Kent Intake Unit, Units 1&2

Transport Statement

Atkins Realis

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1.0 Introduction

1.1 Introduction

Cundall has been appointed by Atkins Realis to produce a Transport Statement in support of a proposed car park to serve the existing Kent Intake Unit (KIU) located at Unit 5. The site where the proposed car park is to be located is Units 1 & 2, 2 Channel View Road, Dover, CT17 9TP. The site's planning authority is Dover District Council (DDC), and the site's highways authority is Kent County Council (KCC).

The site is bound by chalk cliffs and a natural boundary to the north and northeast, Channel View Road to the southeast and other warehouse units to the west.

The site and its location in relation to the wider area is shown in Figure 1-1.

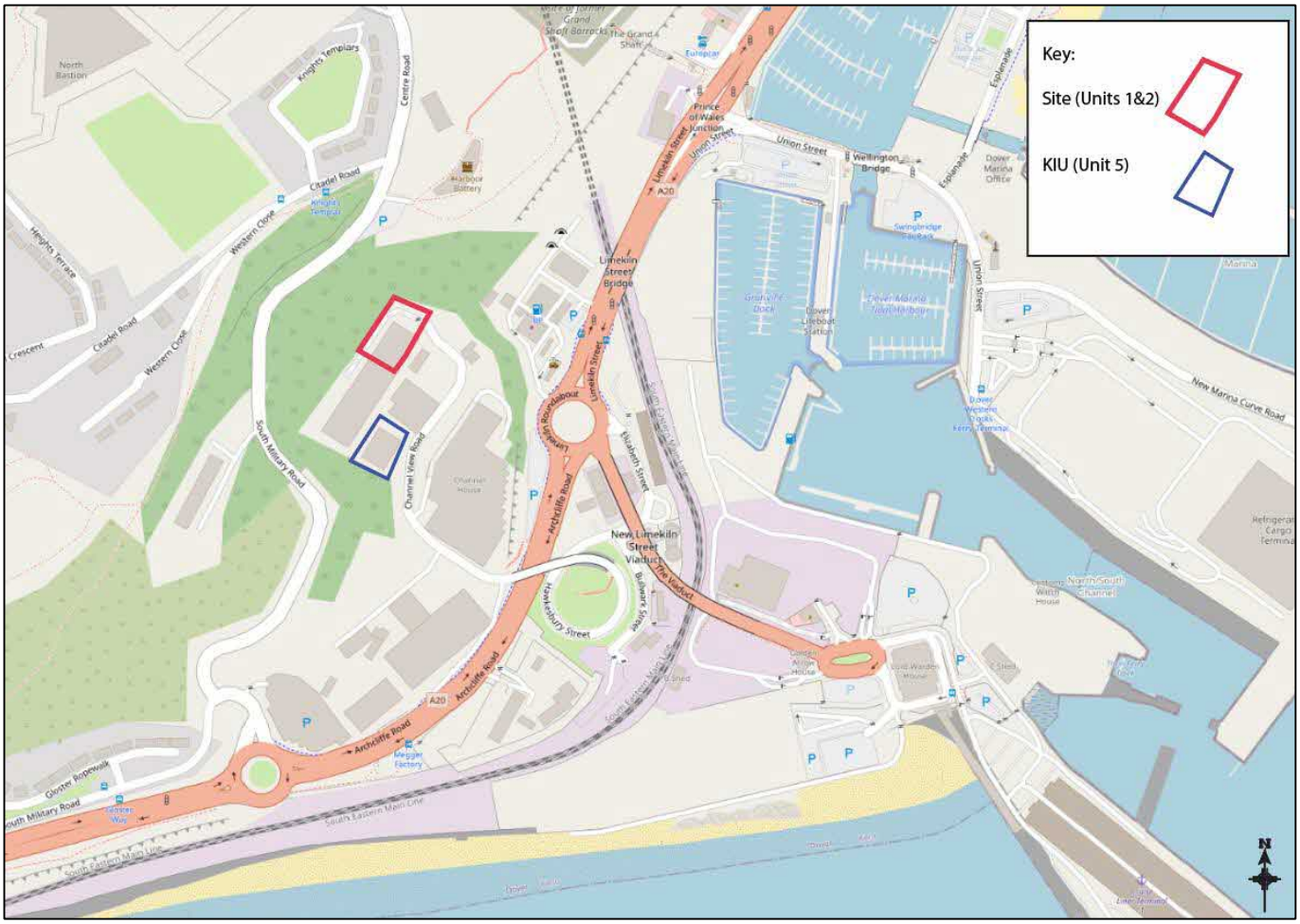


Figure 1-1: Site Location

Alongside this Transport Statement, a standalone Travel Plan has also been prepared by Cundall to accompany the planning application for the site.

1.2 Background Information and Purpose of this report

This Transport Statement has been prepared to outline the proposal for the new parking arrangement at Units 1&2 for employees of KIU Unit 5 and it identifies any constraints and transport issues at the development site including key areas such as access.

From liaison with the client, it is understand that the parking spaces at Unit 5 are not currently meeting the demands of both the operational vehicles and the employee parking needs; this has led to KIU staff parking along Channel View Road where no parking restrictions are currently in place.

Therefore, the proposed car park seeks to ease this off-site parking stress by way of additional parking spaces proposed at Units 1 & 2, located to the north of the KIU site, to cater for staff of KIU Unit 5 who would otherwise park along Channel View Road.

1.3 Report Structure

Following this short introduction section, the report is set out as follows:

A review of the existing site is included within Chapter 2;

An appraisal of the development proposal in transport terms including access and parking is presented in Chapter 3;

An overview and analysis of the Staff Travel Survey conducted is summarised in Chapter 4;

The volume of trips generated by the proposal is outlined in Chapter 5;

An overview of the Travel Plan is included in Chapter 6;

The transport impacts of the proposal are discussed in Chapter 7;

The report is concluded in Chapter 8.

2.0 Existing Site

2.1 Introduction

This section of the report provides information on the site, including its location, current use, access location and parking provision.

2.2 Description and Location

The site (i.e. Units 1 & 2) is located at the northern extent of Channel View Road, Dover, Kent, CT17 9TP and is currently in use as a warehouse/ storage facility with office use onsite; it is located within a fenced and secure site with a yard which provides facilities for parking and loading.

The site is situated within a larger warehouse development with other units occupied by other users.

Figure 2-1 shows the site's red line boundary.

Figure 2-1: Site's red line boundary

2.3 Access

The site access is located at the northern extent of Channel View Road as shown in Figure 2-1.

Channel View Road is a cul-de-sac which connects to Hawkesbury Street to the south which provides further connection to the A20 or to the Dover docks. Channel View Road is a single two-way carriageway with a speed limit of 30mph and no parking restrictions in place.

The access is gated, as shown in Figure 2-2, and serves a total of four warehouse units. This same access is also used for pedestrians and cyclists who are walking or cycling to or from the warehouses.

Figure 2-2: Existing Site Access

The internal road which runs along the north of the warehouses is subject to a speed limit of 10mph as shown in Figure 2-3.

Figure 2-3: Internal access road and speed limit

Pedestrian connection between the Units 1 & 2 and the existing KIU located at Unit 5 is provided via a street lit pavement located along the north side of Channel View Road; it is however noted that, as shown in Figure 2-4, the width of some sections of the pavement do not allow for pedestrians to pass side by side due to the presence of overhanging vegetation.

Figure 2-4: Pavement along Channel View Road

2.4 Parking

Parking is currently provided on the forecourt outside of the warehouse units as shown in Figure 2-5. From information provided by the client, it is understood that there are approximately 10 car parking spaces in use provided on the forecourt in front of the warehouses. Further, the spaces located to the east of the warehouses are double parking, where the second row of vehicles blocks vehicles parked within the front row.

