

June 2022 | P21-2460/TR01/A



**21/505461/PSINF PLANNING APPLICATION FOR
THE EXPANSION OF HMP STANDFORD HILL**

**TRANSPORT STATEMENT
REVISION A**

**HMP STANDFORD HILL, CHURCH ROAD,
EASTCHURCH, SHEERNESS, KENT, ME12 4AA**

ON BEHALF OF MINISTRY OF JUSTICE

AMENDED



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Ministry of Justice
 HMP Stanford Hill
 Transport Statement (Revision A)



CONTENTS:

Page No:

1.0 INTRODUCTION 1
 2.0 SITE CONTEXT AND LOCAL HIGHWAY NETWORK 4
 3.0 DEVELOPMENT PROPOSALS 9
 4.0 FORECAST VEHICULAR TRIPS 11
 5.0 TRANSPORT POLICY AND GUIDANCE 16
 6.0 CONCLUSIONS 17

FIGURES:

FIGURE 2.1:	SITE LOCATION PLAN AND LOCAL HIGHWAY NETWORK
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APPENDICES:

APPENDIX A:	CORRESPONDENCE WITH NATIONAL HIGHWAYS
APPENDIX B:	CRASHMAP REPORT
APPENDIX C:	CENSUS 2011 JOURNEY TO WORK DATA

Prepared by: AG
 Checked by: KS
 Approved by: AJ

1.0 INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of the Ministry of Justice (MOJ) to support a full planning application for the expansion of HM Prison Stanford Hill, located on the Isle of Sheppey.

1.2 The proposal is for a full planning application for the construction of two houseblocks (two storeys) for 120 prisoners, a proposed record store, library, office and extension to the existing car park (40 spaces) within the perimeter fence at HMP Stanford Hill Category D Prison.

Planning application 21/505461/PSINF was submitted in October 2021 and the application went to planning committee on 15th May 2022. A TS was previously submitted as part of the application.

1.3 HM Prison Stanford Hill is a Category D (open) prison and is located within the Sheppey Prisons Cluster alongside HMP Swaleside and HMP Elmley, approximately 1.5 kilometres south of Eastchurch. It is located within the Swale District. The highway authority is Kent County Council (KCC).

1.4 It is understood that HMP Elmley will also undergo an expansion in the near future and will provide one 4-storey accommodation block for an additional 246 prisoners. This has been considered as part of this Transport Statement.

- 1.5 Pre-application discussions have been held with Kent County Council (KCC) as highway authority. KCC confirmed that they had previously provided pre-application comments on the application for the car park at the site and that a formal pre-application submission should be made. However, due to time constraints this has not been possible. The applicant is willing to work with KCC once the application has been submitted.
- 1.6 Pre-application advice has also been sought from National Highways (NH) who are responsible for the strategic road network, namely the A249 and M2 in the vicinity of the site. The correspondence with National Highways is contained at **Appendix A**. This confirms that whilst NH have recently been operating a Grampian system in order to manage impacts on M2 Junction 5 (which sought to prevent movements in peak hours), the current position is that this will be assessed on a case-by-case basis as the J5 improvements are now consented with works proposed to start imminently. NH have therefore confirmed that, if it can be demonstrated that the vast majority of traffic movements will occur outside of the peak hours (7.30 to 9.30 and 16.30 to 18.30), it is probable that they will have no objection to a few additional peak time movements. NH also confirmed that they will require a cumulative assessment of the HMP Stanford Hill proposals alongside those at HMP Elmley.

Scope of Work

- 1.7 The previous TS included the following key transport issues:
- i. a review of highway safety.
 - ii. the relative accessibility of the site.
 - iii. the nature of the development proposals, including access, parking and servicing arrangements.
 - iv. the forecast trips associated with the scheme, including a cumulative assessment with HMP Elmley; and
 - v. summary of national and local transport policies.

-
- 1.8 The TS has been updated to reflect a consultation response received from KCC dated 16th March 2022 and further to comments raised at planning committee on 15th May. This TS therefore includes:
- i. Further clarification of staff numbers.
 - ii. Further information on vehicle movements by prisoners.
 - iii. Consideration of the highways impact at the roundabout junction between Church Road and Rowetts Way.
 - iv. Clarification on the parking proposals, including number of EV charging spaces; and
 - v. Travel Plan strategy.
- 1.9 A Travel Plan, which includes measures to encourage sustainable travel, is submitted separately as part of the planning application and should be read in conjunction with this TS.
- 1.10 This TS concludes that HMP Stanford Hill can be accessed on foot, by bicycle and by public transport, that appropriate vehicular access arrangements can be achieved and that the vehicular trips associated with the scheme proposals will not have a material impact on the operation and safety of the local or strategic highway network.
- 1.11 It is finally concluded that there are no highway or transportation reasons that should prevent the proposed expansion of HMP Stanford Hill.

