The Great Grid Upgrade

Sea Link

Sea Link

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7. Traffic and Transport

7.1 Introduction

7.1.1 This chapter of the Environmental Statement (ES) presents the assessment of the likely significant traffic and transport effects that could result from the Proposed Project (as described in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**).

7.1.2 This chapter describes the methodology used, the datasets that have informed the assessment, baseline conditions, mitigation measures and the traffic and transport residual significant effects that could result from the Proposed Project. Traffic and transport effects associated with the Kent Onshore Scheme relate to temporary increases in traffic levels on the highway network during the construction (and decommissioning) phases of the scheme and both temporary and permanent interactions with Public Rights of Way (PRoW) during all phases.

7.1.3 The Order Limits, which illustrate the boundary of the Proposed Project, are illustrated on **Application Document 2.2.1 Overall Location Plan** and the Kent Onshore Scheme Boundary is illustrated on **Application Document 2.2.3 Kent Location Plan**.

7.1.4 This chapter should be read in conjunction with:

- **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**;
- **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**;
- **Application Document 6.2.1.6 Part 1 Introduction Chapter 6 Scoping Opinion and EIA Consultation**;
- **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**; and
- **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.

7.1.5 This chapter is supported by the following figures:

- **Application Document 6.4.1.4.8 Kent Onshore Scheme Traffic Routes during Construction and Operation**; and
- **Application Document 6.4.3.7 Traffic and Transport**.

7.1.6 This chapter is supported by the following appendices:

- **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**;
- **Application Document 6.3.3.7.B Appendix 3.7.B Traffic and Transport Thematic Meeting Minutes**;
- **Application Document 6.3.3.7.C Appendix 3.7.C Receptor Sensitivity Levels**;
- **Application Document 6.3.3.7.D Appendix 3.7.D Baseline Traffic Movements**;

- **Application Document 6.3.3.7.E Appendix 3.7.E Construction Worker Trip Distribution**;
- **Application Document 6.3.3.7.F Appendix 3.7.F Saturday Trip Generation Tables**;
- **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams**;
- **Application Document 6.3.3.7.H Appendix 3.7.H Preliminary Highway Impact Assessment**;
- **Application Document 6.3.3.7.I Appendix 3.7.I Magnitude of Change**; and
- **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

7.1.7 This chapter is supported by the following application documents:

- **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan (CEMP)**;
- **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**;
- **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**;
- **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent (Outline CTMTP – Kent)**; and
- **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent (Outline PRoWMP – Kent)**.

7.2 Regulatory and Planning Context

7.2.1 This section sets out the legislation and planning policy that is relevant to the traffic and transport effects assessment. A full review of compliance with relevant national and local planning policy is provided within the **Application Document 7.1 Planning Statement** submitted as part of the application for Development Consent.

7.2.2 Policy generally seeks to minimise traffic and transport effects from development and to avoid significant adverse effects. This applies particularly to considering transport issues at an early stage and proposing mitigation measures to promote sustainable development to avoid unacceptable or severe impacts where necessary.

Legislation

7.2.3 There is no transport specific legislation relevant to the Proposed Project.

National Policy

National Policy Statements

7.2.4 National Policy Statements (NPS) set out the primary policy tests against which the application for a Development Consent Order (DCO) for the Proposed Project would be

considered. Table 7.1 provides details of the elements of NPS for Energy (EN-1) (Department of Energy and Climate Change, 2023) that are relevant to this chapter.

7.2.5 NPS for Electricity Networks Infrastructure (EN-5) (Department for Energy Security and Net Zero, 2023) applies to electricity networks specifically but provides no further guidance on traffic and transport considerations.

7.2.6 NPS EN-3 Renewable Energy Infrastructure has relevance to the Proposed Project, but only in respect of the offshore elements. As such it has no relevance to the assessment of traffic and transport effects.

Table 7.1 NPS EN-1 requirements relevant to traffic and transport

NPS EN-1 section	Where this is covered in the ES
5.14.5 *"If a project is likely to have significant transport implications, the applicant's ES (see Section 4.3) should include a transport appraisal. The DfT's Transport Analysis Guidance (TAG) and Welsh Governments WelTAG provides guidance on modelling and assessing the impacts of transport schemes."*	This ES chapter has been prepared using the National Planning Practice Guidance; Travel Plans, Transport Assessments and Statements and includes the components which typically form part of a Transport Assessment (see **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**). The Proposed Project is not expected to have significant transport implications and the approach to prepare **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note** has been agreed with Kent County Council and National Highways.
5.14.6 "[…] *Applicants should consult with National Highways and Highways Authorities as appropriate on the assessment and mitigation to inform the application to be submitted."*	National Highways has been consulted to review the approach for the assessment work following the feedback received within the Scoping Opinion and at Statutory Consultation. Details of the comments which have been received and the approach which has been agreed with National Highways to address these comments are included in the Transport Assessment Note (**Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**). Frequent meetings have been held with Kent County Council (KCC) as the Highway Authority as documented in **Application Document 6.3.3.7.B Appendix 3.7.B Traffic and Transport Thematic Meeting Minutes**.
5.14.7 "The applicant should prepare a travel plan including demand management and monitoring measures to mitigate transport impacts. The	Details of control management measures including those relating to construction staff travel movements are set out within

NPS EN-1 section	Where this is covered in the ES
applicant should also provide details of proposed measures to improve access by active, public and shared transport to: • *reduce the need for parking associated with the proposal* • *contribute to decarbonisation of the transport network* • *improve user travel options by offering genuine modal choice."*	**Application Document 7.5.1.2 Outline CTMTP – Kent**. KCC Highways has been consulted throughout the ES process.
5.14.8 *"The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports)."*	An assessment of the forecast impacts on the road network as a result of the Proposed Project during the construction and decommissioning phases is set out in Section 7.9 of this ES chapter. The Proposed Project is not anticipated to disrupt services and infrastructure related to rail or airports. Details relating to the usage and management of railway level crossings are set out within **Application Document 7.5.1.2 Outline CTMTP – Kent**.
5.14.9 *"If additional transport infrastructure is needed or proposed, it should always include good quality walking, wheeling and cycle routes, and associated facilities (changing/storage etc.) needed to enhance active transport provision."*	The site compounds will include staff welfare facilities including changing/storage facilities and sufficient space will be allocated to accommodate cycle parking for construction staff. Any diverted PRoW will be designed to be of an equivalent standard/quality to existing provision as a minimum. Any temporarily closed PRoW will be reinstated following the completion of the works. Further details are set out within **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 7.5.9.2 Outline PRoWMP – Kent**.
5.14.10 *"Applicants should discuss with network providers the possibility of co-funding by government for any third-party benefits. Guidance has been issued which explains the circumstances where this may be possible, although the government cannot guarantee in advance that funding will be available for any given uncommitted scheme at any specified time."*	Discussions relating to potential third-party (community) benefits with respect to PRoW have been held with the local authority (see **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-economic, Recreation and Tourism**) and further details of these discussions/measures are documented within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** and

NPS EN-1 section	Where this is covered in the ES
	Application Document 7.5.9.2 Outline PRoWMP – Kent).
5.14.14 *"The Secretary of State may attach requirements to a consent where there is likely to be substantial HGV traffic that:* • *control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements* • *make sufficient provision for HGV parking, and associated high quality drive facilities either on the site or at dedicated facilities elsewhere, to support driver welfare, avoid 'overspill' parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions* • *ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force."*	Further details about HGV management, including movements, routing, compounds/parking and the management of abnormal loads are provided within **Application Document 7.5.1.2 Outline CTMTP – Kent**, which also includes a commitment to restrict HGV traffic on Sundays/Bank Holidays.
5.14.15 *"The Secretary of State should have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure, as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures."*	**Application Document 7.5.1.2 Outline CTMTP – Kent** includes mitigation measures designed to manage and accommodate travel demand during the construction phase. New transport infrastructure is only proposed where essential to the Proposed Project or in order to mitigate effects (e.g. for PRoW).
5.14.18 *"A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the Secretary of State should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development and by enhancing active, public and shared transport provision and accessibility."*	Whilst the Proposed Project is not a new energy generating facility, mitigation measures required to manage or mitigate potential effects of the Proposed Project are reported in Sections 7.8 and 7.10 of this chapter as well as **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 7.5.9.2 Outline PRoWMP – Kent**. The Proposed Project is not expected to result in any significant traffic and transport effects as a result of these measures, as demonstrated within Sections 7.9 and 7.11 of this chapter.
5.14.19 *"Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the Secretary of State should consider requirements to mitigate adverse impacts on transport networks arising from the development, as set out below."*	The proposed mitigation set out within Sections 7.8 and 7.10 of this chapter as well as within **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 7.5.9.2 Outline PRoWMP – Kent**, is designed to reduce

NPS EN-1 section	Where this is covered in the ES
	the impact of the Proposed Project on transport infrastructure to acceptable levels. The Proposed Project is not expected to result in any significant traffic and transport effects as a result of these measures, as demonstrated within Sections 7.9 and 7.11 of this chapter.
5.14.11 *"Where mitigation is needed, possible demand management measures must be considered. This could include identifying opportunities to:* • *reduce the need to travel by consolidating trips* • *locate development in areas already accessible by active travel and public transport* • *provide opportunities for shared mobility* • *re-mode by shifting travel to a sustainable mode that is more beneficial to the network* • *retime travel outside of the known peak times* • *reroute to use parts of the network that are less busy*	Demand management measures identified as part of the mitigation of the Proposed Project are reported in Section 7.8 of this chapter as well as **Application Document 7.5.1.2 Outline CTMTP – Kent**.
5.14.12 *"If feasible and operationally reasonable, such mitigation should be required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts. All stages of the project should support and encourage a modal shift of freight from road to more environmentally sustainable alternatives, such as rail, cargo bike, maritime and inland waterways, as well as making appropriate provision for and infrastructure needed to support the use of alternative fuels including charging for electric vehicles."*	The requirements of the Proposed Project are such that the only feasible method, resulting in least disruption, is to make use of the existing highway network during both the construction and operational phases. Nonetheless, the proposed mitigation set out within Sections 7.8 and 7.10 of this chapter as well as within **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 7.5.9.2 Outline PRoWMP – Kent** includes demand management measures and is designed to reduce the impact of the Proposed Project on transport infrastructure to acceptable levels. New transport infrastructure is only proposed where essential to the Proposed Project or in order to mitigate effects e.g. for PRoW.

National Planning Policy Framework

7.2.7 The National Planning Policy Framework (NPPF) as revised in December 2024 (Ministry of Housing, Communities and Local Government, 2024) sets out national planning policies that reflect priorities of the Government for operation of the planning system and the economic, social, and environmental aspects of the development and use of land. The NPPF has a strong emphasis on sustainable development, with a

presumption in favour of such development. The NPPF has the potential to be considered important and relevant to the Secretary of State's (SoS) decision regarding the application for development consent for the Proposed Project.

7.2.8 Table 7.2 below provides details of the elements of the NPPF that are relevant to this chapter, and how and where they are covered in the ES.

Table 7.2 NPPF requirements relevant to traffic and transport

NPPF section	Where this is covered in the ES
Paragraph 109 outlines that: *"'transport issues should be considered from the earliest stages of plan-making and development proposals'; this should involve:* *- making transport considerations an important part of early engagement with local communities;* *- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;* *- understanding and addressing the potential impacts of development on transport networks;* *- 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;* *- identifying and pursuing opportunities to promote walking, cycling and public transport use; and* *- 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."*	Transport issues have been considered from an early stage (including at previous ES Scoping stage) and have informed the design of the Proposed Project (such as defining the Order Limits and identifying any improvements to facilitate construction access or retain PRoW access). Further details of management measures and mitigation are included within Sections 7.8 and 7.10 of this chapter, as well as within **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 7.5.9.2 Outline PRoWMP – Kent**. An assessment of potential transport and traffic effects is contained within Section 7.9 of this chapter.
Paragraph 115 outlines the key considerations when assessing sites to be allocated for development in plans or specific development applications. These are: *"- sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;* *- safe and suitable access to the site can be achieved for all users;* *- 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*	Details of key considerations for traffic and transport including access, capacity/congestion, and highway safety are set out within this chapter (Section 7.9) as well as **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 7.5.9.2 Outline PRoWMP – Kent**. Mitigation has been identified where necessary (Sections 7.8 and 7.10) to prevent the Proposed Project from having any significant impacts on the transport network.

NPPF section	Where this is covered in the ES
- 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 through a vision-led approach."	
Paragraph 116 states that *"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, following mitigation, would be severe, taking into account all reasonable future scenarios."*	Based on the assessment carried out within this ES chapter, the Proposed Project is not expected to have an unacceptable impact on highway safety or result in any severe residual cumulative impacts on the road network with the proposed mitigation in place. This is demonstrated within Section 7.9 of this chapter, as well as within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.
Within this context, paragraph 117 states that applications for development should: *"- 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;* *- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;* *- 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;* *- allow for the efficient delivery of goods, and access by service and emergency vehicles; and* *- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*	This traffic and transport assessment presented in this chapter (Section 7.9) includes an assessment of severance, pedestrian delay, non-motorised user amenity, fear and intimidation, driver delay, road safety, hazardous/large loads and PRoW diversions and closures in accordance with the 2023 Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Traffic and Movement (Institute of Environmental Management and Assessment, 2023). PRoW and national/regional walking and cycling routes will be managed where required to ensure that these routes remain safe, secure and attractive for pedestrians and cyclists to avoid any conflicts. Further details are set out in **Application Document 7.5.9.2 Outline PRoWMP – Kent**. The proposed access points and internal haul roads have been designed to accommodate construction vehicles (including large goods and servicing vehicles) as well as emergency vehicles. Further details are set out

NPPF section	Where this is covered in the ES
	within **Application Document 7.5.1.2 Outline CTMTP – Kent**. The proposed car park for construction workers within the site compound will include EV charging facilities to enable charging of plug-in and other ultra-low emission vehicles.
As outlined in Paragraph 118, *"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 and monitored."*	The Proposed Project is not expected to generate a significant amount of movements during the operational phase and an Operational Travel Plan is not therefore required. However, **Application Document 7.5.1.2 Outline CTMTP – Kent** includes measures to reduce/manage construction phase staff movements. This ES chapter includes the components which typically form part of a Transport Assessment (TA) as demonstrated by the Transport Assessment Note (TAN) held in **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**.

National Planning Practice Guidance

7.2.9 The Government's National Planning Practice Guidance: Travel Plans, Transport Assessments and Statements (Department for Levelling Up, Housing and Communities and Ministry of Housing, 2014) provides advice on when a TA or a Transport Statement is required, and what they should contain. The most relevant paragraphs of that section of the NPPG (Travel Plans, Transport Assessments and Statements) are summarised below:

- Paragraph 002 states that *"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements"*.
- Paragraphs 004 and 005 state that *"Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)"*.
- Paragraph 006 states that TAs *"Support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest*

possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".

- Paragraph 007 states that TAs should be *"Established at the earliest practicable possible stage of a development proposal"* and *"be tailored to particular local circumstances".* In addition, they should *"be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency* [now National Highways] *where there may be implications for the strategic road network and other relevant bodies*".
- Paragraphs 013 to 015 provide further details of when a TA is required, how the need and scope of a TA should be established and what information should be included.

7.2.10 As agreed with KCC Highways, **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note** has been prepared to identify where the information that would typically form part of a standalone TA can be found in the various chapters and reports that have been prepared for the Kent Onshore Scheme. This approach is designed to reduce repetition between documents. This shows that the majority of the information that would typically be contained within a standalone TA is set out within this chapter, with the remaining information contained in other documents such as **Application Document 7.5.1.2 Outline CTMTP – Kent** and **Application Document 7.5.9.2 Outline PRoWMP – Kent**. Nonetheless, **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note** includes further information where necessary, including in response to feedback received from National Highways.

Local Planning Policy

7.2.11 The Kent Onshore Scheme (refer to **Application Document 2.2.3 Kent Location Plan**) lies entirely within the jurisdiction of KCC at a county level and is within Dover District Council (DDC) and Thanet District Council (TDC) areas at a district level. County and local planning policy that is relevant to a study of traffic and transport and has informed the assessment of effects in this chapter are as follows:

- Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) (Kent County Council, 2016);
- Freight Action Plan Kent (Kent Council Council, 2017);
- Rights of Way Improvement Plan (2018-2028) (Kent County Council, 2018);
- Thanet Local Plan (Thanet District Council, 2020);
- Dover District Local Plan (Dover District Council, 2024);
- Thanet District Transport Strategy (2015-2031) (Thanet District Council, 2015); and
- Dover Transport Strategy (Dover District Council, 2017).

Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031)

7.2.12 The Local Transport Plan 4 (Kent County Council, 2016) has been updated by KCC with an aim to provide a clear vision for the future of transport across the county up to

2031. The document outlines policies and provides a delivery plan to manage and enhance the local transport network; the key aims and strategy include:

- delivery of resilient transport infrastructure which reduces congestion and improves journey time reliability to enable economic growth;
- promote affordable, accessible and connected transport to enable access for all;
- provide a safer road, footway and cycleway network to reduce the likelihood of casualties and encourage other transport providers to improve safety on their networks;
- deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment; and
- provide and promote active travel choices for all members of the community to encourage good health and wellbeing and implement measures to improve local air quality.

7.2.13 The Local Transport Plan recognises the NPPF stance on promoting transport systems in favour of sustainable transport modes, however, it also recognises that different policies and solutions will be necessary in different areas.

Freight Action Plan Kent (2017)

7.2.14 KCC developed this document with the aim of effectively addressing concerns related to the movement of freight both through and within Kent. The document highlights a number of actions that KCC are looking to achieve in relation to freight movement across the county, including:

- tackling the problem of overnight lorry parking in Kent;
- finding a long-term solution to Operation Stack;
- effectively managing the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of the journey as possible;
- taking steps to address problems caused by freight traffic to communities; and
- ensuring that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic.

Rights of Way Improvement Plan (2018)

7.2.15 The Rights of Way Improvement Plan was developed by KCC to assess the ability of the PRoW network to meet the following priorities:

- contributing towards more sustainable development;
- delivering active travel options; and
- providing opportunities for exercise, leisure and open-air recreation.

7.2.16 The Plan seeks to promote healthy, active lifestyles and to widen participation amongst people with disabilities and under-represented groups. A delivery plan is set out in order to identify a framework for the identification of potential improvements. Potential

improvements will be identified in response to the gathering and analysis of spatial data relevant to rights of way.

Local Plans

7.2.17 The majority of the Kent Onshore Scheme (refer to **Application Document 2.2.3 Kent Location Plan**) lies within the jurisdiction of TDC. Local planning policy for TDC consists of the Thanet Local Plan (Thanet District Council, 2020) which was adopted in July 2020. Thanet Local Plan policies that are relevant to traffic and transport assessment matters and have been considered as part of this chapter or the supporting management plans, are detailed in Table 7.3.

Table 7.3 Local planning policies relevant to traffic and transport – Thanet Local Plan

Thanet Local Plan - Policy	Where this is covered in the ES
SP43: Safe and Sustainable Travel The Council will work with developers, transport service providers, and the local community to manage travel demand, by promoting and facilitating walking, cycling and use of public transport as safe and convenient means of transport. Development applications will be expected to take account of the need to promote safe and sustainable travel. New developments must provide safe and attractive cycling and walking opportunities to reduce the need to travel by car.	This policy is not considered to be applicable to this ES assessment which assesses the construction and decommissioning phases of the Proposed Project, where construction workers will predominantly travel by car. Nevertheless, sustainable travel will be promoted for usage by construction staff travelling to/from the Proposed Project if practicable. Measures relating to construction workers are identified within **Application Document 7.5.1.2 Outline CTMTP – Kent**.
TP01: Transport assessments and Travel Plans Development proposals which would have significant transport implications shall be supported by a Transport Assessment and where applicable a Travel Plan. These should show how multi-modal access travel options will be achieved, and how transport infrastructure needs arising from the expected demand will be provided.	The Proposed Project is not expected to have significant transport implications based on the assessment of impacts and likely significant effects within this chapter. Nonetheless, **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note** has been prepared to identify where the information that would typically form part of a standalone TA can be found in the various chapters and reports prepared for the Kent Onshore Scheme, including within this chapter. Measures relating to construction workers are identified within **Application Document 7.5.1.2 Outline CTMTP – Kent**.
TP02: Walking New development will be expected to be designed so as to facilitate safe and convenient movement by pedestrians including people with limited	This policy is not considered to be directly applicable to this ES assessment which assesses the construction and decommissioning

Thanet Local Plan - Policy	Where this is covered in the ES
mobility, elderly people and people with young children.	phases of the Proposed Project, where construction workers will predominantly travel by car. However, PRoW diversions and management measures will be implemented where necessary to accommodate the works, to ensure that convenient routes remain available to pedestrians and that these can safely be used by physically separating them from the proposed construction routes/works (see **Application Document 7.5.9.2 Outline PRoWMP – Kent**).
TP03: Cycling The Council will seek the provision at the earliest opportunity of a network of cycle routes. Development that would prejudice the safety of existing or implementation of proposed cycle routes will not be permitted. New development will be expected to consider the need for the safety of cyclists and incorporate facilities for cyclists into the design of new and improved roads, junction improvements and traffic management proposals. Substantial development generating travel demand will be expected to provide convenient cycle parking and changing facilities.	The majority of this policy is not considered to be applicable to this ES assessment which assesses the construction and decommissioning phases of the Proposed Project, where construction workers will predominantly travel by car. The assessment carried out in Section 7.9 demonstrates that the Proposed Project is not expected to have an adverse impact on existing cycling routes with the proposed mitigation in place.
TP04: Public Transport Development proposals will be expected to take account of the need to facilitate use of public transport. The Council will seek to approve proposals consisting of or incorporating: 1) improvement of passenger and waiting facilities; 2) measures to improve personal security; 3) improved accessibility for people with mobility limitations; 4) bus/rail interchange facilities; 5) secure cycle storage.	This policy is not considered to be applicable to this ES chapter which assesses the construction and decommissioning phases of the Proposed Project, where construction workers will predominantly travel by car. Nevertheless, sustainable travel will be promoted for use by construction staff travelling to/from the Proposed Project if practicable. Measures relating to construction workers are identified within **Application Document 7.5.1.2 Outline CTMTP – Kent**.
TP06: Car Parking Proposals for development will be expected to make satisfactory provision for the parking of vehicles, including disabled parking. Suitable levels of provision will be considered in relation to individual proposals taking account of the type of development, location, accessibility, availability of opportunities for public transport,	The Kent Vehicle Parking Standards are not considered to be applicable to the construction phase of the Proposed Project. An appropriate level of car parking provision will be provided for construction workers within the main construction compound to meet the expected level of peak parking demand whilst minimising the risk of 'overspill' parking on the surrounding highway

Thanet Local Plan - Policy	Where this is covered in the ES
likely accumulation of car parking, design considerations. In considering the level of parking provision in respect of proposals for other development, the Council will have regard to the indicative guidance in Kent Vehicle Parking Standards 2006 (Appendix C), or any subsequent guidance. Where the level of provision implied in the above guidance would be detrimental to the character of a conservation area or adversely affect the setting of a listed building or ancient monument then a reduced level of provision may be accepted.	network. Further details on parking are provided within **Application Document 7.5.1.2 Outline CTMTP – Kent**.
TP08: Freight and Service Delivery Wherever capacity exists or is capable of being provided, new development proposals will be expected to demonstrate adequate off street servicing.	**Application Document 7.5.1.2 Outline CTMTP – Kent** demonstrates that construction vehicles will be able to serve the Proposed Project with the proposed access points, haul roads, and construction compounds in place.
TP10: Traffic Management Development required to implement traffic management measures designed to realise the best use of the highway network in terms of safety, traffic capacity and environmental conditions will be approved.	**Application Document 7.5.1.2 Outline CTMTP – Kent** includes measures to be implemented during the construction phase to safely manage construction vehicles travelling to/from the Proposed Project. This ES chapter includes an assessment of Road Safety and Driver Delay in Section 7.9.