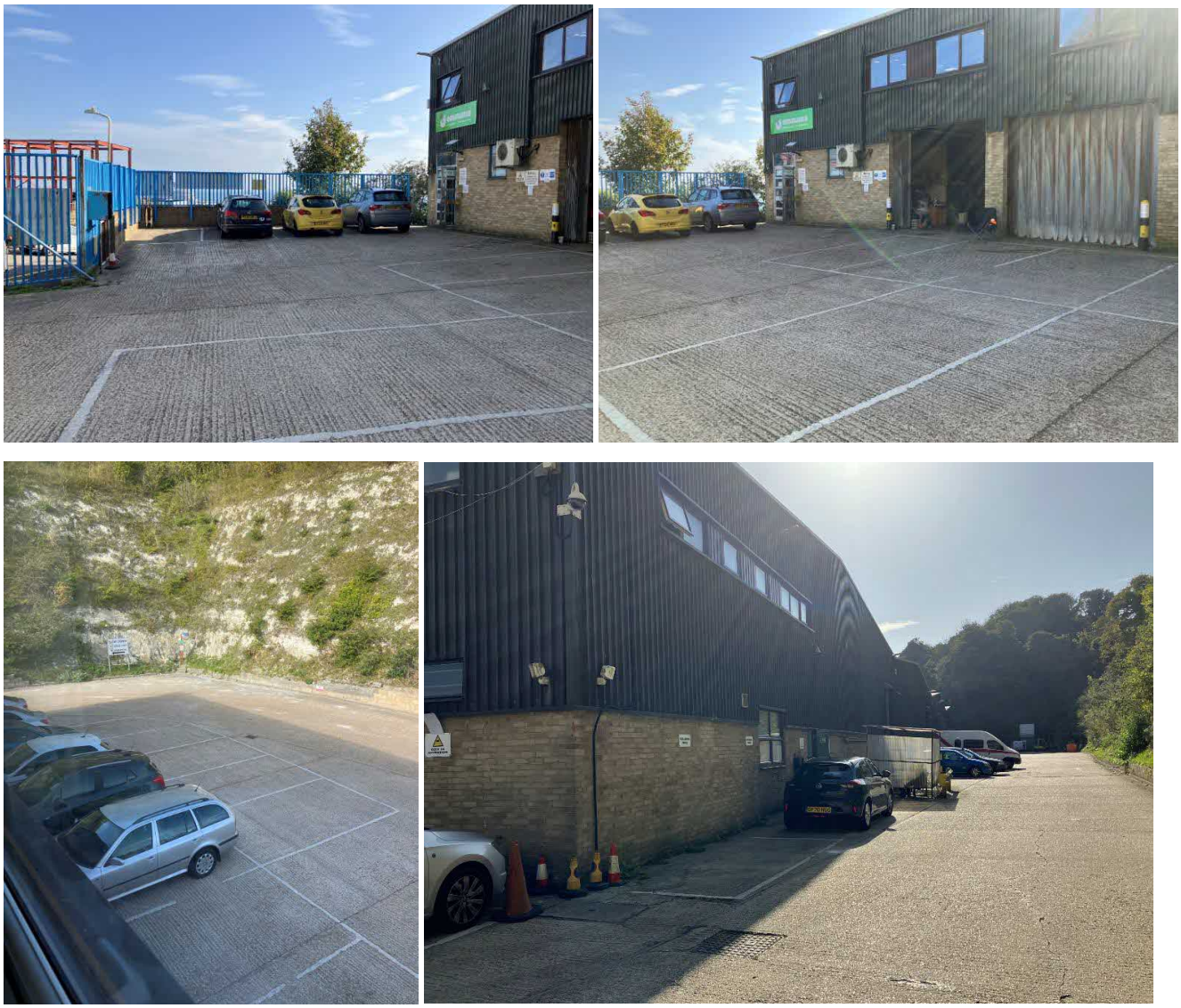


Figure 2-5: Existing on-site parking

3.0 Proposed Development

3.1 Introduction

This section of the report provides information on the proposal, including the car park provisions and layout, the access of the site and the user levels of the proposal.

3.2 Proposal

The proposal seeks to ease the existing parking stress along Channel View Road caused by staff of KIU Unit 5 by providing additional on-site parking spaces located at Units 1 & 2. The proposed car park will only serve staff of the KIU unit 5, whilst other users attending KIU will be accommodated directly within Unit 5 parking area.

The proposed parking layout is shown in Figure 3-1, also included in Appendix A, and will consist of a total of 60 car parking spaces, of which 46 are located internally within the warehouse and 14 located externally on the eastern side of the units. It is also proposed that 12 active electric vehicles (EV) charging facilities will be provided within the new car park layout as shown in Figure 3-1. Additionally, it is noted that 8 passive EV charging points will be provided within the external car parking spaces as part of the future proofing of this site, as also shown in Figure 3-1.

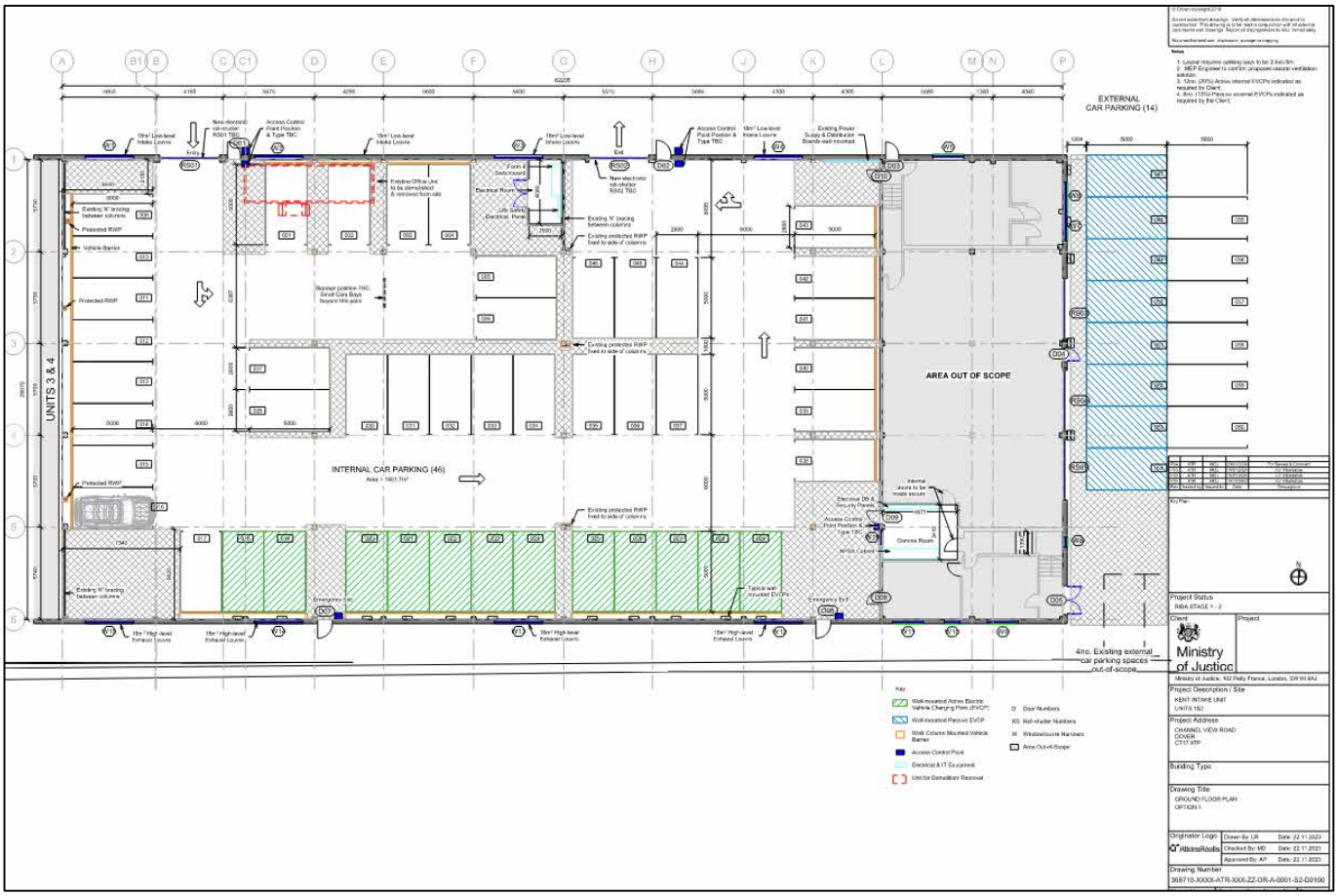


Figure 3-1: Proposed Site Plan

Swept path analysis has been undertaken for the proposed car park; the assessment indicated manoeuvrers required by a car accessing/egressing from bays and drawings are provided in Figure 3-2 and Figure 3-3 and included in Appendix B.

Figure 3-2: A large car entering and exiting the proposed car park and accessing/ egressing from bays

Figure 3-3: Car entering and exiting the proposed car park and accessing/egressing from bays

It is noted that due to the distance between the proposed staff car park and the KIU site and the gradient of Channel View Road, disabled parking will continue to be provided within the KIU site at Unit 5 as per the existing parking arrangement.

Additionally, staff who attend the KIU site via public transport, walking or cycling will not need access to site (i.e. Units 1&2) and will continue to access Unit 5 as per the existing arrangements. Similarly, visitors and deliveries will not have access to the proposed car park and continue to access the KIU site at Unit 5 as per the existing arrangement.

3.3 Access

The existing site access will be retained. As per the existing arrangements, the access is gated and therefore it will be ensured that all staff who park within the development will have 24-hour access to access the car park due to the around the clock shifts that occur at KIU.

The car park will be monitored to ensure it is only staff using the parking and that the internal access road is not being blocked to other occupiers of the other units.

As shown in Figure 3-1, the proposals will use two of the existing shutters (shown in Figure 3-4) to create a one way circulation to enter and exit the proposed car parking.

Figure 3-4: Existing warehouse access to be used as the car park entrance and exit points

Figure 3-5 shows a large car entering and exiting the car park via the one-way circulation and also included within Appendix B