2.0 SITE CONTEXT AND LOCAL HIGHWAY NETWORK

Site Location and Context

- 2.1 HMP Stanford Hill is located on the Isle of Sheppy around 1.5 kilometres to the south of Eastchurch. The site is bound by Brabazon Road to the east, Eastchurch fire station to the north, Eastchurch Museum to the south and undeveloped land to the west.
- 2.2 The site location in the context of the local highway network is illustrated at **Figure 2.1**.

Existing Operations

- 2.3 HMP Stanford Hill is a Category D (open) prison whereby the purpose is to reintegrate prisoners back into the community safely. Therefore, prisoners are offered employment and education through on site facilities.

Staff

- 2.4 The existing number of prisoners at HMP Stanford Hill is 464 (as of July 2008). There are 77 operational staff members in total, this includes senior managers and governors. There are 65 non-operational staff members directly employed by HMP Stanford Hill and there are approximately 45 other staff, employed in Education, GFSL, Healthcare, resettlement and other ancillary areas.
- 2.5 There are three shift time slots through the course of a day for operational staff as follows:
- Early shift: 06:00 – 14:30;
 - Late shift: 12:30 – 21:30; and

- Night shift: 19:00 – 08:00.

2.6 It has been confirmed that the early, main and late shifts require 40% of total operational staff each. The night shift requires 20% of total operational staff.

2.7 There are two shift time slots for non-operational staff as follows:

- Main shift 1: 07:30 – 17:30; and
- Main shift 2: 08:30 – 16:00.

2.8 It has been confirmed that the Main shift 1 requires 48% of non-operational staff and the main shift 2 requires 52% of non-operational staff.

Visitors

2.9 The prison operates as a Category D prison which allows prisoners two visitor slots per month and one official visitor slot per month. Personal visits last for up to two hours and occur between 13:45 and 15:45 on Wednesday, Thursday, Saturday and Sunday. Official Visits last for up to two and a half hours and run every morning between 09:00-11:30.

Prisoners

2.10 The MOJ has confirmed that of the current prison population, 140 prisoners (30%) attend external work placements with 69 (49%) having access to a private car or prison van.

2.11 On average, peak movement times for prisoners leaving and returning to the prison are 05:00 - 07:30 and 18:00 – 21:00.

2.12 In terms of car ownership, around 15% of existing population have access to their own car.

Access Arrangements

- 2.13 Vehicular and pedestrian access to the Sheppey Prison Cluster complex is provided from Brabazon Road. Access to HMP Stanford Hill is achieved via a controlled access from the western arm of the prison complex mini-roundabout.

Car Parking

- 2.14 Separate car parking areas are provided for HMP Swaleside and HMP Elmley. Car parking for HMP Stanford Hill is located to the west of Brabazon Road.
- 2.15 A dedicated visitor car park provides around 40 spaces and is located adjacent to the Social Visits Centre.
- 2.16 A separate staff car park providing around 52 spaces is located on the access road to HMP Stanford Hill, to the west of Brabazon Road. In addition, there are around 86 parking spaces distributed across the site within courtyards and next to individual buildings.

Cycle Parking

- 2.17 There are 15 cycle spaces provided inside the prison boundary which are located near to the main entrance. These cycle spaces are for use by staff and visitors.

Existing Highway Network

Brabazon Road

- 2.18 Brabazon Road is a single carriageway road that measures around 6.7 metres wide. It is illuminated and subject to a 15mph speed limit within the vicinity of the site.

2.19 There is a 'no parking at any time' traffic regulation order (TRO) on both sides of the carriageway and the road has speed restraints measures in the form of speed humps.

2.20 Brabazon Road becomes Church Road around 400 metres to the north of HMP Stanford Hill.

Church Road

2.21 Church Road is a single carriageway road that is around 6.5 metres wide, illuminated and subject to a 30mph speed limit.

2.22 Church road forms the southern arm of a four-arm roundabout with Rowetts Way around one kilometre to the north of the site.

2.23 There is a two-metre wide footway on the western side of Brabazon Road and Church Road between the site and Eastchurch in the north.

2.24 A week-long traffic and speed survey was undertaken between 15th and 21st September 2021. The data from this survey is detailed below and demonstrates that 85th percentile speeds (recorded in line with national guidance) did not exceed the signed 30mph speed limit.

Table 2.1 - Recorded 85th Percentile Speeds on Church Road

	1000-1200	1400-1600	Average
Northbound	25.5 mph	26.1 mph	25.8 mph
Southbound	28.1 mph	28.3 mph	28.2 mph

Accessibility

- 2.25 Due to the nature and location of HMP Stanford Hill, it is acknowledged that there will be a reliance upon the car to access the site. However, there are some opportunities for local trips to be made by non-car modes.
- 2.26 The existing pedestrian provision is generally of good standard, comprising of a two-metre wide footway on the western side of Brabazon Road and Church Road between the site and Eastchurch in the north. The footway is lit and there are dropped kerbs at crossing points to junctions. The footway provides access between the site and the Fire station Bus Stop. Two pedestrian crossing facilities are provided along Brabazon Road which facilitate pedestrian access between the eastern and western portions of the wider HMP Sheppey Cluster.
- 2.27 Buses serve Brabazon Road with a service every two hours at the Fire Station bus stop between Warden Point and Sheerness. Bus times generally coincide with shift times set out in **paragraphs 2.5 and 2.7**.