7.2.18 Parts of the Kent Onshore Scheme lie within the jurisdiction of DCC. Local planning policy for DDC consists of the Dover District Local Plan (Dover District Council, 2024). Local Plan policies which are relevant to traffic and transport matters are identified in Table 7.4.

Table 7.4 Local planning policies relevant to traffic and transport – Dover District Local Plan

Dover District Local Plan	Where this is covered in the ES
TI1 – Sustainable Transport and Travel Development should, in so far as its size, characteristic and location: a) Be designed so that opportunities for sustainable transport modes are maximised and provide for a variety of forms of transport as alternatives to travel by private motorised vehicle; b) Give priority to the needs of pedestrians, cyclists,users of public transport, car sharers and users of low and ultra-low emission vehicles;	Considerations relating to sustainable travel including walking and cycling are provided within **Application Document 7.5.1.2 Outline CTMTP – Kent**, although these are limited given that construction workers will predominantly travel by car. Details on car parking and cycle parking for construction workers are also set out within **Application**

Dover District Local Plan	Where this is covered in the ES
c) Be readily accessible by sustainable transport modes through the provision of high-quality, engineered, safe and direct walking and cycling routes within a permeable site layout; d) Contribute to sustainable transport proposals including off-site improvements to cycling and walking routes and public transport facilities, and to proposals within the Dover Infrastructure Delivery Plan; and e) Make provision for secure cycle parking and storage having regard to the Parking Standards for Kent SPD and Kent Design Guide Review. The Council will safeguard the Public Rights of Way network, and other existing cycle and walking routes, from development that would compromise their use and will encourage their enhancement and extension.	**Document 7.5.1.2 Outline CTMTP – Kent**. **Application Document 7.5.9.2 Outline PRoWMP – Kent** includes measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding PRoW network during all phases of the Proposed Project.
TI2 – Transport Statements, Assessments and Travel Plans Developments that would generate significant traffic movements must be well related to the primary and secondary road network. Proposals which would generate levels and types of traffic movements resulting in severe cumulative residual impacts in terms of capacity and road safety will not be permitted. New accesses and intensified use of existing accesses onto the road network will not be permitted if it would result in a clear risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation. Applicants must demonstrate that traffic movements to and from the development can be accommodated, resolved, or mitigated to avoid severe cumulative residual impacts. A Transport Statement, Transport Assessment and/or a Travel Plan may be required depending on the nature and scale of the proposal and the level of significant transport movements generated, the requirements of which will be secured by planning condition or Section 106 legal agreement.	The Proposed Project is not expected to have significant transport implications or 'severe cumulative residual impacts in terms of capacity and road safety' based on the assessment of impacts and likely significant effects within this chapter. Nonetheless, **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note** has been prepared to identify where the information that would typically form part of a standalone TA can be found in the various chapters and reports prepared for the Kent Onshore Scheme, including within this chapter. The proposed access points and internal haul roads have been designed to accommodate construction vehicles (including large goods and servicing vehicles). Further details are set out within **Application Document 7.5.1.2 Outline CTMTP – Kent**.
TI3 – Parking Provision on New Development Developments must provide adequate car parking taking into account the type of development proposed, its location and accessibility by other means of transport and having regard to advice in the Parking Standards for Kent SPD and Kent	An appropriate level of car parking provision will be provided for construction workers within the construction compounds to meet the expected level of peak parking demand whilst minimising the risk of 'overspill'

Dover District Local Plan	Where this is covered in the ES
Design Guide Review: Interim Guidance Note 3 (or any subsequent guidance).	parking on the surrounding highway network. Construction workers will not be permitted to park outside of the designated parking areas. The usage of the car parks will be monitored and the potential to introduce additional parking will be explored during peak construction if required. Further details on parking are provided within **Application Document 7.5.1.2 Outline CTMTP – Kent**.

Thanet District Transport Strategy (2015-2031)

7.2.19 The Strategy (Thanet District Council, 2015) replaces the former Thanet Transport Plan (2005). Its purpose is to provide a framework of transport policy to the year 2031 to support planned growth within the Thanet District. The main objectives of this Transport Strategy are to:

- provide a policy framework for the district which is consistent with existing national and regional policy;
- support delivery managed growth identified within TDC's emerging local plan;
- identify a package of robust transport improvements and interventions to enable the highway network to effectively accommodate the likely increase in travel demand across the plan period; and
- propose a funding and delivery mechanism for identified interventions and actions.

Dover Transport Strategy (2017)

7.2.20 The Dover Transport Strategy (Dover District Council, 2017) has been prepared in support of national, regional, and local transport policies, with the aims to:

- manage the demand of travel rather than simply accommodate it;
- provide new and improved infrastructure to facilitate growth;
- improve local accessibility and travel choice to join to the town; and
- support economic development and quality of life objectives.

7.3 Scoping Opinion and Consultation

Scoping

7.3.1 A Scoping Report for the Proposed Project was issued to the Planning Inspectorate (PINS) on 24 October 2022 (**Application Document 6.14 Environmental Scoping Report 2022**) and a Scoping Opinion (Planning Inspectorate, 2022) was received from PINS, on behalf of the SoS on 1 December 2022 (**Application Document 6.15 Scoping Opinion 2022**).Table 7.5 sets out the comments raised in the Scoping Opinion and how these have been addressed in this ES. The Scoping Opinion takes account of

responses from prescribed consultees as appropriate. **Application Document 6.3.1.6.A Appendix 1.6.A Response to Scoping Opinion** provides responses to the comments made by the prescribed consultees at scoping stage and how each comment has been considered.

Table 7.5 Comments raised in the Scoping Opinion

ID	Inspectorate's comments	Response
4.7.1	*Traffic and Transport effects – operational and maintenance phase* The Applicant proposes to scope out transport effects on roads and users associated with the operational phase and maintenance activities on the basis that vehicle movements associated with the operation of the site and maintenance requirements are anticipated to be infrequent and low. The Inspectorate agrees that on this basis, this matter can be scoped out from further assessment. The ES should provide a description of the likely number and type of vehicles required during all phases of development to support this conclusion.	Noted, traffic and transport effects associated with the operational and maintenance phase are scoped out of the assessment. Details of the likely number and type of vehicles required during the operational and maintenance phase of the development are provided in Section 7.9. In summary, this is likely to include up to four daily car/Light Goods Vehicle (LGV) trips associated with two staff members who will be on-site or on-call at all times for the proposed Minster Converter Station. In addition, there will be monthly substation inspections and annual maintenance visits for Minster Substation and Minster Converter Station and overhead HVAC connection, which would be carried out using LGVs and potentially HGVs on rare occasions where equipment needs to be replaced.
4.7.2	*Hazardous loads – operational and maintenance phase* The Applicant proposes to scope out impacts from hazardous and dangerous loads during the operational and maintenance phase on the basis that few hazardous loads are anticipated. The Inspectorate agrees to scope this matter out but would expect the ES to provide a reasoned justification as to why such loads are likely to be infrequent during the operation and maintenance phase.	Noted, hazardous loads during the operational and maintenance phase are scoped out of the assessment, as HGVs (including any hazardous/large loads) are expected to rarely access the site during this phase (see Section 7.4).
4.7.3	*Driver delay on PRoW and National/regional walking and cycling routes – construction and decommissioning*	Noted, this is scoped out of the assessment.

ID	Inspectorate's comments	Response
	The Inspectorate agrees to scope this matter out on the basis that PRoW and national and regional walking and cycling routes are not utilised by drivers limiting the impact pathway.	
4.7.4	*Decline in road safety on PRoW and national/regional walking and cycling routes – construction and decommissioning* The Inspectorate agrees to scope this matter out on the basis that PRoW and national and regional walking and cycling routes are not utilised by drivers limiting the impact pathway.	Noted, this is scoped out of the assessment.
4.7.5	*Additional hazardous loads on PRoW and national/regional walking and cycling routes – construction and decommissioning* The Inspectorate agrees to scope this matter out on the basis that PRoW and national and regional walking and cycling routes are not utilised by drivers limiting the impact pathway.	Noted, this is scoped out of the assessment.
4.7.6	*PRoW diversions or closures on road links, road junctions and national/regional walking and cycling routes – construction and decommissioning* The Inspectorate agrees that significant effects on road links, road junctions and national/regional walking and cycling routes as a result of closures or diversions of PRoW during construction and decommissioning are unlikely and this matter can be scoped out.	Noted, this is scoped out of the assessment (note that an assessment of PRoW diversions and closures on PRoW receptors during construction and decommissioning is scoped in).
4.7.7	*Study area* Whilst it is acknowledged that the study area is yet to be confirmed, this should be informed by the extent of the affected road network.	Noted. The study area reflects the extent of the affected road network and has been agreed with KCC Highways.

7.3.2 Following the feedback received in the Scoping Opinion, a transport scoping meeting was held with KCC Highways on 12 April 2023 to provide the local highway authority with a project update and to agree the scope of the Traffic and Transport chapter and the approach to the supporting deliverables. The meeting minutes are provided in **Application Document 6.3.3.7.B Appendix 3.7.B Traffic and Transport Thematic Meeting Minutes**.

7.3.3 In terms of feedback received from National Highways at the time of the Scoping Opinion, the following comment was made with respect to the Kent Onshore Scheme:

"We appreciate the scheme is at an early stage of design and construction is some way off. We will need to agree how and where cables cross our network, you will also need to assess construction traffic impact upon the network and if necessary, mitigate, at this

stage it is difficult to comment other than in broad principals as it will depend on where, when and how much traffic is generated by the construction activity."

7.3.4 Further to the above, National Highways is interested in the potential impacts of the Proposed Project on the Strategic Road Network (SRN) during the construction phase. The potential for the Kent Onshore Scheme to impact the SRN is reviewed within **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**. This demonstrates that the Kent Onshore Scheme is not expected to result in any impacts on the SRN during the construction or operational period. For context, the two nearest SRN junctions are the M2 Junction 7 with the A2 (circa 35 km to the east of the Order Limits) and the junction between the A2 and A256 in Dover (circa 23 km to the south of the Order Limits). No instances of cables crossing the SRN are proposed, and no accesses will be provided from/on the SRN.

Statutory Consultation

7.3.5 Statutory Consultation for the Proposed Project took place between 24 October and 18 December 2023. A further Targeted Consultation exercise, focussing on the main changes to the Proposed Project introduced after the 2023 statutory consultation, was undertaken between 8 July and 11 August 2024. In addition, a project update and a local engagement exercise took place between 22 November 2024 and 12 January 2025, focusing on design amendments made following Targeted Consultation. A summary of relevant feedback received during consultation relating to traffic and transport is provided below. Further details about how consultation responses have informed the are provided in **Application Document 5.1 Consultation Report** and **Application Document 5.1.9 Appendix H Summary 2023 Response**.

7.3.6 A summary of the feedback received from KCC is as follows:

- Confirmation of details regarding principal access to the site was requested. Section 7.9 of this chapter includes details on the use of the access proposals and forecast movements along the associated routes. **Application Document 7.5.1.2 Outline CTMTP – Kent** provides further details of construction routing, vehicle types and any constraints along these routes.
- A concern has been raised regarding working hours including Sundays and bank holidays. Further details of Sunday/bank holiday working arrangements and the matter of assessment for working hours is set out within Section 7.9 of this chapter. **Application Document 7.5.1.2 Outline CTMTP – Kent** also provides further details on any restrictions to be imposed to works on Sundays/bank holidays.
- An assessment of the new construction compound on Sandwich Road (introduced as part of the design amendments following Targeted Consultation) was requested, including in terms of vehicle routing and additional trips on this part of the highway network. The additional construction vehicle trips associated with the new construction compound on Sandwich Road have been assessed within Section 7.9 of this chapter.
- Further information has been requested on how each of the accesses will be used, including secondary routes. These details are set out within Section 7.9 of this chapter, as well as within **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note** and **Application Document 7.5.1.2 Outline CTMTP – Kent**.

- In terms of Abnormal and Indivisible Loads (AIL), there will be a requirement to implement temporary traffic management and to engage with the highway authority. This is acknowledged within **Application Document 7.5.1.2 Outline CTMTP – Kent** where further details are provided.
- In terms of PRoW and open access, it has been requested that potential impacts are considered at crossing points and that sufficient land is provided to offset impacts within the Order Limits, including to accommodate any proposed diversions so that access can be retained to transport links. This is considered within **Application Document 7.5.9.2 Outline PRoWMP – Kent**, where PRoW diversions will be provided where necessary, within the Order Limits, to bypass any proposed closures and to retain access. Measures will be implemented at PRoW crossing points, to allow safe crossings of construction tracks for PRoW users.
- A concern has been raised regarding cumulative traffic impacts. These are considered within Section 7.7 of this chapter and assessed within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. This has been based on **Application Document 6.4.3.13.1 Kent Onshore Scheme Short List Developments**, which includes more than 25 developments including Manston Airport and a number of residential and mixed-use development proposals. Further details on the schemes included as part of the cumulative assessment are also provided within **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**.

7.3.7 National Highways also provided comments regarding the Kent Onshore Scheme on 12 December 2023 which was followed by further written feedback on 21 October 2024 to agree an approach with respect to the items raised. Details of these comments and how these have been both agreed with National Highways and subsequently addressed are set out within **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**.

7.3.8 The proposed assessment methodology set out in Section 7.4 has continued to be developed through discussions with the with the local highway authorities.

Further Engagement

7.3.9 A total of three further transport thematic meetings were held with KCC, TDC and DDC following statutory consultation, as part of further stakeholder engagement specific to this ES chapter. The meeting minutes associated with these meetings are held in **Application Document 6.3.3.7.B Appendix 3.7.B Traffic and Transport Thematic Meeting Minutes**. A summary of the topics covered is set out below.

7.3.10 In April 2024, a meeting was held with KCC, TDC and DDC to cover a project update, statutory consultation feedback, the deliverables to be produced as part of the DCO submission and an overview of the liaison trackers which are to become Statements of Common Ground.

7.3.11 In May 2024, a meeting was held with KCC, TDC and DDC to cover PRoW, the proposed scope of the Outline PRoWMP and the feedback previously received from KCC, TDC and DDC on PRoW as part of the statutory consultation.

7.3.12 In July 2024, a meeting was held with KCC, TDC and DDC to review the proposed design changes to the Kent Onshore Scheme as part of the targeted consultation

between 8 July and 11 August 2024, including the potential implications to the traffic and transport assessment including PRoW.

7.3.13 Further consultation was held with National Highways, as recorded by email on 21 October 2024 to agree the approach for addressing their comments as detailed within **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**.

Summary of Scope of Assessment

7.3.14 This section details what aspects have been scoped in and scoped out of the assessment through the scoping process and consultation with stakeholders.

Aspects scoped into the assessment

7.3.15 The scope of this assessment covers temporary impacts relating to traffic and transport during the construction and decommissioning stages of the Proposed Project.

7.3.16 In accordance with the 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement (Institute of Environmental Management and Assessment, 2023), the following criteria have been considered in this assessment:

- Severance of communities;
- Pedestrian delay (incorporating delay to all non-motorised users);
- Non-motorised user amenity;
- Fear and intimidation on and by road users;
- Road vehicle driver and passenger delay;
- Road user and pedestrian safety; and
- Hazardous/large loads.

7.3.17 In addition, the following criterion has been considered in this assessment for the construction and decommissioning stages of the Proposed Project:

- PRoW diversions and closures (both temporary and permanent effects).

Aspects scoped out of the assessment

7.3.18 As identified in Table 7.5, traffic and transport effects associated with the operational and maintenance phase are scoped out of the assessment on the basis that:

- Vehicle movements associated with the operation of the site and maintenance requirements are anticipated to be infrequent and low; and
- Any PRoW diversions required during the construction phase will be removed with the original PRoW reinstated i.e. no PRoW are proposed to be permanently stopped up as a result of the Kent Onshore Scheme.

7.3.19 In addition, an assessment of the railway network has been scoped out from this Traffic and Transport chapter given that:

- Trenchless methods will be employed when installing cables to avoid any potential impacts on the railway (both London-Dover and London-Ramsgate lines); and

- The use of any existing level crossings by construction vehicles, including the existing level crossing located approximately 900 m southeast of Minster station, will be managed to ensure rail and road user safety.

7.4 Approach and Methodology

7.4.1 **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology** sets out the overarching approach which has been used in developing the ES. This section describes the technical methods used to determine the baseline conditions, the sensitivity of the receptors and the magnitude of effects and sets out the significance criteria that have been used for the traffic and transport assessment.

Guidance Specific to the Traffic and Transport Assessment

7.4.2 The traffic and transport assessment has been carried out in accordance with the following good practice guidance documents:

- Government's National Planning Practice Guidance; Travel Plans, Transport Assessments and Statements (Department for Levelling Up, Housing and Communities and Ministry of Housing, 2014); and
- The Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Traffic and Movement (Institute of Environmental Management and Assessment, 2023), which provides guidance on examining the environmental impacts of developments in terms of traffic and transportation.

Baseline Data Gathering and Forecasting Methods

7.4.3 The traffic and transport baseline environment conditions described in Section 7.7 have been informed by the following data sources and site surveys:

- Baseline traffic data for the surrounding highway network, based on Automatic Traffic Counts (ATCs) and Manual Classified Counts (MCCs) carried out in January 2024 (see **Application Document 6.4.3.7.5 Traffic Count Locations** for the locations of these counts).
- Traffic growth calculated using National Road Traffic Forecast (NRTF) growth factors, with National Transport Model (NTM) adjustments applied within the Trip Ends Model Program (TEMPro) Version 8.1 (Department for Transport, 2023) utilising National Trip Ends Model (NTEM) dataset v8.0.
- Personal Injury Accident (PIA) data from KCC (Kent County Council, 2023)for the most recently available five-year period and covering the agreed study area, shown on **Application Document 6.4.3.7.1 Traffic and Transport Study Area in Kent**.
- Collision rates calculated from the Department for Transport's (DfT's) reported road collisions, vehicles and casualties tables for Great Britain (Department for Transport, 2024).
- Ordnance Survey (OS) Base Mapping, to ascertain an accurate geographical representation of the areas in the vicinity of the Proposed Project.
- Local travel and network information gathered from various online sources including local public transport operators and KCC's PRoW map for details on PRoW and promoted recreational routes (Kent County Council, 2024).

- For cumulative schemes, planning application documents on the PINS Examination Library (e.g. for Nationally Significant Infrastructure Projects) or the planning register for the relevant local planning authority (e.g. TDC or DDC) have informed **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. Further details of the schemes and documents reviewed are set out within **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**.
- The construction staff distribution (see **Application Document 6.3.3.7.E Appendix 3.7.E Construction Worker Trip Distribution**) has been informed by 2021 Census data (TS060 – Industry dataset) (Office for National Statistics, 2021) based on the number of existing residents who live within a 60-minute catchment of the site and work within the construction industry. Whilst it is acknowledged that the dataset was collected during the COVID-19 pandemic, this represents the latest information currently available (as opposed to using information from the 2011 Census) and is considered to be appropriate for identifying the districts where construction workers live rather than to estimate travel patterns.
- Route planning software, such as Google Maps (Google, 2024), used to inform the review of the most direct and functional routes to the Proposed Project (in combination with the above).

7.4.4 It should be noted that no surveys of PRoW have been carried out as the proposed management and mitigation relating to PRoW as set out within **Application Document 7.5.9.2 Outline PRoWMP – Kent** will be put in place irrespective of existing usage levels, to retain safe PRoW access for all users. The proposed scope of **Application Document 7.5.9.2 Outline PRoWMP – Kent** was also reviewed during the meeting held with KCC, TDC and DDC in May 2024 which did not include a requirement to carry out any PRoW surveys.

Assessment Criteria

7.4.5 The assessment criteria for traffic and transport are previously identified in Section 7.3 and are in accordance with the 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement (Institute of Environmental Management and Assessment, 2023).

7.4.6 The 2023 IEMA guidelines set out two ‘rules of thumb’ in identifying potential links for analysis:

- Rule 1: include highway links where traffic flows will increase by more than 30% (or the number of HGVs will increase by more than 30%); and
- Rule 2: include any other specifically sensitive areas (e.g. accident black spots, conservation areas, hospitals, links with high pedestrian flows etc.) where traffic flows have increased by 10% or more.

7.4.7 The above has been used as a starting point for the assessments and further details of the adopted criteria (which vary depending on the type of assessment) are set out further below in Table 7.11, Table 7.12 and Table 7.13. It should also be noted that a negligible magnitude of change has been assigned where there is expected to be fewer than 30 additional vehicle trips per hour during each of the assessment periods as a

result of the Kent Onshore Scheme, irrespective of the proportional increase in traffic flows.

7.4.8 Notwithstanding the above, the exact criteria varies by assessment type (see Table 7.11, Table 7.12 and Table 7.13 further below) and the assessment of Hazardous/Large Loads considers the likelihood of road links and junctions being used by Abnormal Indivisible Loads (AILs) or Hazardous Loads without reference to percentage increases.

7.4.9 In addition to the above, potential transport-related effects have also been considered by other topics, including the following examples:

- Potential effects of construction traffic on sites of ecological and nature conservation value are considered in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**;
- Potential effects of construction traffic on air quality are considered in **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality**;
- Potential effects of construction traffic on noise and vibration are considered in **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**;
- Potential effects of construction traffic on tourists, visitor attractions and other businesses are considered in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism**; and
- Potential effects of any PRoW closures/diversions on the amenity of PRoW are considered in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism**.

7.4.10 The type of traffic which is anticipated to be generated by the Kent Onshore Scheme has been categorised as follows: primarily general traffic, LGVs, HGVs, and AILs. The vehicle routing and movements associated with the Proposed Project's construction have been considered and discussed through consultation with KCC, TDC, and DDC.