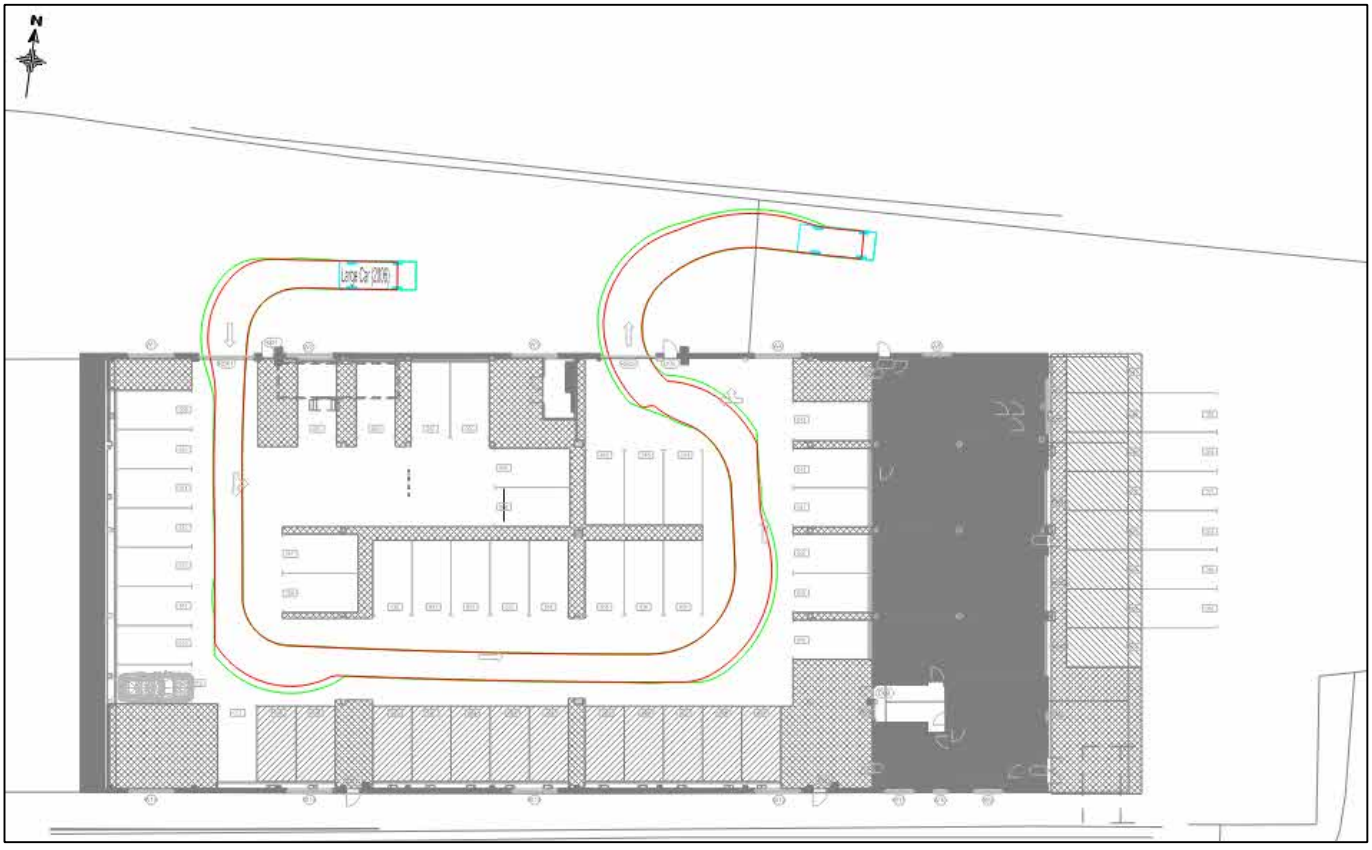


Figure 3-5: Anticlockwise circulation of the proposed car park

Once parked within the site, staff will walk for approximately 145m along the existing pavement on Channel View Road to gain access to the KIU site. However, it will be ensured that any overhanging vegetation shown in Figure 2-4 is removed before occupation and will continue to be maintained.

3.4 Users Levels

Through liaison with the client, it is known that a total of 213 staff work at the KIU, including Home Office staff (directly employed by KIU), care & custody contractors (from Mitie), and Refugee Council staff.

Additionally, it is also known that staff works the following shifts:

Home Office staff (22 staff per shift) and Refugee Council staff (2 staff per shift):

– Early shift: 07:00-17:30

– Day shift: 09:00-19:30

– Late shift: 13:00-23:30

– Night shift: 22:00-08:30

Care and custody contractors (MITIE) (12 staff per shift):

– Day shift 07:00-19:00

– Night shift 19:00-07:00

It is understood that other staff, including medics and social worker, also attend the site.

4.0 Travel Survey

4.1 Introduction

A site-specific staff travel survey was conducted between 4th December 2023 and 11th December 2023 to understand how existing KIU staff travel to and from the site and to gain an insight into existing staff travel behaviours.

4.2 Staff Travel Survey

A total of 11 questions were asked within the staff travel survey as detailed in the following sections, also indicated survey results when applied to the total number of staff (213).

4.2.1 Question 1: Which category of staff best describes you?

Table 4-1 shows the results of question 1 “Which category of staff best describes you?”. It is noted that Support Staff includes Refugee Council staff while Others may include medics and social works.

Staff type	%	No.
Home Office staff	85%	181
Contractor (Mitie)	8%	16
Support Staff	3%	5
Other	5%	11
Total	100%(*)	213

Table 4-1: Results of Question 1 (*) due to rounding

As shown in Table 4-1, 85% of (or 181) staff who attend the site are directly employed by KIU.

4.2.2 Question 2: Which shifts do you work on?

Table 4-2 shows the results of question 2 “Which shifts do you work on?”. It is noted that staff were required to select all shifts they work on.

Shifts	%	No.
Early (07:00-17:30)	78%	167
Day (09:00-19:30)	73%	156
Late (13:00-23:30)	78%	165
Night (22:00-08:30)	71%	151
Mitie Day (07:00-19:00)	17%	36
Mitie Night (19:00-07:00)	14%	30
Other	8%	16

Table 4-2: Results of Question 2

As shown in Table 4-2, the majority of staff (i.e. 78%) work on the early shift (07:00-17:30) and/or late shift (13:00-23:30), followed by another large proportion of employees working on day and night shifts (73% and 71% respectively).

4.2.3 Question 3: How often do you travel to work?

Table 4-3 shows the results of question 3 “How often do you travel to work?”.

No. of shifts worked a week	%	No
Once a week	0%	0
Twice a week	2%	4
3 times a week	3%	7
4 times a week	48%	101
5 times a week	43%	92
5+ times a week	4%	9
Total	100%	213

Table 4-3: Results of question 3

The majority of staff work either 4 or 5 times a week (48% and 43% respectively) as shown in Table 4-3.

4.2.4 Question 4: How far do you travel to the office?

Table 4-4 shows the results of question 4 “How far do you travel to the office?”.

Distance Travelled	%	No.
0-2 miles	15%	32
3-5 miles	18%	37
6-10 miles	19%	41
11-15 miles	16%	34
16-20 miles	14%	30
More than 20 miles	18%	39
Total	100%	213

Table 4-4: Results of question 4

Table 4-4 shows there is a relatively equal spread of employees who live between 0 to 20+ miles from the site.

4.2.5 Question 5: How do normally travel to the office (if you work the early shift or Mitie day shift)?

Table 4-5 shows the results of question 5 “How do normally travel to the office (if you work the early shift or Mitie day shift)?”.

Mode of Transport	%	No.
Train	1%	2
Bus	1%	2
Taxi	1%	2
Motorcycle, scooter or moped	3%	5
Car (driver alone)	78%	165
Car (driver with passenger)	6%	12
Car (passenger, where car driver works on site)	7%	15
Car (passenger, where car driver does not work on site)	2%	4
Bicycle	1%	1
On Foot	2%	4
Total	100%(*)	213(*)

Table 4-5: Results of question 5 (*) due to roundings

Within the early shift (07:00-17:30) or those who work on the Mitie Day shift (07:00-19:00), it is anticipated that 86% would attend the site by vehicles (e.g. car (driver alone or with passenger) and motorcycles).

4.2.6 Question 6: How do you normally travel to the office (if you work the day shift)?

Table 4-6 shows the results of question 6 “How do you normally travel to the office (if you work the day shift)?”.

Mode of Transport	%	No.
Train	0%	1
Bus	2%	4
Taxi	0%	1
Motorcycle, scooter or moped	3%	6
Car (driver alone)	76%	162
Car (driver with passenger)	5%	10
Car (passenger, where car driver works on site)	8%	17
Car (passenger, where car driver does not work on site)	2%	5
Bicycle	1%	2
On Foot	3%	6
Total	100%	213(*)

Table 4-6: Results of question 6 (*) due to roundings

It is observed that vehicular trips (car (driver alone or with passenger) plus motorcycle) is still the highest mode of transport (i.e. 83% of staff) but it is lower than what is seen with those who attend the early shift in Table 4-5.

4.2.7 Question 7: How do you normally travel to the office (if you work the late shift)?

Table 4-7 shows the results of question 7 “How do you normally travel to the office (if you work the late shift)?”.

Mode of Transport	%	No.
Train	0%	1
Bus	2%	3
Taxi	1%	1
Motorcycle, scooter or moped	3%	6
Car (driver alone)	75%	159
Car (driver with passenger)	6%	12
Car (passenger, where car driver works on site)	8%	17
Car (passenger, where car driver does not work on site)	3%	6
Bicycle	1%	2
On Foot	3%	7
Total	100%(*)	213 (*)

Table 4-7: Results of question 7 (*) due to roundings

Table 4-7 shows that 83% of staff are anticipated to attend the site via vehicular trips (car or motorcycle) within the late shifts.

4.2.8 Question 8: How do you normally travel to the office (if you work the night shift or Mitie night shift)?

Table 4-8 shows the results of question 8 “How do you normally travel to the office (if you work the night shift or Mitie night shift)?”.

Mode of Transport	%	No.
Train	0%	1
Bus	1%	2
Taxi	0%	1
Motorcycle, scooter or moped	2%	5
Car (driver alone)	80%	171
Car (driver with passenger)	5%	10
Car (passenger, where car driver works on site)	7%	15
Car (passenger, where car driver does not work on site)	2%	4
Bicycle	1%	1
On Foot	2%	4
Total	100%	213(*)

Table 4-8: Results from question 8 (*) Due to roundings

Table 4-8 shows an increase in the number of staff who travel by vehicles (car or motorcycle) for the night shift (i.e. total of 87%) compared to the late shift in Table 4-7 (total of 83%).

4.2.9 Question 9: What would encourage you to use public transport, if not used as your main mode of transport?

Table 4-9 shows the results for question 9 “What would encourage you to use public transport, if not used as your main mode of transport?”. It is noted that staff could provide more than one answer.

