bad Munstereifel Rd

LinSig ID	Lane	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2026 Base without Sevington IBF						
1/2+1/3		A2070 Bad Munstereifel Road SWB Ahead Right	0.0 : 49.1%	2.9	0.0 : 30.2%	2.9
2/1		A2070 Bad Munstereifel Road NEB Ahead Left	79.00%	24.7	76.60%	19.4

LinSig ID	Lane	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2/2		A2070 Bad Munstereifel Road NEB Ahead	79.70%	26.4	77.40%	20.5
3/1		Barrey Road Left	74.60%	4.6	81.60%	10.2
		PRC % =	13.0%		10.3%	
		Cycle Time =	80s		80s	
2026 Base with Sevington IBF						
1/2+1/3		A2070 Bad Munstereifel Road SWB Ahead Right	0.0 : 49.1%	2.9	0.0 : 30.2%	2.8
2/1		A2070 Bad Munstereifel Road NEB Ahead Left	79.20%	24.8	76.80%	18.9
2/2		A2070 Bad Munstereifel Road NEB Ahead	79.80%	26.4	77.50%	20
3/1		Barrey Road Left	74.60%	4.6	81.60%	10.3
		PRC % =	12.8%		10.3%	
		Cycle Time =	80s		80s	

7.44 The results indicate that in the 2026 Base scenario, the junction is operating within practical capacity with PRC values of 13.0% in the AM peak and 10.3% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.45 With the addition of the Sevington traffic in 2026, the results indicate that the junction remains within practical capacity with PRC values of 12.8% in the AM peak and 10.3% in the PM peak. The MMQ values in both peak hours are once again closely aligned to those in the 2026 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2026 assessment year.

7.46 The results for the modelling of the Barrey Road / A2070 Bad Munstereifel Road Junction for the three scenarios in the 2036 horizon year are summarised in Table 29 below. The full outputs are included at Appendix R.

Table 29: 2036 LinSig Results for Barrey Rd / A2070 Bad Munstereifel Rd Junction

LinSig ID	Lane	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2036 Base without Sevington IBF						
1/2+1/3		A2070 Bad Munstereifel Road SWB Ahead Right	0.0 : 55.9%	3.8	0.0 : 45.0%	3.8

LinSig ID	Lane	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2/1		A2070 Bad Munstereifel Road NEB Ahead Left	103.5%	81.6	99.9%	53.5
2/2		A2070 Bad Munstereifel Road NEB Ahead	103.5%	84.7	99.9%	55.9
3/1		Barrey Road Left	81.60%	6.1	137.3%	101.3
		PRC % =	-15.0%		-52.6%	
		Cycle Time =	80s		80s	
2036 Base with Sevington IBF						
1/2+1/3		A2070 Bad Munstereifel Road SWB Ahead Right	0.0 : 55.9%	3.8	0.0 : 45.0%	3.8
2/1		A2070 Bad Munstereifel Road NEB Ahead Left	103.6%	82.2	99.9%	53.8
2/2		A2070 Bad Munstereifel Road NEB Ahead	103.6%	86.0	100.1%	56.7
3/1		Barrey Road Left	81.60%	6.1	137.3%	101.3
		PRC % =	-15.1%		-52.6%	
		Cycle Time =	80s		80s	
2036 Base with Sevington 4 IBF						
1/2+1/3		A2070 Bad Munstereifel Road SWB Ahead Right	0.0 : 55.9%	3.8	0.0 : 45.0%	3.8
2/1		A2070 Bad Munstereifel Road NEB Ahead Left	103.7%	83.4	100.1%	54.1
2/2		A2070 Bad Munstereifel Road NEB Ahead	103.8%	87.2	100.2%	56.6
3/1		Barrey Road Left	81.6%	6	137.3%	101.3
		PRC % =	-15.3%		-52.6%	
		Cycle Time =	80s		80s	

7.47 The results indicate that in the 2036 Base scenario, the junction is operating above practical and actual capacity in both peak hours with PRC values of -15.0% in the AM peak and -52.6% in the PM peak. The MMQ values on the A2070 Northeast bound junction approach lanes in both the AM and PM peak hours, and Barrey Road in the PM peak, are substantial.

7.48 With the addition of the Proposed Development traffic in 2036, the results indicate that despite the junction already being above capacity in 2036, this will have a negligible impact on the junction with the same PRC value of -15.1% shown in the AM peak and a marginally lower PRC value of 52.6% in the PM peak. The MMQ values in this scenario are closely aligned with those in the 2036 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

7.49 With the addition of the Sevington 4 IBF traffic in 2036, the results indicate that this would have a negligible impact on the junction with the same PRC value of -15.3% shown in the AM peak and a marginally lower PRC value of -52.6% in the PM peak. The MMQ values in this scenario are once again closely aligned with those in the 2036 Base scenario. These results indicate that the traffic from Sevington 4 IBF would have a negligible impact on the junction in the 2036 assessment year.

7.50 In summary, the assessment demonstrates that the traffic associated with the Proposed Development will have a negligible impact on this junction in the 2026 opening year and 2036 horizon year.

Junction 4 – A2070 Link Road / A2070 Bad Munstereifel Road

7.51 The junction, forming part of the SRN managed by National Highways, comprises a 3-arm roundabout with segregated left-turn filter lanes running both in a westbound and northbound direction. An aerial photo of the junction is shown below in Figure 18.

Figure 18: Layout of the A2070 Link Road / A2070 Bad Munstereifel Road Junction

Source: © Google Maps 2025

7.52 The results for the modelling of the A2070 Link Road / A2070 Bad Munstereifel Road Junction for two scenarios in 2024 are summarised in Table 30 below. The full outputs are included at Appendix S.

Table 30: 2024 Junctions 11 Results for A2070 Link Rd / A2070 Bad Munstereifel Rd

Junction Approach	2024 AM Peak		2024 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2024 Base without Sevington IBF				
A2070 Bad Munstereifel Road N	0.64	1.9	0.71	2.5
A2070 Link Road via M20 J10a	0.16	0.2	0.07	0.1
A2070 Bad Munstereifel Road SW	0.52	1.2	0.49	1
2024 Base with Sevington IBF				
A2070 Bad Munstereifel Road N	0.65	1.9	0.71	2.5
A2070 Link Road via M20 J10a	0.17	0.2	0.09	0.1
A2070 Bad Munstereifel Road SW	0.52	1.2	0.49	1

7.53 The results indicate that in the 2024 Base scenario, the junction operates with a sufficient amount of spare capacity with a maximum RFC value across both peak hours of 0.64 on the A2070 Bad Munstereifel Road (N) in the PM peak. Minimal queue amounts on each approach in both peak hours are also shown.

7.54 With the addition of the Proposed Development traffic in 2024, the junction continues to operate with sufficient spare capacity with a maximum RFC value across both peak hours of 0.71 on Bad Munstereifel Road (N) in the PM peak. Similar minimal queue amounts on each approach in both peak hours are also shown, which demonstrates that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2024 assessment year.

7.55 The results for the modelling of the A2070 Link Road / A2070 Bad Munstereifel Road Junction for the two 2026 opening year scenarios are summarised in Table 31 below. The full outputs are included at Appendix S.

Table 31: 2026 Junctions 11 Result for A2070 Link Road / A2070 Bad Munstereifel Road

Junction Approach	2026 AM Peak		2026 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2026 Base without Sevington IBF				
A2070 Bad Munstereifel Road N	0.66	2.1	0.73	2.9
A2070 Link Road via M20 J10a	0.17	0.2	0.07	0.1
A2070 Bad Munstereifel Road SW	0.54	1.2	0.5	1.0
2026 Base with Sevington IBF				
A2070 Bad Munstereifel Road N	0.67	2.1	0.74	2.9
A2070 Link Road via M20 J10a	0.18	0.2	0.09	0.1
A2070 Bad Munstereifel Road SW	0.54	1.2	0.51	1.1

7.56 The results indicate that in the 2026 Base scenario, the junction will continue to operate with a sufficient amount of spare capacity with a maximum RFC value across both peak hours of 0.73 on the A2070 Bad Munstereifel Road (N) in the PM peak. Minimal queue amounts on each approach in both peak hours are also shown.

7.57 With the addition of the Proposed Development traffic in 2026, the junction continues to operate with sufficient spare capacity with a maximum RFC value across both peak hours of 0.74 on Bad Munstereifel Road (N) in the PM peak. Similar minimal queue amounts on each approach in both peak hours are also shown, which demonstrates that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2026 assessment year.

7.58 The results for the modelling of the A2070 Link Road / A2070 Bad Munstereifel Road Junction for the three scenarios in the 2036 horizon year are summarised in Table 32 below. The full outputs are included at Appendix S.

Table 32: 2036 Junctions 11 Results for A2070 Link Rd / Bad Munstereifel Rd Junction

Junction Approach	2036 AM Peak		2036 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2036 Base without Sevington IBF				
A2070 Bad Munstereifel Road N	1.18	136.0	1.20	149.4
A2070 Link Road via M20 J10a	0.22	0.3	0.1	0.1
A2070 Bad Munstereifel Road SW	0.7	2.4	0.69	2.32
2036 Base with Sevington IBF				
A2070 Bad Munstereifel Road N	1.18	140.8	1.21	153.9
A2070 Link Road via M20 J10a	0.23	0.3	0.12	0.2
A2070 Bad Munstereifel Road SW	0.7	2.5	0.69	2.3
2036 Base with Sevington 4 IBF				
A2070 Bad Munstereifel Road N	1.19	143.9	1.21	156.0
A2070 Link Road via M20 J10a	0.23	0.3	0.13	0.2
A2070 Bad Munstereifel Road SW	0.7	2.5	0.7	2.3

7.59 The results indicate that in the 2036 Base scenario, the junction will operate above capacity in both peak hours with an RFC of 1.18 on the Bad Munstereifel Road (N) in the AM peak and RFC of 1.20 in the PM peak. The queues on the Bad Munstereifel Road (N) are also shown to be substantial and would extend back to M20 J10.

7.60 With the addition of the Proposed Development traffic in 2036, the results indicate that despite the junction already being above capacity in 2036, this will have a negligible impact on the junction with the same max RFC value of 1.18 shown for A2070 Bad Munstereifel Road (N) in the AM peak and a marginally lower max RFC value of 1.21 in the PM peak. The MMQ values in this scenario are closely aligned with those in the 2036 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

7.61 With the addition of the Sevington 4 IBF traffic in 2036, the results indicate that despite the junction already being above capacity in 2036, this will have a negligible impact on the junction with the same max RFC value of 1.18 shown for A2070 Bad Munstereifel Road (N) in the AM peak and a marginally lower max RFC value of 1.21 in the PM peak. The MMQ values in this scenario are

closely aligned with those in the 2036 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

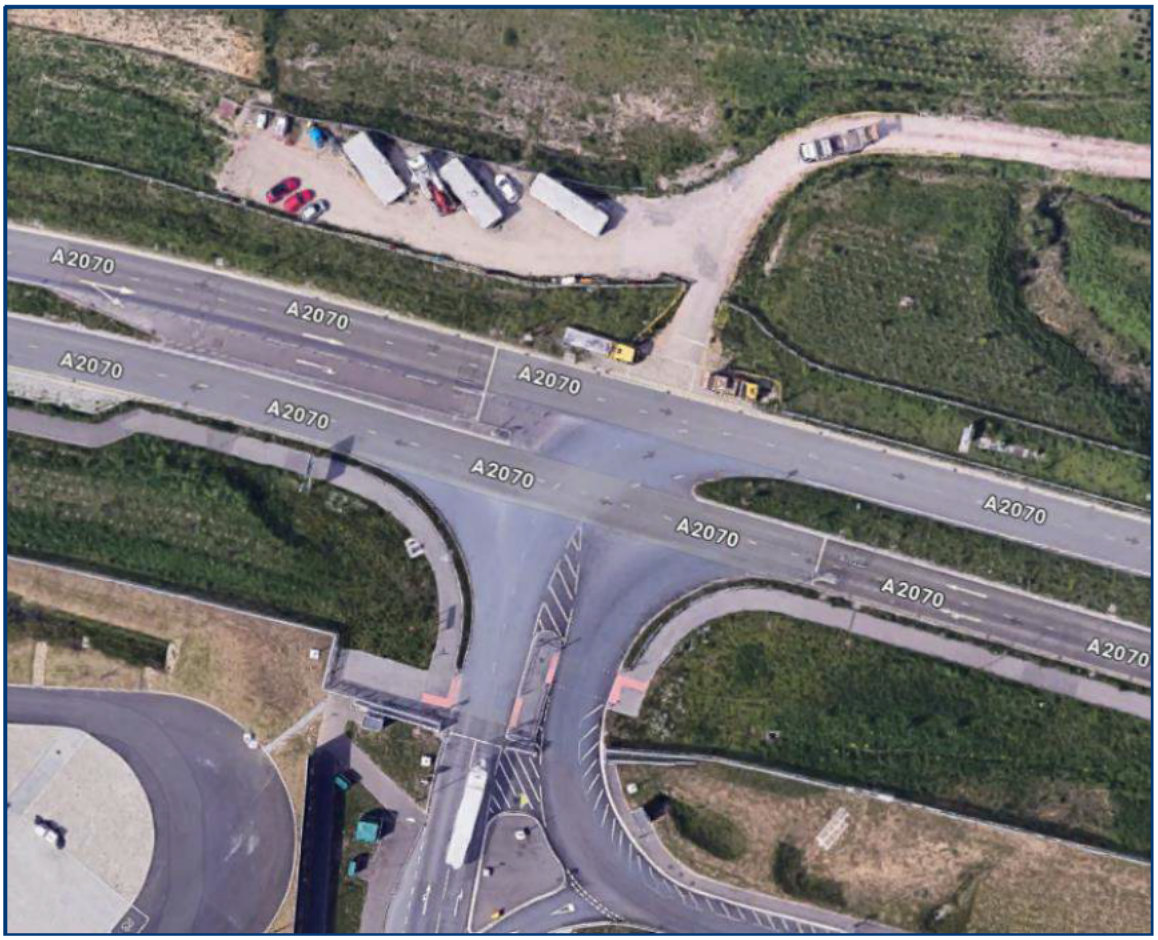
7.62 In summary, the assessment demonstrates that the traffic associated with the Proposed Development will have a negligible impact on this junction in the 2026 opening year and 2036 horizon year.

Junction 5 – A2070 / Sevington IBF Goods Vehicle Site Access

7.63 The Site access junction, located on the SRN managed by National Highways, comprises a 3-arm signal-controlled junction on the A2070 serving the Sevington IBF goods vehicle access, along with an informal give-way arm to the north providing access to an unknown private use.

7.64 An aerial photo of the junction is shown below in Figure 19.

Figure 19: Layout of the A2070 / Sevington IBF Goods Vehicle Site Access Junction



Source: © Google Maps 2025

7.65 The results for the modelling of the A2070 / Sevington goods vehicle Site Access Junction for the two 2024 scenarios are summarised in Table 33 below. The full outputs are included at Appendix T.