7.4.11 The road link and road junction receptors which may be impacted have been identified based on the locations and volumes of the proposed construction traffic i.e. the forecast increase in vehicle movements. This has been completed by identifying the percentage increases in vehicular activity along the identified construction routes when compared to baseline traffic count data (factored up to the future baseline year of 2030 which represents the peak period of construction for the Kent Onshore Scheme based on total annual forecast construction traffic movements) for road links and junctions within the traffic and transport study area.

7.4.12 The walking and cycling route receptors (including PRoW) have been identified based on the locations where these pass through the Order Limits and may experience interactions with the Proposed Project.

7.4.13 Typically, when assessing the impacts of traffic effects, there are a range of particular groups and locations which may be sensitive to changes in traffic conditions compliant with the criteria previously outlined. These are outlined in the 2023 IEMA Guidance (Institute of Environmental Management and Assessment, 2023) as 'Affected Parties', as follows:

- People at home;
- People at work;

- Sensitive and/or vulnerable groups (including young age, older age, income, health status, social disadvantage and access and geographic factors);
- Locations with concentrations of vulnerable users (e.g. hospitals, places of worship and schools);
- Retail areas;
- Recreational areas;
- Tourist attractions;
- Collisions clusters and routes with road safety concerns; and
- Junctions and highway links at (or over) capacity.

7.4.14 As a general rule, the forecast changes to baseline (magnitude of change), the relative value/sensitivity/importance of the affected receptor and the scale, nature and significance of the effect (consequence) should be considered. In addition, the anticipated effect should be classified as short-term, medium-term or long-term, as well as permanent or temporary.

7.4.15 To calculate the trip distribution of workers travelling to and from the proposed construction compounds each day, a simple gravity model has been developed based on 2021 Census data (representing the latest information currently available) for construction workers living within a 60-minute catchment area of the site. In view of the COVID-19 pandemic, this dataset has only been used to identify the districts where construction workers live rather than to estimate travel patterns.

7.4.16 Assessments have been undertaken for the peak period of construction (as agreed with KCC), which is 2030 for the Kent Onshore Scheme based on total annual forecast construction traffic movements, although daily access peaks have also been considered for alternative years where necessary to provide a robust assessment. Construction traffic associated with the Kent Onshore Scheme has been distributed onto the local highway network to calculate the resultant percentage increases on each link and junction. The assessments include the weekday peak hours, as well as Saturday lunchtime (12pm-1pm), 12-hour weekday and 24-hour average day periods.

7.4.17 Baseline traffic flows have been factored up to the identified peak year of construction (2030) by adopting growth factors derived from TEMPro v8.1 (Department for Transport, 2023) utilising NTEM dataset v8.0 for the relevant areas impacted by the Kent Onshore Scheme. Meanwhile, the peak construction traffic flows have been derived by analysing construction traffic data and construction programmes provided by Design Engineers.

Sensitivity of traffic receptors

7.4.18 The general criteria for defining the importance or sensitivity of receptors are set out in Table 7.6, which applies to the assessments of Severance, Pedestrian Delay, Non-Motorised User Amenity and Fear & Intimidation. Key factors influencing this include:

- the value of the receptor or resource based upon empirical and/or intrinsic factors, for example considering any legal or policy protection afforded which is indicative of the receptor or resources' value internationally, nationally, or locally; and
- the sensitivity of the receptor or resource to change, for example is the receptor likely to acclimatise to the change. This will consider legal and policy thresholds which are indicative of the ability of the resources to absorb change.

Table 7.6 Categorising the overall sensitivity of receptors (Severance, Pedestrian Delay, Non-Motorised User Amenity, and Fear and Intimidation)

Receptor sensitivity	Receptor examples
Very High	**Road links and junctions**: More than two sensitive uses present (e.g. schools, play areas, care/retirement homes, hospitals, places of worship, historic buildings) and/or a primarily residential street with properties on both sides of the carriageway **Walk/cycle links including PRoW**: Heavily trafficked highway with on-road pedestrian/cycle route
High	**Road links and junctions**: Two sensitive uses present (e.g. schools, play areas, care/retirement homes, hospitals, places of worship, historic buildings) and/or a large number of residential properties present **Walk/cycle links including PRoW**: Lightly trafficked highway with on-road pedestrian/cycle route
Medium	**Road links and junctions** (at least one of the following): - One sensitive use present (e.g. school, play area, care/retirement home, hospital, place of worship, historic building) - Many residential properties with direct frontage to highway link being used as construction route - Pedestrians using footways, PRoW and/or crossings on highway link - Cyclists using on-road designated cycle routes along highway link **Walk/cycle links including PRoW**: Heavily trafficked highway with off-road pedestrian/cycle route
Low	**Road links and junctions** (at least one of the following): - Few residential properties with direct frontage to the highway link being used as a construction traffic route - Workplaces with direct frontage to highway link being used as construction route - Cyclists using off-road designated cycle routes along highway link **Walk/cycle links including PRoW**: Lightly trafficked highway with off-road pedestrian/cycle route
Negligible	**Road links and junctions**: No receptors along link **Walk/cycle links including PRoW**: Pedestrian/cycle route not running alongside highway

7.4.19 The general criteria for defining the importance or sensitivity of road link and road junction receptors for the assessment of Driver Delay are set out in Table 7.7. This has been determined based on the queue length data provided in the baseline traffic data that was collected to inform this ES chapter (see Section 7.7 for further details).

Table 7.7 Categorising the overall sensitivity of receptors (Driver Delay)

Receptor sensitivity	Receptor examples
Very High	**Road junctions**: High queuing (10+ vehicles) on 3+ arms of the junction during the weekday peak hours. For example, a busy roundabout or signalised junction within a built-up area. **Road links**: Not applicable (captured by assessment of road junctions where applicable).
High	**Road junctions**: High queuing (10+ vehicles) on 1-2 arms of the junction OR moderate queuing (5-9 vehicles) on 3+ arms of the junction during the weekday peak hours. For example, a busy roundabout or signalised junction outside of a built-up area. **Road links**: High queuing (10+ vehicles) on this link, on the approach to junction(s) within the study area.
Medium	**Road junctions**: Moderate queuing (5-9 vehicles) on 1-2 arms of the junction OR low queuing (3-4 vehicles) on 3+ arms of the junction. For example, a roundabout or signalised junction outside of a built-up area or a busy priority junction within a built-up area. **Road links**: Moderate queuing (5-9 vehicles) on this link, on the approach to junction(s) within the study area.
Low	**Road junctions**: Low queuing (3-4 vehicles) on 1-2 arms of the junction. For example, a priority junction outside of a built-up area. **Road links**: Low queuing (3-4 vehicles) on this link, on the approach to junction(s) within the study area.
Negligible	**Road junctions**: Very low queuing (0-2 vehicles) on all arms of the junction. For example, a lightly trafficked priority junction. **Road links**: Very low queuing (0-2 vehicles) on this link, on the approach to junction(s) within the study area.

7.4.20 The general criteria for defining the importance or sensitivity of road link and road junction receptors for the assessment of Road Safety are set out in Table 7.8. The collision rate for road links has also been calculated and compared with national road safety statistics provided within Road Casualties for Great Britain (Department for Transport, 2024) to determine an appropriate receptor sensitivity level. These criteria have been determined based on the full Personal Injury Accident (PIA) data that was provided by KCC for the most recently available five-year period (see Section 7.7 for further details).

Table 7.8 Categorising the overall sensitivity of receptors (Road Safety)

Receptor sensitivity	Receptor examples
Very High	Road links and road junctions: 10+ collisions in five years, or more than four serious or two fatal collisions in five years
High	Road links and road junctions: 7-9 collisions (with up to four serious collisions and/or one fatal collision) in five years
Medium	Road links and road junctions: 5-6 collisions (with up to two serious collisions and/or one fatal collision) in five years
Low	Road links and road junctions: 3-4 collisions in five years (with up to one serious collision and no fatal collisions) in five years
Negligible	Road links and road junctions: Fewer than three collisions (with no serious or fatal collisions) in five years

7.4.21 The general criteria for defining the importance or sensitivity of road link and road junction receptors for the assessment of Hazardous/Large Loads are set out in Table 7.9 based on the same full PIA data provided by KCC.

Table 7.9 Categorising the overall sensitivity of receptors (Hazardous/Large Loads)

Receptor sensitivity	Receptor examples
Very High	Road links and road junctions: More than five collisions classified as serious or fatal (or more than two collisions) involving a large vehicle* in five years
High	Road links and road junctions: 4-5 collisions classified as serious or fatal (or two fatal collisions) involving a large vehicle* in five years
Medium	Road links and road junctions: 2-3 collisions classified as serious or fatal (or one fatal collision) involving a large vehicle* in five years
Low	Road links and road junctions: One serious collision involving a large vehicle* in five years
Negligible	Road links and road junctions: No serious or fatal collisions involving a large vehicle* in five years

*for the purposes of identifying baseline sensitivity levels above, large vehicles include goods vehicles (3.5 tonnes or greater), buses, coaches, Public Service Vehicles (PSVs) and agricultural vehicles

7.4.22 The general criteria for defining the importance or sensitivity of PRoW receptors for the assessment of PRoW Diversions and Closures are set out in Table 7.10.

Table 7.10 Categorising the overall sensitivity of receptors (PRoW Diversions and Closures)

Receptor sensitivity	Receptor examples
Very High	Main route of excellent quality expected to be well used, with no alternative route(s) of equivalent quality available
High	Main route of good quality, expected to be fairly well used, with no alternative route(s) available
Medium	Main route of good quality, expected to be fairly well used, with alternative route(s) available OR a minor route of mixed quality, expected to be lightly used, with no alternative route(s) available
Low	Minor route of mixed quality, expected to be lightly used, with alternative route(s) available
Negligible	Poor quality route which appears to be inaccessible, out of use, or rarely used

7.4.23 The levels of sensitivity which have been attributed to the receptors identified in Section 7.6 based on the information presented above are summarised in Section 7.7 and within **Application Document 6.3.3.7.C Appendix 3.7.C Receptor Sensitivity Levels**.

Magnitude of traffic effects

7.4.24 As identified within the 2023 IEMA guidelines (Institute of Environmental Management and Assessment, 2023), the magnitude of each impact represents the level of change from the baseline conditions.

7.4.25 This assessment considers a range of potential effects that could be experienced during the construction stage of the Kent Onshore Scheme and this section identifies how magnitude has been considered for each.

7.4.26 **Severance** is defined in the 2023 IEMA guidelines as the *"perceived division that can occur within a community when it becomes separated by major traffic infrastructure. The term is used to describe a complex series of factors that separate people from places and other people. Severance may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by infrastructure"*. The guidelines state that changes in traffic flow of 30%, 60% and 90% are regarded as producing 'slight', 'moderate' and 'substantial' changes in severance respectively. However, caution should be observed when applying these thresholds to very low baseline flows which

are unlikely to experience severance impacts even with high percentage changes in traffic.

7.4.27 **Pedestrian Delay** (incorporating delay to all non-motorised users) is considered to be affected by the changes in volume, composition or speed of traffic, in terms of their respective impacts on the ability of pedestrians to crossroads. The assessment of pedestrian delay serves as a proxy for the delay that other modes of non-motorised users may experience when crossing roads. In general, increases in traffic levels and/or traffic speeds are likely to lead to greater increases in pedestrian delay.

7.4.28 **Non-Motorised User Amenity** is broadly defined as *"the relative pleasantness of a journey, and is considered to be affected by traffic flow, traffic composition and pavement width/separation from traffic"*. The guidance suggests that a tentative threshold for judging the significance of changes in non-motorised user amenity would be where the traffic flow (or HGV component) is halved or doubled.

7.4.29 **Fear and Intimidation** occurs through a combination of traffic flow, speed, proportion of HGVs and the proximity of traffic to people. These indicators are often heightened by a perceived lack of protection or buffers from the highway or through narrow or non-existent footways. The assessment considers each road on a case-by-case basis, however there are thresholds provided in the 2023 IEMA guidelines which are presented in Table 7.12.

7.4.30 **Driver Delay** is an effect cited in the 2023 IEMA guidance and relates to incremental increases in traffic (as outlined in Table 7.11). However, traffic delays are only likely to be significant when the traffic on the network surrounding the development is already at, or close to, the capacity of the system. As a further consideration, where any temporary road closures or traffic management is likely to be in place to enable the construction of the Kent Onshore Scheme, any additional potential delay caused by these resultant diversion routes has been reported.

7.4.31 **Road Safety** considers Personal Injury Accident (PIA) data obtained for the most recent five-year period available at junctions and links along the proposed construction traffic routes. The sensitivity of discrete areas of the highway network can then be determined following a detailed review of the baseline characteristics including the collision rate and any collision clusters. This has been used to assess whether the additional traffic during construction of the Kent Onshore Scheme would be likely to have a detrimental effect on road safety.

7.4.32 With regard to **Hazardous/Large Loads**, the guidance states that the transportation of dangerous or hazardous loads by road should be recognised including specialist loads that might be involved in the construction or decommissioning phases of the development. Where the number of movements is considered to be significant, risk or catastrophe analysis should be carried out to illustrate the potential for an accident and the likely effect of such an effect. Appropriate routes for abnormal load movements should be considered, with mitigation strategies to secure safe passage. Vehicles transporting gas and oil during the Proposed Project would be categorised as Hazardous Loads. There will also be the requirement for abnormal loads which are categorised as Large Loads. The assessment of HGVs has been informed by the equivalent assessment of Road Safety based on the forecast increase in HGVs.

7.4.33 In view of the above, the impacts of Hazardous/Large Loads have been considered, in the form of a qualitative risk assessment to establish the likelihood and extent of such effects. The projected impacts of the Kent Onshore Scheme will be measured separately, dependent upon the receptor, for the construction and decommissioning

periods. **Application Document 7.5.1.2 Outline CTMTP – Kent** includes details of measures that will be employed to ensure the safe vehicular transport of components to and from the Kent Onshore Scheme.

7.4.34 Table 7.11, Table 7.12 and Table 7.13 summarise the criteria that have been used to assess the magnitude of effect (based on increases i.e. 'adverse' effects), along with the thresholds that have been used to determine whether effects are considered large, medium, small or negligible. The various thresholds identified for the proportional increases in traffic flow relate to weekday peak hour flows, Saturday lunchtime flows and daily flows (whichever is highest). Within these tables, neither the sensitivity of receptors, nor the duration of effects, is taken into consideration. These tables are formed using 2023 IEMA Guidelines and professional experience.

7.4.35 In terms of magnitude of change for road links and junctions, a negligible magnitude of change has been assigned where there is expected to be fewer than 30 additional vehicle trips per hour during each of the assessment periods as a result of the Kent Onshore Scheme, irrespective of the proportional increase in traffic flows.

7.4.36 Furthermore, caution has been observed when applying the thresholds to road links or road junctions with very low baseline flows, given that these are unlikely to experience impacts even with high percentage changes in traffic. In consideration of this, the level of magnitude has been downgraded by a single category (from Large to Medium, or from Medium to Small) where the baseline traffic flow falls below a certain level. Thresholds adopted are 100 movements (i.e. fewer than two vehicles per minute) in the assessed one-hour period, or below an average of 50 movements per hour (i.e. fewer than one vehicle per minute) when reviewing the 12-hour weekday and 24-hour average day periods. This has been based on total movements where the total percentage change initially results in a High or Medium magnitude, and/or HGV movements where the same applies based on the HGV percentage change.

7.4.37 The level of magnitude also considers the following:

- For the peak hour and Saturday lunchtime assessments, where a 'Large' or 'Medium' magnitude has initially been identified based on the assessment criteria, this has been downgraded by a single category when total traffic levels including construction traffic for the relevant receptor fall below baseline levels (without construction traffic) at other times of the day i.e. higher traffic levels are already experienced on the network without the Proposed Project (so the impact as a result of the Proposed Project is expected to be lower); and
- For the 12-hour and 24-hour weekday assessments, where a 'Large' or 'Medium' magnitude has initially been identified based on the assessment criteria, this has been downgraded by a single category when total traffic levels including construction traffic for the relevant receptor fall more than 50% below maximum levels elsewhere on the network i.e. total traffic flows are well within levels accommodated elsewhere on the network and the impact as a result of the Proposed Project is expected to be lower.

Table 7.11 Categorising the overall magnitude of effect of a road link and junction

Impact	Negligible	Small	Medium	Large
Severance	Increase in total traffic flows of under 30% (or increase in HGV flows under 10%).	Increase in total traffic flows of 30-59% (or increase in HGV flows of between 10%-39%).	Increase in total traffic flows of 60%-89% (or increase in HGV flows between 40%-89%).	Increase in total traffic flows or HGV flows of 90% and above.
Pedestrian Delay	The severity of the impact will be determined based on the thresholds identified above for severance.			
Non-Motorised User Amenity	Increase in total traffic flows of under 50%.	Increase in total traffic flows of 50-69%.	Increase in total traffic flows of 70%-99%.	Increase in total traffic flows of 100% or above.
Fear and Intimidation	No change in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds (see Table 7.12 below).	One step change in overall level (see Table 7.12 below), but with <400 daily vehicle increase or <500 daily HGV increase.	One step change in overall level (see Table 7.12 below), but with >400 daily vehicle increase or >500 daily HGV increase.	Two step changes in overall level based on the degree of hazard scores for daily traffic flows, HGV flows and vehicle speeds (see Table 7.12 below).
Driver Delay	Increase in total traffic flow of under 30%.	Increase in total traffic flow of between 30% and 59%.	Increase in total traffic flow of between 60% and 89%.	Increase in traffic flow of 90% and above.
Road Safety	Increase in total traffic flows of under 30% (or increase in HGV flows of under 10%).	All links estimated to experience increases in total traffic flows of at least 30% or increases in HGV flows of at least 10% are analysed further on a case-by-case basis.		
Hazardous/Large Loads	Based on the probability of a personal injury accident, categorised as fatal or serious, involving a hazardous/large load, occurring.			

7.4.38 Further details relating to fear and intimidation, in terms of calculating magnitude of impact based on the 2023 IEMA guidelines, are provided in Table 7.12 below.

Table 7.12 Categorising the overall magnitude for Fear and Intimidation

Criteria	Degree of hazard (score)			
	Small	Moderate	Great	Extreme
A) Average Hourly Traffic Flow	<600 (0)	600-1,200 (10)	1,200-1,800 (20)	>1,800 (30)
B) Daily HGV Flow	<1,000 (0)	1,000-2,000 (10)	2,000-3,000 (20)	>3,000 (30)
C) Average Speed	<20mph (0)	20-30mph (10)	30-40mph (20)	>40mph (30)
Total Score (A+B+C)	0-20	21-40	41-70	71+

7.4.39 Magnitude of change with respect to Severance and Pedestrian Delay across PRoW receptors and national/regional walking and cycling routes has been categorised as follows based on professional judgement and experience:

- Negligible:
  - Closures/diversions: None required, or temporary (short-term, one to five days) closures are only required to install safety measures to retain PRoW access throughout construction; and/or
  - Haul road management/crossing points: No interactions with proposed haul road/construction vehicles or management only required for a temporary (short-term) duration of up to four weeks. Up to one haul road crossing point required to retain PRoW access.
- Small:
  - Closures/diversions: Temporary (short-term, one to four weeks) localised closures/diversions are required; and/or
  - Haul road management/crossing points: Proposed haul road/construction vehicles or management required for a temporary (long-term, more than four weeks in any 12-month period) duration. Several haul road crossing points required to retain PRoW access.
- Medium:
  - Closures/diversions: Temporary (long-term, more than four weeks in any 12-month period) or permanent closures/diversions are required, with an increase in journey length of less than 400m.
- Large:
  - Closures/diversions: A closure without a diversion route for more than five days, or temporary (long-term, more than four weeks in any 12-month period) or permanent closures/diversions are required, with an increase in journey length of more than 400m.

7.4.40 Magnitude of change with respect to Non-Motorised User Amenity and Fear & Intimidation across PRoW receptors and national/regional walking and cycling routes has been categorised as follows based on professional judgement and experience:

- Negligible: No interactions with proposed haul road/construction vehicles or management only required for an already trafficked PRoW e.g. a Byway Open to All Traffic (BOAT) for a temporary (short-term) duration of up to four weeks
- Small: Non-trafficked PRoW (e.g. public footway or bridleway) to be used by limited construction vehicles with management/banksmen to avoid any interactions for a temporary period, although not required throughout the entire construction period
- Medium: PRoW to interact with construction vehicles at haul road crossing points only (to be managed), otherwise to be physically separated. Trafficked PRoW (e.g. BOAT) to be used by limited construction vehicles with management/banksmen to avoid any interactions for a temporary (long-term) period of more than four weeks in any 12-month period (however, not required throughout the entire construction period)
- Large: PRoW to be used by construction vehicles throughout the construction period with management/banksmen.

7.4.41 PRoW Diversions and Closures have been considered on the basis of the type of impact i.e. whether a temporary or permanent PRoW closure or diversion is proposed, and how long any potential disruption to an existing route would therefore occur for. The assessment considers the indicative thresholds presented in Table 7.13 further below which have been derived based on professional judgement and experience.

Table 7.13 Categorising the overall magnitude of effect of a PRoW diversion and/or closure

Impact	Description
Large	A closure without a diversion route for more than five days, or temporary (long-term, more than four weeks in any 12-month period) or permanent closures/diversions are required, with an increase in journey length of more than 400 m.
Medium	Temporary (long-term, more than four weeks in any 12-month period) or permanent closures/diversions are required, with an increase in journey length of less than 400 m.
Small	Temporary (short-term, one to four weeks) localised closures/diversions are only required.
Negligible	No closures/diversions required, or temporary (short-term, one to five days) closures are only required to install safety measures to retain PRoW access throughout construction.

7.4.42 Table 7.11, Table 7.12, and Table 7.13 above set out the proposed magnitude thresholds for the respective environmental effects that are considered in this assessment. Except for PRoW and national/regional walking and cycling routes, all

effects have a proposed magnitude that does not, initially, consider the duration over which an effect is likely to be experienced.

7.4.43 As identified within the 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement (Institute of Environmental Management and Assessment, 2023), duration (long, medium or short term) and permanence (permanent or temporary) should be considered when assessing the overall significance of residual effects.

7.4.44 All of the traffic and transport effects associated with the construction and decommissioning of the Kent Onshore Scheme would be temporary effects. Some temporary effects would be likely to last longer than others and these have therefore been reported where necessary. Following the quantitative assessment, effects have been reported by taking into account professional experience on the duration over which these effects are likely to be experienced.

Significance of effects

7.4.45 As set out in **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**, the general approach taken to determining the significance of effect in this assessment is assigning significance values (Major, Moderate, Minor and Negligible).