Public Transport Measures	%	No.
Discounted tickets	13%	27
Better information on public transport services	3%	5
Improved pedestrian links between public transport and the office	8%	18
More direct bus routes	9%	20
More frequent bus/train times	18%	39
More accessible bus stops/ station access	10%	21
I would not change to public transport	68%	144
N/A – I already use public transport	3%	5
Other	12%	25

Table 4-9: Results of question 9

Table 4-9 shows the majority of staff (i.e. 68%) would not change from private car use to public transport; however of the measures that would encourage the change to public transport, 18% of staff identified more frequent bus/train times.

4.2.10 Question 10: What would encourage you to walk or cycle to work, if not used as your main mode of transport?

Table 4-10 shows the results of question 10 "What would encourage you to walk or cycle to work, if not used as your main mode of transport?". It is noted that staff could provide more than one answer.

Active Travel Measures	%	No.
Better footpaths	10%	21
Better cycle routes	6%	12
More secure cycle parking	3%	5
Improved changing facilities/ lockers	9%	20
More information on walking and cycling	3%	7
I would not walk or cycle to the site	72%	153
N/A – I already walk or cycle to the site	4%	9
Other	12%	25

Table 4-10: Results of question 10

Table 4-10 shows the majority of staff would not be encouraged to walk or cycle to the site however, 10% of staff stated they would be encouraged to walk to the site if there were better footpath provision, 6% of staff stated they would be encouraged to cycle if there were better cycle routes and 9% of staff stated that improved changing facilities/lockers would encourage them to travel via active modes.

4.2.11 Question 11: What would encourage you to car share to work, if not used as your main mode of transport?

Table 4-11 shows the results of question 11 "What would encourage you to car share to work, if not used as your main mode of transport?". It is noted that staff could provide more than one answer.

Car Share measures	%	No.
A guaranteed ride home scheme/ emergency ride home scheme	10%	21
Allocated car sharing spaces	17%	36
App or website to find car sharing opportunities	5%	11
I would not partake in carsharing	38%	80
N/A I already carshare	18%	39
Other	13%	27

Table 4-11: Results of question 11

Whilst not partaking in carsharing was selected by 38% of staff, it is noted that this was less resistance in comparison to not wishing to use public transport (68% from Table 4-9) and not wishing to walk or cycle (72% from Table 4.10).

Further, 18% of respondents stated they already undertake car sharing and 17% would be encouraged by the provision of allocated car sharing bays.

4.3 Conclusion

Overall, whilst the survey results show differences between the modal split per shifts which are anticipated to be influenced by external factors such as weather, time of day and light, train and bus provisions, it was observed that staff at KIU currently rely on private car use to commute to their place of employment.

5.0 Trip Generation

5.1 Introduction

A trip generation exercise has been undertaken to establish the likely trips generated by the proposed car park.

5.2 Staff Trips

As mentioned in Section 3.4, staff work on six different shift patterns with 22 Home Office staff and 2 Refugee Council staff per shifts (early, day, late and night) and 12 Mitie contractors per shift (day and night) within a 24-hour period.

Table 5-1 shows staff and contractors accumulation including arrivals and departures over a 24-hour period. It has been assumed that staff and contractors will arrive within the hour before the shift start, e.g. staff starting working at 07:00 will arrive between 06:00-07:00.

Time	Arrivals	Departures	Staff Accumulation
00:00-01:00			36 (*)
01:00-02:00			36
02:00-03:00			36
03:00-04:00			36
04:00-05:00			36
05:00-06:00			36
06:00-07:00	36		72
07:00-08:00		12	60
08:00-09:00	24	24	60
09:00-10:00			60
10:00-11:00			60
11:00-12:00			60
12:00-13:00	24		84
13:00-14:00			84
14:00-15:00			84
15:00-16:00			84
16:00-17:00			84
17:00-18:00		24	60
18:00-19:00	12		72
19:00-20:00		36	36
20:00-21:00			36
21:00-22:00	24		60
22:00-23:00			60
23:00-24:00		24	36

Table 5-1: KIU Staff Trips (*) Accounting for staff from the previous day

The table indicates that there will be up to 84 members of staff onsite at any one time with a minimum of 36 staff onsite in the quieter periods (i.e. during the night shifts).

5.3 Modal Split

Table 5-1 does not account for how staff travel to the site and the consequent amount of parking required on-site.

In order to gain an understanding of how the existing staff travel to and from the site, an average modal split from the staff travel survey results included in Table 4-5 to Table 4-8 was calculated, and this is shown in Table 5-2 applied to the total number of staff (i.e. 213).

Mode of Transport	%	No
Train	0%	1
Bus	1%	3
Taxi	0%	1
Motorcycle, scooter or moped	3%	5
Car (driver alone)	77%	164
Car (driver with passenger)	5%	11
Car (passenger, where car driver works on site)	7%	16
Car (passenger, where car driver does not work on site)	2%	5
Bicycle	1%	2
On Foot	2%	5
Total	100%(*)	213

Table 5-2: Average observed modal split (*) Due to roundings

Table 5-2 shows that 85% of staff drive to site (i.e. car driver alone + car driver with passenger+ motorcycle), 10% car shares, 3% travel via active travel (i.e. walking and cycling) and 2% travel by public transport (i.e. bus or train).

6.0 Travel Plan

6.1 Introduction

A standalone Travel Plan (TP) has been developed in support of the proposed development which is to be submitted alongside this transport statement in support of the planning application.

The TP provides management strategies and measures for all site users to encourage sustainable travel practices and minimise the impact of the proposal on the local road network. The document also provides details of the proposed physical and management measures which will be implemented at the site.

The production and implementation of the Travel Plan encapsulates all measures required by the development and provides a process of reviewing targets to ensure and encourage further work towards achieving individuals travelling to the site via sustainable and active modes compared to the use of cars.

6.2 Aims and Objectives

The main aim of the TP is to reduce the impact of the travel demand generated by the site, in accordance with the broader goals set by KCC within the Local Transport Plan (2016-2031).

The objectives of the travel plan are two-fold: firstly to increase awareness of sustainable travel modes available to site users and secondly to reduce the dependence of staff who travel by car to and from the development.

6.3 Targets

The objectives of the TP are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Time-Bound) targets.

Targets have been set up to ensure that sustainable travel behaviour is in line with the objectives of the Travel Plan; these are identified in the following paragraphs.

6.3.1 Target 1 – Appoint travel plan coordinator

It is proposed that a travel plan coordinator (TPC) is appointed, whose main responsibility will include being the central point of contact for staff, promoting and marketing the travel plan, organising and undertaking travel surveys and be responsible for on-going travel plan monitoring.

6.3.2 Target 2 – Reduction of vehicles trips

Based on the existing modal split, this target seeks to reduce car use by 7% by way of increasing car sharing. This target is considered to be realistic given the location of the site and the current limited availability of public transport and active travel opportunities.

Additionally, as shown in section 4.2 of this report, a travel survey was undertaken to understand the existing travel behaviours of the staff. The survey asked what measures would encourage staff to use public transport, walk or cycle to the site, the results showed that 68% of staff would not be encouraged to change to public transport and 72% of staff would not be encouraged to walk or cycle to the site, despite the suggested measures that could be implemented. This therefore supports the proposal's initial travel plan targets being focussed on moving private car use to car sharing.

It should however be acknowledged that this target may change over time as more sustainable travel opportunities might become available in the future; therefore, this target is to be reviewed regularly, and following ongoing travel surveys.

6.3.3 Target 3 – Investigate increasing use of Sustainable Travel Modes

While there is currently little scope to encourage public transport (train or bus) or active travel (walking or cycling) for KIU staff commuting to/from the site, over the lifespan of the Travel Plan it should be investigated whether any measure could be implemented to make commuting to/from the site more sustainable.

7.0 Transport Impacts

7.1 Introduction

This section outlines the impact of the proposed development on the local highway network and on parking.

7.2 Local Highway Network

There are no additional trips associated with the proposed car park as the number of KIU staff is to remain the same as per the existing arrangements, therefore there will be no impact on the operation of the local highways network in the vicinity of the site.

7.3 Parking

From applying the percentage of staff driving to site (i.e. 85% from Table 5-2) to the KIU staff trip included within Table 5-1, Table 7-1 shows the hourly vehicle trips generated within a 24 hour period, including the resulting parking accumulation.

Time	Arrivals	Departures	Parking Accumulation
00:00-01:00	0	0	30 (*)
01:00-02:00	0	0	30
02:00-03:00	0	0	30
03:00-04:00	0	0	30
04:00-05:00	0	0	30
05:00-06:00	0	0	30
06:00-07:00	30	0	61
07:00-08:00	0	10	51
08:00-09:00	20	20	51
09:00-10:00	0	0	51
10:00-11:00	0	0	51
11:00-12:00	0	0	51
12:00-13:00	20	0	71
13:00-14:00	0	0	71
14:00-15:00	0	0	71
15:00-16:00	0	0	71
16:00-17:00	0	0	71
17:00-18:00	0	20	51
18:00-19:00	10	0	61
19:00-20:00	0	30	30
20:00-21:00	0	0	30
21:00-22:00	20	0	51
22:00-23:00	0	0	51
23:00-24:00	0	20	30

Table 7-1: Anticipated parking accumulation (*) Accounting for staff from the previous day

Table 7-1 shows that between 12:00-17:00 a total of 71 vehicles are anticipated to be generated by the 213 KIU staff, which would require parking spaces.

Similarly, Table 7-2 indicates the hourly vehicle trips generated within a 24-hour period, including the resulting parking accumulation, when Target 2 from the Travel Plan (i.e. reduce car use by 7%) is applied.