Table 33: 2024 LinSig Results for A2070 / Sevington Goods Vehicle Site Access Junction

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2024 Base without Sevington IBF					
1/1	A2070 WB Left Ahead	53.8%	6.7	53.7%	6.5
1/2	A2070 WB Ahead	50.2%	6.5	50.3%	6.2
2/1	Sevington HGV Egress Right Left	0.0%	0	0.0%	0
2.2	Sevington HGV Egress Right	0.0%	0	0.0%	0
3/1	A2070 EB Ahead Left	47.9%	5.6	49.1%	5.7
3/2	A2070 EB Ahead	44.6%	5.4	45.8%	5.5
	PRC % =	67.4%		67.5%	
	Cycle Time =	60s		60s	
2024 Base with Sevington IBF					
1/1	A2070 WB Left Ahead	60.7%	8	53.3%	6.6
1/2	A2070 WB Ahead	55.9%	7.5	48.7%	6.2
2/1	Sevington HGV Egress Right Left	22.5%	1.4	49.2%	2.4
2.2	Sevington HGV Egress Right	21.1%	1.4	46.4%	2.4
3/1	A2070 EB Ahead Left	46.4%	5.5	39.5%	4.4
3/2	A2070 EB Ahead	43.3%	5.3	37.0%	4.2
	PRC % =	48.3%		68.9%	
	Cycle Time =	60s		60s	

7.66 The results indicate that in the 2024 Base scenario, the junction is operating comfortably within practical capacity with PRC values of 67.4% in the AM peak and 67.5% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.67 With the addition of the Sevington traffic in 2024, the results indicate that the junction remains comfortably within practical capacity with PRC values of 48.3% in the AM peak and 68.9% in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2024 Base scenario. These results indicate that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2024 assessment year.

7.68 The results for the modelling of the junction for two scenarios in the 2026 opening year are summarised in Table 34 below. The full outputs are included at Appendix T.

Table 34: 2026 LinSig Results for A2070 / Sevington Goods Vehicle Site Access Junction

LinSig Lane ID	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2026 Base without Sevington IBF					
1/1	A2070 WB Left Ahead	47.4%	5.6	44.4%	5.1
1/2	A2070 WB Ahead	44.4%	5.4	41.5%	4.9

LinSig Lane ID	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2/1	Sevington HGV Egress Right Left	0.0%	0	0.0%	0
2.2	Sevington HGV Egress Right	0.0%	0	0.0%	0
3/1	A2070 EB Ahead Left	42.2%	4.8	40.4%	4.5
3/2	A2070 EB Ahead	39.3%	4.6	37.8%	4.4
	PRC % =	89.9%		102.8%	
	Cycle Time =	60s		60s	
2026 Base with Sevington IBF					
1/1	A2070 WB Left Ahead	55.1%	6.9	54.3%	6.8
1/2	A2070 WB Ahead	50.7%	6.6	49.7%	6.5
2/1	Sevington HGV Egress Right Left	33.7%	1.6	49.2%	2.4
2.2	Sevington HGV Egress Right	31.7%	1.6	46.4%	2.4
3/1	A2070 EB Ahead Left	42.2%	4.8	40.4%	4.5
3/2	A2070 EB Ahead	39.4%	4.6	37.9%	4.4
	PRC % =	63.3%		65.8%	
	Cycle Time =	60s		60s	

7.69 The results indicate that in the 2026 Base scenario, the junction when optimised will operate comfortably within practical capacity with PRC values of 89.9% in the AM peak and 102.8% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.70 With the addition of the Sevington traffic in 2024, the results indicate that the junction when optimised remains comfortably within practical capacity with PRC values of 63.3% in the AM peak and 65.8 % in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2026 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2026 assessment year.

7.71 The results for the modelling of the junction for three scenarios in the 2036 horizon year are summarised in Table 35 below. The full outputs are included at Appendix T.

Table 35: 2036 LinSig Results for A2070 / Sevington Goods Vehicle Site Access Junction

LinSig Lane ID	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2036 Base without Sevington IBF					
1/1	A2070 WB Left Ahead	64.3%	9.2	59.9%	8.1
1/2	A2070 WB Ahead	60.1%	8.6	56.0%	7.8
2/1	Sevington HGV Egress Right Left	0.0%	0	0.0%	0
2.2	Sevington HGV Egress Right	0.0%	0	0.0%	0
3/1	A2070 EB Ahead Left	54.5%	6.9	54.5%	6.9
3/2	A2070 EB Ahead	50.8%	6.6	50.9%	6.6

LinSig Lane ID	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
	PRC % =	40.1%		50.3%	
	Cycle Time =	60s		60s	
	2036 Base with Sevington IBF				
1/1	A2070 WB Left Ahead	72.0%	11.2	69.9%	10.5
1/2	A2070 WB Ahead	66.4%	10.2	64.2%	9.8
2/1	Sevington HGV Egress Right Left	33.7%	1.6	49.2%	2.4
2.2	Sevington HGV Egress Right	31.7%	1.6	46.4%	2.4
3/1	A2070 EB Ahead Left	54.5%	6.9	54.6%	6.9
3/2	A2070 EB Ahead	50.9%	6.6	51.0%	6.6
	PRC % =	25.1%		28.8%	
	Cycle Time =	60s		60s	
	2036 Base with Sevington 4 IBF				
1/1	A2070 WB Left Ahead	73.3%	11.4	71.6%	11
1/2	A2070 WB Ahead	67.5%	10.6	65.7%	10
2/1	Sevington HGV Egress Right Left	39.5%	1.9	57.6%	3
2.2	Sevington HGV Egress Right	36.7%	1.8	54.0%	2.9
3/1	A2070 EB Ahead Left	54.6%	6.9	54.6%	6.9
3/2	A2070 EB Ahead	50.9%	6.6	51.1%	6.7
	PRC % =	22.7%		25.8%	
	Cycle Time =	60s		60s	

7.72 The results indicate that in the 2036 Base scenario, the junction when optimised will remain comfortably within practical capacity with PRC values of 40.1% in the AM peak and 50.3% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.73 With the addition of the Sevington traffic in 2036, the results indicate that the junction when optimised remains comfortably within practical capacity with PRC values of 25.1% in the AM peak and 28.8 % in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2036 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

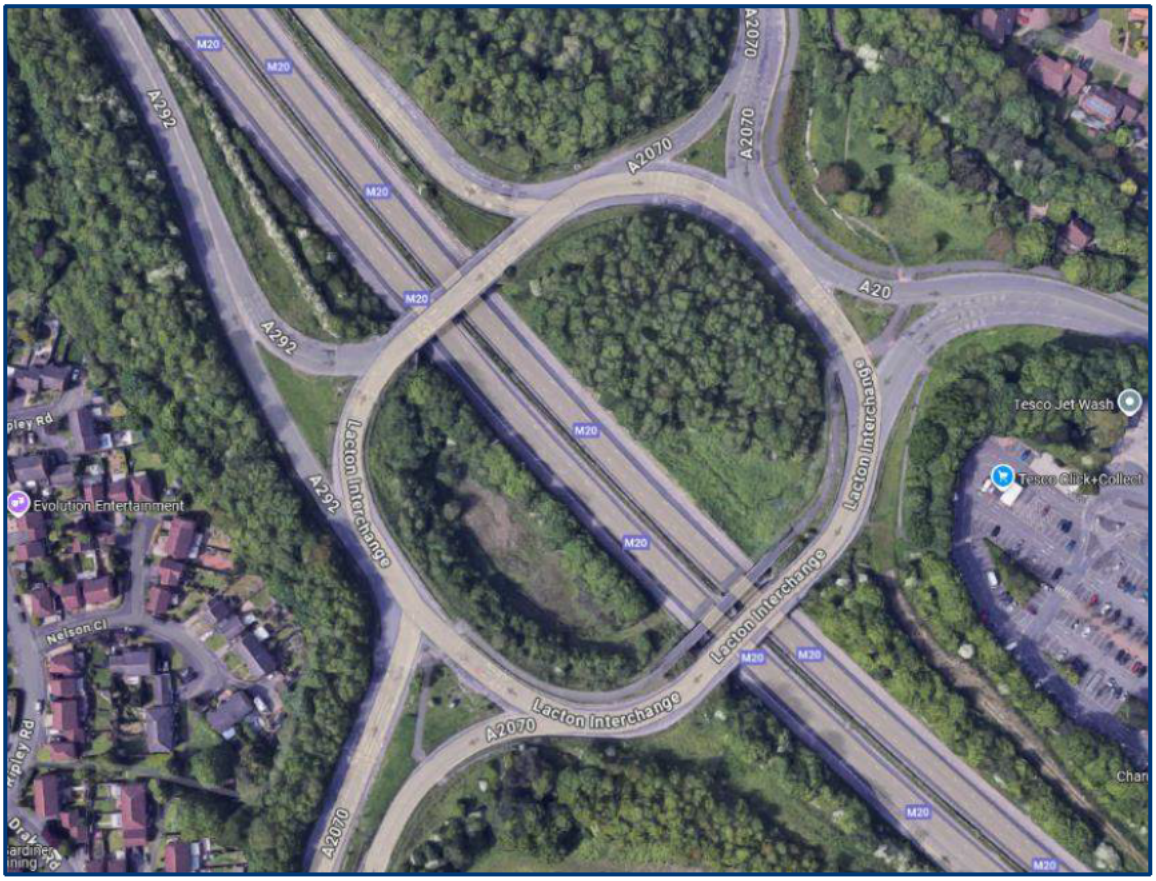
7.74 With the addition of the Sevington 4 traffic in 2036, the results indicate that the junction when optimised remains comfortably within practical capacity with PRC values of 22.7% in the AM peak and 25.8 % in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2036 Base scenario. These results indicate that the traffic from the Sevington 4 IBF will have a negligible impact on the junction in the 2036 assessment year.

7.75 In summary, the assessment demonstrates that the traffic associated with the Proposed Development will have a negligible impact on this junction in the 2026 opening year and 2036 horizon year.

Junction 6 – M20 Junction 10

7.76 This 5-arm junction, forming part of the SRN managed by National Highways, is Junction 10 of the M20 which provides connectivity to the A2070, A20 and A292. An aerial photo of the junction is shown below in Figure 20.

Figure 20: Layout of M20 Junction 10



Source: © Google Maps 2025

7.77 The results for the modelling of the M20 Junction 10 for the two 2024 scenarios are summarised in Table 36 below. The full outputs are included at Appendix U.

Table 36: 2024 LinSig Results for M20 Junction 10

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2024 Base without Sevington IBF					
1/1	M20 J10 SW Circ Right	42.3%	3.2	27.1%	8.3
1/2	M20 J10 SW Circ Right	42.3%	2.5	26.9%	8.3
2/1+2/2	A292 Hythe Road EB Left	35.7 : 35.7%	4.5	41.9 : 41.9%	4.6
1/1	M20 J10 W Circ Ahead	46.1%	4.2	33.6%	6.9
1/2	M20 J10 W Circ Ahead Right	56.7%	7.7	40.8%	0.4

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
1/3	M20 J10 W Circ Right	14.7%	3	14.8%	1.7
2/2+2/1	M20 EB Off-Slip Left Ahead	58.3 : 58.3%	7.2	54.3 : 54.3%	6.2
2/3	M20 EB Off-Slip Ahead	43.1%	6.8	45.2%	6
1/2+1/1	A2070 Kennington Road Ahead Left	51.2 : 51.2%	5.9	49.0 : 49.0%	6.3
1/3	A2070 Kennington Road Ahead	32.9%	4.2	36.9%	6.1
2/1	M20 J10 N Circ Ahead	19.3%	2.7	34.4%	3.4
2/2	M20 J10 N Circ Ahead Ahead2	36.7%	4.7	43.0%	4.1
2/3	M20 J10 N Circ Ahead	32.5%	5.5	41.9%	5.9
2/4	M20 J10 N Circ Ahead	5.1%	0.5	5.5%	0.3
1/1	A20 Hythe Road WB Ahead	23.0%	2.3	35.7%	2.9
1/2+1/3	A20 Hythe Road WB Ahead	46.4 : 46.4%	4.9	71.2 : 75.4%	7.4
2/1	M20 J10 NE Circ Right	27.7%	2.2	30.8%	3.6
2/2	M20 J10 NE Circ Right	59.0%	7.6	57.2%	9.0
2/3	M20 J10 NE Circ Right	24.0%	2.4	33.0%	4.1
4/1	A20 Hythe Road EB exit at Ped X Ahead	26.1%	0.4	30.4%	0.7
4/2	A20 Hythe Road EB exit at Ped X Ahead	11.8%	0.6	8.0%	0.6
1/1	M20 J10 S Circ Ahead	42.9%	2.6	30.1%	4.2
1/2	M20 J10 S Circ Ahead	48.7%	7.2	40.2%	9.9
1/3	M20 J10 S Circ Right	22.5%	0.5	16.3%	0.1
2/2+2/1	A2070 NB Ahead	59.4 : 59.4%	9.3	74.1 : 79.9%	9.8
2/3+2/4	A2070 NB Ahead	44.0 : 44.0%	6.2	58.9 : 63.5%	7.1
3/1	A2070 SB exit at Ped X Ahead	22.1%	0.2	26.6%	0.2
3/2	A2070 SB exit at Ped X Ahead	33.3%	2	35.6%	2.6
	PRC % =	51.5%		12.6%	
	Cycle Time =	96s		96s	

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2024 Base with Sevington IBF					
1/1	M20 J10 SW Circ Right	31.6%	5.3	30.8%	3
1/2	M20 J10 SW Circ Right	31.5%	5.6	30.4%	2.1
2/1+2/2	A292 Hythe Road EB Left	49.9 : 49.9%	6	35.9 : 35.9%	4.1
1/1	M20 J10 W Circ Ahead	43.5%	6.3	35.0%	7.9
1/2	M20 J10 W Circ Ahead Right	53.4%	10	42.3%	8.4
1/3	M20 J10 W Circ Right	13.9%	3.5	15.4%	1.7
2/2+2/1	M20 EB Off-Slip Left Ahead	61.9 : 61.9%	7.6	52.0 : 52.0%	6
2/3	M20 EB Off-Slip Ahead	47.1%	7.2	42.3%	5.9
1/2+1/1	A2070 Kennington Road Ahead Left	47.1 : 47.1%	5.6	65.1 : 65.1%	8.4
1/3	A2070 Kennington Road Ahead	28.6%	3.8	56.7%	8.1
2/1	M20 J10 N Circ Ahead	20.8%	3.5	25.4%	0.9
2/2	M20 J10 N Circ Ahead Ahead2	39.6%	5.4	31.8%	1.4
2/3	M20 J10 N Circ Ahead	35.1%	6.1	31.1%	2.2
2/4	M20 J10 N Circ Ahead	5.5%	0.5	3.9%	0
1/1	A20 Hythe Road WB Ahead	32.5%	2.6	33.8%	2.9
1/2+1/3	A20 Hythe Road WB Ahead	57.8 : 61.5%	5.6	68.4 : 70.7%	7.1
2/1	M20 J10 NE Circ Right	25.2%	5.3	31.5%	3.6
2/2	M20 J10 NE Circ Right	53.0%	7.8	58.7%	11.8
2/3	M20 J10 NE Circ Right	21.5%	1.8	33.5%	6.2
4/1	A20 Hythe Road EB exit at Ped X Ahead	26.1%	0.7	30.5%	0.6
4/2	A20 Hythe Road EB exit at Ped X Ahead	11.8%	1.7	8.0%	0
1/1	M20 J10 S Circ Ahead	56.6%	3.4	32.7%	7.4
1/2	M20 J10 S Circ Ahead	64.2%	8	43.5%	4.5

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
1/3	M20 J10 S Circ Right	29.6%	0.3	17.7%	0.1
2/2+2/1	A2070 NB Ahead	55.0 : 55.0%	8.1	65.3 : 70.6%	9.4
2/3+2/4	A2070 NB Ahead	40.1 : 40.1%	5.3	49.9 : 53.3%	6.5
3/1	A2070 SB exit at Ped X Ahead	22.3%	0.2	26.8%	0.2
3/2	A2070 SB exit at Ped X Ahead	33.4%	2	35.8%	0.3
	PRC % =	40.2%		27.3%	
	Cycle Time =	96s		96s	

7.78 The results indicate that in the 2024 Base scenario, the junction is operating within practical capacity with PRC values of 51.5% in the AM peak and 12.6% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.79 With the addition of the Sevington traffic in 2024, the results indicate that the junction remains within practical capacity with PRC values of 40.2% in the AM peak and 27.3% in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2024 Base scenario. These results indicate that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2024 assessment year.