Highway Safety

- 2.28 Personal Injury Collision (PIC) data has been obtained from the CrashMap database for the most recent five-year period between 2016 – 2020. The relevant extracts are included at **Appendix B**.
- 2.29 There has been one slight incident in the vicinity of the site which occurred at the Brabazon Road/Orchard Way junction around 310 metres to the north of the main entrance to HMP Stanford. The incident appears to have involved a motorcycle overtaking a car on its offside while the car was in the act of turning right. It is considered that this is attributed to temporary driver error or misjudgement.
- 2.30 It is therefore concluded that the local highway network in the vicinity of the site operates safely and there is no material existing accident pattern or problem.

3.0 DEVELOPMENT PROPOSALS

3.1 The planning application is for the construction of two houseblocks (two storeys) for 120 prisoners, a proposed record store, library, office and extension to the existing car park (40 spaces) within the perimeter fence at HMP Stanford Hill Category D Prison.

3.2 A copy of the site layout plan is included separately as part of the planning submission.

Proposed Site Access Arrangements

3.3 It is proposed that the existing access arrangements from Brabazon Road via the mini roundabout will be retained.

Car Parking Provision

3.4 As discussed in **Section 2**, there are an existing 178 vehicular parking spaces within the HMP Stanford Hill Prison site boundary and an additional 40 space car park is proposed to the north of the existing visitor car park. These parking spaces are available for staff and visitors to use. Therefore, there will be a total of 218 vehicular parking spaces to serve the scheme.

3.5 The car parking arrangements are considered suitable to accommodate any increased demand associated with staff and visitors to HMP Stanford Hill.

3.6 As requested by KCC, at least 10% of parking spaces will be active electric vehicle charging spaces with a total of four EV charging parking spaces provided to serve the scheme.

Servicing

3.7 Servicing arrangements will remain as existing.



3.8 The refuse from HMP Stanford Hill is collected by Biffa once or twice a week and all deliveries are managed through the main stores.

3.9 All deliveries are delivered to the Sheppey Cluster's main stores, which cater for all three prisons on site. Generally, stock and items are delivered on a Thursday to Stanford Hill.

Travel Plan

3.10 A Travel Plan is submitted as part of the wider planning application which aims to minimise single occupancy vehicle use by staff and future visitors of the site, and to promote sustainable travel options.

3.11 As requested by KCC, HMP Stanford Hill will work with the neighbouring sites (including HMP Elmley and HMP Swaleside) to set out a strategy for reducing car travel. The potential for providing a mini-bus service at key shift times between Sheerness Railway Station and the Prison Cluster will be investigated, following initial liaison with existing staff to gauge interest. An updated Travel Plan has been prepared and is submitted alongside this TS.

4.0 FORECAST VEHICULAR TRIPS

Staff

- 4.1 HMP Stanford Hill has confirmed that the normal staffing ratio during the day for existing staff is one operational staff member for every 16 prisoners. This includes senior managers and governors. There is not a minimum requirement of non-operational staff, but there is approximately one non-operational staff member per five prisoners. This includes all non HMP employed staff in ancillary positions.
- 4.2 The existing number of prisoners at HMP Stanford Hill is 464 prisoners with 29 operational and 93 non-operational staff on a daily basis.
- 4.3 The application seeks to increase the capacity by 120 prisoners.
- 4.4 Since submission of the original TS, the MOJ has confirmed that the number of staff associated with the new houseblocks at the site will be as follows:
- Number of Operational Staff = 10.
 - Number of Non-Operational Staff = 3.
- 4.5 There will therefore be a total of 13 new staff employed at the site working 37 hours Monday to Friday with occasional weekends.
- 4.6 In relation to shift patterns, the MOJ have confirmed that there will be two additional staff accessing the site on a daily basis (4 two-way people movements). Given the location and nature of HMP Stanford Hill, the majority of trips to the site are expected to be by car (as driver or passenger). As a worst case, there could therefore be four two-way vehicle movements per day associated with the proposals at HMP Stanford Hill. KCC have confirmed that this will have a negligible impact on the operation of the local highway network.