Time	Arrivals	Departures	Parking Accumulation
00:00-01:00	0	0	30(*)
01:00-02:00	0	0	30
02:00-03:00	0	0	30
03:00-04:00	0	0	30
04:00-05:00	0	0	30
05:00-06:00	0	0	30
06:00-07:00	28	0	58
07:00-08:00	0	9	49
08:00-09:00	19	19	49
09:00-10:00	0	0	49
10:00-11:00	0	0	49
11:00-12:00	0	0	49
12:00-13:00	19	0	68
13:00-14:00	0	0	68
14:00-15:00	0	0	68
15:00-16:00	0	0	68
16:00-17:00	0	0	68
17:00-18:00	0	19	49
18:00-19:00	9	0	58
19:00-20:00	0	28	30
20:00-21:00	0	0	30
21:00-22:00	19	0	49
22:00-23:00	0	0	49
23:00-24:00	0	19	30

Table 7-2: Anticipated parking accumulation following TP mitigation measures (*) accounting for staff from the previous day

Table 7-2 shows that between 12:00-17:00 a total of 68 vehicles are anticipated to be generated by the 213 KIU staff. However, as mentioned in section 3.2, due to the distance between the proposed staff car park and the KIU site and the gradient of Channel View Road, disabled parking will continue to be provided within the KIU site at Unit 5, therefore reducing the total number of staff requiring parking within the proposed car park at Units 1&2.

As shown in Figure 3-1, the proposal includes the provision of a total of 60 car parking spaces within the site (i.e. Units 1&2); therefore, accounting for some staff parking within Unit 5 and in a scenario with TP mitigation measures in place reducing the number of staff attending the site by car, the proposal will accommodate the majority (if not all) of KIU staff parking on site, with only some vehicles' overspill into Channel View Road (if any at all).

8.0 Conclusion

The conclusion of this Transport Statement are as follows:

Cundall has been appointed by Atkins Realis to produce a Transport Statement for a new car park proposed to be located within Units 1 & 2 to serve the existing Kent Intake Unit (KIU) located at Unit 5.

The proposal seeks to ease the existing parking stress along Channel View Road caused by staff of KIU Unit 5 by providing additional on-site parking spaces located at Units 1 & 2.

The proposal will consist of a total of 60 car parking spaces, of which 46 are located internally within the warehouse and 14 located externally on the eastern side of the units and 12 car parking spaces will have EV charging facilities with a further 8 spaces having passive EV provisions. The access for the proposed car park at Units 1 & 2 will be retained as per the existing site where shared access with other occupiers to the wider site occurs.

The proposed car park will only serve staff of the KIU unit 5. Due to the distance between the proposed staff car park and the KIU site and the gradient of Channel View Road, disabled parking will continue to be provided within the KIU site at Unit 5 as per the existing parking arrangement. Additionally, staff who attend the KIU site via public transport, walking or cycling will not need access to site (i.e. Units 1&2) and will continue to access Unit 5 as per the existing arrangements. Finally, visitors and deliveries will not have access to the proposed car park and continue to access the KIU site at Unit 5 as per the existing arrangement.

A site-specific staff travel survey was conducted between 4th December 2023 and 11th December 2023 to understand how existing KIU staff travel to and from the site and to gain an insight into existing staff travel behaviours.

From analysis of the staff travel survey, the average observed modal split indicated that 85% of staff drive to site (car driver alone + car driver with passenger+ motorcycle), 10% car share, 3% travel via active travel (walking and cycling) and 2% travel by public transport (bus or train).

A standalone Travel Plan (TP) has been developed whose main aim is to reduce car trips over the lifetime of the proposed development, with an initial target of a 7% reduction in car use by way of increasing car share.

The parking accumulation assessment indicated that between 12:00-17:00 a total of 68 vehicles are anticipated to be generated by the 213 KIU staff. However, given that disabled parking will continue to be provided within the KIU site at Unit 5, therefore reducing the total number of staff requiring parking within the proposed car park at Units 1&2. The proposal includes the provision of a total of 60 car parking spaces within the site (i.e. Units 1&2); therefore, accounting for some staff parking within Unit 5 and in a scenario with TP mitigation measures in place reducing the number of staff attending the site by car, the proposal will accommodate the majority (if not all) of KIU staff parking on site, with only some vehicles' overspill into Channel View Road (if any at all).

There are no additional trips associated with the proposed car park as the number of KIU staff will remain the same, and therefore there is no impact on the local road network as a result of the proposal.

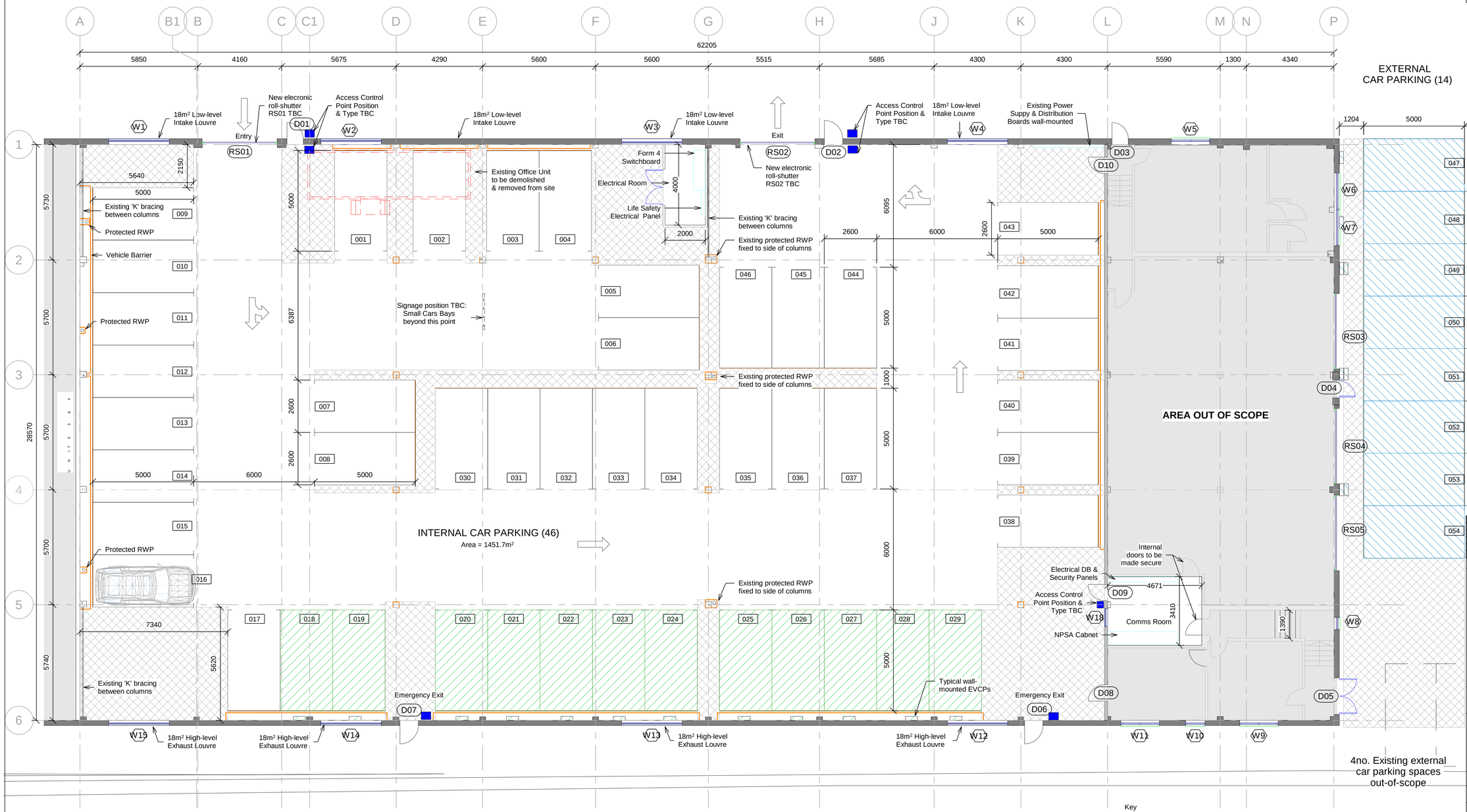
It is concluded that the proposed development is considered acceptable on transport and highways grounds, and the transport network and onsite facilities are suitable for the development. On this basis the development should be granted planning consent.

Appendices

Appendix A Proposed Site Plan

Notes

1. Layout requires parking bays to be 2.6x5.0m.
2. MEP Engineer to confirm proposed natural ventilation solution.
3. 12no. (20%) Active internal EVCPs indicated as required by Client.
4. 8no. (13%) Passive external EVCPs indicated as required by the Client.