7.80 The results for the modelling of the M20 Junction 10 for the two scenarios in the 2026 opening year are summarised in Table 37 below. The full outputs are included at Appendix U.

Table 37: 2026 LinSig Results for M20 Junction 10

LinSig Lane ID	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2026 Base without Sevington IBF					
1/1	M20 J10 SW Circ Right	36.7%	3.6	29.3%	3.6
1/2	M20 J10 SW Circ Right	36.6%	2.2	29.0%	1.3
2/1+2/2	A292 Hythe Road EB Left	42.9 : 42.9%	5.4	40.1 : 40.1%	4.5
1/1	M20 J10 W Circ Ahead	43.6%	5.8	30.7%	7.4
1/2	M20 J10 W Circ Ahead Right	53.5%	9.7	37.2%	7.5
1/3	M20 J10 W Circ Right	13.9%	3.2	13.5%	1.7
2/2+2/1	M20 EB Off-Slip Left Ahead	64.5 : 64.5%	8	65.5 : 65.5%	7.2
2/3	M20 EB Off-Slip Ahead	49.5%	7.5	61.6%	7.1
1/2+1/1	A2070 Kennington Road Ahead Left	48.9 : 48.9%	5.8	74.7 : 74.7%	9.7

LinSig Lane ID	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
1/3	A2070 Kennington Road Ahead	30.2%	4	70.7%	9.4
2/1	M20 J10 N Circ Ahead	20.8%	1.9	23.8%	0.8
2/2	M20 J10 N Circ Ahead Ahead2	39.6%	8.7	29.9%	2
2/3	M20 J10 N Circ Ahead	35.0%	0.6	29.1%	3.7
2/4	M20 J10 N Circ Ahead	5.6%	0	3.8%	0
1/1	A20 Hythe Road WB Ahead	29.0%	2.6	27.5%	2.7
1/2+1/3	A20 Hythe Road WB Ahead	54.0 : 55.4%	5.4	59.9 : 59.9%	6.6
2/1	M20 J10 NE Circ Right	26.3%	1	34.5%	4.6
2/2	M20 J10 NE Circ Right	56.0%	11.1	64.2%	12.3
2/3	M20 J10 NE Circ Right	22.8%	4.7	37.0%	6.9
4/1	A20 Hythe Road EB exit at Ped X Ahead	26.7%	0.4	31.1%	0.3
4/2	A20 Hythe Road EB exit at Ped X Ahead	12.1%	0.2	8.2%	0.1
1/1	M20 J10 S Circ Ahead	35.4%	3	31.3%	4.1
1/2	M20 J10 S Circ Ahead	40.1%	7.1	42.0%	7
1/3	M20 J10 S Circ Right	18.5%	0.3	17.0%	0.1
2/2+2/1	A2070 NB Ahead	67.2 : 67.2%	11	72.5 : 77.9%	9.8
2/3+2/4	A2070 NB Ahead	49.7 : 49.7%	7.1	57.8 : 62.0%	7.1
3/1	A2070 SB exit at Ped X Ahead	22.6%	0.3	27.3%	0.2
3/2	A2070 SB exit at Ped X Ahead	34.0%	7.2	36.4%	0.3
	PRC % =	34.0%		15.5%	
	Cycle Time =	96s		96s	
2026 Base with Sevington IBF					
1/1	M20 J10 SW Circ Right	32.8%	3	25.7%	3.5
1/2	M20 J10 SW Circ Right	32.9%	2	25.5%	2.5
2/1+2/2	A292 Hythe Road EB Left	49.6 : 49.6%	6.1	48.9 : 48.9%	5.1

LinSig Lane ID	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
1/1	M20 J10 W Circ Ahead	43.5%	3.8	30.7%	4
1/2	M20 J10 W Circ Ahead Right	53.6%	7.7	37.2%	2.8
1/3	M20 J10 W Circ Right	13.9%	1.2	13.5%	2.3
2/2+2/1	M20 EB Off-Slip Left Ahead	64.7 : 64.7%	8	65.7 : 65.7%	7.3
2/3	M20 EB Off-Slip Ahead	49.7%	7.5	61.8%	7.2
1/2+1/1	A2070 Kennington Road Ahead Left	46.3 : 46.3%	5.5	64.0 : 64.0%	8.3
1/3	A2070 Kennington Road Ahead	27.5%	3.8	54.4%	8.1
2/1	M20 J10 N Circ Ahead	22.1%	2.4	26.9%	3.6
2/2	M20 J10 N Circ Ahead Ahead2	42.1%	9.3	33.8%	5.3
2/3	M20 J10 N Circ Ahead	37.2%	1	33.0%	3.9
2/4	M20 J10 N Circ Ahead	5.9%	0	4.2%	0.8
1/1	A20 Hythe Road WB Ahead	27.6%	2.6	34.7%	3
1/2+1/3	A20 Hythe Road WB Ahead	52.3 : 52.3%	5.3	68.4 : 72.2%	7.3
2/1	M20 J10 NE Circ Right	27.3%	1.3	32.3%	3.3
2/2	M20 J10 NE Circ Right	57.3%	10.9	60.0%	15.3
2/3	M20 J10 NE Circ Right	23.2%	4.7	34.4%	6.2
4/1	A20 Hythe Road EB exit at Ped X Ahead	26.7%	0.4	31.1%	0.5
4/2	A20 Hythe Road EB exit at Ped X Ahead	12.0%	0.6	8.2%	0.2
1/1	M20 J10 S Circ Ahead	42.5%	3.1	31.4%	4.2
1/2	M20 J10 S Circ Ahead	48.1%	7.3	41.9%	6.4
1/3	M20 J10 S Circ Right	22.2%	0.4	17.0%	0.1
2/2+2/1	A2070 NB Ahead	62.5 : 62.5%	10	76.2 : 81.9%	10.7
2/3+2/4	A2070 NB Ahead	45.7 : 45.7%	6.4	57.8 : 62.0%	7.1
3/1	A2070 SB exit at Ped X Ahead	22.9%	0.2	27.5%	0.2
3/2	A2070 SB exit at Ped X Ahead	34.2%	7.1	36.6%	2

LinSig Lane ID	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
	PRC % =	39.1%		9.9%	
	Cycle Time =	96s		96s	

7.81 The results indicate that in the 2026 Base scenario, the junction is operating within practical capacity with PRC values of 34.0% in the AM peak and 15.5% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.82 With the addition of the Sevington traffic in 2026, the results indicate that the junction remains within practical capacity with PRC values of 39.1% in the AM peak and 9.9% in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2026 Base scenario. These results indicate that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2026 assessment year.

7.83 The results for the modelling of the M20 Junction 10 for three scenarios in the 2036 horizon year are summarised in Table 38 below. The full outputs are included at Appendix U.

Table 38: 2036 LinSig Results for M20 Junction 10

LinSig Lane ID	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2036 Base without Sevington IBF					
1/1	M20 J10 SW Circ Right	39.9%	8.1	47.4%	8.8
1/2	M20 J10 SW Circ Right	39.7%	2.5	46.8%	0.5
2/1+2/2	A292 Hythe Road EB Left	64.6 : 64.6%	7.7	49.6 : 49.6%	5.8
1/1	M20 J10 W Circ Ahead	51.7%	8.7	45.7%	9.2
1/2	M20 J10 W Circ Ahead Right	60.8%	8.8	51.2%	5.8
1/3	M20 J10 W Circ Right	18.2%	3.8	17.1%	6.2
2/2+2/1	M20 EB Off-Slip Left Ahead	94.9 : 94.9%	19.9	97.2 : 97.2%	18.6
2/3	M20 EB Off-Slip Ahead	77.3%	12.4	103.6%	23.1
1/2+1/1	A2070 Kennington Road Ahead Left	103.7 : 103.7%	41	75.7 : 75.7%	11
1/3	A2070 Kennington Road Ahead	40.4%	4.8	49.1%	8.2
2/1	M20 J10 N Circ Ahead	25.4%	4.2	35.4%	3.2
2/2	M20 J10 N Circ Ahead Ahead2	45.6%	5.9	51.6%	5.8
2/3	M20 J10 N Circ Ahead	41.7%	6.3	50.1%	0.8

LinSig Lane ID	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2/4	M20 J10 N Circ Ahead	8.1%	0.7	7.5%	0
1/1	A20 Hythe Road WB Ahead	87.4%	8.1	74.7%	6.6
1/2+1/3	A20 Hythe Road WB Ahead	89.7 : 95.5%	10.7	102.7 : 109.2%	31.8
2/1	M20 J10 NE Circ Right	34.7%	7	33.0%	8
2/2	M20 J10 NE Circ Right	70.0%	8.5	75.3%	8.7
2/3	M20 J10 NE Circ Right	24.8%	2.9	38.9%	6.4
4/1	A20 Hythe Road EB exit at Ped X Ahead	44.7%	8.8	44.1%	1.4
4/2	A20 Hythe Road EB exit at Ped X Ahead	10.3%	1.2	9.9%	1.7
1/1	M20 J10 S Circ Ahead	36.6%	4.1	37.0%	6
1/2	M20 J10 S Circ Ahead	38.7%	8	47.0%	8.7
1/3	M20 J10 S Circ Right	18.6%	0.1	24.8%	0.2
2/2+2/1	A2070 NB Ahead	98.8 : 101.3%	35.9	89.0 : 95.8%	17
2/3+2/4	A2070 NB Ahead	78.2 : 78.2%	12.5	87.5 : 93.6%	15.7
3/1	A2070 SB exit at Ped X Ahead	35.8%	0.5	34.0%	0.4
3/2	A2070 SB exit at Ped X Ahead	46.4%	5.1	50.1%	5.1
	PRC % =	-15.3%		-21.4%	
	Cycle Time =	96s		96s	
2036 Base with Sevington IBF					
1/1	M20 J10 SW Circ Right	39.9%	8.1	53.8%	9.1
1/2	M20 J10 SW Circ Right	39.8%	2.5	53.3%	9.4
2/1+2/2	A292 Hythe Road EB Left	64.7 : 64.7%	7.7	44.0 : 44.0%	5.2
1/1	M20 J10 W Circ Ahead	50.8%	8.7	45.7%	7.1
1/2	M20 J10 W Circ Ahead Right	59.8%	7.4	51.1%	8.4
1/3	M20 J10 W Circ Right	18.0%	3.8	16.9%	4.9
2/2+2/1	M20 EB Off-Slip Left Ahead	97.3 : 97.3%	23.2	103.6 : 103.2%	30.1
2/3	M20 EB Off-Slip Ahead	80.5%	13	110.6%	32.3

LinSig Lane ID	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
1/2+1/1	A2070 Kennington Road Ahead Left	103.7 : 103.7%	41	74.3 : 74.3%	10.8
1/3	A2070 Kennington Road Ahead	40.4%	4.8	47.9%	8
2/1	M20 J10 N Circ Ahead	25.5%	4.2	36.1%	3.5
2/2	M20 J10 N Circ Ahead Ahead2	45.7%	6	51.6%	5.8
2/3	M20 J10 N Circ Ahead	41.9%	6.4	49.7%	2.3
2/4	M20 J10 N Circ Ahead	8.1%	0.7	7.2%	0
1/1	A20 Hythe Road WB Ahead	87.8%	8.2	69.7%	6.3
1/2+1/3	A20 Hythe Road WB Ahead	89.7 : 95.5%	10.7	95.4 : 101.4%	20.2
2/1	M20 J10 NE Circ Right	34.8%	7	32.6%	7.6
2/2	M20 J10 NE Circ Right	70.2%	9	75.4%	8.2
2/3	M20 J10 NE Circ Right	24.8%	2.9	39.2%	6.3
4/1	A20 Hythe Road EB exit at Ped X Ahead	44.7%	8.8	44.0%	1.4
4/2	A20 Hythe Road EB exit at Ped X Ahead	10.3%	1.2	9.9%	1.7
1/1	M20 J10 S Circ Ahead	36.6%	4.1	38.1%	5
1/2	M20 J10 S Circ Ahead	38.7%	8	47.8%	5.1
1/3	M20 J10 S Circ Right	18.6%	0.1	27.3%	1.9
2/2+2/1	A2070 NB Ahead	99.9 : 102.3%	36.5	88.7 : 95.5%	17.2
2/3+2/4	A2070 NB Ahead	78.4 : 78.4%	12.5	84.0 : 90.1%	14.4
3/1	A2070 SB exit at Ped X Ahead	36.0%	0.5	33.4%	0.3
3/2	A2070 SB exit at Ped X Ahead	46.5%	5.1	49.5%	6.3
	PRC % =	-15.3%		-22.9%	
	Cycle Time =	96s		96s	
	2036 Base with Sevington 4 IBF				
1/1	M20 J10 SW Circ Right	40.0%	8.2	53.8%	9.1
1/2	M20 J10 SW Circ Right	39.8%	2.5	53.3%	9.4
2/1+2/2	A292 Hythe Road EB Left	64.7 : 64.7%	7.7	44.0 : 44.0%	5.2