7.4.46 The significance of effect is determined through consideration of two elements; the magnitude of the impact and the sensitivity of the receptor as outlined above. Table 7.14 below shows the matrix that has been used to determine the effect category. Effects which are classified as major or moderate are considered to be significant (shown in bold). Where more than one level of effect is shown in one cell of the matrix, professional judgement (applying a greater weighting to magnitude of effect and to consider duration as set out above) will be used in defining a single category of effect. Further details on this are set out in Section 7.9.

Table 7.14 Significance matrix

Magnitude of effect	Receptor sensitivity				
	Very High	High	Medium	Low	Negligible
Large	**Major**	**Major/ Moderate**	**Major/ Moderate/** Minor	**Moderate**/ Minor	Minor/ Negligible
Medium	**Major/ Moderate**	**Major/ Moderate**	**Moderate**/ Minor	Minor/ Negligible	Negligible
Small	**Major/ Moderate/** Minor	**Moderate**/ Minor	**Moderate**/ Minor	Minor/ Negligible	Negligible
Negligible	Minor/ Negligible	Minor/ Negligible	Minor/ Negligible	Negligible	Negligible

7.4.47 To inform the assessment work when reviewing forecast construction traffic levels, where either a Moderate or Minor level of effect could be attributed (which applies to four of cells identified above when excluding Major), a Minor effect has been selected where a small magnitude of change has been identified based on the busiest day of the programme. Otherwise, the duration of effect has been reviewed to determine whether a Moderate or Minor level of effect should be assigned.

Assumptions and Limitations

7.4.48 The scope of assessment within this ES chapter is set out within Table 3.8.7 of the EIA Scoping Report (National Grid, 2022), based on the potential sources and impacts and potential impact pathways with receptors presented in Tables 3.8.1 and 3.8.2 of the EIA Scoping Report respectively.

7.4.49 This assessment is based on baseline data and Proposed Project design information, as described in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

7.4.50 This chapter has been informed by the consultation responses to the EIA Scoping Opinion (Planning Inspectorate, 2022), as set out in **Application Document 6.3.1.6.A Appendix 1.6.A Response to Scoping Opinion** , the Statutory Consultation and Targeted Consultation responses as set out in **Application Document 5.1 Consultation Report** and the transport scoping and thematic meetings held with KCC, TDC and DDC as set out in Section 7.3.

7.4.51 This assessment considers the peak construction period (expected to take place in 2030 for the Kent Onshore Scheme based on total annual forecast construction vehicle movements, but also considering daily access peaks for alternative years where necessary) and includes HGV movements, LGV movements and vehicle movements associated with construction worker arrivals and departures. Construction traffic forecasts are set out in Section 7.9.

7.4.52 Vehicular access during the construction phase will predominantly be taken from K-BM02 (A256), K-BM01 (Ebbsfleet Lane), K-BM06 (Ebbsfleet Lane North) and K-BM07 (Sandwich Road). A very low proportion of construction vehicles (circa 1% in total, and less than 1% HGVs) is expected across the remaining access points which comprise K-BM03 (Jutes Lane), K-BM04 (Marsh Farm Road) and K-BM05 (Whitehouse Drove). The assessment therefore focusses on the four main access points and assesses each of the individual access peaks to provide a robust assessment (further details are set out in Section 7.9). Further details on proposed access to the Kent Onshore Scheme are set out within Section 7.4 and **Application Document 7.5.1.2 Outline CTMTP – Kent**.

7.4.53 The forecast trip distribution of construction staff vehicles has been based on a simple gravity model which has been developed based on 2021 Census data for construction workers living within a 60-minute catchment area of the site. Whilst it is acknowledged that the dataset was collected during the COVID-19 pandemic, this represents the latest information currently available (as opposed to using information from the 2011 Census) and is considered to be appropriate for identifying the districts where construction workers live rather than to estimate travel patterns. This ES chapter includes an assessment of the Proposed Project within Section 7.9.

7.4.54 Although the Proposed Project is located close to a number of towns/villages including Ramsgate, Cliffsend, Sandwich and Minster, only a small proportion of trips are

expected to either originate from or pass through these settlements during the construction, operation and maintenance, and decommissioning phases. The routes to/from the proposed site accesses are illustrated by **Application Document 6.4.3.7.2 Heavy Goods Vehicle (HGV) Routing Plan**. Most construction vehicles (circa 91%) will travel to/from the main site access on the A256 Richborough Way.

7.4.55 Following on from the above, whilst some staff may originate from settlements nearby (e.g. the coastal towns and villages in Thanet) and may travel by public transport or bicycle (the distance is considered too far to walk), these modes are not expected to constitute a significant proportion of trips to the Proposed Project as less than 20% of construction workers are expected to reside locally within Thanet (based on a 60-minute catchment area). In addition, whilst some construction workers may travel to the area from further afield and stay in local accommodation/hotels, it is not possible to determine the specifics at this stage (this will be determined post-consent once the contractor has been appointed). Therefore, to provide a robust assessment in terms of road trips, it has been assumed that all construction workers would travel by vehicle to/from the Proposed Project.

7.4.56 The Proposed Project is expected to generate a low level of trips during the operational and maintenance phase, and a review of operational phase transport effects, including abnormal and hazardous loads, has been excluded from the scope of this assessment (see Section 7.9 for further details). In summary, this is likely to include up to four daily car/LGV trips associated with two staff members who will be on-site or on-call at all times for the proposed Minster Converter Station. In addition, there will be monthly substation inspections and annual maintenance visits for Minster Substation and Minster Converter Station and overhead HVAC connection, which would be carried out using LGVs and potentially HGVs on rare occasions where equipment needs to be replaced. The potential for abnormal or hazardous loads during the operational period would be subject solely to the replacement of a full transformer, which is not expected during the operational phase.

7.4.57 Further details relating to the assumptions that have been adopted in support of the assessment work (i.e. relating to access points, working hours, trip generation) are set out below as well as within Section 7.9. As set out above, the assessment is based on robust parameters in terms of the length of the construction programme and the peak number of daily vehicle trips associated with the Proposed Project. The approach for the assessment work has also been reviewed and agreed with Kent County Council as set out in Section 7.3.

7.4.58 This ES chapter includes the components which typically form part of a TA as demonstrated by **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**.

7.5 Basis of Assessment

7.5.1 This section sets out the assumptions that have been made in respect of design flexibility maintained within the Proposed Project and the consideration that has been given to alternative scenarios and the sensitivity of the assessment to changes in the construction commencement year.

7.5.2 Details of the available flexibility and assessment scenarios are presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the**

Proposed Project and **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**.

Flexibility Assumptions

7.5.3 The environmental assessments have been undertaken based on the description of the Proposed Project provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. To take account of the flexibility allowed for in the Proposed Project, consideration has been given to the potential for effects to be of greater or different significance should any of the permanent or temporary infrastructure elements be moved within the Limits of Deviation (LoD) or Order Limits.

7.5.4 The assumptions made regarding the use of flexibility for the main assessment, and any alternatives assumptions are set out in Table 7.15.

Table 7.15 Flexibility assumptions

Element of flexibility	How it has been considered within the assessment
Lateral LoD HVDC cables	All potential road, PRoW and walking/cycling crossing points that could be affected by the HVDC cables based on the LoD have been considered (Sandwich Road, King Charles III England Coast Path, National Cycle Network (NCN) Route 15, Contra Trail, Viking Coastal Trail, A256, Ebbsfleet Lane North and PRoW TE39). The precise location of the cables does not however influence the number of construction vehicles required, or the assessment of peak construction vehicle activity.
Lateral LoD Minster Converter Station and Minster Substation	Lateral movement of Minster Converter Station and Minster Substation within the LoD will not influence the traffic and transport assessment as construction access will be via the A256 (K-BM02) and no PRoW will be affected.
Vertical LoD Minster Converter Station and Minster Substation	Vertical movement of Minster Converter Station and Minster Substation within the LoD will not influence the traffic and transport assessment as the assessed level of construction vehicle activity has been based on robust parameters in this regard (i.e. maximum height).
Lateral LoD overhead line	Lateral movement of the overhead line within the LoD will not affect the traffic and transport assessment as the overhead lines would continue to pass over PRoW TE26, EE42, TE35 and Saxon Shore Way, which have been considered in the assessment.
Vertical LoD overhead line	Vertical movement of overhead lines within the LoD will not influence the traffic and transport assessment on the basis that these will be at least 40m in height with more than adequate vertical clearance afforded to users of PRoW TE26, EE42, TE35 and Saxon Shore Way when passing underneath the overhead lines.

Element of flexibility	How it has been considered within the assessment
Order Limits – temporary construction works	The location of temporary construction works within the Order Limits will not influence the traffic and transport assessment as it will not change the assessed level of construction vehicle activity on the public highway. Should any additional (or alternative) temporary PRoW closures and diversions be required as a result of temporary construction works, then these would be subject to the same management and mitigation as set out within **Application Document 7.5.9.2 Outline PRoWMP – Kent** to ensure that safe access is retained throughout these works.

Sensitivity Test

7.5.5 It is likely that under the terms of the draft DCO, construction could commence in any year up to five years from the granting of the DCO which is assumed to be 2026. Consideration has been given to whether the effects reported would be any different if the works were to commence in any year up to year five. Where there is a difference, this is reported in Section 7.12.

7.6 Study Area

7.6.1 The study area for the assessment has been defined based on the area where there is likely to be a transport impact resulting from the construction of the Proposed Project. This includes routes along which HGVs will travel during the works programme, as well as the most likely routes that will be used by construction workers.

7.6.2 The study area has been defined (and agreed) following discussions with KCC during the initial scoping meeting on 12 April 2023 and subsequently refined based on the latest design, following further discussions and feedback received during Targeted Consultation. This included a review of the highway network and the pedestrian/cycle network, including PRoW, that may potentially be affected by the Kent Onshore Scheme. The study area is shown on **Application Document 6.4.3.7.1 Traffic and Transport Study Area in Kent**.

7.6.3 The following road link receptors have been assessed in relation to the Proposed Project within the agreed study area:

- K-RL1: A299 Hengist Way (between the Monkton and Minster Roundabouts);
- K-RL2: A299 Hengist Way (between the Minster and Cliffsend Roundabouts);
- K-RL3: A299 Hengist Way (between the Cliffsend and Sevenscore Roundabouts);
- K-RL4: A299 Hengist Way (east of the Sevenscore Roundabout);
- K-RL5a: A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) – north of K-BM02;
- K-RL5b: A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) – south of K-BM02;
- K-RL6: A256 Ramsgate Road (south of the Ebbsfleet Roundabout);

- K-RL7: Sandwich Road (between the Ebbsfleet Roundabout and Lord of the Manor Roundabout);
- K-RL8: Ebbsfleet Lane; and
- K-RL9: Cottington Link Road (which serves K-BM06 via Cottington Road and Ebbsfleet Lane North).

7.6.4 The following road junction receptors have been assessed in relation to the Proposed Project within the agreed study area:

- K-RJ1: A299/A253/Willetts Hill (Monkton) Roundabout;
- K-RJ2: A299/B2190/Tothill Street (Minster) Roundabout;
- K-RJ3: A299/Canterbury Road West (Cliffsend) Roundabout;
- K-RJ4: A299/A256/Cottington Link Road (Sevenscore) Roundabout;
- K-RJ5: A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout; and
- K-RJ6: Sandwich Road/Ebbsfleet Lane Signalised junction.

7.6.5 The above road link and road junction receptors are shown on **Application Document 6.4.3.7.6 Road Link and Road Junction Receptors**.

7.6.6 The PRoW receptors which have been assessed in relation to the Proposed Project within the agreed study area are listed below (running from east to west). This has been based on the locations where interactions are expected (e.g. PRoW crossing points or PRoW diversions) or where measures will be required to keep PRoW physically separated from the proposed construction routes/works.

- K-P1: TE37;
- K-P2: TE39;
- K-P3: TE26;
- K-P4: EE42;
- K-P5: TE35; and
- K-P6: TE36.

7.6.7 The following PRoW have also been included to reflect the Order Limits in the vicinity of Sandwich Road which includes the construction and maintenance access route to/from the former hoverport site:

- K-P7: TR33; and
- K-P8: TR15.

7.6.8 The following national/regional walking and cycling route receptors have been assessed in relation to the Proposed Project within the agreed study area, based on the locations where the proposed construction routes will cross these routes within the Order Limits or where temporary diversions or closures will be required:

- K-C1: NCN Route 15/Cantii Way (these have been grouped for the purposes of the assessment work, as both share the same route within the Order Limits and there is no change in expected impact as a result of the Proposed Project);
- K-W1: King Charles III England Coast Path;

- K-W2: Contra Trail;
- K-W3: Viking Coastal Trail; and
- K-W4: Saxon Shore Way.

7.6.9 The above walking and cycling routes including PRoW are shown on **Application Document 6.4.3.7.4 Walking and Cycling Routes (including PRoW)**.

7.7 Baseline Conditions

Highway Network

7.7.1 The study area (shown on **Application Document 6.4.3.7.1 Traffic and Transport Study Area in Kent**) includes a number of roads including the A256 Richborough Way, A299 Hengist Way, Sandwich Road, Ebbsfleet Lane, Ebbsfleet Lane North, and Brook Lane.

7.7.2 The A256 runs in a north-south alignment between Dover in the south (where it joins the A2) and Cliffsend in the north (where it joins the A299 at the Sevenscore Roundabout). As it passes through the study area, the A256 is a dual carriageway with two lanes in each direction and is subject to the national speed limit, reducing to 50 mph south of the Ebbsfleet Roundabout (where it connects with Sandwich Road and Jutes Lane). Access to Richborough substation is taken from a roundabout on the A256, approximately 400 m south of the Ebbsfleet Roundabout.

7.7.3 The A299 runs in an east-west alignment between Faversham in the west, where it joins the M2, and Ramsgate in the east. Within the study area, the A299 is a dual carriageway with two lanes in each direction and is subject to the national speed limit.

7.7.4 Sandwich Road is a single carriageway road that connects the A256 at Ebbsfleet Roundabout in the south and the A299 at the Lord of the Manor Roundabout in the north and passes through Cliffsend. The speed limit varies along its length but is generally 40mph with a section of national speed limit adjacent to the Pegwell Bay Country Park and a section of 30 mph through Cliffsend. There is also a restriction on vehicles over 7.5t (except for access) along the length of Sandwich Road.

7.7.5 Approximately 200 m north of the Ebbsfleet Roundabout is Ebbsfleet Lane with access taken from Sandwich Road via a signalised junction. It is a no-through road which provides access to residential properties and the Stonelees Golf Centre. It is a single carriageway road and has a 7.5t vehicle weight restriction (except for access).

7.7.6 Ebbsfleet Lane North and Brook Lane also pass through the study area; these are no-through roads providing local access to some residential properties and farmland. Ebbsfleet Lane North forms the southern arm of the crossroad junction with Thorne Hill, Cottington Road, and Grinsell Hill. It is a single carriageway road with a 7.5t vehicle weight restriction (except for access). Approximately 500 m south of the junction, there is an at-grade railway crossing, immediately south of which is Brook Lane.

7.7.7 Jutes Lane can be accessed via the Ebbsfleet Roundabout and runs parallel to the A256 for approximately 800 m before reaching Ebbsfleet Farmhouse. It is a single carriageway road with a 40 mph speed limit and provides access to the Weatherlees Hill

Wastewater Treatment Works, as well as a couple of local businesses and a small independent secondary school.

7.7.8 Additional parts of the highway network within the northern part of the study area include the A299 between the Cliffsend Roundabout and the Monkton Roundabout (including the Minster Roundabout), as well as Cottington Link Road and Cottington Road, Tothill Street, High Street and Marsh Farm Road. The A299 is a dual carriageway subject to the national speed limit between these two roundabouts with two lanes in each direction. Tothill Street forms the southern arm of the Minster Roundabout and runs south before becoming High Street and then Marsh Farm Road, which passes over a railway level crossing. Cottington Link Road connects with the A256 and A299 (at Sevenscore Roundabout) at its northern end, and with Cottington Road at its southern end.

7.7.9 Additional parts of the highway network within the southern part of the study area include the A256 between the Ebbsfleet Roundabout and the A256/A257/Ash Road roundabout, as well as the A257, Ash Road, Richborough Road and Whitehouse Drove. The A256 is initially a two-lane dual carriageway to the south of the Ebbsfleet Roundabout, becoming a single carriageway with a single lane in each direction as this approaches the A257. Ash Road runs to the east of the A256/A257/Ash Road roundabout and provides access to Richborough Road. Richborough Road provides access to Whitehouse Drove which runs northwards towards the study area.

Baseline Traffic Data

7.7.10 Baseline traffic data have been obtained for the surrounding highway network within the study area based on ATC and MCC surveys carried out in January 2024 (see **Application Document 6.4.3.7.5 Traffic Count Locations** for the survey locations). A summary of the 2024 baseline traffic flows is set out below in Table 7.16 for a 12-hour weekday and 24-hour average day, with the remaining periods (including for the peak hours) provided in **Application Document 6.3.3.7.D Appendix 3.7.D Baseline Traffic Movements**.

Table 7.16 2024 baseline weekday (12 hours) and average daily (24 hours) traffic flows

Ref	Receptor type	Description	Weekday (12 hours)		Average Day (24 hours)	
			HGVs	Total	HGVs	Total
K-RL1	Road link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	1,509	22,681	1,322	24,008
K-RL2	Road link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	1,467	22,600	1,285	23,930
K-RL3	Road link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	1,405	19,354	1,231	20,464

Ref	Receptor type	Description	Weekday (12 hours)		Average Day (24 hours)	
			HGVs	Total	HGVs	Total
K-RL4	Road link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	1,149	24,264	1,006	25,775
K-RL5a	Road link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	1,375	22,104	1,204	23,416
K-RL5b	Road link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	1,375	22,104	1,204	23,416
K-RL6	Road link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	1,578	25,207	1,382	26,701
K-RL7	Road link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	82	3,672	71	3,918
K-RL8	Road link	Ebbsfleet Lane	7	466	6	495
K-RL9	Road link	Cottington Link Road	30	1,752	26	1,872
K-RJ1	Road junction	A299/A253/Willetts Hill (Monkton) Roundabout	1,593	24,804	1,395	26,266
K-RJ2	Road junction	A299/B2190/Tothill Street (Minster) Roundabout	1,877	34,215	1,644	36,295
K-RJ3	Road junction	A299/Canterbury Road West (Cliffsend) Roundabout	1,472	22,880	1,289	24,229
K-RJ4	Road junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	2,006	33,854	1,756	35,884
K-RJ5	Road junction	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	1,625	25,905	1,423	27,440
K-RJ6	Road junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	76	3,731	67	3,960

Collision Data

7.7.11 This section provides a summary of the Personal Injury Accident (PIA) data obtained from KCC (Kent County Council, 2023) for the most recently available five-year period for the highway network within the agreed study area as shown on **Application Document 6.4.3.7.1 Traffic and Transport Study Area in Kent**. The most recently available PIA data covers the period between the start of April 2018 and the end of March 2023. Whilst it is acknowledged that the data includes the period of COVID-19 restrictions between the first lockdown in March 2020 and the start of the 2021 autumn

school term (considered by National Highways as representing ‘a-typical’ traffic conditions), this nonetheless includes more than three years of ‘typical’ data.

7.7.12 A summary of the PIA data (categorised by severity; slight, serious and fatal) is set out below in Table 7.17 which has been used to inform the assessment of Road Safety in Section 7.9. This also includes a separate summary of collisions involving large vehicles to inform the assessment of Hazardous/Large Loads in Section 7.9.

Table 7.17 Collision review

Receptor Type/Ref	Location	Total collisions				Collisions involving a large vehicle			
		Sl	Se	Fa	Total	Sl	Se	Fa	Total
Road Link (K-RL1)	A299 Hengist Way (between the Monkton and Minster Roundabouts)	8	2	0	10	2	0	0	2
Road Link (K-RL2)	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	10	3	0	13	1	1	0	2
Road Link (K-RL3)	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	0	1	0	1	0	0	0	0
Road link (K-RL4)	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	3	1	0	4	1	1	0	2
Road link (K-RL5)	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts)	5	3	0	8	0	1	0	1
Road link (K-RL6)	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	1	0	0	1	0	0	0	0
Road link (K-RL7)	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	5	1	0	6	1	0	0	1
Road link (K-RL8)	Ebbsfleet Lane	0	0	0	0	0	0	0	0
Road link (K-RL9)	Cottington Link Road	0	0	0	0	0	0	0	0
Road junction (K-RJ1)	A299/A253/Willetts Hill (Monkton) Roundabout	9	1	0	10	1	0	0	1

Receptor Type/Ref	Location	Total collisions				Collisions involving a large vehicle			
		Sl	Se	Fa	Total	Sl	Se	Fa	Total
Road junction (K-RJ2)	A299/B2190/Tothill Street (Minster) Roundabout	6	1	0	7	1	0	0	1
Road junction (K-RJ3)	A299/Canterbury Road West (Cliffsend) Roundabout	2	1	0	3	0	0	0	0
Road junction (K-RJ4)	A299/A256/Cottington Link Road (Sevenscore) Roundabout	8	1	0	9	1	0	0	1
Road junction (K-RJ5)	A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout	3	1	0	4	0	0	0	0
Road junction (K-RJ6)	Sandwich Road/Ebbsfleet Lane Signalised junction	1	0	0	1	0	0	0	0

*Sl = slight, Se = serious, Fa = fatal

7.7.13 The review shows that there are several locations where more than five PIAs were recorded within the five-year period, which may suggest that these locations are more sensitive to an increase in traffic from a highway safety perspective. Further details of the collisions at these locations are set out within **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**. There are also several locations which appear to have a good safety record with two or fewer PIAs within the five-year period, which suggests that these locations are less sensitive to an increase in traffic from a highway safety perspective. In terms of PIAs involving large vehicles, no locations recorded more than two PIAs involving such vehicles within the five-year period suggesting that there are not any current issues regarding large vehicle road safety that need to be considered.

7.7.14 Following on from the above, collision rates have been calculated in billion vehicle miles for road links to provide a comparison with national road safety statistics provided within Road Casualties Great Britain (Department for Transport, 2024). The following formula has been used to calculate the collision rate, where 1,826 reflects the number of days over which the collision data has been sourced (between 01 April 2018 to 31 March 2023).

$$\text{Collision Rate} = \frac{\text{Number of recorded PIAs (per road link)} \times 1 \text{ billion}}{1{,}826 \times \text{AADT (2024)} \times \text{length of road (miles)}}$$

7.7.15 The above has been informed by the 2024 baseline flows presented in Table 7.16 for an average day (24 hours). The national average collision rate has been calculated for the five-year period between 01 January 2019 and 31 December 2023 using dataset

RAS0302: Urban and rural roads, for the appropriate road type. A summary of the comparison is presented in Table 7.18 below.