Key

- Wall-mounted Active Electric Vehicle Charging Point (EVCP)
- Wall-mounted Passive EVCP
- Wall/ Column Mounted Vehicle Barrier
- Access Control Point
- Electrical & IT Equipment
- Unit for Demolition/ Removal

D Door Numbers
RS Roll-shutter Numbers
W Window/louvre Numbers
Area Out-of-Scope

Rev	Issued by	Issued to	Date	Description
P04	ATR	MOJ	29/01/2024	For Review & Comment
P03	ATR	MOJ	16/01/2024	For Information
P02	ATR	MOJ	16/01/2024	For Information
P01	ATR	MOJ	14/12/2023	For Information

Key Plan

N

Project Status
RIBA STAGE 1 - 2

Client
Ministry of Justice

Project

Ministry of Justice, 102 Petty France, London, SW1H 9AJ

Project Description / Site
KENT INTAKE UNIT
UNITS 1&2

Project Address
CHANNEL VIEW ROAD
DOVER
CT17 9TP

Building Type

Drawing Title
GROUND FLOOR PLAN
OPTION 1

Originator Logo
AtkinsRéalis

Drawn By: LR	Date: 22.11.2023	
Checked By: MD	Date: 22.11.2023	
Approved By: AP	Date: 22.11.2023	

Drawing Number
368710-XXXX-ATR-XXX-ZZ-DR-A-0001-S2-D0100

Sheet No.	Scale	Orig. Sheet Size	Rev.
1 of 1	1 : 100	@ A1	P04

Data Security Classification
OFFICIAL

Suitability
S2

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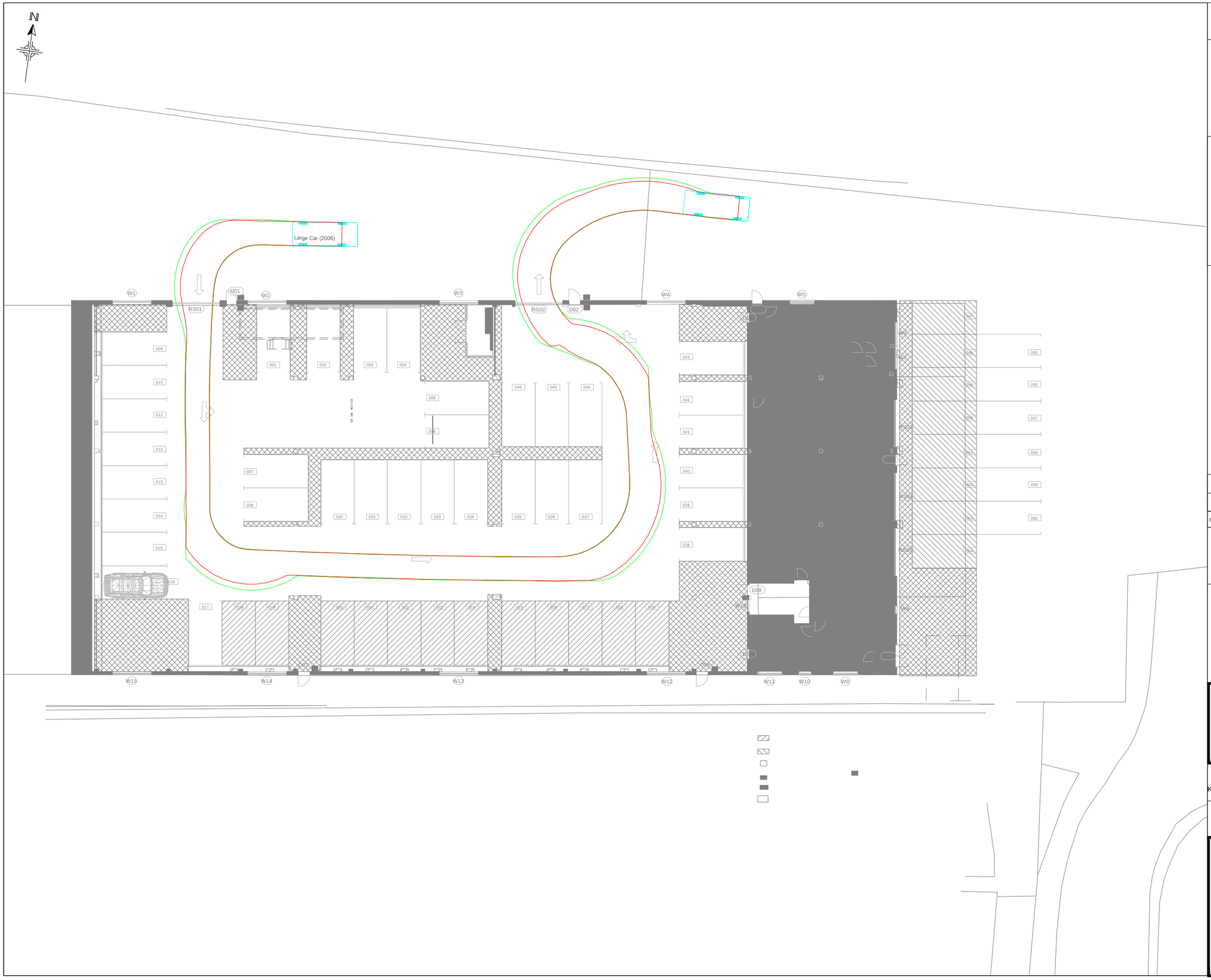
Appendix B Swept Path Analysis



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Based on drawing
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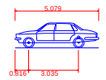
received 30/01/2024



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Issue	Date	Description	By	Chkd	Verfd
P01	31/01/24	FOR INFORMATION	AL	VR	VR
P01	20/12/2023	Revised Car Parking Layout	AL	VR	VR

Project
Kent Intake Unit, Units 1&2

Client
Atkins Realis

Architect

Title
Proposed Site Layout
Swept Path Analsyis
Large Car (Circulation)

Drawing No.	Drawing Status
KIU-CDL-XX-XX-SK-TC-75901	S2 - For Information
Job No.	Scale
1040761	NTS