Trip Distribution

- 4.7 The National Census Data from 2011 has been used to confirm the usual place of residents for people working within Middle Super Output Area (MSOA) Swale 006 (E02005120), within which the site is located. The Census data is included at **Appendix C**.
- 4.8 This confirms that 87.2% of employees travelling by car to work within Swale 006 also live within Swale, and that 66.7% live on the Isle of Sheppey (19.3% within Swale 006).
- 4.9 With reference to the additional staff trips set out in **paragraph 4.6**, this equates to three trips originating on the Isle of Sheppey and one travelling from further afield, potentially using the A249(T) and M2 motorway.

Summary

- 4.10 It is therefore concluded that the forecast number of additional staff trips are not material, and the proposed expansion will not have a detrimental impact on the local or strategic highway network. KCC as highway authority and National Highways (responsible for the strategic road network) have confirmed that the proposals are acceptable.

Visitors

- 4.11 As discussed in **Section 2**, prisoners are allowed two personal visitor slots per month and one official visitor (i.e. lawyer) per month. Visits last for up to two hours. Personal visits occur between 13:45-15:45 on Wednesdays, Thursdays, Saturday and Sunday. Official Visits last for up to two and a half hours and run every Morning between 09:00-11:30.

- 4.12 The proposed expansion of 120 prisoners could generate up to 240 personal visits per month and 120 official visits per month. This could result in a maximum of 60 personal visitors per week (equivalent to 15 per day over four days) in addition to 30 official visits per week (equivalent of around four per day over seven days).
- 4.13 As a worst case therefore, it is estimated that there could be a maximum of four additional trips arriving and departing between 09:00 and 11:00 (i.e. four arrivals and four departures), and 15 additional vehicle trips by visitors on a daily basis, arriving at 13:45 and departing at or before 15:45 (i.e. 15 arrivals and 15 departures). In reality, car sharing is likely to occur and the maximum quantum of visitors may not access the site every day.
- 4.14 It is concluded that the proposed number of additional visitor trips associated with the proposed expansion are not material and are outside of the peak hours. Therefore, it is concluded the development will not have a detrimental impact on the local or strategic highway network.

Prisoners

- 4.15 As set out in **paragraphs 2.10 – 2.12**, 30 percent of existing prisoners attend jobs off site. As such, based on the increase in 120 prisoners at the site, there could be an increase in 38 prisoners attending jobs off site. Of those, 19 are likely to travel in their own car or prison vehicle.
- 4.16 The times prisoners depart and arrive back at the site (05.00 – 07.30 and 18.00 – 21.00) appear to be typically outside of the traditional highway peak hours. Assuming they all leave and arrive back in the same hour period (which is highly unlikely given the hours provided below), this equates to one additional vehicle trip every three minutes on average which is not a material increase.

- 4.17 The MOJ has confirmed that prisoners are only allowed to park on Prison property and can only own one if they are in paid employment. In terms of parking demand of new prisoners, 18 could own a car. The existing and proposed car parking provision at the site is considered suitable to accommodate this demand.

Cumulative Impact Assessment – HMP Elmley

- 4.18 As requested by National Highways, a cumulative assessment of both the HMP Stanford Hill and HMP Elmley proposals on the strategic road network has been undertaken.
- 4.19 As set out in paragraph 4.16 of the original TS, technical work for the expansion of HMP Elmley was not available at the time of the application submission. A TS, prepared by Cundall and dated 07 December 2021, has since been submitted for the HMP Elmley proposals. This confirms that up to an additional 101 staff members and 162 two-way person trips could be associated with HMP Elmley, 138 of which could be by car. The TS confirms that HMP Elmley could be associated with an additional 81 arrivals or departures in any one hour (likely to be during the cross over between day and evening shifts at 07:30), with 50 of these by car. The assumptions made in the HMP Stanford Hill TS (which assumed 45 movements in any given hour) are therefore broadly comparable and considered appropriate, equating to up to one additional vehicle every minute on average.
- 4.20 With reference to the revised HMP Stanford Hill staffing numbers and confirmation of forecast vehicle trips for HMP Elmley, the cumulative impact of the proposals could be up to 52 two-way vehicle movements in any given hour. This equates to less than one additional vehicle trip per minute on average.

-
- 4.21 KCC's consultation response suggests that no analysis of the Rowetts Way roundabout junction has been provided and advises that this should be examined in combination with the cumulative impact of the whole prison cluster expansion. On the basis that the level of trips generated by HMP Stanford Hill and HMP Elmley will have a minimal impact on the wider highway network, further analysis of the junction is not considered necessary.
- 4.22 It is finally concluded that there will be no material impact on the operation of the strategic road network.

5.0 TRANSPORT POLICY AND GUIDANCE

5.1 Relevant transportation policies and guidance is set out in the following documents:

- i. National Planning Policy Framework (2021);
- i. National Planning Practice Guidance (2014);
- ii. Manual for Streets (2007);
- iii. Manual for Streets 2: Wider Application for the Principles (2010);
- iv. Swale Adopted Local Plan (2017);
- v. Swale Borough Council Transport Strategy (2022 – 2037);
- vi. Kent County Council Local Transport Plan 4: Delivering Growth Without Gridlock 2016-2031; and
- vii. Kent County Council Active Travel Strategy.