Table 7.18 Collision rates (road links)

Location	PIAs	AADT (2024)	Link length (miles)	Collision rate	National average
A299 Hengist Way (between the Monkton and Minster Roundabouts)	10	24,008	1.5	152	175*
A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	13	23,930	1.6	186	175*
A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	1	20,464	0.3	89	175*
A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	4	25,775	0.4	212	175*
A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts)	8	23,416	1.5	125	175*
A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	1	26,701	0.2	103	175*
Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	6	3,918	3.3	254	306**
Ebbsfleet Lane	0	495	0.6	0	306**
Cottington Link Road	0	1,872	0.3	0	306**

*rural A-road **rural other road

7.7.16 The above shows that the majority of the receptors have a lower collision rate than the national average for the comparable road type and may therefore be less sensitive to a change in traffic flow/type, particularly the A299 Hengist Way (between the Cliffsend and Sevenscore Roundabouts), the A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) and the A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within the study area). No PIAs were recorded on Ebbsfleet Lane or the Cottington Link Road. The A299 Hengist Way (between the Monkton and Cliffsend Roundabouts and to the east of the Sevenscore Roundabout) has a higher collision rate than the national average and Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout) has a comparable collision rate with the national average. This information has been used to inform the sensitivity levels of the road link receptors for the assessment of Road Safety within the section below.

Sensitivity of road links and junctions for assessments

7.7.17 Table 7.19 provides a summary of road link and road junction sensitivity to Severance, Pedestrian Delay, Fear & Intimidation and Non-Motorised User Amenity effects which have been taken forward for assessment. Further detail on the considerations which inform the sensitivity levels assigned is provided in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.19 Sensitivity of road links and junctions to Severance, Pedestrian Delay, Fear & Intimidation and Non-Motorised User Amenity

Ref	Receptor type	Description	Sensitivity
K-RL1	Road link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Negligible
K-RL2	Road link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Negligible
K-RL3	Road link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Negligible
K-RL4	Road link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Negligible
K-RL5a	Road link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Negligible
K-RL5b	Road link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Negligible
K-RL6	Road link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Medium
K-RL7	Road link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Medium
K-RL8	Road link	Ebbsfleet Lane	Low
K-RL9	Road link	Cottington Link Road	Negligible
K-RJ1	Road junction	A299/A253/Willetts Hill (Monkton) Roundabout	Low
K-RJ2	Road junction	A299/B2190/Tothill Street (Minster) Roundabout	Medium
K-RJ3	Road junction	A299/Canterbury Road West (Cliffsend) Roundabout	Negligible
K-RJ4	Road junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Negligible
K-RJ5	Road junction	A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout	Low
K-RJ6	Road junction	Sandwich Road/Ebbsfleet Lane Signalised junction	Medium

7.7.18 Table 7.20 provides a summary of road link and road junction sensitivity to Driver Delay effects which have been taken forward for assessment. Further detail on the considerations that inform the sensitivity levels assigned is provided in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.20 Sensitivity of road links and junctions to Driver Delay

Ref	Receptor type	Description	Sensitivity
K-RL1	Road Link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Medium
K-RL2	Road Link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Medium
K-RL3	Road Link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Low
K-RL4	Road link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	High
K-RL5a	Road link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	High
K-RL5b	Road link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Low
K-RL6	Road link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Negligible
K-RL7	Road link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Low
K-RL8	Road link	Ebbsfleet Lane	Negligible
K-RL9	Road link	Cottington Link Road	Low
K-RJ1	Road junction	A299/A253/Willetts Hill (Monkton) Roundabout	Medium
K-RJ2	Road junction	A299/B2190/Tothill Street (Minster) Roundabout	Very High
K-RJ3	Road junction	A299/Canterbury Road West (Cliffsend) Roundabout	Low
K-RJ4	Road junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	High
K-RJ5	Road junction	A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout	Medium

Ref	Receptor type	Description	Sensitivity
K-RJ6	Road junction	Sandwich Road/Ebbsfleet Lane Signalised junction	Low

7.7.19 Table 7.21 provides a summary of road link and road junction sensitivity to Road Safety and to Hazardous/Large Loads effects which have been taken forward for assessment. Further detail on the considerations which inform the sensitivity levels assigned is provided in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.21 Sensitivity of road links and junctions for assessments of Road Safety and Hazardous/Large Loads

Ref	Receptor type	Description	Sensitivity	
			Road safety	Hazardous/ large loads
K-RL1	Road link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Very High^	Negligible
K-RL2	Road link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Very High^	Low
K-RL3	Road link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Low	Negligible
K-RL4	Road link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Medium**	Low
K-RL5a	Road link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Medium*	Low
K-RL5b	Road link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Medium*	Low
K-RL6	Road link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Negligible	Negligible
K-RL7	Road link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Medium	Negligible

Ref	Receptor type	Description	Sensitivity	
			Road safety	Hazardous/ large loads
K-RL8	Road link	Ebbsfleet Lane	Negligible	Negligible
K-RL9	Road link	Cottington Link Road	Negligible	Negligible
K-RJ1	Road junction	A299/A253/Willetts Hill (Monkton) Roundabout	Very High	Negligible
K-RJ2	Road junction	A299/B2190/Tothill Street (Minster) Roundabout	High	Negligible
K-RJ3	Road junction	A299/Canterbury Road West (Cliffsend) Roundabout	Low	Negligible
K-RJ4	Road junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	High	Negligible
K-RJ5	Road junction	A256/Ramsgate Road/Jutes Lane (Ebbsfleet) Roundabout	Low	Negligible
K-RJ6	Road junction	Sandwich Road/Ebbsfleet Lane Signalised junction	Negligible	Negligible

*sensitivity level reduced from High to Medium to reflect a lower collision rate than the national average
**sensitivity level increased from Low to Medium to reflect a higher collision rate than the national average
^sensitivity level kept as Very High to reflect a comparable/higher collision rate than the national average

Public Transport Network

7.7.20 A high-level review has been carried out for public transport as this is not expected to constitute a key travel mode for construction workers given that the opportunity to use bus services (for example) would be limited to those living locally. Nonetheless, there may be some potential for construction workers to utilise bus and rail services based on the services summarised below, such as rail services from Thanet Parkway railway station.

7.7.21 Bus services can be accessed from the bus stops a short distance to the south of the Ebbsfleet Roundabout (within the study area). These serve bus route 45/45A which runs between Ramsgate and Sandwich approximately once per hour Monday – Saturday. The first and last bus services towards Sandwich arrive at around 7am and 6:30pm whilst the first and last services towards Ramsgate arrive at around 7:30am and 6pm.

7.7.22 The closest railway station to the Kent Onshore Scheme is Thanet Parkway railway station which opened in July 2023 and is located on the western periphery of Cliffsend approximately 1.4km northeast of the proposed main site access (K-BM09) on the A256 Richborough Way. It is located between Minster and Ramsgate stations and is served by both mainline and high-speed trains, with several services running to/from London per hour, as well as hourly services to/from Ramsgate and Margate. The station includes a car park, pick-up/drop-off area, cycle storage and bus stops with a forecourt.

There is limited walking/cycling infrastructure to accommodate pedestrians and cyclists between the station and the Order Limits.

7.7.23 In addition to the above, Minster railway station is located approximately 2km northwest of the A256 Richborough Way, however there is limited walking/cycling infrastructure to accommodate pedestrians and cyclists between the station and the Order Limits (e.g. Ebbsfleet Lane North) and the overall route is approximately 3-4km. Minster station is typically served by one train per hour to Ramsgate and one train per hour to London Victoria (via Maidstone East). During the peak hours, there are additional services to London Charing Cross (via Tonbridge).

7.7.24 Lastly, Sandwich railway station is located approximately 4.5km south of the study area and can be accessed via walking or cycling along the King Charles III England Coast Path or by using bus route 45/45A. The station is typically served by one train per hour to London St Pancras International and one train per hour to Ramsgate, with additional services to London Charing Cross (via Tonbridge).

Active Travel Network

7.7.25 The King Charles III England Coast Path is a long-distance footpath running between Camber in East Sussex and Ramsgate in Kent, forming part of the longest managed coastal path in the world. It follows the coastline in the proximity of the study area (noting there are some areas outside of the study area where the path may head slightly inland due to natural changes along the coast or to navigate around private land and other obstacles). The cable route will traverse the route of the path using a trenchless method as it makes landfall.

7.7.26 NCN Route 15 runs along the coastline between Sandwich and Whitstable. In the proximity of the study area, it is a traffic-free route running alongside the A256 to the south of Ebbsfleet Roundabout and parallel to Sandwich Road to the north of the Ebbsfleet Roundabout.

7.7.27 There are several PRoW that pass through or within close proximity to the Order Limits and could therefore be impacted by the Kent Onshore Scheme including the following:

- TE26 – public footpath (approx. 3.3km in length) that runs along the northern bank of the River Stour;
- TE32 – public footpath (approx. 1.9km in length) that runs between Minster and TE26;
- TE35 – restricted byway (approx. 400m in length) that runs between Marsh Farm and TE26 (situated to the west of TE36);
- TE36 – restricted byway (approx. 400m in length) that runs between Marsh Farm and TE26 (situated to the east of TE35);
- TE37 – public footpath (approx. 2.9km in length) that follows the Minster to Ramsgate rail line;
- TE39 – public footpath (approx. 1km in length) that runs along Brooks Lane and across a field to Ebbsfleet Lane;
- TE40 – public footpath (approx. 900m in length) that runs between Minster and TE37;

- TR11 – public footpath (approx. 200m in length) that runs between Foads Lane and Cliffs End Road;
- TR15 – public footpath (approx. 1.2km in length) that runs between Sandwich Road and Pegwell Road;
- TR33- public footpath (approx. 300m in length) that runs between Sandwich Road and the edge of Old Ramsgate Hovercraft Port;
- TR32 – public footpath (approx. 1.5km in length) that runs between Cottington Road and Canterbury Road West to the east of the A259, passing over both a railway and the A299; and
- EE42 – public footpath (approx. 7.3km in length) that runs along the southern bank of the River Stour. This also forms part of the long-distance walking route, known as Saxon Shore Way.

7.7.28 Other recreational/promoted routes include:

- Contra Trail – a short-distance route between Ramsgate and Pegwell Bay. In the proximity of the study area, it follows a circular route around Pegwell Bay Country Park;
- Viking Coastal Trail – a 50km circular route on the Isle of Thanet passing along Cottington Road to the east of the A256 in the proximity of the study area;
- Saxon Shore Way – a long-distance footpath between Gravesend and Hastings. In the proximity of the study area, it follows the River Stour; and
- Cantii Way – a long-distance cycle route that operates as a loop across East Kent. In the vicinity of the study area, the route passes east-west through Minster and meets a coastal section of the route at Pegwell Bay. This route is shared within NCN Route 15 within the Order Limits.

7.7.29 In addition to the above, an existing local pedestrian/cycle route runs north-south to the west of (and parallel with) the A256.

7.7.30 There are no formal equestrian facilities (i.e. bridleways) within, or in the vicinity of the study area.

7.7.31 The above includes a summary of the walking/cycling routes which are situated both within and immediately to the north of the study area. A summary of the additional routes which are situated to the south of the study area include:

- ES13 – short section of public footpath situated to the northeast of the Ash Road/Richborough Road junction, providing access between ESX14 to the south and the Stour Valley Walk/Saxon Shore Way along Richborough Road to the north;
- EE48B – public footpath which crosses Richborough Road, running between Cooper Street Drove to the west and EE42 to the east;
- EE43A – restricted byway which runs to the east of Richborough Road to EE43; and
- EE46 – public footpath which runs to the south of Richborough Road to EE48B.

Sensitivity of walking and cycling routes (including PRoW) for assessments

7.7.32 Table 7.22 provides a summary of PRoW and walking/cycling route sensitivity to Severance, Pedestrian Delay, Fear & Intimidation and Non-Motorised User Amenity

effects which have been taken forward for assessment. Further detail on the considerations which inform the sensitivity levels assigned is provided in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.22 Sensitivity of PRoW and walking/cycling routes to Severance, Pedestrian Delay, Fear & Intimidation and Non-Motorised User Amenity

Ref	Receptor type	Description	Sensitivity
K-P1	PRoW	TE37	Medium
K-P2	PRoW	TE39	Low
K-P3	PRoW	TE26	Negligible
K-P4	PRoW	EE42	Negligible
K-P5	PRoW	TE35	Low
K-P6	PRoW	TE36	Medium
K-P7	PRoW	TR33	Negligible
K-P8	PRoW	TR15	Low
K-C1	National Cycling Route Regional Cycling Route	NCN Route 15 Cantii Way	Medium
K-W1	National Walking Route	King Charles III England Coast Path	Medium
K-W2	Regional Walking Route	Contra Trail	Low
K-W3	Regional Walking Route	Viking Coastal Trail	Medium
K-W4	Regional Walking Route	Saxon Shore Way	Negligible

7.7.33 Table 7.23 provides a summary of PRoW sensitivity to PRoW Diversion and Closure effects which have been taken forward for assessment. This also includes consideration of the King Charles III England Coast Path as requested by KCC. Further detail on the considerations which inform the sensitivity levels assigned is provided in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.23 Sensitivity of PRoW for PRoW Diversions and Closures

Ref	Receptor type	Description	Sensitivity
K-P1	PRoW	TE37	Medium
K-P2	PRoW	TE39	Low
K-P3	PRoW	TE26	Medium
K-P4	PRoW	EE42	Medium
K-P5	PRoW	TE35	Low

Ref	Receptor type	Description	Sensitivity
K-P6	PRoW	TE36	Low
K-P7	PRoW	TR33	Low
K-P8	PRoW	TR15	Medium
K-W1	National Walking Route	King Charles III England Coast Path	High

Future Baseline

Background Traffic Growth

7.7.34 The future baseline scenarios are set out in **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**.

7.7.35 In the absence of the Proposed Project, traffic flows on the surrounding highway network would be expected to increase as a result of housing and employment growth. Therefore, projected background traffic growth has been applied to the 2024 baseline traffic flows to represent conditions during the future baseline (and construction peak assessment year) of 2030. As previously mentioned, the decommissioning phase is considered to be too far into the future to be able to accurately predict traffic flows at that time.

7.7.36 Traffic growth has been calculated using NRTF growth factors, reflecting projected increases in annual vehicle mileage on roads within England and Wales. NTM adjustments have then been applied within TEMPro Version 8.1, utilising NTEM dataset v8.0 and the NRTP 2022 Core dataset to reflect local factors (Thanet) for the appropriate road types. The growth factors have been used to determine the forecast increases in baseline car driver/passenger trips during each period.

7.7.37 A summary of the growth factors is set out in Table 7.24 below.

Table 7.24 Traffic growth factors to 2030

Growth period	Road type	Traffic growth factor				
		AM peak	PM peak	Average weekday	Average day	Saturday
2024 to 2030 (Construction)	A Road	1.06495	1.06571	1.06785	1.06780	1.06759
	Minor	1.06488	1.06564	1.06778	1.06773	1.06752
	All	**1.07642**	**1.07719**	**1.07935**	**1.07930**	**1.07910**

7.7.38 To provide consistency across the network, the growth factors for all roads (the highest factors as presented above in bold) have been applied to the 2024 baseline traffic flows to derive 2030 baseline traffic flows for the respective time periods.

7.7.39 The anticipated future baseline flows on the surrounding highway network for all assessment periods are summarised in **Application Document 6.3.3.7.D Appendix**

3.7.D Baseline Traffic Movements. The 12-hour weekday and 24-hour average daily future baseline traffic flows are provided in Table 7.25.

Table 7.25 Future baseline (2030) weekday (12 hour) and average daily (24 hours) traffic flows

Ref	Receptor type	Location	Weekday (12 hours)		Average Day (24 hours)	
			HGVs	Total	HGVs	Total
K-RL1	Road link	A299 Hengist Way (between the Monkton and Minster Roundabouts)	1,629	24,481	1,426	25,912
K-RL2	Road link	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	1,584	24,394	1,387	25,827
K-RL3	Road link	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	1,517	20,890	1,328	22,086
K-RL4	Road link	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	1,240	26,189	1,085	27,819
K-RL5a	Road link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	1,484	23,858	1,299	25,273
K-RL5b	Road link	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	1,484	23,858	1,299	25,273
K-RL6	Road link	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	1,704	27,207	1,492	28,819
K-RL7	Road link	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	88	3,963	77	4,229
K-RL8	Road link	Ebbsfleet Lane	7	503	7	534
K-RL9	Road link	Cottington Link Road	32	1,891	28	2,020
K-RJ1	Road junction	A299/A253/Willetts Hill (Monkton) Roundabout	1,720	26,772	1,506	28,349
K-RJ2	Road junction	A299/B2190/Tothill Street (Minster) Roundabout	2,026	36,930	1,774	39,173
K-RJ3	Road junction	A299/Canterbury Road West (Cliffsend) Roundabout	1,589	24,696	1,391	26,151

Ref	Receptor type	Location	Weekday (12 hours)		Average Day (24 hours)	
			HGVs	Total	HGVs	Total
K-RJ4	Road junction	A299/A256/Cottington Link Road (Sevenscore) Roundabout	2,165	36,541	1,896	38,729
K-RJ5	Road junction	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	1,754	27,961	1,536	29,616
K-RJ6	Road junction	Sandwich Road/Ebbsfleet Lane Signalised Junction	82	4,027	73	4,274

Future Network Changes

7.7.40 During the construction phase, several improvements may have been implemented across the surrounding highway network within or in close proximity to the Kent Onshore Scheme as a result other highway schemes and committed developments.

7.7.41 Potential future network changes as a result of highway schemes/committed developments in the surrounding area are considered within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. There is also the potential for the A28 North Thanet Link to be delivered during the construction phase of the Kent Onshore Scheme, which will improve connectivity and resilience within the road network of Thanet. At the time of writing, the scheme is subject to design review and funding. Therefore, the A28 North Thanet Link has not been included as part of the future baseline, given that a planning application has yet to be submitted.

7.7.42 During the construction phase, there are not expected to be any further changes to the surrounding highway network, as a result of other projects or schemes, within or in close proximity to the Kent Onshore Scheme that require consideration.

Cumulative Developments

7.7.43 Cumulative schemes have been considered and assessed within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** based on **Application Document 6.4.3.13.1 Kent Onshore Scheme Short List Developments**, which includes more than 25 developments. These have been considered cumulatively and have not been included as part of the future basline.

7.8 Proposed Project Design and Embedded Mitigation

7.8.1 The Proposed Project has been designed, as far as possible, to follow the mitigation hierarchy in order to, in the first instance, avoid or reduce traffic and transport impacts and effects through the process of design development, and then by embedding measures into the design of the Proposed Project.

7.8.2 As set out in **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**, mitigation measures typically fall into one of three categories: embedded measures; control and management measures; and mitigation

measures. Embedded, and control and management measures are set out below. Additional mitigation measures (where necessary) are discussed in Section 7.10.

Embedded Measures

7.8.3 Embedded measures have been integral in reducing, and where possible avoiding, the traffic and transport effects of the Proposed Project. Measures that have been incorporated are:

- Sensitive routing and siting of infrastructure and temporary works including to minimise the requirement to close/divert PRoW including in the vicinity of the River Stour (see **Application Document 6.3.3.1.4.A Appendix 1.4.A Crossings Schedule** for further details);
- Relevant embedded measures set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**;
- Utilising trenchless methods at landfall (including underneath Sandwich Road, the Viking Coastal Trail, the Kings Charles III England Coast Path and the A256) to minimise potential impacts on the highway and walking/cycling routes; and
- Potential carriageway widening works, vegetation clearance and street furniture removal at the locations as identified within **Application Document 7.5.1.2 Outline CTMTP – Kent** to accommodate construction vehicles (including Abnormal Indivisible Loads).

Control and Management Measures

7.8.4 Measures relevant to the control and management of impacts during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. The following measures (details of which sit in the above referenced document) have been taken into account in assessing the traffic and transport effects of the Proposed Project:

- GG02 - A CEMP, Landscape and Ecological Management Plan (LEMP) and Construction Traffic Management and Travel Plan (CTMTP) will be produced and submitted to the relevant authority for approval prior to construction of the relevant stage of the Proposed Project to which it relates. The plan produced will be substantially in accordance with the outline versions submitted as part of the application for development consent. In accordance with Requirement 6 of Schedule 3 of the draft DCO, the contractor will need to comply with the approved plans (including any amendments to the plans subsequently approved).
- GG11 - Appropriate site layout and housekeeping measures will be implemented by the contractor(s) at all construction sites. This will include but not be limited to the following measures which relate to traffic:
    - managing staff/vehicles entering or leaving site, especially at the beginning and end of the working day; and
    - managing potential off-site contractor and visitor parking;
- GG12 - Vehicles will be correctly maintained and operated in accordance with manufacturer's recommendations and in a responsible manner. All plant and vehicles will be required to switch off their engines when not in use and when it is

safe to do so. In addition, plant and vehicles will conform to relevant applicable standards for the vehicle type.

- TT01 - The Outline CTMTPs identify measures to reduce route and journey mileage to and from and around site, and prevent nuisance to the residents, businesses and the wider community caused by parking, vehicle movements and access restrictions. They also provide suitable control for the means of access and egress to the public highway and set out measures for the maintenance and upkeep of the public highway. The plans also identify access for emergency vehicles. They also set out measures to reduce safety risks through construction vehicle and driver quality standards and measures to manage abnormal loads.
- TT02 - The contractor(s) will implement a monitoring and reporting system to check compliance with the measures set out within the Outline CTMTPs. This will include the need for a Global Positioning System (GPS) tracking system to be fitted to Heavy Goods Vehicles to check for compliance with authorised construction routes. The contractor(s) will also be expected to monitor the number of construction vehicles between the site and the strategic road network. Deviations from the authorised routes or changes to traffic levels that are higher than the CTMTP assumptions will require discussion with the relevant highways authorities to determine whether additional mitigation measures are needed; and
- TT03 - All designated Public Rights of Way (PRoWs) will be identified, and any potential temporary and/or permanent diversions applied for/detailed in the DCO. All designated PRoWs crossing the working area will be managed with access only closed for short periods while construction activities occur. Any required diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion (for temporary diversions) and a contact number for any concerns. This is outlined in the Outline Public Rights of Way Management Plans.

7.8.5 Section 7 of **Application Document 7.5.1.2 Outline CTMTP – Kent** includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase.

7.8.6 It should be noted that the Proposed Project is not anticipated to have any traffic and transport impacts on Sundays/Bank Holidays with the restrictions identified in **Application Document 7.5.1.2 Outline CTMTP – Kent**, which includes limiting HGV activity to a maximum of 30 HGVs per day on Sundays and public holidays.

7.8.7 Section 5 of **Application Document 7.5.9.2 Outline PRoWMP – Kent** includes measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding PRoW network during all phases of the Proposed Project.