LinSig Lane ID	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
1/1	M20 J10 W Circ Ahead	51.8%	8.7	45.7%	7.1
1/2	M20 J10 W Circ Ahead Right	60.9%	8.8	51.1%	8.4
1/3	M20 J10 W Circ Right	18.4%	3.8	16.9%	4.9
2/2+2/1	M20 EB Off-Slip Left Ahead	95.4 : 95.4%	20.6	103.9 : 103.9%	31.2
2/3	M20 EB Off-Slip Ahead	77.8%	12.5	110.6%	32.3
1/2+1/1	A2070 Kennington Road Ahead Left	103.7 : 103.7%	41	74.3 : 74.3%	10.8
1/3	A2070 Kennington Road Ahead	40.4%	4.8	47.9%	8
2/1	M20 J10 N Circ Ahead	25.6%	4.3	36.1%	3.5
2/2	M20 J10 N Circ Ahead Ahead2	45.7%	6	51.6%	5.8
2/3	M20 J10 N Circ Ahead	42.1%	6.4	49.7%	2.3
2/4	M20 J10 N Circ Ahead	8.1%	0.7	7.2%	0
1/1	A20 Hythe Road WB Ahead	88.2%	8.4	69.7%	6.3
1/2+1/3	A20 Hythe Road WB Ahead	89.7 : 95.5%	10.7	95.4 : 101.4%	20.2
2/1	M20 J10 NE Circ Right	35.0%	7	32.6%	7.6
2/2	M20 J10 NE Circ Right	70.4%	9.1	75.4%	8.2
2/3	M20 J10 NE Circ Right	24.7%	2.9	39.2%	6.3
4/1	A20 Hythe Road EB exit at Ped X Ahead	44.8%	8.8	44.0%	1.4
4/2	A20 Hythe Road EB exit at Ped X Ahead	10.2%	1.2	9.9%	1.7
1/1	M20 J10 S Circ Ahead	36.7%	4.1	38.1%	5
1/2	M20 J10 S Circ Ahead	38.6%	8	47.8%	5.1
1/3	M20 J10 S Circ Right	18.6%	0.1	27.3%	1.9
2/2+2/1	A2070 NB Ahead	100.0 : 102.5%	36.8	89.3 : 96.1%	17.7
2/3+2/4	A2070 NB Ahead	78.4 : 78.4%	12.5	84.0 : 90.1%	14.4
3/1	A2070 SB exit at Ped X Ahead	36.2%	0.5	33.4%	0.3
	3/2	A2070 SB exit at Ped X Ahead		46.6%	
	PRC % =	-15.3%		-22.9%	

7.84 The results indicate that in the 2036 Base scenario, the junction is operating above practical and actual capacity in both peak hours with PRC values of -15.3% in the AM peak and -21.4% in the PM peak. Moderate to long MMQ values are shown on the M20 eastbound, A2070 Kennington Road and A2070 NB junction approach lanes in both the AM and PM peak hours.

7.85 With the addition of the Proposed Development traffic in 2036, the results indicate that despite the junction already being above capacity in 2036, this will have a negligible impact on the junction with the same PRC value of -15.3% shown in the 2036 Base AM peak and a lower PRC value of -22.9% in the PM peak. The MMQ values in this scenario generally align closely to those in the 2036 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

7.86 With the addition of the Sevington 4 IBF traffic in 2036, the results show a PRC value of -15.3% in the AM peak, which is the same value as in the 2036 Base, and the same PRC value of -22.9% in the PM peak. The MMQ values in this scenario are once again closely aligned with those in the 2036 Base scenario. These results indicate that the traffic from Sevington 4 IBF would have a negligible impact on the junction in the 2036 assessment year.

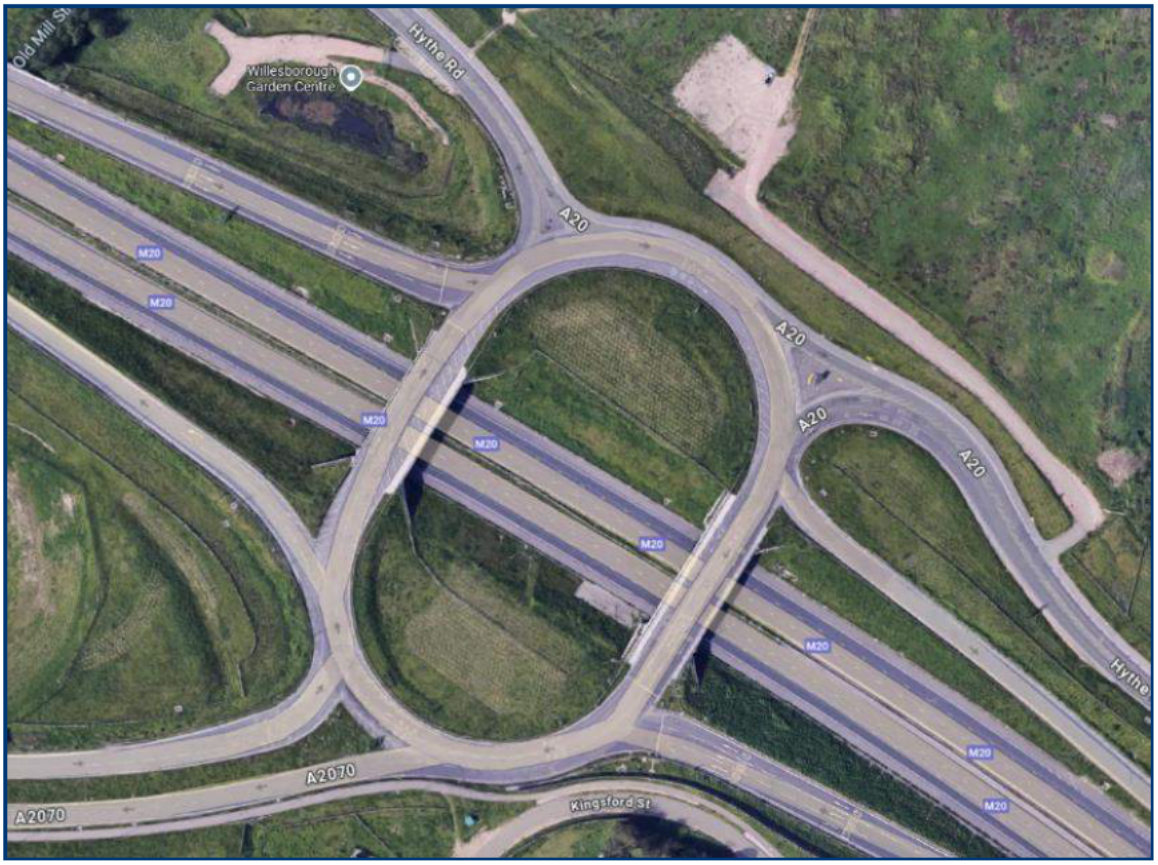
7.87 In summary, the assessment demonstrates that the traffic associated with the Proposed Development will have a negligible impact on this junction in the 2026 opening year and 2036 horizon year.

Junction 7 – M20 Junction 10a

7.88 This 5-arm junction, forming part of the SRN managed by National Highways, is Junction 10a of the M20 which provides connectivity to the A2070 and A20. The A20 arms of the junction are county roads managed by KCC. M20 J10a is the junction by which Goods Vehicle traffic accessing Sevington is directed to travel to and from the M20.

7.89 An aerial photo of the junction is shown below in Figure 21.

Figure 21: Layout of M20 Junction 10a



Source: © Google Maps 2025

7.90 The results for the modelling of the M20 Junction 10a for the two 2024 scenarios are summarised in Table 39 below. The full outputs are included at Appendix V.

Table 39: 2024 LinSig Results for M20 Junction 10a

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2024 Base without Sevington IBF					
1/1+1/2	M20 EB Off-Slip Ahead Left	57.1 : 0.0%	3.1	56.2 : 56.2%	3.2
1/3	M20 EB Off-Slip Ahead	2.60%	0.1	10.90%	0.5
2/1	W Circ Ahead Left	70.0%	8.1	65.8%	5.4
2/2	W Circ Ahead	45.0%	3.4	52.1%	4.1
1/1	A20 EB Ahead	86.0%	7.3	87.6%	6.5
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	84.0 : 84.0%	6.8	69.9 : 69.9%	2.7
1/1	E Circ Right	25.8%	2	35.7%	2
1/2	E Circ Right	30.2%	2.8	41.5%	2.6
1/3	E Circ Right	31.2%	2.7	39.9%	2.3
2/2+2/1	M20 WB Off-Slip Ahead	60.3 : 60.3%	5.4	41.0 : 41.0%	3.1
2/3	M20 WB Off-Slip Ahead	34.2%	2.5	9.2%	0.5

LinSig Lane ID	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
1/2+1/1	A2070 EB Ahead Left	43.6 : 43.6%	1	38.3 : 38.3%	0.8
1/3	A2070 EB Ahead	68.6%	3.1	58.3%	1.9
	PRC % =	4.6%		2.7%	
	Cycle Time =	46s		38s	
2024 Base with Sevington IBF					
1/1+1/2	M20 EB Off-Slip Ahead Left	57.1 : 57.1%	3.1	56.2 : 56.2%	3.2
1/3	M20 EB Off-Slip Ahead	20.40%	1	37.40%	2
2/1	W Circ Ahead Left	76.80%	10.2	80.30%	8.6
2/2	W Circ Ahead	50.30%	4	57.80%	4.8
1/1	A20 EB Ahead	99.20%	17.6	104.30%	34.4
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	99.1 : 99.1%	17.9	86.1 : 86.1%	6.2
1/1	E Circ Right	32.70%	2.9	42.10%	2.4
1/2	E Circ Right	33.00%	3.1	53.10%	3.8
1/3	E Circ Right	36.80%	3.1	50.90%	3.1
2/2+2/1	M20 WB Off-Slip Ahead	62.3 : 62.4%	5.7	42.9 : 43.0%	3.2
2/3	M20 WB Off-Slip Ahead	34.20%	2.5	9.20%	0.5
1/2+1/1	A2070 EB Ahead Left	54.5 : 54.5%	1.7	54.8 : 54.8%	1.7
1/3	A2070 EB Ahead	77.40%	4.6	64.60%	2.6
	PRC % =	-10.3%		-15.9%	
	Cycle Time =	46s		38s	

7.91 The results indicate that in the 2024 Base scenario, the junction is operating within practical capacity with PRC values of 4.6% in the AM peak and 2.7% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.92 With the addition of the Sevington traffic in 2024, the results indicate that the junction operates above capacity with PRC values of -10.3% in the AM peak and -15.9% in the PM peak, with the A20 eastbound approach at 99.2% DoS in the AM peak and 104.3% in the PM peak and A20 westbound approach operating at 99.1% in the AM peak. Many of the MMQ values in both peak hours are closely aligned to those in the 2024 Base scenario however there are notable increases on the A20 eastbound and westbound approaches in the AM and PM peaks. These results indicate that the traffic associated with the Proposed Development has an impact on the junction in the 2024 assessment year, although it is noted that this exclusively on two give-way approaches to the junction and not the signal-controlled approaches.

7.93 The results for the modelling of the M20 Junction 10a for two scenarios in the 2026 opening year are summarised in Table 40 below. The full outputs are included at Appendix V.

Table 40: 2026 LinSig Results for M20 Junction 10a

LinSig Lane ID	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2026 Base without Sevington IBF					
1/1+1/2	M20 EB Off-Slip Ahead Left	65.8 : 0.0%	3.5	64.0 : 64.0%	3.6
1/3	M20 EB Off-Slip Ahead	2.90%	0.1	12.90%	0.6
2/1	W Circ Ahead Left	70.6%	7.9	63.60%	3.9
2/2	W Circ Ahead	42.9%	3.3	50.70%	4
1/1	A20 EB Ahead	89.0%	8.5	90.80%	7.8
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	86.3 : 86.3%	7.6	72.6 : 72.6%	2.9
1/1	E Circ Right	38.40%	2.6	36.00%	2
1/2	E Circ Right	43.2%	3.2	42.90%	2.8
1/3	E Circ Right	45.8%	3.3	40.80%	2.4
2/2+2/1	M20 WB Off-Slip Ahead	44.9 : 44.9%	4.2	42.1 : 42.0%	3.2
2/3	M20 WB Off-Slip Ahead	25.50%	2	9.30%	0.5
1/2+1/1	A2070 EB Ahead Left	47.0 : 47.0%	1.3	39.3 : 39.3%	0.9
1/3	A2070 EB Ahead	67.90%	3.2	60.10%	2.1
	PRC % =	1.1%		-0.9%	
	Cycle Time =	46s		38s	
2026 Base with Sevington IBF					
1/1+1/2	M20 EB Off-Slip Ahead Left	65.8 : 0.0%	3.5	64.0 : 64.0%	3.6
1/3	M20 EB Off-Slip Ahead	41.70%	1.9	42.20%	2.1
2/1	W Circ Ahead Left	77.50%	9.1	77.50%	6.2
2/2	W Circ Ahead	47.70%	3.7	56.00%	5.1
1/1	A20 EB Ahead	103.10%	36.3	107.60%	41.6
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	99.7 : 99.7%	19.2	88.8 : 88.8%	7.1
1/1	E Circ Right	31.30%	2.3	51.60%	2.8
1/2	E Circ Right	37.20%	1.7	66.00%	4.4
1/3	E Circ Right	47.20%	3.4	63.60%	3.8
2/2+2/1	M20 WB Off-Slip Ahead	56.7 : 56.7%	5.3	39.3 : 39.3%	3
2/3	M20 WB Off-Slip Ahead	31.20%	2.3	8.30%	0.5
1/2+1/1	A2070 EB Ahead Left	58.9 : 58.9%	1.9	56.0 : 56.0%	1.9
1/3	A2070 EB Ahead	76.70%	4.5	66.40%	2.8
	PRC % =	-14.5%		-19.5%	
	Cycle Time =	46s		38s	

7.94 The results indicate that in the 2026 Base scenario, the junction is operating marginally above practical capacity in the PM peak with a PRC value of -0.9% but marginally within practical capacity in the AM peak with a PRC of 1.1%. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.95 With the addition of the Sevington traffic in 2026, the results indicate that the junction operates above capacity with PRC values of -14.5% in the AM peak and -19.5% in the PM peak, with the A20 eastbound approach at 103.1% DoS in the AM peak and 107.6% in the PM peak and A20 westbound approach operating at 99.7% in the AM peak. Many of the MMQ values in both peak hours are closely aligned to those in the 2026 Base scenario however there are notable increases on the A20 eastbound and westbound approaches in the AM and PM peaks. These results indicate that the traffic associated with the Proposed Development will continue to have an impact on the junction in the 2026 assessment year, although it is noted that this is exclusively on two give-way approaches to the junction.