5.2 The main objectives within the national and local policy and guidance is to:

- i. reduce the need to travel;
- ii. reduce car dependency; and
- iii. encourage sustainable travel such as walking, cycling and public transport.

5.3 In transport terms NPPF recognises 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 would be severe (paragraph 111).

5.4 Whilst it is expected that the majority of trips to and from the site will be by car (either as a driver or passenger), there are opportunities for staff and visitors to access the site on foot, bicycle or by public transport. The numbers of forecast trips associated with the expansion of HMP Stanford Hill are not forecast to have a material impact on the safety or operation of the local highway network, nor is there forecast to be any cumulative effects with the expansion of HMP Elmley. It is therefore considered that the proposals are broadly in accordance with the transport policies of local and national government.

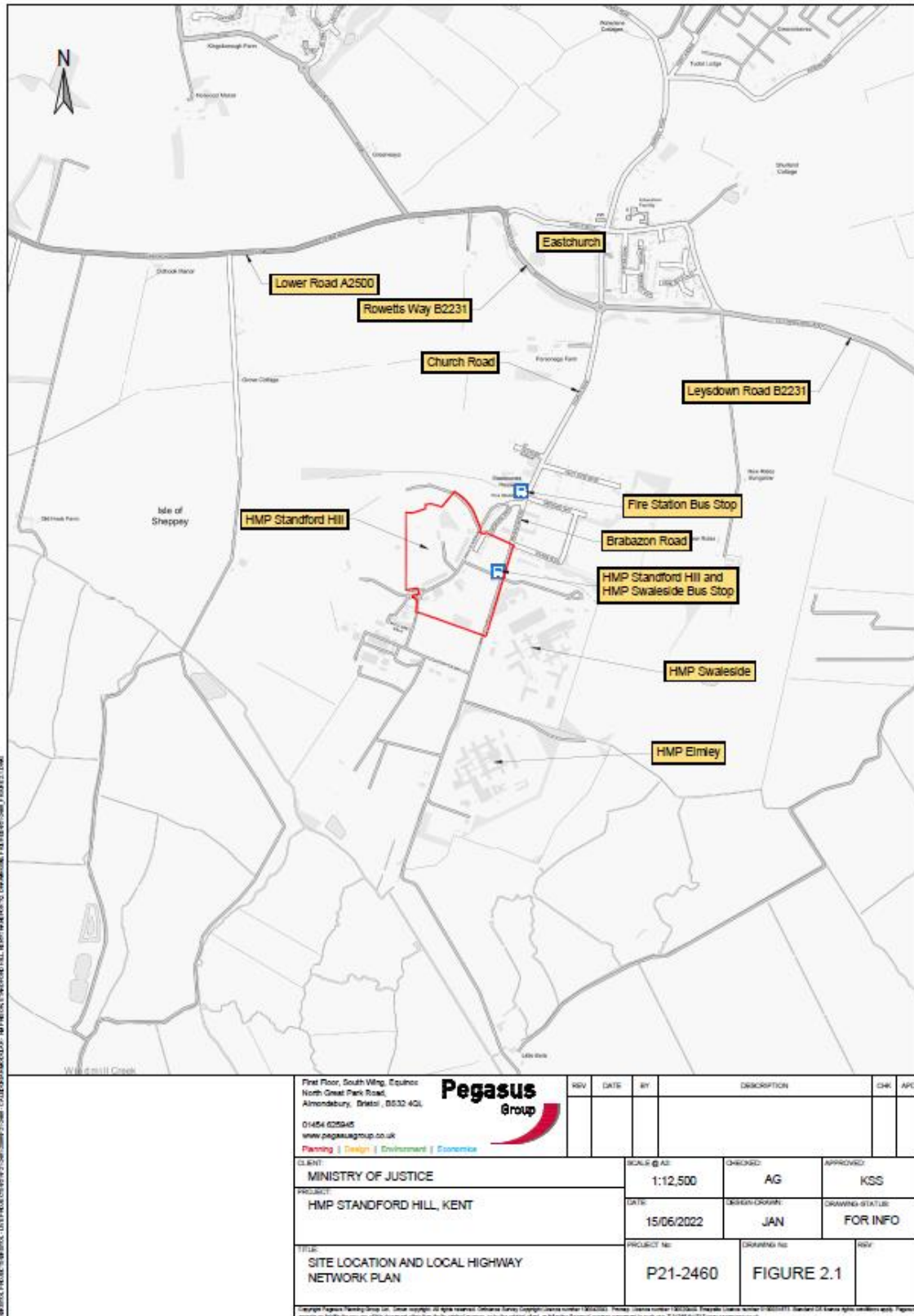
6.0 CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of Caledonian Modular Limited to support a full planning application for the expansion of HMP Stanford Hill, located on the Isle of Sheppey.
- 6.2 This TS concludes that HMP Stanford Hill can be accessed on foot, by bicycle and by public transport.
- 6.3 Appropriate vehicular access arrangements and car parking will be provided.
- 6.4 The vehicular trips forecast to be associated with the scheme will not have a material impact on the operation and safety of the local highway network. It is also concluded that the cumulative trips associated with both the HMP Stanford Hill and HMP Elmley schemes will not have a detrimental impact on the strategic road network. This is agreed with Kent County Council and National Highways.
- 6.5 It is finally concluded that there are no highway or transportation reasons that should prevent the proposed expansion of HMP Stanford Hill.

