



## Technical Note

### Highways Review

Project	21/505461/PSINF - HMP Stanford Hill	Job No	1000007836
Subject	Highways Review Technical Note – Response to additional information received.	Issue	01
Prepared by	Olivia Reed	Date	20/07/22
Approved by	Ben Meekings	Date	20/07/22

### PCL Response

- 1.1 Swale Borough Council (SBC) has commissioned Project Centre (PCL) to provide a Technical Note (TN) reviewing highway matters relating to:
- HMP Stanford Hill, Church Road, Eastchurch, ME12 4AA - The construction of two houseblocks to provide criminal justice accommodation for 120 prisoners, along with a proposed record store, library, office and extension to the existing visitor car park (40 spaces).
- 1.2 We (PCL) provided a Highways Review TN dated 7<sup>th</sup> June 2022 to SBC and concluded that for the most part the proposed development is considered acceptable, however, we requested that the applicant should provide the following information before the application can be fully supported:
- Demonstrate how the proposed development adheres to national and local planning policy, as highlighted in Section 2 of our original TN. In particular, we required the applicant to demonstrate how the development encourages active travel,
  - Establish the number of prisoners expected to leave or arrive at the site each day. This should include:
    - Prisoner mode of travel, as well as the numbers of prisoners accessing the site, to determine the impact on the local highway network,



- We advised that the discussed shuttle bus, as demonstrated in the TPS, should be secured by a planning condition,
- The applicant should provide vehicle speed surveys on Church Road to determine whether there is an existing speed issue.

1.3 In response, the applicant has submitted an executive summary note alongside an updated Transport Statement (TS). As such, the following points raised by PCL in June 2022 have been addressed by the applicant.

#### **Prisoner Movements**

1.4 The updated TS provides information on prisoner movements, including the number of additional prisoners anticipated to access the site each day, including mode of travel.

1.5 The applicant states that of the new prisoners, 19 are likely to travel to jobs outside of the prison or travel to work placements off site using their own vehicle. 19 further prisoners are likely to travel by car sharing or a minibus.

1.6 Peak movement times are likely to be 05:00 - 07:30 and 18:00-21:00.

1.7 These additional prisoner movements are noted to take place outside of typical peak hours and are considered low (38 two-way trips), especially when travelling by sustainable transport modes.

1.8 We therefore anticipate the impact on the local highway network will be minimal and the increase in prisoner trips deemed acceptable.

#### **Speed Surveys**

2.1 As requested, the applicant has provided speed surveys undertaken in September 2021.

2.2 Data indicates that 85<sup>th</sup> percentile average speeds on Church Road do not exceed 28.2mph in either direction, which is below the posted 30mph speed limit. We note that data does not suggest there is a speeding problem on Church Road.

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- 2.3 It is acknowledged that the applicant considers providing additional signage at the exit of the prison cluster advising vehicles to drive carefully, which is supported.
- 2.4 We note that KCC Highways have provided confirmation in their response dated 12<sup>th</sup> May 2022 that traffic calming measures on Church Road are not required as part of this application.

**Travel Plan and Shuttle Bus Provision**

- 3.1 KCC Highways requested that the applicant should explore options that minimise single-occupancy vehicle journeys associated with the proposed expansion of the site.
- 3.2 Within the updated TS, the applicant has committed to investigating the introduction of a mini-bus service to and from Sheerness Railway Station at key shift changeover times, to consolidate journeys and make sustainable travel by staff easier and more attractive.
- 3.3 Liaison with existing staff is noted to be undertaken to gauge interest in the service and is supported.

**Conclusion**

- 4.1 To conclude, the additional information provided by the applicant is satisfactory and the application is considered acceptable on highway grounds, for the following reasons:
- The applicant has provided the anticipated number of additional prisoners with access to their own vehicle on site (19 total), which is anticipated to generate around 38 two way trips, likely outside of the peak hours.
    - We acknowledge that the remaining 19 additional prisoner journeys are likely to be by sustainable modes of travel, such as car sharing or minibus.
  - The applicant has demonstrated that there is not an existing road speed issue on Church Road, with recorded 85th percentile speeds noted to be under the posted 30mph speed limit.

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- In line with KCC requests, the applicant has committed to investigating the introduction of a mini-bus service to and from Sheerness Railway Station at key shift changeover times.
  - We note this will help reduce single occupancy trips to and from the site and make sustainable travel by staff easier and more attractive.
- Whilst the applicant has not demonstrated how the site encourages active travel, they have committed to minimising single occupancy car trips. Assessing the proposal in relation to NPPF, we do not believe that there is valid reason to prevent or refuse this planning application on highway grounds.