7.96 The results for the modelling of the M20 Junction 10a for the three scenarios in the 2036 horizon year are summarised in Table 41 below. The full outputs are included at Appendix V.

Table 41: 2036 LinSig Result for M20 Junction 10a

LinSig Lane ID	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2036 Base without Sevington IBF					
1/1+1/2	M20 EB Off-Slip Ahead Left	70.3 : 0.0%	4	76.2 : 76.2%	4.5
1/3	M20 EB Off-Slip Ahead	13.5%	0.6	29.6%	1.3
2/1	W Circ Ahead Left	86.9%	12	83.5%	9.7
2/2	W Circ Ahead	50.5%	4.4	59.2%	4.8
1/1	A20 EB Ahead	130.0%	107.1	123.7%	81.4
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	106.0 : 106.0%	48.7	94.6 : 94.3%	10.9
1/1	E Circ Right	53.3%	3.6	44.2%	2.4
1/2	E Circ Right	49.9%	3.6	51.8%	3.3
1/3	E Circ Right	50.8%	3.3	49.9%	2.8
2/2+2/1	M20 WB Off-Slip Ahead	57.0 : 57.0%	6.1	55.4 : 55.4%	4.6
2/3	M20 WB Off-Slip Ahead	26.8%	2.1	11.8%	0.7
1/2+1/1	A2070 EB Ahead Left	70.2 : 70.2%	3.5	62.6 : 62.6%	2.5
1/3	A2070 EB Ahead	80.9%	6.3	75.9%	4.3
	PRC % =	-44.5%		-37.4%	
	Cycle Time =	46s		38s	
2036 Base with Sevington IBF					
1/1+1/2	M20 EB Off-Slip Ahead Left	70.3 : 0.0%	4	76.2 : 35.7%	3.6
1/3	M20 EB Off-Slip Ahead	52.5%	2.6	33.7%	1.5
2/1	W Circ Ahead Left	90.4%	13.7	85.6%	10
2/2	W Circ Ahead	55.7%	5.6	69.5%	7.5
1/1	A20 EB Ahead	151.0%	146.3	144.1%	119.3

LinSig Lane ID	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
		DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	122.8 : 122.8%	96.5	131.4 : 131.4%	98.2
1/1	E Circ Right	58.4%	4	80.6%	5.5
1/2	E Circ Right	62.9%	5	65.3%	4
1/3	E Circ Right	54.2%	3.5	60.1%	3.4
2/2+2/1	M20 WB Off-Slip Ahead	58.4 : 58.4%	6.1	51.3 : 51.3%	4.2
2/3	M20 WB Off-Slip Ahead	25.7%	2	10.1%	0.6
1/2+1/1	A2070 EB Ahead Left	78.4 : 78.4%	5.4	69.4 : 69.4%	2.8
1/3	A2070 EB Ahead	86.5%	8.2	84.1%	5.9
	PRC % =	-67.8%		-60.2%	
	Cycle Time =	46s		38s	
2036 Base with Sevington 4 IBF					
1/1+1/2	M20 EB Off-Slip Ahead Left	70.3 : 0.0%	4	76.2 : 76.2%	4.5
1/3	M20 EB Off-Slip Ahead	59.0%	3.1	69.8%	3.9
2/1	W Circ Ahead Left	90.8%	14	88.6%	10.3
2/2	W Circ Ahead	56.8%	5.5	70.9%	7.8
1/1	A20 EB Ahead	155.5%	152.9	153.3%	132.3
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	126.5 : 126.5%	106.1	122.9 : 83.6%	62.6
1/1	E Circ Right	54.0%	3.7	53.1%	3.5
1/2	E Circ Right	59.2%	4.9	69.7%	5.2
1/3	E Circ Right	50.1%	3.1	52.8%	3.5
2/2+2/1	M20 WB Off-Slip Ahead	58.7 : 58.8%	6.3	54.5 : 54.5%	4.6
2/3	M20 WB Off-Slip Ahead	26.8%	2.1	11.2%	0.7
1/2+1/1	A2070 EB Ahead Left	79.4 : 79.4%	4.6	72.1 : 72.1%	3.1
1/3	A2070 EB Ahead	87.6%	8.6	86.1%	6.8
	PRC % =	-72.8%		-70.3%	
	Cycle Time =	46s		38s	

7.97 The results indicate that in the 2036 Base scenario, the results indicate that the junction operates above capacity with PRC values of -44.5% in the AM peak and -37.4% in the PM peak, with the A20 eastbound approach at 130.0% DoS in the AM peak and 123.7% in the PM peak and A20 westbound approach operating at 106.0% in the AM peak. The associated queue amounts on these approaches are notable with MMQs of 107.1 and 81.4 PCUs on the A20 eastbound approach in the AM and PM peak hours respectively, and a MMQ of 48.7 PCUs on the A20 westbound approach.

7.98 With the addition of the Sevington traffic in 2036, the results indicate that the junction operates further above capacity with PRC values of -67.8% in the AM peak and -60.2% in the PM peak, with the A20 eastbound approach at 151.0% DoS in the AM peak and 144.1% in the PM peak and A20 westbound approach operating at 122.8% in the AM peak and 131.4% in the PM peak. Many of the MMQ values in both peak hours are closely aligned to those in the 2026 Base scenario however there are further notable increases on the A20 eastbound and westbound approaches in the AM and PM peaks. These results indicate that the traffic associated with the Proposed Development will continue to have an impact on the junction in the 2036 assessment year, although it is noted that this remains exclusively on two give-way approaches to the junction.

7.99 With the addition of the Sevington 4 traffic scenario in 2036, the results indicate that the junction operates further above capacity with PRC values of -72.8% in the AM peak and -70.3% in the PM peak although these values are broadly similar to those with the standard Sevington development traffic included. Many of the MMQ values in both peak hours are closely aligned to those in the 2026 Base scenario however there are further notable increases on the A20 eastbound and westbound approaches in the AM and PM peaks. These results indicate that the traffic associated with the Proposed Development will continue to have an impact on the junction in the 2036 assessment year, although it is noted that this remains exclusively on two give-way approaches to the junction and not on any of the signal-controlled approaches.

7.100 In summary, the assessment indicates that traffic associated with the Proposed Development is likely to impact on this junction in the 2024 assessment year and will continue to do so in the 2026 opening year and 2036 horizon year. However, in each instance, it is noted that the junction would already be operating at or above its practical capacity without the Sevington traffic in the 2026 and 2036 baselines, with associated queuing and delay experienced on the A20 approaches.

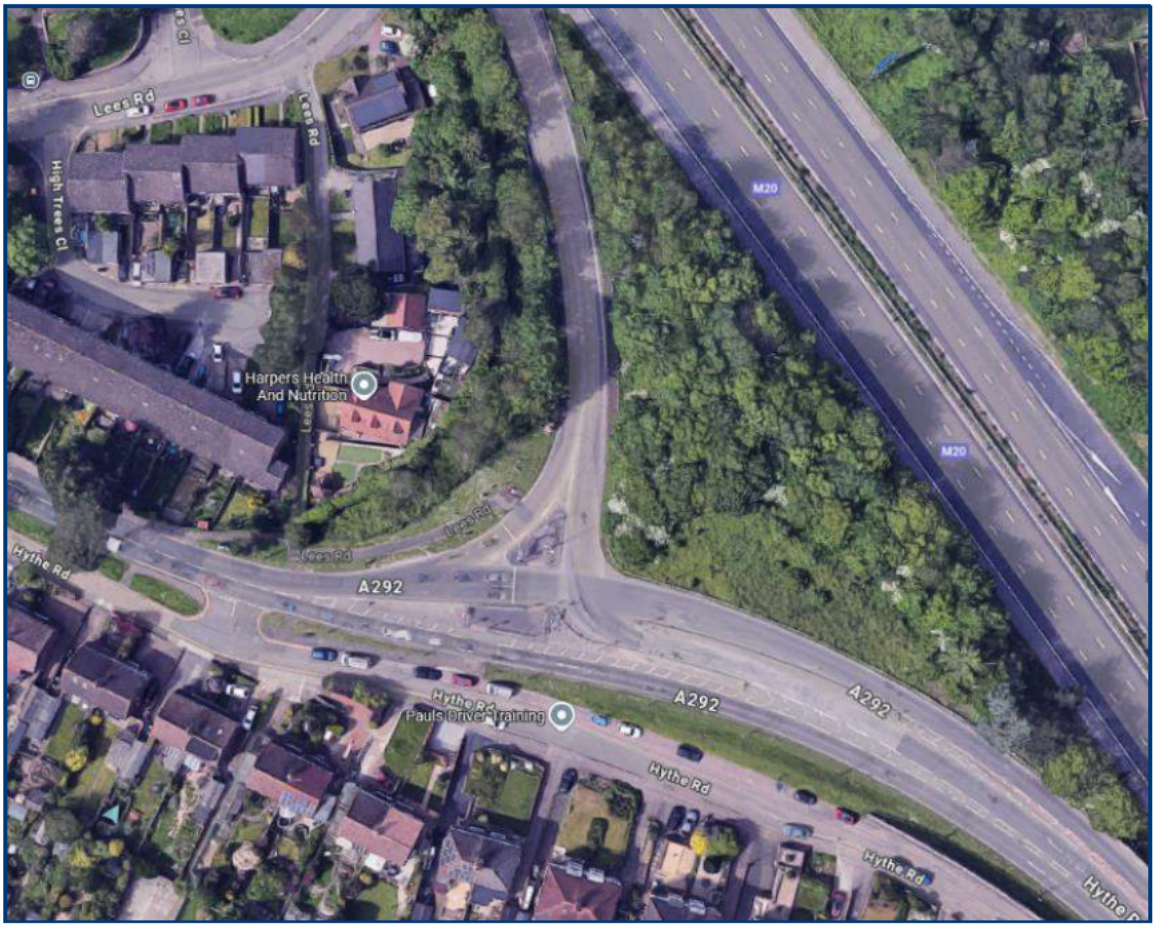
7.101 Potential measures to improve the operation of M20 J10a and to mitigate the impact of the Proposed Development will be discussed with National Highways and KCC.

Junction 8 – A292 Hythe Road / M20 Westbound On-Slip

7.102 This signal-controlled junction on the A292 Hythe Road, connecting the county road network to the SRN, comprises three arms and provides access to the M20 westbound carriageway.

7.103 An aerial photo of the junction is shown below in Figure 22.

Figure 22: Layout of the A292 Hythe Road / M20 WBD On-Slip Junction



Source: © Google Maps 2025

7.104 It is noted that during observations of the survey video footage the all-red pedestrian stage was only called infrequently, therefore this has been modelled as running one in every 3 cycles during each modelled scenario.

7.105 The results for the modelling of the A292 Hythe Road / M20 Westbound On-Slip Junction for the two 2024 scenarios are summarised in Table 42 below. The full outputs are included at Appendix W.

Table 42: 2024 LinSig results for A292 Hythe Road / M20 WBD On-Slip

LinSig ID	Lane	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2024 Base without Sevington IBF						
1/1		A292 Hythe Road EB Left	72.4%	5.9	41.4%	2.6
1/2+1/3		A292 Hythe Road EB Ahead	63.3 : 63.3%	3.9	62.7 : 62.7%	3.6
2/1		A292 Hythe Road WB Ahead	37.5%	5.8	40.5%	6.4
2/2		A292 Hythe Road WB Right	72.3%	10.9	63.8%	9.1
		PRC % =	24.3%		41.0%	
		Cycle Time =	60s		60s	

LinSig ID	Lane	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2024 Base with Sevington IBF						
1/1		A292 Hythe Road EB Left	72.4%	5.9	44.1%	2.6
1/2+1/3		A292 Hythe Road EB Ahead	63.3 : 63.3%	3.9	65.2 : 65.2%	3.7
2/1		A292 Hythe Road WB Ahead	37.6%	5.8	40.5%	6.4
2/2		A292 Hythe Road WB Right	73.5%	11.4	65.8%	10
		PRC % =	22.5%		36.8%	
		Cycle Time =	60s		60s	

7.106 The results indicate that in the 2024 Base scenario, the junction is operating comfortably within practical capacity with PRC values of 24.3% in the AM peak and 41.0% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.107 With the addition of the Sevington traffic in 2024, the results indicate that the junction remains comfortably within practical capacity with PRC values of 22.5% in the AM peak and 36.8% in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2024 Base scenario. These results indicate that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2024 assessment year.

7.108 The results for the modelling of the A292 Hythe Road / M20 Westbound On-Slip Junction for the two scenarios in the 2026 opening year are summarised in Table 43 below. The full outputs are included at Appendix W.

Table 43: 2026 LinSig results for A292 Hythe Road / M20 WBD On-Slip

LinSig ID	Lane	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2026 Base without Sevington IBF						
1/1		A292 Hythe Road EB Left	74.1%	6.1	42.3%	2.7
1/2+1/3		A292 Hythe Road EB Ahead	64.9 : 64.9%	4	64.2 : 64.2%	3.9
2/1		A292 Hythe Road WB Ahead	38.5%	5.9	41.4%	6.6
2/2		A292 Hythe Road WB Right	74.0%	11.5	65.4%	9.6
		PRC % =	21.4%		37.6%	
		Cycle Time =	60s		60s	

LinSig ID	Lane	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2026 Base with Sevington IBF						
1/1		A292 Hythe Road EB Left	74.1%	6.1	45.0%	2.7
1/2+1/3		A292 Hythe Road EB Ahead	64.9 : 64.9%	4	66.7 : 66.7%	4
2/1		A292 Hythe Road WB Ahead	38.5%	5.9	41.5%	6.6
2/2		A292 Hythe Road WB Right	75.2%	12.0	67.2%	10.5
		PRC % =	19.6%		33.8%	
		Cycle Time =	60s		60s	

7.109 The results indicate that in the 2026 Base scenario, the junction is operating comfortably within practical capacity with PRC values of 21.4% in the AM peak and 37.6% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.110 With the addition of the Sevington traffic in 2026, the results indicate that the junction remains comfortably within practical capacity with PRC values of 19.6% in the AM peak and 33.8% in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2026 Base scenario. These results indicate that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2026 assessment year.

7.111 The results for the modelling of the A292 Hythe Road / M20 WBD On-Slip Junction for the three scenarios in the 2036 horizon year are summarised in Table 44 below. The full outputs are included at Appendix W.