Ministry of Justice
HMP Stanford Hill
Transport Statement (Revision A)



FIGURES



Ministry of Justice
HMP Stanford Hill
Transport Statement (Revision A)



APPENDIX A

From: [Brown, Kevin](#)
To: [Katie Stock](#)
Cc: [Planning SE; Alex Graham; Spatial Planning](#)
Subject: FAO Katie Stock: Highways England response (our ref #14191) RE: Proposed Expansion of HMP Standford Hill, Isle of Sheppey
Date: 14 September 2021 17:44:13
Attachments: [image001.png](#)
[image002.png](#)

For the Attention of:	Katie Stock
Site:	HMP Standford Hill
Development:	Expansion of prison facilities at HMP Standford
Highways England's Ref No:	#14191

Dear Ms Stock,

Thank you for your email of 25 August 2021 seeking pre-application advice, on behalf of your client, the Ministry of Justice, regarding an upcoming application for expansion of HMP Standford, Isle of Sheppey, Kent facility. In accordance with our 21 day response target we are responding no later than 15 September.

Highways England (aka National Highways from 19 August 2021) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the M2 at Junction 5 and the HE section of the A249 from M2J5 to Sheerness.

Highways England Recent Position re Development and Impacts on M2J5

It is unclear whether you are aware, but we are currently operating a Grampian system in order to manage impacts on M2J5. This is because it has been operating both over capacity and outside the safety led tolerance we are sometimes able to accommodate at congested junctions.

Our current Grampian conditions prohibit occupation of residential dwellings prior to the opening to traffic of the new junction. Our commercial Grampians likewise prevent movements in peak hours and require ANPR style monitoring to demonstrate compliance. However, we stated that we would review our position once the J5 improvement was consented and under construction.

I am pleased to inform you that the M2 junction 5 improvement works are expected to commence imminently and end in 2025 – see [M2 junction 5 improvements - Highways England](#) .

As a result, because the road conditions will now be carefully managed throughout the works period, we are able to reconsider our basic stance on a case by case basis.

Therefore, provided that it can be demonstrated that the vast majority of movements (construction and then operational workforce/visitors) will occur outside of the peak hours (7.30 to 9.30 and 16.30 to 18.30 – these timings also allow for shoulder peaks), then it is probable (but at this point cannot be guaranteed) that we will have no objection to a few additional peak time movements as they will simply have to queue and drive within the lower speed-limit through the controlled works areas.

Identification of Cumulative SRN Traffic Impacts

APPENDIX 3

As you note, HMP Elmley, that also forms part of the Sheppey prison cluster, is likely to bring forward expansion proposals in the near future.

We have also been consulted by the agent for that project, Alan Reid at Atkins global. They have not yet provided the same level of detail regarding the proposals they are dealing with and their implications for the SRN

We would expect the Ministry of Justice, via its agents, to work holistically to assess the cumulative impacts of the various proposals. Therefore, while respecting your respective privacy and any security implications (hence why we have not sent 1 response to you both and have not repeated information supplied by Pegasus), we would recommend you liaise with each other in terms of the preparation and submission of the TS/TAs for the respective applications.

Therefore both separately and cumulatively a standard TS/TA approach should be acceptable (including looking at the A249/A2500 junction in particular in terms of traffic generation /distribution/ queue lengths and delays that also takes account of other committed development as the closest SRN junction to the site), mindful of the need to demonstrate an absence of any unacceptable impacts on M2J5 ahead of its opening to traffic circa 2024/5. In this respect we also need to understand when the various impacts might be felt ie when construction would start/ finish and when the facilities would become operational and when they would reach maximum operational capacity and impact.

Next Steps

We would be content to review any draft TS/TAs for the separate/ combined sites, or to simply await being consulted by Swale once applications have been submitted

We therefore look forward to continuous engagement with the project and being consulted as the proposals develop.

If you have any queries regarding our response, please contact us at planningse@highwaysengland.co.uk.