7.9 Assessment of Impacts and Likely Significant Effects

7.9.1 The assessment of the effects of the Proposed Project on traffic and transport receptors described in this section considers the embedded and control and management measures described in Section 7.8.

Proposed Access and Vehicle Movements

Proposed access arrangements

7.9.2 The Kent Onshore Scheme will predominantly be accessed via the following four access points during the construction phase (as shown on **Application Document 6.4.3.7.2 Heavy Goods Vehicle (HGV) Routing Plan**):

- **A256 Northbound Carriageway (K-BM02)**: Main access during both construction (for mobilisation/trenchless work and the haul road to the west of the A256) and operation (permanent access/field access) – to be used throughout the construction programme accommodating circa 91% of all construction vehicle trips (circa 5 years, peak year in terms of total annual movements expected in 2030, with a daily peak in 2028);
- **Ebbsfleet Lane (K-BM01)**: Access during both construction (for the haul road, compound, storage of materials and HDD location to the east of the A256) and operation (permanent field access) – to be used for approximately 10 months during construction (prior to 2030 peak) accommodating circa 4% of all construction vehicle trips;
- **Ebbsfleet Lane North (K-BM06)**: Secondary access during construction for vegetation clearance works, utility diversion works of the Over Head Line (OHL), survey works and limited mobilisation movements associated with the construction of the A256 access – to be used for approximately six months during construction (prior to 2030 peak) accommodating circa 2% of all construction vehicle trips; and
- **Sandwich Road (K-BM07)**: Secondary access during construction to access a compound and facilitate foreshore works (via the existing Pegwell Road access track) for compound installation, soil stripping, haul road installation, compound stone and surfacing, and drainage, as well as for duct installation and cable installation – to be used for approximately six months during construction (prior to 2030 peak) accommodating circa 2% of all construction vehicle trips.

7.9.3 A very low proportion of construction vehicles (circa 1% in total, and less than 1% HGVs) is expected across the remaining access points which comprise K-BM03 (Jutes Lane), K-BM04 (Marsh Farm Road) and K-BM05 (Whitehouse Drove). The assessment therefore focusses on the four main access points and assesses each of the individual access peaks to provide a robust assessment (further details are set out below).

7.9.4 Further details of the above access arrangements are set out within **Application Document 7.5.1.2 Outline CTMTP – Kent**. Further details relating to permanent access arrangements (i.e. during the operational phase) are set out within **Application Document 6.3.3.7.A Appendix 3.7.A Transport Assessment Note**.

Construction vehicle routes

7.9.5 The primary construction vehicle routes to/from the Proposed Project will include the A299 to the north and the A256 to the south. Construction vehicles will also use Sandwich Road in order to access K-BM01 and K-BM07, as well as Cottington Link Road, Cottington Road and Ebbsfleet Lane North in order to access K-BM06

(secondary route, to be primarily used by LGVs). An HGV routing plan is provided in **Application Document 6.4.3.7.2 Heavy Goods Vehicle (HGV) Routing Plan**.

7.9.6 In terms of abnormal loads, the following routes will be used which has been considered as part of the assessment of Hazardous/Large Loads:

- Transformer Abnormal Indivisible Load (AIL): To arrive from the A299 to the north (e.g. from the port of Ramsgate) and to then travel southbound along the northbound carriageway of the A256 (under a managed road closure) to access K-BM02.
- Cable Drum Abnormal Loads: Same routing arrangements as above, but to also travel along Sandwich Road and Ebbsfleet Lane to access K-BM01.

7.9.7 An abnormal load routing plan is provided in **Application Document 6.4.3.7.3 Abnormal Load Routing Plan**. It will be necessary to close these roads for the duration of these manoeuvres, which may require a Temporary Traffic Regulation Order/Notice from the Highway Authority or would be undertaken under powers sought in the DCO with respect to highway and street works. Further details are provided within **Application Document 7.5.1.2 Outline CTMTP – Kent**.

7.9.8 A number of secondary access routes will also be used by construction vehicles, although these will be limited to LGVs where possible. These routes include the following which are illustrated on **Application Document 6.4.1.4.8 Kent Onshore Scheme Traffic Routes during Construction and Operation**:

- Jutes Lane (K-BM03);
- Tothill Street, High Street and Marsh Farm Road (K-BM04); and
- A257, The Causeway (Ash Road), Richborough Road and Whitehouse Drove (K-BM05).

Construction programme, working hours and assessment parameters

7.9.9 The following assumptions have been adopted to provide a robust assessment of the Proposed Project:

- The shortest expected programme for the main construction phase will be 55 months (excluding the removal of construction compounds and reinstatement at the end of the programme). By adopting this duration this provides a robust approach in terms of monthly (and therefore daily) construction vehicle trips.
- The core construction working hours will be Monday to Friday (7am-7pm), Saturday (7am-5pm) and when required, Sunday/Bank Holiday (7am-5pm) in order to provide added flexibility to the programme (albeit with considerably fewer construction vehicle movements than weekday/Saturday working – see below).
- To provide a robust weekday assessment, rather than adopting 6am-7am for staff arrivals and 7pm-8pm for staff departures, construction worker travel patterns have been based on the ‘shoulder’ peaks to the traditional network peak hours. Therefore, staff arrivals have been assumed to take place between 7am-8am and staff departures have been assumed to take place between 6pm-7pm (Monday to Friday).
- During weekdays, HGV movements have been distributed across a 10-hour window, arriving and departing between 8am-6pm. For robustness, a higher proportion of HGV movements have been allocated to the start of the day (e.g. 25% between 8am-10am, compared to 10% between 4pm-6pm) based on the existing profile of

HGV movements on the A256 (from traffic count data), rather than adopting a flat profile. However, HGV movements will, in practice, be limited as far as possible so as not to travel during the traditional peak hours of 8am-9am and 5pm-6pm through the measures set out within **Application Document 7.5.1.2 Outline CTMTP – Kent**.

- During the weekday, Light Goods Vehicle (LGV) movements have been distributed across a 12-hour window between 7am-7pm based on a flat profile.
- A weekday assessment (Monday to Friday) has been carried out to provide a robust assessment of the peak construction phase based on the above, including both the shoulder and traditional network peaks.
- A Saturday assessment (lunchtime peak, 12pm-1pm) has also been carried out to provide a robust assessment of the peak construction phase, with the following assumptions:
  - HGVs distributed across an 8-hour window between 8am-4pm (with a similarly weighted profile towards the earlier part of the day and around 14% HGVs travelling between 12pm-1pm); and
  - LGVs distributed across a 10-hour window between 7am-5pm.

7.9.10 It should be noted that the Proposed Project is not anticipated to have any traffic and transport impacts on Sundays/Bank Holidays with the restrictions identified in **Application Document 7.5.1.2 Outline CTMTP – Kent** which includes limitations on both work-type and HGV activity. It is expected that LGV and staff movements on Sundays and Bank Holidays will be at a maximum of 50% of the level of activity to be experienced on weekdays and Saturdays. HGV activity will also be restricted to a maximum of 30 HGVs per day on Sundays and public holidays. The assessment of the Saturday lunchtime peak (12pm-1pm) is therefore considered to offer a robust assessment of the weekend period when higher levels of construction vehicle movements are expected and so an additional assessment of Sundays/Bank Holidays is not considered to be required on this basis.

Forecast trip attraction

Introduction

7.9.11 This section sets out the forecast trip attraction for the Proposed Project based on the busiest day of the construction programme overall (across all accesses), as well as individual peaks for each access point. Whilst 2030 represents the peak year of construction for the Kent Onshore Scheme based on total annual forecast construction traffic movements, the overall daily peak across all access points combined is expected to take place in 2026. The following scenarios have been considered in order to provide a robust assessment:

- Scenario 1 – this identifies construction vehicle movements during the individual access peaks for K-BM01, K-BM02, K-BM06, and K-BM07 in 2026. This represents the peak year for accesses K-BM01, K-BM06, and K-BM07, as well as the overall daily peak across all access points (combined). This allows impacts to be assessed based on the busiest flows across the network, where these exceed the localised peaks for K-BM02 (which is the main access) as identified below.
- Scenario 2 – this identifies construction vehicle movements during the overall access peak for K-BM02 (including in terms of HGV activity) which is expected to

occur in 2028 (not 2026). This allows localised impacts to be assessed in the vicinity of this access, where total construction vehicle movements exceed those identified under Scenario 1.

- Scenario 3 – this identifies construction vehicle movements during the construction worker peak for K-BM02, which is expected to occur in 2030. This allows localised impacts to be assessed in the vicinity of this access, where construction worker movements exceed those identified under Scenarios 1 and 2.

7.9.12 There is expected to be a daily peak of 241 construction workers associated with the Kent Onshore Scheme in 2030 (which is a maximum daily figure) and 121 construction workers on the busiest day (2026) in terms of total daily construction vehicles (including LGVs and HGVs). All construction workers will travel to/from the Site at the start and end of the working day. An average vehicle occupancy factor of 1.5 construction workers per vehicle has been adopted for the site-based construction staff, which is considered to be reasonable, yet robust, given that all staff have been assumed to travel by vehicle (rather than other modes) and that a formal Car Share Scheme will be implemented to match potential car sharers.

7.9.13 The highest construction traffic flows identified for each part of the network (and for each time period) based on the above scenarios have been adopted and assessed against the 2030 future baseline traffic flows. Further details of the above scenarios are provided below based on a weekday profile. The equivalent trip generation tables (as presented below) for the Saturday scenario are provided in **Application Document 6.3.3.7.F Appendix 3.7.F Saturday Trip Generation Tables**. Further details of vehicle trips associated with each individual access point are shown on the traffic flow diagrams provided in **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams**.

Overall daily peak

7.9.14 Table 7.26 below shows the daily peak in terms of total construction vehicle movements across all accesses (combined) on the busiest day, based on a weekday profile. Whilst the peak construction year in terms of total (annual) movements is expected to be 2030 for the Kent Onshore Scheme, the daily peak (busiest day) in terms of construction vehicle movements across all access points combined is expected to be in 2026. The daily peak is expected to occur on a single day, with lower construction vehicle movements across the remainder of the programme.

Table 7.26 Forecast peak daily construction vehicle movements (all accesses, weekday profile, 2026)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	81	0	6	5	0	0	87	5	92
08:00-09:00	0	0	5	6	14	14	19	20	39
09:00-10:00	0	0	6	5	13	13	19	18	37
10:00-11:00	0	0	5	6	12	12	17	18	35
11:00-12:00	0	0	6	5	12	12	18	17	35

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
12:00-13:00	0	0	5	6	13	13	18	19	37
13:00-14:00	0	0	6	5	12	12	18	17	35
14:00-15:00	0	0	5	6	12	12	17	18	35
15:00-16:00	0	0	6	5	10	10	16	15	31
16:00-17:00	0	0	5	6	7	7	12	13	25
17:00-18:00	0	0	5	5	3	3	8	8	16
18:00-19:00	0	81	5	5	0	0	5	86	91
Total	**81**	**81**	**65**	**65**	**108**	**108**	**254**	**254**	**508**

7.9.15 As shown in Table 7.26 there will be a daily peak of 254 vehicles (508 movements) including 81 staff vehicles (based on 121 construction workers), 65 LGVs and 108 HGVs associated with the Proposed Project. Of these, a total of 101 vehicles are expected to use the main site access on the A256 (K-BM02) with 82 vehicles using Ebbsfleet Lane (K-BM01), 15 vehicles using Ebbsfleet Lane North (K-BM06) and 56 vehicles using Sandwich Road (K-BM07) based on the proposed construction works, compound locations and construction traffic forecasts. This reflects the 2026 access peak for K-BM02 as shown in Table 7.28 below, as well as the access peak for K-BM07 as shown in Table 7.30 below. The access peaks for K-BM01 and K-BM06 occur on different days in 2026 with higher trips than identified above; 95 vehicles for K-BM01 as shown in Table 7.27 below and 28 vehicles for K-BM06 as shown in Table 7.29 below.

7.9.16 As outlined above, individual access peaks are expected to occur on different days across the construction programme and these have been considered below to provide a robust assessment of the proposals.

Scenario 1 – 2026 Access Peak: Ebbsfleet Lane Access (K-BM01)

7.9.17 Based on the construction programme, the daily construction vehicle peak at the Ebbsfleet Lane access (K-BM01) is expected to occur in 2026 and is shown below in Table 7.27 based on a weekday profile.

Table 7.27 Forecast peak daily construction vehicle movements (K-BM01, weekday profile, 2026)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	36	0	2	1	0	0	38	1	39
08:00-09:00	0	0	2	2	5	5	7	7	14
09:00-10:00	0	0	2	2	4	4	6	6	12
10:00-11:00	0	0	2	2	4	4	6	6	12

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
11:00-12:00	0	0	2	2	4	4	6	6	12
12:00-13:00	0	0	2	2	4	4	6	6	12
13:00-14:00	0	0	2	2	4	4	6	6	12
14:00-15:00	0	0	2	2	4	4	6	6	12
15:00-16:00	0	0	2	2	4	4	6	6	12
16:00-17:00	0	0	2	2	2	2	4	4	8
17:00-18:00	0	0	2	2	1	1	3	3	6
18:00-19:00	0	36	1	2	0	0	1	38	39
Total	**36**	**36**	**23**	**23**	**36**	**36**	**95**	**95**	**190**

7.9.18 The above, in addition to construction vehicles associated with the other accesses including K-BM07 (see further below), has been used to inform the assessment of the local highway network in the vicinity of Ebbsfleet Lane including Sandwich Road and the Sandwich Road/Ebbsfleet Lane junction, as well as the surrounding highway network within the study area, to provide a robust assessment.

Scenario 1 – 2026 Access Peak: A256 Access (K-BM02)

7.9.19 The daily construction vehicle peak of the A256 access (K-BM02) in 2026 is shown below in Table 7.28 based on a weekday profile. As previously identified, the overall access peak for K-BM02 is expected to occur in 2028 which is considered in Scenario 2. The construction worker peak for K-BM02 is expected to occur in 2030 which is considered in Scenario 3.

Table 7.28 Forecast peak daily construction vehicle movements (K-BM02, weekday profile, 2026)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	31	0	3	2	0	0	34	2	36
08:00-09:00	0	0	3	3	5	5	8	8	16
09:00-10:00	0	0	3	3	5	5	8	8	16
10:00-11:00	0	0	2	3	5	5	7	8	15
11:00-12:00	0	0	3	2	4	4	7	6	13
12:00-13:00	0	0	2	3	4	4	6	7	13
13:00-14:00	0	0	3	2	4	4	7	6	13
14:00-15:00	0	0	2	3	4	4	6	7	13
15:00-16:00	0	0	3	2	4	4	7	6	13

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
16:00-17:00	0	0	2	3	3	3	5	6	11
17:00-18:00	0	0	3	2	1	1	4	3	7
18:00-19:00	0	31	2	3	0	0	2	34	36
Total	**31**	**31**	**31**	**31**	**39**	**39**	**101**	**101**	**202**

7.9.20 The above, in addition to construction vehicles associated with the other accesses, has been used to inform the assessment of the local highway network in the vicinity of the A256 including the roundabouts to the north and south, as well as the surrounding highway network within the study area, to provide a robust assessment.

Scenario 1 – 2026 Access Peak: Ebbsfleet Lane North Access (K-BM06)

7.9.21 Based on the construction programme, the daily construction vehicle peak at the Ebbsfleet Lane North access (K-BM06) is expected to occur in 2026 and is shown below in Table 7.29 based on a weekday profile.

Table 7.29 Forecast peak daily construction vehicle movements (K-BM06, weekday profile, 2026)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	15	0	1	0	0	0	16	0	16
08:00-09:00	0	0	1	1	1	0	2	1	3
09:00-10:00	0	0	1	1	0	1	1	2	3
10:00-11:00	0	0	0	1	1	0	1	1	2
11:00-12:00	0	0	1	0	0	1	1	1	2
12:00-13:00	0	0	1	1	1	0	2	1	3
13:00-14:00	0	0	1	1	0	1	1	2	3
14:00-15:00	0	0	0	1	1	0	1	1	2
15:00-16:00	0	0	1	0	0	1	1	1	2
16:00-17:00	0	0	1	1	0	0	1	1	2
17:00-18:00	0	0	1	1	0	0	1	1	2
18:00-19:00	0	15	0	1	0	0	0	16	16
Total	**15**	**15**	**9**	**9**	**4**	**4**	**28**	**28**	**56**

7.9.22 The above, in addition to construction vehicles associated with the other accesses, has been used to inform the assessment of the local highway network in the vicinity of

Ebbsfleet Lane North including Cottington Link Road and the A299/A256/Cottington Link Road (Sevenscore) Roundabout, as well as the surrounding highway network within the study area, to provide a robust assessment.

Scenario 1 – 2026 Access Peak: Sandwich Road Access (K-BM07)

7.9.23 Based on the construction programme, the daily construction vehicle peak at the Sandwich Road access (K-BM07) is expected to occur in 2026 and is shown below in Table 7.30 based on a weekday profile.

Table 7.30 Forecast peak daily construction vehicle movements (K-BM07, weekday profile, 2026)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	14	0	1	0	0	0	15	0	15
08:00-09:00	0	0	1	1	4	4	5	5	10
09:00-10:00	0	0	1	1	4	4	5	5	10
10:00-11:00	0	0	0	1	4	4	4	5	9
11:00-12:00	0	0	1	0	4	4	5	4	9
12:00-13:00	0	0	1	1	4	4	5	5	10
13:00-14:00	0	0	1	1	4	4	5	5	10
14:00-15:00	0	0	0	1	3	3	3	4	7
15:00-16:00	0	0	1	0	3	3	4	3	7
16:00-17:00	0	0	1	1	2	2	3	3	6
17:00-18:00	0	0	1	1	1	1	2	2	4
18:00-19:00	0	14	0	1	0	0	0	15	15
Total	**14**	**14**	**9**	**9**	**33**	**33**	**56**	**56**	**112**

7.9.24 The above, in addition to construction vehicles associated with the other accesses including K-BM01 (see further above), has been used to inform the assessment of the local highway network in the vicinity of Ebbsfleet Lane including Sandwich Road and the Sandwich Road/Ebbsfleet Lane junction, as well as the surrounding highway network within the study area, to provide a robust assessment.

Scenario 1 – 2026 Access Peak: Total Vehicle Trips

7.9.25 As shown in Table 7.26 there will be a daily peak of 254 vehicles including 81 staff vehicles, 65 LGVs and 108 HGVs associated with the Proposed Project. By combining the individual access peaks (which are expected to occur on different days in 2026), this scenario considers slighter higher figures of 280 vehicles including 96 staff vehicles, 72 LGVs and 112 HGVs. This approach is designed to be robust. The traffic flows across

the highway network for this scenario are illustrated within **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams** for all assessment periods.

Scenario 2 – 2028 Access Peak: A256 Access (K-BM02)

7.9.26 Based on the construction programme, the daily construction vehicle peak at the A256 access (K-BM02) differs from the above and is expected to take place in 2028 as shown below in Table 7.31 based on a weekday profile. This also represents the peak period in terms of HGV activity at this access.

Table 7.31 Forecast peak daily construction vehicle and HGV movements (K-BM02, weekday profile, 2028)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	81	0	5	4	0	0	86	4	90
08:00-09:00	0	0	5	5	13	13	18	18	36
09:00-10:00	0	0	4	5	12	12	16	17	33
10:00-11:00	0	0	5	4	12	12	17	16	33
11:00-12:00	0	0	5	5	11	11	16	16	32
12:00-13:00	0	0	4	5	11	11	15	16	31
13:00-14:00	0	0	5	4	11	11	16	15	31
14:00-15:00	0	0	5	5	11	11	16	16	32
15:00-16:00	0	0	4	5	9	9	13	14	27
16:00-17:00	0	0	5	4	7	7	12	11	23
17:00-18:00	0	0	4	5	3	3	7	8	15
18:00-19:00	0	81	4	4	0	0	4	85	89
Total	**81**	**81**	**55**	**55**	**100**	**100**	**236**	**236**	**472**

7.9.27 The total construction vehicles and HGVs above have also been used to inform the assessment of the local highway network in the vicinity of the A256 including the roundabouts to the north and south, as well as the surrounding highway network within the study area, to provide a robust assessment. The traffic flows across the highway network for this scenario are illustrated within **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams** for the weekday 8am-9am, 5pm-6pm, Saturday 12pm-1pm and 12-hour weekday periods (note: the traffic flows for the weekday 7am-8am and 6pm-7pm time periods fall below those assessed under Scenario 3). No construction vehicles are expected at any of the other access points at this time.

Scenario 3 – 2030 Construction Worker Peak: A256 Access (K-BM02)

7.9.28 Based on the construction programme, the daily construction vehicle peak in terms of construction workers at the A256 access (K-BM02) differs from the above and is expected to take place in 2030. The construction worker peak is based on a daily peak of 241 construction workers (equating to 161 staff vehicles) and is shown below in Table 7.32 based on a weekday profile. The below also includes 24 daily vehicles associated with the Jutes Lane access (K-BM03) at this time, which have been re-allocated to K-BM02 for the purposes of conducting a robust assessment (and given similar routing arrangements would be used).

Table 7.32 Forecast peak daily construction worker vehicle movements (K-BM02 incorporating K-BM03 trips, weekday profile, 2030)

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	161	0	4	3	0	0	165	3	168
08:00-09:00	0	0	3	4	4	4	7	8	15
09:00-10:00	0	0	3	3	4	4	7	7	14
10:00-11:00	0	0	4	3	4	4	8	7	15
11:00-12:00	0	0	3	4	4	4	7	8	15
12:00-13:00	0	0	3	3	3	3	6	6	12
13:00-14:00	0	0	4	3	3	3	7	6	13
14:00-15:00	0	0	3	4	3	3	6	7	13
15:00-16:00	0	0	3	3	3	3	6	6	12
16:00-17:00	0	0	4	3	2	2	6	5	11
17:00-18:00	0	0	3	4	1	1	4	5	9
18:00-19:00	0	161	3	3	0	0	3	164	167
Total	**161**	**161**	**40**	**40**	**31**	**31**	**232**	**232**	**464**

7.9.29 The construction worker movements above have been used to inform the assessment of the local highway network in the vicinity of the A256 including the roundabouts to the north and south, as well as the surrounding highway network within the study area, to provide a robust assessment. The traffic flows across the highway network for this scenario are illustrated within **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams** for the weekday 7am-8am, 6pm-7pm and 12-hour weekday periods (note: the traffic flows for the remaining time periods fall below those assessed under Scenarios 1 and 2). Other than for the Jutes Lane access (K-BM03), for which the trips have been incorporated above, no construction vehicles are expected at any of the other access points at this time.