Table 44: 2036 LinSig results for A292 Hythe Road / M20 WBD On-Slip

LinSig ID	Lane	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2036 Base without Sevington IBF						
1/1		A292 Hythe Road EB Left	89.70%	9.6	61.5%	4.5
1/2+1/3		A292 Hythe Road EB Ahead	79.9 : 79.9%	6.2	80.2 : 80.2%	6.2
2/1		A292 Hythe Road WB Ahead	52.00%	9.9	53.7%	10.5
2/2		A292 Hythe Road WB Right	91.90%	21.0	81.6%	14.8
		PRC % =	-2.1%		10.3%	
		Cycle Time =	60s		60s	
2036 Base with Sevington IBF						
1/1		A292 Hythe Road EB Left	92.2%	10.4	65.2%	4.5
1/2+1/3		A292 Hythe Road EB Ahead	81.4 : 81.4%	6.4	83.2 : 83.2%	6.5
2/1		A292 Hythe Road WB Ahead	52.0%	9.9	53.8%	10.5
2/2		A292 Hythe Road WB Right	92.2%	21.4	83.3%	16
		PRC % =	-2.5%		8.1%	

	Cycle Time =	60s		60s	
2036 Base with Sevington 4 IBF					
1/1	A292 Hythe Road EB Left	92.2%	10.4	65.2%	4.5
1/2+1/3	A292 Hythe Road EB Ahead	81.4 : 81.4%	6.4	83.2 : 83.2%	6.5
2/1	A292 Hythe Road WB Ahead	52.0%	9.9	53.8%	10.5
2/2	A292 Hythe Road WB Right	92.4%	21.8	83.8%	16.5
	PRC % =	-2.7%		7.4%	
	Cycle Time =	60s		60s	

7.112 The results indicate that in the 2036 Base scenario, the junction when optimised will operate above practical capacity in the AM peak but remain within actual capacity with PRC values of -2.1% in the AM peak and 10.3% in the PM peak. The Hythe Road westbound right-turn approach lane is shown to operate with a DoS of 91.9%. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.113 With the addition of the Sevington traffic in 2036, the results indicate that the junction operates closely to the 2036 Base scenario with PRC values of -2.5% in the AM peak and 8.1% in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2036 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

7.114 With the addition of the Sevington 4 traffic in 2036, the results indicate that the junction operates closely to the 2036 Base scenario with PRC values of -2.7% in the AM peak and 7.4% in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2036 Base scenario. These results indicate that the traffic from Sevington 4 IBF will have a negligible impact on the junction in the 2036 assessment year.

7.115 In summary, the assessment demonstrates that the traffic associated with the Proposed Development will have a negligible impact on this junction in the 2026 opening year and 2036 horizon year.

Junction 9 – Tesco / A20 Hythe Road Roundabout

7.116 This junction comprises a 4-arm roundabout on the A20 with access to Tesco and entry only onto the roundabout from The Street. This junction forms part of the county road network managed by KCC.

7.117 An aerial photo of the junction is shown below in Figure 23.

Figure 23: Layout of the Tesco / A20 Hythe Road Roundabout

Source: © Google Maps 2025

7.118 The results for the modelling of the Tesco / A20 Hythe Road Roundabout for the two 2024 scenarios are summarised in Table 45 below. The full outputs are included at Appendix X.

Table 45: 2024 Junctions 11 Results for Tesco / A20 Hythe Road Roundabout

Junction Approach	2024 AM Peak		2024 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2024 Base without Sevington IBF				
The Street	0.36	0.6	0.35	0.5
A20 Hythe Road E	0.20	0.3	0.38	0.6
Tesco	0.38	0.6	0.40	0.7
A20 Hythe Road W	0.06	0.1	0.07	0.1
2024 Base with Sevington IBF				
The Street	0.36	0.6	0.35	0.5
A20 Hythe Road E	0.20	0.3	0.38	0.6
Tesco	0.38	0.6	0.40	0.7
A20 Hythe Road W	0.06	0.1	0.07	0.1

7.119 The results indicate that in the 2024 Base scenario, the junction operates with a high level of spare capacity with a maximum RFC value across both peak hours of 0.40 on the Tesco approach in the PM peak. Negligible queue amounts on each approach in both peak hours are also shown.

7.120 With the addition of the Proposed Development traffic in 2024, the junction continues to operate with a high level of spare capacity with a maximum RFC value across both peak hours of 0.40 on the Tesco approach in the PM peak. The same negligible queue amounts on each approach in both peak hours are also shown, which demonstrates that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2024 assessment year.

7.121 The results for the modelling of the Tesco / A20 Hythe Road Roundabout for the two scenarios in the 2026 opening year are summarised in Table 46 below. The full outputs are included at Appendix X.

Table 46: 2026 Junctions 11 Results for Tesco / A20 Hythe Road Roundabout

Junction Approach	2026 AM Peak		2026 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2026 Base without Sevington IBF				
The Street	0.37	0.6	0.36	0.6
A20 Hythe Road E	0.21	0.3	0.39	0.7
Tesco	0.39	0.7	0.41	0.7
A20 Hythe Road W	0.06	0.1	0.07	0.1
2026 Base with Sevington IBF				
The Street	0.37	0.6	0.36	0.6
A20 Hythe Road E	0.21	0.3	0.39	0.7
Tesco	0.39	0.7	0.41	0.7
A20 Hythe Road W	0.06	0.1	0.07	0.1

7.122 The results indicate that in the 2026 Base scenario, the junction operates with a high level of spare capacity with a maximum RFC value across both peak hours of 0.41 on the Tesco approach in the PM peak. Negligible queue amounts on each approach in both peak hours are also shown.

7.123 With the addition of the Proposed Development traffic in 2024, the junction continues to operate with a high level of spare capacity with a maximum RFC value across both peak hours of 0.41 on the Tesco approach in the PM peak. The same negligible queue amounts on each approach in both peak hours are also shown, which demonstrates that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2026 assessment year.

7.124 The results for the modelling of the Tesco / A20 Hythe Road Roundabout for the three scenarios in the 2036 horizon year are summarised in Table 47 below. The full outputs are included at Appendix X.

Table 47: 2036 Junctions 11 Results for Tesco / A20 Hythe Road Roundabout

Junction Approach	2036 AM Peak		2036 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
2036 Base without Sevington IBF				
The Street	0.47	0.9	0.46	0.9
A20 Hythe Road E	0.26	0.4	0.51	1.1

Junction Approach	2036 AM Peak		2036 PM Peak	
	RFC	MMQ (PCUs)	RFC	MMQ (PCUs)
Tesco	0.50	1.0	0.48	1.0
A20 Hythe Road W	0.08	0.1	0.09	0.1
2036 Base with Sevington IBF				
The Street	0.47	0.9	0.46	0.9
A20 Hythe Road E	0.26	0.4	0.51	1.0
Tesco	0.50	1.0	0.48	0.9
A20 Hythe Road W	0.08	0.1	0.09	0.1
2036 Base with Sevington 4 IBF				
The Street	0.47	0.9	0.46	0.9
A20 Hythe Road E	0.26	0.4	0.51	1.1
Tesco	0.50	1.0	0.48	1.0
A20 Hythe Road W	0.08	0.1	0.09	0.1

7.125 The results indicate that in the 2036 Base scenario, the junction operates with a high level of spare capacity with a maximum RFC value across both peak hours of 0.51 on the A20 Hythe Road east approach in the PM peak. Negligible queue amounts on each approach in both peak hours are also shown.

7.126 With the addition of the Proposed Development traffic in 2036, the junction continues to operate with a high level of spare capacity with a maximum RFC value across both peak hours of 0.51 on the A20 Hythe Road east approach in the PM peak. Negligible queue amounts are once again shown on each approach in both peak hours, which demonstrates that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

7.127 With the addition of the Sevington 4 IBF traffic in 2036, the junction continues to operate with a high level of spare capacity with a maximum RFC value across both peak hours of 0.51 on the A20 Hythe Road east approach in the PM peak. Negligible queue amounts are once again shown on each approach in both peak hours, which demonstrates that the traffic from Sevington 4 IBF will have a negligible impact on the junction in the 2036 assessment year.

7.128 In summary, the results indicate that the traffic associated with the Proposed Development will have a negligible impact on this junction in the 2026 opening year and 2036 horizon year.

Junction 10 - Honeysuckle Avenue / A20 Hythe Road / Spire Court

7.129 This signal-controlled junction is a 4-arm crossroads on the A20 Hythe Road that provides access to Honeysuckle Avenue, Spire Court and also the Tesco service yard. The junction forms part of the county road network managed by KCC, although Honeysuckle Avenue is a private road, not within the publicly maintainable highway network.

7.130 An aerial photo of the junction is shown below in Figure 24.

Figure 24: Layout of the Honeysuckle Avenue / A20 Hythe Road / Spire Court Junction

Source: © Google Maps 2025

7.131 The results for the modelling of the Honeysuckle Avenue / A20 Hythe Road / Spire Court Junction for the two scenarios in 2024 are summarised in Table 48 below. The full outputs are included at Appendix Y.

Table 48: 2024 LinSig Results for Honeysuckle Avenue / A20 Hythe Road / Spire Court

LinSig ID	Lane	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2024 Base without Sevington IBF						
1/1		A20 Hythe Road EB Left	25.5%	2.7	18.0%	1.8
1/2+1/3		A20 Hythe Road EB Ahead Right	63.2 : 63.2%	9.2	63.1 : 0.0%	9
2/2+2/1		Honeysuckle Avenue Left Ahead Right	63.8 : 63.8%	3.5	60.1 : 60.1%	3.4
3/1+3/2		A20 Hythe Road WB Right Left Ahead	39.6 : 39.6%	4.3	29.9 : 29.9%	3.8
4/1		Spire Court & Tesco Ahead Right Left	6.3%	0.3	1.0%	0

LinSig ID	Lane	Junction Approach Lane	2024 AM Peak		2024 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
		PRC % =	41.0%		42.7%	
		Cycle Time =	70s		70s	
2024 Base with Sevington IBF						
1/1		A20 Hythe Road EB Left	25.5%	2.7	18.0%	1.8
1/2+1/3		A20 Hythe Road EB Ahead Right	63.2 : 63.2%	9.2	63.1 : 0.0%	9
2/2+2/1		Honeysuckle Avenue Left Ahead Right	64.3 : 64.3%	3.6	60.1 : 60.1%	3.4
3/1+3/2		A20 Hythe Road WB Right Left Ahead	39.6 : 39.6%	4.3	30.0 : 30.0%	3.8
4/1		Spire Court & Tesco Ahead Right Left	6.3%	0.3	1.0%	0
		PRC % =	40.1%		42.7%	
		Cycle Time =	70s		70s	

7.132 The results indicate that in the 2024 Base scenario, the junction is operating comfortably within practical capacity with PRC values of 41.0% in the AM peak and 42.7% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.133 With the addition of the Sevington traffic in 2024, the results indicate that the junction remains comfortably within practical capacity with PRC values of 40.1% in the AM peak and 42.7% in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2024 Base scenario. These results indicate that the traffic associated with the Proposed Development has a negligible impact on the junction in the 2024 assessment year.

7.134 The results for the modelling of the Honeysuckle Avenue / A20 Hythe Road / Spire Court Junction for the two 2026 opening year scenarios are summarised in Table 49 below. The full outputs are included at Appendix Y.

Table 49: 2026 LinSig Results for Honeysuckle Avenue / A20 Hythe Road / Spire Court

LinSig ID	Lane	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2026 Base without Sevington IBF						
1/1		A20 Hythe Road EB Left	26.2%	2.8	18.3%	1.8
1/2+1/3		A20 Hythe Road EB Ahead Right	64.8 : 64.8%	9.6	64.5 : 0.0%	9.3
2/2+2/1		Honeysuckle Avenue Left Ahead Right	65.1 : 65.1%	3.6	61.3 : 61.3%	3.5
3/1+3/2		A20 Hythe Road WB Right Left Ahead	40.6 : 40.6%	4.5	30.7 : 30.7%	3.8
4/1		Spire Court & Tesco Ahead Right Left	6.3%	0.3	1.0%	0
		PRC % =	38.2%		39.5%	

LinSig ID	Lane	Junction Approach Lane	2026 AM Peak		2026 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
		Cycle Time =	70s		70s	
2026 Base with Sevington IBF						
1/1		A20 Hythe Road EB Left	26.2%	2.8	18.3%	1.8
1/2+1/3		A20 Hythe Road EB Ahead Right	64.8 : 64.8%	9.6	64.5 : 0.0%	9.3
2/2+2/1		Honeysuckle Avenue Left Ahead Right	65.6 : 65.6%	3.8	61.7 : 61.7%	3.6
3/1+3/2		A20 Hythe Road WB Right Left Ahead	40.6 : 40.6%	4.5	30.7 : 30.7%	3.8
4/1		Spire Court & Tesco Ahead Right Left	6.3%	0.3	1.0%	0
		PRC % =	37.2%		39.5%	
		Cycle Time =	70s		70s	

7.135 The results indicate that in the 2026 Base scenario, the junction is operating comfortably within practical capacity with PRC values of 38.2% in the AM peak and 39.5% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.136 With the addition of the Sevington traffic in 2026, the results indicate that the junction remains comfortably within practical capacity with PRC values of 37.2% in the AM peak and 39.5% in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2026 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2026 assessment year.

7.137 The results for the modelling of the Honeysuckle Avenue / A20 Hythe Road / Spire Court Junction for three scenarios in the 2036 horizon year are summarised in Table 50 below. The full outputs are included at Appendix Y.

Table 50: 2036 LinSig Results for Honeysuckle Avenue / A20 Hythe Road / Spire Court

LinSig ID	Lane	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2036 Base without Sevington IBF						
1/1		A20 Hythe Road EB Left	33.1%	3.4	24.4%	2.4
1/2+1/3		A20 Hythe Road EB Ahead Right	86.4 : 86.4%	14.7	74.5 : 0.0%	11
2/2+2/1		Honeysuckle Avenue Left Ahead Right	82.7 : 82.7%	6.9	72.6 : 72.6%	5.1
3/1+3/2		A20 Hythe Road WB Right Left Ahead	46.7 : 46.7%	5.1	37.9 : 37.9%	4.9
4/1		Spire Court & Tesco Ahead Right Left	6.3%	0.3	1.0%	0
		PRC % =	4.1%		20.8%	
		Cycle Time =	70s		70s	

LinSig ID	Lane	Junction Approach Lane	2036 AM Peak		2036 PM Peak	
			DoS %	MMQ (PCUs)	DoS %	MMQ (PCUs)
2036 Base with Sevington IBF						
1/1		A20 Hythe Road EB Left	33.1%	3.4	24.4%	2.4
1/2+1/3		A20 Hythe Road EB Ahead Right	86.4 : 86.4%	14.7	74.5 : 0.0%	11
2/2+2/1		Honeysuckle Avenue Left Ahead Right	82.7 : 82.7%	6.9	73.0 : 73.0%	5.1
3/1+3/2		A20 Hythe Road WB Right Left Ahead	46.7 : 46.7%	5.1	37.9 : 37.9%	4.9
4/1		Spire Court & Tesco Ahead Right Left	6.3%	0.3	1.0%	0
		PRC % =	4.1%		20.8%	
		Cycle Time =	70s		70s	
2036 Base with Sevington 4 IBF						
1/1		A20 Hythe Road EB Left	33.1%	3.4	24.4%	2.4
1/2+1/3		A20 Hythe Road EB Ahead Right	86.4 : 86.4%	14.7	74.5 : 0.0%	11
2/2+2/1		Honeysuckle Avenue Left Ahead Right	83.0 : 83.0%	7	73.0 : 73.0%	5.1
3/1+3/2		A20 Hythe Road WB Right Left Ahead	46.7 : 46.7%	5.1	37.9 : 37.9%	4.9
4/1		Spire Court & Tesco Ahead Right Left	6.3%	0.3	1.0%	0
		PRC % =	4.1%		20.8%	
		Cycle Time =	70s		70s	

7.138 The results indicate that in the 2036 Base scenario, the junction when optimised will remain within practical capacity with PRC values of 4.1% in the AM peak and 20.8% in the PM peak. The MMQ values on the junction approach lanes in both the AM and PM peak hours are generally minimal to moderate with all queues accommodated by the available road space.