Regards

Kevin Bown BSc(Hons) MPhil CMS MRTPI Spatial (Town) Planning Manager
Spatial Planning Team, South East Region Operations Directorate
Highways England | Bridge House | 1 Walnut Tree Close | Guildford | GU1 4LZ
Tel:xxxx xxx xxxxxall calls to this number will also patch through to my mobile)
Web: <http://www.highways.co.uk>

Please note that:

1)Highways England became National Highways from 19 August 2021. During transition both names may be used with equal affect and meaning.

2) for the foreseeable future we are all working from home. All meetings will be via telephone or TEAMS. We will continue to seek to work to our statutory and other deadlines. In case of IT or other issues, please copy all emails to PlanningSE@highwaysengland.co.uk .

Safe roads, reliable journeys, informed travellers
Highways England:operating, maintaining and improving the strategic road network in England.

From: Katie Stock
Sent: 25 August 2021 15:49
To: Bown, Kevin
Cc: Planning SE <planningse@highwaysengland.co.uk>; Alex Graham

Subject: Proposed Expansion of HMP Stanford Hill, Isle of Sheppey

Hi Kevin

I hope you are well.

We are supporting a forthcoming planning application for the expansion of HMP Stanford Hill within the Sheppey Prison's Cluster on the Isle of Sheppey. It is understood that HMP Elmley, also within the Sheppey Prison's Cluster, will also undergo an expansion in the near future. However, at this stage the development proposals for HMP Elmley are unknown.

The Stanford Hill proposal comprises the construction of several modular buildings including 2no. residential blocks, each containing 60 spaces; and ancillary facilities including a new kitchen to serve 700 persons; five open plan office spaces; a library building, and records building.

We are preparing a Transport Statement and Travel Plan to support the application and at this stage we estimate that the proposals will result in up to an additional 120 prisoners and 32 staff (comprising 8 operational staff with shifts between 0600-1430, 1230-2130 and 1900-0800, and 24 non-operational staff with shifts between 0730-1730 and 0830-1600).

In terms of trip impact, given the location and nature of HMP Stanford Hill, the majority of trips to and from the site are expected to be by car, either as a driver or passenger. With reference to the shift patterns of staff, the greatest number of trips will be generated by the non-operational staff in either shift resulting in a maximum of 12 additional two-way vehicular trips in any given hour.

The prison has advised that staff generally arrive 30 minutes before their shift time and leave 30 minutes after to allow for security procedures. Therefore, there is anticipated to be up to 12 additional vehicles arriving at the site at 0700 and departing at 1800, and 12 arriving at 0800 and departing at 1630.

The site operates as a Category D prison which allows prisoners two visitor slots per month and one official visitor slot per month. Personal visits last for up to two hours and occur between 13:45 and 15:45 on Wednesday, Thursday, Saturday and Sunday. Official Visits last for up to two and a half hours and run every morning between 09:00-11:30. Visits can occur at any time during this period. The proposed expansion of 120 prisoners could generate up to 240 personal visits per month and 120 official visits per month, resulting in a maximum of 60 personal visitors per week (equivalent to 15 per day) in addition to 30 official visits per week (equivalent of around four per day).

HMP Stanford Hill is located approximately 8 kilometres from the A249 and 20 kilometres from M2 junction 5. With reference to DfT count flows on the A429 at the Sheppey bridge crossing, the impact of the expansion is forecast to be around 1% and therefore well within the daily variation of traffic along this link and at M2 Junction 5.

The forecast vehicle numbers are also considered robust on the basis that all new staff have been assumed to travel by car whereas in reality some are likely to get a lift or use non-car modes.

Based on the above, can you please confirm that National Highways do not require an assessment of the strategic road network?

I look forward to hearing from you at your earliest convenience. However, please let me or my colleague Alex Graham know if you would like to discuss.

Kind regards



Katie

Katie Stock
Associate Transport Planner

Pegasus Group

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Ministry of Justice
HMP Stanford Hill
Transport Statement (Revision A)



APPENDIX B


crashmap.co.uk

Crash Date:	Monday, November 19, 2018	Time of Crash: 1:30:00 PM	Crash Reference: 2018460349789	No
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Highest Injury Severity:	Slight	Road Number: U0	Number of Casualties: 1
Highway Authority:	Kent exc Medway Towns		Number of Vehicles: 2
Local Authority:	Swale Borough		OS Grid Reference: 598546 170361
Weather Description:	Raining without high winds		
Road Surface Description:	Wet or Damp		
Speed Limit:	30		
Light Conditions:	Daylight: regardless of presence of streetlights		
Carriageway Hazards:	None		
Junction Detail:	Using private drive or entrance		
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres		
Road Type:	Single carriageway		
Junction Control:	Give way or uncontrolled		



For more information about the data please visit: www.crashmap.co.uk/home/Faq
 To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Page 1 of 2
10/20/2020 12:54:43 PM





No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	-1	Male	26 - 35	Vehicle is passing another moving vehicle on its offside	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	-1	Female	46 - 55	Vehicle is in the act of turning right	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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Ministry of Justice
HMP Stanford Hill
Transport Statement (Revision A)