Construction Vehicle Profile and Peak Duration

7.9.30 As previously identified, the assessment work within this chapter has been based on the busiest day of the construction programme (in terms of total construction vehicles) whilst also considering daily (localised) peaks at the four main access points. It is expected that construction works will be carried out over a five-year period (circa 60 months) and Plate 7.1 below shows the forecast levels of total construction vehicle movements (arrivals + departures) across the construction programme, which includes demobilization works at the very end of the programme including the removal of construction compounds, equipment and fencing.

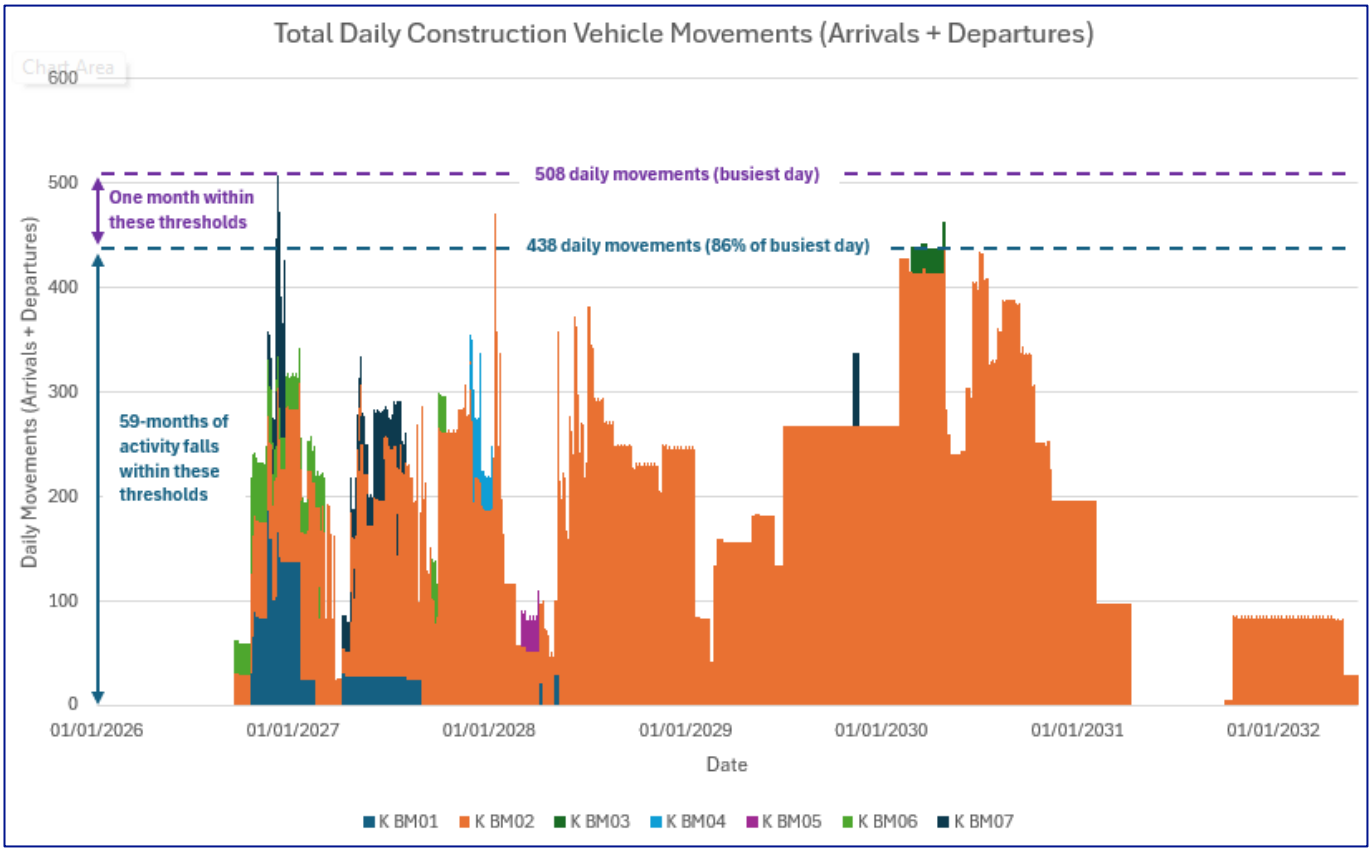

Plate 7.1 Overall Construction Vehicle Profile

7.9.31 The above shows that there will be a daily peak of 254 vehicles (508 movements) on the single busiest day of the construction programme, which has previously been identified in Table 7.26. Throughout the majority of the programme (59 of the 60 months) there will be no more than 219 vehicles (438 movements) which represents 86% of the level of activity experienced on the busiest day. This reduced level of activity has been reviewed to inform the assessment work when a Moderate or Minor effect could be attributed based on the matrix (see Table 7.14) due to:

- A large magnitude of change and a low or medium level of sensitivity;
- A medium magnitude of change and a medium level of sensitivity; and
- A small magnitude of change and a very high level of sensitivity.

7.9.32 The above acknowledges the duration of the impact, namely that peak construction levels (above 219 daily construction vehicles) would only be experienced for one month

of the programme. Should a lower magnitude of impact be experienced for the remainder of the programme (59 months) then this has been taken into account.

7.9.33 The above approach has also been reviewed for the local highway network on Sandwich Road, including the Sandwich Road/Ebbsfleet Lane junction, based on the two access points that this part of the network will serve; K-BM01 and K-BM07. Plate 7.2 below shows the forecast levels of total construction vehicle movements (arrivals + departures) on Sandwich Road across the construction programme.

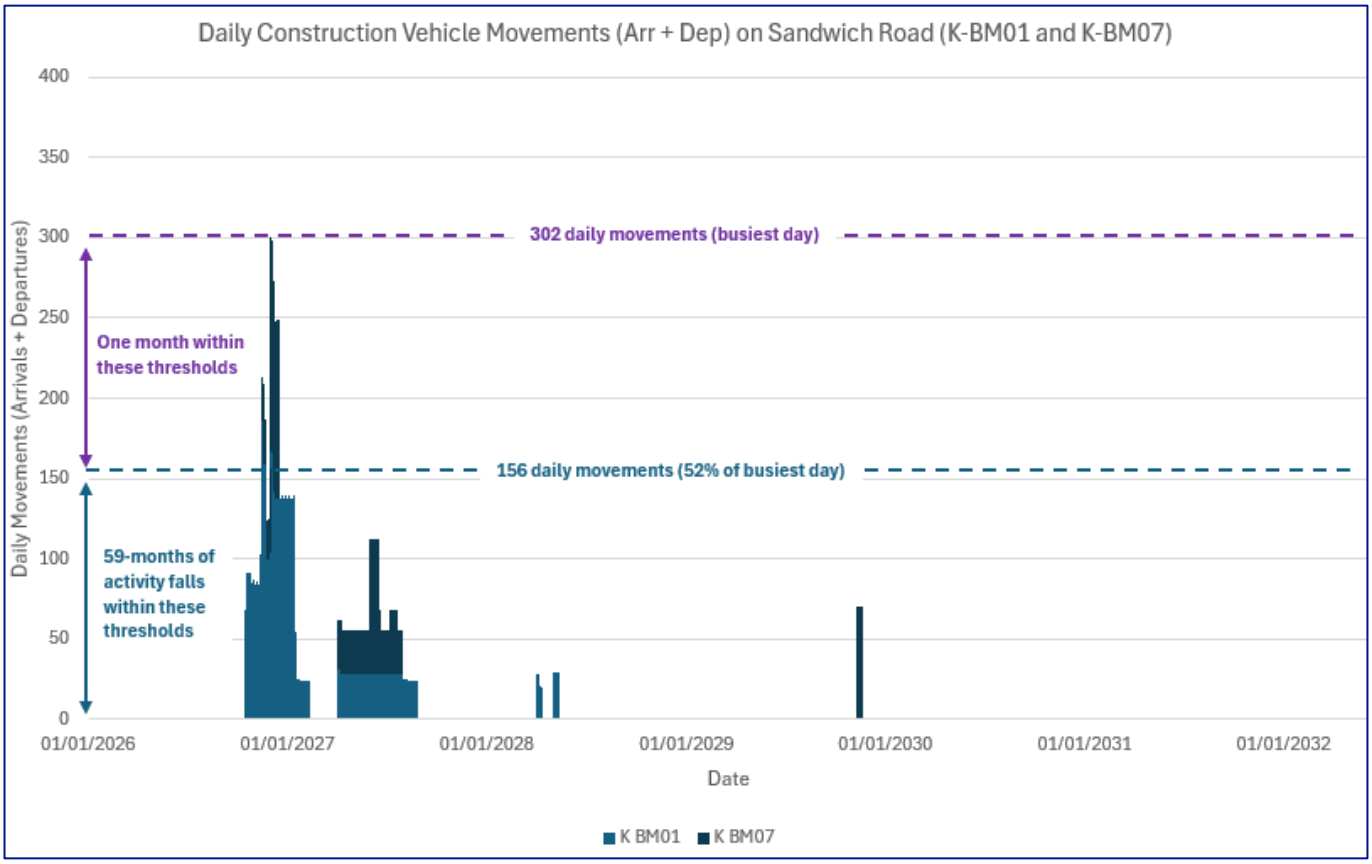

Plate 7.2 Localised Construction Vehicle Profile for Sandwich Road

7.9.34 The above shows that there will be a daily peak of 151 vehicles (302 movements) on Sandwich Road during the single busiest day of the construction programme, which comprises 95 vehicles associated with K-BM01 (Table 7.27) and 56 vehicles associated with K-BM07 (Table 7.30). Throughout the majority of the programme (59 of the 60 months) there will be no more than 78 vehicles (156 movements) which represents 52% of the level of activity experienced on the busiest day. Again, this reduced level of activity has been reviewed to inform the assessment work when a Moderate or Minor effect could be attributed based on the matrix (see Table 7.14) for this part of the highway network.

7.9.35 The assessment of Sandwich Road and the Sandwich Road/Ebbsfleet Lane signalised junction includes trips associated with both K-BM01 and K-BM07 to provide a robust assessment. Trips on the section of Sandwich Road to the east of the Sandwich Road/Ebbsfleet Lane signalised junction will only accommodate trips associated with K-BM07, but has been assessed based on K-BM01 and K-BM07 combined. Construction vehicles (LGVs/HGVs) shuttling between K-BM07 and the Pegwell Road access track

are expected to be nominal (up to 10 movements per hour) and have in effect been assessed by adopting the above approach.

Summary

7.9.36 The development-related traffic flows have been robustly assessed by considering all of the scenarios presented above, depending on when and where the highest construction vehicle numbers are expected to occur across the network. Further details of the scenarios and traffic flows are presented within **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams**.

Forecast trip distribution

7.9.37 The forecast trip distribution in terms of trips entering/exiting the study area based on their expected points of origin when arriving to the Proposed Project (and conversely points of destination when departing) is set out in Table 7.33 below.

Table 7.33 Forecast trip distribution

Point of entry/exit	Staff	LGVs	HGVs
A299 (West)	60%	80%	80%
A299 (East)	15%	10%	10%
A256 (South)	25%	10%	10%
Total	**100%**	**100%**	**100%**

7.9.38 The above distribution was agreed with KCC Highways following the KCC Highways Scoping Meeting in April 2023.

7.9.39 The staff distribution has been based on 2021 Census data (TS060 – Industry dataset) (Office for National Statistics, 2021) to identify the number of existing residents living within a 60-minute catchment of the site who also work in the construction industry and could theoretically be employed by the Proposed Project. In view of the COVID-19 pandemic, this dataset has only been used to identify the districts where construction workers live rather than estimating travel patterns. A simple gravity model has been developed to inform the trip distribution based on their proximity to the Proposed Project. Further details of the methodology and calculations are held in **Application Document 6.3.3.7.E Appendix 3.7.E Construction Worker Trip Distribution**.

7.9.40 In terms of the HGV and LGV trip distributions, the majority of trips are expected to enter/exit the study area via the A299 (west), as this part of the highway network ultimately serves the majority of Kent and routes to/from London and further afield. The routes via the A299 (east) and A256 (south) are more limited in terms of the areas which they serve and include local areas such as Ramsgate to the east and Dover to the south. An HGV routing plan is provided in **Application Document 6.4.3.7.2 Heavy Goods Vehicle (HGV) Routing Plan**.

7.9.41 In terms of trip distribution, the majority of construction vehicles are expected to use the proposed main site access on the A256 (K-BM02), with trips also assigned to Ebbsfleet

Lane (K-BM01), Ebbsfleet Lane North (K-BM06) and Sandwich Road (K-BM07) based on the trip generations presented previously.

7.9.42 The proposed main site access (K-BM02) is situated on the northbound side of the A256 dual carriageway, requiring all vehicles (except AILs) to turn left in/left out of the access. Therefore, the majority of arrivals from the north would require vehicles to U-turn at the Ebbsfleet Roundabout to the south. In addition, the majority of departures to the south would require vehicles to U-turn at the Sevenscore Roundabout to the north. This has been considered as part of the trip assignment.

7.9.43 The adopted distribution of construction vehicle trips across the highway network is illustrated on the traffic flow diagrams held in **Application Document 6.3.3.7.G Appendix 3.7.G Traffic Flow Diagrams**.

Preliminary highway impact assessment

7.9.44 A preliminary highway impact assessment has been carried out to identify the forecast increases in traffic levels on the surrounding highway network (road link and road junction receptors) as a result of construction traffic during the peak construction phase (adopting the highest construction vehicle flows for each access). This has been informed by the forecast trip generation (various scenarios) and distribution presented above and has been used to identify robust percentage increases in terms of HGVs and total vehicles to inform the assessments set out later within this section.

7.9.45 The preliminary highway impact is set out in **Application Document 6.3.3.7.H Appendix 3.7.H Preliminary Highway Impact Assessment**, which includes all road link and road junction receptors during the development 'shoulder' peak hours (7am-8am and 6pm-7pm), network peak hours (8am-9am and 5pm-6pm), the weekday 12-hour period (7am-7pm), average daily 24-hour period and Saturday lunchtime period (12pm-1pm).

Construction Phase

Severance

7.9.46 The assessment of Severance in relation to the Proposed Project has been based on the road link receptors, road junction receptors, PRoW receptors and national/regional walking and cycling route receptors identified in Section 7.6 (see also **Application Document 6.4.3.7.6 Road Link and Road Junction Receptors** and **Application Document 6.3.3.7.C Appendix 3.7.C Receptor Sensitivity Levels**).

7.9.47 Details of magnitude of impact with respect to Severance are set out within **Application Document 6.3.3.7.I Appendix 3.7.I Magnitude of Change**, based on the information presented in Section 7.4.

7.9.48 The assessment of Severance is summarised in Table 7.34 below, with further details held in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.34 Assessment of Severance

Receptor			Likely Significant Effect	
Ref	**Description**	**Sensitivity**	**Magnitude**	**Significance**
K-RL1	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Negligible	Small	Negligible
K-RL2	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Negligible	Small	Negligible
K-RL3	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Negligible	Small	Negligible
K-RL4	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Negligible	Negligible	Negligible
K-RL5a	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Negligible	Small	Negligible
K-RL5b	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Negligible	Small	Negligible
K-RL6	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Medium	Negligible	Negligible
K-RL7	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Medium	Medium	Minor*
K-RL8	Ebbsfleet Lane	Low	Small	Negligible
K-RL9	Cottington Link Road	Negligible	Negligible	Negligible
K-RJ1	A299/A253/Willetts Hill (Monkton) Roundabout	Low	Small	Negligible
K-RJ2	A299/B2190/Tothill Street (Minster) Roundabout	Medium	Small	Minor
K-RJ3	A299/Canterbury Road West (Cliffsend) Roundabout	Negligible	Small	Negligible

Receptor			Likely Significant Effect	
Ref	**Description**	**Sensitivity**	**Magnitude**	**Significance**
K-RJ4	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Negligible	Small	Negligible
K-RJ5	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Low	Small	Negligible
K-RJ6	Sandwich Road/Ebbsfleet Lane Signalised Junction	Medium	Medium	Minor*
K-P1	PRoW TE37	Medium	Medium	Minor
K-P2	PRoW TE39	Low	Medium	Minor
K-P3	PRoW TE26	Negligible	Small	Negligible
K-P4	PRoW EE42	Negligible	Small	Negligible
K-P5	PRoW TE35	Low	Small	Negligible
K-P6	PRoW TE36	Medium	Negligible	Negligible
K-P7	PRoW TR33	Negligible	Negligible	Negligible
K-P8	PRoW TR15	Low	Negligible	Negligible
K-C1	NCN Route 15/Cantii Way	Medium	Negligible	Negligible
K-W1	King Charles III England Coast Path	Medium	Negligible	Negligible
K-W2	Contra Trail	Low	Negligible	Negligible
K-W3	Viking Coastal Trail	Medium	Negligible	Negligible
K-W4	Saxon Shore Way	Negligible	Small	Negligible

*Minor selected instead of Moderate to consider duration of effect (see below)

7.9.49 The following considerations have been taken into account when making the decision to class the effect as Minor rather than Moderate for the following road link and road junction receptors, in keeping with Table 7.14 (note, the magnitude of impact remains as Medium for robustness):

- K-RL7 and R-RJ6: A negligible magnitude of impact would be expected based on construction traffic levels along Sandwich Road for at least 59 months of the circa 60-month construction programme (all time periods), due to fewer than 30 vehicle movements for every hour of the day (based on K-BM01 and K-BM07 combined). Therefore, the medium magnitude of impact (based on peak construction traffic during the busiest day) would only be experienced for a duration of up to one month, with a negligible magnitude for the remainder of the programme.

7.9.50 The following considerations have taken into account in the decision to class the effect as Minor rather than Moderate for the following PRoW receptor, in keeping with Table 7.14 (note, the magnitude of impact remains as Medium for robustness):

- K-P1: Cottington Lane is to be used during construction for mobilisation and staff movements. It is therefore proposed to temporarily (and locally) divert PRoW TE37 along the northern grass verge of Cottington lane, with site fencing to be installed along the diverted route that will sit parallel to Cottington Lane before this connects back into the existing route to the west. This diversion is to be in place for the full construction phase of the project, to avoid any interactions between PRoW users and construction vehicles. The proposed diversion will minimise/avoid any interactions with construction vehicles, where up to ten HGV movements per day (five arrivals and five departures) are expected along Cottington Lane. If there is any requirement for construction vehicles to cross PRoW TE37 then site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete. The measures set out within the **Application Document 7.5.9.2 Outline PRoWMP – Kent** are designed to reduce the impact of this diversion on users of PRoW TE37.

7.9.51 As shown above, the likely impact of the Proposed Project on Severance for all receptors within the study area is considered to be not significant based on the sensitivity levels and magnitudes of impact identified for these receptors.

Pedestrian Delay

7.9.52 The assessment of Pedestrian Delay in relation to the Proposed Project has been based on the road link receptors, road junction receptors, PRoW receptors and national/regional walking and cycling route receptors identified in Section 7.6 (see also **Application Document 6.4.3.7.6 Road Link and Road Junction Receptors** and **Application Document 6.3.3.7.C Appendix 3.7.C Receptor Sensitivity Levels**).

7.9.53 Details of magnitude of impact with respect to Pedestrian Delay are set out within **Application Document 6.3.3.7.I Appendix 3.7.I Magnitude of Change**, based on the information presented in Section 7.4.

7.9.54 The assessment of Pedestrian Delay is summarised in Table 7.35 below, with further details held in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.35 Assessment of Pedestrian Delay

Receptor			Likely Significant Effect	
Ref	**Description**	**Sensitivity**	**Magnitude**	**Significance**
K-RL1	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Negligible	Small	Negligible
K-RL2	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Negligible	Small	Negligible
K-RL3	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Negligible	Small	Negligible

Receptor			Likely Significant Effect	
Ref	Description	Sensitivity	Magnitude	Significance
K-RL4	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Negligible	Negligible	Negligible
K-RL5a	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Negligible	Small	Negligible
K-RL5b	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Negligible	Small	Negligible
K-RL6	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Medium	Negligible	Negligible
K-RL7	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Medium	Medium	Minor*
K-RL8	Ebbsfleet Lane	Low	Small	Negligible
K-RL9	Cottington Link Road	Negligible	Negligible	Negligible
K-RJ1	A299/A253/Willetts Hill (Monkton) Roundabout	Low	Small	Negligible
K-RJ2	A299/B2190/Tothill Street (Minster) Roundabout	Medium	Small	Minor
K-RJ3	A299/Canterbury Road West (Cliffsend) Roundabout	Negligible	Small	Negligible
K-RJ4	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Negligible	Small	Negligible
K-RJ5	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Low	Small	Negligible
K-RJ6	Sandwich Road/Ebbsfleet Lane Signalised Junction	Medium	Medium	Minor*
K-P1	PRoW TE37	Medium	Medium	Minor
K-P2	PRoW TE39	Low	Medium	Minor
K-P3	PRoW TE26	Negligible	Small	Negligible
K-P4	PRoW EE42	Negligible	Small	Negligible

Receptor			Likely Significant Effect	
Ref	**Description**	**Sensitivity**	**Magnitude**	**Significance**
K-P5	PRoW TE35	Low	Small	Negligible
K-P6	PRoW TE36	Medium	Negligible	Negligible
K-P7	PRoW TR33	Negligible	Negligible	Negligible
K-P8	PRoW TR15	Low	Negligible	Negligible
K-C1	NCN Route 15/Cantii Way	Medium	Negligible	Negligible
K-W1	King Charles III England Coast Path	Medium	Negligible	Negligible
K-W2	Contra Trail	Low	Negligible	Negligible
K-W3	Viking Coastal Trail	Medium	Negligible	Negligible
K-W4	Saxon Shore Way	Negligible	Small	Negligible

*Minor selected instead of Moderate to consider duration of effect (see below)

7.9.55 The following considerations have been taken into account in the decision to class the effect as Minor rather than Moderate for the following road link and road junction receptors, in keeping with Table 7.14 (note, the magnitude of impact remains as Medium for robustness):

- K-RL7 and R-RJ6: A negligible magnitude of impact would be expected based on construction traffic levels along Sandwich Road for at least 59 months of the circa 60-month construction programme (all time periods), due to fewer than 30 vehicle movements for every hour of the day (based on K-BM01 and K-BM07 combined). Therefore, the medium magnitude of impact (based on peak construction traffic during the busiest day) would only be experienced for a duration of up to one month, with a negligible magnitude for the remainder of the programme.

7.9.56 The following considerations have taken into account in the decision to class the effect as Minor rather than Moderate for the following PRoW receptor, in keeping with Table 7.14 (note, the magnitude of impact remains as Medium for robustness):

- K-P1: Cottington Lane is to be used during construction for mobilisation and staff movements. It is therefore proposed to temporarily (and locally) divert PRoW TE37 along the northern grass verge of Cottington lane, with site fencing to be installed along the diverted route that will sit parallel to Cottington Lane before this connects back into the existing route to the west. This diversion is to be in place for the full construction phase of the project, to avoid any interactions between PRoW users and construction vehicles. The proposed diversion will minimise/avoid any interactions with construction vehicles, where up to ten HGV movements per day (five arrivals and five departures) are expected along Cottington Lane. If there is any requirement for construction vehicles to cross PRoW TE37 then site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, where priority is given to the PRoW. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete. The measures set out within the **Application Document 7.5.9.2 Outline PRoWMP – Kent** are designed to reduce the impact of this diversion on users of PRoW TE37.