7.139 With the addition of the Sevington traffic in 2036, the results indicate that the junction when optimised remains comfortably within practical capacity with PRC values of 4.1% in the AM peak and 20.8 % in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2036 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

7.140 With the addition of the Sevington 4 traffic in 2036, the results indicate that the junction when optimised remains comfortably within practical capacity with PRC values of 4.1% in the AM peak and 20.8 % in the PM peak. The MMQ values in both peak hours are closely aligned to those in the 2036 Base scenario. These results indicate that the traffic associated with the Proposed Development will have a negligible impact on the junction in the 2036 assessment year.

7.141 In summary, the assessment demonstrates that the traffic associated with the Proposed Development will have a negligible impact on this junction in the 2026 opening year and 2036 horizon year.

Summary

7.142 The above section is summarised below for each junction:

- **Junction 1 – A2070 Bad Munstereifel Road / Waterbrook Avenue / The Boulevard (4-arm Signalised junction):** The assessment demonstrates that the traffic associated with the Proposed Development has a negligible impact on this junction in the 2026 opening year and 2036 horizon year, despite the junction being forecast to operate above capacity and with substantial queues in the 2036 Base AM and PM peak hours.
- **Junction 2 - A2070 Bad Munstereifel Road / Church Road (Priority T-junction):** The assessment demonstrates that the traffic associated with the Proposed Development has a negligible impact on this junction in the 2026 opening year and 2036 horizon year, with the junction operating with a high level of spare capacity and negligible queues in both 2026 and 2036.
- **Junction 3 - A2070 Bad Munstereifel Road / Barrey Road (Signalised T-junction):** The assessment demonstrates that the traffic associated with the Proposed Development has a negligible impact on this junction in the 2026 opening year and 2036 horizon year, despite the junction being forecast to operate above capacity and with long queues in the 2036 Base AM and PM peak hours.
- **Junction 4 - A2070 Link Road / A2070 Bad Munstereifel Road (3-arm) Roundabout:** The assessment demonstrates that the traffic associated with the Proposed Development has a negligible impact on this junction in the 2026 opening year and 2036 horizon year, despite the junction being forecast to operate above capacity and with long queues in the 2036 Base AM and PM peak hours.
- **Junction 5 – A2070 / Sevington IBF Goods Vehicle Site Access (Signalised T-junction):** The assessment demonstrates that the traffic associated with the Proposed Development has a negligible impact on this junction in the 2026 opening year and 2036 horizon year, with the junction operating with a high level of spare capacity and minimal to moderate queues in both 2026 and 2036.
- **Junction 6 - M20 Junction 10 (Signalised 5-arm grade separated Roundabout):** The assessment demonstrates that the traffic associated with the Proposed Development has a negligible impact on this junction in the 2026 opening year and 2036 horizon year, despite the junction being forecast to operate above capacity and with long queues in the 2036 Base AM and PM peak hours.
- **Junction 7 - M20 Junction 10a (Signalised 5-arm grade separated Roundabout):** The assessment illustrates that the traffic associated with the Proposed Development has an impact on this junction in the 2024 baseline assessment year and will continue to do so in the 2026 opening year and 2036 horizon year, with queues forecast on the A20 eastbound and westbound approaches. However, it is noted that the junction would already be operating at above its practical capacity without the Proposed Development traffic in 2026 and 2036.
- **Junction 8 - A292 Hythe Road / M20 Westbound On-Slip (Signalised T-junction):** The assessment demonstrates that the traffic associated with the Proposed Development has a negligible impact on this junction in the 2026 opening year and 2036 horizon year, despite the junction being forecast to operate above capacity, albeit with moderate queueing in the 2036 Base AM and PM peak hours.

- **Junction 9 - A20 Hythe Road / Tesco / The Street (4-arm) Roundabout:** The assessment demonstrates that the traffic associated with the Proposed Development has a negligible impact on this junction in the 2026 opening year and 2036 horizon year, with the junction operating with a high level of spare capacity and negligible queues in both 2026 and 2036.
- **Junction 10 - A20 Hythe Road / Honeysuckle Avenue / Spire Court / Tesco yard access (4-arm Signalised junction):** The assessment demonstrates that the traffic associated with the Proposed Development has a negligible impact on this junction in the 2026 opening year and 2036 horizon year, with the junction operating with a high level of spare capacity and minimal to moderate queues in both 2026 and 2036.

7.143 In summary, the modelling has indicated that Junction 7, M20 Junction 10a, is the only junction assessed that is likely to experience a material impact from the Proposed Development, with both the A20 eastbound and A20 westbound approaches forecast to experience increased queuing from the Base scenarios in 2026 and 2036. Nevertheless, the modelling illustrates that the junction would already be operating at above its practical and actual capacity respectively in the 2026 and 2036 Base scenarios, and likely to require mitigation of the associated queuing and delay, irrespective of the Proposed Development.

7.144 Potential measures to improve the operation of M20 J10a and mitigate the impact of the Proposed Development will be discussed with National Highways and KCC.

7.145 With respect to the 2036 Horizon year scenario and SEV4 sensitivity test, it is noted that the volume of traffic forecast from all committed developments in the 2036 horizon year is substantial across the study network. This committed development traffic results in some of the modelled junctions operating above capacity in the baseline scenario, with long queues that would extend back through upstream junctions. This is considered to represent a robust (and 'worst-case') scenario as it is considered likely that, in practice, not all of the cumulative development will come forward prior to 2036.

8. Mitigation

8.1 This section provides an overview of the measures put in place to minimise the impact of the Site on the local transport network as part of the previous SDO approval. It is expected that these measures will also be applied to the Proposed Development, where they are not already inherent in the baseline network.

8.2 Based upon the assessment of impact set out in Section 7 of this TA, the potential requirement for additional measures is also considered.

Embedded Mitigation

8.3 As previously noted, the existing operational presence of the Sevington IBF facility, under its current temporary permission, is a material fact. Infrastructure improvements associated with the development of the facility are in-situ, and are expected to remain in place, representing the infrastructure baseline for walking, cycling, and highway networks in the vicinity of the Site.

8.4 Embedded mitigation measures already included within the design of the existing complete and operational Sevington IBF include:

- A traffic signal controlled junction on the A2070 (including right turn lane).
- A priority junction onto Church Road
- Provision of 60 staff cycle spaces;
- Provision of 3 electric vehicle (EV) parking spaces served by 2 EV charging points;
- Pedestrian/cycle access to the Development, includes a segregated 3m wide shared use footway/cycleway which links to the existing path network running adjacent to the A2070
- Guardrail installed adjacent to the path at the main site access to provide definition and direct all users to the designated (signal controlled) crossing points. The pedestrian / cycle access into the Application Site itself is located on Church Road, meaning all users travelling to / from Ashford (i.e. from the west) do not need to cross the path of Goods Vehicles which are entering and exiting the Application Site at the main access on the A2070.
- The pedestrian access into the Sevington IBF site via Church Road is provided for staff only. Therefore, no signage is provided for pedestrians outside the Application Site as there is no public access. Staff will be informed of access points prior to beginning work on the Application Site.

8.5 The daily operation of the Sevington IBF is encompassed within a series of policy and procedural strategies comprising the Operational Management Plan (OMP) for the Application Site.

Operational Management Plan

8.6 The OMP was prepared as part of the previous SDO applications for Sevington IBF to support the operation of the Site, providing a comprehensive operational plan and delivering policies and procedures allowing for its safe operation. With respect to transport, the OMP suite of documents contains a Signage Strategy, Traffic Management Plan (TMP), and Staff Travel Plan (STP), which are explored in greater detail in the following sections.

Site Signage Strategy

8.7 A Site Signage Strategy (Appendix H of the OMP) for goods vehicle drivers to be directed to and from the site forms part of the OMP, based on using M20 Junction 10a and the A2070. Advanced Direction Signs and Direction Signs direct goods vehicle drivers to the Site, whilst within the Site itself directional information provided to drivers is augmented by the use of road markings and directions from site marshals when necessary.

8.8 The site signage strategy is split into On-Site Signage and Off-Site Signage elements, with the on-site signing strategy designed to provide the site and staff with a safe working environment in relation to goods vehicles attending and traveling across the site. The strategy includes diagrammatical information to provide the site and staff with a safe working environment which is achieved by the use of signs to inform drivers how to access the site and how to traverse the site.

8.9 The off-site signage strategy, which was a condition of consent granted through the SDO, has been designed to assist with the management of vehicles moving between the Site and the Strategic Road Network (SRN) as required by the SDO.

On-Site Signage Strategy

8.10 Signs are placed strategically throughout the site at adequate scale and location, so as to ensure legibility by goods vehicle drivers. Where possible and relevant, standard signs from within the Traffic Signs Manual are proposed used to aid familiarity for goods vehicle drivers from both UK and overseas. These are supplemented by a small number of bespoke signs, where applicable; however, where used these are to be designed to be consistent with on-site signage at other Inland Border Facilities so that the driver experience at each site is broadly similar.

8.11 Regulatory signs to be used, i.e. signs which drivers are required to obey for the safety of other road users.

8.12 The majority of signs on-site are either mounted on individual signposts or on lighting columns. All signs mounted on signposts will have a minimum mounting height of 1800mm. The signs mounted on lighting columns will have a minimum mounting height of 2100mm. The pedestrian signs will be placed on lighting columns wherever possible so as to benefit from illumination.

8.13 A number of signs are to be mounted on gates, or on marshal shelters as appropriate.

Off-Site Signage Strategy

8.14 The off-site signage strategy covers the M20 approach (both directions) to Junction 10a and approach to the site via the A2070 for operational traffic and approach to and departure from the site for staff via Church Road.

8.15 It is anticipated that the majority of goods vehicles visiting the site are expected to approach the Ashford area via the M20 exiting at Junction 10a and using the A2070 Link Road to enter the site via the main access junction. Goods vehicles will be encouraged to use Junction 10a rather than Junction 10 by signage, and therefore drivers will become familiar with using Junction 10a over time.

8.16 In small numbers, goods vehicles travelling from other parts of Kent and the south coast may take the A259, the A28 and A2070 approaching the area via the A2070 Bad Munstereifel Road.

8.17 Upon leaving the site, drivers seeking the SRN (either London-bound or Dover-bound) will be directed to turn right towards M20 J10a. The only destination signed to the left, being the A2070 towards Ashford.

8.18 Existing signage is in place directing goods vehicle movements away from Church Road, with signage communicating that Church Road is not suitable for goods vehicle use.

8.19 The Site will have a clearly signed route to help drivers navigate. Signage on the SRN will use white text on a black background. On the M20 approaches to Junction 10a, Sevington signing strategy will use signs displaying the legend 'Inland Border Facility'. On the A2070 approach to Sevington, drivers will be directed to turn left into 'Inland Border Facility'.

8.20 There will be occasions where bespoke messages may be required to be communicated to goods vehicle drivers in close proximity to the entrance of the site; the purpose of the signage must in all instances be by instruction from IBF Bronze and/or BCP Bronze. Plausible reasons for messaging could be for the following but not exhaustive reasons:

- An emergency incident has occurred requiring partial or full closure of the Site;
- The Site is reaching its full capacity and has breached 'Red' status and appropriate messaging may be necessary; and
- Closure of one or multiple sections within the BCP demise, for instance no animals permitted on site due to an infection.

8.21 An appropriate number of mobile Variable Message (VMS) signs are required. As a minimum three are recommended, at the site entrance, and for each approach corridor, upstream of a point where a driver bound for the Inland Border Facility could undertake a safe alternative manoeuvre in accordance with the displayed message (e.g. 100m to 250m upstream). The siting of these portable VMS signs is to be by agreement with the respective local highway authority.

8.22 Messages on these signs should be limited to a defined criteria to ensure consistency across the region/ nationally.

8.23 Approval for the design of the sign faces and their locations will be discussed and agreed with National Highways (M20 motorway signs, A20 signs) and (A2070, Waterbrook Avenue). It is expected that any motorway signs will be erected by a National Highways approved contractor. It should be noted that the A2070 is owned by National Highways but the access areas to the site are maintained by KCC as the local authority.

Traffic Management Plan

8.24 A TMP (Appendix I of the OMP) was prepared as part of the previous SDO for Sevington IBF to minimise the impact on the local transport network. The purpose of the TMP is to support the operation of the Site through identification of measures agreed between stakeholders, implemented in advance of opening and following monitoring of the operation of the site. These measures ensure the 24-hour a day management of goods vehicles travelling on the Strategic Road Network (SRN) between the M20 and the Site, as well as a suitable response to any incidents.

8.25 The TMP outlines the traffic management measures, which have been grouped into 'pre- opening' and 'live network management', as well as establishing how traffic issues should be identified, which measures should be implemented, by whom and the governance process for traffic management of the Site. The TMP includes an escalation process for the site marshals should there be an on-site incident that could cause goods vehicles to block back onto the SRN, such as a goods vehicle breaking down and blocking the main access on the A2070.

8.26 Under normal operating conditions, safety checks will be undertaken at the entrance to the Site in the entry lanes. However, if required, part of the escalation procedure will be to allow goods vehicles into the Site to undertake safety checks once they are parked up. This will mitigate any potential build-up of vehicles at the entrance and on the access routes to the site.

Staff Travel Plan (STP)

8.27 The existing STP (Appendix M of the OMP) was prepared as part of the previous SDO for Sevington IBF to encourage greater use of sustainable transport, and will remain active as part of the full planning permission. Although it is acknowledged that alternatives to car use are constrained, initiatives such as car sharing and the Zeelo bus shuttle can be promoted.

8.28 To understand current staff travel behaviour and to support travel and access to the Sevington IBF site, a staff travel survey was conducted between 20th May 2022 and 9th June 2022.

8.29 The survey was sent to 827 staff members by key stakeholder contacts for each company involved by email. A QR code was also printed and posted in rest areas and on noticeboards. Key stakeholder contacts for each company involved also sent out a reminder to complete the survey halfway through the survey period. There were a total of 492 responses to the survey, giving a 60% response rate.