APPENDIX C

APPENDIX 3

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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Population : All usual residents aged 16 and over in employment the week before the census

Units : Persons

Date : 2011

place of work : E02005120 : Swale 006 (2011 super output area - middle layer)

usual residence : 2011 super output area - midd	All categor	Work main	Undergrou	Train	Bus, minibi	Taxi	Motorcycle, scooter o	Driving a car or van	Passenger	Bicycle	On foot	Other method of travel to work	
E02005120 : Swale 006	478	0	0	1	5	0	1	294	19.3%	24	8	143	2
E02005118 : Swale 004	348	0	0	1	2	0	3	300	19.7%	31	6	5	0
E02005117 : Swale 003	164	0	0	1	2	0	1	147	9.6%	10	1	2	0
E02005119 : Swale 005	146	0	0	2	1	0	2	122	8.0%	15	3	1	0
E02005115 : Swale 001	113	0	0	0	0	0	0	93	6.1%	14	2	4	0
E02005116 : Swale 002	83	0	0	0	2	1	5	60	3.9%	10	1	4	0
E02005121 : Swale 007	82	0	0	2	0	0	1	76	5.0%	3	0	0	0
E02005123 : Swale 009	47	0	0	1	0	0	4	40	2.6%	0	0	0	2
E02005124 : Swale 010	45	0	0	0	0	1	4	33	2.2%	3	1	3	0
E02005127 : Swale 013	40	0	0	0	0	0	0	37	2.4%	3	0	0	0
E02005125 : Swale 011	32	0	0	1	0	0	0	26	1.7%	2	1	2	0
E02005126 : Swale 012	32	0	0	1	0	0	1	28	1.8%	1	0	1	0
E02005122 : Swale 008	25	0	0	0	0	0	0	25	1.6%	0	0	0	0
E02005129 : Swale 015	23	0	0	1	0	0	0	20	1.3%	1	0	1	0
E02005128 : Swale 014	17	0	0	0	0	0	0	12	0.8%	1	0	4	0
E02005130 : Swale 016	17	0	0	0	0	0	0	16	1.0%	0	1	0	0
E02003342 : Medway 029	13	0	0	0	0	0	0	13	0.9%	0	0	0	0
E02005073 : Maidstone 006	12	0	0	0	0	0	0	12	0.8%	0	0	0	0
E02003338 : Medway 025	11	0	0	0	0	0	0	11	0.7%	0	0	0	0
E02003322 : Medway 009	10	0	0	0	0	0	0	9	0.6%	1	0	0	0
E02005131 : Swale 017	10	0	0	0	1	0	0	7	0.5%	1	0	0	1
E02003316 : Medway 003	9	0	0	0	0	0	0	9	0.6%	0	0	0	0
E02003324 : Medway 011	9	0	0	0	0	0	1	8	0.5%	0	0	0	0
E02005020 : Canterbury 011	9	0	0	0	0	0	0	9	0.6%	0	0	0	0
E02003345 : Medway 032	8	0	0	0	0	0	0	8	0.5%	0	0	0	0
E02004999 : Ashford 004	8	0	0	0	0	0	1	7	0.5%	0	0	0	0
E02005015 : Canterbury 006	8	0	0	0	0	0	0	8	0.5%	0	0	0	0
E02005046 : Dover 006	8	0	0	0	0	0	0	8	0.5%	0	0	0	0
E02005051 : Dover 011	8	0	0	0	0	0	0	7	0.5%	1	0	0	0
E02005076 : Maidstone 009	8	0	0	0	0	0	0	8	0.5%	0	0	0	0
E02003323 : Medway 010	7	0	0	0	0	0	0	6	0.4%	1	0	0	0
E02003332 : Medway 019	7	0	0	0	0	0	0	7	0.5%	0	0	0	0
E02003333 : Medway 020	7	0	0	1	0	0	0	5	0.3%	1	0	0	0
E02003349 : Medway 036	7	0	0	0	0	0	0	7	0.5%	0	0	0	0
E02005068 : Maidstone 001	7	0	0	0	0	0	0	7	0.5%	0	0	0	0
E02005070 : Maidstone 003	7	0	0	0	0	0	0	7	0.5%	0	0	0	0
E02005075 : Maidstone 008	7	0	0	0	0	0	0	6	0.4%	1	0	0	0
E02005080 : Maidstone 013	7	0	0	1	0	0	0	5	0.3%	1	0	0	0
E02003326 : Medway 013	6	0	0	0	0	0	0	6	0.4%	0	0	0	0
E02003329 : Medway 016	6	0	0	0	0	0	0	4	0.3%	2	0	0	0
E02003336 : Medway 023	6	0	0	0	0	0	0	6	0.4%	0	0	0	0
E02005012 : Canterbury 003	6	0	0	0	0	0	0	5	0.3%	0	1	0	0
								1524					