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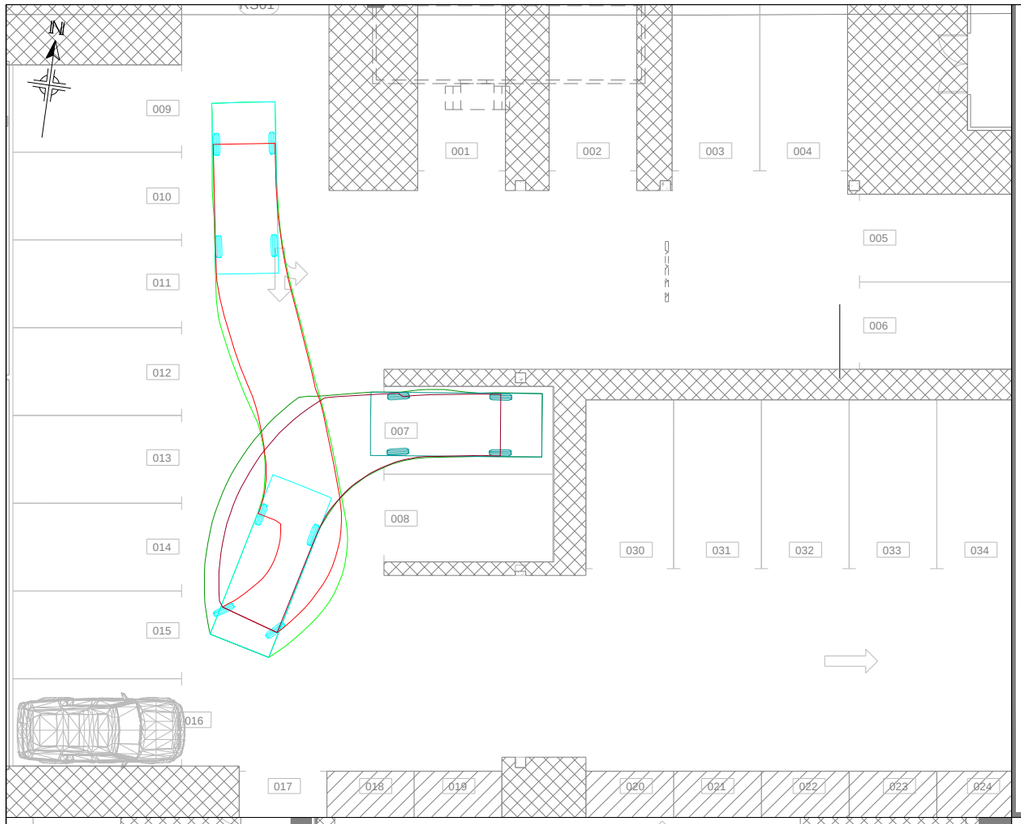
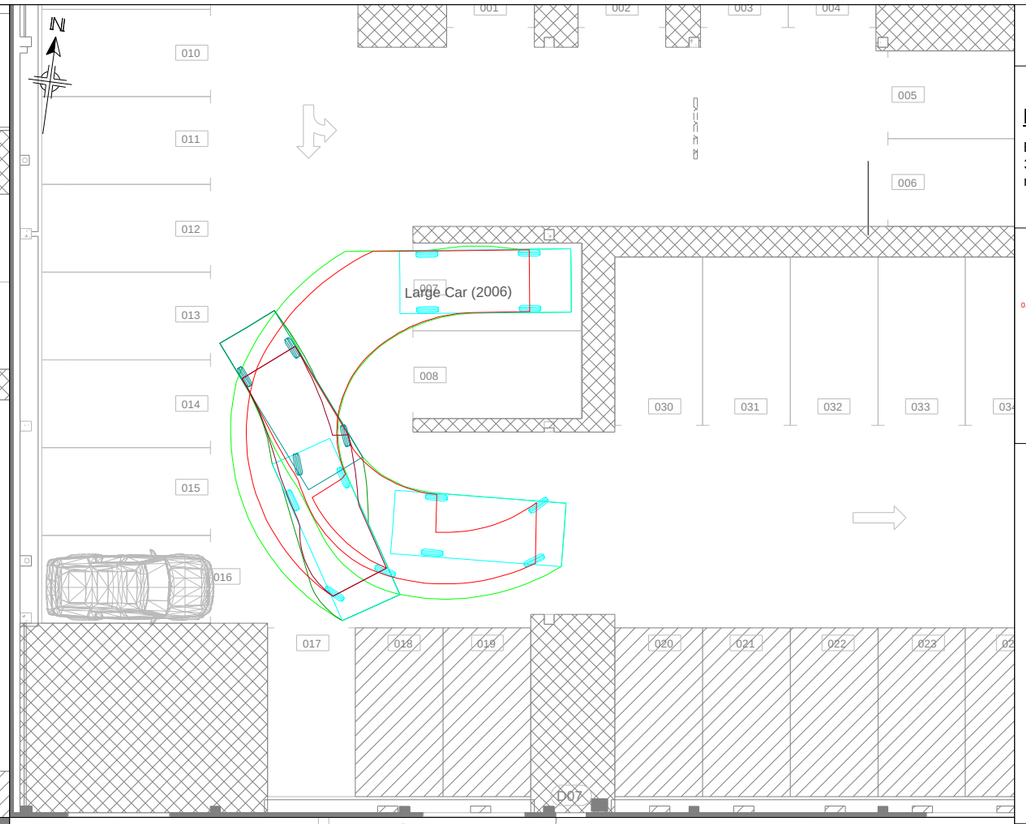
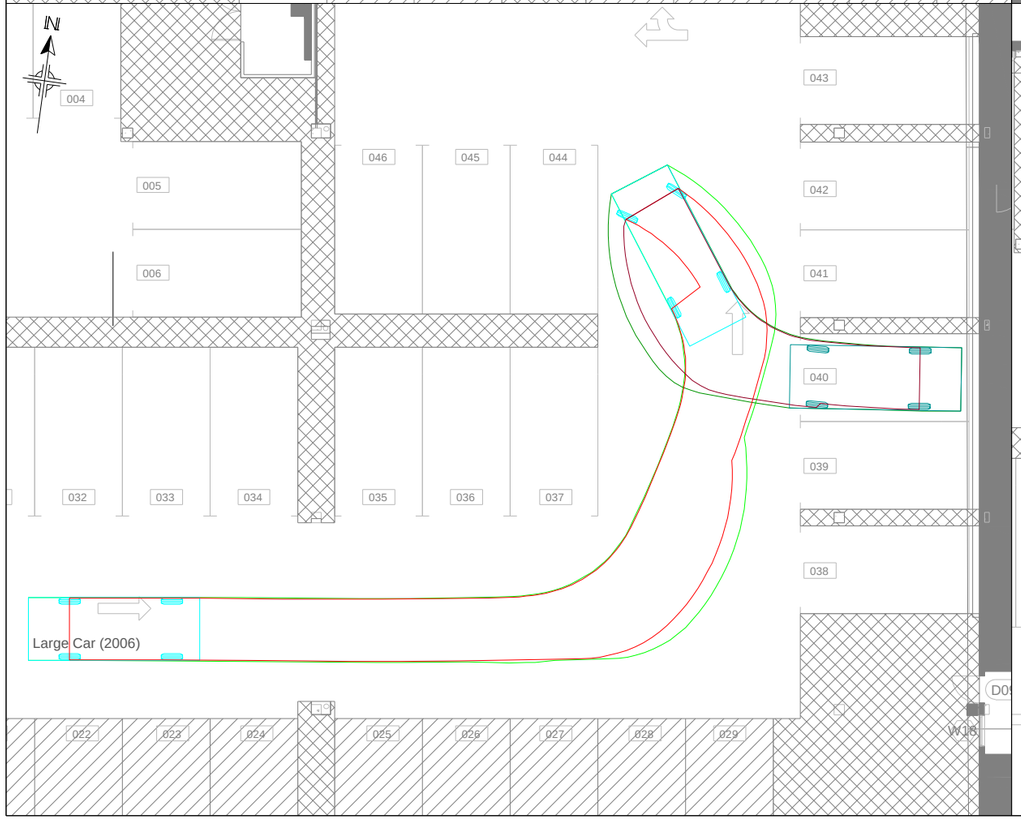
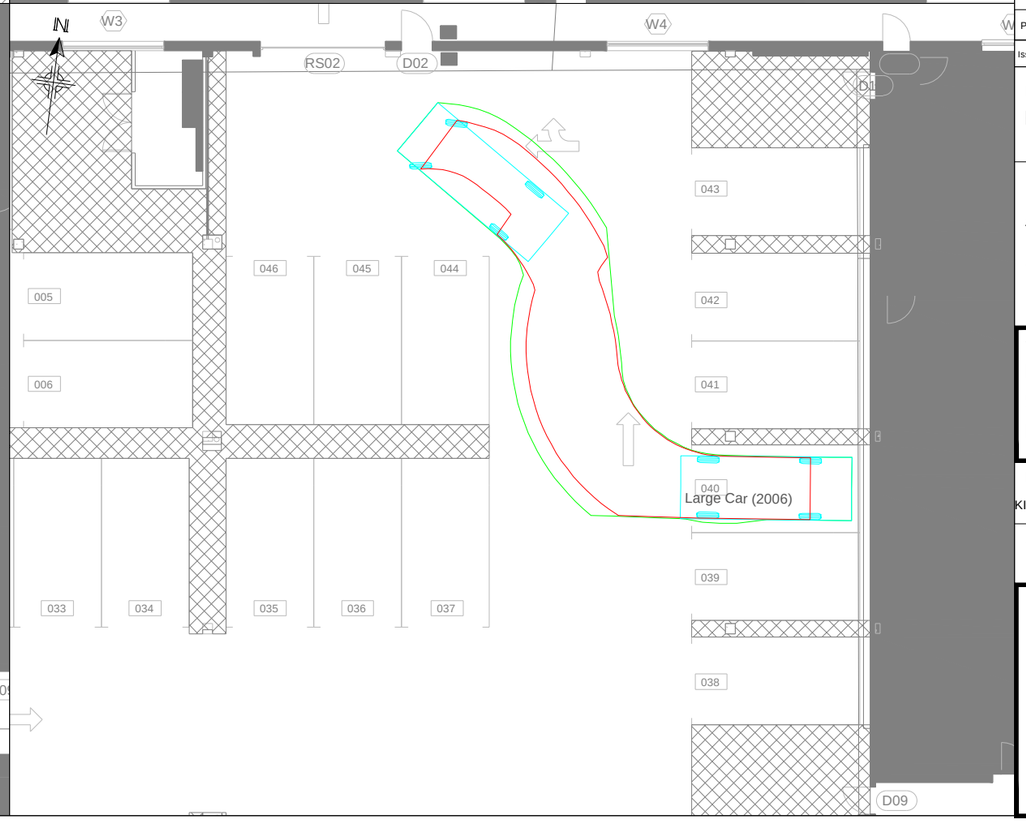
Website: www.cundall.com









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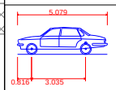
received 30/01/2024



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Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Issue	Date	Description	By	Chkd	Verfd
P01	31/01/2024	FOR INFORMATION	AL	VR	VR

Project
Kent Intake Unit, Units 1&2

Client
Atkins Realis

Architect

Title
Proposed Site Plan
Swept Path Analysis
Large Car

Drawing No.	Drawing Status
KIU-CDL-XX-XX-SK-TC-75903	S2 - For Information
Job No.	Scale
1040761	NTS

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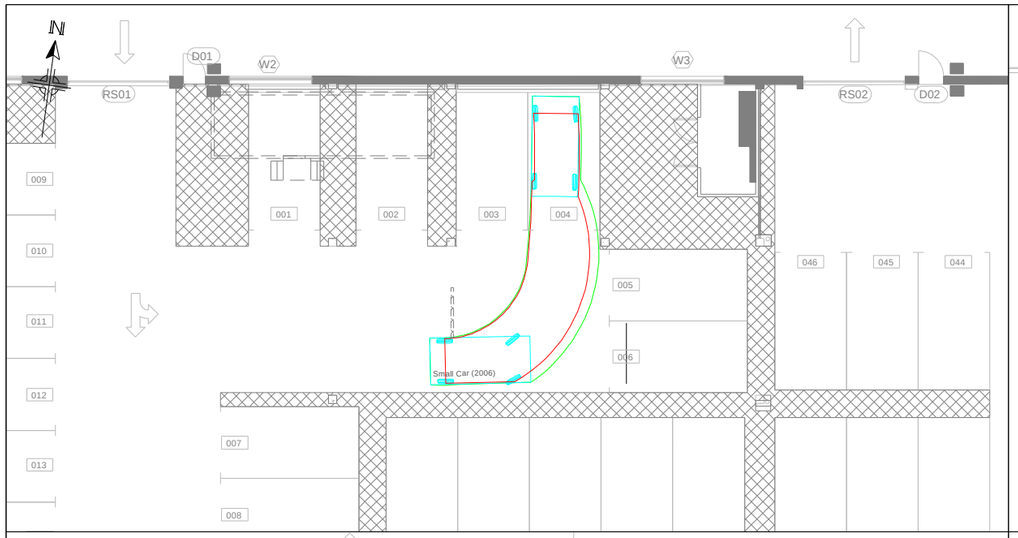