8.30 The survey asked staff a range of questions about their travel to the Sevington IBF site and their propensity to travel by other more sustainable travel alternatives. The survey also asked respondents about their working patterns and facilities to encourage them to stay on site during breaks.

8.31 A summary of the survey responses is provided in Table 51 below.

Table 51: How Staff Usually Travel to Sevington IBF Site

Mode of Transport		Percentage	
Underground, Metro, Light Rail, Tram		0%	Public or Subsidised Transport total 7%
Train		1%	
Bus, Minibus or Coach		0%	
Zeelo Bus – via Ashford International Rail Station		5%	
Zeelo Bus – via Ashford Park & Ride		1%	
Taxi		0%	
Motorcycle, Scooter or Moped		1%	
Driving a Car or Van – Single occupancy		60%	
Car Share	Total	26%	
	As Driver	18%	
	As Passenger	8%	
Bicycle		2%	Active Travel total 5%
On Foot		3%	
Total		100%	

NB: total may not equal 100% due to rounding

8.32 Further details regarding the Staff Travel Survey can be found in the Travel Plan in Appendix D.

8.33 To encourage cycle use as a viable mode of travel for staff, the Application Site has an existing provision for 60 cycle parking spaces.

8.34 Additionally, as part of the site operations, the Zeelo bus shuttle service connects the Application Site to Ashford Park & Ride and Ashford International railway station.

8.35 Furthermore, the bus shuttle makes travel via rail more attractive given the direct connection from the station to the site. The shuttle bus provides a public transport connection aligned with shift times, where current provision may not exist.

8.36 Car sharing and sustainable modes of travel are promoted through the STP which has the following aims:

- Raise awareness of all alternative opportunities to single occupancy private car use;
- Encourage the use of public transport to the Application Site;
- Encourage the use of car sharing to the Application Site; and
- Investigate barriers to travelling sustainability.

8.37 An Action Plan outlined in Table 52 has been created to achieve the above objectives. The responsibility of the Action Plan lies with the Site Operator, though it is expected this duty will be discharged to the Site Contractor(s).

Table 52: Action Plan

Action	Timescale	Responsibility
Communications		
Assign a dedicated Travel Plan Co-ordinator (TPC)	Site Opening	Site contractor
Staff to be briefed on the sustainable travel options at their disposal as well as key access points to the site	First month of site opening	TPC
Information to be provided to staff on travelling safely during COVID-19 restrictions	First month of site opening	TPC
Public Transport		
Providing information to each staff member, to include information on local public transport options	Site Opening	TPC
Investigate the provision of a shuttle bus from the site to Ashford town centre and Ashford International Rail Station	Site Opening	Site contractor
Walking and Cycling		
Cycle storage will be provided for 30 bicycles	Site Opening	Site contractor
Monitor demand amongst staff to travel to and from work by bike. If demand is more than the proposed provision provide additional cycle parking on-site for staff	First month of site opening	Site contractor
Providing maintenance stands together with pumps and basic maintenance and repair tools within the cycle stores for staff use	Site Opening	Site Contractor
Showers and changing facilities will be provided on-site for staff	Site Opening	Site Contractor
Advertise the walking and cycling routes and benefits of active travel to staff	Site Opening	TPC
Motor Vehicles		
Set up a car share scheme to help employees find suitable partners	Site Opening	TPC
Monitoring		
Conduct a staff travel survey for the site to include travel behaviours and motivations	First month, one year and three years post site opening	TPC

Additional Mitigation

8.38 The assessment of traffic impacts, presented in Section 7 of this TA, identifies that M20 J10a will be approaching capacity in the 2026 baseline on the A20 Eastbound approach to the junction in both AM and PM Peak hours. It is noted that this constraint is exacerbated by traffic associated with the Proposed Development, with increased queuing and delay experienced on the A20 Eastbound and A20 Westbound approaches to the junction. It is considered that mitigation may be required, subject to discussions with the local highway authorities, to alleviate queuing and delay on these arms at the junction. Potential measures to improve the operation of M20 J10a and to mitigate the impact of the Proposed Development will be discussed with National Highways and KCC.

9. Summary and Conclusions

Summary

9.1 Waterman Infrastructure & Environment Limited ('Waterman') has been appointed on behalf of the Department for Transport (DfT), His Majesty's Revenue & Customs (HMRC), and Department for Environment, Food and Rural Affairs (Defra), ('the Applicant)', to prepare a Transport Assessment in support of an application for the retention and continued operation of the existing Sevington Inland Border Facility and Border Control Post (the 'Proposed Development', 'Sevington IBF') in Ashford, Kent (the 'Application Site'). The Sevington IBF site has been present and in operation since January 2021 as a temporary goods vehicles customs and border control checking facility.

9.2 The Application Site will be used by the Department for Transport (DfT), His Majesty's Revenue & Customs (HMRC), Border Force, the Department for Environment, Food and Rural Affairs (Defra), Port Health Authority (PHA), and Animal and Plant Health Agency (APHA) for border readiness, CTC, ATA Carnet, SPS, CITES and other customs related checks, and market surveillance activities, to enable required checks to take place inland on traffic 'inbound' and 'outbound' entering and exiting the United Kingdom (UK).

9.3 Goods vehicle parking areas with clearly marked bays are to be provided including designated areas for hazardous loads and electric hook up points for refrigerated vehicles. Access to the parking areas for goods vehicles are managed through the use of 'entry lanes'.

9.4 The relevant national and local transport policies have been identified and reviewed. This Transport Assessment demonstrates that the retention and continued operation of the Application Site can be delivered in accordance with the relevant national and local transport policies, specifically the tests set out by paragraph 115 and 116 of the NPPF (2024).

9.5 The Application Site is located immediately south-east of Ashford in Kent. It is bounded to the north by the A2070 Link Road, to the east by Highfield Lane and farmland, to the southwest by the South Eastern Main Line and High Speed 1 railway lines and to the west by St Mary's Church, which is a Grade I Listed Building, and the Milbourn Equine Centre with the A2070 Bad Munstereifel Road beyond. The Application Site is bounded by Church Road to the south, along which are residential properties, some of which are Grade II listed.

9.6 The M20 motorway, which forms part of the Strategic Road Network (SRN), runs generally east-west north of the Application Site between London and Folkestone. For operational reasons the Application Site is strategically located near M20 Junction 10a, providing direct access to the SRN and enabling goods vehicle traffic to be routed away from urban areas and local communities. M20 Junction 10a, completed in October 2019, is located approximately 400m to the east of the Application Site.

9.7 The Application Site is accessible by a variety of pedestrian and cycle links connecting the Application Site with the surrounding area. The footways and cycle ways are well maintained and of a good quality, with protection from motorised traffic provided where necessary. An established Public Right of Way (PRoW) network surrounds the Application Site. Public transport accessibly to the Application Site is restricted, however a bespoke Zeelo Bus shuttle service is provided, offering a regular and reliable alternative to the private car for staff travel to and from the Application Site, in line with shift patterns.

9.8 Personal Injury Accident (PIA) data has been reviewed for the most recent three-year period between January 2021 and December 2023 inclusive, obtained from 'CrashMap Pro'. A review of the historic accident data in the vicinity of the Application Site and the assessed road network raises no specific patterns or concerns with respect to road safety.

9.9 Existing staff travel patterns were surveyed, by means of a staff travel survey conducted between 20 May and 9 June 2022 and identified that a total of 86% of staff survey respondents use a car to travel to work at Sevington IBF, either as part of a car share arrangement (26%) or as a single occupancy driver (60%). In total, this is broadly in line with the 2021 census data, which also identified 86% mode share by car or van (either as a driver or passenger). Positively, car sharing is well established among staff and is at a higher percentage than other workplaces in the same output area. A total of 6% of staff reported using the subsided Zeelo shuttle bus service, whilst a further 5% used active travel modes (walking and cycling).

9.10 Traffic surveys were commissioned and completed in October 2024 to observe existing traffic conditions at the key junctions on the local highway network. Analysis of the MCC data identified the following network peak hours: AM Peak: 07:45 to 08:45; and PM Peak: 16:30 to 17:30. The existing trip generation of the Sevington IBF site has been calculated based on observations from both the 2024 MCC turning count surveys and ATC survey on Church Road.

9.11 2024 Baseline Flows (i.e. the network flows without Sevington IBF in place) have been derived for the purpose of this TA by subtracting the observed traffic flows associated with Sevington IBF that have been assigned to the study network. Two future assessment years of 2026 (the 'opening year') and 2036 (the 'horizon year') have been adopted for assessment of each of the ten junctions. 2026 is the planned opening year, and 2036 is ten years post opening and is considered to be sufficiently advanced for the committed developments to be built out and completed.

9.12 TEMPro version 8.1 software has been used to calculate estimated traffic growth factors to apply to the 2024 Base AM and PM peak traffic flows to obtain forecast 2026 and 2036 Base traffic flows. The 'Alternative Planning Assumptions' tool within TEMPro, has been applied to refine growth projections made within the Local Plan, to stop the double counting of committed developments within the traffic flow calculations, as they are accounted for separately. A number of medium to large scale committed developments within an appropriate vicinity of the Application Site have been reviewed and, where appropriate, forecast traffic flows assigned to the study network.

9.13 It is noted that the volume of traffic forecast from all committed developments in the 2036 horizon year is substantial across the study network. This committed development traffic results in some of the modelled junctions operating above capacity in the baseline scenario, with significant queues that would extend back through upstream junctions.

9.14 The impact of the Proposed Development upon the highway network surrounding the Application Site has been assessed and is demonstrated to have a negligible impact compared to the baseline situation at the majority of junctions within the study area.

9.15 The assessment has indicated that Junction 7, M20 Junction 10a, is the only junction assessed to experience a material impact associated with the traffic movements generated by the Proposed Development, with both the A20 eastbound and A20 westbound approaches forecast to see increased queues and delay in 2026 and 2036 relative to the Base scenarios. Nevertheless, the modelling demonstrates that the junction would already be operating at above its practical and actual capacity respectively in the 2026 and 2036 Base scenarios.

9.16 To mitigate impacts and support the operation of the Application Site an Operational Management Plan (OMP) was previously developed as part of the consented SDO. The aim of the OMP is to provide a comprehensive operational plan for the Application Site and to deliver policies and procedures allowing for its safe operation. Specifically, with respect to transport the OMP suite of documents contains a Signage Strategy, Traffic Management Plan (TMP), and Staff Travel Plan (STP):

- The Signage Strategy (Appendix H of the OMP) for goods vehicle drivers directs them to use M20 junction 10a and the A2070 Link Road to the main site access, a direct route between the M20 motorway and the Application Site and wholly contained within the SRN.
- The TMP (Appendix I of the OMP), appended in Appendix Z for ease of reference, supports the operation of the Application Site through identified measures agreed between stakeholders, that can be implemented from the outset and following monitoring of the operation of the Application Site. The measures ensure the 24-hour a day management of goods vehicles travelling on the Strategic Road Network between the M20 and the Application Site, as well as a suitable response to any incidents.
- The Staff Travel Plan (Appendix M of the OMP) was prepared to encourage greater use of sustainable transport. It is acknowledged that alternatives to private car use are restricted and the possibility of early morning and late evening staff shift changeovers introduce challenges in terms of sustainable modes. However, single occupancy car use to the Application Site can be minimised through car sharing. Additionally, the Zeelo shuttle bus forms part of the mitigation of the site operation. This service connects the Application Site to Ashford town centre and Ashford International railway station, significantly enhancing the current public transport provision to the Application Site and making rail a more attractive option given the direct connection from the station to the Application Site. The shuttle bus also provides a direct transport connection aligned with shift times, where current public provision does not exist.

9.17 M20 Junction 10a, is the only junction assessed that is likely to experience a material impact from the Proposed Development, with both the A20 eastbound and A20 westbound approaches forecast to experience increased queuing from the Base scenarios in 2026 and 2036. Nevertheless, the modelling illustrates that the junction would already be operating at above its practical and actual capacity respectively in the 2026 and 2036 Base scenarios, and likely to require mitigation of the associated queuing and delay, irrespective of the Proposed Development. Potential measures to improve the operation of M20 J10a and to mitigate the impact of the Proposed Development will be discussed with National Highways and KCC.

Conclusion

9.18 This TA demonstrates that:

- Genuine opportunities for staff to travel to and from the Application Site by sustainable transport modes are available and prioritised, encompassed within the existing STP for the Application Site, taking account of the vision for the site, the type of development and its location;
- Operational goods vehicle traffic movements are managed and impacts upon local communities mitigated by the implementation of a directed access strategy encompassed within the existing signage strategy and TMP for the Application Site.
- Safe and suitable access to the Application Site can be achieved by all modes of travel and for all users;
- Identified impacts of the Proposed Development on the transport network, in terms of capacity and congestion, or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach in consultation with National Highways and KCC.
- The Proposed Development integrates with other committed and planned development such that the cumulative residual impact will not be severe.

9.19 This TA therefore demonstrates that the Proposed Development can be accommodated within the surrounding highway and transport networks and that there will be no material traffic impact caused by the retention and continued operation of Sevington IBF. The Applicant will engage with National Highways and KCC to establish the extent of any mitigation required at M20 J10a.

9.20 In accordance with Paragraph 116 of the NPPF, it is considered that there are no material transport or highway reasons why the highway authority should withhold or refuse planning permission.

9.21 Accordingly, there is no transport associated reason why the Proposed Development should not be approved.

Appendices

A. Public Transport - Bus

B. Public Transport - Rail

C. Crashmap Pro Output

D. Staff Travel Plan

E. Site Signage Strategy

F. Staff Car Park Access Visibility Splay

G. Network Flow Diagrams - Observed Turning Movements

H. Network Flow Diagrams – Existing Sevington IBF Traffic

I. Network Flow Diagrams – Existing Baseline without Sevington IBF

J. Network Flow Diagrams – Cumulative Committed Developments

K. Network Flow Diagrams – Opening Year with Sevington IBF

L. Network Flow Diagrams – Opening Year Baseline without Sevington IBF

M. Network Flow Diagrams – Horizon Year with CD & Sevington IBF

N. Network Flow Diagrams – Horizon Year Baseline with CD & without Sevington IBF

O. Network Flow Diagrams – Horizon Year with CD & Sev 4 Sevington IBF

P. LinSig Output & Signal Controller Data – Junction 1

Q. Junctions 11 Output – Junction 2

R. LinSig Output & Signal Controller Data – Junction 3

S. Junctions 11 Output – Junction 4

T. LinSig Output & Signal Controller Data – Junction 5

U. LinSig Output & Signal Controller Data – Junction 6

V. LinSig Output & Signal Controller Data – Junction 7

W. LinSig Output & Signal Controller Data – Junction 8

X. Junctions 11 Output – Junction 9

Y. LinSig Output & Signal Controller Data – Junction 10

Z. Traffic Management Plan

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