7.9.57 As shown above, the likely impact of the Proposed Project on Pedestrian Delay for all receptors within the study area is considered to be not significant based on the sensitivity levels and magnitudes of impact identified for these receptors.

Non-Motorised User Amenity

7.9.58 The assessment of Non-Motorised User Amenity in relation to the Proposed Project has been based on the road link receptors, road junction receptors, PRoW receptors and national/regional walking and cycling route receptors identified in Section 7.6 (see also **Application Document 6.4.3.7.6 Road Link and Road Junction Receptors** and **Application Document 6.3.3.7.C Appendix 3.7.C Receptor Sensitivity Levels**).

7.9.59 Details of magnitude of impact with respect to Non-Motorised User Amenity are set out within **Application Document 6.3.3.7.I Appendix 3.7.I Magnitude of Change**, based on the information presented in Section 7.4.

7.9.60 The assessment of Non-Motorised User Amenity is summarised in Table 7.36 below, with further details held in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.36 Assessment of Non-Motorised User Amenity

Receptor			Likely Significant Effect	
Ref	**Description**	**Sensitivity**	**Magnitude**	**Significance**
K-RL1	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Negligible	Negligible	Negligible
K-RL2	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Negligible	Negligible	Negligible
K-RL3	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Negligible	Negligible	Negligible
K-RL4	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Negligible	Negligible	Negligible
K-RL5a	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Negligible	Negligible	Negligible
K-RL5b	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Negligible	Negligible	Negligible

Receptor			Likely Significant Effect	
Ref	Description	Sensitivity	Magnitude	Significance
K-RL6	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Medium	Negligible	Negligible
K-RL7	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Medium	Negligible	Negligible
K-RL8	Ebbsfleet Lane	Low	Small	Negligible
K-RL9	Cottington Link Road	Negligible	Negligible	Negligible
K-RJ1	A299/A253/Willetts Hill (Monkton) Roundabout	Low	Negligible	Negligible
K-RJ2	A299/B2190/Tothill Street (Minster) Roundabout	Medium	Negligible	Negligible
K-RJ3	A299/Canterbury Road West (Cliffsend) Roundabout	Negligible	Negligible	Negligible
K-RJ4	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Negligible	Negligible	Negligible
K-RJ5	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Low	Negligible	Negligible
K-RJ6	Sandwich Road/Ebbsfleet Lane Signalised Junction	Medium	Negligible	Negligible
K-P1	PRoW TE37	Medium	Small	Minor
K-P2	PRoW TE39	Low	Small	Negligible
K-P3	PRoW TE26	Negligible	Negligible	Negligible
K-P4	PRoW EE42	Negligible	Negligible	Negligible
K-P5	PRoW TE35	Low	Small	Negligible
K-P6	PRoW TE36	Medium	Negligible	Negligible
K-P7	PRoW TR33	Negligible	Small	Negligible
K-P8	PRoW TR15	Low	Small	Negligible
K-C1	NCN Route 15/Cantii Way	Medium	Negligible	Negligible
K-W1	King Charles III England Coast Path	Medium	Negligible	Negligible
K-W2	Contra Trail	Low	Negligible	Negligible

Receptor			Likely Significant Effect	
Ref	Description	Sensitivity	Magnitude	Significance
K-W3	Viking Coastal Trail	Medium	Negligible	Negligible
K-W4	Saxon Shore Way	Negligible	Negligible	Negligible

7.9.61 As shown above, the likely impact of the Proposed Project on Non-Motorised User Amenity for all receptors within the study area is considered to be not significant based on the sensitivity levels and small/negligible magnitudes of impact identified for these receptors.

Fear and Intimidation

7.9.62 The assessment of Fear and Intimidation in relation to the Proposed Project has been based on the road link receptors, road junction receptors, PRoW receptors and national/regional walking and cycling route receptors identified in Section 7.6 (see also **Application Document 6.4.3.7.6 Road Link and Road Junction Receptors** and **Application Document 6.3.3.7.C Appendix 3.7.C Receptor Sensitivity Levels**).

7.9.63 Details of magnitude of impact with respect to Fear and Intimidation are set out within **Application Document 6.3.3.7.I Appendix 3.7.I Magnitude of Change**, based on the information presented in Section 7.4.

7.9.64 The assessment of Fear and Intimidation is summarised in Table 7.37 below, with further details held in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.37 Assessment of Fear and Intimidation

Receptor			Likely Significant Effect	
Ref	Description	Sensitivity	Magnitude	Significance
K-RL1	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Negligible	Negligible	Negligible
K-RL2	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Negligible	Negligible	Negligible
K-RL3	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Negligible	Negligible	Negligible
K-RL4	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Negligible	Negligible	Negligible
K-RL5a	A256 Richborough Way (between the Sevenscore	Negligible	Negligible	Negligible

Receptor			Likely Significant Effect	
Ref	Description	Sensitivity	Magnitude	Significance
	and Ebbsfleet Roundabouts) - north of K-BM02			
K-RL5b	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Negligible	Negligible	Negligible
K-RL6	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Medium	Negligible	Negligible
K-RL7	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Medium	Negligible	Negligible
K-RL8	Ebbsfleet Lane	Low	Negligible	Negligible
K-RL9	Cottington Link Road	Negligible	Negligible	Negligible
K-RJ1	A299/A253/Willetts Hill (Monkton) Roundabout	Low	Negligible	Negligible
K-RJ2	A299/B2190/Tothill Street (Minster) Roundabout	Medium	Negligible	Negligible
K-RJ3	A299/Canterbury Road West (Cliffsend) Roundabout	Negligible	Negligible	Negligible
K-RJ4	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Negligible	Negligible	Negligible
K-RJ5	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Low	Negligible	Negligible
K-RJ6	Sandwich Road/Ebbsfleet Lane Signalised Junction	Medium	Negligible	Negligible
K-P1	PRoW TE37	Medium	Small	Minor
K-P2	PRoW TE39	Low	Small	Negligible
K-P3	PRoW TE26	Negligible	Negligible	Negligible
K-P4	PRoW EE42	Negligible	Negligible	Negligible
K-P5	PRoW TE35	Low	Small	Negligible
K-P6	PRoW TE36	Medium	Negligible	Negligible
K-P7	PRoW TR33	Negligible	Small	Negligible
K-P8	PRoW TR15	Low	Small	Negligible

Receptor			Likely Significant Effect	
Ref	Description	Sensitivity	Magnitude	Significance
K-C1	NCN Route 15/Cantii Way	Medium	Negligible	Negligible
K-W1	King Charles III England Coast Path	Medium	Negligible	Negligible
K-W2	Contra Trail	Low	Negligible	Negligible
K-W3	Viking Coastal Trail	Medium	Negligible	Negligible
K-W4	Saxon Shore Way	Negligible	Negligible	Negligible

7.9.65 As shown above, the likely impact of the Proposed Project on Fear and Intimidation for all receptors within the study area is considered to be not significant based on the sensitivity levels and small/negligible magnitudes of impact identified for these receptors.

Driver Delay

7.9.66 The assessment of Driver Delay in relation to the Proposed Project has been based on the road link receptors and road junction receptors identified in Section 7.6 (see also **Application Document 6.4.3.7.6 Road Link and Road Junction Receptors** and **Application Document 6.3.3.7.C Appendix 3.7.C Receptor Sensitivity Levels**).

7.9.67 Details of magnitude of impact with respect to Driver Delay are set out within **Application Document 6.3.3.7.I Appendix 3.7.I Magnitude of Change**, based on the information presented in Section 7.4.

7.9.68 The assessment of Driver Delay is summarised in Table 7.38 below, with further details held in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.38 Assessment of Driver Delay

Receptor			Likely Significant Effect	
Ref	Description	Sensitivity	Magnitude	Significance
K-RL1	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Medium	Negligible	Negligible
K-RL2	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Medium	Negligible	Negligible
K-RL3	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Low	Negligible	Negligible

Receptor			Likely Significant Effect	
Ref	Description	Sensitivity	Magnitude	Significance
K-RL4	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	High	Negligible	Negligible
K-RL5a	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	High	Negligible	Negligible
K-RL5b	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Low	Negligible	Negligible
K-RL6	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Negligible	Negligible	Negligible
K-RL7	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Low	Negligible	Negligible
K-RL8	Ebbsfleet Lane	Negligible	Small	Negligible
K-RL9	Cottington Link Road	Low	Negligible	Negligible
K-RJ1	A299/A253/Willetts Hill (Monkton) Roundabout	Medium	Negligible	Negligible
K-RJ2	A299/B2190/Tothill Street (Minster) Roundabout	Very High	Negligible	Negligible
K-RJ3	A299/Canterbury Road West (Cliffsend) Roundabout	Low	Negligible	Negligible
K-RJ4	A299/A256/Cottington Link Road (Sevenscore) Roundabout	High	Negligible	Negligible
K-RJ5	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Medium	Negligible	Negligible
K-RJ6	Sandwich Road/Ebbsfleet Lane Signalised Junction	Low	Negligible	Negligible

7.9.69 As shown above, the likely impact of the Proposed Project on Driver Delay for all receptors within the study area is considered to be not significant based on the sensitivity levels and small/negligible magnitudes of impact identified for these receptors.

Road Safety

7.9.70 The assessment of Road Safety in relation to the Proposed Project has been based on the road link receptors and road junction receptors identified in Section 7.6 (see also **Application Document 6.4.3.7.6 Road Link and Road Junction Receptors** and **Application Document 6.3.3.7.C Appendix 3.7.C Receptor Sensitivity Levels**).

7.9.71 Details of magnitude of impact with respect to Road Safety are set out within **Application Document 6.3.3.7.I Appendix 3.7.I Magnitude of Change**, based on the information presented in Section 7.4.

7.9.72 The assessment of Road Safety is summarised in Table 7.39 below, with further details held in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.39 Assessment of Road Safety

Receptor			Likely Significant Effect	
Ref	**Description**	**Sensitivity**	**Magnitude**	**Significance**
K-RL1	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Very High	Small	Minor*
K-RL2	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Very High	Small	Minor*
K-RL3	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Low	Small	Negligible
K-RL4	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Medium	Negligible	Negligible
K-RL5a	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Medium	Small	Minor
K-RL5b	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Medium	Small	Minor
K-RL6	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Negligible	Negligible	Negligible
K-RL7	Sandwich Road (between Ebbsfleet Roundabout and	Medium	Negligible	Negligible

Receptor			Likely Significant Effect	
Ref	Description	Sensitivity	Magnitude	Significance
	Lord of the Manor Roundabout)			
K-RL8	Ebbsfleet Lane	Negligible	Small	Negligible
K-RL9	Cottington Link Road	Negligible	Negligible	Negligible
K-RJ1	A299/A253/Willetts Hill (Monkton) Roundabout	Very High	Small	Minor*
K-RJ2	A299/B2190/Tothill Street (Minster) Roundabout	High	Small	Minor
K-RJ3	A299/Canterbury Road West (Cliffsend) Roundabout	Low	Small	Negligible
K-RJ4	A299/A256/Cottington Link Road (Sevenscore) Roundabout	High	Small	Minor
K-RJ5	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Low	Small	Negligible
K-RJ6	Sandwich Road/Ebbsfleet Lane Signalised Junction	Negligible	Negligible	Negligible

*Minor selected instead of Moderate to consider duration of effect (see below)

7.9.73 The following considerations have been taken into account in the decision to class the effect as Minor rather than Moderate for the following receptors, in keeping with Table 7.14:

- K-RL1: Construction traffic levels on the A299 Hengist Way (between the Monkton and Minster Roundabouts) will be fewer than 30 hourly vehicles and/or <30% total traffic increase AND <10% HGV increase (negligible in magnitude) for at least 59 months of the circa 60-month construction programme (majority of assessed time periods, including all weekday peak hour assessments). Therefore, the small magnitude of impact (based on peak construction traffic during the busiest day) would only be experienced for a duration of up to one month, with a negligible magnitude for the remaining majority of the programme.
- K-RL2: Construction traffic levels on the A299 Hengist Way between the Minster and Cliffsend Roundabouts will be fewer than 30 hourly vehicles and/or <30% total traffic increase AND <10% HGV increase (negligible in magnitude) for at least 59 months of the circa 60-month construction programme (majority of assessed time periods, including all weekday peak hour assessments). Therefore, the small magnitude of impact (based on peak construction traffic during the busiest day) would only be experienced for a duration of up to one month, with a negligible magnitude for the remaining majority of the programme.
- K-RJ1: Construction traffic levels on the A299/A253/Willetts Hill (Monkton) Roundabout will be fewer than 30 hourly vehicles and/or <30% total traffic increase AND <10% HGV increase (negligible in magnitude) for at least 59 months of the

circa 60-month construction programme (majority of assessed time periods, including all weekday peak hour assessments). Therefore, the small magnitude of impact (based on peak construction traffic during the busiest day) would only be experienced for a duration of up to one month, with a negligible magnitude for the remaining majority of the programme.

7.9.74 As shown above, the likely effect of the Proposed Project on Road Safety for all receptors within the study area is considered to be not significant based on the sensitivity levels and small/negligible magnitudes of impact identified for these receptors.

Hazardous/Large Loads

7.9.75 The assessment of Hazardous/Large Loads in relation to the Proposed Project has been based on the road link receptors and road junction receptors identified in Section 7.6 (see also **Application Document 6.4.3.7.6 Road Link and Road Junction Receptors** and **Application Document 6.3.3.7.C Appendix 3.7.C Receptor Sensitivity Levels**).

7.9.76 Details of magnitude of impact with respect to Hazardous/Large Loads are set out within **Application Document 6.3.3.7.I Appendix 3.7.I Magnitude of Change**, based on the information presented in Section 7.4.

7.9.77 The assessment of Hazardous/Large Loads is summarised in Table 7.40 below, with further details held in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.40 Assessment of Hazardous/Large Loads

Receptor			Likely Significant Effect	
Ref	**Description**	**Sensitivity**	**Magnitude**	**Significance**
K-RL1	A299 Hengist Way (between the Monkton and Minster Roundabouts)	Negligible	Small	Negligible
K-RL2	A299 Hengist Way (between the Minster and Cliffsend Roundabouts)	Low	Small	Negligible
K-RL3	A299 Hengist Way (between the Cliffsend and the Sevenscore Roundabouts)	Negligible	Small	Negligible
K-RL4	A299 Hengist Way (east of the Sevenscore Roundabout, within study area)	Low	Small	Negligible
K-RL5a	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - north of K-BM02	Low	Small	Negligible

Receptor			Likely Significant Effect	
Ref	Description	Sensitivity	Magnitude	Significance
K-RL5b	A256 Richborough Way (between the Sevenscore and Ebbsfleet Roundabouts) - south of K-BM02	Low	Small	Negligible
K-RL6	A256 Ramsgate Road (south of the Ebbsfleet Roundabout, within study area)	Negligible	Negligible	Negligible
K-RL7	Sandwich Road (between Ebbsfleet Roundabout and Lord of the Manor Roundabout)	Negligible	Small	Negligible
K-RL8	Ebbsfleet Lane	Negligible	Small	Negligible
K-RL9	Cottington Link Road	Negligible	Negligible	Negligible
K-RJ1	A299/A253/Willetts Hill (Monkton) Roundabout	Negligible	Small	Negligible
K-RJ2	A299/B2190/Tothill Street (Minster) Roundabout	Negligible	Small	Negligible
K-RJ3	A299/Canterbury Road West (Cliffsend) Roundabout	Negligible	Small	Negligible
K-RJ4	A299/A256/Cottington Link Road (Sevenscore) Roundabout	Negligible	Small	Negligible
K-RJ5	A256/Ramsgate Road/Jutes Lane (Ebbfleet) Roundabout	Negligible	Small	Negligible
K-RJ6	Sandwich Road/Ebbsfleet Lane Signalised Junction	Negligible	Small	Negligible

7.9.78 As shown above, the likely effect of the Proposed Project on Hazardous/Large Loads for all receptors within the study area is considered to be not significant based on the sensitivity levels and small/negligible magnitudes of impact identified for these receptors.

PRoW Diversions and Closures

7.9.79 The assessment of PRoW Diversions and Closures in relation to the Proposed Project has been based on the PRoW receptors identified in Section 7.6, as well as the King Charles III England Coast Path (see also **Application Document 6.3.3.7.C Appendix 3.7.C Receptor Sensitivity Levels**).

7.9.80 Details of magnitude of impact with respect to PRoW Diversions and Closures are set out within **Application Document 6.3.3.7.I Appendix 3.7.I Magnitude of Change**, based on the information presented in Section 7.4.

7.9.81 The assessment of PRoW Diversions and Closures is summarised in Table 7.41 below, with further details held in **Application Document 6.3.3.7.J Appendix 3.7.J Traffic and Transport Assessments**.

Table 7.41 Assessment of PRoW Diversions and Closures

Receptor			Likely Significant Effect	
Ref	**Description**	**Sensitivity**	**Magnitude**	**Significance**
K-P1	PRoW TE37	Medium	Medium	Minor
K-P2	PRoW TE39	Low	Medium	Minor
K-P3	PRoW TE26	Medium	Small	Minor
K-P4	PRoW EE42	Medium	Small	Minor
K-P5	PRoW TE35	Low	Small	Negligible
K-P6	PRoW TE36	Low	Negligible	Negligible
K-P7	PRoW TR33	Low	Negligible	Negligible
K-P8	PRoW TR15	Medium	Negligible	Negligible
K-W1	King Charles III England Coast Path	High	Negligible	Negligible

7.9.82 The following considerations have taken into account in the decision to class the effect as Minor rather than Moderate for the following receptor, in keeping with Table 7.14 (note, the magnitude of impact remains as Medium for robustness):

- K-P1: Cottington Lane is to be used during construction for mobilisation and staff movements. It is therefore proposed to temporarily (and locally) divert PRoW TE37 along the northern grass verge of Cottington lane, with site fencing to be installed along the diverted route that will sit parallel to Cottington Lane before this connects back into the existing route to the west. This diversion is to be in place for the full construction phase of the project, to avoid any interactions between PRoW users and construction vehicles. The proposed diversion will minimise/avoid any interactions with construction vehicles, where up to ten HGV movements per day (five arrivals and five departures) are expected along Cottington Lane. If there is any requirement for construction vehicles to cross PRoW TE37 then site fencing and crossing gates will be installed to separate construction vehicles and PRoW users, where priority is given to the PRoW users. When construction vehicles require crossing, these gates will close off the PRoW briefly then reopen once crossing is complete. The measures set out within the **Application Document 7.5.9.2 Outline PRoWMP – Kent** are designed to reduce the impact of this diversion on users of PRoW TE37.

7.9.83 As shown above, the likely effect of the Proposed Project on PRoW Diversions and Closures for all receptors within the study area is considered to be not significant based on the sensitivity levels and magnitudes of impact identified for these receptors.

Operation and Maintenance Phase

7.9.84 During the operational and maintenance phase, the Kent Onshore Scheme will be manned by two operatives across the site (associated with the operation of the proposed Minster Converter Station and Minster Substation), resulting in up to four daily car/LGV trips. There will also be additional infrequent trips associated with monthly or annual maintenance/inspections or repairs when required. Staff vehicles and those used for maintenance are primarily expected to be pickup trucks and vans, with HGVs accessing the site only rarely for the replacement of equipment. Therefore, due to the low level of trips likely to be generated, it has been agreed to scope out operational phase transport effects from the EIA (see Section 7.3). The proposed permanent routes which will be used during the operational and maintenance phase are shown on **Application Document 6.4.1.4.8 Kent Onshore Scheme Traffic Routes during Construction and Operation**. Further details relating to the operational and maintenance phase are set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

7.9.85 In terms of PRoW, there will be no permanent PRoW closures/diversions associated with the Kent Onshore Scheme during the operational phase. Following the temporary closure/diversion of PRoW TE39 during the construction phase, this PRoW will be re-instated to cross the proposed permanent access route associated with Minster Substation and Minster Converter Station. A permanent crossing point will be provided including dropped kerbs and the PRoW will be locally realigned to accommodate a perpendicular crossing of the permanent access. Further details are provided in **Application Document 7.5.9.2 Outline PRoWMP – Kent**.

Decommissioning Phase

7.9.86 In the event that the Proposed Project is decommissioned, there are expected to be fewer HGV, LGV and worker arrivals and departures associated with the decommissioning phase of the Kent Onshore Scheme than during the construction phase. It is therefore considered reasonable to assume that the impacts of the decommissioning phase will be the same as, or not greater than, the construction phase. Therefore, and given that the exact timing of this scenario is unknown, the assessment of the construction phase has been adopted to determine the anticipated impact of the Kent Onshore Scheme during its decommissioning phase. This is considered to be a robust approach given that traffic movements during the decommissioning phase will be no greater than during construction.

7.10 Additional Mitigation

7.10.1 Additional topic and site-specific mitigation measures that have been applied to mitigate or offset any likely significant effects are included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**.

7.10.2 No further mitigation measures are considered to be necessary for traffic and transport receptors in addition to the embedded measures and control and management measures set out in Section 7.8.

7.11 Residual Effects and Conclusions

7.11.1 As described above, no additional mitigation measures are necessary to avoid or reduce likely significant effects on traffic and transport receptors, therefore residual effects are as discussed in Section 7.9.

7.11.2 No likely significant effects have been identified as a result of the Proposed Project on transport and access during any phase with the proposed mitigation in place, as all effects have either been categorised as minor adverse or negligible.

7.12 Sensitivity Testing

7.12.1 Under the terms of the DCO, construction could commence in any year up to five years from the granting of the DCO which is assumed to be 2026. The peak period of construction in terms of total annual forecast construction traffic movements for the Kent Onshore Scheme is expected to occur in 2030 (based on works commencing in 2026), although daily access peaks for alternative years have also been considered where necessary. This chapter assesses the highest construction traffic flows for each part of the network against 2030 future baseline traffic flows.

7.12.2 Should there be a delay in the Proposed Project (e.g. if the works were to commence up to five years later), then future baseline traffic flows would be expected to be higher during the peak construction phase (e.g. 2035), reducing proportional traffic increases as a result of the Proposed Project (upon which the majority of the assessments have been based). Therefore, whilst total traffic flows may be higher this would be attributed to background traffic growth rather than the Proposed Project. The effects reported above for the Proposed Project are therefore considered to be both valid and robust in the instance that the works were to commence at a later date.

7.13 References

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