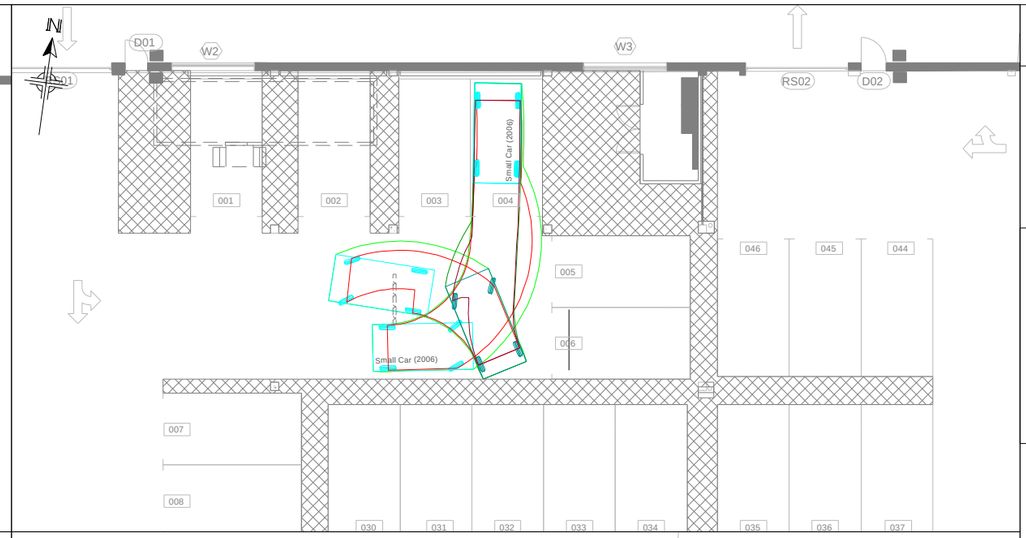

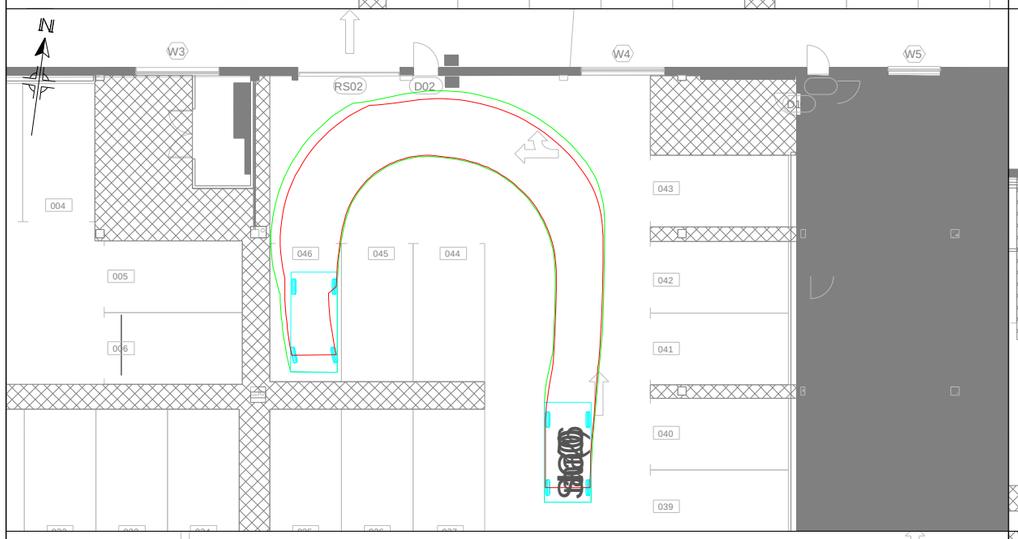

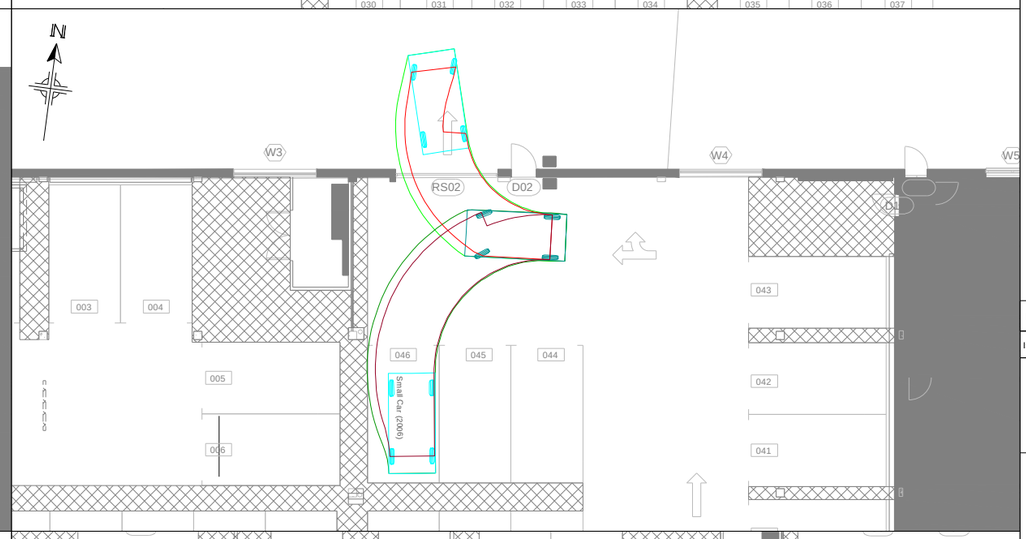

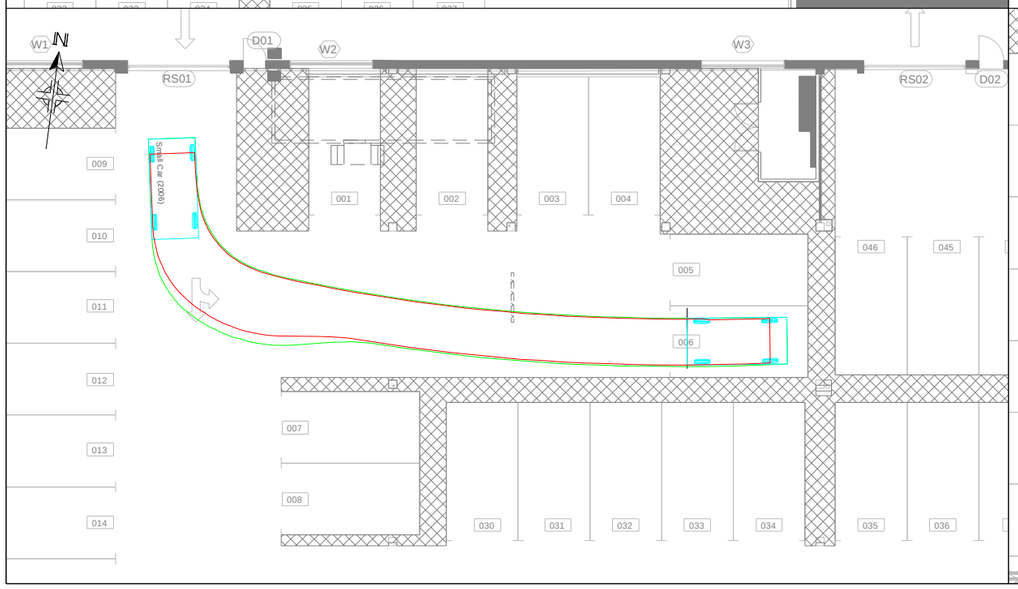

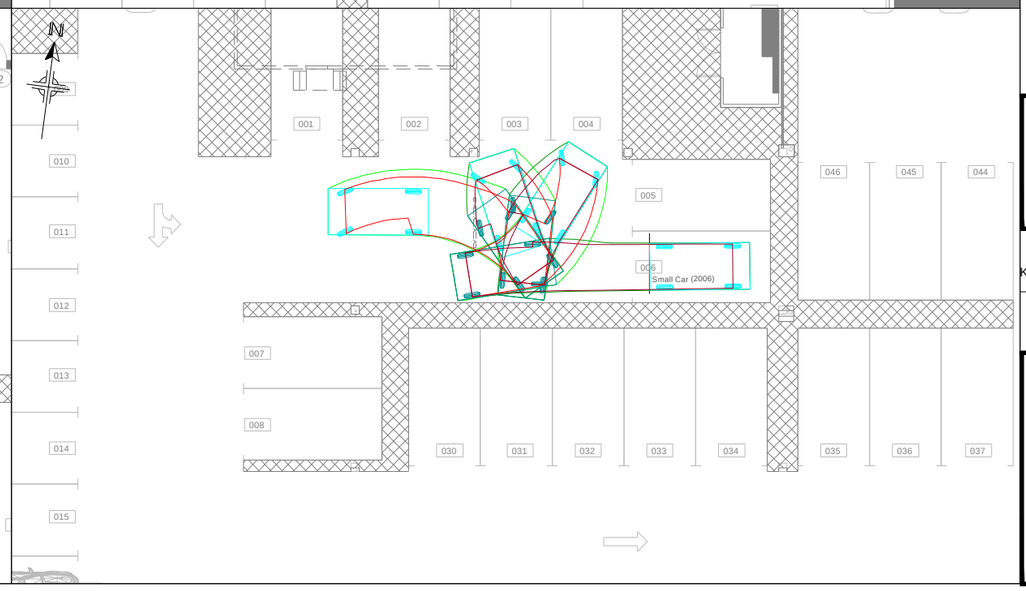

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Notes

Based on drawing
368710-XXXX-ATR-XXX-ZZ-DR-A-0001-S2-D0100_P04
received 30/01/2024

Small Car (2006)	
Overall Length	3.626m
Overall Width	1.688m
Overall Body Height	1.414m
Min Body Ground Clearance	0.233m
Max Track Width	1.621m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.330m

Issue	Date	Description	By	Chkd	Verfd
P01	31/01/2024	FOR INFORMATION	AL	VR	VR

Project
Kent Intake Unit, Units 1&2

Client
Atkins Realis

Architect

Title
Proposed Site Plan
Swept Path Analysis
Small Car

Drawing No.	Drawing Status
KIU-CDL-XX-XX-SK-TC-75904	S2 - For Information
Job No.	**Scale**
1040761	NTS

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ZERO CARBON DESIGN 2030